AGENDA

BASEHOR CITY COUNCIL
February 22, 2010
7:00 p.m.
Basehor City Hall

1. ROLL CALL BY MAYOR TERRY HILL AND PLEDGE OF ALLEGIANCE

2. CONSENT AGENDA

(Consent Agenda Items will be acted upon by one motion unless a Council Member requests an item be removed for discussion and separate action.)

a. Approve Minutes
   1. January 25, 2010
b. Approve Treasurer's Report
c. Approve calendar of events – March 2010
d. Drinking Establishment License Renewal – Falcon Lakes Golf Clubhouse
   Pastimes Bar & Grille

3. CALL TO PUBLIC

Members of the public are welcome to use this time to comment about any matter relating to City business that is listed on this Agenda. The comments that are discussed under "Call to Public" may or may not be acted upon by the Council during this meeting. There is a five-minute time limit. (Please wait to be recognized by the mayor then proceed to the podium; state your name and address).

UNFINISHED BUSINESS

4. **WEED CONTROL:** Consider adoption of Ordinance No. 566 amending Ordinance Number 315, relating to the cutting of weeds and vegetation, providing for notice and providing for abatement by the city of Basehor, and providing for charges therefore.

BUSINESS

5. **URBAN DEER HARVEST PROGRAM:** Consider Ordinance No. 568 Modifying the Uniform Public Offense Code to allow the discharge of a bow and arrow for purposes of hunting deer within the City.

6. **EMERGENCY SNOW ROUTE:** Consider Ordinance No. 569 designating Emergency Snow Routes

7. **STANDARD TRAFFIC ORDINANCE (STO):** Consider Ordinance No. 570 amending the 2009 Standard Traffic Ordinance to include a violation of Amended K.S.A 8-291 as a Municipal violation prosecutable in the Municipal Court of Basehor, Kansas.

8. **UNIFORM SPEED LIMITS:** Consider Ordinance 571 amending Basehor Code pertaining to Uniform Speed Limits

9. **TIME CLOCK POLICY:** Consider Resolution 2010-05 amending Uniform Personnel Policies and Guidelines for the City of Basehor pertaining to Use of Time Clock.

10. **CITY ADMINISTRATOR REPORT**
11. **MAYOR'S REPORT**
12. **COUNCIL MEMBER REPORTS**
13. **EXECUTIVE SESSION (if needed)**
14. **ADJOURNMENT**

Basehor City Council reserves the right to amend the agenda following its publication in the Basehor Sentinel newspaper. Citizens are encouraged to attend all public meetings. Updates to the agenda may be viewed at *www.cityofbasehor.org*

City of Basehor

Memo

To: City Administrator

From: Susan Adams

CC:

Date: 2/12/2010

Re: January 2010 Monthly Financial Report

The attached report contains the financial summaries of the revenue and expenditure activities of the City of Basehor for the month ending January 31, 2010.

Revenues:

General Fund – revenue from property, back, motor and recreational vehicle taxes along with franchise fees

Sewer Fund – revenue from utility billing charges

Solid Waste Fund – revenue from utility billing charges

Bond & Interest: revenue from property and special assessment taxes

Expenditures:
The January expenditures do not include payroll figures as the import program to integrate between the two systems has not been completed. All information has been sent to Propayroll and I am working with Greg to complete.

City of Basehor **Period Ending 01/31/10**

	Budget 2010	Revenues YTD	Revenues Current Month	Balance	% Budget
F ıues					
General	$2,057,837.78	$735,519.04	$735,519.04	$1,322,318.74	35.7%
Special Park	$16,376.00	$208.31	$208.31	$16,167.69	1.3%
Sewer	$1,045,824.00	$63,312.33	$63,312.33	$982,511.67	6.1%
Cedar Lakes	$10,704.00	$2.20	$2.20	$10,701.80	0.0%
Bond & Interest	$498,396.94	$245,572.39	$245,572.39	$252,824.55	49.3%
Solid Waste	$174,718.00	$15,237.11	$15,237.11	$159,480.89	8.7%
Consolidated Highway	$532,863.00	$64,069.39	$64,069.39	$468,793.61	12.0%
Municipal Equipment Reserve	$98,500.00	$14.86	$14.86	$98,485.14	0.0%
Capital Improvement	$339,798.00	$22,540.34	$22,540.34	$317,257.66	6.6%
Basehor Town Center Project	$0.00	$49.36	$49.36	-$49.36	
Wolf Creek Project	$0.00	$2,986.32	$2,986.32	-$2,986.32	

	Budget 2010	Expenses YTD	Expenses Current Month	Balance	% Budget
Expenditures					
General					
Administration	$311,595.00	$4,226.42	$4,226.42	$307,368.58	1.4%
Street Department	$213,249.00	$984.23	$984.23	$212,264.77	0.5%
Governing Body / Administrator	$166,370.00	$478.03	$478.03	$165,891.97	0.3%
Police Department	$804,738.00	$5,965.98	$5,965.98	$798,772.02	0.7%
City Facilities	$35,190.00	$5,348.93	$5,348.93	$29,841.07	15.2%
& Recreation	$18,342.00	$425.16	$425.16	$17,916.84	2.3%
ploYee Benefits	$388,496.00	$2,252.50	$2,252.50	$386,243.50	0.6%
Planning & Zoning	$232,233.00	$1,802.58	$1,802.58	$230,430.42	0.8%
Special Park	$35,000.00	$0.00	$0.00	$35,000.00	0.0%
Sewer	$1,333,544.00	$15,781.69	$15,781.69	$1,317,762.31	1.2%
Cedar Lakes	$17,000.00	$1,064.27	$1,064.27	$15,935.73	6.3%
Bond & Interest	$531,499.00	$28.57	$28.57	$531,470.43	0.0%
Solid Waste	$211,100.00	$10,840.83	$10,840.83	$200,259.17	5.1%
Consolidated Highway	$481,000.00	$0.00	$0.00	$481,000.00	0.0%
Municipal Equipment Reserve	$150,000.00	$0.00	$0.00	$150,000.00	0.0%
Capital Improvement	$150,000.00	$1,531.00	$1,531.00	$148,469.00	1.0%
Basehor Town Center Project	$0.00	$0.00	$0.00	$0.00	
Wolf Creek Project	$0.00	$0.00	$0.00	$0.00	

Note: Expenditures totals do not include payroll figures for January

BALANCE SHEET

AS OF 01/31/10

2/12/2010

11:06 am

City Of Basehor

As of: 1/31/2010

	Balances
Fund: 13 - SUMMATION OF ALL FUNDS	
Assets	
001 FSB CHECKING ACCOUNT	20,571.85
002 FSB MONEY MARKET ACCOUNT	6,234,702.86
005 BASEHOR TOWN CENTER ACCOUNT	887,560.50
Total Assets	7,142,835.21
Liabilities	
214 SEWER FUND MONTHLY BALANCE	856,487.20
215 SOLID WASTE MONTHLY BALANCE	75,930.69
216 GENERAL FUND MONTHLY BALANCE	1,095,804.34
218 MUNICIPAL EQUIP FUND MO BAL	286,241.57
219 CAPITAL IMPROVE FUND MO BAL	1,420,722.94
220 SPECIAL PARK & REC FUND MO BAL	160,106.14
221 CONS HIGHWAY FUND MONTHLY BAL	1,811,391.11
226 BOND & INTEREST MONTHLY BAL	327,156.76
230 TOWN CENTER PROJECT MO BALANCE	805,147.21
231 WOLF CREEK PROJECT MO BALANCE	261,467.46
300 CL MAINTENANCE MONTLY BALANCE	42,379.79
Total Liabilities	7,142,835.21
Total Liabilities & Balances	7,142,835.21

City of Basehor
2010 ANNUAL CALENDAR OF EVENTS

MARCH			
MONTH/DAY	TIME	EVENT	LOCATION
1	7:00 p.m.	City Council Work Session	City Hall Meeting Room
2	7:00 p.m.	Planning Commission Meeting	City Hall Meeting Room
9	1:00 p.m.	Municipal Court	City Hall Meeting Room
10	4:00 p.m.	Park Advisory Board meeting	City Hall Meeting Room
15	7:00 p.m.	City Council Meeting	City Hall Meeting Room

Next Meetings:

April 5, 2010 Work Session
April 19, 2010 Regular Meeting

Kansas Alcoholic Beverage Control Division
Liquor License

DRINKING ESTABLISHMENT

OWNER NAME: **PASTIMES B&G LLC**
DBA NAME: **PASTIMES BAR & GRILL**
ADDRESS: **15510 STATE AVE STE 11**
CITY, ZIP: **BASEHOR 66007**

LICENSE NO: 10-007-1054-04

The licensee named above has been granted a liquor license by the Kansas Department of Revenue, Alcoholic Beverage Control Division. This license is neither transferable nor assignable and is subject to suspension or revocation.

PRIVILEGES:

Allows the licensee to sell and serve alcoholic liquor for consumption on the licensed premises and other activities as authorized by K.S.A. 41-2642.

AGREEMENT:

By accepting this license, the licensee agrees to conduct business in compliance with all applicable federal, state, county and city statutes and regulations.

Thomas W. Groneman
Director, Alcoholic Beverage Control

Joan Wagnon
Secretary of Revenue

EFFECTIVE: 01/20/2010 EXPIRES: 01/19/2011

THIS LICENSE MUST BE FRAMED AND POSTED ON THE PREMISES IN A CONSPICUOUS PLACE

IMPORTANT INFORMATION

Contact the ABC Licensing Unit at 785-296-7015 or email abc_licensing@kdor.state.ks.us if you have any:

- questions regarding this license
- changes to your business name, location, ownership or officers
- questions about filing gallonage tax; if applicable

Contact your local ABC Enforcement Agent at 785-296-7015 or visit our website at http://www.ksrevenue.org/abccontact.htm

Contact the Miscellaneous Tax Segment at 785-368-2222 or e-mail miscellaneous_tax@kdor.state.ks.us if you:

- need assistance with liquor drink or liquor enforcement taxes
- have questions about liquor drink tax bonds, bond relief or bond release

CLOSING YOUR BUSINESS

If you are closing your business, you must surrender your liquor license and complete the information on the back of the license.

Memorandum

To: Mark Loughry

CC: Mary Mogle, Mitch Pleak, Mr. Mayor and City Council

From: Mark Lee, Building Official

Date: 2/17/2010

Re: Liquor License Renewal

Mark Lee, Building Official Recommendations

Zoned in a CP-2 "General Business" zoning district allows Past Times Bar and Grill to sell and/or serve liquor/alcoholic beverages. Staff has no objections to the renewal of the 2010 license renewal application. An annual inspection has been conducted and no deficiencies were noted. The newly owned Past Times Bar and Grill plans on opening February 23, 2010.

Respectfully,

Mark Lee
Building Official

Kansas Alcoholic Beverage Control Division
Liquor License

DRINKING ESTABLISHMENT

OWNER NAME: **FALCON LAKES GOLF CLUB LLC**
DBA NAME: **FALCON LAKES GOLF CLUB**
ADDRESS: **4605 CLUBHOUSE DR**
CITY, ZIP: **BASEHOR, 66007**

LICENSE NO: 10-007-1042-04

The licensee named above has been granted a liquor license by the Kansas Department of Revenue, Alcoholic Beverage Control Division. This license is neither transferable nor assignable and is subject to suspension or revocation.

PRIVILEGES:
Allows the licensee to sell and serve alcoholic liquor for consumption on the licensed premises and other activities as authorized by K.S.A. 41-2642.

AGREEMENT:
By accepting this license, the licensee agrees to conduct business in compliance with all applicable federal, state, county and city statutes and regulations.

Thomas W. Groneman
Director, Alcoholic Beverage Control

Joan Wagnon
Secretary of Revenue

EFFECTIVE: 03/10/2010 EXPIRES: 03/09/2011

THIS LICENSE MUST BE FRAMED AND POSTED ON THE PREMISES IN A CONSPICUOUS PLACE

IMPORTANT INFORMATION

Contact the ABC Licensing Unit at 785-296-7015 or email abc_licensing@kdor.state.ks.us if you have any:
- questions regarding this license
- changes to your business name, location, ownership or officers
- questions about filing gallonage tax; if applicable

Contact your local ABC Enforcement Agent at 785-296-7015 or visit our website at http://www.ksrevenue.org/abccontact.htm

Contact the Miscellaneous Tax Segment at 785-368-2222 or e-mail miscellaneous_tax@kdor.state.ks.us if you:
- need assistance with liquor drink or liquor enforcement taxes
- have questions about liquor drink tax bonds, bond relief or bond release

CLOSING YOUR BUSINESS

If you are closing your business, you must surrender your liquor license and complete the information on the back of the license.

Memorandum

To: Mark Loughry

CC: Mary Mogle, Mitch Pleak, Mr. Mayor and City Council

From: Mark Lee, Building Official

Date: 2/16/2010

Re: Liquor License Renewal

Mark Lee, Building Official Recommendations

Zoned in a PR "Planned Residential" zoning district allows the Falcon Lakes Golf Club to sell and/or serve liquor/alcoholic beverages. Staff has no objections to the renewal of the 2010 license renewal application. An annual inspection has been conducted and no deficiencies were noted.

Respectfully,

Mark Lee
Building Official

CITY OF BASEHOR
Agenda Item Cover Sheet

Council Agenda Item No.: 4 Meeting Date: January 25, 2010
Feb 22, 2010

TOPIC: Revisions to Tall Grass and Weeds Ordinance

ACTION REQUESTED: Staff recommends the approval of the attached Ordinance that will be brought in front of council in regards to this matter.

NARRATIVE: This change in the Ordinance is stemming from the difficulty in maintaining large undeveloped/un-platted properties and inaccessible drainage ways within the city limits. This would address multiple acre large lots, owned by individual homeowners (five acre homesteads for example). It would also address large un-platted lots within the city limits. The way our existing Municipal Code reads is that no matter what the type of grass (brome hay for example) is growing, if it exceeds twelve (12") inches in height then it is considered a nuisance and shall be cut and maintained within that twelve (12") inches. This does not exclude developed, platted properties from being maintained, it merely removes some properties from this list that have never been maintained or that are used for agricultural purposes.

PERSON/STAFF MEMBER(S) MAKING PRESENTATION: Building Official, Mark Lee

ADMINISTRATION RECOMMENDATION:

COMMITTEE RECOMMENDATION(S):

ATTACHMENTS: Ordinance (old & new) and a tally of un-platted lots and their sizes.

PROJECTOR NEEDED FOR THIS ITEM?

ORDINANCE NO 566

AN ORDINANCE AMENDING SECTION 8-401 OF ARTICLE 4 OF CHAPTER VIII OF THE CITY CODE RELATING TO REGULATION OF NUISANCES WITHIN THE CITY CAUSED BY WEEDS

WHEREAS, the Governing Body believes adjustments should be made to the current Section 8-401 of Article 4 of the City Code addressing nuisances within the City caused by weeds; and

WHEREAS, the Governing Body believes it is appropriate to modify the nuisance regulations to make special provisions for large parcels of vacant land.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF BASEHOR, KANSAS:

Section 1. Section 8-401 of Article 4 of Chapter VIII of the City Code is amended to read as follows:

8-401. WEEDS TO BE REMOVED. It shall be unlawful for any owner, agent, lessee, tenant, or other person occupying or having charge or control of any property within the city limits of Basehor, Kansas to permit Weeds to remain upon said property or any area between the property lines of said property and the centerline of any adjacent street or alley, including but not limited to, sidewalks, streets, alleys, easements, right-of-way and all other areas, public or private, except that inaccessible drainage ways, as determined by the Public Officer, shall not be included. Notwithstanding the foregoing, in the event the property is in excess of three acres and is not included within a final plat of record with the county recorder of deeds, the owner, agent, lessee, tenant, or other person occupying or having charge or control of said property shall only be required to eliminate Weeds in any right-of-ways adjoining the property. All Weeds as defined hereinafter are hereby declared a nuisance and are subject to abatement as further provided.

Section 2. This ordinance shall take effect and be enforced from and after its publication once in the official city newspaper.

Section 3. This ordinance shall repeal any and all existing City Code provisions or Ordinances that are in effect and inconsistent herewith in the City of Basehor.

PASSED by the Governing Body of the City of Basehor, Kansas on the 22nd day of February 2010.

PASSED by the Governing Body of the City of Basehor, and approved by the

Mayor on the 22nd day of February 2010.

_____
TERRY HILL, Mayor

ATTEST:

_____
MARY MOGLE, City Clerk

APPROVED AS TO FORM:

_____
Patrick G. Reavey, City Attorney

Memorandum

To: Mark Loughry

CC: Mary Mogle, Mr. Mayor and City Council

From: Mark Lee, Building Official

Date: 1/25/2010

Re: Council Meeting/Consider Ordinance revising existing Tall grass and Weed Ordinance

Mark Lee, Building Official Recommendations

History: During the four mowing seasons that I have conducted code enforcement. The issue of large acreage lots; have always been in question. If an individual has a home on five acres and only maintains the area directly around their home, then technically they are in violation of the Municipal Code.

If a large area of land within the city limits is not platted or contains drainage areas that are inaccessible then why require that these areas be maintained, these areas are largely still rural in nature and provide natural habitat for small animals and birds of prey as well as provide natural water control as well as natural beauty.

A few of the areas in question that can be used as an example are:

1. The 5 acre homesteads on the east side of 155th Street south of Parallel.
2. The area to the east of the Pin Oak and Wellington Place Subdivisions.
3. Tomahawk Valley between 155th and 158th
4. The area where the funeral home was to be built.
5. Creek Ridge Phase 4 at the corner of 158th and Parallel
6. Fox Ridge Phase 2
7. The Historical Societies property at the corner of 158th and Parallel

We do not list brome hay or straw as a crop and to some this is just a weed and a place to harbor snakes, mice and field rats. We have not in the past forced some of these areas to be mowed and maintained but in all reality they should be held to the same standards as all other lots within the city limits.

This ordinance does not relieve lots in platted subdivisions that will continue to be maintained as always.

Mark Lee

From: "Mitch Pleak" <planning@cityofbasehor.org>
To: "'Mark Lee'" <bldginspect@cityofbasehor.org>
Sent: Tuesday, January 12, 2010 11:37 AM
Subject: Unplatted Lots info

Mark,

There is 206 unplatted properties within the City.

99 properties are 3 acres and less
38 properties are 3 acres to 5 acres
25 properties are 5 acres to 10 acres
44 properties are 10 acres and up

Mitch

ORDINANCE NO. 315

AN ORDINANCE RELATING TO THE CUTTING OF WEEDS AND VEGETATION, PROVIDING FOR NOTICE AND PROVIDING FOR CUTTING BY THE CITY OF BASEHOR, AND PROVIDING FOR CHARGES THEREFOR; AND REPEALING ORDINANCE NO. 250, CHAPTER VIII, ARTICLE 4 OF THE CITY OF BASEHOR, KANSAS IN CONFLICT THEREWITH.

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

Section 1. Weeds to Be Removed.
It shall be unlawful for any owner, agent, lessee, tenant, or other person occupying or having charged or control of any premises to permit weeds to remain upon said premises or any area between the property lines of said premises and the centerline of any adjacent street or alley, including but not specifically limited to sidewalks, streets, alleys, easements, right-of-way and all other areas, public or private. All weeds as hereinafter defined are hereby declared a nuisance and are subject to abatement as hereinafter provided.

Section 2. Definitions.
(a) Calendar Year as used herein, means that period of time beginning January 1st and ending December 31st of the same year.
(b) Weeds as used herein, means any of the following:
(1) Brush and woody vines shall be classified as weeds;
(2) Weeds and indigenous grasses which may attain such large growth as to become, when dry, a fire menace to adjacent improved property.
(3) Weeds which bear or may bear seeds of a downy or wingy nature.
(4) Weeds which are located in an area which harbors rats, insects, animals, reptiles, or any other creature which either may or does constitute a menace to health, public safety or welfare;
(5) Weeds and indigenous grasses, excluding crops intended for harvest on or about any property, which because of its height, has a blighting influence on the neighborhood. Any such weeds and indigenous grasses shall be presumed to be blighting if they exceed 12 inches in height.

Section 3. Notice to Remove.
The chief of police or any police officer shall be designated a public officer to be charged with the administration and enforcement of this article. The public officer or an authorized assistant shall notify the owner or his or her agent in charge of any premises in the city upon which weeds exist in violation of this article, by restricted mail or by personal service, once per calendar year. Such notice shall include the following:
(a) That the owner, occupant or agent in charge of the property is in violation of the city weed control law.
(b) That the owner, occupant, or agent in charge of the property is ordered to cut the weeds within 10 days of the receipt of notice.

SCANNED
1-18-07

(c) That the owner, occupant or agent in charge of the property may request a hearing before the governing body or its designated representative within five days of the receipt of notice.
(d) That if the owner, occupant or agent in charge of the property does not cut the weeds and assess the cost of the cutting, including a reasonable administrative fee, against the owner, occupant or agent in charge of the property.
(e) That the owner, occupant or agent in charge of the property will be given an opportunity to pay the assessment, and, if it is not paid it will be added to the property tax as a special assessment.
(f) That no further notice shall be given prior to removal of weeds during the current calendar year.
(g) That the public officer should be contacted if there are any questions regarding the order.

If there is a change in record owner of title to property subsequent to the giving of notice pursuant to this subsection, the city may not recover any costs or levy an assessment for the costs incurred by the cutting or destruction of weeds on such property unless the new record owner of title to such property is provided notice as required by this section.

Section 4. Abatement; Assessment of Costs.
(a) Upon the expiration of 10 days after receipt of the notice required by Section 3, and in the event that the owner, occupant or agent in charge of the premises shall neglect or fail to comply with the requirements of Section 1, the public officer or an authorized assistant shall cause to be cut, destroyed and/or removed all such weeds and abate the nuisance created thereby at any time during the current calendar year.
(b) The public officer or an authorized assistant shall give notice to the owner, occupant or agent in charge of the premises by restricted mail of the costs of abatement of the nuisance. The notice shall state that payment of the costs is due and payable within 30 days following receipt of notice.
(c) If the costs of removal or abatement remain unpaid after 30 days following receipt of notice, a record of the costs of cutting and destruction and/or removal shall be certified to the city clerk who shall cause such costs to be assessed against the particular lot or piece of land on which such weeds were so removed, and against such lots or pieces of land in front of or abutting on such street or alley on which such weeds were so removed. The city clerk shall certify the assessment to the county clerk at the time other special assessments are certified for spreading on the tax rolls of the county.

Section 5. Right of Entry.
The public officer, and the public officer's authorized assistants, employees, contracting agents or other representatives are hereby expressly authorized to enter upon private property at all reasonable hours for the purpose of cutting, destroying and/or removing such weeds in a manner not inconsistent with this ordinance.

Section 6. Unlawful Interference.
It shall be unlawful for any person to interfere with or to attempt to prevent the public officer or the public officer's authorized representative from entering upon any such lot or piece of ground or from proceeding with such cutting and destruction. Such interference shall constitute an ordinance violation.

Section 7. Noxious Weeds.

(a) Nothing in this ordinance shall affect or impair the rights of the city under the provisions of Chapter 2, Article 13 of the Kansas Statues Annotated, relating to the control and eradication of certain noxious weeds.

(b) For the purpose of this section, the term noxious weeds shall mean kudzu (Pueraria lobata), field bindweed (Convolulus arvensis), Russian knapweed (Centaurea picris), hoary cress (Lepidium draba) Canada thistle (Cirsium arvense), quackgrass (Agropyron repens), leafy spurge (Euphorbia esula), burragweed (Franseria tomentosa and discolor), pignut (Hoffmannseggia densiflora), musk (nodding) thistle (Carduus nutans L.), and Johnson grass (Sorghum halepense).

Section 8. That Ordinance No. 230, Chapter VIII, Article 4 of the City of Basehor, Kansas is hereby repealed.

Section 9. This Ordinance shall be in full force and effect from and after its adoption and publication in the official city newspaper.

ADOPTED AND APPROVED by the Governing body, this 21st day of July, 1997.

John Pfannenstiel, Mayor

Attest:

Mary A. Mogle, CMC

CITY OF BASEHOR
Agenda Item Cover Sheet

Council Agenda Item No. 5 Meeting Date: February 22, 2010

TOPIC: Modify the uniform public offense code to allow the discharge of a bow and arrow for purposes of hunting deer within the city.

ACTION REQUESTED: Pass Ordinance and adopt Urban Deer Harvest Program

NARRATIVE: It has been noted that due to the nature of White-tailed deer and their potential destructive habit of feeding on plants and woody vegetation, it is suggested that measures be taken to keep the abundance of this species in check. A new ordinance has been prepared allowing for the hunting of deer within the City Limits of Basehor using a bow and arrow with very specific guidelines and requirements. An information packet has been prepared, which includes requirements that must be met prior to any landowner in the City Limits of Basehor giving permission to hunt deer with a bow and arrow on their property.

PERSON/STAFF MEMBER(S) MAKING PRESENTATION:

Chief Lloyd Martley

ADMINISTRATION RECOMMENDATION:

Recommend approval of modifying public offense code to allow discharge of a bow and arrow for the purposes of hunting deer within the city limits.

COMMITTEE RECOMMENDATION(S):

ATTACHMENTS:
Letter from Kansas Department of Wildlife and Parks
Proposed Ordinance
Deer Hunter Information Packet
Example Manual for Deer Management from Kansas Department of Wildlife and Parks
Flyer from Kansas Hunters Feeding the Hungry Program

OJECTOR NEEDED FOR THIS ITEM?

NO

MEMO

Date: February 22, 2010

To: Mark Loughry

From: Chief Lloyd Martley

Ref: Urban Deer Harvest Program

I have put together a package that if approved would allow for deer hunting with bow and arrow in our City Limits with certain restrictions.

The package contains a letter from the Kansas Department of Wildlife and Parks who are in favor of an Urban Deer Harvest program for our City, a Deer Hunting Information Packet that outlines what is required by a hunter and landowner for bow hunting to be allowed. There is also an ordinance, certificate of archery proficiency, deer hunting permit, release for the city and a release for the land owner. I have also included a copy of a manual for Deer Harvest programs from the Kansas Department of Wildlife and Parks which cover specific information about the advantages of these types of programs. There is also a flyer from the Kansas Hunters Feeding the Hungry with information about the advantages of deer harvest.

If approved we will host an archery proficiency class and give a written test over our ordinance sometime during the summer. When hunting season rolls around land owners with a minimum of three acres will fall under the restricted rules and requirements for hunters they want to allow on their property.

I feel if adopted this plan would be safe and allow the Urban Deer Harvest program to help keep the population of deer at a safe limit and help reduce vehicle deer accidents along our roadways.

KANSAS
DEPARTMENT OF WILDLIFE AND PARKS

Mark Parkinson, Governor
J. Michael Hayden, Secretary

www.kdwp.state.ks.us

To: City of Basehor
2620 N. 155th
Basehor, KS 66007

From: Andrew Friesen
District Wildlife Biologist

Subject: Urban Deer Management

Date: January 6, 2010

Due the prolific nature of White-tailed deer (Odocoileus virginianus) and their potential destructive habit of feeding on plants and woody vegetation, it is essential that measures be taken to keep the abundance of this species in check. This is of specific concern in urban settings where the requirements of the deer, such as food, cover, and shelter, are readily met and where there are very few natural predators to keep the populations in balance. The competition for these easily available resources with in a city/refuge setting can often elevate deer numbers. Therefore, it is well within the biological framework to allow regulated hunting seasons for deer to help maintain their environmental carrying capacity, and work towards achieving a "social carrying capacity". By taking proactive measures to control the deer herd populations an effort can be made to reduce the occurrence of deer vehicle related accidents as well as decrease the damaging effects they can cause to ornamental and natural foliage.

Based upon my knowledge of your city property, it is my contention that an urban deer management plan would be appropriate for your situation. Trees and commercial crops are being damaged by browsing and rubbing. There is also damage to agricultural crop production adjacent to the immediate city boundaries. Kansas Department of Wildlife & Parks supports the development of an Urban Deer Management Plan for the City of Basehor Kansas that would allow for hunter harvest of this resource concern.

To most effectively manage deer numbers, it is recommended that harvest be concentrated on antlerless deer (does and fawns). The hunting activity would need to conform with state regulations and guidelines. However, your city can implement more restrictive requirements for management purposes. Individuals hunting with this potential program would need to possess a current hunting license (unless exempt by law) and proper deer permits, valid for this geographic area. Another stipulation of this program could be the submission of deer head samples to Kansas Dept. of Wildlife & Parks (KDWP) for CWD Testing.

KANSAS CITY DISTRICT OFFICE
8304 Hedge Lane Terr. Shawnee, KS 66227
(913) 422-1314 • Fax: (913) 422-1439

I'm looking forward to working with the City of Basehor to address your deer management concerns. Our office is located at 8304 Hedge Lane Terrace, Shawnee KS 66227 and my office phone number is 913-422-1314 Ext. 110.

Thank you for your interest in wildlife management and let me know how I can be of assistance to your city.

Sincerely,

Andrew Friesen

Andrew Friesen
District Wildlife Biologist
Kansas Dept. of Wildlife & Parks

ORDINANCE NO. 568

AN ORDINANCE MODIFYING THE UNIFORM PUBLIC OFFENSE CODE TO ALLOW THE DISCHARGE OF A BOW AND ARROW FOR PURPOSES OF HUNTING DEER WITHIN THE CITY

WHEREAS, Section 10.6 of Article 10 of the Uniform Public Offense Code, adopted annually by the City, prohibits the discharge of any firearm within the City, including a bow and arrow; and

WHEREAS, the City has received requests from residents requesting that the hunting of deer with a bow and arrow be permitted on their property within the City to minimize damage to the property from an excessive deer population; and

WHEREAS, the Governing Body believes it is in the public's interest that an exception be made to Section 10.6 of Article 10 of the Uniform Public Offense Code so that property owners, under certain circumstances, be permitted to allow the hunting of deer on their property with a bow and arrow.

NOW THEREFORE, BE IT ORDAINED by the Governing Body of the City of Basehor, Kansas:

Section 1. The Governing Body hereby amends Article 2 of Chapter XI of the City Code to include a modification to the Uniform Public Offense Code to allow an exception to the prohibition against discharging a bow and arrow within the City:

ARTICLE 2. LOCAL REGULATIONS

11-206. EXCEPTION TO PROHIBITION AGAINST DISCHARGING BOW AND ARROW WITHIN THE CITY. There is hereby created an exception to the prohibition of Section 10.6 of Article 10 of the Uniform Public Offense Code that a bow and arrow not be discharged within the city, but such exception shall only allow the discharge of a bow and arrow for the purpose of target practice and/or the hunting of deer on specified property and upon issuance of a permit from the City of Basehor Police Department upon the following conditions and/or submissions:

(a) A Kansas Deer Hunting License and Kansas Deer Tag issued by the State of Kansas (the "State Permit").

(b) Only the owner of the designated property or persons with the owner's written permission shall be eligible to receive a City Permit to bow hunt or target practice.

(c) The application for a City Permit shall be accompanied by a copy of the State License, Deer Tag and an application fee of $10.00.

(d) Hunting and/or target practice shall only be by the person listed on the City Permit.

(e) No person shall make any payment to any person for the right to hunt or to be listed on the State License and City Permit.

(f) Persons shall at all times when hunting or target practicing, pursuant to the City Permit, carry a valid photo identification and a copy of the City Permit and State License.

(g) No arrow or other object used to hunt deer or target practice pursuant to the City Permit may be discharged or projected at such an angle or distance as to land on public or private property not described in the Permit. No hunting shall be allowed closer than 500 feet to the property boundary of school property which contains a school building. School for the purposes of this ordinance means a public school or an accredited non-public school during periods when students are in attendance or participating in school activities.

(h) Issuance of the City Permit may be limited to a time and area more restrictive than the State License allows.

(i) Any activity performed in conjunction with the issuance of the Permit, including but not limited to field dressing or other handling of carcass, must occur on the property specified in the City Permit. Entrails shall not be left on the property where the deer is killed.

(j) The transportation of a carcass along any public right-of-way, is prohibited, unless it is covered or hidden from public view.

(k) All hunting shall be conducted from an elevated tree stand that is at least 10 feet in height and faces the interior of the property. The tree stands and shooting lanes will be located in such a way as to direct arrows to the interior of the property and prevent any arrow from landing closer than fifty (50) yards to any property line. No hunting is authorized on parcels under 3 acres.~~without a waiver approved by the City Administrator.~~

(l) No bow hunting will be allowed if any person that has been granted a State License and City Permit has consumed cereal

malt beverages, alcoholic liquor or any controlled substances two hours prior to hunting or during hunting activities.

(m) Bow hunting will be allowed one half hour before sunrise to one half hour after sunset.

(n) No City Permit will be issued to any person under the age of eighteen (18).

(o) It shall be the responsibility of a bow hunter to inform the Police Department by telephone that a wounded deer has left the property and to inform the Police Department of the deer's probable location. The hunter shall make an attempt to contact the property owner of any adjacent properties prior to entering that property to search for a wounded deer. It shall ultimately be the responsibility of the hunter to find and remove any deer that leave the property.

(p) An antlerless deer must be harvested before an antlered deer can be harvested.

(q) City Permits are not transferable.

(r) Failing to comply with the requirements or this Section may result in the denial of future permits.

(s) Each hunter who successfully harvests a deer will report the hunter's name, the sex of the animal and the location where harvested to the Basehor Police. This information can either be reported via telephone by calling (913) 724-3397 during normal duty hours Monday through Friday or by personally reporting to the Police Department.

11-207. FAILURE TO COMPLY; PENALTY. A violation of any of the requirements imposed by the foregoing Section 11-206 shall subject the permit to be immediately revoked by the Basehor Police Department, with an appeal to the City Administrator if requested by the permittee within 3 days of the revocation, and the landowner and/or person discharging, or intending to discharge, the bow and arrow to being cited in Municipal Court for violation of this Article, which violation shall subject the landowner and/or person discharging, or intending to discharge, the bow and arrow to a fine not exceeding $500 or be imprisoned not to exceed 180 days or be both fined and imprisoned. Each day during or on which a violation occurs or continues after notice has been served shall constitute an additional or separate offense. Violation of Section 11-206 is a Class C Public Offense.

Section 2. This Ordinance shall take effect upon its adoption by the City Council, approval by the Mayor and publication in the City's official newspaper.

Section 3. All Ordinances or sections thereof in conflict with the provisions of this Ordinance are hereby repealed.

Passed by the governing body this _____day of _____, 2010.

_____
Terry L. Hill, Mayor

Attest:

_____
Mary A. Mogle, City Clerk

APPROVED AS TO FORM:

_____
Patrick G. Reavey, City Attorney

POLICE DEPARTMENT

CITY OF BASEHOR

2620 North 155th Street, PO Box 420 Basehor, Ks 66007

DEER HUNTER INFORMATION PACKET

Thank you for your interest in the City of Basehor's controlled bow-hunting program. In this packet, you should find a copy of the City's bow-hunting ordinance, two legal releases and a copy of the deer-hunting permit. ***Please make sure you have read the material thoroughly.***

Next, you will need to attend one of the certification sessions. ***The certification sessions will be held in August (date, time and location TBA).*** At the certification sessions, you will be given a written test over the ordinance and an archery proficiency test. If you pass both tests and already have an approved property to hunt, you can obtain a city permit at the certification session as long as you have previously contacted the property owner and discussed hunting on their property and bring the following documents:

- Driver's License
- State Hunting License
- Kansas Deer Permit
- Completed Hunting Permit form including the property owner's signature
- Completed Archery Proficiency Form
- Release Form with your notarized signature
- Legal Release with your notarized signature
- Check or money order in the amount of $10.00

Additionally, these items can be mailed after the certification session to:
City of Basehor, Police Clerk, 2620 N. 155th Street, Basehor, Ks 66007

Items mailed must be notarized.

If you have any questions, please contact Lt. Robert Pierce at (913) 724-3397 or via e-mail at lt@basehorpolice.org. All of this information is available at the City's website, http://www.cityofbasehor.org

POLICE DEPARTMENT

CITY OF BASEHOR

2620 North 155th Street, PO Box 420 Basehor Ks 66007

CERTIFICATE OF ARCHERY PROFICIENCY

Name of Applicant/Hunter (Please Print) _____ Date _____

Address _____ City _____ State _____ Zip Code _____

This certifies that the above named individual has successfully passed both the written examination and the archery proficiency test on the date listed above.

Signature of Archery Proficiency Staff _____ Date _____

Signature of Written Proficiency Staff _____ Date _____

Signature of Basehor Police Department _____ Date _____

POLICE DEPARTMENT

CITY OF BASEHOR

2620 North 155th Street, PO Box 420 Basehor Ks 66007

DEER HUNTING PERMIT

Name of Applicant/Hunter (Please print) _____ Date _____

Address _____ City _____ State _____ Zip Code _____

Age _____ Date of Birth _____

Signature of Applicant/Hunter _____ Date _____

Property Owner Name, Address, Phone number _____

Signature of Property Owner _____ Date _____

City of Basehor – Authorized Signature _____ Date _____

Fee Collected $10.00

Attach copy of:

1. Kansas State Hunting License
2. Kansas Deer Permit
3. Certificate of Archery Proficiency issued by Basehor Police Department

POLICE DEPARTMENT

CITY OF BASEHOR

2620 North 155th Street, PO Box 420 Basehor Ks 66007

HOLD HARMLESS AGREEMENT

WHEREAS, the City of Basehor, Kansas has adopted an Ordinance to provide for deer hunting in the City of Basehor with a bow and arrow; and

WHEREAS, the Ordinance provides regulations, restrictions and a permit requirement to be authorized to hunt deer in the city; and

WHEREAS, prior to being permitted to hunt deer with a bow and arrow the Governing Body requires a hold harmless agreement from each permittee to protect the City of Basehor from Liability claims.

WHEREAS, the permittee in return for permission to hunt on the landowner's property desires to protect the landowner from liability.

NOW, THEREFORE, the undersigned permittee, in consideration of the premises recited herein agrees as follows:

1. The undersigned permittee agrees to hold the landowner harmless from any claims arising out of all activities in connection with deer hunting on the landowner's property for any and all injuries and damage that may be incurred by the permittee from any and all causes whatsoever.

2. The undersigned permittee further agrees to hold the landowner harmless from any claims, demands, actions, causes of action or suits of any kind or nature whatsoever for any and all damages that may be made against the landowner as a result of or arising out of the deer hunting activity on the landowner's property by the permittee.

3. The property is commonly known as _____ and the landowner to be held harmless,
   (Address)
   i.e., free from any liability claims as a result of the permittee hunting deer on the property is

   _____
   (Owner /tenant/occupant)

IN WITNESS WHEREOF, I have executed this agreement this_____day of _____20___.

_____
Signature of Permittee (Hunter)

STATE OF KANSAS)
) SS
COUNTY OF LEAVENWORTH)

BE IT REMEMBERED, that on this _____day of _____20_____ before me, the undersigned, a Notary Public in and for the county and state aforesaid came _____, who is personally known to me to be the same person who executed the foregoing agreement and such person duly acknowledged the execution of the same.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my official seal, the day and year last above written.

_____
Notary Public

My Appointment expires: _____

POLICE DEPARTMENT

CITY OF BASEHOR

2620 North 155th Street, PO Box 420 Basehor Ks 66007

RELEASE

WHEREAS, the City of Basehor, Kansas has adopted an Ordinance to provide for deer hunting in the City of Basehor with a bow and arrow; and

WHEREAS, the Ordinance provides regulations, restrictions and a permit requirement to be authorized to hunt deer in the city; and

WHEREAS, prior to being permitted to hunt deer with a bow and arrow the Governing Body requires a hold harmless agreement from each permittee to protect the City of Basehor from Liability claims.

NOW, THEREFORE, the undersigned permittee, in consideration of the premises recited herein agrees as follows:

1. The undersigned permittee agrees to hold the City of Basehor harmless from any claims arising out of all activities in connection with deer hunting in the City of Basehor for any and all injuries and damage that may be incurred by the permittee from any and all causes whatsoever.

2. The undersigned permittee further agrees to hold the City of Basehor harmless from any claims, demands, actions, causes of action or suits of any kind or nature whatsoever for any and all damages that may be made against the City of Basehor as a result of or arising out of the deer hunting activity in the City of Basehor by the permittee.

The undersigned further declares that he has read this release, also referred to as a hold harmless agreement and fully understand the execution of this agreement is condition to be eligible to obtain a deer hunting permit.

IN WITNESS WHEREOF, I have executed this agreement this_____day of _____20___.

_____
Signature of Permittee (Hunter)

STATE OF KANSAS)
) SS
COUNTY OF LEAVENWORTH)

BE IT REMEMBERED, that on this _____day of _____20_____ before me, the undersigned, a Notary Public in and for the county and state aforesaid came _____, who is personally known to me to be the same person who executed the foregoing agreement and such person duly acknowledged the execution of the same.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my official seal, the day and year last above written.

_____
Notary Public

My Appointment expires: _____

A MANUAL FOR DEER MANAGEMENT IN URBAN AND SUBURBAN AREAS OF KANSAS

KANSAS DEPARTMENT OF WILDLIFE & PARKS

Steve Williams
Secretary

Prepared by:
Lloyd Fox
Big Game Program Coordinator

Joe Kramer, Director
Fisheries & Wildlife Division

Keith Sexson, Asst. Secretary
Operations

January 2002

Deer are a common wildlife species widely distributed throughout the state and Nation. None of the species or subspecies of deer that occur in Kansas are endangered. Deer are not at risk of being over harvested, but there are problems developing as a result of overabundance.

Two species of deer occur in Kansas. The white-tailed deer is found throughout the state, but occurs in greater numbers in the eastern portion of the state. It is a species with a broad tolerance for habitat conditions. Mule deer occur primarily in the western third of Kansas. They are adapted to open spaces, frequently being found in shortgrass prairies, but have been known to inhabit urban areas in states north and west of Kansas. At this time mule deer do not pose a problem in Kansas communities.

White-tailed deer are an adaptable animal capable of living in a variety of locations and using a variety of plants. They prosper in remote forests, swamps, grasslands, and areas dominated by agriculture. While once absent from suburban areas, deer were not prevented from using these areas because of habitat requirements or because suburban areas lacked sufficient forage for deer.

Deer adapt their activities so that they are able to obtain the resources they need with a minimum of exposure to danger. Their home range requirements may be satisfied within areas as small as a quarter of a square mile. Biologists frequently describe portions of a deer's home range as the "core" activity center, and these areas may be as small as 10 acres in suburban areas (Kilpatrick and Spohr 2000). Deer adjust their activity periods with an emphasis on using low light time periods. In Kansas there is a peak in deer related vehicle accidents approximately ½ hour before sunrise and ½ hour after sunset.

Deer populations at this latitude and under the soil fertility characteristics of the Midwest are capable of rapid increases in abundance. White-tailed deer have a higher reproductive potential than mule deer. Female white-tailed deer (does) can conceive at six months of age. Generally less than half of the deer of that age give birth, and frequently they have only a single fawn. By the time a doe is 1 ½ years old or older the reproductive rate increases with 90% or more of the does producing fawns with many having twins or triplets. The reproductive rates of mule deer are generally lower and they tend to reach maturity at an older age.

The increase in the deer population is a predictable consequence of policies and actions taken by people. In urban areas, people have established greenways and parks in their cities. They have planted trees, shrubs and herbaceous cover (including small agricultural fields within some city limits), which are highly attractive to deer. People have eliminated the deer's natural predators. People have limited the potential impact of their domestic predators (dogs) through leash regulations and control of stray dogs. People in urban areas have also enacted ordinances prohibiting the discharge of firearms and archery equipment, the typical means used to control deer in rural areas. The habitats people provide and the protection and sanctuaries people create

have been ideal for the growth of deer populations.

The deer populations in urban and suburban areas of Kansas have increased dramatically since the 1970's. The result of this population increase has been a marked increase in deer-vehicle accidents and public discontent over deer. The deer herd in Kansas is far below its potential. Therefore, unless action is taken, the deer population will continue to grow and the damage and negative aspects caused by deer will increase.

Deer Population Dynamics

Population dynamics for deer herds is the process of change in numbers of deer through time. There are annual changes and longer term trends. Each year in May and June female deer give birth to 1-3 fawns. After this birth season the deer population reaches its highest point of the year. As the year progresses, animals die and just prior to birth season the next year's population will be at the low point in the annual cycle. The change in number of deer present at the same time in subsequent years is a reflection of the population growth rate.

White-tailed deer can be a long-lived species with some individuals living more than 12-15 years. Under suburban situations an annual survival rate may range from 0.80 to 0.90 (Swihart et al. 1995). These high survival rates ensure that a deer herd will remain high for a long period of time even if it could somehow be limited from recruiting new members.

Citizens frequently gauge the deer population on a small number of deer that they see at one time. People have difficulties comparing their observations to population trends. People who observe deer that have been killed in vehicle accidents in the autumn may think that the deer herd suddenly increased. They may not realize that the increase in the accidents is a function of deer movement and behavior during the fall breeding season. They may not recognize that the young deer have been in the population since the previous June and the older deer have been there from previous years. People who observe deer in winter feeding groups may believe that deer suddenly immigrated to their area or a sudden increase in deer numbers has occurred. People may have difficulties understanding that these concentrations of deer represent the same animals they saw the previous summer that were scattered in small groups over a wide area. These changes in deer concentration and their visibility by people cause difficulties in explaining the true trends in the deer population.

Birth and death rates must be balanced or the population will increase or decrease depending on which factor dominates. In a natural setting the population would reach biological carrying capacity (BCC) at a point where the deer herd consumed so much of the vegetation that the members of the population would be unable to obtain enough energy to grow and reproduce at their potential. In areas with high soil fertility, the deer density could be extremely high before BCC is reached. That density might be as high as 150 deer per square mile.

The number of deer in an area can also increase in a short period of time. Studies of deer populations within large areas fenced to prevent immigration and emigration have shown that deer populations may grow from a few pairs of animals to densities more than 100 deer per square mile in five to six years. For example, at the George Reserve, a 1,146 acre fenced area in Michigan the deer population increased from 6 deer in 1928 to a minimum estimate of 160 animals that were counted at one time in 1933. The actual number of deer present inside the fence at that time was probably closer to 220 animals (McCullough 1979). That population growth pattern was not unusual. In 1975 the deer population inside the fenced area was reduced to 10 deer. By 1980 the population had grown to 212 deer (Halls 1984).

Deer habitat potentials in much of Kansas are superior to those in Michigan. Therefore the number of deer that may develop in a population is potentially greater in Kansas than in the Michigan example. Long before those densities are reached, a cultural carrying capacity (CCC) will undoubtedly be reached in most urban areas. This is the number of deer that can compatibly coexist with a local human population.

Ecologists theorize various relationships between deer populations and plant and animal communities (including diseases). The concept of BCC has been modified to include multiple possible levels (alternate stable states (Stromayer and Warren 1997) as a result of deer modifying their environment or the influence of predators, and alternate prey (Mech and Karns 1977)). These theories are complicated, and their empirical base is weak, yet these types of complications may dominate public discussion on how to handle a deer population problem in a city.

Community administrators should understand that neither BCC nor CCC is a static point. Environmental conditions change, for example when natural vegetation is removed in a suburban area, as when residences, factories or commercial properties are developed, the resulting BCC may be lowered. A foreign disease may be introduced that resets the BCC to a new level. Community tolerance also changes through time. The values people place on the deer population change with the benefits and liabilities people encounter, and with the experiences people have with deer.

Population stability will occur naturally at some deer density. This is when the birth rate is equal to the death rate and the population growth rate becomes zero. The number of deer present at that time is considered the BCC. The exact deer density where this would occur naturally in urban areas of Kansas is unknown. Undoubtedly it is many times higher than our current population. We therefore cannot expect the deer herd to remain at a stable level or decline from its current level unless mortality or natality (birth) rates are changed.

A frequent question raised by concerned citizens is the adequacy of our current data on deer populations. Many people wish to have an exact census of the deer herd, and a precise description of where they are, their association with other deer, how many offspring they produce, where they travel, what they eat, etc. While these items are interesting, they may be impossible to obtain given the scale of most urban deer projects, and their budget and time

constraints. Focusing at this level of deer management can detract attention from other issues, such as the effect of the deer population on human safety, economic impacts on people, and ecological effects on vegetation and assembly of other wildlife species dependant upon that vegetation.

Local models to monitor population dynamics of deer can be cost prohibitive to develop. Data requirements involve a substantial investment in staffing with skilled technicians. The process is also time consuming. Generalized data are frequently used in preliminary models.

Deer Mortality Factors

The major factors contributing to deer mortality in North America are regulated hunting, weather (generally severe winter weather in northern parts of the United States and Canada), predation, poaching, accidents (deer getting caught in fences, hit by vehicles, etc.), and diseases. Winter weather is seldom a significant mortality factor at the latitude of Kansas. Natural predation on adult deer in urban areas is almost nonexistent. Releasing large efficient predators like wolves, mountain lions and bears in a suburban area is an option few urban residents or wildlife managers would support. Medium sized predators like coyotes and bobcats occasionally occur in Kansas suburban areas, but their predation is mostly on fawns and seldom sufficient to control deer populations.

Illegal hunting activities occur even in cities. This inappropriate human behavior is unacceptable, but not a significant influence on most urban deer populations.

Diseases can have a significant impact on deer populations at times, but diseases are unpredictable and almost never a long-term control factor for populationsl. Relying on disease to maintain deer populations will result in numerous years where the deer population will be substantially higher than public tolerance will allow and will give many people the impression that no action is being taken to alleviate their problems. Opinion polling shows that the health of a deer herd is one of the public's concerns (Stout et al. 1997). Relying on disease to control deer populations, even if it were effective, would not be an acceptable approach that most people would support.

Vehicle accidents with deer are a significant source of mortality in herds within urban and suburban areas. These accidents will not maintain a deer herd below carrying capacity. Road designs, speed limits and traffic volumes coupled with available deer habitats may influence the number of vehicle accidents. However, under no circumstance should vehicle accidents be considered a method for controlling deer numbers. An objective of most urban deer management plans should be to minimize vehicle accidents with deer.

Wildlife related vehicle accidents will always be a problem as long as there are free ranging large animals that have access to public highways. The magnitude of this problem has increased

dramatically throughout North America in the last 50 years. Nationally there have been over 500,000 accidents that resulted in $1.2 billion/year in property damage and human injuries in recent years. The situation in Kansas is typical of this region of the country, however, the rate at which deer related vehicle accidents have increased in Kansas has caused a great deal of attention to be focused on deer related accidents.

Kansas Department of Transportation has maintained consistent accident reporting efforts through the years. During the period from 1990 through 1999 there have been 69,913 deer related vehicle accidents in Kansas. The vast majority of these accidents occur without fatalities to people (99.98%) or injury to people (99.84%). However, there have been 14 accidents during that period that resulted in human fatalities and 2,223 accidents where people have been injured. Using values obtained from the U.S. Department of Transportation, it is estimated that these accidents resulted in an average cost of nearly $29 million per year during that 10-year period.

Suburban counties in Kansas suffer a higher number of deer related vehicle accidents than rural counties. Trends in these accident statistics suggest that greater damage and expenses will occur in the suburban areas unless action is taken to reduce deer related vehicle accidents. KDWP and KDOT have prepared a plan to reduce deer related accidents. The implementation of the plan will require cooperation from municipalities in deer management and traffic safety issues.

Regulated deer hunting allows people to use the meat of the harvested animals. Hunting can be highly regulated and even used in areas with a high human population. For example, on Fort Leavenworth deer hunting is allowed only by a select group of people, and these people are assigned specific treestands from which they must conduct their hunting. In other settings, the equipment may be highly regulated. For example, in Bismarck, North Dakota the urban deer hunters are restricted to only archery equipment.

Regulated hunting offers the most cost-effective method of deer population management. The cost of equipment is paid by the participating hunters. The time, effort, and motivation are supplied by the participant's desire to harvest a deer, not wages or contract obligations. Deer hunting has an excellent safety record. It is an efficient means of reducing deer numbers either in a localized area or in a broad geographic region. The intensity of the hunting activity can easily be modified by changing the number of people authorized to hunt, or the number of days when the activity is allowed. Hunting has an advantage of being able to apply pressure to the deer population at sites where problems occur.

Regulated hunting has been conducted in KS since 1965. In recent years the deer population has increased and the Department has modified the hunting programs to address this situation in a proactive manner. However, to understand where we may need to go with urban deer management in Kansas, it will be helpful to examine some of the programs and mistakes that have been made in deer management Nationwide.

The major emphasis of most regulated deer hunting programs in most states has been directed at

deer populations in rural areas. Historically, hunting systems were omitted or excluded from urban areas because few deer existed in or even near urban centers. That is not the case today. Historically hunting systems focused on the male component of the population (bucks were the only legally hunted deer in most states from 1900 to 1960). This lead to deer population expansion but difficulties in obtaining public acceptance for the harvest of female deer even after the herd exceeded public tolerance levels. There is a tendency for some people to think that because public hunting has not been conducted in an area for many years that it cannot be instituted now. The history of excluding deer hunting from certain areas, including large National Parks and suburban areas, has lead to difficulties in applying the most cost-effective and efficient management tool.

The deer management program in Kansas has avoided the problem of establishing buck only hunting seasons as the norm. It has been much easier to control deer populations in Kansas than in many other states. There are few public areas in the state where sanctuaries were developed for deer. Thus, we avoided another potential source of entrenched deer population centers that could create local difficulties. However, we have yet to address management issues that could develop in suburban areas.

Urban leaders contemplating a regulated hunting program should realize that their actions are part of a larger program in Kansas to control deer populations. KDWP recognized the trends in deer population growth and has already taken substantial steps to address the situation. The total number of permits to hunt deer has been increased from 81,693 in 1994 to 135,497 in 1998. Not only has the total harvest been increased dramatically, but the effect of the harvest to the deer herd has been changed to increase its impact on future deer population growth. This is done primarily by encouraging hunters to take more antlerless deer. Only 11,055 antlerless only permits were issued in 1994. By 1998 those classes of permits had been increased to 48,432. Coupled with the increase in the number of permits there has been an extension in the length of the season, greater flexibility given to hunters on the use of their permits, greater convenience in obtaining a permit, and economic incentives for hunters to take antlerless deer.

Different equipment and hunting techniques allow hunters to have different efficiencies. That influences the effect of the hunting in shaping the resulting deer herd. Knowledge of these factors helps in designing a deer management program for a specific area or group of people. The most effective hunting equipment authorized for Kansas deer hunters are center-fire rifles. Approximately 65% of the permits that allow a hunter to use a center-fire rifle are successfully filled. In comparison, about 50% of the permits that restrict the hunter to muzzleloader equipment, and 35% of the permits that restrict the hunter to archery equipment are filled. One of the techniques used by KDWP to increase the efficiency of deer hunters in rural areas of the state in recent years has been to change regulations and allow hunters with permits for these less efficient equipment types to use center-fire rifles during an extension in the season when only antlerless white-tailed deer may be taken.

Hunter convenience is an important consideration in recruiting and maintaining deer hunters. As

the deer herd in Kansas grew, changes were made in the procedures that hunters followed to obtain a permit. From 1965 to 1987 all hunters were required to obtain a permit through an application process and lottery drawing system. The application deadline was set in mid July. Today there are numerous permit types that are unlimited in total number and also conveniently available at over-the-counter locations until the day before the end of the season.

Permit price influences hunter participation. Most hunters want a permit that will allow them to harvest an adult buck deer. They prefer a permit that gives them the flexibility to take a buck but also harvest an antlerless deer if they cannot find a buck in their hunting area. This permit type is called an "Any Deer Permit" or a "White-tailed Deer, Either Sex Permit" in the Kansas system. The least preferred permit type is one that restricts the hunter to only antlerless deer, or an antlerless white-tailed deer. Those permit types are the ones that are most effective in controlling the deer herd and its growth rate. To encourage hunters to take these deer instead of adult bucks, or in addition to an adult buck, KDWP created Game Tags. Game Tags restrict the hunter to take only an antlerless white-tailed deer, but they are available over-the-counter, can be used during any season with the equipment authorized during that season, and at 1/3 of the price of a regular permit to hunt deer.

Manipulating the age structure and the gender composition of a deer herd to ensure that trophy class deer occur in a local population is one means of increasing hunter participation. However, that type of management sends mixed signals to the non-hunters in the community. Many people may not appreciate the balance between attracting hunters to remove sufficient deer from an area to meet the community's established levels for tolerance for deer and producing "trophy" deer for those hunters. For this reason deer hunters in urban and suburban areas should be encouraged to participate because of season dates, permitting conveniences and tag prices designed to recruit and retain hunters without the enticement of the area being managed for trophy deer.

Until recently, suburban deer herds contributed little to the statewide deer population and posed only minor safety problems. It was not necessary to consider urban areas in the management prescription for statewide herd control.

Legal Considerations

A generalized, and Nationwide framework of legal considerations for managing deer in an urban setting is presented by Messmer et al. (1997). This reference is useful in understanding legal implications of proposed plans. However, variations in laws and regulations between states and within a particular municipality will require an individual review process. People occasionally seek financial compensation for damages caused by deer and other wildlife. Courts have generally ruled that wildlife is owned by the public, but government agencies hold and manage the deer in public trust and therefore, are not liable for damages they may cause (Musgrave and Stein 1993).

Kansas law recognizes public ownership of wildlife. K.S.A. 32-1002 states that:

> "Unless and except as permitted by law or rules and regulations adopted by the secretary in accordance with K.S.A. 32-805 and amendments thereto, it is unlawful for any person to hunt, fish, furharvest or take any wildlife in this state by any means or manner."

Kansas statutes established that management of deer in Kansas is the responsibility of the KDW&P. K.S.A. 32-702 states that:

> "It shall be the policy of the state of Kansas to protect, provide and improve outdoor recreation and natural resources in this state and to plan and provide for the wise management and use of the state's natural resources, thus contributing to and benefiting the public's health and its cultural, recreational and economic life. For these purposes, the secretary, the commission and the department are hereby vested with duties and powers hereinafter set forth."

These are broad powers that invariably require cooperation between municipalities and the KDWP for most urban deer management. Most deer management plans that involve lethal control or harassment of deer will require permits, and some experimental techniques may require additional regulatory authority. However, many options for deer population control are covered under existing regulations. In many case, people have been issued permits that would allow them to participate in deer control programs, even in urban and suburban portions of the state.

K.S.A. 32-937 establishes the framework and definitions used in the big game permit system. A series of regulations is established for each big game species. For example, K.A.R. 115-4-5 establishes the equipment and methods of take that are authorized for deer. K.A.R. 115-4-6 establishes the deer management unit boundaries. Eighteen major deer management units encompass the state. Three additional subunits pertain to military areas. Season dates, bag limits and permit application dates and procedures are established in K.A.R. 115-25-9. Actual permit numbers by permit type and deer management unit are revised annually and established by Secretary's Orders. This system of laws, regulations and procedures, and their predecessors, contributed to a successful big game management program. Special seasons established under K.A.R. 115-25-10, are set separately from the regular deer season, with the intent to achieve additional harvest of antlerless deer above that obtained during the regular season. Special seasons have been used in the Reno-Harvey county area and in the Chautauqua Hills Management Unit.

The Kansas Wildlife and Parks Commission enacted regulation K.A.R. 115-16-4, which authorizes the secretary to issue big game control permits. Thus providing landowners with a legal means of controlling deer that are found destroying property or creating a public safety hazard. The regulation also allows the Department to authorize a permittee to possess and use the carcass of deer killed in defense of property.

Aggressive deer management measures have been adopted in response to public concerns about

the extent and growth of deer populations in Kansas. The primary initiative has been focused on reducing the number of white-tailed does in the population, and shifting the characteristics of the female component of the population to a younger age structure.

Local Ordinances on Weapons

Public ownership of wildlife and wildlife management authority established at the state level of government does not prevent municipal governments from enacting ordinances prohibiting the use of certain weapons commonly used to kill deer. Messmer et al. (1997) pointed out in their Nationwide review of legal considerations that, "no state (referring to the state's wildlife management agency) has pushed the hunting option when communities opposed it. In all cases, the decision to implement a lethal, population reduction program in an urban area was entirely the community's."

The KDWP administers a variety of permit types that could be used to control deer populations. These permits are provided in an environment free of barriers that would prevent incorporated areas from addressing deer problems. The KDWP will also provide advice to cities to create an effective deer management program.

Hunting by private citizens is the most cost effective means of controlling deer populations. Activities that involve citizens in the actual control process also generate and maintain support for the management. Citizen hunters generally use their own equipment and volunteer their time in the efforts. In return they are rewarded by such things as the deer meat, which supplements the family's meat supply. Citizen hunters also participate in urban and suburban deer population control because they feel rewarded from helping to solve a community problem.

Local ordinances prohibiting the use of weapons in urban, and suburban areas and large publicly owned natural parks and watersheds that are protected from hunting frequently create sanctuaries for deer. This in turn allows deer populations to increase above the level that would occur if hunting was permitted and regulated.

Ordinances prohibiting the use of weapons commonly used in deer hunting are generally supported in urban areas for public safety purposes. They were frequently written during periods when deer population control was unnecessary. Generally they do not have provisions to allow the use of weapons under special circumstances. Most municipalities would need to modify their ordinances before they could authorize various deer management options.

Public safety may necessitate additional restrictions on the use of weapons in urban and suburban areas that may be unnecessary in rural area. Safety issues may be addressed through restrictions on equipment itself or with special requirements on the techniques that may be used. For example, some urban areas have changed their ordinances to allow archery equipment to be used in certain parts of a city during the archery deer season, or a portion of it. Other options might

include provisions to authorize specific individuals to use a specified weapon type during KDWP permitted control activities. For examples, local ordinances could create a city permit for the use of specific weapons that would be issued to individual landowners of contracted sharpshooters after they had obtained a permit from KDWP for deer control activities. A weapons permit might also specify a specific shooting blind site and field of fire, i.e., it specifies where the person must stand, the equipment they may use and even the limits where shots at deer may be taken.

Some of the concepts that should be considered in these ordinances are:

1) The issuance of deer permits would be under the authority of the KDWP, but the issuance of a weapons permit within the city jurisdiction would be under the authority of the city.

a) The local law enforcement agency should have authority to review and approve weapons permits, if they are not responsible for issuing them.

b) The local law enforcement agency should have authority to revoke a weapons permit for public safety concerns.

2) Weapons permits authorizing people to use specified equipment for deer control purposes should designate the equipment restrictions, time and dates of possible use, and other limitations placed on the permittee.

3) The ordinance should specify that all state laws and regulations pertaining to the taking of deer shall be followed.

4) If a fee is required for the weapons permit, it should be low enough that it does not hinder participation in deer control activities. For example, deer control permits issued to rural landowners who are suffering damage, have been provided at no cost to the permittee, while hunting permits vary from $10.50 to $30.50. We suggest that fees be commensurate with administrative costs.

5) If citizens are authorized to participate in deer hunting or control activities, it is important to include incentives that will maintain their effort. For example, many people will harvest a deer if they are allowed to keep the meat from the deer for their own use. Requirements that the meat of these harvested deer be donated to food banks or civic organizations may decrease citizen participation. Some organizations may be unable to accept meat from wild animals that has not been certified by a health inspector.

6) Sufficient flexibility should be written into the ordinance to allow the permittee to use more effective techniques if the desired population control cannot be obtained with the restrictions on equipment and periods initially attempted. It is generally easier and

quicker to change the restrictions on the weapons permit than it is to rewrite the local ordinance.

One of the pitfalls in urban deer management using citizen hunters as the control agents is that the focus of the activity may shift through time. This approach is initiated as a means of controlling deer numbers. Through time there may be pressure to change the emphasis of the program to recreation or even quality hunting opportunities.

KDWP personnel are available to provide city administrators with a review of deer population levels and to confirm deer damage. KDWP personnel are also available to review and provide guidance on the development of local ordinances.

Public Perception of the Deer Population in 1996

Public perceptions will drive most deer management decisions in urban areas. Like their rural counterparts, most urban residents want some deer in their surroundings. Conover (1997) conducted a Nationwide survey of metropolitan residents and obtained a comparative rating of the population level these people desired for various species of wildlife. Deer fell in the middle of the list of species. Species like hummingbirds, cardinals and American robins were highly desired with more than 50% of the people wanting more of these animals. Species like mice, moles, pigeons, and skunks received little support from people for higher populations. Less than 5% of the people wanted more of these species and 35-60% wanted fewer of them. Deer were the top mammalian species with 27% of the people wanting more of them, 63% wanting the same number as they currently had, and 10% wanting fewer deer (Conover 1997).

Perception of the deer population and the damage it causes depends on a person's connection with the deer resource. Typically the people who benefit from deer, like hunters, observers, guides, etc. want more deer, while the people who have been damaged by deer, like gardeners, farmers and motorists involved in accidents with deer want fewer deer. Since 1964 the KDWP has monitored rural landowner opinions about deer populations. Landowners with damage they believe to be caused by deer want fewer deer than landowners who do not have that damage.

Public misunderstandings about deer are common. Texans boast that they have the largest population of deer in North America, yet surveys of Texas third-graders revealed that 60% of those students believed that deer were an endangered species (Higginbotham 1994). That level of misunderstanding can lead to substantial difficulties when programs to reduce or control deer populations are discussed.

An integral part of urban deer management will be obtaining and maintaining the informed consent of the constituents. Deer are a favorite species for urban residents. Management plans that people perceive as detrimental to deer and the values they enjoy with deer, may meet strong opposition.

DEER MANAGEMENT OPTIONS

Frequently people think of deer management options as either nonlethal influences on the population or environment, lethal controls on the existing members of the population, or cultural practices to change the human tolerance for the current deer population. In this manual we will discuss techniques following that outline. Occasionally these options are thought of as mutually exclusive approaches. However, a full management plan for an urban area may incorporate aspects of many types of options and approaches.

Management alternatives need to be examined not only from the emotional level, but also from their place on a scale of practicality. Techniques with a history of success and effectiveness under operational conditions should receive higher consideration for incorporation into a plan than unproven techniques, no matter how appealing the unproven technique may appear. Testing the effectiveness of techniques is a subject of research, not part of an application.

Assessment of management alternatives varies depending on the number of deer that will be handled in a certain operation or area. There are economies of scale factors to consider. One technique may be adequate in one situation but impractical in another. The amount of effort required to remove each animal should also be considered. The total cost of a project must include the cost of the continual population maintenance after the desired level is reached. It may be necessary to consider not only the initial cost of a technique but also the incremental costs. Frequently the first animals removed from a population, or treated in some manner, are much easier to handle than subsequent animals. However, unless the necessary total number of deer are handled in a prescribed time period, the whole project may fail. These time and cost aspects of options will have a major influence on deer management options.

The following sections are narratives of options for deer management. Appendix A contains an outline information about the techniques that may aid in direct comparisons.

Nonlethal Influence on the Population

This set of practices is generally the first choice of urban citizens. They are selected because the public frequently places a high importance on minimizing the suffering of deer. People that have had few negative interactions or have not experienced high deer densities, generally place a higher importance on minimizing suffering of the deer than people with personal experience of a negative nature with deer. People who have had negative interactions with deer, for example a vehicle accident with a deer, or have suffered damage to their ornamental plantings, tend to support techniques that are rapid and efficient. People who have been involved in deer hunting in rural areas tend to support harvest techniques to control deer numbers in urban areas.

All nonlethal control measures have no immediate impact on the existing population size and

thus provide no immediate remedy to the potential destructive aspects of a deer population. Nonlethal means may transfer the problems to other locations, delay the negative effects of the deer population on people, or change the future growth potential of the deer herd.

Some manuals on management of suburban deer populations include trap and translocate among the nonlethal techniques. We have not included it as a nonlethal method because of the high mortality associated with the technique. That mortality occurs as a result of accidents during the capture event, deaths shortly after capture due to a stress induced problem called capture myopathy, and deaths at the release site as a result of the deer being unfamiliar with site factors. Problems associated with relocation efforts could include difficulties in finding suitable locations to release deer at a time when available deer range is already occupied and population controls are being intensified statewide. There are also uncertainties about the potential of spreading disease as a result of moving deer from one location to another.

In the broadest sense this technique includes a variety of trapping methods from small single deer net traps and wooden box traps to large rocket nets that are propelled with rockets over a herd of deer. It may include specially designed guns that propel a net around a deer. That technique is generally associated with helicopters and a ground crew to wrangle the deer. Trap and translocate has also been used to include chemical immobilization of deer with chemicals delivered with a drug gun.

Trapping of deer will be briefly covered as a lethal means to lower deer densities under the section on paid control agents.

The four nonlethal control techniques most frequently suggested are as follows: 1) a mechanical means of separating deer from places people use; 2) repellents; 3) habitat manipulations; including supplemental feeding; and 4) fertility control agents.

Mechanical Methods

People are much more tolerant of deer if the deer can be restricted to areas where they will have a minimal opportunity to adversely effect people. Mechanical devices are frequently suggested. For example, if vehicle accidents with deer are the main problem, and accidents are occurring in established corridors, fencing may be used to keep the deer from crossing the roads in those areas, or to direct the deer movements to underpasses or other safe crossing sites. A summary of deer - vehicle collisions and various attempts to mitigate these problems are covered by Romin and Bissonette (1996) and in a 65 page unpublished project prepared in 1995 for the Michigan Department of Transportation.

There are no inexpensive and effective mechanical techniques currently available to reduce deer vehicle collisions. Devices such as warning whistles attached to vehicles, and reflectors placed along roads have proven ineffective (Romin and Dalton 1992, and Gilbert 1982). Deer crossing signs, including animated and lighted signs (Pojar et al. 1975) have been unsuccessful in

maintaining driver vigilance at known deer crossings.

Electric fences are frequently used in rural areas to reduce deer use on an area. They have an advantage over high woven wire fences, as they are relatively cheap and easy to install. Many urban and suburban areas have ordinances against the use of electric fences. However, small areas like a vegetable or flower garden or specific items like an ornamental tree may be effectively protected with woven wire fencing or a collar if the fencing materials are sufficiently strong and high.

Fences along highways have an advantage of limiting deer access to the road. However, deer occasionally get inside these fences and then become trapped in an area of danger for both the deer and motorist. One-way gates have been installed in highway fences to create escape routes for deer. Unfortunately, these gates add to the cost of the project and frequently deer are unable to find these exits.

Repellents

Repellents are frequently suggested when the offending deer behavior is their foraging. Repellents are most applicable in treating specific plants. They are seldom effective in treating large fields and certainly not an answer to a community wide effort to reduce damage. They may be part of an educational program for citizen and as a short term answer at a specific site. Many repellents must be reapplied after rains and periodically as the plants grow.

Repellents are generally classified into four groups based on the way they affect deer. They can elicit fear, conditioned aversion, pain or taste reactions Mason 1997). Fear inducting substances frequently resemble the odor of predators. Conditioned aversion substances, such as thiram, cause the deer to become sick if they eat plants treated with the substance. Some substances that contain capsaicin, the active ingredient in some hot sauces, cause pain when they come in contact with the mucous membranes of the eyes, mouth or nose of a deer. Deer learn to avoid plants treated with these substances. Other substances simply make the treated plant taste bitter or unpalatable to deer.

There is a substantial volume of scientific literature on the use of repellents to keep deer from affecting various plants, and this will undoubtedly be updated as new substances enter the market. Many substances have been tested, and many of them have provided partial or temporary relief from the effects of deer foraging on plants. Products like Deer Away® (Int-Agra, Inc., Minneapolis, MN), Deer Stopper (Messina, Long Valley, NJ) and Plantskydd™ (Tree World, Secchett, BC Can.) have been tested by USDA (Fagerstone and Clay 1997, DeNicola et al 2000). The cost of these applications can be substantial. Costs ranging from $70 to $396 per acre have been reported (Conover 1984).

Some nonlethal influences, like fences and repellents, will not change the resulting population growth. Deer frequently influence people in a number of ways. Fences and repellents may solve

the initial problem in one location, only to have new problems develop nearby. By that time the deer population may be larger and the cost and effort needed for control may be higher than it would have been if other techniques had been used from the start.

Habitat Modifications

Habitat modifications could theoretically address deer population problems in urban areas. Habitat conditions at BCC provide insufficient energy for additional population growth. If habitats could be further modified in a negative manner for deer, the population could be reduced.

Existing habitats would need to be modified to simulate the conditions at or beyond BCC. For example, at BCC there is a distinct browse line on trees and shrubs where the low branches have been pruned by the foraging of deer. Trees and shrubs could be artificially pruned to eliminate this potential source of food for deer. Other sources of food for deer would also need to be reduced or eliminated. In the agricultural portion of the Midwest, with its high productivity, this would require an intense maintenance program.

Travel corridors for deer could be established that would direct the majority of movements by dispersal deer away from urban areas as opposed to leading them into urban areas. A system of travel corridors around cities might keep dispersal deer away from the sensitive parts of cities. Most Kansas cities are at the edges of streams and rivers. The riparian habitat that develops in these areas forms a natural travel corridor for deer, and thus directs dispersal of deer through parts of our cities. The floodplain near most cities provides excellent habitat for deer. Redirecting those travel corridors would be a significant task, highly expensive, and possibly counter to public desires.

Negative habitat management specifically designed to lower deer populations in urban areas has not been documented in the wildlife management literature. It is therefore unproven. In practice, this technique would find much opposition from the residents of an area where it was attempted. People chose to surround themselves with much of the same habitat that deer need. People frequently demand that public parks and open spaces be managed in an esthetically pleasing manner. Some of these parks and public open spaces become the core areas for an urban deer population. We water and fertilize these areas to keep them green and rigorous. That is coincidentally the habitat condition that are beneficial to deer.

Habitat features that benefit deer also benefit other species of wildlife. In some areas of North America the effect of deer on habitat is detrimental to other species of wildlife, such as Neotropical song birds that use the shrub layer for nesting. Ecologists argue for reduced deer populations to allow that habitat to recover for the benefit of other wildlife. Negatively managing that habitat in an effort to reduce deer will create further habitat deficiencies for those highly desired species.

Lowering the habitat condition of an area would result in the existing deer population having an unthrifty appearance. Deer living under poor habitat conditions would be prone to diseases and much more susceptible to harsh weather or other stress factors than the current deer herd. Deer living in poor habitats would not be as esthetically pleasing for people to observe as deer living in good habitats.

Knowledge of the plant species preferences of deer could aid in managing parks and green spaces. Plantings could be restricted to species not preferred by deer. This would reduce the continual maintenance problems caused by the damage deer do to certain species of plants. However, habitat management alone could result in deer herd health problems and the shifting of deer population problems to other areas without a solution to the underlying problem.

Supplemental feeding of deer could theoretically be designed to encourage deer use in one area and thus attract the deer away from sensitive areas. People enjoy seeing deer in particular settings. Feeding allows people to observe deer in a predictable manner. A supplemental feeding program may fail to reduce damage caused by deer and yet become popular with people and therefore extremely difficult to stop once it is begun.

Supplemental feeding of deer can have numerous unforseen and adverse effects. A deer population that is supplementally fed will have an artificially high BCC. This may create a cycle that results in higher deer populations, which cost more to artificially feed. Feeding deer concentrates them into a small area, which can influence their health. Some diseases of deer, such as bovine tuberculosis, have been exacerbated by concentrating deer at feeding sites. Bovine tuberculosis currently does not exist in wild deer herds in Kansas and all efforts should be made to keep it from becoming established locally. The long-term effects of supplementally feeding deer are great. Education and regulations should be used to discourage this practice before it becomes popularly practiced.

Fertility Control and Immunocontraception

Lowering the fertility level of deer can be a popular notion for controlling deer populations in urban areas. Part of the attraction of this technique among urban residents is that it appears to serve the health and safety of individual animals. Prior to 1990, most scientists working in this field of study were working with chemosterilants or surgical sterilization of deer. USDA Technical Bulletin No. 1853 (Kreeger 1997) provides a 272-page reference for this subject.

A new technology, immunocontraception, uses an animal's immune response to disrupt or prohibit reproductive function. One approach being investigated includes a vaccine that results in atrophy of the gonads and infertility of both sexes. Another vaccine causes antibodies to form that block sperm penetration of the egg.

The long-term consequences of a drug induced fertility control is unknown. Some techniques, like immunocontraception, have been questioned for their safety, not only for deer, but possible

having spillover effects with other species. One concern is that immunocontraceptives are most effective on animals with strong immune function. By eliminating these individuals from the breeding population the resulting future population may be less genetically adaptive to other diseases and challenges to the immune system.

Of particular concern are the behavioral consequences these vaccines may have on deer. For example, deer are seasonal breeders. They mate only once in a year. This is a period of time referred to as the rut, and is the time period most frequently associated with a peak in deer movements and resulting deer - vehicle accidents. The porcine zona pellucida (PZP) vaccine may cause females to fail to conceive, but to recycle and come into heat in 28 days. In effect the rut would continue indefinitely, or at least all of the months bucks were in a breeding condition. The main negative consequence of this could be that peak rutting behavior (when deer - vehicle collisions are most common) would be extended and repeated.

Research is underway to develop means of introducing the vaccine by using live organisms (a vector organism like a virus) to distribute it to the target species. For example, in Australia control of rabbit populations is being suggested that would incorporate the immunocontraceptive antigen into a particular virus that normally infects rabbits. This would make immunocontraception a foreign reproductive disease. Once released in the wild, there would be no means of controlling where this new disease would go or which animals it might infect.

Currently the only means of delivery of the available vaccines to wild free-ranging deer is with a conventional dart system or biobullet (Turner et al. 1992). As Fagerstone and Clay (1997) stated; "While this may be effective where deer are confined to small sites, it is impractical for populations in larger areas." Large scale applications of fertility control chemicals require that a substantial percentage of the deer population must be treated. In small populations, individual deer may be recognized and thus those animals will not be treated more than once. However, when a large population of deer needs to be treated it becomes necessary to mark the treated animals to prevent multiple inoculations. Where deer control is need in an unconfined area, the cost of this technique makes this technique unattractive.

Antifertility substances for deer are not registered and available on a commercial basis. Only experimental drugs are produced at this time. The Food and Drug Administration (FDA) has guidelines for research projects that use these substances. Because of the concerns that FDA has about the safety for people who eat deer treated with these substances, each free-ranging deer treated in these studies must be marked with warning tags.

This technique is not recommended by KDWP because of the combined aspects of its cost, the uncertainty about its effectiveness and ecological consequences, and the probable difficulties of marking and treating a significant portion of the population. As DeNicola et al. (2000) summarized: "To put fertility control technology in perspective, after four decades of research, effective antifertility programs for controlling populations of free-ranging wildlife simply do not exist. It is unlikely that a safe and cost-effective fertility control method will be available for

managing deer populations in areas larger than a few square miles within the next five to ten years."

Lethal Means of Lowering Deer Density

Natural Predators

Deer populations are frequently kept below BCC by increasing the mortality rate on the herd. This has generally been done by humans, a natural predator of deer for thousands of years. In some environments, other large natural predators such as mountain lions, wolves and bears, can lower deer populations below BCC and maintain the population at the lower level. Smaller and less efficient predators like coyotes, bobcats and free-ranging dogs can influence populations, but generally they are not an efficient population control factor. None of the wildlife predators are effective in urban areas. Their potential to conflict with people and their pets are too high for community leaders to recommend natural predators as deer population control. KDWP has not released large predators, and the department would not authorize the necessary permits to allow others to do so.

Controlled Public Hunting

Regulated hunting has a history of being the most effective means of controlling deer populations while at the same time ensuring the long-term security of deer species. Modern wildlife management has relied on this technique throughout much of the range of deer in North America, and it has repeatedly been shown to be the most efficient and least expensive technique to control deer populations at a predetermined population level. The system works because it relies on the motivation of individual hunters to harvest a portion of the herd at regular intervals. Hunters are motivated by various factors, which may include the benefit of the meat, hunting experience and traditions, and recreational opportunities associated with deer hunting. The motivation of these hunters allows the harvest to be conducted without public expenditures to pay for the control. In addition to the direct economic advantage, nonhunters benefit by providing goods and services to the hunters.

Urban areas of Kansas have frequently been excluded from deer hunting by community ordinances prohibiting the discharge of firearms or archery equipment. These ordinances have created sanctuaries for deer in urban and suburban settings, which partially explains why deer populations and resulting conflicts with people have grown faster in the urban areas than any other part of the state. Repeatedly it has been shown that where sanctuaries are provided for deer, the resulting local deer population reaches levels much higher than on adjacent land. Mitchell et al. (1997) estimated that deer densities in state parks where hunting was prohibited were 4 to 8 times higher than on adjacent National forest lands where hunting was allowed.

The distribution of deer is influenced to some extent by the history of established land tenure of

groups of deer (McNulty et al. 1997). This is both a key to urban deer management and one of the obstacles. The patterns of deer densities are not uniform through the available area, but rather the herds' distribution is clumped through the available habitats. Some of this distribution is the result of habitat preference of deer. Part of this pattern may be due the herd's history of use of the area. Part of the pattern may be influenced by the security the herd receives in particular portions of the area (Hansen et al. 1997). This is true of deer behavior even in wilderness area where deer tend to use area between established wolf home ranges more than they use the core areas of the wolves' home range.

Safety is a key issue of concern where new controlled hunting programs are initiated. This is particularly true in locations where local ordinances prohibiting the discharge of firearms or archery equipment have been in effect for many years and people are unfamiliar with deer hunting. Hunting is a relatively safe activity. The international hunter education safety association compiles statistics from each state and province. There were 245 deer hunting accidents during 1999 with 36 fatalities (http://www.ihea.com/incidents/ihea1999.pdf). Few accidents have occurred during controlled hunting programs and this hunting activity has not been have been identified as a category to monitor when accident statistics are collected.

Some forms of deer hunting use equipment and techniques that further lower the potential for injuries. Archery equipment has been selected for controlled public hunts in some suburban because of these features. Archery equipment has a limited range. Most shots at deer are taken at distances less than 30 yards. The hunter is generally in a tree stand and therefore the arrow is directed toward the ground. Thus a miss by the hunter results in the arrow hitting the ground and stopping. The majority of injuries occur to bowhunters as a result of climbing accidents as the enter or leave their treestand. Archery has an accident rate of 92 accidents per 100,000 participants compared to baseball that has had 2,155 accidents per 100,000 participants (Richter and Reed 1999).

Additional requirements may be added to a controlled hunting programs to address peoples concerns about safety. Communities in other states have initiated special education requirements and tests to measure the skills of participating hunters.

If hunting is to be an effective means of controlling deer populations, hunters must have adequate access to specific areas where control is needed. In an urban and suburban environment with multiple small land holdings (relative to a deer's movement pattern) there can be multiple sanctuaries within the control area. Cooperation by the community members is essential for the hunting approach to be at peak efficiency. Historically there have been times when communities worked together to affect both the harvest of wildlife, and the resulting distribution and use of the resource.

Paid Control Agents / Sharpshooters

Two forms of deer population control are practiced using paid control agents. The techniques

used by paid control agents include trapping and euthanizing the deer, or using sharpshooters to kill the deer directly at a site. Both of these techniques require considerable funding. Costs of any of these projects vary depending on the level of control needed, climate, topography and various social factors. It was reported that it cost $400 per animal to trap deer at one project, while reports from sharpshooter projects have ranged between $75 and $800 for each animal they remove (Ishmael and Ronstad 1984, DeNicola et al. 1997).

An advantage of paid control agents is that they are under the direct control of the hiring authority. A precise contract can be arranged and standards for handling the animals can be set. The effectiveness of sharpshooters may be enhanced by allowing them to use spotlights and shoot at night, to bait areas and shoot from established blinds, and to continue hunting or change tactics based on the behavior of the deer.

Sharpshooters have been shown to be less efficient in controlling deer populations than controlled hunting (Palmer et al. 1980). The comparative efficiency of sharpshooters versus citizen hunters will be influenced by the size of the area where control is needed. Sharpshooters will be most effective on small areas. The involvement of numerous citizens in a controlled hunt will be more effective if the area needing control is large. Sharpshooters might be appropriate and efficient if the deer problems are recognized early in the deer population growth for an area. Those same sharpshooters could be completely inadequate once the problem has become widespread.

Sharpshooters have been used to harvest deer as a control activity, making the meat from those animals available to public and private organizations and to needy persons. This practice can facilitate public acceptance of a program. Use of sharpshooters in situations where regulated hunting could be conducted can become controversial, as some people will view the sharpshooters' activities as denying citizens access to a renewable public resource.

Trapping might be conducted as part of a lethal control program with contracted control agents where the captured deer would be humanely euthanized. Trapping of deer can be traumatic for the captured deer. High post release mortality has been associated with some projects. For example, 29 deer were trapped in one project in California. Two deer died during the capture. Of the 27 deer translocated to a new location, 23 died within one year (Mayer et al. 1995). KDWP currently has not endorsed this technique as a nonlethal means of controlling urban deer populations.

Damage Control Permits

The KDWP has a program to issue and administer damage control permits. These permits are issued under the authority of K.A.R. 115-16-4, on a property-by-property basis to a person who is suffering damages caused by deer. A district wildlife biologist or conservation officer for KDWP may issue these permits after reviewing the field situation. These permits are generally issued from mid January through September when normal firearms hunting seasons are closed.

These permits have limited applicability to suburban areas. Occasionally deer get into situations where they pose a significant hazard to the public, for example, deer occasionally get on runways at airports. Damage control permits can be issued to allow local authorities to humanely euthanize these animals. Occasionally property owners in a suburban area could have a situation where a damage control permit could be authorized. However, the permits would not be issued unless city ordinances allowed a person to use the authorized equipment.

The damage control permit system was designed to handle individual problems at the property owner level. The system is not designed to have an influence on regional deer population levels and therefore is not a complete answer to the needs of an urban deer manager.

Changing Human Tolerances for Deer and Deer Management

Deer management in urban and suburban areas is dominated by human opinions. No plan will succeed over a long period of time unless it incorporates the human component. A segment of society will argue for total tolerance for deer populations, letting nature take its course on the population, while another segment will argue for zero tolerance of deer, and extremely low populations or no deer. The majority of people in most urban areas will hold opinions between these extremes, but their opinions can be swayed depending on the tone and content of the debate. Often the majority of the people have no strong opinion on this subject. A study conducted in 1996 in Missouri found that one-third of the respondents from St. Louis and Kansas City were not interested at all in deer (Stout 1997).

Deer densities vary considerably across the country, and even across the state of Kansas. However, people's tolerance for deer and the damage they cause is not proportional to those densities. In areas where deer have traditionally been a component of the environment, people tend to adjust to their presence and tolerate higher density and more damage than in areas where a recent expansion to the deer population has occurred and people have not adjusted to their presence. This would suggest that people's tolerance for deer change with experience and might be changed through exposure to information. However, there have been no programs specifically designed to change people's tolerance for deer. Changing human perception of the problems or resetting the tolerance level people will not address the fact that at some deer population level the problems will recur and addressing those problems at the high population level will be more expense and time consuming than they would be if they were addressed today.

SUMMARY

Deer management has undergone substantial change through the years. Research and practical experience during the last century has provided a sound basis for managing most deer populations. Urban and suburban settings remain a challenge for deer managers. Understanding the human dimensions of deer management in an urban area may pose an even greater challenge than the environmental or population dynamics questions. Shifting in public opinion and changing human tolerance for deer will present a challenge for community leaders.

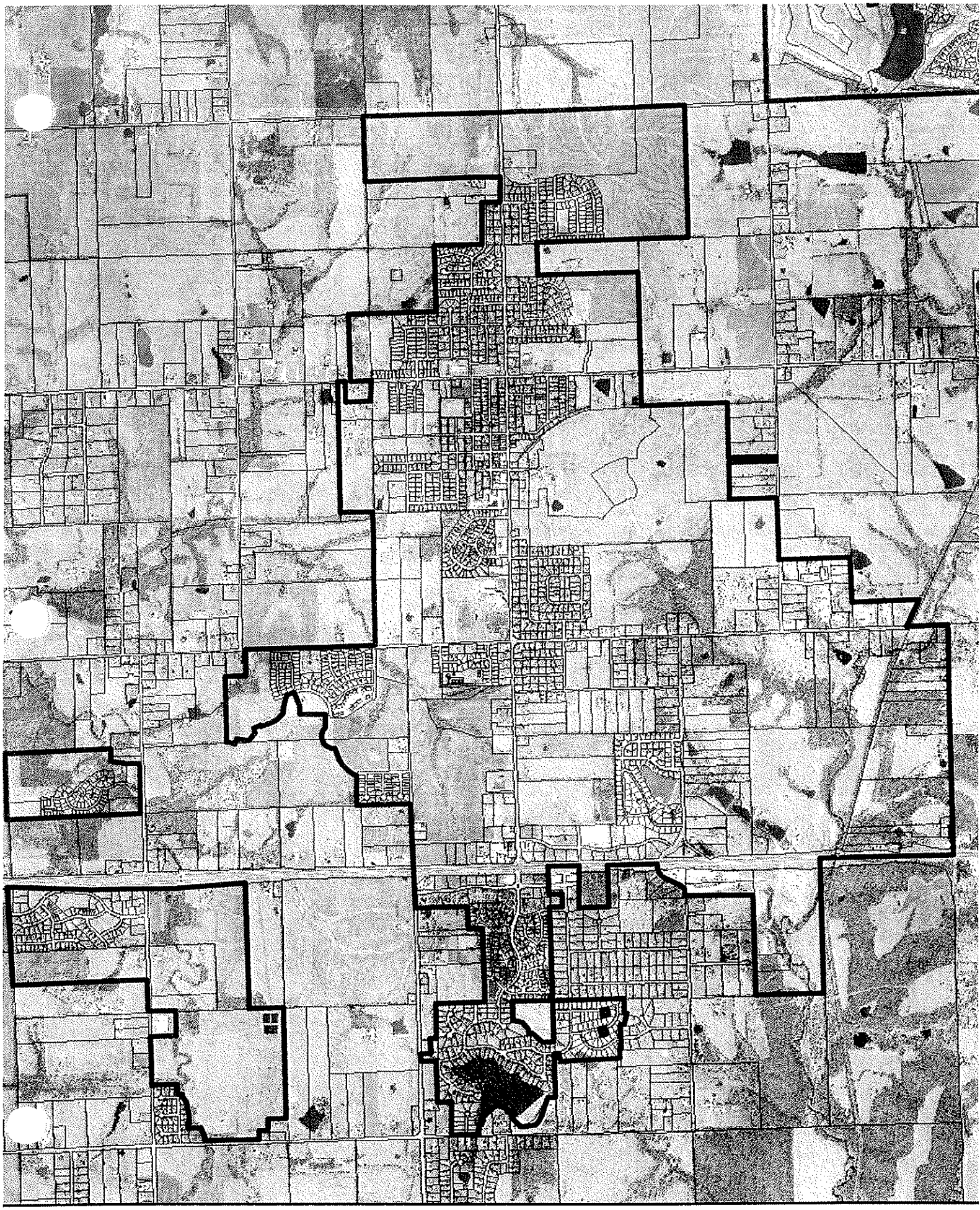
Problems with deer populations do not develop overnight. Deer populations grow at predictable rates. Social tolerance also changes in somewhat predictable ways, although it may be changed in some large increments as a result of media coverage or special interest group activism. When deer population levels and human tolerance meet critical levels, there may be a rush to action. When decisions are based on a quick assessment of facts and cursory review of the various solutions, there may be serious consequences.

Management of the deer populations is the only solution for urban officials. Deer populations will continue to increase if they are not periodically controlled by man. The most effective management will emphasize the need for continual maintenance. Management plans that incorporate incentives for people to control deer populations on their property will be beneficial.

Differences between Kansas communities require independent development of deer management plans. Cooperation and consistency among Kansas communities would simplify the process, but this ideal may not be possible. No single technique or combination of techniques may work for all communities.

Citizen hunters have been the most cost effective and efficient means of regulating deer populations throughout North America. The primary reasons for not adapting this technique frequently center around perceptions of unsafe conditions for participants and citizens, and conflicts that arise between people with opposing social attitudes. Both of the problems have been accentuated by years without experience with citizen hunting in a particular area. The magnitude of the perceived problems and conflicts have frequently been overestimated in communities that have opted to reinstate hunting within their jurisdiction. Where this approach is not applicable, the alternative techniques become expensive, logistically complicated, often technically unproven, and ineffective.

Time is a critical factor in most deer management plans. Delays in implementing plans often make the original plan ineffective. Their cost and size will increase. New problems will develop and opposition to the plan will solidify.



Leavenworth County

2006 Photo

1 inch = 2,375 feet

KANSAS PROGRAM HELPS FEED THE HUNGRY

Hunters can help feed the hungry.

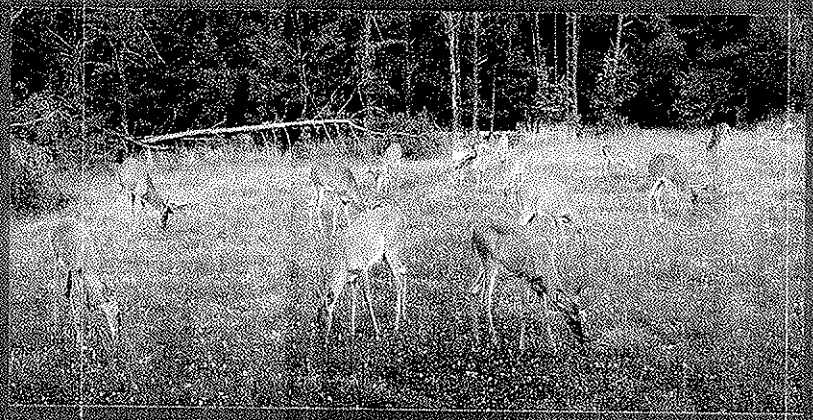
That's the premise of a program which began in Kansas in 2001. The kansas program provides venison for over 100,000 meals each year through several hundred donated deer. Beginning with 180 deer in 2001 and growing to 798 in 2007. With growing success, the program has expanded to cover most of the state helping feed our neighbors along the way.

One deer can feed 200 meals

KSHFH invites you to donate any legally harvested deer or elk to our participating meat processors. There is no cost to donate your deer or elk as long as KSHFH has sufficient funding to cover the processing expense. Donated game must be field dressed and legally tagged. If you would like, you may also donate a portion of the meat you are having processed for yourself.

1 in 5 children go to bed hungry

Just ONE deer can feed over 200 hungry people in the state of Kansas. With nearly 800 deer and elk donated in 2007, over 150,000 people were able to enjoy a meal they may have otherwise missed.



Deer populations are at record numbers

The Kansas program's biggest challenge is raising the funds to pay for the processing cost of the deer donated to the program. Your donations and support for the program are very much appreciated.

CITY OF BASEHOR
Agenda Item Cover Sheet

Council Agenda Item No. 6 Meeting Date: February 22, 2010

TOPIC: **Emergency Snow Route Ordinance and Policy**

ACTION REQUESTED: **Approval of ordinance #569 for Emergency Snow Routes and Procedures**

NARRATIVE: **Due to an extremely large amount of snow fall this year the council requested that we look at adopting an Emergency Snow Route plan for effectively removing snow and providing safe travel throughout the city during periods of heavy snow fall.**

PERSON/STAFF MEMBER(S) MAKING PRESENTATION:

ief Lloyd Martley
City Superintendent Gene Myracle
City Engineer Mitch Pleak

ADMINISTRATION RECOMMENDATION:

Approve Ordinance # 569 as written

COMMITTEE RECOMMENDATION(S):

Approve Ordinance # 569 as written

ATTACHMENTS:

Ordinance # 569
Emergency Snow Removal Policy

PROJECTOR NEEDED FOR THIS ITEM?

Memorandum

To: Mark Loughry

CC: Mary Mogle, Mr. Mayor and City Council

From: Mitch Pleak

Date: 2-8-10

Re: Emergency Snow Route Plan

The emergency snow route plan was discussed by the Planning Commission on February 2, 2010 as requested by the Mayor. All members of the Planning Commission supported the plan. The Planning Commission suggested that the Wolf Creek Parkway should be added as a primary emergency snow route to provide access to this business district. The Planning Commission felt it would be important to consider senior citizen residential housing in the plan. If the plan is approved, the Planning Department will review the regulations concerning parking ratios for future apartment complexes along the emergency snow routes to ensure adequate parking.

Respectfully,

Mitch Pleak

Information on Emergency Snow Routes

Date: February 10, 2010

To: Mark Loughry

From: Lloyd Martley
Mitch Pleak
Gene Myracle

Ref: Emergency Snow Routes

It has been suggested that we look at the possibility of adopting an Emergency Snow Route Ordinance to assist with the problems of getting our streets cleared due to extreme snow fall.

Proposed Emergency Snow Routes and Policy

Whenever snow has accumulated or there is a possibility that snow will accumulate to such a depth that snow removal operations will be required, the mayor, the city administrator or in their absence, the chief of police may declare a traffic emergency and until such traffic emergency is terminated it shall be unlawful:

1. To park a vehicle on any street designated an emergency snow route.

2. To operate a motor vehicle on any emergency snow route in such a manner or condition that such motor vehicle stalls and is unable to proceed by reason of the fact that the driving wheels are not equipped with tire chains or adequate all weather tires.

3. The chief of police, during a traffic emergency, is empowered to waive or suspend enforcement of parking restrictions.

Upon declaring a traffic emergency the mayor, the city administrator, or chief of police shall forthwith cause appropriate notice thereof to be given though the local press, radio, and other media. The traffic emergency shall be terminated by notice given substantially in the same manner as the traffic emergency was declared.

All vehicles parked on emergency snow routes must be removed within two hours after notice of traffic emergency has been given. Any vehicle parked on an emergency snow route after such period of time may be removed by a police officer to the nearest garage or other place of safety and the vehicle may not be recovered until the towing and storage charges are paid by or for the owner.

Established routes will be clearly marked with posted signs establishing emergency snow routes. The posted signs we read as follows:

Emergency Snow Route
No Parking When 2 Inches Or More Of Snow On Street
Non-Compliant Vehicles Subject To Tow And Citation Pursuant To Basehor City Code

Emergency snow removal routes will be divided into two priorities:

- **Priority Streets** – Primary roadways that are heavily traveled and marked as designated emergency snow routes.
- **Local Streets** – Low volume traffic areas and non-designated emergency snow routes. These areas are plowed after all priority streets have been plowed and treated.

Snow plowing and ice removal policy and procedures

- **Priority Streets** – plowing and treating will start for accumulations of 1" or more. Edge of pavement to edge of pavement plowing.
- **Local Streets** – plowing and treating will start for accumulations of 2" to 4" and will be one pass (both directions) only.
- **Accumulations greater than 4"** - plowing of priority streets first. Then one pass on local streets.
- **Day following storm** – Cleaning as required preventing refreezing of pavement surface.

The following streets are hereby established as emergency snow routes within the city:

(see attached map)

ORDINANCE NO. 569

AN ORDINANCE AMENDING CHAPTER XIV OF THE CITY CODE TO INCLUDE NEW ARTICLE 4 PROVIDING FOR EMERGENCY SNOW ROUTES WITHIN THE CITY

WHEREAS, the Governing Body recognizes there are certain streets within the City that are difficult to clear snow from due to their narrowness and large number of vehicles that are regularly parked on the streets; and

WHEREAS, the Governing Body believes it is necessary to impose emergency snow routes to facilitate the clearing of all streets within the City of snow, to ensure the flow of traffic after snow storms, and to protect the health and safety of persons using the streets.

NOW THEREFORE, BE IT ORDAINED by the Governing Body of the City of Basehor:

Section 1. The Governing Body hereby amends Chapter XIV of the City Code to include new Article 4 which shall read as follows:

ARTICLE 4: EMERGENCY SNOW ROUTES

14-401. TRAFFIC EMERGENCY. (a) Whenever snow has accumulated in the amount of two inches or greater, a traffic emergency will be deemed to have occurred and will remain in effect until snowing has ceased and city streets have been cleared of snow. Until such traffic emergency is terminated, it shall be unlawful to:
(1) Park a vehicle on any street designated an emergency snow route in section 14-404;
(2) Operate a motor vehicle on any emergency snow route in such manner or condition that such motor vehicle stalls and is unable to proceed by reason of the fact that the driving wheels are not equipped with tire chains or snow tires.
(b) The Mayor, during a traffic emergency, is empowered to waive or suspend enforcement of parking regulations not specifically designated within this article.

14-402. NOTICE. All streets designated as an emergency snow route shall be conspicuously posted with signs notifying the public of when parking on such streets is prohibited.

14-403. REMOVAL OF VEHICLES. All vehicles parked on emergency snow routes must be removed upon the accumulation of two inches or greater of snow on the street, and shall remain off of the route until the snow has ceased and has been cleared from the route by city crews. Any vehicle parked on an emergency snow route after such period of time may be removed or caused to be removed by the city

to the nearest garage or other place of safety and the vehicle may not be recovered until the towing and storage charges are paid.

14-404. ESTABLISHMENT OF ROUTES; POSTING OF SIGNS. (a) The following streets are hereby established as emergency snow routes within the city:

(1) 155th and Donahoo south to Pine Ridge.
(2) Pine Ridge west to 158th St.
(3) 142nd and Parallel west to 163rd and Parallel.
(4) 151st and Leavenworth Rd. west to 158th and Leavenworth Rd.
(5) Club House Dr. south to Falcon Lakes Dr.
(6) 147th and Falcon Lakes Dr. east to K-7.
(7) 142nd and Falcon Lakes Dr. to 141st St.
(8) 141st and Falcon Lakes Dr. to Donahoo
(9) 152nd Ct. west to 155th Terr
(10) 155th Terr. south to Klamm west to 157th St. south to Leavenworth Rd.
(11) 155th and Pin Oak east to 154th St.
(12) 154th and Poplar west to 157th Terr.
(13) 158th and Hickory east to 154th Terr.
(14) 155th and Basehor Blvd. east to grade school.
(15) 155th and Crestwood west and back to 155th St.
(16) 155th and Elm east to 153rd St. south to Parallel.
(17) 145th and Parallel Ln. west to 147th St. then south to Parallel.
(18) 142nd and Parallel south to 24/40
(19) 150th and Parallel south to 24/40
(20) 150th and Craig west to 151st Terr. south to Josh east to 150th St.
(21) 150th and Chestnut west to 155th St.
(22) 152nd and Parallel south to Chestnut.
(23) 155th and Wolf Creek Pkwy east to 150th St.
(24) 156th and Parallel south to Landauer west to 157th St north to Parallel
(25) 158th and Parallel south to 24/40
(26) 158th and Garden Pkwy west to 159th St.
(27) 159th and Parallel south to Prairie Way.
(28) 159th and Cedar St. west to Garden Pkwy west to 161st St. north to Parallel
(29) 166th and Coralberry Crossing west to Hidden Ridge east on Ruby Way.
(30) 166th and Pinehurst Dr. west to 169th St. south to Juniper Dr.
(31) 169th and Sheehan east to Pinehurst Dr.
(32) 158th and Pinehurst east to 155th St.
(33) 158th and Cedar Ln east to 153rd St. north to Bradfort Ct.
(34) Bradfort Ct. east to Pine Ridge west to 153rd St.

(b) The city public works director shall cause appropriate signs to be installed along each of the streets designated emergency snow routes under subsection (a).

Section 2. This Ordinance shall take effect upon its adoption by the City Council, approval by the Mayor and publication in the City's official newspaper.

ADOPTED BY THE GOVERNING BODY OF THE CITY OF BASEHOR, KANSAS AND APPROVED BY THE MAYOR ON THE _____ DAY OF _____, 2010.

(seal)

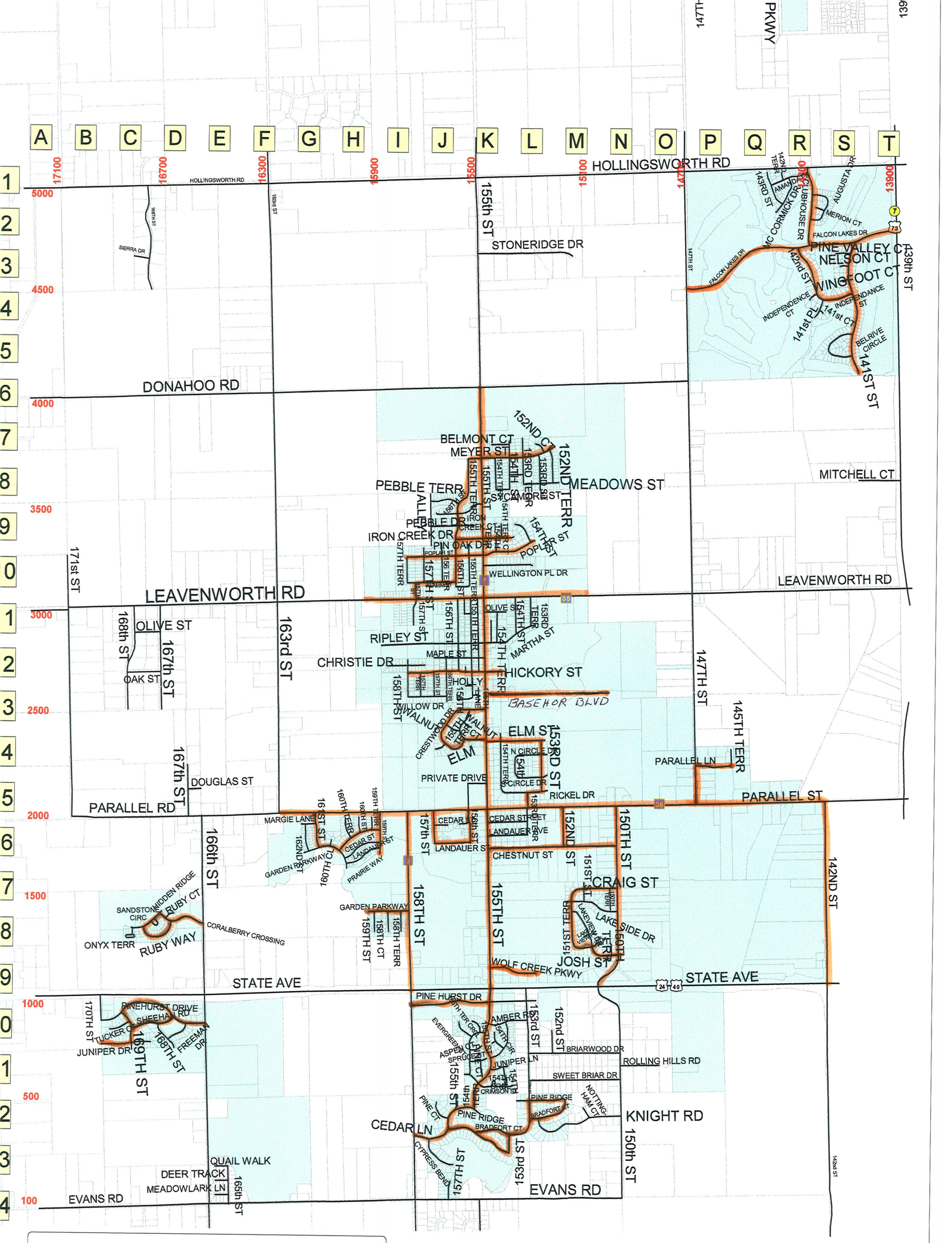
_____
TERRY HILL, Mayor

ATTEST:

_____
MARY ANN MOGLE, City Clerk

APPROVED AS TO FORM:

_____
PATRICK G. REAVEY
City Attorney



STREET LOCATOR

AMANDA LN	Q1	ELM ST	J15	MAPLE ST	J12	QUAIL WALK	E23
AMBER RD	K21	EVANS RD	B24	MARGIE LN	F16	RICKEL DR	L16
AUGUSTA DR	R3	EVERGREEN ST	J20	MARTHA ST	K12	RIPLEY ST	H12
ASPEN CT	J21	FALCON LAKES DR	P4	McCORMICK DR	Q1	ROLLING HILLS RD	N21
BELMONT CT	K7	FREEMAN DR	D21	MEADOWLARK LN	D24	RUBY CT	C18
BELRIVE CRCL	S8	GARDEN PARKWAY	G16,H18	MEADOWS ST	K9	RUBY WAY	C18
BRADFORD CT	K23	HICKORY ST	J13	MERION CT	R3	SANDSTONE CRL	C18
BRIARWOOD DR	L21	HIDDEN RIDGE	B18	MEYER ST	K9	SHEEHAN RD	C20
CEDAR LN	K23	HOLLINGSWORTH RD	B2	MITCHELL CT	S9	SIERRA DR	C3
CEDAR ST	G,J,K16	HOLLY ST	J13	NELSON CT	S4	SPRUCE ST	J21
CHESTNUT ST	K17	INDEPENDANCE CT	R4	NOTTINGHAM CT	M22	STATE AVE	B20
CHRISTIE DR	H12	INDEPENDANCE ST	S5	OAK ST	C13	STONERIDGE DR	K4
CIRCLE DR, N	K16	IRON CREEK CT	J10	OLIVE ST	C12,K12	SWEET BRIAR DR	K22
CIRCLE DR, S	K15	IRON CREEK DR	I 10	ONYX TERR	B18	SYCAMORE ST	K8
CLUBHOUSE DR	R2	JOSH ST	M18	PARALLEL RD	P14	TUCKER CT	B21
CORAL BERRY CROS	D18	JUNIPER DR	B21	PARALLEL ST	B16	WALNUT	J14
CRAIG ST	M17	JUNIPER LN	K21	PEBBLE DR	J9	WALNUT CT	J14
CRESTWOOD DR	J14	KLAMM ST	J11	PEBBLE TERR	J9	WELLINGTON PL DR	K11
CRIMSON ST	K21	KNIGHT RD	L23	PIN OAK DR	J10	WILLOW	J14
CYPRESS BEND	J24	LAKE SIDE DR	M17	PINE CT	J22	WILLOW DR	I14
DEER TRACK	D24	LAKE VIEW CT	M18	PINE RIDGE	J22	WINGFOOT CT	S5
DONAHOO RD	B7	LAKE VIEW DR	C17	PINE VALLEY CT	S4	WOLF CRK PRKWY	K19
DOUGLAS ST	D15	LAKE VIEW PL	M18	PINEHURST DR	B,J20		
		LANDAUER AVE	G,J17	POPLAR ST	J10		
		LANDAUER ST	K17				
		LEAVENWORTH RD	B11				

CITY OF BASEHOR

Leavenworth County GIS
300 Walnut
Leavenworth, KS 66048
913-684-0449

2009

N

This map is projected in real world coordinates, however it is not intended for legal purposes. Accuracy is not guaranteed

Drawn by Jeff Culbertson

CITY OF BASEHOR
Agenda Item Cover Sheet

Council Agenda Item No. 7 Meeting Date: February 22, 2010

TOPIC: Amending the 2009 Standard Traffic Ordinance to include a violation of amended KSA 8-291 Section 195.

ACTION REQUESTED: Adopt amended ordinance that reflects Graduated Drivers License changes that took effect January 1, 2010.

NARRATIVE: On January 1, 2010 the State of Kansas adopted changes to the driver's license provision under KSA 8-291. They are referred to as the Graduated Driver's License Restrictions or GDL. The changes involve juvenile driving privileges along with new penalty provisions.

RSON/STAFF MEMBER(S) MAKING PRESENTATION:

Chief Lloyd Martley

ADMINISTRATION RECOMMENDATION:

Approve Ordinance # 570 as written

COMMITTEE RECOMMENDATION(S):

Approve Ordinance # 570 as written

ATTACHMENTS:

Ordinance # 570
GDL Restrictions and Charges

PROJECTOR NEEDED FOR THIS ITEM?

ORDINANCE NO. 570

AN ORDINANCE AMENDING THE 2009 STANDARD TRAFFIC ORDINANCE TO INCLUDE A VIOLATION OF AMENDED K.S.A 8-291 AS A MUNICIPAL VIOLATION PROSECUTABLE IN THE MUNICIPAL COURT OF BASEHOR, KANSAS

WHEREAS, K.S.A. 8-291 was amended by the Kansas Legislature after the publication of the Standard Traffic Ordinance but the amendments took effect on January 1, 2010; and

WHEREAS, the City desires to adopt the amended K.S.A. 8-291 as a City Ordinance, and prosecute violations of the same in the Basehor Municipal Court.

NOW THEREFORE, BE IT ORDAINED by the Governing Body of the City of Basehor, Kansas:

Section 1. The Governing Body hereby amends Section 195 of the 2009 Standard Traffic Ordinance to state the following:

(a) It is a misdemeanor for any person to operate a motor vehicle in violation of the restrictions on any driver's license or permit imposed pursuant to any statute.

(b)(1) Any person guilty of violating this section, upon the first conviction, shall be fined not to exceed $250, and the court shall suspend such person's privilege to operate a motor vehicle for not less than 30 days and not more than two years.

(2) Any person guilty of violating this section, upon a second or subsequent conviction, shall be fined not to exceed $500, and the court shall suspend such person's privilege to operate a motor vehicle for not less than 90 days and not more than two years.

(c) In addition to the penalties provided by subsections (b)(1) and (2), if the conviction is for a violation of this section committed after June 30, 1994, and before July 1, 1996, and committed while the person's driving privileges are restricted pursuant to K.S.A. 8-1014 and amendments thereto, the division upon completion of the period of suspension provided by this section, shall restrict the person's driving privileges for an additional 120 days to driving only a motor vehicle equipped with an ignition interlock device, as defined by K.S.A. 8-1013 and amendments thereto, approved by the division and obtained, installed and maintained at the person's expense.

On or before February 1, 1996, the division shall report to the legislature regarding the use of the provisions of this subsection and making recommendations concerning continuation or modification of such provisions.

(d) Nothing in this section shall limit a court in imposing penalties, conditions or restrictions authorized by any other statute arising from the same occurrence in addition to penalties and suspensions imposed under this section. (K.S.A. 8-291, as amended)

Section 2. This Ordinance shall take effect upon its adoption by the City Council, approval by the Mayor and publication in the City's official newspaper.

Section 3. All Ordinances or sections thereof in conflict with the provisions of this Ordinance are hereby repealed.

Passed by the governing body this _____day of _____, 2010.

Terry L. Hill, Mayor

Attest:

Mary A. Mogle, City Clerk

APPROVED AS TO FORM:

Patrick G. Reavey, City Attorney

	RESTRICTIONS	CHARGING
FARM PERMIT **KSA 8-296** Ages: 14-17 • Minimum age 14 • Must reside on a farm (parcel of land larger than 20 acres used in agricultural operations), or be employed for compensation on a farm • Written application of parent/guardian required • Must pass vision, written and driving examinations	**If under age 16, may drive at any time:** • To/from or in connection with any farm job, employment or other farm-related work • Over the most direct and accessible route between home and school for the purpose of attendance • When accompanied by an adult* who holds a valid driver's license • NO non-sibling minor passengers are allowed • NO wireless communication device while driving except to report illegal activity or to summon emergency help **If over age 16, first 6 months, may drive at any time:** • From 5 a.m. to 9 p.m. • To/from or in connection with any farm job, employment or other farm-related work • To/from authorized school activities • When accompanied by an adult* who holds a valid driver's license • One non-immediate family member minor passenger (less than 18 years old) is allowed • NO wireless communication device while driving except to report illegal activity or to summon emergency help	Penalties apply to all teen drivers KSA 8-291 subject to suspension or revocation as any other driver's license Farm Permit shall be suspended for any violation of restrictions and/or two or more crashes chargeable to the holder
INSTRUCTION PERMIT **KSA 8-239** Ages: 14-15 *Duration: 12 months* • Minimum age 14; valid for one year • If under age 16, written application of parent/guardian required • Must pass vision and written examinations	• Must be accompanied by adult* in front seat who holds a valid driver's license with at least one year of driving experience • NO person except supervising driver can be in front seat • NO wireless communication device while driving except to report illegal activity or to summon emergency help	Penalties apply to all teen drivers KSA 8-291 subject to suspension or revocation as any other driver's license Shall be suspended for any violation of restrictions • **1st Offense** – 30-day suspension • **2nd Offense** – 90-day suspension • **3rd Offense** – One-year suspension
RESTRICTED LICENSE **KSA 8-237** Ages: 15-16 *Duration: 12 months* • Minimum age 15 • Written application of parent/guardian required • Must have had instruction permit for at least one year and completed at least 25 hours of supervised driving • Must have successfully completed an approved Driver Education course (not required if applying at age 16)	**If under age 16, may drive at any time:** • To/from or in connection with any job, employment or farm-related work • Over the most direct and accessible route between home and school for the purpose of attendance • When accompanied by an adult* in front seat who holds a valid driver's license **During this time:** • Must complete additional 25 hours of supervised driving (10 of the 50 hours total must be at night) • NO non-sibling minor passengers are allowed • NO wireless communication device while driving except to report illegal activity or to summon emergency help **If over age 16, first 6 months, may drive at any time:** • From 5 a.m. to 9 p.m. • To/from or in connection with any job, employment or farm-related work • To/from authorized school activities • When accompanied by an adult* in front seat who holds a valid driver's license **During this time:** • One non-immediate family member minor passenger (less than 18 years old) is allowed • NO wireless communication device while driving except to report illegal activity or to summon emergency help	Penalties apply to all teen drivers KSA 8-291 subject to suspension or revocation as any other driver's license Under 16 – Two or more crashes – no license until age 17 • **1st Offense** – 30-day suspension • **2nd Offense** – 90-day suspension • **3rd Offense** – One-year suspension
FULL LICENSE **KSA 8-235d** Age: 17	**Age 17 – if applying as a first-time applicant** • Must pass vision, written, and driving exams with appropriate license in hand • Must provide proof of age and identification • Signed affidavit of parent or guardian, stating applicant has legally completed at least 50 hours of adult*-supervised driving with at least 10 of those hours being at night * at least age 21	Subject to all penalties under KSA 8-291

CITY OF BASEHOR
Agenda Item Cover Sheet

Council Agenda Item No. 8 Meeting Date: February 22, 2010

TOPIC: **Uniform Speed Limits**

ACTION REQUESTED: **It was recommended by council that we look at the possibility of raising the speed limits on 155th Street, Parallel Road, and Leavenworth Road from the various speeds posted to a consistent 35 mph.**

NARRATIVE:

Staff has reviewed past accident history, existing road conditions, design criteria of roads, conducted spot speed studies, and timed speed tests for the roads under review. Currently the proposed roadways that are being considered for speed limit changes are not in compliance with our own adopted ordinance #558.

Section 2 states that all ordinances found to be in conflict with the said STO are hereby repealed. Under Ordinance #558 all speed limits will be changed to 30 mph with the exception of a few areas in town which are protected under Chapter 14, Article 2 of our Municipal Code. The areas that will not be affected by this change and the speed limits will remain as posted are:

Hickory Street
Klamm Subdivision
Rankin Subdivision
152nd and Parallel to Chestnut
Crestwood Country Estates Subdivision

PERSON/STAFF MEMBER(S) MAKING PRESENTATION:

Lloyd Martley, Mitch Pleak

ADMINISTRATION RECOMMENDATION:

Approve as written

COMMITTEE RECOMMENDATION(S):

Approve as written

ATTACHMENTS: **Proposed Speed Limit Change support, Statute 8-1560, Ord. # 571 request for school zones**

PROJECTOR NEEDED FOR THIS ITEM? **No**

Memorandum

To: Mark Loughry

CC: Mary Mogle, Mr. Mayor and City Council

From: Lloyd Martley, Mitch Pleak

Date: 2-15-10

Re: Uniform Speed Limits

It was recommended by council that we look at the possibility of raising the speed limits on 155th Street, Parallel Road and Leavenworth Road from the various speeds posted to a consistent 35 mph. It was also recommended that the City Engineer (Mitch Pleak) evaluate the current functionality of the streets and recommend a logical speed limit based on topography, physical characteristics of the roads, mobility and vehicular access.

Staff has reviewed past accident history, existing road conditions, Basehor's design criteria of roads, conducted spot speed studies, and timed speed tests for the roads under review. The detailed review and findings can be found in the staff report.

The Planning Staff has found that Leavenworth Road and 155th Street are not functioning properly to the existing posted speed limits. Parallel Road does have a segment which the posted speed limit is 35 mph. The City Engineer can not recommend a posted speed limit higher than the adopted Standard Traffic Ordinance unless a traffic study is completed per the Manual on Uniform Traffic Control Devices (MUTCD). This recommendation complies with Statute 8-1560 which covers the alteration of maximum speed limits; powers of local authorities, limitations and restrictions.

The City currently has a school zone posted for the high school. This school zone is located from the 2400 Block of N 155th Street to Parallel Road. The school zone is 20 mph and is enforced from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm. It is recommended by staff that a school zone be created for the sixth grade center from Wellington to 155th Street and Olive Street to be in effect from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm. A school zone would also be created for the grade school (pre-kindergarten to 2) from 155th Street and Leavenworth Road to 157th Street and Leavenworth Road to be in effect from 8:30 am to 9:00 am and 3:30 pm to 4:15 pm. The speed limits in the school zones would be enforced at 20 mph.

Signs would be posted and placed according to MUTCD standards.

It is the Planning Staff /Chief of Police recommendation to conform to the adopted STO and change the speed limits on Parallel Road, Leavenworth Road, and 155th Street to 30 mph. 30 mph reflects the geometrics, driveway/access-points, spot speed studies, and the City of Basehor's standards along these roads. This also allows uniformity throughout the City when it comes to speed limits.

Proposed Speed Limit Changes

Parallel Road– 142nd Street West to 163rd St.
Leavenworth Road – 151st Street West to 157th Street
155th Street – U.S. 24/40 North to Donahoo Road

On August 17th, 2009 the City Council approved Ordinance No. 558 adopting the Standard Traffic Ordinance for Kansas Cities, Edition of 2009 (STO). Section 2 of ordinance 558 states that all ordinances found to be in conflict with the said "Standard Traffic Ordinance for Kansas Cities, Edition of 2009" be and the same are hereby repealed. This repeal would apply to all speed limits throughout the City with the exception of amended ordinances in Chapter 14, Article 2 covering local traffic regulations. Section 33 (Maximum Speed Limits) of the 2009 Standard Traffic Ordinance states that except when a special hazard exists that requires lower speed for compliance with K.S.A. 8-1557, and amendments thereto, the limits specified in this subsection or established as authorized by law shall be maximum lawful speeds, and no person shall operate a vehicle at a speed in excess of such maximum limits:

- In any business district, 20 miles per hour;
- In any urban district, 30 miles per hour;
- On any separated multilane highway, as designated and posted by the secretary of transportation, 70 miles per hour;
- On any county or township highway, 55 miles per hour;
- On all other highways, 65 miles per hour.

Currently the proposed roadways that are being considered for speed limit changes are not in compliance with our own adopted ordinance 558 because they do not conform to the STO's maximum speed limit of 30 mph. Parallel has a posted speed limit of 35 mph from 142nd Street to 153rd Street and then changes to 30 mph thru 163rd Street. Leavenworth Road has a posted speed limit of 30 mph from 151st St. to 153rd Street and then changes to 20 mph thru 158th Street. 155th Street has a posted speed limit of 30 mph from State Ave. to Hickory Street and then it changes to 20 mph thru Poplar Street and then changes back to 30 mph thru 3600 N. 155th Street and then changes to 50 mph thru Donahoo Road.

The American Association of State Highway and Transportation Officials (AASHTO) concludes speed is often a contributing factor in crashes, but its role must be related to actual conditions at a crash site to be understood. It is improper to conclude that any given speed is safer than another for all combinations of the many kinds of drivers, vehicles, roads, and local conditions. For a roadway with particularly adverse roadway conditions, a relatively low speed may result in fewer crashes than a high speed, but this does not necessarily mean that all potential crashes can be eliminated by low speeds. Likewise, vehicles traveling on good roads at relatively high speed may have lower crash involvement rates than vehicles traveling at lower speeds, but it does not necessarily follow that yet a higher speed would be even safer.

Staff has reviewed accident history, existing road conditions, design criteria of roads, spot speed studies, and speed tests to conclude a logical posted speed limit for Parallel Road, Leavenworth Road, and 155th Street.

Accident History

The following is a breakdown of vehicle accidents for the past five years on Parallel Road, Leavenworth Road, and 155th Street.

In 2005 there were 14 reported vehicle accidents. Eight were on Parallel Road, one was on Leavenworth Road, and five were on 155th Street.

In 2006 there were 19 reported vehicle accidents. Ten were on Parallel Road, two were on Leavenworth Road, and seven were on 155th Street.

In 2007 there were 12 reported vehicle accidents. Six were on Parallel Road, one was on Leavenworth Road, and five were on 155th Street.

In 2008 there were 17 reported vehicle accidents. Thirteen were on Parallel Road, three were on Leavenworth Road, and one was on 155th Street.

In 2009 there were 13 reported vehicle accidents. Eight were on Parallel Road, one was on Leavenworth Road, and four were on 155th Street.

Please note that of all the accidents reported over the past five years (75), none of them were directly related to excessive speed. Majority of the accidents were car vs. deer and inattentive driving.

Existing Road Conditions/ Design Criteria

Operational speed of a roadway should be a logical one with respect to the existing road conditions, the adjacent land use, and functional classification of the streets. The functional classification of streets is based on traffic mobility and adequate access to abutting property. The City of Basehor's Technical Specifications for Public and Private Improvements defines five street functional classifications. The classifications are major arterials, minor arterials, collectors, service streets, and local streets. The different street classifications all obtain a different level of mobility and access to achieve a functional street.

Current Conditions along Parallel Road – 142nd Street to 163rd Street

- Number of Traffic Lanes – 2
- Street Width – 26 ft
- Posted speed limit ranges between 30-35 mph
- Sidewalk is present on a portion of the roadway
- High number of driveway/access-points
- Parking along the roadway is not allowed
- Moderate mobility

Current Conditions along Leavenworth Road – 151st Street to 158th Street

- Number of Traffic Lanes – 2
- Street Width – 26ft

- Posted speed limit ranges between 20-30 mph
- Sidewalk is present on a portion of the roadway
- High number of driveway/access-points
- Parking along the roadway is not allowed
- Moderate mobility

Current Conditions along 155th Street – U.S. 24/40 to Donahoo Road

- Number of Traffic lanes – 2 to 3
- Street Width ranges from 20 ft to 32 ft
- Separate left-turn lanes present on a portion of the roadway
- Posted speed limit ranges between 20-50 mph
- Sidewalk is present on a portion of the roadway
- High number of driveway/access-points
- Parking along the road is present in certain areas
- Moderate mobility

The planning staff has reviewed the following to confirm the classification of Parallel Road, Leavenworth Road, and 155th Street:

- Basehor's Technical Specifications for Public and Private Improvements adopted in 2001
- Kansas City Area American Public Works Association's Standard Specifications and Design Criteria
- Highway Capacity Manual

From the Planning Staff's review of existing road characteristics it is apparent that all three roadways should be classified as a collector/service street. All roads provide direct access to abutting properties that is consistent with service streets. Service streets represent a high driveway/access-point density, moderate mobility, two-way facility, permitted parking along the street, and have pedestrian activity. Some segments of these roads do function as collector streets. Collector streets tend to move traffic to service streets from arterials streets. Collectors have less driveway/access-point density then service streets. Staff does recognize all roads not only provide access to most of the properties, but also provide mobility to thru traffic across town. Arterial streets provide high mobility at higher speeds and generally have minimal driveways/access-points to mantain. The roads under review can not be classified as arterial streets because of the already existing driveways/access-points and therefore can not attain speeds of a typical arterial road (35-45 mph).

Spot Speed Study

Planning Staff conducted a spot speed study at each of the locations under review. The data gathered in spot speed studies are used to determine vehicle speed percentiles, which are useful in making many speed-related decisions. Speed percentiles are tools used to determine effective and adequate speed limits. The two speed percentiles most important to understand are the 50th and the 85th percentiles. The 50th percentile is the median speed of the observed data set. This percentile represents the speed at which half of the observed vehicles are below and half of the observed vehicles are above. The 50th percentile of speed represents the average speed of the traffic stream. The 85th percentile is the speed at which 85% of the observed vehicles are

traveling at or below. This percentile is used in evaluating/recommending posted speed limits based on the assumption that 85% of the drivers are traveling at a speed they perceive to be safe. In other words, the 85th percentile of speed is normally assumed to be the highest safe speed for a roadway section. Planning Staff would like to note that a speed study is not a traffic study. Speed studies analyze a snap shot of a road while a traffic study analyzes the entire road system.

Results of the spot speed studies:

- 152nd and Parallel Road. Current posted speed limit is 35 mph. 85th percentile speed is 34 mph.
- 155th Street and Landauer Ave. Current posted speed limit is 30 mph. 85th percentile speed is 30.7 mph.
- 155th Street and Leavenworth Road (front of House #15417). Current posted speed limit is 20 mph. 85th percentile speed is 28.5 mph.
- 155th and Ripley Street. Current posted speed limit is 20 mph. 85th percentile speed is 23.0 mph.

Speed Tests

Staff conducted a series of speed tests under the direct supervision of the Police Department. The speed tests concluded the time to travel each roadway at different speeds. The results are:

Leavenworth Road (158th Street to East City Limits):

- Total time at current posted speed limits is 2 min. and 41 sec.
- At a posted speed limit of 30 mph it took a time of 2 min. and 18 sec.
- At a posted speed limit of 35 mph it took a time of 2 min. and 3 sec.

Parallel Road (163rd Street to 142nd Street):

- Total time at current posted speed limits is 5 min. 4 sec.
- At a posted speed limit of 30 mph it took a time of 5 min. and 18 sec.
- At a posted speed limit of 35 mph it took a time of 4 min. and 56 sec.

155th Street (Wolf Creek Parkway to Donahoo Road):

- Total time at current posted speed limits is 5 min. and 48 sec.
- At a posted speed limit of 30 mph it took a time of 5 min. and 39 sec.
- At a posted speed limit of 35 mph it took a time of 5 min. and 5 sec.

Recommendations

The Planning Staff has found that Leavenworth Road and 155th Street are not functioning properly to the existing posted speed limits. Parallel Road does have a segment which the posted speed limit is 35 mph and have had no accidents related to speed. The Planning Staff can not recommend any of the following roadways to exceed the maximum speed limits of 30 mph set forth in the adopted 2009 STO without conducting a complete traffic study. Per the 2009 Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.13: Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices.

It is Planning Staff's recommendation to conform to the adopted STO and change the speed limits on Leavenworth Road, Parallel Road, and 155th Street to 30 mph.

The City currently has a school zone posted for the high school. This school zone is located from the 2400 Block of N 155th to Parallel Road. The school zone is 20 mph and is enforced from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm. There are school crossings at 155th Street and Elm Street, 2400 Block N. 155th Street, 155th Street and Hickory Street, 155th Street and Leavenworth Road, and 155th Terr. and Leavenworth Road. There are light activated crossings for pedestrians at 155th Street and Ripley Street, 155th Street and Poplar Street, and 156th Street and Leavenworth Road.

It is recommended by Staff that a school zone be created for the sixth grade center from Wellington Drive to 155th Street and Olive Street to be in effect from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm. A school zone would also be created for the grade school (pre-kindergarten to 2) from 155th Street and Leavenworth Road to 157th Street and Leavenworth Road to be in effect from 8:30 am to 9:00 am and 3:30 pm to 4:15 pm. The speed limits in the school zones would be enforced at 20 mph. Signs would be posted and placed according to MUTCD standards. The school zone at the high school will remain the same as is.

8-1560

Chapter 8.--AUTOMOBILES AND OTHER VEHICLES
Article 15.--UNIFORM ACT REGULATING TRAFFIC; RULES OF THE ROAD

8-1560. Alteration of maximum speed limits; powers of local authorities, limitations and restrictions; establishing speed limits in road construction zones. (a) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which:

(1) Decreases the limit at intersections;

(2) increases the limit within an urban district but not to exceed the maximum speed of 65 miles per hour;

(3) decreases the limit outside an urban district, but not to less than 20 miles per hour, except as authorized by K.S.A. 8-1560a, and amendments thereto;

(4) decreases the limit within an urban district in a school zone to not less than 20 miles per hour, except that any such decreased limit shall apply only during the hours in which students are normally en route to or from school, such zones and hours to be determined by ordinance or resolution of such local authority; or

(5) decreases the limit within any residence district, but not to less than 20 miles per hour.

(b) Except as provided in subsection (h), local authorities in their respective jurisdictions may determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this act for an urban district or other location in which the arterial street is situated, except that in no event shall any local authority establish any such maximum limit in excess of 65 miles per hour.

(c) Except as otherwise provided in paragraph (4) of subsection (a), any altered limit established as authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

(d) Any alteration of maximum limits on city connecting links shall not be effective until such alteration has been approved by the secretary of transportation.

(e) If local authorities in their respective jurisdictions have established a speed limit within any residence district which is less than 30 miles per hour, prior to the effective date of this act, such speed limit shall be deemed valid and shall not require an engineering and traffic investigation.

(f) Local authorities in their respective jurisdictions may establish the speed limit within a road construction zone, as defined in K.S.A. 8-1458a, and amendments thereto, upon any highway under the jurisdiction of such local authorities.

(g) The provisions of K.S.A. 8-1560b, and amendments thereto, shall apply to the limitations on speed limits provided by subsection (a) of this section.

(h) Local authorities who have jurisdiction over county or township highways may determine based on an engineering and traffic investigation or without an engineering and traffic investigation the proper maximum speed for such county or township highways and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this act, except that in no event shall any local authority establish any such maximum limit in excess of 65 miles per hour.

History: L. 1974, ch. 33, § 8-1560; L. 1975, ch. 39, § 11; L. 1975, ch. 427, § 25; L. 1978, ch. 271, § 2; L. 1994, ch. 220, § 8; L. 1996, ch. 15, § 7; L. 1997, ch. 80, § 3; July 1.

ORDINANCE NO. 571

AN ORDINANCE AMENDING THE CITY CODE TO INCLUDE A DESIGNATION OF SCHOOL ZONES WITHIN THE CITY

WHEREAS, Article 2 of Chapter XIV of the City Code contains Local Traffic Regulations; and

WHEREAS, the Governing Body finds that the public's safety, particularly the safety of school children, can be enhanced by establishing and enforcing school zones within the City.

NOW THEREFORE, BE IT ORDAINED by the Governing Body of the City of Basehor:

SECTION 1. In accordance with K.S.A. 8-1560 and 8-2002, the Governing Body hereby amends Article 2 of Chapter XIV of the City Code to include new Section 14-215 which shall state the following:

14-215. SCHOOL ZONES. There are hereby established within the City certain school zones where the speed limit shall be reduced to account for increased pedestrian and bus traffic in and around schools. The speed limit at the following designated locations and during the following designated times shall be 20 mph:

(a) North 155th Street, from the 2300 Block to the intersection of Parallel, from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm.

(b) Wellington Street, from North 155th Street to the intersection of Olive Street, from 7:30 am to 8:00 am and 2:30 pm to 3:15 pm.

(c) Leavenworth Road, from North 155th Street to the intersection of North 157th Street, from 8:30 am to 9:00 am and 3:30 pm to 4:15 pm.

SECTION 2: Penalty for violators. A person tried and convicted for violation of this Ordinance shall pay a fine fixed by the court not to exceed $500.00.

SECTION 3: Signage to be ordered. The City Engineer is hereby directed to procure and direct the placement of appropriate signage in accordance with the Manual on Uniform Traffic Devices to implement the designated school zones.

SECTION 4: Effective Date. This ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law and upon proper signage installed upon the streets affected.

SECTION 5: Repealer. All ordinances or City Code provisions inconsistent herewith are hereby repealed.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR OF BASEHOR, KANSAS, THIS _____ DAY OF _____, 2010.

_____

Terry Hill, Mayor

ATTEST:

Mary Ann Mogle, City Clerk

APPROVED AS TO FORM:

Patrick G. Reavey, City Attorney

CITY OF BASEHOR

Agenda Item Cover Sheet

Council Agenda Item No. 9 Meeting Date: February 22, 2010

TOPIC: **Time Clock Procedures**

ACTION REQUESTED: **Approve resolution amending uniform personnel policies and guidelines for the City of Basehor pertaining to use of time clocks**

NARRATIVE: **All employees are required to use a time clock to record their hours worked. Each department has an assigned time clock that is connected via phone line to the Easy Choice Time and Attendance Company that is used for our payroll and attendance purposes.**

PERSON/STAFF MEMBER(S) MAKING PRESENTATION:

Chief Lloyd Martley

ADMINISTRATION RECOMMENDATION:

Approve resolution as written

COMMITTEE RECOMMENDATION(S):

Approve resolution as written

ATTACHMENTS:

Resolution No. 2010-05
City of Basehor Standard Operations and Procedures for Time Clocks

PROJECTOR NEEDED FOR THIS ITEM?

No

City of Basehor Standard Operations and Procedures	
SUBJECT: Time Clock Procedures	EFFECTIVE DATE: February 22, 2010

Article E-16 Time Clock Policy

(a) All non-exempt employees are required to use the time clock system to record their hours worked. The time clock will be used for payroll and attendance purposes.

Each department has an assigned time clock. Employees are required to clock in/out at the time clock located in their department using their Easy Choice Time and Attendance badge. If necessary an employee can clock in/out from another department's clock. If there is a problem with the time clock, the employee should notify the supervisor and the supervisor will direct the employee how to time in/out.

(b) Employees should clock in no sooner than 3 minutes before/after the scheduled shift and clock out no later than 3 minutes before/after the scheduled shift. Employees must also clock in/out for lunch breaks or when leaving work for personal reasons unless otherwise directed.

(c) If the employee misses an entry into the timekeeping system, the employee will notify the supervisor as soon as possible. The supervisor will manually enter the employee's work hours via the manager time clock portal. If corrections or modifications are made to the time record, both the employee and the supervisor must verify, in writing, the accuracy of the changes. Employees who consistently miss time clock entries will be subject to disciplinary action.

(d) Nonexempt employees are permitted to work overtime with prior authorization from their supervisor. Overtime includes clocking in early, late or working through the scheduled lunch period. Nonexempt employees who work overtime without prior authorization will be subject to disciplinary procedures.

(e) Employees may not use another employee's badge to clock in or clock in for another employee. Tampering, altering, or falsifying time records or recording time on another employee's time record may result in disciplinary action, including discharge. Employees who have lost a badge will report the lost badge to their supervisor and payroll departments. The employee will be issued a new badge with the same employee and department numbers.

(f) Supervisors are free to use discretion in disciplinary actions when employees have various, albeit repeated offenses to the time keeping policy and/or procedure. This could include situations where employees may have clocked in, but are repeatedly absent from their work station during work hours or have missed time clock entries in addition to working unscheduled overtime.

RESOLUTION NO. 2010-05

A RESOLUTION AMENDING UNIFORM PERSONNEL POLICIES AND GUIDELINES FOR THE CITY OF BASEHOR PERTAINING TO USE OF TIME CLOCK

WHEREAS, based on recommendation by City Staff, it is the desire of the Governing Body to amend the Uniform Personnel Policies and Guidelines for the City of Basehor by including a new Article on use of the time clock.

THEREFORE, BE IT RESOLVED THAT the Governing Body of the city of Basehor adopts the following Article E-16 of the Uniform Personnel Policies and Guidelines for the City of Basehor:

ARTICLE E-16. TIME CLOCK POLICY

(a) All non-exempt employees are required to use the time clock system to record their hours worked. The time clock will be used for payroll and attendance purposes.

Each department has an assigned time clock. Employees are required to clock in/out at the time clock located in their department using their Easy Choice Time and Attendance badge. If necessary, an employee can clock in/out from another department's clock. If there is a problem with the time clock, the employee should notify the supervisor and the supervisor will direct the employee how to time in/out.

(b) Employees should clock in no sooner than 3 minutes before/after the scheduled shift and clock out no later than 3 minutes before/after the scheduled shift. Employees must also clock in/out for lunch breaks or when leaving work for personal reasons unless otherwise directed.

(c) If the employee misses an entry into the timekeeping system, the employee will notify the supervisor as soon as possible. The supervisor will manually enter the employee's work hours via the manager time clock portal. If corrections or modifications are made to the time record, both the employee and the supervisor must verify, in writing, the accuracy of the changes. Employees who consistently miss time clock entries will be subject to disciplinary action.

(d) Nonexempt employees are permitted to work overtime with prior authorization from their supervisor. Overtime includes clocking in early, late or working through the scheduled lunch period. Nonexempt employees who work overtime without prior authorization will be subject to disciplinary procedures.

(e) Employees may not use another employee's badge to clock in or clock in for another employee. Tampering, altering, or falsifying time records or recording time on another employee's time record may result in disciplinary action, including discharge. Employees who have lost a badge will report the lost badge to their supervisor and payroll departments. The employee will be issued a new badge with the same employee and department numbers.

(f) Supervisors are free to use discretion in disciplinary actions when employees have various, albeit repeated offenses to the time keeping policy and/or procedure. This could include situations where employees may have clocked in, but are repeatedly absent from their work station during work hours or have missed time clock entries in addition to working unscheduled overtime.

Passed by the Governing Body of the City of Basehor, Kansas this ____ day of January ____, 2010.

_____
Mayor Terry Hill

ATTEST:

_____
Mary A. Mogle, City Clerk

APPROVED AS TO FORM:

_____
Patrick G. Reavey, City Attorney

Memo

Date: February 22, 2010

To: Mayor and City Council

From: Mark Loughry, City Administrator

Re: City Administrator's Report

Items included in the City Administrator's Report are as follows:

1. March 2010 Calendar of Events
2. Vendor Reports

Please feel free to contact me if you have any questions.

City of Basehor
2010 ANNUAL CALENDAR OF EVENTS

		APRIL	
MONTH/DAY	TIME	EVENT	LOCATION
5	7:00 p.m.	City Council Work Session	City Hall Meeting Room
6	7:00 p.m.	Planning Commission Meeting	City Hall Meeting Room
13	1:00 p.m.	Municipal Court	City Hall Meeting Room
14	4:00 p.m.	Park Advisory Board meeting	City Hall Meeting Room
19	7:00 p.m.	City Council Meeting	City Hall Meeting Room

Next Meetings:

May 3, 2010 Work Session
May 17, 2010 Regular Meeting

Check Register Report

AS OF 12/31/09

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
6	12/31/2009	ATMOS ENER	ATMOS ENERGY	UTILITIES	
		11514	01-005-752		1,536.95
				Check Amount	1,536.95
17407	12/31/2009	BROWN J	JOANN BROWN	AFLAC DED REIMBURSEMENT	
		11529	01-000-239		17.22
				Check Amount	17.22
17408	12/31/2009	BURNS & MC	BURNS & MCDONNELL	PROFESSIONAL SERVICES-WWTP	
		11515	05-009-765		8,189.75
				Check Amount	8,189.75
17409	12/31/2009	CASEYS	CASEY'S GENERAL STORES	CITY VEHICLE FUEL	
		11526	01-004-804		148.34
				Check Amount	148.34
17410	12/31/2009	CREATIVE	CREATIVE PROMOTIONS	CERTIFICATES OF RECOGNITION	
		11534	01-001-803		94.12
				Check Amount	94.12
17411	12/31/2009	DEFFENBAUG	DEFFENBAUGH DISPOSAL SERVICE	SOLID WASTE/DUMPSTERS	
		11516	01-005-754		153.00
		11516	09-010-775		10,840.83
				Check Amount	10,993.83
17412	12/31/2009	DOCKERY T	TRACI JO DOCKERY	AFLAC DED REIMBURSEMENT	
		11530	01-000-237		18.12
				Check Amount	18.12
13	12/31/2009	ING LIFE	ING LIFE INSURANCE & ANNUITY	DEFERRED COMP	
		11536	01-000-212		252.99
				Check Amount	252.99
17414	12/31/2009	KS DOR S&E	KANSAS DEPARTMENT OF REVENUE	SALES TAX 2009	
		11517	01-001-799		1.83
				Check Amount	1.83
17415	12/31/2009	LAWRENCE	LAWRENCE JOURNAL WORLD	NOTICES & PUBLICATIONS	
		11522	01-001-760		432.75
		11522	01-017-760		156.00
				Check Amount	588.75
17416	12/31/2009	LEAV PROB	LEAV CTY & CO PROBATION OFFICE	PROBATION SERVICES	
		11527	01-004-767		2,975.00
				Check Amount	2,975.00
17417	12/31/2009	LEAV TIMES	LEAVENWORTH TIMES	HELP WANTED AD-ADMIN SUPPORT	
		11518	01-001-760		101.00
				Check Amount	101.00
17418	12/31/2009	LITTLE JOE	LITTLE JOE'S ASPHALT PAVING	PAVEMENT - ASPHALT PROJECT	
		11535	10-000-771		131,815.76
				Check Amount	131,815.76
17419	12/31/2009	MCAFEE HEN	MCAFEE HENDERSON SOLUTIONS	ENGINEERING SERVICES	
		11523	19-000-765		980.00
		11523	18-000-765		432.50
		11523	10-000-765		2,917.68
		11523	01-017-765		300.00
				Check Amount	4,630.18

Check Register Report

AS OF 12/31/09

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
?0	12/31/2009	MOGLE	MARY A. MOGLE	AFLEC DED REIMBURSEMENT	
		11532	01-000-240		3.04
		11532	01-000-241		3.04
				Check Amount	6.08
17421	12/31/2009	MYRACLE/GE	GENE MYRACLE	AFLAC DED REIMBURSEMENT	
		11531	01-000-241		0.88
		11531	01-000-240		3.04
		11531	01-000-238		19.68
				Check Amount	23.60
17422	12/31/2009	NEXTEL	NEXTEL COMMUNICATIONS	CELL PHONE SERVICES/SUPPLIES	
		11524	01-002-758		113.81
		11524	05-009-758		121.54
		11524	01-017-758		331.66
		11524	01-004-758		444.66
				Check Amount	1,011.67
17423	12/31/2009	OHS-COMPCA	OHS-COMPCARE	PRE-EMPLOYMENT EXAM/TESTING	
		11519	01-002-799		133.47
				Check Amount	133.47
17424	12/31/2009	OMBPOLLENE	OMB POLICE SUPPLY, INC	OFFICER CLOTHING	
		11528	01-011-813		283.80
				Check Amount	283.80
17425	12/31/2009	QUILL	QUILL	OFFICE SUPPLIES	
		11521	01-001-801		244.46
		11521	01-004-801		9.89
		11521	01-003-801		13.49
				Check Amount	267.84
17426	12/31/2009	RECORD NEW	RECORD NEWS	BUSINESS CARDS-PLEAK	
		11520	01-017-803		35.00
****				Check Amount	35.00
17431	12/31/2009	SMITH/DUST	DUSTIN SMITH	AFLEC DED REIMBURSEMENT	
		11533	01-000-240		19.98
		11533	01-000-242		6.65
				Check Amount	26.63
17432	12/31/2009	WESTAR GRP	WESTAR ENERGY	STREET LIGHTS/UTILITIES	
		11525	01-002-787		4,413.22
		11525	05-009-753		378.48
				Check Amount	4,791.70
				Grand Total:	**167,943.63**

**** Note: Checks 17427; 17428; 17429 & 17430 did not print correctly and were voided

1-21-10

Mark Loughry Date
City Administrator

Susan Adams 01/21/10

Susan Adams Date
Treasurer

Check Register Report

AS OF 01/20/10

Check Number	Check Date	Vendor# / Ref#	Vendor Name / GL Number	Check Description	Amount
17433	01/20/2010	EFTPS	EFTPS	FIT/SS/MEDI WITHHOLDING PYMT	
		11541	01-000-202		5,599.52
		11541	01-000-205		1,447.60
		11541	01-000-204		6,189.56
				Check Amount	13,236.68
17434	01/20/2010	GRIFFIN/WI	WILLIAM GRIFFIN	PAYROLL DIRECTED DEDUCTION	
		11537	01-000-858		200.00
				Check Amount	200.00
17435	01/20/2010	H. KENT HO	H. KENT HOLLINS	PAYROLL DIRECTED DEDUCTION	
		11538	01-000-858		316.79
				Check Amount	316.79
17436	01/20/2010	KS DOR WTH	KANSAS DEPARTMENT OF REVENUE	KS STATE WITHHOLDING PYMT	
		11542	01-000-206		2,272.64
				Check Amount	2,272.64
17437	01/20/2010	KANSAS PAY	KANSAS PAYMENT CENTER	PAYROLL DIRECTED DEDUCTION	
		11539	01-000-858		379.50
****				Check Amount	379.50
17442	01/20/2010	KPF EFT	KPF EFT PROGRAM	KPF RETIREMENT PYMT	
		11540	01-000-208		4,121.25
		11540	01-000-211		7.45
				Check Amount	4,128.70
17443	01/20/2010	PROPAYROLL	PROPAYROLL	PAYROLL PROCESSING PP#01	
		11543	01-011-742		1,482.50
				Check Amount	1,482.50
				Grand Total:	**22,016.81**

**** Note: Checks 17438; 17439; 17440 & 17441 did not print correctly and were voided

1-21-10

Mark Loughry — Date
City Administrator

Susan Adams 01/21/10

Susan Adams — Date
Treasurer

Check Register Report

AS OF 01/29/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
44	01/22/2010	CORY	JASON CORY	DEDUCTION REIMBURSEMENT	
		11544	01-000-858		316.79
				Check Amount	316.79
17445	01/29/2010	ADVANCE IN	ADVANCE INSURANCE COMPANY	EMPL AD&D/LIFE/STD/LTD	
		11545	01-000-209		110.00
		11545	01-000-247		510.06
		11545	01-000-244		569.17
				Check Amount	1,189.23
17446	01/29/2010	ADVANCE PE	ADVANCE PEST CONTROL	PEST CONTROL WTF/PARK	
		11546	01-008-799		27.50
		11546	05-009-799		94.30
				Check Amount	121.80
17447	01/29/2010	ADVANTAGE	ADVANTAGE PRINTING	NEIGHBORHOOD REVIT	
		11547	01-017-807		763.00
				Check Amount	763.00
17448	01/29/2010	AFLAC	AFLAC	CAFETERIA PLAN WITHHOLDING	
		11548	01-000-242		50.40
		11548	01-000-241		294.52
		11548	01-000-240		282.40
		11548	01-000-239		61.12
		11548	01-000-238		39.36
		11548	01-000-237		36.24
				Check Amount	764.04
17449	01/29/2010	BASEHOR HI	BASEHOR HISTORICAL SOCIETY	2010 MEMBERSHIP DUES	
		11549	01-001-783		50.00
				Check Amount	50.00
17450	01/29/2010	BLUE CROSS	BLUE CROSS & BLUE SHIELD OF KS	MEDICAL WITHHOLDING PYMT	
		11550	01-000-209		12,865.84
				Check Amount	12,865.84
17451	01/29/2010	BROWN J	JOANN BROWN	REIMBURSEMENT-MILEAGE	
		11552	01-004-774		27.17
				Check Amount	27.17
17452	01/29/2010	BURNS & MC	BURNS & MCDONNELL	PROFESSIONAL SERVICES WWTF	
		11551	05-009-765		6,218.33
				Check Amount	6,218.33
17453	01/29/2010	CCMFOA	CCMFOA	2010 MEMBERSHIP DUES	
		11554	01-001-783		50.00
				Check Amount	50.00
17454	01/29/2010	CINTAS	CINTAS	WEEKLY SERVICES & SUPPLIES	
		11553	05-009-799		79.38
				Check Amount	79.38
17455	01/29/2010	DAVIN ELEC	DAVIN ELECTRONICS INC	INSTALLATION/REPAIR LIGHTING	
		11555	05-009-777		1,802.63
				Check Amount	1,802.63

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AS OF 01/29/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
456	01/29/2010	EFTPS	EFTPS	FED/SS/MEDI WITHHOLDING PYMT	
		11556	01-000-205		1,329.96
		11556	01-000-204		5,686.66
		11556	01-000-202		4,580.65
				Check Amount	11,597.27
17457	01/29/2010	FELDMANS	FELDMANS	MISC SUPPLIES WWTF	
		11557	05-009-815		196.52
				Check Amount	196.52
17458	01/29/2010	FUNKY	FUNKY PLUMBING	INSTALL GAS LINE/REPAIR CONNEC	
		11559	05-009-777		485.00
		11559	12-000-850		1,531.00
				Check Amount	2,016.00
17459	01/29/2010	HAYNES EQU	HAYNES EQUIPMENT CO	REPAIR GRINDER PUMP-CEDAR	
		11560	07-000-799		1,064.27
				Check Amount	1,064.27
17460	01/29/2010	HEART TOW	HEARTLAND TOW INC	VEHICLE SERVICE/REPAIRS	
		11561	01-004-761		369.75
				Check Amount	369.75
17461	01/29/2010	HUMAN RESO	HUMAN RESOURCE SOLUTION	HR SUPPORT PLUS - JAN 2010	
		11562	01-011-745		550.00
				Check Amount	550.00
17462	01/29/2010	ING LIFE	ING LIFE INSURANCE & ANNUITY	DEFERRED COMP JAN 2010	
		11563	01-000-212		6,981.43
				Check Amount	6,981.43
17463	01/29/2010	IIMC	INT INST OF MUN CLERKS ASSO	MEMBERSHIP MOGLE 04/10-03/11	
		11564	01-001-783		150.00
				Check Amount	150.00
17464	01/29/2010	JOHNSON CL	JOHNSON COUNTY GOVERNMENT	FACILITY FLOW SAMPLING	
		11565	05-009-790		118.50
				Check Amount	118.50
17465	01/29/2010	KS CHF POL	KANSAS ASSOC FOR CHIEF OF POL	2010 MEMBERSHIP - MARTLEY	
		11566	01-004-783		50.00
				Check Amount	50.00
17466	01/29/2010	KS DOR WTH	KANSAS DEPARTMENT OF REVENUE	KS STATE WITHHOLDING PYMT	
		11567	01-000-206		1,997.48
				Check Amount	1,997.48
17467	01/29/2010	KS EMPLOY	KANSAS EMPLOYMENT SECURITY FD	WAGE/UNEMPL REPORT 4TH QTR	
		11568	01-000-207		305.92
				Check Amount	305.92
17468	01/29/2010	KANSAS ONE	KANSAS ONE-CALL SYSTEMS, INC.	ONE CALL LOCATES	
		11569	05-009-799		45.60
				Check Amount	45.60
17469	01/29/2010	KANSAS PAY	KANSAS PAYMENT CENTER	PAYROLL DIRECTED DEDUCTION	
		11570	01-000-858		379.50
				Check Amount	379.50

Check Register Report

AS OF 01/29/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
.70	01/29/2010	KPF EFT	KPF EFT PROGRAM	KPF RETIREMENT WITHHOLDING	
		11571	01-000-208		4,261.79
		11571	01-000-211		7.45
				Check Amount	4,269.24
17471	01/29/2010	LEAGUE KM	LEAGUE OF KS MUNICIPALITIES	2010 MEMBERSHIP/6 KS GOV JOURN	
		11573	01-001-783		2,258.07
		11573	01-003-807		90.00
				Check Amount	2,348.07
17472	01/29/2010	LEAV APPRA	LEAVENWORTH COUNTY APPRAISER	ANNUAL FEE-PROPERTY OWNER	
		11558	01-001-799		250.00
				Check Amount	250.00
17473	01/29/2010	LEAV COOP	LEAVENWORTH COUNTY CO-OP	198.4 GALLONS DIESEL FUEL	
		11572	01-002-804		273.30
		11572	05-009-804		273.29
				Check Amount	546.59
17474	01/29/2010	LV SHERIFF	LEAVENWORTH COUNTY SHERIFF	BOARDING PRISIONERS	
		11594	01-004-764		87.50
				Check Amount	87.50
17475	01/29/2010	LOUGHRY	MARK LOUGHRY	REIMBURSEMENT - MILEAGE/TOLL	
		11574	01-003-774		68.25
				Check Amount	68.25
76	01/29/2010	MCBRATNEY	KIANN MCBRATNEY	PROSECUTOR FEES-JAN 2010	
		11575	01-004-767		510.00
				Check Amount	510.00
17477	01/29/2010	MIDWEST PU	MIDWEST PUBLIC RISK	DENTAL WITHHOLDING PYMT	
		11576	01-000-203		1,224.00
				Check Amount	1,224.00
17478	01/29/2010	OREILLYSPR	O'REILLY AUTO PARTS	MISC MAINTENANCE PARTS	
		11577	01-002-804		395.77
				Check Amount	395.77
17479	01/29/2010	PITNEY BOW	PITNEY BOWES	POSTAGE REFILLS	
		11581	05-009-808		100.00
		11581	01-017-808		100.00
		11581	01-004-808		100.00
		11581	01-001-808		100.00
				Check Amount	400.00
17480	01/29/2010	PLEAK	MITCH PLEAK	REIMB-KS ENG LICENSE/MTG REG	
		11579	01-017-783		250.00
		11579	01-017-803		25.00
				Check Amount	275.00
17481	01/29/2010	PRAY	WILLIAM E. PRAY	MUNICIPAL COURT JUDGE	
		11578	01-004-766		300.00
				Check Amount	300.00
17482	01/29/2010	PROPAYROLL	PROPAYROLL	PAYROLL PROCESSING - PP#02	
		11580	01-011-742		193.75
				Check Amount	193.75

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AS OF 01/29/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
.83	01/29/2010	REAVEY LAW	REAVEY LAW LLC	LEGAL FEES	
		11582	01-001-751		1,126.15
		11582	05-009-751		46.92
		11582	01-017-751		598.85
				Check Amount	1,771.92
17484	01/29/2010	SELECT IMA	SELECT IMAGING	FILEBOUND HOSTING FEES	
		11583	01-001-799		300.00
				Check Amount	300.00
17485	01/29/2010	TIRE TOWN	TIRE TOWN INC	TIRES-F350 TRUCK	
		11584	01-002-803		226.00
				Check Amount	226.00
17486	01/29/2010	TRAINING A	TRAINING AT YOUR PLACE	SUPPORT AGMT/INSTALL ACC	
		11585	01-004-799		985.00
				Check Amount	985.00
17487	01/29/2010	UNDERGRND	UNDERGROUND VAULTS & STORAGE	ANNUAL STORAGE RENTAL	
		11589	01-001-799		772.20
				Check Amount	772.20
17488	01/29/2010	VAZCOM	VAZCOM	PHONE CASES/BATTERY COVER	
		11586	01-002-803		69.98
		11586	01-004-803		12.99
				Check Amount	82.97
39	01/29/2010	VERSENT	VERSENT GROUP, LLC	TECH SUPPORT/DELL T3500/ONSITE	
		11587	01-005-850		1,771.60
		11587	01-005-797		3,081.25
				Check Amount	4,852.85
17490	01/29/2010	VISA	VISA	TRAINING/VIDEOS/GIFT CARDS	
		11593	19-000-803		7.85
		11593	01-011-813		26.25
		11593	01-005-803		17.79
		11593	01-004-808		5.54
		11593	01-004-803		261.22
		11593	01-004-801		30.74
		11593	01-004-783		120.00
		11593	01-004-774		904.50
		11593	01-003-804		44.63
		11593	01-003-803		275.15
		11593	01-001-781		651.00
				Check Amount	2,344.67
17491	01/29/2010	VISION SER	VISION SERVICES PLAN	VISION WITHHOLDING PYMT	
		11588	01-000-749		491.87
				Check Amount	491.87
17492	01/29/2010	WALMART MA	WALMART	CITY FACILITY/OFFICE SUPPLIES	
		11592	01-004-801		53.86
		11592	01-005-803		91.87
				Check Amount	145.73

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AS OF 01/29/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
.93	01/29/2010	WESTAR GRP	WESTAR ENERGY	UTILITIES - ELECTRIC	
		11591	01-008-753		397.66
		11591	01-005-753		233.42
		11591	05-009-753		6,321.22
		11591	01-002-787		19.18
				Check Amount	6,971.48
17494	01/29/2010	WRIGHT EX	WRIGHT EXPRESS	FUEL CITY VEHICLES-JAN 2010	
		11590	01-004-804		2,147.71
		11590	01-017-804		65.73
				Check Amount	2,213.44
				Grand Total:	**82,096.75**

2-1-10

Mark Loughry Date
City Administrator

Susan Adams 02/01/10

Susan Adams Date
Treasurer

Check Register Report

AS OF 02/10/10

Check Number	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
95	02/10/2010	ATMOS ENER	ATMOS ENERGY	UTILITIES - GAS	
		11595	01-005-752		1,856.43
				Check Amount	1,856.43
17496	02/10/2010	B&W FIRE	B&W FIRE EXTINGUISHER COMPANY	ANNUAL INSPECTIONS/NEW	
		11596	01-005-799		146.15
		11596	05-009-810		517.50
				Check Amount	663.65
17497	02/10/2010	BLACKTOP P	BLACKTOP PAVING & CONSTRUCTION	WOLF CREEK PKWY PROJECT	
		11597	19-000-849		38,199.49
				Check Amount	38,199.49
17498	02/10/2010	BRANDT TRK	BRANDT TRUCKING	HAULING SAND WINTER STORMS	
		11598	10-000-799		516.30
		11598	10-000-812		857.05
				Check Amount	1,373.35
17499	02/10/2010	CARTER WAT	CARTER WATERS CORPORATION	ASPHALT PATCH MATERIAL	
		11599	10-000-811		95.12
				Check Amount	95.12
17500	02/10/2010	CHUX TRUX	CHUX TRUX	VINYL BENCH SEATS-2 VEHICLES	
		11600	05-009-761		1,050.00
		11600	01-002-761		1,050.00
				Check Amount	2,100.00
17501	02/10/2010	CINTAS	CINTAS	WEEKLY SERVICES	
		11601	05-009-799		79.38
				Check Amount	79.38
17502	02/10/2010	CONS WATER	CONS RURAL WATER DISTRICT #1	WATER SERVICES	
		11602	01-005-755		95.76
		11602	01-008-755		33.72
				Check Amount	129.48
17503	02/10/2010	DATAMAX	DATAMAX	LEASE/MONTHLY/EXCESS COPIES	
		11603	01-001-799		151.58
		11603	01-004-799		481.64
				Check Amount	633.22
17504	02/10/2010	DEFFENBAUG	DEFFENBAUGH DISPOSAL SERVICE	SOLID WASTE/DUMPSTERS/SP	
		11604	09-010-775		10,803.78
		11604	05-009-762		527.46
		11604	01-005-754		153.00
				Check Amount	11,484.24
17505	02/10/2010	DRIVERS	DRIVERS LICENSE GUIDE COMPANY	2010 DRIVERS LICENSE GUIDES	
		11605	01-004-807		28.95
				Check Amount	28.95
17506	02/10/2010	FELDMANS	FELDMANS	MISC SUPPLIES FOR PWD	
		11635	01-002-803		52.43
				Check Amount	52.43
17507	02/10/2010	FISHER SCI	FISHER SCIENTIFIC	KIT FOR DISSOLVENT TESTING	
		11606	05-009-803		260.09
				Check Amount	260.09

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AS OF 02/10/10

Check Nur	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
8	02/10/2010	HUMAN RESO	HUMAN RESOURCE SOLUTION	SUPPORT/UPDATE PERSONNEL	
		11607	01-011-745		1,343.00
				Check Amount	1,343.00
17509	02/10/2010	KACM	KACM	2010 MEMBERSHIP DUES-LOUGHRY	
		11615	01-003-783		70.00
				Check Amount	70.00
17510	02/10/2010	KS DEPT OF	KANSAS DEPT OF TRANSPORTATION	LEASE PYMT-POLICE RADIOS	
		11609	11-000-870		7,388.30
				Check Amount	7,388.30
17511	02/10/2010	KS MUNCINS	KANSAS MUNC INSURANCE TRUST	2010 DEPOSIT WORK COMP INS	
		11610	01-001-779		27,986.00
				Check Amount	27,986.00
17512	02/10/2010	KANSAS ONE	KANSAS ONE-CALL SYSTEMS, INC.	ONE CALL LOCATES/MEMBERSHIP	
		11611	05-009-799		35.20
				Check Amount	35.20
17513	02/10/2010	KANSAS SAM	KANSAS SAMPLER FESTIVAL	2010 CONTRIBUTION FOR FESTIVAL	
		11612	01-001-781		3,361.63
				Check Amount	3,361.63
17514	02/10/2010	KS TREASUR	KANSAS STATE TREASURER	GO BOND INTEREST PAYMENTS	
		11613	01-004-767		691.00
		11614	18-000-864		75,200.00
		11614	08-000-862		100,560.63
				Check Amount	176,451.63
5	02/10/2010	KDHEPERMIT	KDHE BUREAU OF WATER	ANNUAL STORMWATER PERMIT	
		11608	05-009-803		60.00
				Check Amount	60.00
17516	02/10/2010	LAWRENCE	LAWRENCE JOURNAL WORLD	NEWSPAPER PUBLICATIONS	
		11616	01-017-760		30.00
		11616	01-001-760		63.00
				Check Amount	93.00
17517	02/10/2010	MCAFEE HEN	MCAFEE HENDERSON SOLUTIONS	ENGINEERING SERVICES	
		11617	01-017-765		900.00
		11617	19-000-765		1,360.00
		11617	10-000-765		27.50
				Check Amount	2,287.50
17518	02/10/2010	MYRACLE/GE	GENE MYRACLE	REIMBURSEMENT-PR DEDUCTION	
		11618	01-011-746		25.62
				Check Amount	25.62
17519	02/10/2010	OHS-COMPCA	OHS-COMPCARE	PRE-EMPLOYMENT TESTING	
		11619	01-001-799		97.60
				Check Amount	97.60
17520	02/10/2010	PITNEY BOW	PITNEY BOWES	POSTAGE REFILL	
		11620	05-009-808		50.00
		11620	01-017-808		50.00
		11620	01-004-808		50.00
		11620	01-001-799		50.00
				Check Amount	200.00

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Check Nur	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
.21	02/10/2010	PROPAYROLL	PROPAYROLL	PAYROLL PROCESSING-PP#3	
		11621	01-011-742		168.00
				Check Amount	168.00
17522	02/10/2010	QUILL	QUILL	OFFICE SUPPLIES/FILE CABINET	
		11622	01-001-801		296.57
		11622	01-017-801		37.15
		11622	01-004-801		228.68
		11622	01-003-801		14.66
				Check Amount	577.06
17523	02/10/2010	RECORD NEW	RECORD NEWS	STATIONARY	
		11623	01-017-807		255.00
				Check Amount	255.00
17524	02/10/2010	ROME	JOHN ROME	COURT FINES REFUND CITATION	
		11624	01-000-421		0.50
				Check Amount	0.50
17525	02/10/2010	SELECT SEC	SELECT SECURITY SYSTEMS	SECURITY SERVICES JAN/FEB 2010	
		11625	01-005-799		120.00
				Check Amount	120.00
17526	02/10/2010	SMITH VET	SMITH VETRINARY CLINIC INC	BOARDING ANIMALS	
		11626	01-004-759		75.00
				Check Amount	75.00
17527	02/10/2010	SONOFAGUN	SONOFAGUN PRESS	EMBROIDERED PANTS	
		11627	01-011-813		56.00
				Check Amount	56.00
17528	02/10/2010	SPECTRA	SPECTRA	GLOVES/CLEANER FOR EQUIPMENT	
		11628	05-009-803		184.44
				Check Amount	184.44
17529	02/10/2010	SUNFLOWER	SUNFLOWER BROADBAND	CABLE/INTERNET/PHONE SERVICES	
		11629	05-009-757		131.01
		11629	01-005-757		454.68
				Check Amount	585.69
17530	02/10/2010	US POSTAL	UNITED STATES POSTAL SERVICE	RENTAL PO BOX 420 - ANNUAL	
		11630	01-004-799		110.00
				Check Amount	110.00
17531	02/10/2010	USEMCO INC	USEMCO INC	CHECK VALVE-CHESTNUT LIFT STAT	
		11631	05-009-789		364.00
				Check Amount	364.00
17532	02/10/2010	VERSENT	VERSENT GROUP, LLC	TECHNOLOGY SUPPORT/ONSITE	
		11632	01-005-797		3,060.00
				Check Amount	3,060.00
17533	02/10/2010	WATTS UP	WATTS UP	LIGHT BULBS	
		11633	01-002-811		280.71
				Check Amount	280.71

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AS OF 02/10/10

Check Nu	Check Date	Vendor# Ref#	Vendor Name GL Number	Check Description	Amount
11634	02/10/2010	WESTAR GRP	WESTAR ENERGY	STREET LIGHTS/UTILITIES	
		11634	01-002-787		4,413.76
		11634	05-009-753		114.65
				Check Amount	4,528.41
				Grand Total:	286,720.12

2-11-10

Mark Loughry Date
City Administrator

Susan Adams 02/11/10

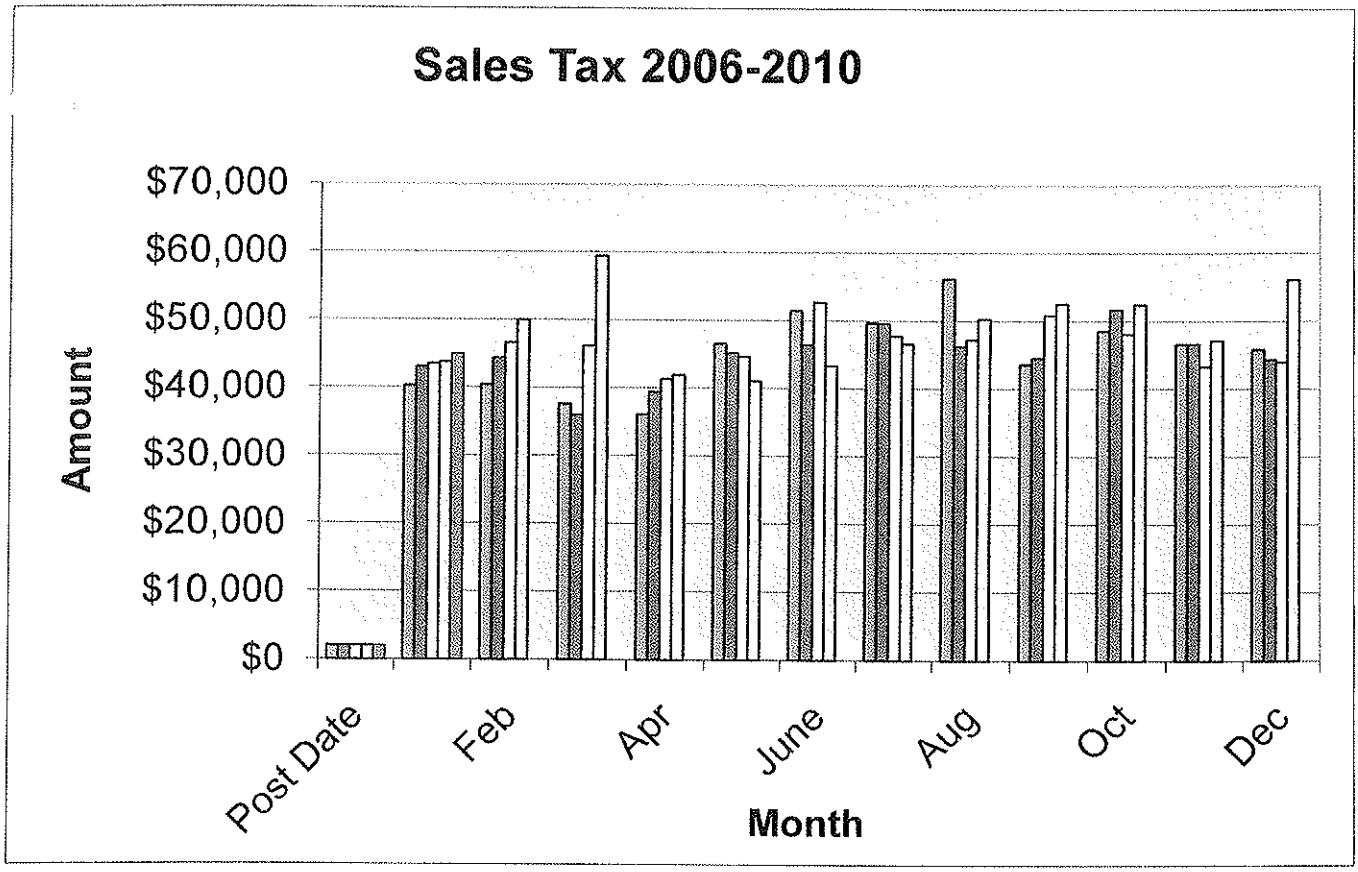
Susan Adams Date
Treasurer

City of Basehor

Sales Tax 2006 - 2010

Post Date	2006	2007	2008	2009	2010	Difference '09 - '10	% Difference
Jan	40,240.09	43,040.41	43,516.85	43,726.32	44,933.16	1,206.84	2.8%
	40,459.89	44,273.79	46,544.07	49,937.92			
Mar	37,554.64	35,899.77	46,125.81	59,417.29			
Apr	36,071.53	39,334.11	41,298.70	41,900.26			
May	46,565.17	45,142.71	44,634.80	41,070.02			
June	51,403.77	46,335.58	52,647.16	43,320.60			
July	49,662.85	49,500.52	47,720.81	46,612.85			
Aug	56,212.59	46,173.87	47,209.53	50,284.61			
Sept	43,589.74	44,486.92	50,855.51	52,550.48			
Oct	48,508.43	51,633.80	48,068.36	52,382.92			
Nov	46,597.06	46,598.51	43,264.92	47,111.87			
Dec	45,793.00	44,281.28	43,884.31	56,073.14			
	542,658.76	536,701.27	555,770.83	584,388.28	44,933.16		

Difference 2009 - 2010	1,206.84	
	2.8%	Up 2009 to 2010
2010 Budget Sales Tax	$652,496	
2010 To Date Sales Tax	$44,933	6.89%
2010 TDD Sales Tax	$2,986.32	
2009 TDD Sales Tax	$8,186.58	



SEWER AND SOLID WASTE BILLING 2010						
MONTH	**SEWER COUNT**	**SEWER BILLED**	**AVERAGE SWR BILL**	**SOL WASTE COUNT**	**SOL WASTE BILLED**	**AVERAGE SOL BILL**
January	1,655	$57,650.02	$34.83	1,458	14,625.07	$10.03
February						
March						
April						
May						
June						
July						
August						
September						
October						
November						
December						
TOTAL	1,655	$57,650.02		1,458	$14,625.07	
AVERAGE	1,655		$34.83			$10.03

NOTE: Bills are generated at the end of the month and charges are collected the following month