CITY COUNCIL WORK SESSION
Wednesday, August 26, 2026 at 6:00 p.m.

CITY HALL
6090 Woodson Street

Meeting In Person and Virtually via Zoom

This meeting will be held in person at the time and date shown above. Information will be posted, prior to the meeting, on how to join at https://www.missionks.org/calendar.aspx.

If you require any accommodations (i.e. qualified interpreter, large print, reader, hearing assistance) in order to attend this meeting, please notify the Administrative Office at 913-676-8350 no later than 24 hours prior to the beginning of the meeting.

AGENDA

1. Review of a Draft Complete Streets Policy for the City of Mission - Taylor Cunningham/Brian Scott

   The *Tomorrow Together 2040 Mission Comprehensive Plan* includes several recommendations that support the adoption of a Complete Streets ordinance for the City of Mission. The Complete Streets concept is a way of planning, designing, and building streets so they are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets is a tool for ensuring a city's transportation network reflects community values in providing equitable forms for transportation for all residents and visitors. Staff first introduced this concept to the City Council at a work session in August of last year. Since this time staff has been working on developing a Complete Streets policy. Staff will present a draft Complete Streets policy at this work session for Council's input and guidance.

City of Mission	Item Number:	1.
DISCUSSION ITEM SUMMARY	Date:	August 26, 2026
Community Development	From:	Taylor Cunningham/ Brian Scott

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Review of a Draft Complete Streets Policy for the City of Mission

DETAILS: The Tomorrow Together 2040 Mission Comprehensive Plan includes three recommendations related to the adoption of a Complete Streets ordinance and transportation planning process. In addition to recommendations found in the comprehensive plan, our 2021 DirectionFinder Survey shows residents want more transportation options and safer, more connected streets.

Staff presented an overview of the Complete Streets concept to the City Council at a work session in September of last year. A link to that presentation can be found here. At the work session staff explained that Complete Streets is a way of planning, designing, and building streets so they are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This approach is not about a single design standard or an immediate overhaul of our streets. Instead, it is a policy framework for making long-term, thoughtful decisions that serve all users. Complete Streets is a tool for ensuring our transportation network reflects our community's values.

Adopting a Complete Streets policy will:

- Provide safer options for people who walk, bike, or roll.
- Support transportation choice for residents and visitors.
- Improve public health and safety.
- Create attractive, business-friendly corridors.
- Reduce long-term maintenance costs by planning proactively.

After a thorough and thoughtful discussion, the City Council directed staff to move forward with developing a draft Complete Streets policy for the Council to consider at a future work session.

An internal team has been developed consisting of representatives from Administration, Public Works, Police, and Community Development to develop a Complete Streets policy that best fits the needs of the City in guiding staff and consultants in the future planning, designing and construction of streets and other transportation infrastructure improvements for the City that best incorporate Complete Streets concepts. Staff would like to present this draft Complete Streets Policy to the City Council at tonight's work session to garner feedback and answer any questions. The draft policy is included for review.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

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Based on feedback at tonight's work session staff intends to take the next steps to complete the Complete Streets Policy:

1. Review the draft policy with the City's consulting engineers to get feedback based on their experience working with similar policies in other cities. The city's on-call consulting engineers have been invited to tonight's work session to observe the discussion and answer any initial questions that the Council may have.
2. Send the draft policy to the Complete Streets national organization for initial scoring. This will help in identifying areas of the policy that need further refinement.
3. Share the draft policy with the general public to garner feedback and ideas that can help in furthering the development and implementation of the policy.
4. Share the final Complete Streets Policy with the City Council for consideration.
5. Adoption/Implementation.

It is expected that a final Complete Streets policy will be ready for adoption by the City Council in the first quarter of 2027.

CFAA CONSIDERATIONS/IMPACTS: Adopting a Complete Streets approach can help Mission build a safer, healthier, and more connected community where our streets work for residents and visitors of all ages and abilities.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

Mission, Kansas SECOND DRAFT Complete Streets Policy

August 26, 2026

Vision and Intent

The City of Mission's ("the City") Complete Streets policy establishes a framework for creating a connected, safe, accessible, and equitable multimodal transportation network. This policy directs the design and implementation of transportation and mobility projects with the goal of improving access for all users of all ages. It emphasizes modes that have historically received less priority in transportation planning such as walking, rolling, bicycling, and transit.

Complete Streets elements may include, but are not limited to:

- Intersection safety improvements – right turn on red prohibition, 4-way stop control, dedicated left-turn lanes/signal, raised intersections
- Traffic calming measures – advanced warning signs, curb extensions, speed feedback signs, on-street parking, vertical deflectors, chicanes
- Pedestrian safety improvements – lighting, leading pedestrian interval, raised crosswalk, RRFBs, HAWK signals, pedestrian refuge islands, high visibility crosswalks, sidewalks and paths
- Traffic safety improvements – driveway access control, raised median
- Bike safety improvements – sidewalks, shared paths, sharrows, painted bike lanes, bike detection, protected bike lanes

A connected, multimodal network improves route directness, reduces barriers, and supports efficient navigation throughout Mission. A Complete Streets approach advances the City's goals for public safety and equitable access while also delivering community benefits including improved public health and air quality, expanded opportunities for outdoor recreation, and reduced long-term maintenance costs.

Diverse Users

The City of Mission recognizes that all users of the transportation network deserve safe, accessible facilities. These users include:

- Pedestrians
- Bicyclists
- Transit riders

- Motorists
- Emergency responders
- Freight and commercial vehicles
- People of all ages and abilities

Additionally, some users face disproportionate transportation burdens and limited access to community resources, particularly low-income individuals, people of color, older adults, children and youth, people with disabilities, and households without a private vehicle. These groups rely more heavily on walking, rolling, cycling, and transit and face higher safety risks when using these modes. This policy prioritizes these populations in transportation planning and design to reduce existing inequities and create a safer, more accessible network for all.

Full Commitment

This policy applies to all phases of transportation projects within the public right-of-way, whether publicly or privately funded. This includes:

- New construction and reconstruction
- Retrofits and rehabilitation
- Maintenance operations, such as repaving, resurfacing, and restriping
- Private development projects that require City approval.

During any construction, routine maintenance, or emergency repair work that encroaches on the right-of-way, appropriate accommodation must be provided to maintain safe movement for all road users, including pedestrians and cyclists. Private streets, driveways, and parking lots should also adhere to this policy.

Clear Exceptions

A project may only be excluded from Complete Streets requirements if:

1. Accommodation is unnecessary on corridors where specific users are prohibited (e.g., interstate freeways)
2. The cost of accommodation is documented as excessively disproportionate to the current or future need
3. There is a documented absence of current and future use based on review of technical documents and plans adopted by the City of Mission, such as the Mission Connections Plan, the Pavement Condition Index, and the Safe Streets for All Action Plan

Exceptions to the Complete Streets policy will be reviewed and documented by the City Administrator or their designee and approved by the City Council. The City Administrator or their designee will add requested exceptions to the City Council meeting agenda for discussion in open forum. Documentation of the proposed exception will be published in the City Council meeting minutes and accessible to the public via the City website.

Jurisdiction

The City will establish and maintain an internal Complete Streets Committee composed of representatives from relevant City departments. The Committee will meet regularly to review transportation projects, evaluate them for consistency with this policy and other adopted City plans, identify opportunities to improve multimodal access and safety, and develop recommendations for implementation. Recommendations from the Committee will be presented to the City Council by the City Administrator or their designee to inform project prioritization and decision-making.

City staff will coordinate with regional partners, including the Mid-America Regional Council (MARC), the Kansas Department of Transportation (KDOT), Johnson County, utility providers, emergency services, and neighboring jurisdictions, as needed to promote connectivity, consistency, and coordination across jurisdictional boundaries.

To support effective implementation of this policy, the City will encourage training and professional development opportunities for staff and decision-makers related to Complete Streets principles, best practices, and emerging design guidance, as resources allow.

Design

Complete Streets design principles shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and mobility projects requiring funding or approval by the City of Mission as well as projects funded by the State and/or Federal government will adhere to Mission’s Complete Streets ordinance.

The Mission Complete Streets ordinance will focus on developing a connected, integrated network that serves all transportation users. Complete Streets principles will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities in public right-of-way and private projects.

The City will utilize the following guidelines to inform the planning, design, and construction of Mission's streets:

- American Association of State Highway Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO) Design Guides
- Small Town and Rural Design Guide, Federal Highway Administration (FHWA)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA) Standards for Accessible Design
    - Public Rights-of-Way Accessibility Guidelines (PROWAG)
    - Americans with Disability Act Accessibility Guidelines (ADAAG)
- Documents and plans created for the City of Mission including, but not limited to:
    - Comprehensive Plan (Tomorrow Together 2040 Mission Comprehensive Plan)
    - Zoning Code
    - Bicycle and Pedestrian Plan (Mission Connection Plan)
    - Comprehensive Safety Action Plan
    - Rock Creek Trail corridor studies
    - Pavement Condition Index

Land Use and Context Sensitivity

Reorienting Mission toward Complete Streets principles requires integrating transportation considerations into all land use decisions. Accordingly, all new or updated land use policies, plans, zoning ordinances, and related documents must identify how they support the City's Complete Streets objectives.

The physical, economic, and social setting of Mission must be given full consideration when implementing the Complete Streets ordinance. Community context should be integrated into the decision-making process by giving significant consideration to stakeholder and community values. The goal of Complete Streets implementation is to preserve and enhance Mission's unique scenic, aesthetic, historic, and environmental resources while also improving safety, mobility, and infrastructure conditions for all users of our transportation network.

Performance Measurement

The City will collect and publicize data every two years to monitor progress. Metrics for evaluating performance will include:

- Number of crashes resulting in fatalities and/or serious injuries and their location
- Linear feet of new sidewalks, bike lanes, and trails

- Linear feet of repaired or replaced sidewalks, bike lanes, and trails
- Number of safety projects completed
- Number of Complete Streets Projects implemented within 1/4 mile of schools, health care services, grocery stores, retail and service stores, banks, parks or recreational facilities.

Category	Metrics
Process	• Number of exemptions granted • Percentage of transportation funding allocated to projects that improve sidewalks, trails, or bike lanes • Percentage of transportation funding allocated to safety improvement projects • Number of policies updated to comply with Complete Streets
Implementation	• Linear feet of new sidewalks, bike lanes, and trails • Linear feet of repaired or replaced sidewalks, bike lanes, and trails • Number of safety projects completed • Number of projects that connect existing infrastructure
Impact	• Number of Complete Streets Projects implemented within 1/4 mile of schools, health care services, grocery stores, retail and service stores, banks, parks or recreational facilities • Number of crashes involving fatalities and serious injuries • Number of new development projects that include improvements for biking, walking, or transit

Project Selection Criteria

Mission will establish criteria to encourage funding prioritization for Complete Streets implementation with at least the following principles in mind:

- Connectivity – connecting existing infrastructure to existing infrastructure and creating additional connections to community assets (including, but not limited to,

businesses, schools, community gathering places, government facilities, medical facilities, parks, voting locations)
- Multimodality – implementing projects that expand infrastructure for modes of transportation other than the car
- Economic Development – proposed project supports broader efforts to enhance economic development
- Equity – project will broaden transportation options for residents with limited connectivity to community assets

Implementation

Mission will integrate Complete Streets practices into routine operations when feasible, treat every transportation project and program as an opportunity to improve the network for all users, and coordinate with relevant departments, agencies, and jurisdictions to achieve these goals.

Mission will update all related procedures, plans, regulations, and processes to align with this ordinance within five years of its adoption. Further, Mission will also ensure this ordinance remains aligned with the latest standards established by the National Complete Streets Coalition.

Finally, the City of Mission will organize an annual Complete Streets focused community work session to update the community on its progress. This work session will include City of Mission staff, elected and appointed officials, and representatives from outside stakeholder groups to provide community input.

Through this Complete Streets Policy, the City of Mission affirms its commitment to creating a transportation network that is safe, connected, accessible, and equitable for all users. By integrating Complete Streets principles into planning, design, construction, maintenance, and decision-making, the City will continue to enhance mobility, improve public safety, strengthen community connectivity, and support a high quality of life for current and future residents. This policy serves as a long-term commitment to building a resilient transportation system that reflects Mission's values and meets the evolving needs of the community.

Complete Streets

Policy Discussion

Work Session

August 26, 2026

Review

- Introduction to Complete Streets on 9-24-25
- Council gave staff green light to draft a policy
- Staff formed a work group
- First draft completed August 2026

What are Complete Streets?



Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Community

Complete Streets foster vibrant public spaces and a stronger sense of community and social connection. A Complete Streets approach also increases opportunities for participation by community members in the transportation planning process.

Complete Streets and active transportation are linked to greater social interaction with neighbors, lower depression rates, increased independence for children, older adults, and people with disabilities.

Economy

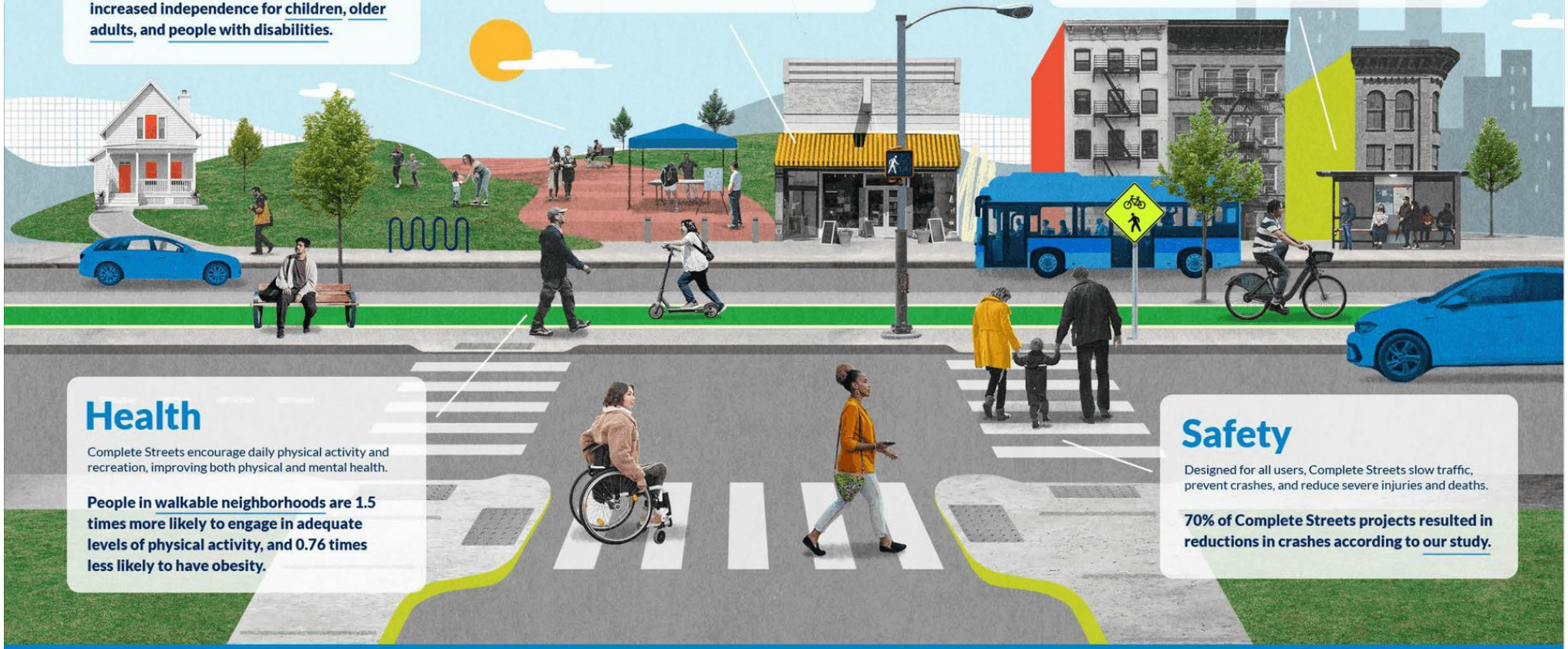
Complete Streets not only reduce crashes and costs associated with deaths and injuries, but also boost employment levels, property values, investment from the private sector, and net new businesses.

Complete Streets can provide a 10:1 return on investment (according to Researchers at the University of Arizona)

Environment

Walking, biking, rolling, and riding public transit are better for the environment than driving. They create fewer emissions and pollution and can also help other areas, such as stormwater management.

Transportation is the top contributor to greenhouse gas emissions in the U.S., with 28% of total emissions. Half of all daily trips are less than three miles, and over a quarter of trips are less than one mile.



Health

Complete Streets encourage daily physical activity and recreation, improving both physical and mental health.

People in walkable neighborhoods are 1.5 times more likely to engage in adequate levels of physical activity, and 0.76 times less likely to have obesity.

Safety

Designed for all users, Complete Streets slow traffic, prevent crashes, and reduce severe injuries and deaths.

70% of Complete Streets projects resulted in reductions in crashes according to our study.

Benefits of Complete Streets

Smart Growth AMERICA

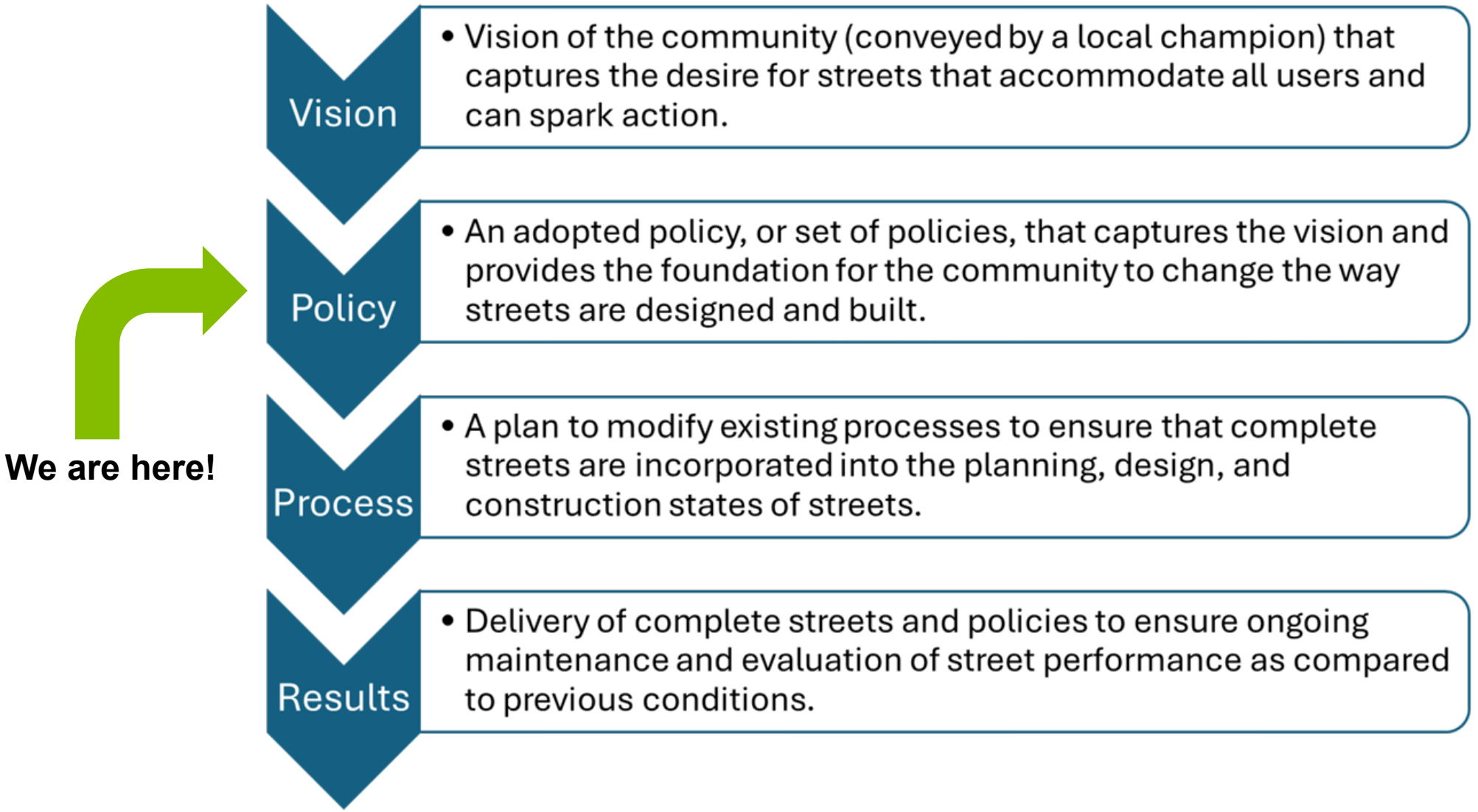
National Complete Streets Coalition

Why are we talking about Complete Streets?

- Public input from community engagement
  - Comprehensive Plan
  - DirectionFinder Survey
  - Mission Connections Plan
  - Rock Creek Trail Corridor studies
- Goals in Mission's Comprehensive Plan



A Complete Streets ordinance **codifies** a community's commitment to designing streets for everyone.


Vision
• Vision of the community (conveyed by a local champion) that captures the desire for streets that accommodate all users and can spark action.
Policy
• An adopted policy, or set of policies, that captures the vision and provides the foundation for the community to change the way streets are designed and built.
Process
• A plan to modify existing processes to ensure that complete streets are incorporated into the planning, design, and construction states of streets.
Results
• Delivery of complete streets and policies to ensure ongoing maintenance and evaluation of street performance as compared to previous conditions.
We are here!

Draft Complete Streets Policy

Vision and Intent

- Establishes the purpose of the policy
- Directs the City toward building safer, more connected streets for all modes of travel
- Sets the expectation that all street projects consider all modes of transportation, not just driving
- Identifies broader community benefits the City aims to achieve

Diverse Users

- Defines who this policy is meant to serve
- Ensures the City considers the needs of all travelers, especially those that might face greater barriers to transportation
- Directs planners and engineers to prioritize safety and access for vulnerable populations in Mission

Full Commitment

- Requires the City of Mission and private developers apply Complete Street principles to all project types
- Ensures that routine maintenance or temporary disruptions consider accommodations for all road users

Clear Exceptions

- Creates rules for when a project may deviate from Complete Streets standards
- Formalizes approval and documentation process

Jurisdiction

- Creates internal Complete Streets Committee to review our street projects
- Establishes coordination with regional partners
- Encourages staff to consistently apply best practices

Design

- Mandates that all transportation projects follow nationally recognized design guidelines along with Mission's adopted plans, policies, and studies
- Requires Complete Streets design principles be incorporated in projects funded publicly or privately in the City of Mission

Land Use and Context Sensitivity

- Integrates Complete Streets requirements into the City's land use decisions
- Ensures that future developments support multimodal travel and reflect community values

Performance Measurement

- Creates a system for tracking progress through measurable data
- Defines how the City of Mission will evaluate and report on improvements

Project Selection Criteria

- Sets the principles the City must use to prioritize funding decisions
- Ensures that projects selected for investment reflect Complete Streets principles

Implementation

- Directs the City to incorporate Complete Streets practices into daily operations, update its procedures within five years, and stay aligned with national standards
- Commits to an annual community work session on Complete Streets

Next Steps

- Submit to the National Complete Streets Coalition for scoring
- Meet with our consulting engineers to receive feedback
- Present the draft policy to the public for input
- Create internal policy and formal ordinance for adoption

Questions?

THANK YOU!