



COMMUNITY LAND AND RECREATION BOARD

Regular Meeting (#25-008) Agenda
CITY OF PARKVILLE, MISSOURI
Wednesday, August 13, 2025 6:00 PM
City Hall Board Room

1. CALL TO ORDER

- A. Adam Zink
Linda Arnold
Michelle Flamm
Steven Sturgess
Dana Laiben
Amanda Blackwood
Nathan Askren
Robert Unger
Evan Maxon
Phillip Wassmer (Liaison)

2. CITIZEN INPUT

3. CONSENT AGENDA

- A. Approve the minutes for the July 9, 2025 regular meeting

4. ACTION AGENDA

- A. Eagle Scout Project: Presented by Mark Brewster
- B. 2026 Parks & Recreation Capital Improvement Program
- C. Consideration of Vehicle Access Policy Options for English Landing Park and Recommendation to Board of Aldermen

5. STAFF UPDATES ON ACTIVITIES

- A. Parks Maintenance
- B. Nature Sanctuary
- C. Capital Improvement Projects
- D. Parks Programs and Special Events

6. MISCELLANEOUS ITEMS FROM THE BOARD

7. ADJOURN



COMMUNITY LAND AND RECREATION BOARD

Regular Meeting (#25-03)

MINUTES

CITY OF PARKVILLE, MISSOURI

Wednesday, July 9, 2025 6:00 PM

City Hall Board Room

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m. on July 9, 2025.

- A. Steven Sturgess
Adam Zink
Linda Arnold
Michelle Flamm
Dana Laiben
Amanda Blackwood
Nathan Askren
Evan Maxon
Robert Unger
Phillip Wassmer (Liaison)

Roll was called by Bonnie Buckmaster, Public Works Department Assistant.

Members present were:

- Adam Zink
Michelle Flamm
Linda Arnold
Steven Sturgess
Dana Laiben
Nate Askren
Amanda Blackwood
Robert Unger

Absent with prior notice were:

- Evan Maxon

Phil Wassmer (Liaison)

A quorum of the Board was present.

Brittanie Propes, Parks & Recreation Director; Chris Ashley, Project Manager; and Bonnie Buckmaster, Public Works Assistant, were present on behalf of the City.

2. CITIZEN INPUT

Brent Uhrmacher, 6241 Northlake Drive, Parkville, MO, spoke regarding the ADA parking in English Landing Park.

Mayor Katerndahl commented that the Park Master Plan is a guide and, once adopted, the CLARB, the public and the Board of Aldermen will decide what the priorities will be. There will be a discussion at the August CLARB meeting regarding the parking in English Landing Park to establish a policy and to make a recommendation to the Board of Aldermen.

John Carter, 8650 NW Hwy N KCMO, read a letter that was sent to the BOA regarding ADA parking spaces and safety.

3. CONSENT AGENDA

- A. Approve the minutes for the April 9, 2025, regular meeting

ACTION: Michelle Flamm moved to approve the April 9th regular meeting minutes. Adam Zink seconded.

RESULT: Motion Passed: 8-0.

4. ACTION AGENDA

- A. Request to Waive Rental Fees for South Platte Fire Protection District Volleyball Fundraiser

Brittanie Propes, Parks and Recreation Director, presented a request to waive the event fees for the South Platte Fire Protection District Volleyball Fundraiser to be held on Saturday, September 27th in the amount of \$490.

Discussion focused on the services that South Platte Fire Protection District provides for the City that are above and beyond routine, and if other fundraisers that are held in the park pay their event fees. Brittanie said that if an event asked for their fees to be waived, the item would come before CLARB for recommendation. There was also discussion regarding events for government entities. It was decided to waive this year's fee and for SPFPD to budget for the event for next year.

ACTION: Adam Zink moved to approve waiving the Reservation Fees for the Southern Platte Fire Protection District fundraiser on Saturday, September 27, 2025. Michelle Flamm seconded.

RESULT: Roll Call Vote:
Steven Sturgess - Aye; Adam Zink - Aye; Michelle Flamm - Aye;
Linda Arnold - Aye, Dana Laiben - Nay; Nate Askren - Aye;
Amanda Blackwood - Aye; Robert Unger - Aye

Motion Passed: 7-1.

- B. Approval of New Special Event: "Bourbon in the Park"

Brittanie Propes, Parks & Recreation Director, introduced David Mullen, Parks & Recreation Program Manager. David presented a special event application for consideration for approval. The Tier 2 event, "Bourbon in the Park", is to be held on September 27th from 4:00-7:00 p.m., with the reservation for set up/tear down, from 9:00 a.m. to 9:00 p.m.

ACTION: Adam Zink moved to approve the special event permit for the Bourbon in the Park Event on Saturday, September 27, 2025. Linda Arnold seconded.

RESULT: Motion Passed: 8-0.

5. NON-ACTION AGENDA

A. Overview of the Parkville Parks & Recreation Master Plan

Brittanie Propes, Parks and Recreation Director, presented the Parks Master Plan overview that included changes based on feedback from the joint Board of Aldermen and CLARB Work Session on June 16, 2025.

Brittanie went through the list of each park and highlighted the recommended improvements included in the Master Plan. Brittanie reminded the board that the Master Plan is a guide from the consultant of the information that was gathered through the community engagement process. Each project will come back before CLARB for discussion and recommendation to the BOA. Larger projects will include more community engagement.

The next step in the process is for the Board of Aldermen to approve the plan on July 15th. After approval, there will be a process where CLARB will determine the top priorities for the next few years. Brittanie mentioned that she would like CLARB to make a recommendation regarding ADA accessibility to the Board of Aldermen soon.

Discussions included some members' top priorities once the plan is approved, which will be discussed in detail at a future CLARB meeting. The CLARB thanked the consultants from SWT Design for all of their work on this project.

Resident Brent Uhrmacher, 6241 Northlake Drive, Parkville, MO, approached the board to thank them and asked for consideration of the ADA parking issue when setting priorities.

Brittanie asked the CLARB to make a recommendation to the BOA to approve.

ACTION: Michelle Flamm moved to make a recommendation to approve the overview of the Parkville Parks and Recreation Master Plan as reviewed by CLARB as of July 9th; Dana Laiben seconded.

RESULT: Motion Passed: 8-0.

6. STAFF UPDATES ON ACTIVITIES

The updates are attached to the CLARB minutes.

- A. Parks Maintenance
- B. Nature Sanctuary
- C. Special Events and Programs
Upcoming events are posted on the city website.
- D. Capital Improvement Projects

7. MISCELLANEOUS ITEMS FROM THE BOARD

Member Nate Askren asked if there would be a renaming of the Mayor of Barkville.

David Mullens will be working to have Barkville elections in August.

David Mullen mentioned that there will be a couple of naturalists from the Missouri Department of Conservation who will come out to hike the Nature Sanctuary and will draw and write about what they see.

8. ADJOURN

ACTION: Michelle Flamm moved to adjourn the regular meeting at 7:55 p.m.
Linda Arnold seconded.

RESULT: Motion Passed: 8-0.

The minutes for July 9, 2025, having been read and considered by the Community Land and Recreation Board, were approved on the 13th day of August 2025.

Bonnie Buckmaster, Public Works Assistant

Approval date



1



2

Request to Waive Rental Fees South Platte Fire Protection District

- **Volleyball Fundraiser**
- **Saturday, September 27th**
- **8:00 am-2:00 pm**

3

Approval of New Special Event Bourbon in the Park

- **Saturday, September 27th**
- **Tier 2 Event: requires CLARB approval**
- **Proposed use of River Shelter as central stage area, similar layout to the setup used for Parkville Microbrewfest, on a significantly smaller scale**

4



5

Master Plan Overview



6



7

Farmers Market

- Recent work completed includes installation of the wood trusses, roofing, permanent metal bollards, concrete curbs, stonework, flatwork, staining the trusses, and asphalt
- Work underway includes installation of the removable bollards, gutters/downspouts, signage, electrical fixtures, and ramp handrails
- The structure and east side of the lot are anticipated to be complete by July 17
- The west parking lot is scheduled to be completed by mid-August
- A ribbon cutting and Grand Opening Celebration will be scheduled soon



8

Farmers Market



9

Wetlands

- ERDC and USACE are continuing work to remove invasive species like Johnson Grass
- ERDC is maintaining the newly planted aquatic plants
- Windmill Repairs and Servicing
- Current Issues Facing: Johnson Grass, Carp, Muskrats, Fishing



10

Rotary Project



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Other Updates

- **Train Depot: HVAC replaced, Bids Received, Currently paused on progress**
- **Platte Landing Park Bridge: Awarded, and the bridge is in the fabrication stage**
- **Parking Lot Re-Striping**
- **Veterans Memorial: Proceeding with kiosks as top priority in Phase 2**
- **Staff renovated the flooring at PLP Restrooms**
- **Staff is working on repairs to the boardwalk at Platte Landing Park**
- **Tom Barnard Retired: Looking to fill Parks Superintendent Position**

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Upcoming Events

- **Parks and Rec Month Activities, Ongoing**
- **7/18 Rock the Park: School of Rock Concert at McKeon Stage**
- **7/25 Final Fridays in the Alley**
- **7/28-8/1 AYSO Soccer Camp at Friends Field**
- **8/2 Electronics and Paper Recycling**
- **8/9 Whispering Leaves and wild Critters with MDC at PNS**
- **8/10 River Park Church Services on McKeon Stage**
- **8/15 Rock the Park: School of Rock Concert at McKeon Stage**
- **8/16 Scottish Highland Games**
- **8/17 Ronald McDonald House charity 5K Run**
- **8/22-8/24 Parkville Days**
- **8/29 Final Fridays in the Alley**
- **8/31 River Park Church Services on McKeon Stage**

EAGLE SCOUT PROJECT

BY: MARK BREWSTER

Agenda

Where and What

Materials and costs

Blueprints and what it is

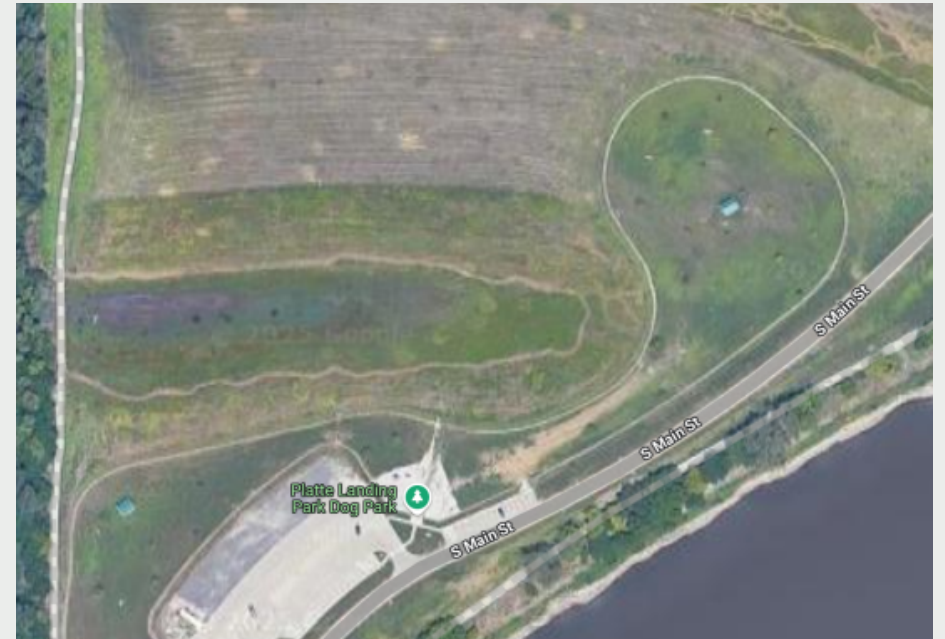


Where and What

Parkville Dog Park (English Landing)

The location of the project is located near English Landing and Downtown Parkville.

We will be building obstacles for the dogs to jump over and/or through and to walk up and down. (Agility Course)



MATERIALS

What we will need to complete this project

7 8ft 4x4s - \$350
3 10ft 2x6s - \$27
14 8ft 1x6s - \$98
2 8ft 2x4s - \$22
2 10ft Steel Pipes - \$48
10ft of Chain - \$21
Paint Brush(x3) - \$30
1 4ft Metal Pipe - \$15.50

8 Carabiners - \$32
4 Eye Screws - \$2.50
6in Bolts -
Heavy Duty Black Duct Tape - \$13
Bag of Cement - \$18
10ft of 4½in PVC Drain - \$10
Wood Sealant(x2) - \$92

Materials and Cost : Total Cost – ~\$800

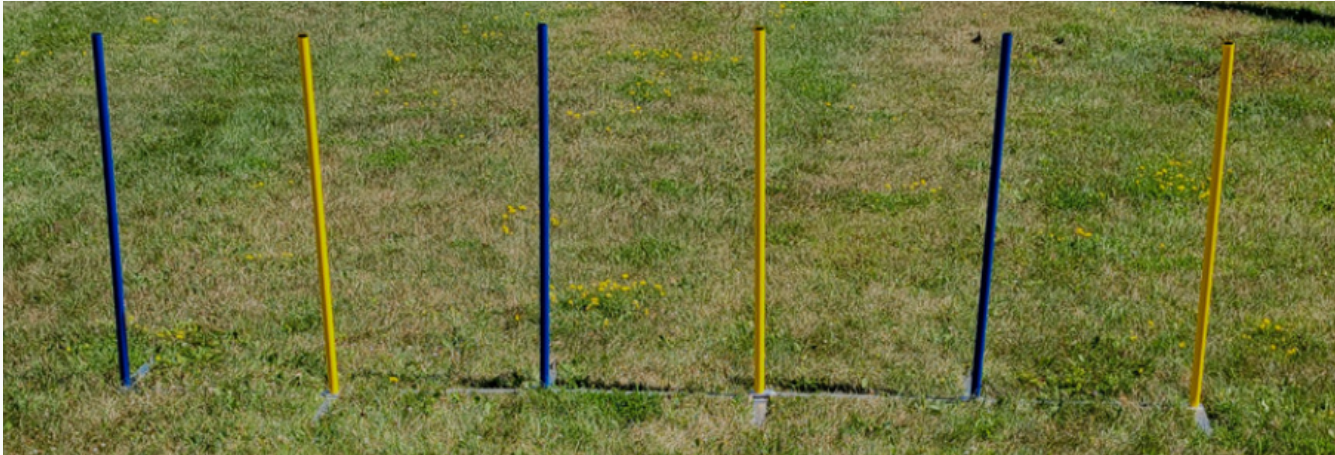
Blueprints











THANK YOU

Mark Brewster



Parks & Recreation Fund (41)
Year-to-date 06/30/2025

Category	2024 Unaudited	2025 Adopted	2025 Year to Date	2025 Revised	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast
Revenues									
Taxes	\$ 1,049,041	1,062,000	\$ 520,398	\$ 1,050,000	\$ 1,059,000	\$ 1,064,000	\$ 1,069,000	\$ 1,074,000	\$ 1,079,000
Program Revenue	45,803	45,000	41,534	45,000	45,800	46,600	47,400	48,300	49,200
Other	76,340	-	30	-	-	-	-	-	-
Grants/Donations	100,805	-	-	-	1,000	1,000	1,000	1,000	1,000
Transfers	426,000	433,000	216,500	433,000	440,000	447,000	455,000	463,000	471,000
Total Revenues	1,697,989	1,540,000	778,462	1,528,000	1,545,800	1,558,600	1,572,400	1,586,300	1,600,200
Expenditures									
Salary and Benefits Parks	583,485	775,000	311,008	775,000	791,000	807,000	823,000	839,000	839,000
Operating	258,805	347,000	147,127	347,000	354,000	361,000	368,000	375,000	375,000
Capital	355,827	850,000	43,379	500,000	950,000	600,000	225,000	100,000	450,000
Transfer to Farmers Mrkt	104,592	520,000	198,812	910,000	-	-	-	-	-
Nature Sanctuary Operations	71,705	47,000	10,832	47,000	47,000	80,000	80,000	80,000	80,000
Total Expenditures	1,374,414	2,539,000	711,158	2,579,000	2,142,000	1,848,000	1,496,000	1,394,000	1,744,000
Increase (decrease)	323,575	(999,000)	67,304	(1,051,000)	(596,200)	(289,400)	76,400	192,300	(143,800)
Beginning FB	1,756,951	1,832,951	2,080,526	2,080,526	1,029,526	433,326	143,926	220,326	412,626
Ending FB	\$ 2,080,526	\$ 833,951	\$ 2,147,830	\$ 1,029,526	\$ 433,326	\$ 143,926	\$ 220,326	\$ 412,626	\$ 268,826
Fund Balance % (of OPS)	204%	49%			36%	12%	17%	32%	21%



Use Tax - Park Trail Detail - Fund (48)
Year to Date 06/30/2025

Category	2024 unaudited	2025 Adopted	2025 year to date	2025 Revised	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast
Revenues									
Taxes	\$ 208,990	\$ 201,000	\$ 134,596	\$ 201,000	\$ 220,000	\$ 222,200	\$ 224,400	\$ 226,600	\$ 228,800
Total Revenues	208,990	201,000	134,596	201,000	220,000	222,200	224,400	226,600	228,800
Expenditures									
Park Trail Maint & Capital	-	250,000	-	250,000	150,000	175,000	200,000	200,000	250,000
Total Expenditures	-	250,000	-	250,000	150,000	175,000	200,000	200,000	250,000
Increase (decrease)	208,990	(49,000)	134,596	(49,000)	70,000	47,200	24,400	26,600	(21,200)
Beginning FB	-	127,151	208,990	208,990	159,990	229,990	277,190	301,590	328,190
Ending FB	\$ 208,990	\$ 78,151	\$ 343,585	\$ 159,990	\$ 229,990	\$ 277,190	\$ 301,590	\$ 328,190	\$ 306,990
Fund Balance % (of OPS)		31%			153%	158%	151%	164%	123%



Parkville Nature Sanctuary (60)
Year to Date 06/30/2025

Category	2024 Unaudited	2025 Adopted	YTD 2025	Revised 2025	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast
Revenues									
Program Revenue	\$ -	\$ 1,000	280	300	300	300	-	-	-
Donations/Grants	3,012	1,000	3,970	4,000	3,000	3,000	-	-	-
Transfers	-	-	-	-	-	-	-	-	-
Total Revenues	3,012	2,000	4,250	4,300	3,300	3,300	-	-	-
Expenditures									
Salary and Benefits	-	-	-	-	-	-	-	-	-
Operating	26,202	-	22	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-
Capital	8,530	200,000	-	10,312	100,000	100,000	-	-	-
Total Expenditures	34,732	200,000	22	10,312	100,000	100,000	-	-	-
Increase (decrease)	(31,720)	(198,000)	4,228	(6,012)	(96,700)	(96,700)	-	-	-
Beginning FB	231,132	198,000	199,412	199,412.29	193,400	96,700	0	0	0
Ending FB	\$ 199,412	\$ 0	\$ 203,640	\$ 193,400	\$ 96,700	\$ 0	\$ 0	\$ 0	\$ 0
Fund Balance %	761%	0%	0%	0%	0%	0%	0%		

Project No	Name	City Funding Source	Amount from City Funds	Grant	Source of Grant	Total Sources	2026	2027	2028	2029	2030	Future Years	City Funds five year Cost
NS2601	Nature Sanctuary Trail Upgrades	Parks Nature Sanctuary	200,000	-	-	200,000	100,000	100,000	-	-			200,000
PK2602	All inclusive playground in Platte Landing Park	Parks Sales Tax	300,000	700,000	Platte County	1,000,000	100,000	200,000	-	-			300,000
PK2603	ADA accessible bridge in English Landing Park	Parks Sales Tax	300,000	700,000	Platte County	1,000,000	200,000	100,000	-	-	-	-	300,000
PK2802	Parks Maintenance Building Improvements and Storage	Parks Sales Tax	75,000	-		75,000	-	75,000	-	-			75,000
PK2604	Parkville West Bike/Park design	Parks Sales Tax	250,000			250,000		125,000	125,000				250,000
PK2501	Future Master Plan Priority Project (s)	Parks Sales Tax	1,250,000	-	-	1,250,000	-	-	-	-	250,000	1,000,000	250,000
PK2605	Parkville West Bike/Park construction	Parks Sales Tax	650,000	650,000	Platte County	1,300,000		-	-		150,000	500,000	150,000
PK2703	English Landing Park Stream bank Stabilization (in progress)	Parks Sales Tax	210,000	40,000	Platte County	250,000	210,000						210,000
PK2407	Main Street Bridge pedestrian Bridge	Parks Sales Tax	340,000	-		340,000	340,000	-	-				340,000
PK2405	Annual Park Beautification and Maintenance	Parks Sales Tax	250,000	-	-	250,000	50,000	50,000	50,000	50,000	50,000		250,000
PK2502	Conservation Land Management	Parks Sales Tax	250,000	-		250,000	50,000	50,000	50,000	50,000	50,000		250,000
	Total Park Sales Tax		3,875,000	2,090,000	-	5,965,000	950,000	600,000	225,000	100,000	500,000	1,500,000	2,375,000
PK2503	Park Trails Program (use tax)	Use Tax	975,000	-	-	975,000	150,000	175,000	200,000	200,000	250,000	-	975,000
Total Parks and Recreation			5,050,000	2,090,000		7,140,000	1,200,000	875,000	425,000	300,000	750,000	1,500,000	3,550,000

**CITY OF PARKVILLE
Policy Report**

Date: July 14, 2025

Prepared By:

Brittanie Propes, Parks & Recreation Director

Reviewed By:

Alexa Barton, City Administrator

ISSUE:

Consideration of Vehicle Access Policy Options for English Landing Park and Recommendation to Board of Aldermen

BACKGROUND:

In the early 2000s—around 2003 or 2004—some community members suggested adding more parking in English Landing Park to make it easier for visitors to access the park. At that time, the CLARB Board preferred to preserve open green space, but after discussion, they agreed to a compromise. A parking lot was added where it is currently located east of the Park Maintenance Building, south of McAfee Street, in an area that had previously been open parkland.

When the lot was approved, CLARB members explained that it would be the only additional parking area in the park and asked that no further parking requests be made in the future. The lot remains in use today, serving visitors while keeping most of the park’s green space intact.

The roads in this area were originally constructed to provide access to the boat ramp, in accordance with U.S. Army Corps of Engineers requirements. At that time, the only available parking was designated for vehicles with boat trailers. Around or about 2007, a request was made to add a few ADA parking spaces along Busch Drive. In response, staff installed spaces directly on the street; however, the origin of this request is unclear, and it is not known whether these spaces were designed or constructed in full compliance with ADA Title II requirements.

Since that time, Parkville’s population has continued to grow, as has attendance at English Landing Park by both local residents and visitors from the region. Due to this growth and the significant increase in park attendance, City Administration—led by the City Administrator, Police Chief, and Parks & Recreation Director—met to analyze concerns about the interaction between vehicles and pedestrians within the park. They determined that the danger to citizens was substantial, and that allowing this mixture of vehicles and pedestrians to continue posed significant liability to the City.

This concern was underscored when the Parks & Recreation Director received a call from a citizen with an ADA placard who had driven through the park and, despite taking care, accidentally struck a child who darted into the roadway. The citizen reported that the park was so crowded that it created a dangerous environment, and that they would never return due to the risk. Based on these factors, the City concluded that the risk was too great, and the Police Chief made the decision to close vehicle access to the park in order to improve safety for all visitors.

Over the past two years, the City has restricted vehicle access inside English Landing Park east of White Alloe Creek for safety and park experience reasons. Recent resident requests to reopen the park to vehicles for ADA users or shelter renters require careful review of ordinance requirements, ADA compliance, safety impacts, and staffing resources.

Background & Process to Date

- **Prior CLARB review:** On **Wednesday, May 10, 2023**, CLARB considered staff's safety proposal to place cones at the White Alloe Creek bridge, prohibit general vehicle entry into the park, and expand ADA stalls in the small lot before the bridge.
- **Board of Aldermen Approval:** Two years ago, following CLARB's input, the BOA approved closing McAfee Drive and Busch Drive east of White Alloe Creek to vehicles on safety and user experience grounds.
- **City action & public update:** On **June 24, 2023**, the City announced barriers at the bridge to remove car traffic from Busch Dr. and McAfee St. east of White Alloe Creek, citing improved safety for thousands of weekend visitors.
- **Master planning:** The **Parks & Recreation Master Plan** was adopted on **July 15, 2025** (with an exception: ELP "Parking Removal and Vehicle Access" remains under separate consideration), providing the context for long-term access management in the riverfront parks.
- **Facilities & post-flood context:** After the **2019 flood**, ELP's circulation changed (boat ramp decommissioned; roundabout closed and integrated into trails), eliminating lawful traffic and convenient turn-arounds on Busch Dr. These changes support a walking/biking-first park interior.
- **Historical note:** Approximately **20 years ago**, the **entrance parking lot** on McAfee was added and has been treated administratively as "**inside ELP**" for the purposes of serving park users (per City records).

ADA Compliance: Meets or exceeds ADA scoping requirements. ADA standards require the shortest accessible route, not a minimum walking distance, and explicitly allow restrictions for safety.

Options Considered (Per Mayor's August 2025 Letter)

Option 1 – Full Access (McAfee + Busch to all vehicles)

- Would reintroduce high pedestrian–vehicle conflict risk during peak use.
- Requires active monitoring and enforcement.
- **Staff strongly opposes.**

Option 2 – Limited Access (McAfee + Busch for ADA and shelter renters)

- Would still require gate/pass systems, new staffing, and close oversight.
- High potential for misuse and safety conflicts.
- **Staff opposes.**

Option 3 – Limited Access (McAfee only)

- Keeps Busch closed but adds ADA/shelter access on McAfee with new parking infrastructure.
- Reduces, but does not eliminate, safety concerns.
- **Staff opposes.**

Option 4 – Maintain Closure (Current Arrangement)

- Keeps both roads closed to vehicles; retains barriers with exceptions for permitted events.
- Safest option with no reduction in ADA compliance.
- **Staff recommends.**

Recommended Enhancements Without Reopening

- **Accessibility Improvements:**
 - Refresh ADA stall striping and signage in all parks parking lots
 - Add benches along accessible routes from entrance
 - Add benches along Platte Landing Park, from ADA Parking at Friends Shelter Parking Lot
 - Add additional ADA parking at White Aloe Parking Lot
 - Add an accessible pedestrian bridge to Busch Drive in 2026 capital planning.
 - Add an accessible pedestrian bridge from Farmers Market lot to restrooms/pickleball in 2026 capital planning

BUDGET IMPACT:

There is no direct budget impact

ALTERNATIVES:

1. Approve the item.
2. Approve the item, subject to changes.
3. Do not approve the item.
4. Postpone the item.

STAFF RECOMMENDATION:

Staff recommends maintaining the current vehicle closure of English Landing Park east of White Alloe Creek and not adding ADA parking stalls inside the park. Safety is the highest priority, ensuring that residents and visitors can enjoy the park without the fear or concern of vehicles, and preserving its integrity as a safe outdoor space for walking, biking, and recreation. The City already meets and exceeds ADA parking requirements, and federal law allows restricting vehicle access to protect public safety. Enhancements beyond ADA obligations, such as improving accessible routes from existing parking areas, continuing controlled event access, and installing permanent barriers to prevent unauthorized vehicle entry, should be pursued to further support safe and convenient access for all users.

POLICY:

Per Parkville Municipal Code Chapter 150, CLARB acts in an advisory capacity to the Board of Aldermen. Its recommendations must be approved by the Board of Aldermen.

SUGGESTED MOTION:

I recommend that the Board of Aldermen maintain the current closure of English Landing Park east of White Alloe Creek to all parking and general vehicular access, and not add new ADA parking stalls inside the park. The City already meets and exceeds ADA requirements; therefore, no additional interior ADA spaces or accessible routes are required for compliance.

However, enhancements beyond ADA obligations should be pursued to further improve safety and convenience for all park users, including upgrading accessible routes from existing parking areas, adding wayfinding and comfort amenities where appropriate; and continuing to allow controlled access during permitted events.

To preserve the long-term safety benefits of a vehicle-free park interior, the City should also implement a permanent barrier at the White Alloe Creek bridge to prevent unauthorized vehicle entry while maintaining emergency and authorized event access.

ATTACHMENTS:

1. Mayor ELP Parking Memo to CLARB
2. Memorandum_Compliance with Title II ADA_Final
3. ELP Safety Concerns-Parking
4. West Point Sentinel_March 25_article-5_IntoThe Crowd
5. Public Comments Received



TO: CLARB
FROM: Dean Katerndahl, Mayor
DATE: August 7, 2024
BCC: Board of Aldermen
RE: Parking in English Landing Park

As I mentioned at your last meeting I am asking CLARB to review and recommend how the City should manage parking access in English Landing Park.

About two years ago, after CLARB's input and approval, the Board of Aldermen authorized closing the park to vehicles (McAfee east of White Aloe Creek and Busch Drive), based on safety and user experience concerns raised by the Chief of Police and the Parks Director.

Recently, some residents have requested reopening the park to vehicles—either fully or partially for disabled users and shelter renters. Reopening would require additional staffing and possibly new technology to regulate access and ensure safety.

Please consider the following options:

1. Full Access – Open both McAfee and Busch to all vehicles. Designate disabled and general parking. This poses significant safety risks, especially during events, and would require active monitoring. Staff strongly opposes this option.
2. Limited Access – Both Roads: Allow access only for disabled users and shelter renters. This would require staff oversight and potentially a gate/pass system. Still raises safety concerns. Staff opposes.
3. Limited Access – McAfee Only: Keep Busch Drive closed, allow limited disabled and shelter access on McAfee. This would require new parking and infrastructure along McAfee. Reduces, but doesn't eliminate, concerns. Staff opposed.
4. Maintain Closure (Current Arrangement) – Keep both roads closed to vehicles. Staff considers this the safest option and best for overall park experience. ADA compliance is fully met, and enhancements could further improve accessibility (e.g., benches along current route, new ADA parking at White Aloe Creek lot, accessible bridge to Busch Drive).

Staff continues to recommend keeping the park closed to vehicles to ensure pedestrian safety and preserve the park environment.

Though some argue current ADA parking is too far from key attractions, federal standards require only the shortest accessible route, not minimal distance, and ADA does allow restrictions for safety.

Staff and community members with opposing views will present at the upcoming CLARB meeting. We appreciate your thoughtful review and ask that you include your rationale in your recommendation.

Memorandum

To: Community Land and Recreation Board, Board of Aldermen

From: Alexa Barton, Parkville City Administrator

Date: August 8, 2025

Subject: ADA Title II Compliance – Accessible Parking Requirements in Parks

Purpose

This memorandum provides a summary of Title II of the Americans with Disabilities Act (ADA) as it relates to accessible parking in public parks and affirms the City of Parkville's compliance with these requirements.

Background and Key Facts Related to ADA Parking in Parks:

1. Program Accessibility Requirement:
 - Title II does not require cities to make every part of a facility accessible, but the overall program must be accessible to individuals with disabilities.
 - If a park includes features such as trails, restrooms, picnic areas, or playgrounds, then accessible routes and parking must be provided to ensure those areas can be used by people with disabilities.
 2. Accessible Parking:
 - Where parking is provided, the city must provide accessible parking spaces that meet ADA Standards for Accessible Design (minimum number based on total spaces, proper signage, slope, access aisles, etc.).
 3. Beyond the Barrier of the Park:
 - There is no requirement under Title II ADA for a city to construct new parking facilities beyond the boundary of the park solely for individuals with disabilities.
 - However, if no parking exists within or near the park and lack of parking effectively denies access to individuals with disabilities, then the city may need to evaluate reasonable modifications to provide access—this could include designating existing nearby on-street parking as accessible or making other programmatic changes to ensure accessibility.
 4. When No Parking Is Provided:
 - If a facility (like a park) does not offer any parking to the public at all, then ADA does not require the creation of new parking just for ADA access. But alternate means of access must still be provided if needed to ensure the program is accessible overall.
-

City of Parkville's Compliance

The City of Parkville fully complies with all applicable Title II ADA requirements regarding accessible parking in parks. Specifically:

- Where public parking is provided (White Aloe Parking Lot), accessible spaces are designated and maintained in accordance with ADA Standards for Accessible Design.
 - Parkville ensures that accessible routes (McAfee and Busch Drive) connect parking areas to key park features such as restrooms, picnic areas, and trails.
 - In parks where no dedicated parking is present, the city assesses and implements alternative access solutions to maintain overall program accessibility.
 - The city is not required to create new parking beyond the boundary of the park solely for ADA access, and Parkville adheres to this provision while still ensuring full program accessibility.
-

Conclusion

The City of Parkville's current practices are consistent with Title II ADA requirements and reflect a continued commitment to ensuring equal access for individuals with disabilities across all public park facilities.

To: Community Land and Recreation Board (CLARB), and
Board of Aldermen (Boa)

August 13, 2025

Subject: Safety Concerns Regarding Vehicular Access to English Landing Park

Dear Members,

We write to you today with deep concern regarding recent discussions about opening English Landing Park—a treasured open and pedestrian-centered setting—to regular vehicular traffic. While the desire to improve accessibility and convenience is understandable, we urge you to consider the substantial public safety risks such a decision could create—both from targeted attacks and preventable accidents.

There is a growing body of evidence, both historical and recent, that highlights the danger of permitting vehicles into areas designed specifically for pedestrians. Most concerning are incidents where vehicles have been used intentionally to cause harm. One of the most recent examples involved a driver—previously convicted of hate crimes—who is accused of deliberately plowing into a crowd outside a Hollywood nightclub, causing multiple casualties. Tragically, this is not an isolated case.

According to the University of Maryland’s Global Terrorism Database, between 1970 and 2020, there were 288 recorded incidents in which vehicles were deliberately used as blunt-force weapons against civilians—excluding attacks involving explosives or targeting military personnel. Alarming, over 70% of these attacks occurred after 2014, and more than half took place in developed nations like the U.S. and Europe. These tragic events may seem distant, but they underscore a global trend that has reached peaceful, public spaces just like ours. These events *can* happen here too.

In addition to targeted attacks, there are persistent and well-documented dangers in simply mixing vehicles with pedestrians in park settings. Accidents involving cars and pedestrians occur frequently, and parks are no exception.

Common causes include:

- **Distracted Driving:** Drivers using mobile devices or other distractions often fail to notice walkers or children.
- **Speeding:** Even low-speed zones in parks can become deadly when reaction time is reduced.
- **Poor Visibility:** Trees, low lighting, and winding paths make it difficult for drivers to see pedestrians.
- **Inadequate Infrastructure:** A lack of sidewalks, signage, or marked crosswalks heightens the risk.
- **Parking Lot Hazards:** Drivers backing out or maneuvering in tight spaces often fail to see pedestrians.

We fully acknowledge and are deeply sympathetic to the needs of individuals with limited mobility and those protected under the Americans with Disabilities Act (ADA). Ensuring accessibility for all residents is essential, and the City has a responsibility to uphold that principle. However, even policies that allow vehicular access *only* for ADA-permitted drivers or individuals with mobility limitations create serious safety concerns.

Allowing any vehicles into pedestrian-heavy spaces increases the chance of tragic accidents—especially when children, families, and elderly residents are sharing the same space. It also makes enforcement of vehicle restrictions difficult, as distinguishing between legitimate and unauthorized access becomes a gray area in practice.

It's worth recalling that in 2004, a formal request to expand parking in the park was resolved through the addition of the lot near the maintenance building at the park's entrance. At that time, a member of the Park Board made a clear statement that this would be the final expansion of parking within the park. That decision represented a thoughtful and lasting compromise that prioritized long-term safety and preservation.


The core of what makes English Landing Park so valuable to our community is its peaceful, walkable, car-free environment—a place where families can gather, children can run freely, and residents can safely enjoy nature without fear. Opening this area to vehicle access, even with limitations, risks undermining the very qualities that make it such a vital public asset.

For further consideration, I have attached a highly relevant and timely article from the Combating Terrorism Center at West Point, titled:
"Into the Crowd: The Evolution of Vehicular Attacks and Prevention Efforts"
By Alexandre Rodde and Justin Olmstead – March 2025 | Volume 18, Issue 3

This publication offers a sobering look at the rise of vehicle-based attacks and discusses policy responses and prevention strategies that public agencies can implement. I strongly encourage you to review it as part of your deliberations.

Thank you for your continued service to our community and for taking this issue seriously. The safety of our residents and the preservation of our public spaces must remain top priorities.

Respectfully,



Chief Kevin Chrisman,



Brittanie Propes, Parks and Recreation Direct,



Alexa Barton, City Administrator

Into the Crowd: The Evolution of Vehicular Attacks and Prevention Efforts

By Alexandre Rodde and Justin Olmstead

In recent months, there have been a series of vehicular attacks in Germany, the United States, and Israel targeting civilians during celebrations and public gatherings. This is representative of an increase in the use of the tactic. Following the Nice and Berlin attacks in 2016, vehicular ramming terrorist attacks in North America and Europe reached a peak in 2017, before subsiding with the waning of the international terror threat posed by the Islamic State and its supporters. Of the 18 terrorist vehicular ramming attacks between 2014 and March 2025, 15 (83%) were carried out by jihadis and three (17%) by right-wing extremists. Since 2016, governments and security practitioners have focused significant attention on protecting against the vehicle-ramming threat to pedestrianized areas, bringing in new technologies. Yet, the relative ease of launching a vehicle attack and the very large number of soft targets available means it is a tactic that is very difficult to defend against. When it comes to indicators and warnings of future attacks, the demonstration effect created by high-casualty vehicle-ramming attacks has in the past seemingly produced a surge in copycat attacks, which means the security agencies should be particularly vigilant given the recent uptick in high-profile attacks, including the New Orleans attack.

Five recent mass-casualty attacks underline the continued threat posed by the vehicle-ramming terrorist tactic. On December 20, 2024, Taleb Jawad Al-Abdulmohsen, a 50-year-old Saudi psychiatrist and self-professed atheist and anti-Islamist,¹ drove his rented BMW X3 around the Magdeburg Christmas Market in northeast Germany. Using an emergency escape road set up by local law enforcement,² the perpetrator was able to drive into the crowd for 400 meters, killing six and injuring 299.³

Eleven days later, Shamsud-Din Jabbar, a U.S. veteran from Texas, drove a Ford F-150 Lightning pickup truck flying an Islamic State flag into pedestrians celebrating New Year's Eve on Bourbon Street in New Orleans, Louisiana.⁴ Crashing his vehicle after 400 meters, he opened fire on the crowd before being neutralized by law enforcement officers. Fourteen people were killed and 35 were injured during the attack.⁵

A few weeks later, on February 13, 2025, Farhad Noori, a 24-year-old Afghan national, rammed his Mini Cooper into a union demonstration close the Munich train station. Two people—a mother and her two-year-old daughter—were killed and 37 others were injured before the suspect was arrested by German law enforcement. Noori was known to share Islamist content online;

he screamed “Allah Akbar” multiples times as he was arrested.⁶

A further two weeks later, in a terrorist attack on February 27, 2025, a 53-year-old Palestinian driver injured 13 people at a bus stop in Israel before being neutralized by Israeli law enforcement.⁷

Most recently, on March 3, 2025, in Mannheim, Germany, a 40-year-old German national with mental health challenges drove his car into a crowd, before fleeing. The attack killed two people and injured 11 others. The driver then attempted suicide using an alarm pistol in his car, before being detained.⁸

This article explores the characteristics of vehicular attacks, with part one discussing the tactical advantages they offer to the assailants both during the preparation of attacks and in their execution. The second part of the article discusses the evolution of the threat, and the third part examines the evolution of prevention efforts.

Characteristics of Vehicular Attacks

Vehicle-ramming tactics, and efforts to stop them, are far from a new phenomenon and were first observed in Israel in the early 1970s and have more recently been a regular feature of Islamic State terrorism in the West.⁹ Vehicular attacks are, by definition, a low-skill and low-tech *modus operandi*. Most individuals are familiar with the use of a motor vehicle, and no technical knowledge is required outside of the target selection phase of the attack. Access to a vehicle can be gained through various means such as theft (as seen in Berlin in 2016 where Anis Amri stole the truck he used to target the Breitscheidplatz Christmas Market)¹⁰ or taken from work (as seen in an attack in Jerusalem in 2008 involving a bulldozer).¹¹

In other cases, assailants have used their personal vehicles during

Alexandre Rodde is a Visiting Fellow at the Protective Security Lab at Coventry University. He works as a security consultant and analyst, specializing in terrorism, mass shootings, and violent extremism in the French national security apparatus. He is the author of Le Jihad en France: 2012-2022 (not yet available in English).

Justin Quinn Olmstead, Ph.D., is a historian for Sandia National Laboratories in Albuquerque, New Mexico. Prior to that, he was Associate Professor of History at the University of Central Oklahoma. His most recent book is From Nuclear Weapons to Global Security: 75 Years of Research and Development at Sandia National Laboratories. He is a Resident Fellow at the CMC, a Senior Research Fellow at the Armed Services Institute in the Center for Military Life, Thomas University, Visiting Fellow at the Center for Peace & Security, Coventry University, U.K., and an Associate Editor for the Journal of the Society for Terrorism Research.

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attacks, as seen as in a car-ramming attack in Munster, Germany, in 2018¹² and Waukesha, Wisconsin, in December 2021.¹³ In numerous cases, perpetrators rented—at no significant cost—the vehicles they used in attacks. For example, Mohamed Lahouaiej-Bouhlel, who carried out what remains the deadliest vehicular attack in history in 2016 in Nice, France, rented a truck for a few thousand euros.¹⁴ The rise of vehicle-sharing apps, similar to the one used by the New Orleans attacker, can reduce the cost of obtaining a vehicle while at the same time allow perpetrators to avoid whatever scrutiny they might face from commercial car renting companies.^a

Perpetrators of vehicular attacks also have access to a vast number of potential targets given the growth of pedestrianized areas in urban centers and of open-air gatherings following the COVID-19 pandemic. Despite attempts by authorities to protect certain zones where there is high foot traffic, it remains all too easy for perpetrators to find targets. According to an examination by the authors of mass casualty attacks in the West between January 2012 and December 2022—defined as attacks in which four or more victims were killed—vehicular ramming was the second most common method used after mass shootings.¹⁵

Vehicular attacks also have a particularly shocking component, due to their speed and kinetic force and the fact that they occur in highly vulnerable pedestrian spaces. This facilitates an important aspect of terrorism: media coverage, especially if images or videos of the attack are posted online or broadcast. In the case of the Magdeburg attack, CCTV images immediately spread on social media in the minutes following the attack, before being broadcast on traditional channels. Some assailants seek to maximize the media impact, with one example being the New Orleans attacker flying an Islamic State flag at the back of his attack vehicle.¹⁶

Countering vehicular attacks is hugely challenging. Potential targets are numerous, changing in number according to seasonal activities, events, or time of day. The type of vehicle used by attackers will also impact the type of protection that needs to be set up, according to speed, weight, size, and special capacity in the case of a weaponized excavator or bulldozer. Detection of potential attackers is also made difficult because of the number of vehicles in urban areas and because of the usual absence of criminal acts in the preparation of attacks. In the Magdeburg, New Orleans, and Munich attacks, the intention of the perpetrators was only clear to law enforcement personnel at the moment the vehicle entered the restricted zones, just seconds before the attacks began.

On the response side, vehicular attacks are extremely fast-paced events with the immediate potential for a large number of casualties, including numerous polytraumatized victims who need immediate medical attention. The speed and impact of vehicular attacks sometimes resemble more of a large bomb attack than a mass shooting. The complexity of the victims' injuries presents challenges that go beyond the medical capacities of first responders.

The Evolution of the Threat

According to the University of Maryland's Global Terrorism Database, there were 288 incidents of vehicular terrorism from

1970 to 2020.¹⁷ This number is focused on vehicles used as blunt-force weapons to attack civilians and does not include vehicle-borne explosives, or, in the case of Israel, against soldiers.

In 1973, Olga Hepnarová killed eight people in Prague when she drove her Praga RN truck into a group of pedestrians. Four years later, a man in his early 30s rammed his car into the stage during a Ku Klux Klan rally in Plains, Georgia, injuring some 30 people.¹⁸ Seven years later, in 1984, an individual looking to “get even with the police” drove his car into a crowd in Los Angeles, killing one person and injuring 54 injured.¹⁹ Similar attacks took place elsewhere in the world, including in Australia and Brazil.²⁰ From 1990 to early 2000, there were regular vehicular attacks in Israel and the West Bank, frequently targeting IDF soldiers at bus stops.²¹ This method of attack continued and expanded in the 2010s, mostly used by lone operators organizing attacks without the support of a group. In a 2010 edition of the *al-Qa`ida* magazine *Inspire*, jihadi groups promoted such tactics due to their efficiency, calling followers to “mow down the enemies of Allah.”²² In the mid-2010s, there was an increase in Palestinian vehicular attacks in Israel and the West Bank,²³ at the same time a wave of Islamic State-organized and -inspired attacks started in Western Europe.²⁴

In September 2014, Islamic State spokesman Abu Muhammad al-Adnani called for supporters to use vehicles as weapons, saying that if they were “not able to find an IED or a bullet,” then they should “single out the disbelieving American, Frenchman, or any of their allies, smash his head with a rock, or slaughter him with a knife, or run him over with your car.”²⁵ Just weeks later, on October 20, 2014, one of the group's supporters, Martin Couture-Rouleau, heeded the call in a vehicle attack that killed a member of the Canadian armed forces.²⁶ There were, however, no further terrorist vehicular ramming attacks in the West until a January 2016 attack on the French military in the town of Valence. (See Table 1 in the appendix.)

The watershed moment for the threat came on France's national day in 2016. At 10:32 PM on July 14, a 19-ton Renault Midlum truck, driven by 31-year-old Tunisian jihadi named Mohamed Lahouaiej-Bouhlel, plowed into the crowd on the Promenade des Anglais in Nice, France, for more than a kilometer. Eighty-six people were killed and 458 were injured in the span of four minutes and 17 seconds, before the terrorist was shot dead by law enforcement. He had carefully organized his attack, using his job as a delivery man to rent the truck in advance, and practicing reconnaissance and driving in the area 11 times in the days preceding the attack.²⁷ In the years that followed the Nice attack, there was an increase in mass-casualty vehicular attacks in the West. (See Table 1.) Just five months after the Nice attack, in December 2016, another jihadi attack using a semi-trailer truck killed 12 people at a Christmas market in Berlin. As noted by Vincent Miller and Keith Hayward, “the VRA [vehicle ramming attack] has transitioned from being a relatively rare occurrence, to become, by 2016, the most lethal form of terror attack in Western countries, claiming just over half of all terrorism-related deaths in the West that year.”²⁸

The following year saw a surge in vehicular terrorist attacks in the West (defined for the purpose of this study as North America, Europe, Australia, and New Zealand), with seven attacks, the most seen in any year. (See Table 1.) These included mass-casualty attacks by jihadis in London in March 2017 (five killed, including four with a vehicle),²⁹ in Stockholm in April (five killed),³⁰ Barcelona in August (13 killed),³¹ and New York in October (eight killed).³²

a According to reports, the vehicle used by Shamsud-Din Jabbar in the New Orleans attack was rented via the car-sharing app Turo. Natalie Neysa Alund, “What is Turo? Car rental app was used in both New Orleans attack and Las Vegas explosion,” USA Today, January 2, 2025.

It is noteworthy that there was a surge in vehicular terrorist attacks following the two deadliest attacks (Nice and Berlin). The authors assess that this created a demonstration effect in which the high casualties and significant media coverage of those attacks showed the effectiveness of this terror tactic and in turn produced a copycat effect. This suggests that the demonstration effect is a more powerful indicator of future attacks than calls by terrorist leaders such as the late Abu Muhammad al-Adnani for the tactic to be used.

The surge in vehicular attacks during this period was also seen in the developed world as a whole, to include Palestinian terrorism targeting Israel. Writing in 2019, Brian Michael Jenkins stated, “because there are relatively few events over a long period of time (more than 45 years), the trend lines can be misleading. However, the recent increase is obvious. There were 16 attacks between 1973 and 2007 and 62 attacks between 2008 and the end of April 2018. Thirty of these occurred in 2017 and the first four months of 2018 alone.”³³ According to Brian Michael Jenkins and Bruce Butterworth, the use of vehicles as weapons of terror in developed countries increased from two in the years 1994-1997 to 68 in the period from 2014-2019.^{34b}

These tactics soon extended beyond the jihadi ecosystem to include attacks perpetrated by non-ideological attackers in Melbourne, Australia, in 2017 (six killed, 27 injured);³⁵ Munster, Germany, in 2018 (four killed, 20 injured);³⁶ Trier, Germany, in 2020 (five killed, 23 injured);³⁷ and Waukesha, Wisconsin, in 2021 (six killed, 62 injured). Far-right terrorists also applied the same tactics, in London, United Kingdom, in front of the Finsbury Park Mosque where one person was killed and 12 others were injured by Darren Osborne in 2017³⁸ and London, Canada, where a 20-year-old killed four members of a Pakistani family with his car in 2021.³⁹

According to the authors’ database, there were 18 terrorist vehicular ramming attacks between January 2014 and March 2025 in the West. The large majority of attacks were carried out by jihadis, many of whom were inspired by the Islamic State. Fifteen (83%) of the terrorist attacks were carried out by jihadis and three (17%) by right-wing extremists. Five of the attacks (28%) targeted the military, police, and security services.

Cars were most often used in the attacks. Thirteen of the attacks (72%) were carried out by cars, three of the attacks (17%) were carried out by trucks and two (11%) by vans. It is notable that the two highest casualty attacks were carried out by trucks—the Nice attack (86 killed and 458 injured) and the Berlin attack (12 killed, 56 injured)—underlining that this form of vehicular attack poses the greatest threat. Nine of the attacks (50%) were carried out by vehicles owned by the perpetrators, seven of the attacks (39%) were carried out in rented vehicles, and two (11%) were carried out in stolen vehicles, in both cases trucks.

A total of 152 people died in the 18 attacks. Demonstrating that attacks are highly likely to produce casualties after being launched, 12 (67%) of the attacks produced fatalities and only one attack resulted in no injuries.

As can be seen Table 1, with the waning of the Islamic State international terror threat, terrorist use of vehicular attacks dropped in the West from 2018 onward, before ticking up in 2025 with the attacks in New Orleans and Munich. Both these attacks, especially

the New Orleans attack, received significant media coverage or, in other words, created a new demonstration effect that could lead to a surge in copycat attacks in the months ahead.

The Evolution of Prevention Measures

Beginning in the 1990s, there have been efforts in the United States to harden buildings and other critical infrastructure from vehicle-borne improvised explosive devices (VBIEDs).⁴⁰ In many cases, this had the added benefit of protecting pedestrians who use the sidewalks separating the street from commercial or government buildings. Security practitioners saw bollards as one means of hardening the landscape while not limiting the aesthetic value of the area. From the 1990s, the use of bollards has been the preferred choice of protecting campuses and buildings in the United States. In the United States alone, 90,000 sites have added concrete bollards since the 1995 Oklahoma City bombing.⁴¹

Attempts to prevent any type of vehicular collision with pedestrians began as early as the 18th century with the use of wood and iron structures to direct pedestrians away from horse-drawn vehicles.⁴² Preventative measures continued to be adopted in the form of streets and highways being designed around neighborhoods well into the 20th century.⁴³ As Paul Hess and Sneda Mandhan point out, in New York, prior to the 2017 vehicle-ramming attacks in Nice and Berlin, physical security of public spaces was focused on VBIEDs.⁴⁴ The U.S. Federal Emergency Management Agency did not provide any guidance on how to protect against vehicle ramming that was not delivered via VBIED.⁴⁵ Protection rested on diversion of vehicles from high pedestrian zones with the use of bollards and other physical barriers, or limiting access of vehicles and pedestrians to areas deemed critical.⁴⁶ According to the Mineta Transportation Institute, since 2012, preventative measures have evolved to include more technology, such as cameras, fencing, and effective intelligence gathering, to disrupt potential attacks.⁴⁷

It was after the Nice and Berlin attacks of 2016 that governments and security practitioners in the West focused significant attention on protecting against the vehicle-ramming threat to pedestrianized areas. Governments and security practitioners began working on new prevention techniques. Traditional retractable traffic bollards were deemed no longer sufficient because they cannot withstand the impact of large trucks. Stronger protective measures were put in place, with, for example, the French company La Barrière Automatique (LBA) developing a retractable bollard capable of withstanding the impact of a 7.5-ton truck going 80 kilometers per hour (approximately 50 miles per hour).⁴⁸ The LBA model is deployed one meter above ground and another 1.70 meters below, providing an ‘iceberg’ protection effect. While traditionally delivering products for the French Vigipirate national security plan, LBA is seeing its customer base expand from embassies, industrial sites, and stadiums to communities and businesses such as shopping centers and supermarkets. Much like the LBA model, Intertex Barriers of Valencia, California, has developed a retractable barrier that can be manually operated or function autonomously.⁴⁹

In recent years, the use of active, passive, deployable, or improvised vehicle-ramming mitigation tools became common practice.⁵⁰ Vehicle inspections and security checks at entry points, remote parking, and shuttle services have also helped in mitigating the risk as once an attack is underway, it is extremely difficult to stop because of the speed of the attack and the difficulty in bringing a moving vehicle to a stop. During the Nice attack, for example,

b The data includes all cases, including non-ideological ones, in OECD-signatory countries.

the killing was only stopped by the action of a civilian was able to throw his scooter in front of the 19-ton truck, slowing it down so that law enforcement officers were able to shoot and neutralize the terrorist.⁵¹ The use of hollow point bullets by a majority of law enforcement agencies⁵² is another impediment to stopping attacks in their tracks due to the deflection caused by the windshield.⁵³ The difficulty of responding to an active vehicular ramming attack underlines the importance of preventing attacks.

Conclusion

Vehicular attacks committed by terrorists are not a new phenomenon. As described in this article, this *modus operandi* has been used by lone actors and groups for decades around the world. The recent cases in Germany and the United States are not a return of the vehicular attacks in the West but rather an evolution of the *modus operandi*, using new technical tools such as the use of electric cars and peer-to-peer apps.⁵⁴

The recent attacks do represent an uptick in the use of the tactic, however. Following the Nice and Berlin attacks in 2016, vehicular ramming terrorist attacks in North America and Europe reached a peak in 2017, before subsiding with the waning of the international terror threat posed by the Islamic State and its supporters. Of the 18 terrorist vehicular ramming attacks between 2014 and March 2025, 15 (83%) were carried out by jihadis and three (17%) by right-

wing extremists. Most of the attacks involved cars but the two of the highest casualty attacks (Nice and Berlin) involved trucks, underlining that these forms of vehicular attacks pose the greatest threat. Most of the attacks produced fatalities and only one resulted in no injuries, demonstrating the high likelihood that vehicular ramming attacks will produce casualties once launched.

Since 2016, governments and security practitioners have focused significant attention on protecting against the vehicle-ramming threat to pedestrianized areas, bringing in new technologies. Protective measures such as using fixed or mobile bollards are key because once an attack is underway, it is very difficult to stop. But the facility of launching a vehicle attack and the very large number of soft targets means it is a tactic that is very difficult to defend against. Therefore, preventing attacks from being carried out in the first place through intelligence and law enforcement efforts is key but nonetheless challenging because an attack involving a vehicle can be planned and prepared with little risk of arousing suspicion.

When it comes to indicators and warnings of future attacks, the demonstration effect created by high-casualty attacks has, in the past, seemingly produced a surge in copycat attacks, which means that security agencies should be particularly vigilant in the months ahead given the recent uptick of high-profile attacks, including in New Orleans. **CTC**

Appendix: Table 1 - Terrorist Vehicular Attacks in the West since 2014

Date	Location	Perpetrator	Target	Ideology	Vehicle	Casualties
October 20, 2014 ⁵⁵	Saint Jean sur Richelieu (Canada)	Martin Couture-Rouleau	Two Canadian Forces members	Islamic State inspired	Car (Nissan Altima, owned)	1 killed, 1 injured
January 1, 2016 ⁵⁶	Valence (France)	Raouf El Ayed	French military members in front of a mosque	Islamic State inspired	Car (Peugeot 307, owned)	4 injured
July 14, 2016 ⁵⁷	Nice (France)	Mohamed Lahouaiej-Bouhel	Bastille Day celebrations	Islamic State inspired	Truck (Renault Midlum, rented)	86 killed, 458 injured
November 8, 2016 ⁵⁸	Columbus, Ohio (United States)	Abdul Razak Ali Artan	Students on a campus	Islamic State inspired	Car (Honda Civic, owned)	11 injured, including some stabbed
December 19, 2016 ⁵⁹	Berlin (Germany)	Anis Amri	Christmas market	Islamic State inspired	Truck (Scania R 450, stolen)	12 killed, 56 injured
March 22, 2017 ⁶⁰	London (United Kingdom)	Khalid Mansoor	People on Westminster Bridge and in front of Westminster Palace	Islamic State inspired	Car (Hyundai Tucson, rented)	4 killed using the car, 1 killed by stabbing, 48 injured
April 7, 2017 ⁶¹	Stockholm (Sweden)	Rakhmat Akilov	Pedestrians on the Drottninggatan Street	Islamic State inspired	Truck (Mercedes Benz Actros, stolen)	5 killed, 15 injured
June 19, 2017 ⁶²	Paris (France)	Adam Lotfi Djaziri	Gendarmes in a vehicle on the Champs Elysées	Islamic State inspired	Car (Renault Megane, owned)	None
June 19, 2017 ⁶³	London (United Kingdom)	Darren Osborne	Muslims close to the Finnsbury Mosque	Right-wing extremism	Van (Luton Box, rented)	1 killed, 11 injured
August 9, 2017 ⁶⁴	Levallois-Perret (France)	Hamou Benlatrèche	French military members	Islamic State inspired	Car (BMW Serie II, rented)	Six injured
August 12, 2017 ⁶⁵	Charlottesville, Virginia (United States)	James Alex Fields Jr.	Protesters during a counter demonstration	Right-wing extremism	Car (Dodge Challenger, owned)	1 killed, 35 injured
August 17, 2017 ⁶⁶	Barcelona (Spain)	Younes Abouyaaqoub	Pedestrians on the Ramblas	Islamic State inspired	Van (Fiat Talento, rented)	13 killed, around 130 injured
October 31, 2017 ⁶⁷	New York, New York (United States)	Sayfullo Saipov	People on a bike path in Manhattan	Islamic State inspired	Car (Ford Super Duty, rented)	8 killed, 13 injured
August 14, 2018 ⁶⁸	London (United Kingdom)	Salih Khater	People close to Westminster Palace	Global jihad	Car (Ford Fiesta, owned)	3 injured
April 27, 2020 ⁶⁹	Colombes (France)	Youssef Thilah	French police officers	Islamic State inspired	Car (BWM Serie 1, owned)	3 injured
June 6, 2021 ⁷⁰	London (Canada)	Nathaniel Veltman	Member of a Canadian-Pakistani family	Right-wing extremism	Car (Dodge Ram, owned)	4 killed
January 1, 2025 ⁷¹	New Orleans, Louisiana (United States)	Shamsud-Din Jabbar	People on Bourbon Street	Islamic State inspired	Car (Ford F150 Lightning, rented)	14 killed, 54 injured using the car, 3 shot
February 13, 2025 ⁷²	Munich (Germany)	Farhad Noori	Demonstrators	Global jihad	Car (Mini Cooper, owned)	2 killed, 37 injured

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CLARB meeting tonight

From Gmail <kstategreg@gmail.com>

Date Tue 8/12/2025 3:52 PM

To Brittanie Propes <BPropes@parkvillemo.gov>

Cc Dean Katerndahl <DKaterndahl@parkvillemo.gov>; Philip Wassmer <PWassmer@parkvillemo.gov>; Tina Welch <TWelch@parkvillemo.gov>

Dear Brittanie

Thank you again for your quick response to my See/Click/Fix post yesterday concerning four vehicles in the park. I appreciate you inviting me to tonight's meeting but I am out of town today. May I share my perspective to make sure my voice is heard?

As you, the mayor and my alderman, Phil Wassmer, know I have been pretty vocal about the presence of vehicles and the lack of any serious barriers to the park's entrance since last summer. Once the police chief's opinion that this policy of no vehicles in the park (with exceptions for large events such as the brew fest, etc) was needed, I don't believe there is any grey area.

I empathize with people who are wheel chair bound. I have pushed my 90 plus year mother in law around on rough ground and "long" distances.

Unless the police chief now feels differently, I only want to see the bollards that have been put forth as the solution to people pushing park entrance barriers aside. There is no room for exceptions for letting some vehicles in when we are talking about children and walker's safety.

On a separate note, I would like the CLARB board to also talk about the increase in electric bike use in the park and if any signage or guidance needs to be provided for their use.

Thank add for your service,

Greg Smith
206 Summers St.

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Park & Recreation Master plan inputs

From brent uhrmacher <brentuhrmacher@gmail.com>

Date Mon 6/23/2025 11:31 PM

To Brittanie Propes <BPropes@parkvillemo.gov>

City of Parkville
Department of Parks and Recreation
Brittanie Propes
8880 Clark Ave
Parkville, MO 64152

Dear Brittanie,

I am writing to request that the City of Parkville consider re-opening access to English Landing Park (ELP) to our citizens and visitors. As a minimum, the six ADA parking spots that were removed and shelter rental clients. ELP is the heartbeat of Parkville parks with high daily usage volumes, hosting 71% of all Parkville parks calendared events. The previously existing ADA spots provided access, use and participation of the crown jewel to all walks of people respective of profile.

It is important that all members of our community can enjoy the beauty and what a unique environment brings to mental, physical enhancement / rehabilitation and general well-being. It is a lifestyle energizer.

The Parks Master Plan should "embrace, not exclude" such a significant segment of Parkville's population. Embracing the needs of the people now, can grow a very positive message / economic rewards for Parkville's future.

The Parkville Master Plan should include:

- PLP Riverview benches"
- Children's playground with sensory equipment area
- Adult exercise / Rehabilitation equipment area.
- ADA consideration in All Parks throughout the City
- Compliance with a Federal Laws, state Local city
- **Functionality first.** The beautification will come from our users, without extreme expenditures.

Thank you for your consideration.

Brent Uhrmacher

brentuhrmacher@gmail.com

816-588-3376

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English Landing Park

From Heather Versfeld <hlversfeld@gmail.com>
Date Thu 6/19/2025 1:04 PM
To Brittanie Propes <BPropes@parkvillemo.gov>

City of Parkville
Department of Parks and Recreation
Brittanie Propes
8880 Clark Ave
Parkville, MO 64152

Dear Brittanie,

I am writing to respectfully request that the City of Parkville consider opening access to the park for patrons, even if limited to accessible parking and shelter rentals. Ensuring that all members of our community can enjoy the beauty and recreational opportunities of our parks is essential for fostering inclusivity and promoting a healthy, active lifestyle for everyone.

Many individuals with limited mobility—such as children in wheelchairs, elderly grandparents, heart transplant patients, and those recovering from knee or hip replacements—benefit greatly from access to outdoor spaces. These parks provide vital opportunities for relaxation, socialization, and physical activity, which are crucial for their well-being.

While I understand there may be concerns regarding capacity or preservation, allowing limited access to designated accessible parking and shelters would significantly enhance the quality of life for these individuals and their families. It would demonstrate the City's commitment to inclusivity and ensure that all residents and visitors can enjoy the natural beauty and community benefits that our parks offer.

Thank you for your consideration of this important matter. I look forward to your positive response and to seeing our parks become even more welcoming and accessible for everyone.

Sincerely,

Heather L. Versfeld

Resident of Parkville, Business and Property owner in Downtown Parkville

AJV Holdings, LLC

HLVersfeld@Gmail.com

Mobile: +1.816.716.1097

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**FW: ADA Parking Spots English Landing Park**

From John/Cindy <cejec63@sbcglobal.net>

Date Sat 6/21/2025 1:15 PM

To Brittanie Propes <BPropes@parkvillemo.gov>

 5 attachments (4 MB)

Pediatirc Concussions.pdf; 2021 Pedestrians Traffic Safety Facts.pdf; Stanford Pediatric Sport Injuries.pdf; IMG_2678.jpg; Pic 3.jpg;

Ms. Propes,

I am forwarding this message to you in case you didn't receive it.

John Carter

Aldermans Lackamp and Lee,

This email is to express my opinion regarding the removal of the six ADA parking spots in English Landing Park.

Liability and safety have been cited for the removal of the ADA parking spots in English Landing Park. An incident was cited in which a child was hit by a vehicle driven by a disabled individual. The disabled individual reported the incident at a later date to Parkville Staff. The child was not injured, the parents did not report the incident and no police report was filed. It appears the individual driving the vehicle was upset and was trying to transfer the blame to Parkville. The driver and/or child were at fault- period!

I have walked McAfee Drive and Busch Street in English Landing Park. The speed limit is posted at 10 MPH on northbound Busch. Safety could be improved for pedestrians by adding stop signs at the intersection of McAfee and Busch in addition to a speed limit sign on southbound Busch. If there appears to be a risk of children running onto Busch in the area of the playground equipment a small fence (2 to 4 feet high) could be erected along Busch.

Walking in downtown Parkville appears to be far more risky to pedestrians (especially during rush hour) than pedestrians walking in English Landing Park. Parkville incurs less liability for a pedestrian walking in English Landing Park than the risk of injury to an individual at a Parkville event with a city issued alcohol permit. Children encounter far more risk for injury/death in contact and extreme sports than getting hit by a vehicle in the Park.

I have attached some pictures of the Park for clarification and articles to support my opinion.

In summary, the removal of the six ADA parking spots in English Landing Park due to safety and liability reasons was not supported by science and the ADA parking spots should be reinstated immediately.

John Carter
8650 NW Highway N
Kansas City, MO 64153

(Actually a resident of Parkville)

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Monthly Activity Report



Reporting Date	July 2025
Project Report	Parks Maintenance Report
Meeting	August 13, 2025 Community Land and Recreation Board Meeting
Reviewed By	Brittanie Propes, Parks and Recreation Director
Prepared By	Travis Phelan, Parks Foreman

Summary

The following Parks-related activities took place during July 2025:

Project-Based and Seasonal Work (Above and Beyond Routine Duties)

In addition to standard operations, the Parks Department completed the following projects and seasonal tasks during July:

- **July 2:** Mosquito spraying conducted across priority park areas to reduce nuisance and risk.
- **July 3:** Cleared storm debris at Parkville Nature Sanctuary (PNS) following inclement weather.
- **July 3-5: Parade and 4th of July event coordination:** Assisted with planning, logistics, and day-of setup for the 4th of July Parade and community celebration, including barricade setup, and post-event cleanup.
- **July 8:** Trimmed overgrown brush along the **south side of the 45 Highway trail** to improve visibility and trail usability. The **north side is scheduled for trimming later this month.**
- **July 9–11:** Completed significant repairs on the **Platte Landing Park bridge**, including replacement of worn decking boards and damaged railing sections.
- **July 10:** Conducted second round of mosquito spraying.
- **July 14:** Repaired the **water spigot** at the **West Shelter**.
- **July 15:** Installed new **concrete pads** at the Spirit Fountain for the Veterans Memorial, providing stable surfaces for the new memorial benches.
- **July 18:** Performed trail maintenance and erosion repair following heavy rainfall and minor flooding across several areas.
- **July 21:** Installed a new **fountain pump** at the Spirit Fountain. Spirit Fountain was off for several weeks due to the broken pump.
- **July 22:** Ground down hazardous tree stumps and completed general trail maintenance.
- **July 23:** Installed new **benches at the Veterans Memorial.**

- **July 28:** Third round of mosquito spraying; additionally, repaired the **drinking fountain at the Platte Landing Park Boat Ramp** to restore functionality after a part broke.
- **July 29:** Mowed and cleared **Johnson grass** in **Platte Landing Park** to prevent it from going to seed. The mowing of Johnson Grass is especially important as we are working with ERDC and the USACE to control the invasive Johnson grass around the Wetlands.

Ongoing Routine Maintenance

Throughout the month of July, our team continued to carry out the core responsibilities that ensure the daily functionality, cleanliness, and safety of our parks and trails.

- **Restroom cleaning and supply restocking** – Performed daily across all park facilities to maintain health and sanitation standards for visitors.
- **Shelter and ballfield prep** – Setup and cleanup for public reservations and private league reservations.
- **Special event support** – Provided logistical support including setup, signage, and coordination for scheduled events throughout the parks system.
- **Trash and litter removal** – Conducted on a consistent basis to maintain aesthetics and public health across trails, playgrounds, shelters, and high-traffic areas.
- **Trail system inspections and general maintenance** – Ensured all trails remained safe, passable, and free of hazards. Maintenance included brush trimming, clearing debris, and surface repairs as needed.
- **Mowing and turf management** – Regular mowing performed across **all park grounds**, including trails, fields, open spaces, and facility areas to ensure safe and well-maintained public use areas.

Monthly Activity Report



Reporting Date	July 2025
Project Report	Parkville Nature Sanctuary Report
Meeting	August 13, 2025 Community Land and Recreation Board Meeting
Reviewed By	Brittanie Propes, Parks and Recreation Director
Prepared By	Brittanie Propes, Parks and Recreation Director

Summary

Trail and Regular Maintenance Update

Ongoing Maintenance & Inspections

Staff continued routine maintenance efforts throughout the sanctuary, including:

- Refilling trail maps at sign kiosks to ensure visitors have access to up-to-date information.
- Monitoring trail conditions, with particular attention to the Scout Cabin area, parking lot, and popular trail segments.
- Regularly emptying trash cans and performing litter patrols to maintain a clean and welcoming environment.
- Conducting quality inspections throughout the sanctuary to identify maintenance needs and proactively address safety concerns.

Tree Removal & Safety Work

- Urban Tree Specialists removed a broken and leaning tree that was identified as dangerously hanging over a trail. Note: All trees trimmed or cut down at Parkville Nature Sanctuary remain in the sanctuary. We either move them to the side of the trail to create habitat or mulch them and use the mulch to repair the trails.

Volunteer Engagement

- Volunteers continued to assist with general maintenance and trail coverage during July, especially while part-time staff member Wayne Frazier was on leave. Their efforts helped ensure smooth operations and consistent visitor service.

- Additional volunteer support was provided for trash pickup, trail maintenance, and other projects to extend the reach of our ongoing operations.

Event Planning & Programs

- Held the **first Ghost Stories Planning Meeting** to prepare for this popular annual event.

Friends of Parkville Nature Sanctuary – Photo Contest Recognition

- The Friends of Parkville Nature Sanctuary will host a **reception for Photo Contest award winners** on **Tuesday, August 19th** at the Anita B. Gorman Conservation Center. This event will recognize the winners and highlight the positive awareness the contest generates for the sanctuary.
- As a reminder, **each month the winning photos are auctioned through a silent auction** at Parkville City Hall and the Backyard Bird Center. Proceeds from these auctions directly support the Parkville Nature Sanctuary.

Parkville Nature Sanctuary Volunteer Hours

Month	Hours	Total Hours YTD
January	3.5	3.5
February	23	26.5
March	88	114.50
April	62.5	177
May	84	261
June	45	306
July	38	344

Monthly Activity Report



Reporting Date	July 2025
Project Report	Parks Capital Improvement Project Report
Meeting	August 123, 2025 Community Land and Recreation Board Meeting
Reviewed By	Brittanie Propes, Parks and Recreation Director
Prepared By	Chris Ashley, Project Manager

Project Updates

1. **PLP Wetlands** – The city serves as a local project sponsor with the project led and contracted out by the US Army Corps of Engineers (Corps). [Funding via Section 1135](#) for construction of a Wetland Project in Platte Landing Park, includes:

Project History in previous packets

Updates

- Staff continued discussions with Missouri Department of Conservation to determine next steps. Staff had a site visit with MDC in early November.
- In January staff met with the Army Corps of Engineers to begin discussions about how we can move forward with repairs for the Wetlands.
- Staff received the new appraisal for Platte Landing Park.
- *Site visited with USACE at the end of April. This was the first step in discussing plans for the Wetland Reset/Liner Installation.*
- Conversations have continued with USACE to determine local soil that is available from developers that may be used for the clay liner. USACE has been conducting soil testing on development sites
- On July 5, 2023 USACE soil engineers began sampling areas near the Wetlands and areas in Platte Landing Park to test for compatible clay to be used for the liner.
- The USACE will provide the City with an update on their findings and a recommended plan to move forward later this summer.

- On August 1, 2023 Leigh Mitchell, USACE Project Manager, attended a joint Work Session with the BOA and CLARB to present their recommended approach to the restoration of the Wetlands project.
- The last few months have included funding acquisition, geotechnical assessment, and project scoping.
- Within the next 1-2 weeks the area will be mowed to allow construction and staging, including delivery of materials.
- Over the next 2-4 months the USACE plan to complete the necessary earthwork.
- The City and the USACE will continue discussions regarding the vegetation management and potential water sources. That work is anticipated to be done in Spring 2024.
- Staff mowed roughly 80 acres at PLP to prepare for the earthwork.
- The USACE began construction and have been moving dirt since the end of August. No other significant updates to report.
- The USACE experience delays getting the bentonite but progress continues. Parks Staff and USACE have a site visit scheduled to review progress the week of October 23rd.
- The USACE attended the November 21st meeting to present options for a water well and energy source. This presentation will be shared at the November 29th CLARB meeting.
- 500 Tons of bentonite has arrived on site. Workers are currently grading the surrounding area so it will slope (and drain) into the wetland ponds. The next steps will be to install the bentonite and then top soil to sustain the future vegetation.
- The South Wetland pool is completely finished. The USACE is still lining the north pool with bentonite. Once all of the bentonite is added to the pool, the USACE will grade Platte Landing Park to restore the construction area.
- The USACE will presented an update and a vegetation plan for CLARB and the BOA at a joint work session on April 16th at 6pm.
- The windmill for the south well has been secured and will be delivered and installed this summer.
- Staff is meeting on site with the ERDC vegetation experts on Friday, May 10, 2024 to discuss vegetation plans for this summer and planting plans
- Windmill installed and inspected
- Great Plains Windmill Company hosted on-site tutorial with parks staff
- USACE and ERDC began work on invasive species removal
- ERDC hosted on-site staff training for invasive species control
- ERDC planted the aquatics plant species. Parks Staff worked alongside ERDC and assisted with the plantings.
- USACE and ERDC will continue monitoring the invasive species
- USACE installed additional native plantings in and around the wetlands
- USACE met on site to inspect and test the Wetlands Pump with Parks Staff
- ERDC scheduled a follow-up invasive species work day with Parks Staff on August 14, 2024
- Three work days have been held with Parks staff and ERDC
- ERDC and USACE are continuing maintenance and management of the pools and vegetation through Fall of 2025
- Staff is mowing a 2 foot easement on both sides of the trails through the Wetlands
- The first educational field trip at the Wetlands is scheduled for November 2024
- A pedestal frame has been ordered for the Wetlands entrance sign. Park Staff will install when received.
- ERDC Continues work on-site to remove Johnson Grass and care for the native plantings and the aquatics plantings.
- Staff is working with USACE and ERDC to remove the carp- which are harmful in a Wetlands habitat.
- Staff is working with USACE to schedule a ribbon cutting for this Fall.

- *STATUS – IN PROGRESS.*

2. Wetlands Educational Areas

- This scope of this project is to add stone slab benches and informational signage in the two pedestrian cul-de-sac areas of the Wetlands. This project was first started in 2020 but was later suspended when the water retention problem began.
- January 2, 2024: Staff met on site to determine the possible locations for (6) stone slab benches and (3) informational signs in each of the cul-de-sacs.
- Staff is currently obtaining quotes from multiple vendors for both items.
- Staff has ordered the frames for the informational kiosks and is currently working on the artwork and text for the signage.
- Staff has decided to put the stone bench order on hold for approximately (2) months, until the Corp of Engineers finishes up work on the site.
- April 19, 2024: Informational kiosk frames were delivered.
- Staff is continuing to work on the information and graphics for the signs themselves.
- Stone bench slabs have been ordered. It is anticipated they will be delivered by the end of May 2024.
- Bench blocks installed on 6/7/24
- Moving forward with interpretive signage
- Signage locations for interpretive signs and directional signs have been verified.
- *Park Staff is working with a graphic designer to create content for the remaining (7) educational signs. When completed, pedestal sign frames will be ordered and installed.*
- *STATUS – IN PROGRESS*

3. Farmers Market

Full Project History in previous packets

Updates

- Staff participated in a joint work session with the Board of Aldermen and members of CLARB on September 5th, 2023. The following items were agreed upon:
 - The City will engage BBN to modify their cost estimate to focus on previous version B1, a timber-framed structure similar to the original, with a larger column bay and potential for future phases.
 - The City will formally withdraw from our previously awarded Partnership Grant for the Platte Landing Park ballfields.
 - The City will start a new Partnership Grant application for the new Farmers Market structure.
- October 16, 2023: The City submitted for a new Platte County Partnership Grant in the amount of \$1M for a new Farmers Market structure. The previously awarded grant for the Platte Landing Park Recreation Fields was returned by the City.
- November 14, 2023: Staff will verbally present our grant application to the Platte County Partnership Grant Committee as a part of their approval process.
- Staff and BBN will return to the Board of Aldermen with updated renderings and cost estimate.
- The Platte County Parks Board voted to recommend the full amount of \$1,000,000 to the Farmers Market Project by a vote of 4-1. The Platte County Commissioners will now vote on the Partnership Grant applications on Monday, December 4th.
- December 4, 2023: The Platte County Parks Board formally awarded the City of Parkville the \$1M grant request.

- BBN put together a scope of work for the upcoming design phase.
- April 2, 2024: The agreement with BBN for final design documents and construction documents was approved.
- April 30, 2024: BBN met with CLARB and BOA input at the joint work session on April 30th at 5:30pm. The Work Session included a presentation of preliminary plans, discussion regarding the difference in price for a basic structure vs. a basic structure that has the ability to add additional amenities in the future, BBN's opinion of the structure's anticipated life expectancy so the governing body can have a sense of how soon the potential enhancements would need to be implemented, and direction for BBN to move forward with design plans.
- April 30, 2024: Joint CLARB/Board of Aldermen work session. BBN presented the latest open and future enclosed design schemes. It was decided to add approval of the design schemes to the May 7, 2024 Board meeting agenda for a formal vote.
- Electrical FEMA-related issues resolved
- Signage dimensions from existing building sent to BBN
- Site survey to be completed week of July 8th
- Staff anticipates meeting with BBN week of July 22 for a 95% construction document review meeting
- Construction documents will be submitted for BOA/CLARB review
- Joint CLARB and BOA Work Session was held to review construction documents on August 20, 2024
- Staff reviewed construction documents of minor changes with BBN Architectures on September 9, 2024
- Details related to traffic control and stormwater run-off are being discussed with RIC to coordinate the adjacent streambank stabilization project
- October 2, 2024: Project put out to bid
- October 10, 2024: Pre-bid Meeting with potential contractors
- October 23, 2024: Bid opening – E. L. Crawford, from St. Joe, Missouri, was the low bidder.
- November 4, 2024: Staff conducted an interview with E. L. Crawford to discuss the project scope of work and their experience with similar projects. Staff checked their references. All references were good.
- November 19, 2024: Staff will be recommending to the Board of Aldermen that the City move forward with E. L. Crawford's construction contract.
- E. L. Crawford is currently under contract and is mobilizing on site on Monday, January 6, 2024. E. L. Crawford will be providing an overall project schedule within the next (2) weeks. Shop drawing review is currently underway.
- E. L. Crawford has mobilized on site. Excavation and concrete pouring for the (18) column footings should be completed by 2/10/25. A weather delay of as much as 3-5 working days, starting on 2/12/25, is anticipated.
- E. L. Crawford will update staff on the project schedule at our first bi-weekly construction meeting on 2/12/25.
- Contractor has completed the following work: Column footings & CMU backup, demolition of the existing asphalt parking lot around the new structure, installation of the concrete "floor" underneath the new structure.
- It is anticipated that the wood trusses will arrive on site in the first week of May. Installation will begin immediately thereafter. The stone on the columns will also begin in early May.
- Work completed includes installation of the wood trusses, the roofing, the permanent metal bollards, concrete curbs and flatwork.

- Work currently under way includes installation of the stone column surrounds, truss and canopy wood staining, and east parking lot grading. Work to be started includes parking lot asphaltting, installation of the removeable bollards, gutters/downspouts, signage, electrical fixtures and handicap ramp handrails.
- It is anticipated that the structure and the east parking lot will be completed by July 18, 2025, and the west parking lots by August 15, 2025.
- The Farmers Market is open for business. The ribbon cutting was held on July 24, 2025.
- Building signage has been installed.
- Topsoil has been installed around the site. Park Staff will plant grass seed this Fall.
- Building lighting, ceiling fans and handicap ramp guardrails will be installed by the end of August 2025.
- The west parking lot work will be started the week of August 24, 2025, following Parkville Days cleanup. It is anticipated that this work will be completed by October 10, 2025.
- *STATUS – IN PROGRESS*

4. **Gateway Park (9 HWY and NW 62nd Street)**

- October 14, 2022: Staff met with residents of the Pinecrest neighborhood to discuss their goals for the project:
 - Bench seating in the shade
 - Drinking fountain
 - Landscaping
 - Direct pedestrian access to the Hwy 9 trail
 - Possible parking with access via the yet-to-be developed site directly to the south
- Staff is in the process of evaluating fee proposals from landscape architects to develop some conceptual designs for this project.
- Staff is in the process of evaluating fee proposals from surveyors.
- McClure Engineering has been selected to design the project.
- January 5, 2023: Staff will meet with their project manager on site to kick-off the project.
- RL Buford has been selected to do the survey work. They anticipate being on site the first week of January, 2023.
- Staff submitted the Platte County Outreach Grant.
- February 21, 2023: Staff presented the project, in person, to the Platte Landing Outreach Grant committee.
- The Committee indicated that the grant award announcements would be made around the 3rd week of March, 2023.
- The City of Parkville was awarded \$34,000 for the Platte County Outreach Grant for Gateway Park.
- Staff and Gateway Park committee met on April 3rd to discuss next steps in the planning and design of the park.
- Staff is working with McClure Engineering on construction documents for the park. It is estimated that the project will go out for bidding around the middle of August.
- Staff is preparing to put the project out to bid by September 12, 2023.
- The Bid opening for the Gateway Park project occurred on October 3, 2023.
- Staff is preparing contract documents for the contractor to proceed. Work is anticipated to start later this fall.
- October 3, 2023: At Bid Opening, (2) bids were received. J. Richardson Construction was the low bidder.
- J. Richardson's contract has been approved by the Finance Committee and the Board of Aldermen. Staff is waiting for the Contractor's insurance documents.

- February 14, 2024: Construction has begun and should take approximately (4) weeks to complete.
- March 7, 2024: Work on first phase is complete with the exception of the utility attachments. Staff will be seeking quotes to replace the remainder of the gravel trail with concrete, adding a retaining wall behind the Pinecrest Monument and adding landscaping material.
- Contract being drawn up with McClure Engineering for Phase 2 work (additional concrete sidewalk and culvert piping).
- Contract drawings to be completed by mid-May, 2024. Staff will then solicit bids for this work.
- Construction duration estimated to be from June 1 – June 30, 2024.
- (3) quotes being solicited for delivery and spreading of additional top soil.
- (3) quotes being solicited for landscaping.
- (3) quotes being solicited for hydro-seeding.
- Mo. American Water to tap into main and connect drinking fountain. They are currently waiting for a Right-of-Way permit from MODOT (est. start date unknown).
- Waiting for installation of electric meter and final connection of decorative pole light
- Waste container, bike rack and bike fix-it station have been ordered.
- By the Blade Landscaping completed the culvert and the final phase of the sidewalk
- By the Blade Landscaping installed the landscaping and hardscaping in July
- Additional backfill dirt was added to the lower level of the park
- Hydroseeding will follow the landscaping, weather dependent
- Staff has been treating and removing Johnson Grass
- Staff has been watering new plants 2-3 times per week
- Northland Erosion Control has hydroseeded and has been contracted to do watering
- A ribbon cutting is being coordinated with the Pinecrest neighbors tentatively this Fall
- 10/13/24: Tree fell over onto stairs. Staff has removed limbs from stairs. Urban Trees has been scheduled to remove remainder of tree.
- Tree has been removed.
- (2) new curvilinear benches should be delivered and installed by the end of February 2025. They will be located either side of the existing lamp post.
- Staff will be installing bike rack and fix-it station by the end of February 2025 (weather permitting).
- The Pinecrest Neighborhood has scheduled a ribbon cutting for May 16, 2025.
- Staff is getting quotes for a project sign.
- The bike fix-it stations and racks have been installed along the 9 HWY trail.
- The new curvilinear benches have arrived and have been assembled. They will be installed the week of April 6, 2025.
- A project sign has been ordered. Installation is anticipated around the second week of May 2025.
- *STATUS – COMPLETE*

5. **A-Truss Bridge Sidewalk and PLP Dumpster Pad/Enclosure**

- October 3, 2023: At Bid Opening, (5) bids were received. J. Richardson Construction was the low bidder.
- J. Richardson's contract has been approved by the Finance Committee and the Board of Aldermen. Staff is waiting for the Contractor's insurance documents.
- Anticipated start of construction is the week after Thanksgiving.
- Project was completed last month.

- STATUS – COMPLETED

6. **Parks & Recreation Master Plan**

- Staff has begun the process of developing a Request for Proposal (RFP) to issue for the update of our Parks Master Plan.
- The RFP and timeline has been established and will be posted in Mid-July.
- Due to lack of responses, the RFP was re-posted in September.
- Once the Parks Master Plan consultant is hired, staff will integrate the Survey consultant and the Master Plan consultant to determine a plan for community engagement and presenting information at an upcoming CLARB meeting. The timeline will be posted on the City website.
- The Master Plan Pre-Proposal Conference was held on October 4, 2023. Thirteen (13) people attended the pre-proposal meeting, staff is optimistic about receiving responses.
- RFP Responses are due November 1, 2023
- Selection Committee will review proposals the week of November 6th
- The November CLARB meeting is being moved to November 15 to provide enough time to review and recommend a consultant for the Master Plan.
- The agreement to hire a Master Planning consultant firm will be on the November 27th Finance Agenda and the December 5th Board of Aldermen agenda.
- After a consultant is selected, staff and the consulting firm will put together a schedule of milestones for the Master Plan process and public input.
- November 1, 2023: (5) Master Planning proposals were received from consultants.
- November 9, 2023: The Selection Committee met to review the (5) proposals. The Committee narrowed the field down to (3) finalists. The Committee will set up a Question and Answer ZOOM meeting early in the week of November 13, 2023 with each of the remaining consultants to help with the selection of a finalist.
- November 29, 2023: Final consultant recommendation will be presented at the CLARB Meeting.
- December 19, 2023: The Selection of SWT was approved by the Board of Aldermen.
- January 29, 2023: Steering Committee Kick-off Meeting. SWT re-introduced their team members and discussed their master planning process, starting with community engagement. Staff and CLARB members identified what they hoped to get out of the Master Planning Process. Issues identified are traffic congestion, lack of parking, general growing pains. Next steps are assessing park inventory (walking the park with staff, identifying what works and what doesn't) and scheduling upcoming meetings.
- March 1, 2024: Staff met with members of SWT to review their master planning process and guide them on a tour of our existing parks and facilities. This is part of their first phase of Data Collection & Analysis. The next step under this initial phase is Community Profile/Market Assessment, followed by Community Engagement Meeting (a joint CLARB & BOA Meeting) scheduled for March 19, 2024.
- March 19, 2024: Staff, CLARB and the Board of Aldermen had a joint master planning work session. Members of SWT presented their master proposed planning process and associated timeline.
- SWT Design is scheduling small group committees and kick-off community events.
- The interactive website is being created and will go live following the first community engagement event.
- SWT Design met with three community groups consisting of residents, park users, and local organizations from April 26-May 6.
- Initial public engagement meeting was held on June 20, 2024
- Master Plan website is live

- Social Pinpoint is live and staff is reviewing data bi-weekly with SWT Design
- Steering committee met on July 29, 2024 to review the initial public input meeting and prepare for survey
- CLARB/BOA work session was held August 6, 2024
- ETC institute and SWT Design are taking feedback from the Steering committee and Work Session to prepare the final draft of the Master Plan Survey
- Survey is anticipated to be finalized and published by the end of September
- SWT Design is still collecting public input on the Social Pinpoint website.
- The Master Plan Survey was distributed to all households in Parkville
- The Master Plan Survey responses were collected and met the quota to reach a statistically valid reading
- The Master Plan Steering Committee met with ETC Institute and SWT Design to review the survey results
- A Joint Work Session is scheduled for January 21, 2025 at 5:15pm with the CLARB and BOA to review the Survey Results. ETC Institute and SWT Design will present the survey findings.
- The Joint Work session was re-scheduled due to weather. The new date of the joint CLARB and BOA work Session is February 18, 2025 at 5:45pm.
- The final Master Plan was presented to, and approved by, the Board of Alderman at the July 15, 2025 meeting.
- We are waiting for direction from the August 13, 2025 CLARB meeting and the August 19, 2025 BOA meeting to determine edits to the ELP Parking/Pedestrian Bridge Access. Upon further direction, SWT Design will release the final Master Plan document.
- *STATUS – COMPLETED*

7. Girl Scout Shelter

- Staff is in the process of procuring bids for pavers and underlayment to be installed over the existing concrete slab.
- It is anticipated that work would be complete by October 1, 2023.
- Staff has received a "Cooperative" bid from Embassy Landscaping for the paver work. Their contract will be submitted for approval at the September 11, 2023 Finance Meeting.
- The contract was approved. Work will begin after Ghost Stories.
- November 3, 2023: Construction began on new flooring and ramp. Construction duration is anticipated to last (2) weeks.
- Construction of the new flooring and ramp entrance was completed last month.
- January 4, 2024: Construction of new handrails for the ramp has begun. It is anticipated that fabrication and installation will take approximately (2) weeks.
- February 12, 2024: Fabrication and installation of the new ramp handrails has been delayed due to weather. The contractor has indicated that this work will be completed by the end of this month.
- March 7, 2024: Handrails have been installed.
- Park Staff is assessing the existing roofing material.
- *STATUS – IN PROGRESS*

8. Veterans Memorial

- July 27, 2023, Staff met with members of the Veterans Memorial Committee at the Train Depot Spirit Fountain to discuss the possibility of moving the Memorial to that site.

- August 1, 2023, the Board of Aldermen unanimously approved moving the Memorial to the Spirit Fountain site.
- Staff has given SFS Architecture notice to begin design work on Phase 1 of the project, which includes flags, markers and landscaping. It is anticipated that this work will be completed by Memorial Day, 2024.
- The next Veterans Memorial Committee meeting will be on August 22, 2023.
- The Veterans Memorial project Sign was removed from Ball Field 1 and the LWCF request to convert the ballfield was withdrawn.
- Staff is awaiting updated design plans from SFS and the Veterans Memorial Committee.
- SFS is recruiting a new "team" from their organization to spearhead this project. Staff is waiting to hear from them to discuss next steps.
- October 27, 2023: Team meeting to discuss team roles, budget and conceptual design concepts.
- SFS is revising the fee proposal to reflect a reduced scope of work at the new Spirit Fountain site.
- The Veteran's Committee agreed on a conceptual design at the November 2nd Committee Meeting. The plans were shared with SFS to begin the design phase- after a new fee is proposed.
- March 26, 2024: Staff attended a Veteran's Memorial meeting. It was decided that the first phase of the project would be to order and install the flagpoles, flags and flood lights.
- Staff is currently pursuing quotes for this work.
- April 26, 2024: 4 Star Electric visited the site and marked existing electrical lines to the fountain and flag pole light.
- City will meet on-site next week with Evergy to discuss how to meter the Memorial area separately from the Train Depot building.
- City will solicit bids to add additional flag poles and lighting by mid-May 2024.
- Contract agreement signed July 8 by Flagsource,; work is complete
- Staff met with Veterans Committee representatives, Jim McCall and Aldermen Bennett , to discuss project updates and next steps
- Staff met with Pat Vogt from By the Blade to discuss hardscaping plans for Veterans Memorial
- Tentative Ribbon Cutting set for Veterans Day, November 11, 2024
- Contract agreement signed August 12 by NKC Electric for the electrical work
- Veterans Committee Meeting held on September 10, 2024 to discuss bench installation, landscaping/hardscaping, and signage.
- 10/10/24: By the Blade installed a perimeter sidewalk that will be used for viewing the future memorial monuments.
- The following work to be installed by the first week of November: flagpole spotlights, landscaping, pump control enclosure, project signage, and memorial benches.
- November 7, 2024: Ribbon cutting held.
- Additional work will be contracted out as future fundraising efforts allow. This work will include an enclosure for the existing pump controls, a Veteran's Memorial sign and a mounting surface for the braille flag that was donated by the DAR.
- The Veterans Committee is applying for a \$40,000 Platte County Outreach Grant for the purchase and installation of (6) military service branch monuments. The application deadline is January 17, 2025.
- 2/25/25: Staff will assist in a presentation of our Outreach Grant proposal to Platte County Officials. Supporters are encouraged to attend – time TBD.
- Staff was awarded a \$40,000 Outreach Grant from Platte County for the Arm Services Memorials.
- Staff has solicited quotes for (2) granite kiosks, one recognizing project donors and the other recognizing service members.

- Staff will be installing (3) memorial benches when the weather permits.
- City Staff is waiting for direction from the Veteran's Committee on which remaining portion of the project to construct next (based on available funding).
- Johnson Granite Supply has been hired to fabricate and install the granite donor kiosk. This will be located along the sidewalk adjacent to the parking lot.
- Staff is looking into graphics for a temporary wooden project sign (similar to Gateway Park). When selection has been made Staff will solicit quotes from signage companies.
- A 30 ft. long antique artillery gun is being donated by Mike Vogt. Staff will be meeting with him on site the week of 7/6/25 to identify the best location for its mounting.
- Park Staff is soliciting a quote from Metal Supermarkets out of Wichita for a mounting stand for the braille flag that was donated by the DAR.
- *STATUS – IN PROGRESS*

9. **Bridge Improvements at So. Main Street and Rush Creek**

- The scope of this project is to remove the existing concrete traffic/pedestrian separation barrier, thus allowing for two-way traffic, and build a separate pedestrian foot-bridge to be located immediately to the east.
- Staff is applying for an Outreach Grant from Platte County for this work. Submission deadline is January 19, 2024. Staff is also looking into other bridge improvement grant funding sources.
- Staff has reached out to one of our On-Call structural engineers, Garver, to provide us with an assessment of the existing bridge. This assessment will include current condition, determining maximum allowable loads, and costs of the improvements.
- Staff has submitted a grant application request in the amount of \$40,000, and will present our application in-person to Platte County on February 27, 2024.
- Grant decision still pending.
- Platte County has awarded the City its full grant request of \$40,000.
- Staff is currently writing up a Request for Qualifications for engineering design work. It is anticipated that this RFQ will be issued by May 10th, 2024
- Staff is in contact with on-call consultants to finalize the design scope of work
- McClure Engineering has been contracted to design the vehicular and pedestrian bridge
- Soil borings have been taken and are currently being analyzed by Kaw Valley Engineering for the foundations of the future pedestrian bridge
- McClure is currently putting together a design schedule. It is anticipated that this project will go out to bid after the first of the year
- Staff is working with McClure to determine exact location of the pedestrian bridge based on connectivity of the existing trails. Design work is continuing.
- Staff is meeting with McClure on Monday, January 6, 2025 to review 90% complete construction documents.
- It is anticipated that the project will go out to bid in mid-January 2025.
- Staff is currently reviewing the final construction documents. It is anticipated that this project will go out to bid on the week of 2/24/25.
- It is anticipated that this project will go out to bid the week of April 6, 2025.
- Bids were received on May 28, 2025. Linaweaver Construction was the low bidder and awarded the project. We are currently finalizing their contract.
- It is estimated that the project will be completed around the end of 2025.
- Linaweaver Construction has been issued a Notice to Proceed with the project.

- Shop drawings have been issued and reviewed by the Project Engineer and City Staff.
- *STATUS – IN PROGRESS*

10. White Branch Creek Bank Stabilization Grant Application

- February 1, 2024: Staff met on site to discuss existing bank erosion and scope of remediation work. Grant application deadline is March 29, 2024.
- Staff has reached out to Platte County to discuss our proposed scope of work prior to submission of our grant application.
- Staff will be reaching out to one of our on-call Engineers for a fee proposal to design the stabilization work.
- March 6, 2024: Staff received fee proposals from GBA, OWN and VSM.
- March 7, 2034: Staff submitted a draft of the Grant application (for design work) to the Finance Committee for approval.
- March 28, 2024: Staff submitted the grant application. It is anticipated that we will know their decision by mid-May of this year.
- Staff is finalizing contract with Renaissance Infrastructure Consulting (RIC)
- RIC is working on the Streambank Stabilization design while also coordinating with BBN Architects to ensure the adjacent projects work congruently
- Soil borings have been taken and are currently being analyzed by Kaw Valley Engineering.
- RIC is currently working on the design.
- November 7, 2024: RIC presented several design alternatives to Staff. Staff is currently reviewing these along with their associated cost estimates.
- City Staff is currently putting together the final bid documents for the Gabion design. It is anticipated that this project will go out to bid on the week of 2/17/24.
- City Staff held a public bid opening on March 4, 2025. It was decided to put this project on hold due to interference with the on-going construction of the Farmers Market.
- *STATUS – ON HOLD*

11. Sullivan Nature Sanctuary Lookout Platform Renovation

- Staff is getting quotes for new guardrail and decking replacement.
- It is anticipated that this work would be completed by the end of May 2024.
- Work was completed in June 2024
- *STATUS – COMPLETE*

12. Train Depot Drainage Control and Lease Agreement

- Staff solicited quotes for a drainage swale around the north and east sides of the building. Downing Construction was awarded the contract
- Staff is waiting for a project schedule from the contractor.
- November 5, 2024: Contractor finished work.
- *STATUS – COMPLETE*
- **Lease Agreement with White Farmhouse Flowers:** After months of working with the potential tenant and BNSF Railroad to clarify property boundaries, the Lease Agreement is going back to the BOA in August for review and approval.

13. Friend's Shelter and Barkville Dog Park Parking Lot Restriping.

- Staff is soliciting quotes for the restriping of the Friends Shelter parking lot and the adjacent crosswalk on South Main Street.
- Heartland Traffic was the low bidder on this project. City Staff have begun the contract process.
- It is anticipated that this work will be completed by the end of September.
- *STATUS – IN PROGRESS*

Monthly Activity Report



Reporting Date	July 2025
Project Report	Parks and Recreation Program Report
Meeting	August 13, 2025 Community Land and Recreation Board Meeting
Reviewed By	Brittanie Propes, Parks and Recreation Director
Prepared By	David Mullen, Parks and Recreation Program Manager

Summary

Key Upcoming Events

- **Rock the Park Concert** – Aug 15, McKeon Stage, 5:00 p.m. (*Free, every 3rd Friday June–Oct*)
- **MDC Programs @ Parma Woods:**
 - Intro to Sporting Clays – Aug 2 & Aug 30
 - Intro to Archery – Aug 3
 - BB Gun Fun – Aug 23
- **MDC Program @ Parkville Nature Sanctuary:**
 - Whispering Leaves & Wild Critters – Aug 9
- **Parkville Days** – Aug 22–24
- **Movie Night @ Creekside** – *A Minecraft Movie*, Sept 6, 7:00 p.m.

Initiatives & Updates

- Parkville Nature Sanctuary Facebook page renamed to *Parkville Parks and Recreation*
- New Special Event Packet – targeted release early 2026
- First *Parks & Recreation Guide* – targeted release early 2026

Mayor of Parkville Election

- Aug 11 – Nominations Open
- Aug 15 – Nominations Close
- Aug 20–22 – Voting Period
- Aug 25 – Winner Announced
- Sept 16 – Swearing-in at BOA Meeting

★ **MCKEON STAGE - ENGLISH LANDING PARK** ★

**JUNE
20**

**July
18**

**August
15**

**Sept.
19**

**October
17**

**5:00
PM**



Rock The Park

**School of
Rock
Parkville**

**Parkville
Parks and
Recreation**

**SCHOOL
of ROCK**
PARKVILLE (KANSAS CITY)

Parkville
Missouri

**Enjoy an evening in the park with a free performance
from the School of Rock Parkville - Presented by
Parkville Parks and Recreation! Showtime is 5:00 PM at
McKeon Stage in English Landing Park!**



Parkville Parks and Recreation & Missouri Department of Conservation August Programs

Introduction to Sporting Clays

August 2: 10am-1pm or 1:30pm-4:30pm
Ages 11+ (11-17 must be accompanied by an adult)
Parma Woods Shooting Range
REGISTRATION REQUIRED!

Intro to Archery

August 3: 8:30am-10am
Ages 8+ (youths must be accompanied by an adult)
Parma Woods Shooting Range
REGISTRATION REQUIRED!

Whispering Leaves & Wild Critters

August 9: 9am-Noon
All Ages
Parkville Nature Sanctuary
REGISTRATION REQUIRED!

BB Gun Fun

August 23: 8:30am-9:30am
Ages 8-11 (Must be accompanied by an adult)
Parma Woods Shooting Range
REGISTRATION REQUIRED!

Introduction to Sporting Clays

August 30: 10am-1pm or 1:30pm-4:30pm
Ages 11+ (11-17 must be accompanied by an adult)
Parma Woods Shooting Range
REGISTRATION REQUIRED!



For more information and to register, please scan the QR code or visit mdc.mo.gov/events.





**June 7: German
Shepherds**

**June 21: Senior Dogs
(10+ years old)**

July 5: Corgis

**July 19: Labs &
Retrievers**

August 2: Beagles

**August 16: Extra Small
Dogs (Under 10 lbs)**

September 6: Huskies

September 20: Doodles

October 4: Mutts & Mixes

**October 18: Extra
Large Dogs (100+ lbs)**

DOG DAYS AT BARKVILLE

Dog Breed Meetups

**1st & 3rd Saturday's
of the month from
March-October.**


10am-Noon.


**Barkville Dog Park in
Platte Landing Park.**





MOVIE NIGHT AT CREEKSIDE

 **17** May 3rd at 7:00PM

 15425 Old Town Dr,
Parkville, MO 64152





Moana 2

Presented By:
Parkville Parks
and Recreation



MOVIE NIGHT AT CREEKSIDE

 **17** July 5th at 7:00PM

 15425 Old Town Dr,
Parkville, MO 64152





Inside Out 2

Presented By:
Parkville Parks
and Recreation



MOVIE NIGHT AT CREEKSIDE

 **17** September 6th
at 7:00PM

 15425 Old Town Dr,
Parkville, MO 64152



A Minecraft Movie

Presented By:
Parkville Parks
and Recreation



Parkville Parks and Recreation 2025 Events

Event Name	Organization	Date	Type	Location
Time Travelers Marathon	Bodies Race Company	1/4/2025	Race	ELP
Electronics Recycling and Paper Shredding	Midwest Recycling Center	2/1/2025	Program	PLP
Couple Shuffle 5K	Bodies Race Company	2/16/2025	Race	ELP
Sporting KC Rec League	Sporting KC	3/10/2025	League	Friends Field
Hero Hustle	Bodies Race Company	3/30/2025	Race	ELP
Soccer Shots Spring Season	Soccer Shots	4/2/2025	League	Friends Field
Electronics Recycling and Paper Shredding	Midwest Recycling Center	4/5/2025	Program	PLP
Path to Change 5K/Youth with Vision (cancelled)	Beacon Mental Health	4/12/2025	Race	ELP
Pruning for Beginners Class	Parkville Parks and Rec/Bridging the Gap	4/12/2025	Program	PLP
RiverPark Church Services	RiverPark Church	4/18/2025	Event	McKeon Stage
Community Heros Storytime	MCPL	4/23/2025	Program	ELP
Final Fridays in the Alley	American Legion	4/25/2025	Event	Alley
Parkville Brewfest	MSPA	4/26/2025	Festival	ELP
Parkville Farmers Market	Farmers Market Association	4/26/2025	Market	Downtown
Symphony in the Park	The Kansas City Symphony	5/1/2025	Event	ELP
Women on the Move 5K	AWLF (Womens Lawyers)	5/3/2025	Race	ELP
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	5/5/2025	Program	ELP
Intro to Birding Hike	Parkville Parks and Rec/Missouri Department of Conservation	5/9/2025	Program	PLP
Northland Mothers Day 5K	Equal Start	5/10/2025	Race	ELP
Brock Allen Graduation Party	Jay Allen	5/10/2025	Event	Alley
RiverPark Church Services	RiverPark Church	5/11/2025	Event	McKeon Stage
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	5/12/2025	Program	ELP
Pruning for Beginners Workday	Bridging the Gap	5/14/2025	Program	PLP
PHHS Senior Day Celebration	PHHS	5/15/2025	Event	ELP
Gateway Park Ribbon Cutting	Pinecrest Neighborhood	5/16/2025	Program	ELP
Midwest Walk-Run-N-Roll	SRNA	5/17/2025	Race	ELP
Path to Parenthood 5K	KC Infertility Clinic	5/18/2025	Race	ELP
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	5/19/2025	Program	ELP
Martin Luther Academy Event	End of School Celebration	5/21/2025	Program	ELP
Memorial Day Carnival	CID	5/23/2025	Festival	Downtown
Hiking with Baby!	Parkville Parks and Rec/Missouri Department of Conservation	5/24/2025	Program	PNS
RiverPark Church Services	RiverPark Church	5/25/2025	Event	McKeon Stage
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	5/26/2025	Program	ELP
Urban Hike: Parkville	Parkville Parks and Rec/Missouri Department of Conservation	5/27/2025	Program	ELP
Final Fridays in the Alley	American Legion	5/30/2025	Event	Alley
Parkville 4 The Gospel	River Park Church	6/1/2025	Event	ELP
Jazz Festival	Banneker Foundation	6/7/2025	Concert	ELP
Dog Days at Barkville	Parkville Parks and Recreation	6/7/2025 +	Event	Barkville
Rolling on the River Bike Ride	Parkville and Platte County	6/7/2025	Race	ELP

Electronics Recycling and Paper Shredding	Midwest Recycling Center	6/7/2025	Program	PLP
RiverPark Church Services	RiverPark Church	6/8/2025	Event	McKeon Stage
Hometown Half Marathon	Bodies Race Company	6/14/2025	Race	ELP
School of Rock Concert	Parkville Parks and Recreation	6/20/2025	Concert	McKeon Stage
DBN Fest - CANCELLED VIA ORGANIZER	Lucas Mertz	6/21/2025	Concert	McKeon Stage
RiverPark Church Services	RiverPark Church	6/22/2025	Event	McKeon Stage
Heartland Tree Alliance	Parkville Parks and Recreation	6/25/2025	Program	PLP
Final Fridays in the Alley	American Legion	6/27/2025	Event	Alley
The Provence Wedding - CANCELLED VIA ORGANIZER	Kaitlyn Njoo Wedding	6/28/2025	Wedding	ELP
Dani Beyer Party in Parkville	Dani Beyer Real Estate	6/28/2025	Event	ELP
4th of July Parade	MSPA	7/4/2025	Parade	Downtown
RiverPark Church Services	RiverPark Church	7/6/2025	Event	McKeon Stage
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	7/7/2025	Program	ELP
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	7/14/2025	Program	ELP
School of Rock Concert	Parkville Parks and Recreation	7/18/2025	Concert	McKeon Stage
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	7/21/2025	Program	ELP
Final Fridays in the Alley	American Legion	7/25/2025	Event	Alley
Storytime in the Park	Parkville Parks and Rec/Mid-Continent Public Library	7/28/2025	Program	ELP
AYSO Soccer Camp - CANCELLED VIA ORGANIZER	Parkville Parks and Recreation	7/28/2025	Program	Friends Field
AYSO Soccer Camp - CANCELLED VIA ORGANIZER	Parkville Parks and Recreation	7/29/2025	Program	Friends Field
AYSO Soccer Camp - CANCELLED VIA ORGANIZER	Parkville Parks and Recreation	7/30/2025	Program	Friends Field
AYSO Soccer Camp - CANCELLED VIA ORGANIZER	Parkville Parks and Recreation	7/31/2025	Program	Friends Field
AYSO Soccer Camp - CANCELLED VIA ORGANIZER	Parkville Parks and Recreation	8/1/2025	Program	Friends Field
Electronics Recycling and Paper Shredding	Midwest Recycling Center	8/2/2025	Program	PLP
Intro to Sporting Clays	Missouri Department of Conservation	8/2/2025	Program	Parma Woods
Intro to Archery	Missouri Department of Conservation	8/3/2025	Program	Parma Woods
Goudie/Quintang Wedding	Terri Rhoades	8/7/2025	Wedding	Lewis and Clark
Whispering Leave and Wild Critters	Missouri Department of Conservation	8/9/2025	Program	PNS
RiverPark Church Services	RiverPark Church	8/10/2025	Event	McKeon Stage
School of Rock Concert	Parkville Parks and Recreation	8/15/2025	Concert	McKeon Stage
Scottish Highland Games	Scottish Athletics	8/16/2025	Event	PLP
Ronald McDonald House 5k	RMHC	8/17/2025	Race	ELP
Parkville Days	MSPA	8/22/2025	Festival	Downtown
BB Gun Fun	Missouri Department of Conservation	8/23/2025	Program	PNS
Final Fridays in the Alley	American Legion	8/29/2025	Event	Alley
Intro to Sporting Clays	Missouri Department of Conservation	8/30/2025	Program	Parma Woods
RiverPark Church Services	RiverPark Church	8/31/2025	Event	McKeon Stage
Movie Night at Creekside	Parkville Parks and Recreation	9/6/2025	Event	Infield at Creekside
Bethel Neighborhood Center Pickleball Tournament	Bethel Neighborhood Center	9/13/2025	Event	Pickleball Courts
RiverPark Church Services	RiverPark Church	9/14/2025	Event	McKeon Stage
School of Rock Concert	Parkville Parks and Recreation	9/19/2025	Concert	McKeon Stage

U.S. Engineering Family Celebration	U.S. Engineering	9/20/2025	Event	ELP
Seize the Day 5k	EFMK	9/21/2025	Race	ELP
Final Fridays in the Alley	American Legion	9/26/2025	Event	Alley
Bourbon in the Park	Rose Productions	9/27/2025	Event	ELP
RiverPark Church Services	RiverPark Church	9/28/2025	Event	McKeon Stage
Out of the Darkness Walk	American Foundation for Suicide Prevention (AFSP)	10/4/2025	Race	ELP
Electronics Recycling and Paper Shredding	Midwest Recycling Center	10/4/2025	Program	PLP
MOJO Real Estate Octoberfest	MOJO Real Estate	10/11/2025	Event	ELP
Ian's Rainbow Flu Foundation Walk	Ians Rainbow Flu Foundation	10/11/2025	Race	ELP
School of Rock Concert	Parkville Parks and Recreation	10/17/2025	Concert	McKeon Stage
Dani Beyer Pumpkin Patch	Dani Beyer Real Estate	10/18/2025	Event	ELP
Pumpkin Carving	Parkville Parks and Rec	10/23/2025	Event	ELP
Strong Like Lisa 5K	Strong Like Lisa	10/25/2025	Race	ELP
Ghost Stories and Haunted Trail	Parkville Parks and Rec	10/25/2025	Event	Nature Sanctuary
Nelson Wedding	Chelsea Caldwell/Wyatt Nelson Wedding	10/25/2025	Wedding	Lewis & Clark Area
Turkey Trot 5K	Turkey Trot	11/27/2025	Race	ELP
Christmas on the River	MSPA	12/5/2025	Festival	Downtown
Trek w/Santa	Parkville Parks and Rec	12/6/2025	Event	Nature Sanctuary
Candy Cane Course 5K	Bodies Race Company	12/13/2025	Race	ELP
RiverPark Church Sports Bash - CANCELLED VIA ORGANIZER	River Park Church	7/7/2025 & 7/8/25	Event	ELP/PLP