

City Council Special Study Session



Dear Citizen:

Welcome to our City Council Study Session. As the name implies, City Council Study Sessions are an opportunity for the City Council to study issues facing the City. It is a time for the City Council to receive information from the invited presenters. Study Sessions are intended to provide the City Council with information on current City matters, to educate on new ideas, or to address regulatory impacts. From time to time, Study Sessions will include discussions of mutual interest with a City partner.

It is in these meetings that the City Council listens, learns, asks questions, and formulates City policy and direction on how the City should proceed. Citizens are welcome to attend these Sessions to learn alongside the City Council. If you have questions or would like to provide feedback on any Study Session topic, the City Council is available after the meeting or can be reached via email at kvcouncil@kirksville.gov. The City Council also welcomes visitors to its regular meetings, held on the first and third Mondays of each month at 6:00 pm, except for the Study Sessions held in September and November, which begin at 4:00 pm.

The City Council thanks you for your attendance and invites all citizens to listen and learn with them.

Online Viewing: <https://www.youtube.com/user/KirksvilleCity>

SESSION DATE: July 20, 2026

TIME: 6:00 pm

PLACE: Council Chambers

Tentative Agenda:

- Data Centers
 - Citywide Addressing
 - Speed Limits - Special Districts
 - Police Department Update
 - Private Utility Mains
 - City Council Policy Review
 - City Council Ordinance Review
 - Newsletter
 - Reports
- THINK Kirksville 2040
2nd Quarter Performance Report

DATA CENTERS

The City Manager and Executive Director of K-REDI attended the Local Government Data Center Summit, a one-day session sponsored by the Missouri Association of Counties, the Missouri Municipal League, and the Missouri Association of School Administrators, to learn more about data centers. Also in attendance were Adair County Commissioners

Mark Shahan, Bill King, and Gayla McHenry. Links to the videos for each session are included at the end of this section of the Study Session Report.

Our interest in attending was to learn as much as we can. There have been no data center projects come before the City Council. However, based on our electric and water capacity, we expect it to be possible.

Significant notes were taken during this event. Anastasia Tiedemann will present on the sessions and information presented.

There are a few things for the City Council to note and consider.

- Consider whether data centers align with the City's Comprehensive Plan
- Ensure that data center development comes before the legislative body and avoid limiting the legislative authority due to language in the Code that gives the right without input from the legislative body.
- If a data center is allowed, require pre- and post-testing of sound

There are various other issues that would need to be considered. And there are various things from a benefits standpoint that would need to be taken into account.

We asked the County Commissioners to attend the meeting, since there is a greater likelihood that a data center could be built in the County. County officials attended the meeting, and several spoke about their experiences. There were mentions of zoning ordinances, community benefit agreements, and related topics. Warren County passed a data center zoning ordinance. Keep in mind that Warren County also has other regulations on the location of solar farms.

According to the Missouri Municipal League, cities should take a proactive stance and determine what they want to see, and that a complete ban could cause legal issues. Current ordinances in both the City and County would allow data centers. For the City, it is suggested that data centers be allowed in M2 heavy industrial zones and require a special use permit outlining setbacks, buffers, screening, etc. See a copy of the map on the following page that shows the M2 zone. It includes land west of the former railroad right-of-way, Brewington on the north, Route B/Industrial Road on the west, to Potter Avenue on the south. The City's industrial park is M2.

The land across from the industrial park, owned by K-REDI, is zoned M1. There should be discussion between the City and K-REDI about whether K-REDI would want to request a property rezone should the Council restrict data centers to M2.

Finally, there have been discussions among government officials across the state about implementing a moratorium. A moratorium would not negate the existing rules in place that allow data centers. It is strongly encouraged that the City Council and County Commission determine what is in the best interests of our community and take appropriate legal action.

The City of Kirksville has zoning and building codes, while the balance of the county has no county-wide zoning or building regulations. The lack of zoning does give those property owners greater freedom and those counties without zoning function as a property rights county. However, without some form of regulation, a data center could be located in this unincorporated area, just like the wind turbines and solar farms. Residents of both the City and County were present at the City Council meeting opposing data centers. And others stated they did not want zoning or data centers, but the reality is you cannot have both.



[Intro & Session 1 - Local Perspectives](#)

[Session 2 - Understanding Data Center Requirements](#)

[Session 3 - Resource Realities](#)

[Session 4 - Infrastructure, Incentives, Impact](#)

[Session 5 - Legal Infrastructure](#)

Finally, the National Rural Economic Developers Association (NREDA) put together a video on the technical factors for site selectors related to data centers. It is about 60 minutes in length. Here is the [link](#) to that video.

CITYWIDE ADDRESSING

City staff has been updating the City Council periodically on our work in resolving addressing issues throughout the community. As a reminder, our City's addressing system was established on a grid, with the intersection of Franklin and Washington Streets as the point of origin. As reported previously, our approach has been methodical,

focusing on contacting property owners, affected tenants, and external agencies. We are following up to ensure that changes are made.

The following report from Reid Yardley, Code Enforcement Director, provides our annual update on these efforts.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

DATE: July 20, 2026

SUBJECT: City-Wide Addressing Update

CITY DEPARTMENT: Community & Economic Development, Codes & Planning Division

PREPARED BY: Reid Yardley, Code Enforcement Director

City staff has been working for the past five years to correct property addressing issues.

The correct building addresses are critical for emergency services to locate residents during emergencies. Correct addressing is also important for mail and delivery services.

This year, staff have undertaken a large project to create an official list of street names. During regular meetings, staff compared street names and addresses from City lists, subdivision plats, City Ordinances, County records, Google Maps, and the 911 Master Street Address Guide (MSAG) to create consistency across these sources.

Necessary corrections include simple changes such as adding or deleting the word “street”, “lane”, or “drive” on the official name list, changing names in databases from one word to two separate words, or adding or possibly deleting a direction (N, S, E, or W). Some of these changes involve only notifying the owners, the post office, utilities, and/or databases. Other corrections will require an ordinance for an official change of name. These ordinances will be brought before the City Council at a later date.

When discussing possible corrections, staff first considered the impact on citizens on each individual street. Staff consistently recommended changes only when a minority of citizens was affected or when clarification was absolutely necessary.

To date, staff has notified 429 property owners of simple corrections to their addresses. Approximately three owners have contacted staff with clarifying questions. This is vastly more than was accomplished previously (and over 53x more than in 2025).

Staff has also sent notifications creating addresses for 5 (five) new single-family homes and 1 (one) new commercial property thus far this year.

Staff will continue the work to correct addressing issues.

SPEED LIMITS – SPECIAL DISTRICTS

In May, the City Manager brought an issue before the City Council regarding inconsistencies in the City's enforcement of speed limits across the four districts established by the City some years ago. Those districts are outlined in Section 38-615. – District limits include: business district, hospital zone, park district, and school district.

The Police Chief was tasked with leading the review of this matter with the Public Works Director and the Parks and Recreation Director, and with preparing a report that recommends and outlines a plan to address it. Following is the report.

Please note that the staff's only recommendation for the business district zone, not included in the Chief's report, is to revise the definition and remove references to railroads that no longer exist.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

DATE: July 20, 2026

SUBJECT: Speed Zone Recommendations

CITY DEPARTMENT: Police Department

PREPARED BY: Scott Williamson, Police Chief

The current City of Kirksville Code of Ordinances (Sec. 38-615) establishes a 20-mph speed limit in 'business district, school district, park district or hospital zone' but provides no definitions for these terms and relies heavily on a schedule of deviations (Exhibit C) and posted signs. This vagueness creates challenges for consistent enforcement, public understanding, and legal defensibility.

Key Proposed Improvements:

- **Objective Definitions:** Add precise, workable definitions for School, School Zone, Park Zone (Playground Speed Zone), and Hospital Zone, tied to physical realities and state accreditation standards.
- **Park Zone Specificity** (per Council direction): 20 mph applies where playgrounds, play structures, or park attractions lack a qualifying physical barrier (fence, hedge, ditch/culvert, parking lot, 50-yard separation, etc.). Zone begins at a stop sign (if present) or 100 feet from the park exposure area.
- **School Zones:** Limited to K-12 schools recognized or accredited by the Missouri DESE / State Board of Education or equivalent state agency. Supports time-specific or 'children

present' application with proper MUTCD-compliant signage (flashing beacons recommended where feasible).

- **Hospital Zones:** Targeted at high-pedestrian, patient, and EMS activity areas adjacent to licensed hospital facilities (e.g., main entrances, ER access). Recent example: Osteopathy Street segment near Northeast Regional Medical Center.
- **Retained Flexibility:** City Council retains full authority to designate, modify, or remove specific zones via the Traffic and Motor Vehicle Schedule (Exhibit C) or resolutions. Posted speed limits control.
- **Signage & MUTCD Compliance:** All zones require official traffic control devices. Clear start/end points improve driver compliance and officer enforcement.

Expected Outcomes: Enhanced safety for children, park users, hospital patients/visitors/staff; reduced ambiguity in enforcement and adjudication; stronger public trust through transparent, predictable rules; alignment with Missouri law and national best practices for vulnerable road user protection.

BACKGROUND & CURRENT ORDINANCE

Existing Language (Sec. 38-615 – District limits):

"(a) The maximum speed limit of any vehicles in the following districts shall be as indicated: (1) In a business district, school district, park district or hospital zone, 20 miles per hour. (2) The City Council can deviate from these speed limits where traffic patterns/loads, or functional street classification warrant. Such deviations, established by council, will be listed in Exhibit C—Traffic and Motor Vehicle Schedule, on file with the City Clerk and posted accordingly; in which case the posted speed limit shall control. (b) All other districts, 30 miles per hour, unless otherwise posted..."

While functional for many years, the lack of definitions for 'school district,' 'park district,' and 'hospital zone' has led to recurring questions from officers, the public, and potentially in court proceedings. An earlier attempt to add a school definition in a prior chapter was a positive step but was not fully integrated into the current Chapter 38 structure or expanded to parks and hospitals with operational criteria.

Recent actions, such as reducing the speed limit to 20 mph on a section of Osteopathy Street north of Northeast Regional Medical Center to establish a hospital zone, demonstrate the City's commitment to targeted safety measures. Updating the ordinance will codify the principles behind such actions and provide a clear framework going forward.

Why Update Now?

- **Public safety priority:** Children playing near roadways in parks, students walking/biking to school, and vulnerable hospital campus users (patients, elderly visitors, staff) benefit from predictable lower speeds.

- **Enforcement clarity:** Officers need objective criteria to issue citations confidently and defend them. Vague 'district' language invites challenges.
- **Consistency & fairness:** Clear rules mean similar situations are treated similarly across the community.
- **Liability reduction:** Well-documented, signed zones with objective triggers reduce City exposure in tort claims.
- **State alignment:** Tying school zones to officially recognized/accredited institutions match Missouri practices and avoids over-application to unaccredited or non-K-12 facilities.
- **Best practice evolution:** Many Missouri and national jurisdictions have moved to more precise playground/park zone and school zone standards with measurable criteria (barriers, distances, signage placement).

CURRENT VS. PROPOSED: SIDE-BY-SIDE COMPARISON

Aspect	Current Ordinance	Proposed Updates
Definitions	None provided for school district, park district, or hospital zone. Relies on common understanding and posted signs.	New objective definitions added for 'School,' 'School Zone,' 'Park Zone' (or 'Playground Speed Zone'), and 'Hospital Zone.' Criteria are measurable and tied to physical conditions or state accreditation.
Park / Playground Zones	Blanket reference to 'park district' at 20 mph. No guidance on where within a park the limit applies or how far it extends.	20 mph only on segments where playground/play structure/attraction lacks a qualifying physical barrier (fence, hedge row, ditch, culvert, parking lot, ±50 yards separation, or equivalent). Precise start points: at stop sign if present, or 100 feet from the exposure area. Extends through the at-risk frontage + safe transition.
School Zones	'School district' at 20 mph. No tie to accreditation status or operational hours/conditions.	Applies to K-12 schools accredited or recognized by Missouri DESE, State Board of Education, or equivalent state agency. Reduced limit during posted hours, when children are present, or when flashing beacons are active (MUTCD-compliant signage strongly encouraged).

Hospital Zones	'Hospital zone' at 20 mph. No criteria for location or extent.	Targeted designation for areas of high pedestrian/EMS activity adjacent to licensed hospitals (main public entrances, ER access, major crosswalks). Council designates specific segments; must be signed. Example: recent Osteopathy Street hospital zone.
Zone Establishment and Changes	Council deviations listed in Exhibit C Traffic and Motor Vehicle Schedule. Posted signs control.	Council retains full authority via Exhibit C / resolutions. New criteria guide when designation is appropriate. All zones require proper official signage. Posted limit always controls.
Enforcement & Legal Clarity	Functional but subject to interpretation disputes.	Objective triggers and clear boundaries improve officer confidence, citation defensibility, and judicial consistency. Reduces 'he said/she said' on what constitutes a 'park district.'

PROPOSED DEFINITIONS (to be added to Chapter 38, Article I or appropriate section)

Clear definitions are the foundation of enforceable, fair ordinances. The following are drafted for insertion into the Code's definitions section or as a new subsection under speed regulations. Proposed New or Amended Definitions:

School

Any public or private educational institution providing instruction for students in kindergarten through grade twelve (K-12), or any portion thereof, that is physically located within the corporate limits of the City of Kirksville and is accredited, approved, or otherwise officially recognized by the Missouri Department of Elementary and Secondary Education (DESE), the Missouri State Board of Education, or any other authorized state of Missouri accrediting or crediting agency. This definition does not include unaccredited facilities, purely online/virtual programs without a physical campus in the City, or non-K-12 childcare or early childhood centers unless specifically designated by Council.

School Zone

The portion or portions of any roadway abutting, immediately adjacent to, or within a reasonable distance of a School, as designated by the City Council and marked by official traffic control devices (signs, pavement markings, or flashing beacons), within which the speed limit is reduced to twenty (20) miles per hour during the hours, days, or conditions specified on the signs or when children are visibly present and entering or leaving the school grounds. School Zones shall be established and signed in accordance with the

Manual on Uniform Traffic Control Devices (MUTCD) as adopted by the State of Missouri and any applicable Missouri Department of Transportation guidance.

Park Zone or Playground Speed Zone

Any portion of a roadway that runs adjacent to or within close proximity of a City-owned or public park, playground, recreational area, or similar facility, where a playground structure, play equipment, swing set, slide, athletic field, splash pad, or other attraction designed primarily for use by children or the general public is located without a qualifying physical barrier separating the attraction from the roadway. A qualifying physical barrier includes, but is not limited to: a fence, solid hedgerow, ditch, culvert, parking lot or other paved buffer area, or a physical separation of at least fifty (50) yards between the edge of the playground/attraction and the nearest edge of the traveled roadway. The determination of whether a qualifying barrier exists shall be made by the City Engineer or designee, in consultation with the Police Department, based on site inspection.

Hospital Zone

Any portion of a roadway designated by the City Council as a Hospital Zone due to its proximity to a licensed hospital facility operating within the City. Such zones are typically established in areas of high pedestrian activity, patient/visitor access, or emergency medical services (EMS) operations, including but not limited to segments immediately adjacent to main public entrances, emergency department access points, ambulance bays, or major marked crosswalks serving the hospital campus. Hospital Zones shall be signed in accordance with applicable standards, and the posted speed limit shall control.

PARK / PLAYGROUND ZONE – SPECIFIC REGULATIONS

In accordance with City Council direction, the following objective standards are proposed for Park Zones to ensure the 20-mph limit is applied precisely where children and park users are most exposed to traffic, while avoiding unnecessary restrictions where natural or built barriers already provide separation.

Speed Limit. The maximum speed limit in a designated Park Zone shall be twenty (20) miles per hour.

Zone Commencement (Start Point)

The reduced speed zone shall begin at one of the following locations, whichever provides the most appropriate and safe transition for motorists:

1. At the stop sign or other traffic control device that controls the approach to the park or playground area, if such a device is present and positioned to govern the relevant roadway segment; or
2. One hundred (100) feet in advance of the nearest point where the unprotected playground, play structure, or park attraction lacking a qualifying physical barrier is

exposed to the roadway, measured along the roadway from the edge of the attraction or its primary use area.

Zone Termination (End Point)

The Park Zone shall extend through the full length of the roadway frontage or exposure to the unprotected attraction(s), plus such additional distance (typically 50–100 feet) as is necessary to allow motorists a safe and comfortable return to the higher posted speed limit, as determined by engineering judgment and indicated by the placement of the ending speed limit sign. In no case shall the zone extend unnecessarily beyond the area of actual exposure.

Signage Requirements

Each Park Zone shall be marked with official speed limit signs (and, where appropriate, 'PLAYGROUND ZONE' or 'PARK ZONE' plaques or word messages per MUTCD standards). Signs shall be placed at the beginning of the zone and at intervals sufficient to remind motorists. The City Engineer and Police Department shall coordinate on sign placement, size, and any supplemental markings or beacons. Existing signs may be updated or supplemented as needed.

Qualifying Barriers – Examples

Fence - Chain-link, wooden, or ornamental fence of sufficient height and continuity to physically and visually separate the play area from the roadway.

Hedge Row - Dense, maintained shrubbery or hedge providing a continuous visual and physical barrier at least 4–6 feet in height.

Ditch or Culvert - Natural or engineered drainage feature creating a significant grade separation or obstacle between the play area and roadway.

Parking Lot Buffer - Paved parking area or access drive of sufficient width/depth that vehicles and pedestrians are separated from the main roadway by parked cars and circulation space.

Physical Distance - Minimum fifty (50) yards (150 feet) of open space, lawn, or landscaping between the edge of the playground/attraction and the nearest edge of the traveled roadway.

Other Substantial Separation - Any other physical feature or combination of features, as approved by the City Engineer in consultation with the Police Department, that effectively mitigates the risk of a child or park user entering the roadway unexpectedly.

Note: The presence or absence of a qualifying barrier is a factual determination for each site. The ordinance language empowers the City Engineer/PD to make this call on a case-

by-case basis during inventory and when new parks or playgrounds are developed or modified. Council may ratify or adjust designations via the schedule.

SCHOOL ZONES & HOSPITAL ZONES – PROPOSED FRAMEWORK

School Zones

The reduced 20 mph limit in School Zones is intended to protect students during arrival, dismissal, and other times of significant pedestrian activity. To avoid over-application and ensure legitimacy:

- Only schools meeting the 'School' definition (state-recognized/accredited K-12 with physical presence in Kirksville) qualify for automatic consideration.
- The specific streets/segments and the hours or conditions of the reduced limit (e.g., 7:00–9:00 a.m. and 2:00–4:00 p.m. school days, or 'when children are present,' or when flashing yellow beacons are operating) shall be established by Council and posted on the signs.
- MUTCD-compliant school zone signing, including the standard School Zone (S1-1) sign with '20 MPH' or 'SCHOOL SPEED LIMIT 20' and appropriate time/condition plaques or beacons, is required. Flashing beacons are the gold standard for driver compliance and are recommended for higher-volume locations.
- Existing school zones should be reviewed against the new definition to confirm they serve qualifying schools; non-qualifying locations may be addressed via other traffic calming or standard speed limits.

Hospital Zones

Hospital zones address the unique mix of pedestrian vulnerability (patients with mobility limitations, visitors, and staff), emergency vehicle movements, and high-turnover at entrances. The framework is intentionally more flexible than park zones because hospital campuses vary:

- Designation is primarily by Council action, guided by recommendations from the Police Department, City Engineer, and hospital administration.
- Typical criteria include proximity (often within 200–500 feet) to main public entrances, emergency/ambulance access, or high-use crosswalks on the hospital campus.
- The recent establishment of the 20-mph hospital zone on Osteopathy Street (from near the West Scott Street area northward) serves as a model of targeted application.
- Signage should clearly indicate 'HOSPITAL ZONE' or '20 MPH' with any applicable time restrictions if the zone is not 24/7. Both School and Hospital Zones remain subject to the

general rule that the posted speed limit controls, and Council may adjust boundaries or conditions based on traffic studies, crash data, or changing conditions.

DRAFT ORDINANCE LANGUAGE – KEY PROVISIONS

Below is model language for an amending ordinance. It can be refined by the City Attorney to ensure exact Code placement, numbering, and consistency with the existing style. The intent is to replace or substantially amend Sec. 38-615 and add supporting definitions and a new section for Park Zone specifics.

AN ORDINANCE AMENDING CHAPTER 38 OF THE CODE OF ORDINANCES OF THE CITY OF KIRKSVILLE, MISSOURI, BY ADDING AND AMENDING DEFINITIONS AND REVISING SPEED LIMIT PROVISIONS FOR SCHOOL ZONES, PARK ZONES, AND HOSPITAL ZONES.

Section 1. Chapter 38, Article I (or the general definitions section), is hereby amended by adding or amending the following definitions:

[Insert the four definitions for School, School Zone, Park Zone or Playground Speed Zone, and Hospital Zone as set forth in this briefing, with any Attorney edits for Code style.]

Section 2. Section 38-615 (District limits) is hereby repealed in its entirety and reenacted to read as follows:

Sec. 38-615. – Speed limits in designated zones; school zones, park zones, and hospital zones.

(a) General Rule. Except as otherwise provided by state law or this Code, no person shall operate a motor vehicle at a speed in excess of twenty (20) miles per hour within any designated School Zone, Park Zone, or Hospital Zone when such zone is properly marked by official traffic control devices in accordance with this section and the Manual on Uniform Traffic Control Devices (MUTCD).

(b) Park Zones – Specific Standards. A Park Zone shall be established on any roadway segment meeting the definition of Park Zone in this Chapter. The boundaries of each Park Zone shall be determined as follows:

(1) Commencement. The zone shall begin (i) at the location of a stop sign or other traffic control device controlling the approach to the relevant park or playground area, if such device is present; or (ii) one hundred (100) feet in advance of the nearest point of exposure of an unprotected playground, play structure, or park attraction lacking a qualifying physical barrier, measured along the roadway.

(2) Termination. The zone shall extend through the length of the exposure to the unprotected attraction(s) and for such additional distance as is

necessary for a safe speed transition, as determined by the City Engineer and indicated by signage.

(3) Barriers. The existence of a qualifying physical barrier (fence, hedge row, ditch, culvert, parking lot, fifty-yard separation, or other substantial separation) shall be determined by the City Engineer in consultation with the Police Department. Where a qualifying barrier exists, the 20 mph Park Zone limit shall not apply solely by reason of proximity to the park.

(c) School Zones. School Zones shall be established only for Schools as defined in this Chapter. The specific limits, hours of operation, and conditions (e.g., 'when children are present' or beacon activation) shall be as designated by the City Council and posted on official signs. The reduced speed limit shall be in effect only when indicated by sign, beacon, or the presence of children as specified.

(d) Hospital Zones. Hospital Zones may be established by the City Council for roadway segments adjacent to licensed hospital facilities where pedestrian activity, patient vulnerability, or EMS operations warrant a reduced speed. The extent of each zone shall be as designated and posted.

(e) Signage and Designation. All School Zones, Park Zones, and Hospital Zones shall be marked with official traffic control devices meeting MUTCD standards. The City Council may establish, modify, or eliminate specific zones or segments by resolution or through updates to the Traffic and Motor Vehicle Schedule (Exhibit C). In all cases, the posted speed limit shall control.

(f) Penalties. Any person violating this section shall be subject to the penalties provided in Sec. 1-8 of this Code. Additional sections or amendments may address updating Exhibit C, coordination between Engineer and PD, public notification requirements, or conforming changes to other sections.

Fiscal Impact Estimate:

Minimal to moderate. Primary costs are signage fabrication and installation (Many are already existing, but may need to be relocated) and staff time for inventory/outreach. There are several grants annually that may cover the cost of flashing speed limit signs for school zones. These are one-time or low-recurring costs offset by long-term safety benefits, reduced enforcement ambiguity, and potential insurance/liability advantages. No new personnel or major equipment required.

POLICE DEPARTMENT UPDATE

The following is an update from Police Chief Scott Williamson on the Department's Council-approved five-year strategic plan. Please note that in the five-year plan, the Chief proposed adding a Police Patrol Lieutenant. The next position to be considered by the City is this one, and the justification is outlined in the Chief's report.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

DATE: July 20, 2026

SUBJECT: 5-Year Strategic Plan Update and Patrol Lieutenant Proposal

CITY DEPARTMENT: Police Department

PREPARED BY: Scott Williamson, Police Chief

This presentation is to update the Council on Police procedures, limitations, and newer equipment as it relates to the 2023-2028 Strategic Plan adopted by the City Council on August 21, 2023, and detail the proposed Patrol Lieutenant position.

This is only some of the highlights of the progress made since 2023.

Limitations

Missouri Supreme Court Ruling on Bail

In June 2019, the Missouri Supreme Court ruled that arrestees cannot be held in custody or be required to post bail unless one of the following three circumstances applies:

1. The suspect must pose a threat of harm to the victim, witnesses, or the public, or
2. The suspect must have a plan to flee and not appear in court, or
3. The suspect must have a recent history of failing to appear in court.

If we are unable to articulate one of these three circumstances to a judge, we are forced to release the arrestee with a court date.

This ruling is one of the most difficult obstacles Missouri law enforcements faces today. It gives the public the perception that nothing is being done when they see an arrestee back on the streets 20 minutes after an arrest, and it is one of the biggest frustrations for officers.

Search Warrants

To apply for a search warrant, officers must have articulable probable cause and present this information to a judge. If the judge approves the warrant, we can search whatever it lists. The search is limited in scope and scale by the specifics of the warrant; however, if evidence of another crime is discovered during the search, it may be admissible. There are some vehicle-related exemptions that allow a vehicle search without a search warrant.

Kirksville Police Strategic Plan 2023-2028

Goal 1 – Crime Reduction

Goal 2 - Reduce traffic-related injuries and accidents

Goal 3 - Develop, strengthen, and sustain partnerships

Goal 4 - Develop personnel, increase retention rates, expand recruiting, and maintain staffing levels

Goal 5 - Enhance infrastructure to meet current and future community needs

Crime Statistics (Goal 1)

There were year-to-year decreases in violent crime, aggravated assault, robbery, theft, sexual assault, arson, firearms-related crimes, driving while intoxicated and murder from 2024.

These declines coincide with similar trends over the last five years. Since 2021:

- Sexual assault is down 74 percent
- Theft is down 58 percent
- Burglary is down 57 percent
- Motor vehicle theft is down 40 percent
- Firearms crimes are down 37 percent
- Violent crime is down 35 percent
- Domestic violence is down 31 percent
- Aggravated assault is down 22 percent
- Fraud is down 20 percent

These reductions come from the hard work of patrol officers and detectives, as well as from working with local, state, and federal law enforcement partners. Additionally, the vigilance of organized neighborhood watches groups helped locate more wanted fugitives, respond more quickly to potential criminal activity, and deter crime in their respective neighborhoods.

These statistics are publicly available on the Missouri State Highway Patrol's website, Showmecrime.mo.gov.

Equipment (Goal 1, 3, 4, and 5)

Taser 10

Kirksville Officers are issued Taser 10s. This is the newest model of an electronic control device and has greatly expanded our less-lethal options. The prior Taser X26 models were limited to 15-20' with a one-shot capability. If only one probe made contact, the officer was forced to make physical contact to complete the circuit. This greatly increased the chances of injury to the officer and the suspect. The Taser 10 deploys one probe at a time and is equipped with ten rounds. This allows for multiple follow-up deployments if the first attempt fails to complete the circuit. Additionally, the range is increased to about 40' allowing for greater distance between the officer and the suspect, further reducing the potential for injury.

Bounce Imaging – Ball Camera

The "Ball-Cam" is a heavy-duty throwable camera used by the Kirksville Police SWAT to safely view areas where suspects could be. This camera can be pole mounted, thrown into a room, attached to a leash and lowered or pulled into position. It transmits via Bluetooth and through cell networks to give officers a 360-degree view of the room. It is also equipped with a speaker, microphone, and preprogrammed messages in several different languages.

Load-Bearing Vests

Officers switched from concealed vests with all tools secured to their belt, to a load-bearing vest. This shifted much of the load they carry onto their shoulders rather than their hips, reducing injuries to the back and hip joints.

Personnel – (Goal 1, 3, and 4)

K-9

Erno and Handler Office Makenzie Maggart continue to actively pursue narcotic cases and have assisted several partner agencies in their cases.

Training

We continue to add instructors for critical topics and provide a multilayered approach to training. This includes self-paced online courses, active cooperative training with other agencies, local dynamic training, and off-site training in other jurisdictions. In early 2026, KPD hosted a multi-day narcotics training for multiple agencies in the NEMO region.

Recruiting

As of this writing, we are short one officer and have one officer set to retire by the end of 2026. There has been a recent growth in applications, and we hope to have all positions filled with certified officers by the end of 2026.

Proposed Patrol Lieutenant Position (Goal 1 and 4)

August 21, 2023, the City Council adopted the Five-Year Strategic Plan for the Kirksville Police Department to “guide both the department and Council on future budgetary decisions”. This plan included several staffing recommendations and plans based on department need.

One of these recommendations is a Patrol Lieutenant. Under our current system, the Sergeants report directly to the Deputy Chief. This management of minor day-to-day operations takes time away from larger-scale tasks and responsibilities that fall to the Deputy Chief. Additionally, there is no structure in place to ensure succession planning and training for advancement to senior leadership. As we approach the retirement of all of the Police Department's upper management, this becomes a major concern.

The recommended Patrol Lieutenant will manage day-to-day patrol operations, including scheduling, reporting, training, and accountability. The Patrol Lieutenant will also supervise the K-9 Officer. This places the K9 Officer under the patrol umbrella, enabling better communication and coordination.

The Patrol Lieutenant will coordinate SWAT/SRT deployments and serve as the on-scene tactical commander for major incidents. The patrol lieutenant will report directly to the Deputy Chief.

This recommendation is based on nationwide best practices and is affirmed by the Commission on Accreditation for Law Enforcement Agencies (CALEA), the Police

Executive Research Forum (PERF), the Department of Justice, and FBI training. It addresses “span of control” and “unity of command” issues by adding a layer of accountability for each successive rank.

As an exempt position, the proposed Patrol Lieutenant would be subject to regular call-out and consultation calls from on-duty Sergeants/Corporals, without adding to the overtime budget. As a direct approving authority for coordinating staffing shifts, vacations, and patrol needs for special events, they would ensure resources are focused and efficient.

Fiscal impact will be in two areas, first the increase in staffing. Adding a mid-level supervisor in the Police Lieutenant classification will increase wages and benefits by approximately \$108,000 to \$133,000, depending on the step the new lieutenant enters at and the level of insurance they select. These totals include salary, social security, Medicare, LAGERS contributions, life insurance, workers' compensation, and health insurance. Additional equipment and uniform costs are approximately \$4,000 for the first year and \$500 per year after that. As an exempt employee, there would be no overtime costs associated with the position. Additionally, there will be a downstream cost of approximately \$6,500 to train and equip a new officer to fill the vacated position.

The second impact will be in the form of a vehicle. This vehicle will be dual-purpose: the primary function is for the Patrol Lieutenant to respond as needed while on duty, and the secondary purpose is towing the boat for Marine Patrol, recovering oversized evidence, and removing large animal carcasses. This dual-purpose approach repurposes an existing fleet vehicle for another use without expanding the fleet. This would place the vehicle in a longer rotation cycle of 6-10 years depending on condition.

If approved, the promotions for Lieutenant, the vacated Sergeant position, and 2 vacated Corporal positions (one from retirement) would all be filled in October 2026.

RESOLUTION NO. R2023-08-35

A RESOLUTION OF THE CITY OF KIRKSVILLE, MISSOURI ADOPTING THE KIRKSVILLE POLICE DEPARTMENT'S STRATEGIC PLAN FOR 2023-2028 WITH IMPLEMENTATION CONTINGENT UPON FUNDING.

WHEREAS, the citizens of Kirksville and the City Council have shown support for the Kirksville Police Department (KPD); and

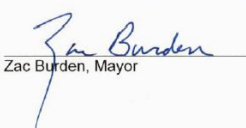
WHEREAS, to facilitate and guide decisions and planning regarding the KPD, Chief Scott Williamson was tasked with developing a five-year strategic plan to communicate both internally and externally the goals of the KPD; and

WHEREAS, the adoption of this strategic plan will guide both the department and Council on future budgetary decisions.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Kirksville, Missouri that the Kirksville Police Department Strategic Plan for 2023-2028 is hereby adopted; and

NOW THEREFORE BE IT FURTHER RESOLVED by the City Council of the City of Kirksville, Missouri that the City will consult this Strategic Plan in its decision-making process.

PASSED AND ADOPTED BY THE CITY COUNCIL AND SIGNED BY THE MAYOR ON THIS 21ST DAY OF AUGUST 2023.


Zac Burden, Mayor

ATTEST:


Wanda J. Cagle, City Clerk

JOB DESCRIPTION

Police Patrol Lieutenant

Department: Police

Division: Police Protection

Location: Police Station

Effective Date: October 1, 2026

Range: 113

Status: Exempt

Physical Class: C

Last Revision: October 2026

General Purpose

Performs a variety of routine and complex administrative responsibilities in direct support of the Police Patrol operations.

Essential Job Functions

Manages and supervises assigned operations to achieve goals within available resources; plans and organizes workloads and staff assignments; trains, motivates and evaluates assigned staff; review progress and directs changes as needed.

Direct supervisor to patrol sergeants and K9 Handler. Responsible for scheduling, periodic training, inspection, and counseling all patrol elements. Schedules patrol vehicle availability, conducts vehicle equipment inventories, and coordinates patrol vehicle repairs with Central Garage.

Schedules and coordinates special enforcement projects with patrol staff.

Coordinates SWAT/SRT deployments and acts as on scene commander.

Responds to major events as needed.

Performs or assists subordinates in performing duties; adjusts errors and complaints; maintains harmony between workers and resolves grievances. Issues written and oral instructions; assigns duties and examines work for exactness, neatness, and conformance to policies and procedures. Evaluates work performance of subordinates and prepares performance evaluations.

Provides leadership and direction in the development of short- and long-range plans; gathers, interprets, and prepares data for studies, reports and recommendations; coordinates department activities with other departments and agencies as needed.

Uses independent judgment and authority reviewing written police reports (*including those submitted by other sergeants and command staff*) for procedural compliance, quality control and legal/regulatory compliance.

Investigates minor complaints against law enforcement employees in the Patrol section. Compiles data, evidence, and other related documents for more severe allegations and refers to

Police Lieutenant

the Administrative Lieutenant/Internal Affairs for investigation

Acts in the capacity of a public relations specialist at community meetings, school presentations, events and governmental agencies and as liaison between the police and other groups in the community.

Responds to phone calls, written correspondence, and walk-ins of community inquiries.

Conducts periodic inspections and audits of vehicles, equipment, and technological systems (RMS, Body Worn Cameras, etc....)

Peripheral Duties

Reviews payroll processing and oversee maintenance of attendance records for patrol staff.

Responsible for safety and accident investigation, responsible for identifying corrective safety action.

Physical Demands

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee is constantly required to talk, hear, and see. The employee is frequently required to sit, stand, walk and smell. The employee is occasionally required to run, bend, stoop, squat, crouch, crawl, climb, reach above shoulder height, kneel and balance; handle, or feel objects, tools, or controls; reach with hands and arms.

The employee must frequently lift and/or carry up to 25 pounds, and occasionally lift and/or move more than 100 pounds.

Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and the ability to focus.

Supervision Exercised

Exercises general supervision of patrol staff and K9 Handler.

Supervision Received

Under general guidance and direction of the Deputy Police Chief.

Knowledge and Ability

Knowledge of the basic principles and techniques of supervision; of news media operation and their proper utilization for dissemination of information; and of the principles of legal procedures

Police Lieutenant

and processes; of applicable laws, ordinances and of departmental rules and regulations. Knowledge of City geography.

Ability to train and supervise personnel, ability to perform work requiring good physical condition, ability to communicate effectively orally and in writing; ability to establish and maintain effective working relationships with the public; ability to exercise sound judgment in evaluating situations and in making decisions; ability to follow and give verbal and written instructions; ability to organize and plan work effectively; ability to work closely with others as a cooperative team, and display team leadership; ability to plan, assign and direct the work of others; ability to recognize safety hazards and provide corrective action; ability to work under varying climatic conditions; ability to work independently.

Special Requirements

Possession of a valid Missouri Motor vehicle operator's license without a record of recent suspension or revocation in any state. Personal motor vehicle liability insurance. Must possess State of Missouri Police Officer Certification. Failure to maintain required license or certification is cause for suspension or termination.

Employees with felony convictions and disqualifying criminal histories within the past seven years are not qualified. Must be of good moral character and temperate and industrious in work habits. Must maintain confidentiality of medical information obtained during emergency response and from personnel. Must be able to meet and maintain departmental physical standards and annually pass the physical agility test.

Subject to emergency call-out and shift schedule changes. Required to carry a cell phone for emergency call-outs. No Felony Convictions. Must reside in Adair County.

Tools and Equipment Used

Police car, police radio, radar gun, handgun and other weapons as required, intermediate defense weapons, handcuffs, a Breathalyzer, pager, first aid equipment, personal computers, a phone, calculators, fax machines, copy machine.

Work Environment

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee occasionally works in outside weather conditions, in unprotected heights, around moving machinery. The employee occasionally encounters unsanitary conditions, exposure to blood borne pathogens and other infectious diseases, and exposure to physical and biological hazards.

Minimum Qualifications

High school diploma or equivalent (graduation from an accredited college or university with a

Police Lieutenant

Bachelor's degree in related field preferred); completion of a State Basic Training Academy or equivalent academies; and minimum three years' experience with the Kirksville Police Department or five years experience with another law enforcement agency of which the last three years were in a supervisory capacity or an equivalent combination of education and experience.

PRIVATE UTILITY MAINS

The City Council has discussed the existence of private utility mains over the years. It has periodically been able to work with property owners to resolve.

The process for the City to assume private infrastructure is generally through the dedication of that infrastructure or the public acceptance. Most of the time, this occurs through the subdivision process, whereby the developer or owner is expected to install the infrastructure to City standards, and the City Council then accepts it once in place. In other cases, if the infrastructure is privately owned, property owners would need to file a formal petition. Certain information would be needed, and an assessment of the infrastructure's condition would be conducted. Before the City takes over the infrastructure, it must meet current municipal standards. Under Missouri law, municipal funds can generally be spent only on public purposes, meaning cities cannot finance private infrastructure to bail out a private development unless it serves the broader public interest.

Over the years, the City has worked with property owners in navigating this process. Some of these efforts resulted in the City assuming responsibility for the infrastructure and in other cases, no. The most significant reason is bringing the infrastructure up to code, or an assumption that the City should incur all costs.

The issue of private utilities was raised again in an email received by a local realtor. In the City Manager's response, she noted that the issue would be discussed with the City Council at the July 20, 2026 Study Session.

Following is a report from Public Works Director Adam Dorrell on the subject.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

DATE: July 20, 2026

SUBJECT: Private Utility Mains

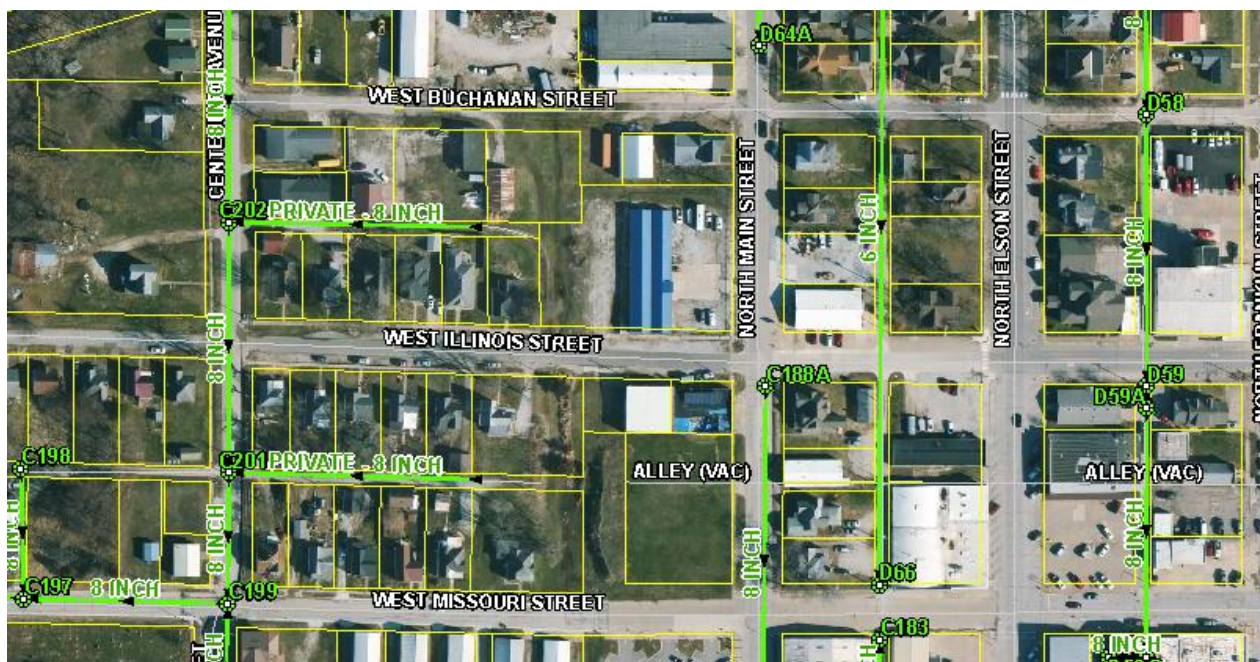
CITY DEPARTMENT: Director of Public Works

PREPARED BY: Adam Dorrell, Director of Public Works/City Engineer

Private Water and Sewer mains are present throughout the City in a variety of ways. Most of the large commercial developments have private water and sewer mains to serve their businesses. For example, Kirksville Commons (aka Hobby Lobby and Marshalls stores) has private water and sewer mains. These are less of an issue for the city as there is typically an owner of the development or group of owners that are aware of and responsible for the maintenance of these facilities. Private mains in residential areas however, are a larger issue for the City and citizens.

Private water mains are found less frequently when compared to sewer mains. There are just a few locations where private water mains serving residential customers exist. Typically, they are multiple service lines connected to a single water tap. Staff has started making plans to correct some of these deficiencies. Owners will be required to make their own connections to this main once it is installed.

Private sewer mains and under sewered properties are found much more frequently. Several factors contribute to this. On April 29, 1907, the City Council passed Bill No. 688 establishing a sewer system composed of public, district, and private sewers. Sewer Districts were the primary mechanism for constructing sewer systems in residential neighborhoods. There were at least 150 separate districts formed well into the 1970's. The construction of these sewer systems was managed by the City then the property owners all paid an apportioned amount based on their property. In reading old council minutes sometimes the property owners in these districts would approach the City to take over ownership of the sewer system. In many cases though I can find no record of this happening. A lot of these systems were constructed within City Right-of-Way either streets or alleys. Some were not and were placed on private property.



Under sewered properties fall into a couple of categories. Over the years there have been numerous situations identified where multiple homes are connected to a neighbor's sewer lateral instead of a main. This was likely done with a handshake deal between neighbors forgoing an easement or agreement, but after a few generations of homeowners the details get lost and are only found out when a backup occurs and the current owner is surprised to find out that they have a much bigger problem than they realized. There is also private sewer lines installed on private property that connect to the City system that may have worked when installed but they are too flat to get proper flows and over time multiple homes were connected further increasing the problem.

Again, the initial builder may have known, but as we get further removed the current owners are likely not aware that they are not directly connected to the City's system.



Identifying all of the private mains on private property is a large task. It usually involves searching the City's records to see if there is an easement for the main. Work has begun in mapping all of the City's easements but it is a time-consuming process. Our online document database has 525 sewer easements dating back to 1895. Very few have a map in the description and deciphering them involves plotting out by hand the description which is typically a bearing and distance type description.

" A part of the Northwest Quarter of the Southwest Quarter of Section four, Township Sixty-two, Range Fifteen. Commencing at a point on the West line of the Right-of-way of the St. Louis-Kansas City and Northern Railway where the said West line joins the North line of the Right-of-way of the Quincy-Missouri Pacific Railroad thence North following the West line of Right-of-way of said St. Louis-Kansas City and Northern Railway 174 feet thence west on line parallel with Right-of-way of Quincy, Omaha and Kansas City Railroad 250 feet thence south parallel with Right-of-way of St. Louis-Kansas City and Northern Railway 174 feet thence East on North line of Right-of-way of Quincy, Missouri and Pacific Railroad 250 feet to place of beginning"

I have started working to utilize AI solutions to plot these easements and speed up the process, but it is still a work in progress. Once these easements are all plotted, we will be able to identify all private mains within the City that we have no access rights or way to maintain.

To move forward and begin to address the deficiencies described, I am recommending that the City accept ownership of all sewer mains that are within the City's ROW regardless of their current status or lack of a request for the City to add them to our inventory. This will be the mains only, sewer laterals that are in the ROW will remain private. This will address many of the problems especially as home builders are developing infill lots. It will remove any of the ambiguity and requirements to bring a sewer in the ROW up to current standards before the City issues a building permit. Condition would be assessed over time and maintenance will be incorporated into our regular annual program of cleaning and jetting and inspection. If necessary, these mains can be rehabilitated as part of our sewer and manhole lining program and point repairs can be made as part of our regular maintenance.

Under sewered properties will require a different approach often determined on a case-by-case basis. Multiple service lines connected through a single service tap will likely need to be worked out between the property owners and new service taps made. There may be cases where this requires extending a sewer main or the installation of a residential grinder pump. In cases where there is a private main serving residences the City has no easements or access to work on or repair these mains. Depending on the design of the main they may meet the need even if repaired. Fixing these issues will require more work for affected owners to organize and work with engineers and city staff to come up with a solution. New mains may need to be constructed and easements prepared if they want the City to take over ownership. Costs could be borne by the owners or cost sharing could be worked out if in the City's interest to proceed.

If Council is agreeable to these recommendations, I can begin working on an ordinance to accept all sanitary sewer mains within existing ROW and work on guidelines for working through issues with private sewers.

CITY COUNCIL POLICY REVIEW

Attached are four City Council Policies with proposed revisions.

[Council Policy #7](#) – Electronic Records – proposed changes are grammatical.

[Council Policy #8](#) – Boards & Commissions – proposed changes clarify for future individuals the requirement that one must complete an application if they have served two full terms and wish to be considered.

[Council Policy #9](#) – Public Information – the majority of the changes reflect that the City no longer has a public access television channel provided by Sparklight, formerly CableOne.

[Council Policy #31](#) – Purchasing – two changes are proposed. The first relates to the MREIC revolving loan fund, and the second is related to construction projects to allow the Public Works Director the ability to issue Work Change Directives for construction projects so long as these Directives are within budgetary limits and culminate in the completion of a Change Order presented either to the City Manager or City Council for approval depending upon the amount of the Directive.

CITY COUNCIL ORDINANCE REVIEW

There are a couple of ordinance changes that are being presented for consideration. The first concerns the Administrative Warrant process; the second outlines the specific process for addressing chronic nuisance properties; and the third concerns the authority of certain personnel to execute contracts.

The City Council reviewed proposed changes to Article XIV.- Administrative Warrants, with the biggest change focused on the notice process. This Ordinance, with the revisions, was presented to the Associate Circuit Court Judge for Adair County, Kristi Swaim. After her review, additional edits are necessary. One of the things the Judge asked that we do is review the City of Columbia Ordinance. Our ordinance is very similar to Columbia's.

One of the things that Columbia has also included in their ordinances is an optional process for [abating chronic nuisance properties](#). We ask that the City Council review the proposed ordinance changes and consider adding an administrative process for abating chronic nuisance properties. A good example of this would be the old railroad depot on Elson St. The owner has been to court numerous times, fines have been paid, but no clean-up has been made. In fact, the owner has brought in more items and placed them on the property.

Sec. 2-375. - Issuance.

(a) The associate circuit judge having original and exclusive jurisdiction to determine violations against the city's ordinances, or another judge of the **Adair County Circuit Court** if the associate circuit judge is unavailable, may issue an administrative warrant when the property or place to be searched or inspected or the thing to be seized is located within the city at the time of the making of the application and when the owner or occupant

of the property or place to be inspected or the thing to be seized has refused to allow same after an official request by the city.(b)Any such warrant shall be directed to the police chief or any other city police officer and shall be executed by the police chief or officer within the city limits and not elsewhere.Sec. 2-377. - Hearing; issuance of warrant.

(b) In doing so, the associate circuit judge shall determine whether the action to be taken by the city is reasonable in light of the facts stated. The associate circuit judge shall consider the goals of the ordinance or Code section sought to be enforced and such other factors as may be appropriate, including, but not limited to, the physical condition of the specified property, the age, and nature of the property, the condition of the area in which the property is located, the known violation of any relevant city ordinance or Code section and the passage of time since the property's last inspection. The standard for issuing a warrant need not be limited to actual knowledge of an existing violation of a city ordinance or Code section.

Sec. 2-378. - Contents of warrant.

A warrant issued pursuant to this division shall:

- (1) Be in writing and in the name of the owner or occupant of the place to be inspected;
- (2) Be directed to any police officer in the city;
- (3) State the time and date the warrant was issued;
- (4) Identify the property or place to be inspected or entered upon in sufficient detail and particularity that the officer executing the warrant can readily ascertain it;

(5) Identify the purpose of the inspection and any limitations placed upon the inspection by the issuing judge

(6) Command that the described property or places be inspected, searched or entered upon, and that any evidence of any city ordinance violations found therein or thereon, or any abatement performed therein or thereon, any property to be seized pursuant thereto, or a description of such property seized, pursuant to an abatement, be returned, within ten days after filing of the application, to the associate circuit judge who issued the warrant, to be dealt with according to law.

Sec. 2-379~~6~~. - Execution; expiration.

(a) A warrant issued under this article shall be executed only by a city police officer; provided, however, that one or more designated city officials may accompany the officer. The warrant shall be executed by conducting the inspection, entry, search or seizure as commanded and shall be executed as soon as practicable **during reasonable hours, unless otherwise authorized by the issuing judge**, and in a reasonable manner. The

officer shall give the owner or occupant of the property inspected, searched or entered upon a copy of the warrant.

Sec. 2-380. - Return.

After execution of the warrant, the warrant, with a return thereon signed by the officer making the inspection, shall be delivered to the associate division of the **Adair County Ceircuit Ceourt**. The return shall show the date and manner of execution and the name of the possessor and of the owner, when not the same person, if known, of the property or places inspected, searched or seized. The return shall be accompanied by any photographs, copies, ~~or~~ recordings made, **or other evidence obtained** and by any property seized, along with a copy of the itemized receipt of such property required by this article; provided, however, that seized property may be disposed of as provided herein, and in such a case, a description of the property seized shall accompany the return. The court clerk, upon request, shall deliver a copy of the return, to the possessor and the owner, when not the same person, of the property inspected, searched or seized.

Sec. 2-381~~78~~. - Invalid warrants.

A warrant shall be deemed invalid if it:

- (1) Was not issued by ~~athe associate circuit judge,~~ **or another judge of the Adair Ceounty Ceircuit Ceourt**;
- (2) Was issued without a written application having been filed and verified;
- (3) Was issued without sufficient probable cause in light of the goals of the ordinance to be enforced and such other factors as provided in this article;
- (4) Was ~~not~~ issued with respect to property or places not within the city;

Contract Authorization Ordinance

A final ordinance change should authorize the City Manager to execute contracts on behalf of the City. This is inferred by Missouri law in RSMo Chapter 78. In addition, it is proposed that the City Council allow department heads to execute contracts for items within their current purchase authority.

The reason for this request is largely due to efficiency. For example, the Tourism Director has various marketing contracts ranging from several hundred dollars to less than \$5,000, but each one must come to the City Manager, delaying the ability to finalize and move forward with the service. There are various examples of this that cause delays, and since the department heads already have authority to spend up to \$5,000, it makes sense. The only way this can be done is for the City Council to actually take action to authorize them. Missouri law states that contracts must be in writing and authorized by law. Contracts executed by unauthorized personnel are void.

NEWSLETTER REVIEW