

Traffic Count Data

Speed Data

Note: Volumes highlighted in pink on the traffic volume data sheet represent the peak hour or the four highest fifteen minute periods during the AM and PM time periods.

Parkville TMP
 P101090290
 Route 9 North of 1st Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000003749
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-12 Tue		NB		SB		Combined		26-Sep-Wed		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	69	*	66	*	135	5	100	4	63	9	163				
12:15	*	84	*	89	*	173	6	74	3	73	9	147				
12:30	*	80	*	60	*	140	5	79	1	59	6	138				
12:45	*	88	*	73	*	161	8	87	3	83	11	170				
01:00	*	80	*	78	*	158	5	90	3	90	8	180				
01:15	*	69	*	61	*	130	6	96	4	82	10	178				
01:30	*	89	*	73	*	162	5	72	2	73	7	145				
01:45	*	77	*	64	*	141	3	66	2	59	5	125				
02:00	*	87	*	85	*	172	3	119	2	91	5	210				
02:15	*	103	*	84	*	187	2	108	1	68	3	176				
02:30	*	103	*	67	*	170	1	108	3	68	4	176				
02:45	*	162	*	58	*	220	5	123	0	70	5	193				
03:00	*	122	*	75	*	197	2	94	2	63	4	157				
03:15	*	90	*	76	*	166	3	122	2	77	5	199				
03:30	*	98	*	64	*	162	0	107	3	73	3	180				
03:45	*	107	*	70	*	177	8	112	1	70	9	182				
04:00	*	148	*	80	*	228	4	128	1	79	5	207				
04:15	*	143	*	63	*	206	2	120	1	72	3	192				
04:30	*	165	*	67	*	232	2	172	5	55	7	227				
04:45	*	177	*	66	*	243	1	150	6	65	7	215				
05:00	*	197	*	63	*	260	6	145	16	63	22	208				
05:15	*	164	*	68	*	232	9	145	21	76	30	221				
05:30	*	164	*	64	*	228	15	146	31	68	46	214				
05:45	*	132	*	57	*	189	15	145	32	59	47	204				
06:00	*	115	*	65	*	180	13	141	38	58	51	199				
06:15	*	107	*	63	*	170	26	93	69	52	95	145				
06:30	*	78	*	62	*	140	30	74	83	43	113	117				
06:45	*	73	*	48	*	121	46	73	112	61	158	134				
07:00	*	76	*	57	*	133	31	88	121	45	152	133				
07:15	*	73	*	39	*	112	65	80	117	38	182	118				
07:30	*	73	*	36	*	109	50	81	121	27	171	108				
07:45	*	60	*	35	*	95	67	63	103	36	170	99				
08:00	*	58	*	27	*	85	53	59	117	28	170	87				
08:15	*	47	*	25	*	72	56	45	104	21	160	66				
08:30	*	43	*	23	*	66	62	36	95	28	157	64				
08:45	*	29	*	32	*	61	98	56	78	25	176	81				
09:00	*	44	*	13	*	57	65	47	71	27	136	74				
09:15	*	32	*	37	*	69	47	41	63	16	110	57				
09:30	*	28	*	38	*	66	51	15	71	15	122	30				
09:45	*	30	*	25	*	55	85	21	67	17	152	38				
10:00	*	26	*	12	*	38	65	26	65	13	130	39				
10:15	*	20	*	13	*	33	54	20	43	15	97	35				
10:30		58	17	32	8	90	25	70	19	52	8	122	27			
10:45		68	18	65	13	133	31	80	23	62	2	142	25			
11:00		63	11	41	7	104	18	81	14	90	9	171	23			
11:15		93	10	70	2	163	12	69	19	71	5	140	24			
11:30		104	8	62	6	166	14	95	18	72	7	167	25			
11:45		67	6	63	3	130	9	105	6	67	5	172	11			
Total		453	3880	333	2360	786	6240	1585	3866	2101	2300	3686	6166			
Day Total		4333		2693		7026		5451		4401		9852				
% Total		6.4%	55.2%	4.7%	33.6%			16.1%	39.2%	21.3%	23.3%					
Peak		10:45	04:30	10:45	01:30	10:45	04:30	11:00	04:30	06:45	00:45	07:15	04:30			
Vol.		328	703	238	306	566	967	350	612	471	328	693	871			
P.H.F.		0.788	0.892	0.850	0.900	0.852	0.930	0.833	0.890	0.973	0.911	0.952	0.959			

Parkville TMP
 P101090290
 Route 9 North of 1st Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000003749
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Sep-12 Thu		NB		SB		Combined		28-Sep-Fri		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	11	85	5	56	16	141	7	87	6	85	13	172				
12:15	13	66	3	79	16	145	10	75	3	88	13	163				
12:30	12	95	6	66	18	161	9	94	2	78	11	172				
12:45	3	79	3	77	6	156	10	86	5	74	15	160				
01:00	8	91	0	74	8	165	10	96	1	75	11	171				
01:15	5	81	4	66	9	147	8	82	2	85	10	167				
01:30	6	77	1	70	7	147	7	76	3	59	10	135				
01:45	3	74	0	67	3	141	3	96	2	67	5	163				
02:00	1	78	5	102	6	180	11	81	5	76	16	157				
02:15	5	90	2	69	7	159	6	95	3	63	9	158				
02:30	5	106	0	65	5	171	6	118	2	62	8	180				
02:45	2	165	0	69	2	234	11	155	2	55	13	210				
03:00	4	117	3	51	7	168	5	97	2	68	7	165				
03:15	3	104	0	59	3	163	6	132	1	64	7	196				
03:30	2	120	4	95	6	215	2	113	3	74	5	187				
03:45	3	118	4	71	7	189	3	117	1	65	4	182				
04:00	3	114	1	73	4	187	3	136	2	75	5	211				
04:15	3	148	0	59	3	207	3	122	6	83	9	205				
04:30	3	165	2	95	5	260	7	157	1	82	8	239				
04:45	5	178	6	69	11	247	9	163	8	63	17	226				
05:00	5	152	10	82	15	234	12	161	12	60	24	221				
05:15	14	153	17	64	31	217	10	139	17	64	27	203				
05:30	12	131	35	79	47	210	11	129	20	68	31	197				
05:45	16	163	38	62	54	225	8	104	27	61	35	165				
06:00	14	105	35	67	49	172	32	83	44	73	76	156				
06:15	22	88	78	74	100	162	21	88	63	75	84	163				
06:30	32	87	83	53	115	140	31	101	68	74	99	175				
06:45	34	85	133	41	167	126	31	71	103	61	134	132				
07:00	44	75	113	53	157	128	41	66	115	56	156	122				
07:15	61	71	103	44	164	115	70	61	105	55	175	116				
07:30	47	75	117	37	164	112	39	62	131	47	170	109				
07:45	37	70	117	31	154	101	50	58	113	40	163	98				
08:00	54	64	106	35	160	99	59	42	99	35	158	77				
08:15	65	66	98	37	163	103	58	47	90	41	148	88				
08:30	64	56	99	29	163	85	55	30	100	27	155	57				
08:45	69	47	81	14	150	61	71	41	98	25	169	66				
09:00	60	35	70	18	130	53	53	46	91	20	144	66				
09:15	48	45	59	21	107	66	83	40	59	32	142	72				
09:30	63	43	65	19	128	62	71	36	69	27	140	63				
09:45	75	30	71	22	146	52	73	45	68	19	141	64				
10:00	79	17	80	21	159	38	71	35	65	18	136	53				
10:15	60	19	64	15	124	34	73	34	62	23	135	57				
10:30	72	27	54	9	126	36	79	34	74	16	153	50				
10:45	79	18	62	9	141	27	101	45	89	7	190	52				
11:00	74	13	63	10	137	23	89	25	77	19	166	44				
11:15	100	10	82	6	182	16	87	21	54	16	141	37				
11:30	102	9	62	7	164	16	90	19	66	9	156	28				
11:45	81	15	68	8	149	23	84	10	71	11	155	21				
Total	1583	3920	2112	2399	3695	6319	1689	3851	2110	2520	3799	6371				
Day Total	5503		4511		10014		5540		4630		10170					
% Total	15.8%	39.1%	21.1%	24.0%			16.6%	37.9%	20.7%	24.8%						
Peak	11:00	04:30	06:45	04:30	06:45	04:30	10:45	04:30	07:00	12:00	07:15	04:15				
Vol.	357	648	466	310	652	958	367	620	464	325	666	891				
P.H.F.	0.875	0.910	0.876	0.760	0.976	0.921	0.908	0.951	0.885	0.923	0.951	0.932				

Parkville TMP
 P101090290
 Route 9 North of 1st Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000003749
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	29-Sep-12 Sat	NB		SB		Combined		30-Sep-Sun	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		21	85	10	54	31	139		10	55	6	43	16	98
12:15		13	73	6	95	19	168		12	55	7	61	19	116
12:30		13	91	3	74	16	165		14	52	2	41	16	93
12:45		8	74	7	75	15	149		10	51	10	53	20	104
01:00		6	83	2	61	8	144		10	40	8	52	18	92
01:15		4	88	3	78	7	166		13	43	7	51	20	94
01:30		5	78	4	51	9	129		7	46	5	46	12	92
01:45		6	74	9	64	15	138		4	51	2	58	6	109
02:00		5	81	5	61	10	142		11	54	2	39	13	93
02:15		7	65	3	68	10	133		4	56	1	49	5	105
02:30		3	56	3	63	6	119		2	43	5	44	7	87
02:45		9	81	1	75	10	156		7	41	1	47	8	88
03:00		5	83	0	72	5	155		8	52	4	41	12	93
03:15		6	75	1	81	7	156		7	73	4	44	11	117
03:30		3	66	2	58	5	124		8	68	3	56	11	124
03:45		5	89	3	57	8	146		2	51	1	42	3	93
04:00		1	78	2	39	3	117		4	64	0	41	4	105
04:15		2	93	2	72	4	165		4	63	0	42	4	105
04:30		5	62	1	60	6	122		4	56	3	55	7	111
04:45		4	61	3	56	7	117		3	62	2	54	5	116
05:00		4	71	4	76	8	147		2	45	3	60	5	105
05:15		2	62	4	62	6	124		1	47	2	33	3	80
05:30		3	60	11	49	14	109		1	66	1	39	2	105
05:45		6	57	26	50	32	107		0	53	3	38	3	91
06:00		20	59	16	54	36	113		3	52	5	41	8	93
06:15		8	54	14	46	22	100		5	63	7	30	12	93
06:30		10	65	22	58	32	123		5	52	9	37	14	89
06:45		12	48	25	59	37	107		7	50	6	27	13	77
07:00		18	54	32	58	50	112		10	59	5	35	15	94
07:15		25	44	31	47	56	91		8	57	18	30	26	87
07:30		26	38	26	32	52	70		12	35	10	30	22	65
07:45		48	44	45	46	93	90		16	23	16	21	32	44
08:00		26	29	44	30	70	59		16	34	12	15	28	49
08:15		47	49	49	24	96	73		30	22	31	29	61	51
08:30		72	41	64	24	136	65		17	25	27	15	44	40
08:45		77	20	74	29	151	49		25	21	21	22	46	43
09:00		65	39	89	24	154	63		22	20	37	30	59	50
09:15		70	25	63	16	133	41		29	16	40	17	69	33
09:30		71	27	81	14	152	41		29	12	47	18	76	30
09:45		72	29	62	13	134	42		42	17	48	13	90	30
10:00		74	38	75	12	149	50		30	16	39	8	69	24
10:15		72	32	74	13	146	45		34	18	37	11	71	29
10:30		89	29	82	13	171	42		37	9	47	5	84	14
10:45		87	32	70	14	157	46		47	14	42	6	89	20
11:00		80	21	78	12	158	33		38	14	49	7	87	21
11:15		82	31	77	11	159	42		47	6	43	4	90	10
11:30		77	23	85	10	162	33		41	11	61	6	102	17
11:45		81	16	68	9	149	25		47	9	51	4	98	13
Total		1455	2673	1461	2219	2916	4892		745	1942	790	1590	1535	3532
Day Total		4128		3680		7808			2687		2380		5067	
% Total		18.6%	34.2%	18.7%	28.4%				14.7%	38.3%	15.6%	31.4%		
Peak		10:30	00:30	10:45	00:15	10:30	00:15		10:45	03:15	11:00	04:15	11:00	03:15
Vol.		338	336	310	305	645	626		173	256	204	211	377	439
P.H.F.		0.949	0.923	0.871	0.803	0.943	0.932		0.920	0.877	0.836	0.879	0.924	0.885

Parkville TMP
 P101090290
 Route 9 East of East Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000005715
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-12 Tue		EB		WB		Combined		26-Sep-Wed		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	84	*	91	*	175			4	77	13	139	17	216		
12:15	*	115	*	94	*	209			4	84	12	75	16	159		
12:30	*	69	*	107	*	176			3	80	12	81	15	161		
12:45	*	89	*	97	*	186			3	84	11	88	14	172		
01:00	*	102	*	105	*	207			3	96	9	106	12	202		
01:15	*	84	*	89	*	173			3	98	9	122	12	220		
01:30	*	88	*	109	*	197			3	84	7	96	10	180		
01:45	*	82	*	100	*	182			2	96	6	65	8	161		
02:00	*	91	*	88	*	179			2	96	6	203	8	299		
02:15	*	101	*	125	*	226			1	78	4	137	5	215		
02:30	*	92	*	155	*	247			3	88	2	149	5	237		
02:45	*	78	*	231	*	309			2	87	9	147	11	234		
03:00	*	84	*	143	*	227			7	82	2	126	9	208		
03:15	*	94	*	137	*	231			3	100	8	151	11	251		
03:30	*	89	*	131	*	220			3	83	3	149	6	232		
03:45	*	87	*	145	*	232			7	87	10	143	17	230		
04:00	*	104	*	187	*	291			6	93	5	155	11	248		
04:15	*	94	*	202	*	296			2	107	3	201	5	308		
04:30	*	91	*	240	*	331			11	79	3	245	14	324		
04:45	*	85	*	269	*	354			14	95	3	233	17	328		
05:00	*	104	*	258	*	362			29	87	7	216	36	303		
05:15	*	102	*	245	*	347			50	119	14	217	64	336		
05:30	*	96	*	262	*	358			53	94	19	212	72	306		
05:45	*	97	*	209	*	306			55	86	17	228	72	314		
06:00	*	95	*	182	*	277			70	65	19	208	89	273		
06:15	*	67	*	170	*	237			107	65	30	167	137	232		
06:30	*	72	*	129	*	201			149	65	41	116	190	181		
06:45	*	76	*	122	*	198			226	62	54	121	280	183		
07:00	*	66	*	83	*	149			271	65	60	108	331	173		
07:15	*	81	*	91	*	172			224	71	81	106	305	177		
07:30	*	45	*	112	*	157			238	48	60	100	298	148		
07:45	*	49	*	73	*	122			229	47	78	94	307	141		
08:00	*	48	*	76	*	124			207	47	63	75	270	122		
08:15	*	51	*	55	*	106			180	36	80	65	260	101		
08:30	*	32	*	71	*	103			138	43	75	54	213	97		
08:45	*	36	*	47	*	83			128	44	100	82	228	126		
09:00	*	23	*	53	*	76			105	28	73	70	178	98		
09:15	*	51	*	45	*	96			84	35	57	61	141	96		
09:30	*	42	*	42	*	84			96	28	68	32	164	60		
09:45	*	36	*	46	*	82			80	22	97	36	177	58		
10:00	*	20	*	37	*	57			78	24	67	41	145	65		
10:15		81	23	77	29	158	52		61	20	63	30	124	50		
10:30		90	17	76	23	166	40		61	12	97	27	158	39		
10:45		79	17	83	29	162	46		80	6	93	37	173	43		
11:00		59	6	67	20	126	26		96	10	68	28	164	38		
11:15		93	5	92	16	185	21		78	9	88	23	166	32		
11:30		72	5	125	18	197	23		90	5	106	23	196	28		
11:45		76	5	84	11	160	16		93	7	124	12	217	19		
Total		550	3170	604	5399	1154	8569		3442	3024	1936	5400	5378	8424		
Day Total		3720		6003		9723			6466		7336		13802			
% Total		5.7%	32.6%	6.2%	55.5%				24.9%	21.9%	14.0%	39.1%				
Peak		10:30	05:00	11:00	04:45	10:45	04:45		07:00	04:45	11:00	04:30	07:00	04:30		
Vol.		321	399	368	1034	670	1421		962	395	386	911	1241	1291		
P.H.F.		0.863	0.959	0.736	0.961	0.850	0.981		0.887	0.830	0.778	0.930	0.937	0.961		

Parkville TMP
 P101090290
 Route 9 East of East Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000005715
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Sep-12 Thu		EB		WB		Combined		28-Sep-Fri		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	83	16	114	18	197	3	105	13	121	16	226				
12:15	5	94	17	84	22	178	7	105	16	94	23	199				
12:30	6	95	13	99	19	194	4	94	19	104	23	198				
12:45	5	94	8	111	13	205	4	87	17	103	21	190				
01:00	3	86	13	102	16	188	4	90	13	126	17	216				
01:15	4	83	6	93	10	176	2	106	15	114	17	220				
01:30	1	96	6	88	7	184	4	84	10	103	14	187				
01:45	1	81	4	111	5	192	3	87	9	95	12	182				
02:00	6	117	4	108	10	225	6	88	11	98	17	186				
02:15	4	83	10	111	14	194	2	103	11	122	13	225				
02:30	0	79	5	150	5	229	1	93	8	164	9	257				
02:45	3	93	6	207	9	300	2	68	18	216	20	284				
03:00	5	85	6	141	11	226	4	75	10	142	14	217				
03:15	0	73	6	139	6	212	1	91	8	168	9	259				
03:30	6	103	4	163	10	266	3	94	3	156	6	250				
03:45	4	105	5	169	9	274	3	82	3	166	6	248				
04:00	5	94	4	170	9	264	5	109	3	206	8	315				
04:15	1	92	4	196	5	288	10	109	5	178	15	287				
04:30	7	117	4	234	11	351	9	109	10	230	19	339				
04:45	14	91	6	216	20	307	14	75	9	234	23	309				
05:00	22	109	5	223	27	332	18	103	14	222	32	325				
05:15	30	85	14	228	44	313	40	102	15	206	55	308				
05:30	60	119	13	192	73	311	44	98	14	197	58	295				
05:45	61	88	15	246	76	334	55	81	11	163	66	244				
06:00	64	98	19	146	83	244	67	84	36	146	103	230				
06:15	123	81	34	157	157	238	113	75	24	143	137	218				
06:30	152	74	50	140	202	214	125	89	48	129	173	218				
06:45	267	56	59	127	326	183	215	82	50	108	265	190				
07:00	294	80	58	109	352	189	300	53	62	83	362	136				
07:15	237	67	81	86	318	153	205	71	102	60	307	131				
07:30	215	60	64	102	279	162	240	50	57	75	297	125				
07:45	189	49	63	119	252	168	238	58	66	70	304	128				
08:00	177	48	76	78	253	126	175	46	68	53	243	99				
08:15	169	60	93	77	262	137	148	46	68	50	216	96				
08:30	150	41	80	81	230	122	157	41	72	47	229	88				
08:45	122	28	82	58	204	86	139	38	77	59	216	97				
09:00	98	39	69	57	167	96	107	36	60	52	167	88				
09:15	69	35	60	65	129	100	81	44	96	55	177	99				
09:30	86	26	83	54	169	80	81	33	67	45	148	78				
09:45	76	34	86	43	162	77	74	32	102	56	176	88				
10:00	95	31	92	28	187	59	71	56	74	48	145	104				
10:15	69	22	57	40	126	62	66	28	79	64	145	92				
10:30	74	12	68	37	142	49	89	32	86	64	175	96				
10:45	65	11	78	30	143	41	87	17	115	59	202	76				
11:00	76	14	82	26	158	40	91	27	87	46	178	73				
11:15	98	13	106	20	204	33	81	17	103	38	184	55				
11:30	87	12	121	18	208	30	92	15	91	31	183	46				
11:45	80	9	94	16	174	25	93	12	97	16	190	28				
Total	3387	3245	1949	5409	5336	8654	3383	3320	2052	5325	5435	8645				
Day Total	6632		7358		13990		6703		7377		14080					
% Total	24.2%	23.2%	13.9%	38.7%			24.0%	23.6%	14.6%	37.8%						
Peak	06:45	04:15	11:00	04:30	06:45	04:30	07:00	03:45	10:45	04:30	07:00	04:30				
Vol.	1013	409	403	901	1275	1303	983	409	396	892	1270	1281				
P.H.F.	0.861	0.874	0.833	0.963	0.906	0.928	0.819	0.938	0.861	0.953	0.877	0.945				

Parkville TMP
 P101090290
 Route 9 East of East Street

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000005715
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	29-Sep-12 Sat		EB		WB		Combined		30-Sep-Sun	EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	11	84	22	121	33	205	10	58	23	72	33	130			
12:15	9	95	22	94	31	189	9	68	25	72	34	140			
12:30	6	90	19	112	25	202	9	68	25	80	34	148			
12:45	4	82	19	109	23	191	11	57	20	87	31	144			
01:00	7	84	11	100	18	184	13	63	12	72	25	135			
01:15	4	88	9	112	13	200	9	61	20	65	29	126			
01:30	5	75	8	95	13	170	4	63	15	68	19	131			
01:45	10	93	11	109	21	202	4	72	11	66	15	138			
02:00	4	76	9	100	13	176	2	57	11	89	13	146			
02:15	5	86	8	95	13	181	3	61	8	83	11	144			
02:30	5	88	7	88	12	176	6	50	11	65	17	115			
02:45	2	91	14	108	16	199	2	62	7	74	9	136			
03:00	3	93	11	93	14	186	8	71	17	78	25	149			
03:15	3	107	6	96	9	203	3	70	10	84	13	154			
03:30	5	83	7	90	12	173	4	71	9	82	13	153			
03:45	4	87	6	101	10	188	3	49	11	84	14	133			
04:00	3	60	3	107	6	167	3	67	6	77	9	144			
04:15	4	101	3	118	7	219	3	60	6	89	9	149			
04:30	3	87	5	89	8	176	4	79	6	84	10	163			
04:45	9	76	4	84	13	160	2	73	4	88	6	161			
05:00	9	94	5	89	14	183	5	68	2	63	7	131			
05:15	9	94	4	83	13	177	6	65	5	80	11	145			
05:30	30	83	3	97	33	180	6	69	2	83	8	152			
05:45	39	77	20	73	59	150	8	61	3	76	11	137			
06:00	14	86	19	87	33	173	13	44	6	83	19	127			
06:15	25	76	16	97	41	173	14	52	11	82	25	134			
06:30	34	78	18	90	52	168	11	58	9	74	20	132			
06:45	41	64	24	74	65	138	15	38	11	61	26	99			
07:00	33	69	19	73	52	142	13	50	10	60	23	110			
07:15	33	67	25	57	58	124	26	46	14	75	40	121			
07:30	43	49	41	51	84	100	20	50	19	46	39	96			
07:45	66	48	46	57	112	105	25	30	25	43	50	73			
08:00	54	43	40	40	94	83	31	31	26	48	57	79			
08:15	73	41	54	53	127	94	38	35	26	29	64	64			
08:30	87	41	75	51	162	92	41	25	15	30	56	55			
08:45	91	40	71	33	162	73	44	20	27	29	71	49			
09:00	85	38	69	54	154	92	61	28	33	27	94	55			
09:15	89	27	81	48	170	75	49	27	33	25	82	52			
09:30	79	43	70	33	149	76	58	25	43	27	101	52			
09:45	81	24	79	53	160	77	64	18	46	25	110	43			
10:00	84	38	89	38	173	76	67	15	42	23	109	38			
10:15	71	27	85	52	156	79	58	14	42	25	100	39			
10:30	93	22	110	39	203	61	69	11	60	10	129	21			
10:45	80	37	101	54	181	91	57	7	61	14	118	21			
11:00	90	13	86	33	176	46	58	14	62	19	120	33			
11:15	87	21	117	42	204	63	66	8	58	13	124	21			
11:30	101	18	103	44	204	62	66	7	57	17	123	24			
11:45	86	23	97	33	183	56	79	5	67	14	146	19			
Total	1813	3107	1771	3649	3584	6756	1180	2201	1072	2760	2252	4961			
Day Total	4920		5420		10340		3381		3832		7213				
% Total	17.5%	30.0%	17.1%	35.3%			16.4%	30.5%	14.9%	38.3%					
Peak	11:00	02:30	10:30	12:00	11:00	12:00	11:00	04:30	11:00	04:00	11:00	04:00			
Vol.	364	379	414	436	767	787	269	285	244	338	513	617			
P.H.F.	0.901	0.886	0.885	0.901	0.940	0.960	0.851	0.902	0.910	0.949	0.878	0.946			

Parkville TMP
 P101090290
 Mill Street West of Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000005659
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-12 Tue		EB		WB		Combined		26-Sep-Wed		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	32	*	30	*	62	1	42	8	32	9	74				
12:15	*	26	*	27	*	53	1	24	4	20	5	44				
12:30	*	30	*	42	*	72	3	32	8	21	11	53				
12:45	*	33	*	36	*	69	0	25	3	28	3	53				
01:00	*	25	*	41	*	66	1	32	4	36	5	68				
01:15	*	34	*	31	*	65	1	25	6	42	7	67				
01:30	*	28	*	39	*	67	1	26	4	33	5	59				
01:45	*	34	*	24	*	58	0	33	3	31	3	64				
02:00	*	31	*	32	*	63	1	28	4	73	5	101				
02:15	*	37	*	39	*	76	0	38	1	53	1	91				
02:30	*	34	*	57	*	91	0	39	1	46	1	85				
02:45	*	27	*	95	*	122	1	17	2	56	3	73				
03:00	*	29	*	55	*	84	4	39	0	46	4	85				
03:15	*	44	*	54	*	98	0	40	5	50	5	90				
03:30	*	32	*	48	*	80	1	26	2	61	3	87				
03:45	*	44	*	53	*	97	4	41	3	49	7	90				
04:00	*	42	*	69	*	111	5	34	1	66	6	100				
04:15	*	52	*	78	*	130	4	48	2	83	6	131				
04:30	*	42	*	80	*	122	7	42	2	82	9	124				
04:45	*	44	*	123	*	167	5	39	3	111	8	150				
05:00	*	55	*	113	*	168	19	55	3	105	22	160				
05:15	*	56	*	106	*	162	30	49	4	109	34	158				
05:30	*	62	*	131	*	193	27	40	9	100	36	140				
05:45	*	62	*	119	*	181	34	43	2	85	36	128				
06:00	*	47	*	86	*	133	30	36	8	101	38	137				
06:15	*	33	*	85	*	118	63	36	7	88	70	124				
06:30	*	35	*	69	*	104	84	30	16	53	100	83				
06:45	*	41	*	78	*	119	143	31	24	64	167	95				
07:00	*	32	*	46	*	78	144	31	24	57	168	88				
07:15	*	63	*	51	*	114	88	65	30	52	118	117				
07:30	*	24	*	73	*	97	116	25	24	47	140	72				
07:45	*	25	*	35	*	60	104	21	23	53	127	74				
08:00	*	34	*	49	*	83	92	35	27	45	119	80				
08:15	*	24	*	26	*	50	84	14	27	37	111	51				
08:30	*	18	*	33	*	51	78	18	29	30	107	48				
08:45	*	12	*	28	*	40	59	13	21	31	80	44				
09:00	*	12	*	32	*	44	46	5	21	36	67	41				
09:15	*	12	*	34	*	46	42	7	26	25	68	32				
09:30	*	9	*	17	*	26	38	8	18	22	56	30				
09:45	48	11	15	25	63	36	28	6	24	19	52	25				
10:00	31	7	20	17	51	24	26	9	18	16	44	25				
10:15	30	12	35	11	65	23	25	9	21	16	46	25				
10:30	41	11	25	7	66	18	29	6	26	8	55	14				
10:45	40	7	35	13	75	20	38	4	29	14	67	18				
11:00	36	2	22	11	58	13	36	2	23	12	59	14				
11:15	34	4	25	5	59	9	22	2	21	5	43	7				
11:30	23	1	29	10	52	11	39	2	30	9	69	11				
11:45	28	1	30	5	58	6	33	1	22	5	55	6				
Total	311	1412	236	2368	547	3780	1637	1273	623	2263	2260	3536				
Day Total	1723		2604		4327		2910		2886		5796					
% Total	7.2%	32.6%	5.5%	54.7%			28.2%	22.0%	10.7%	39.0%						
Peak	10:30	05:00	10:15	04:45	10:15	05:00	06:45	05:00	07:45	04:45	06:45	04:45				
Vol.	151	235	117	473	264	704	491	187	106	425	593	608				
P.H.F.	0.921	0.948	0.836	0.903	0.880	0.912	0.852	0.850	0.914	0.957	0.882	0.950				

Parkville TMP
 P101090290
 Mill Street West of Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 000000005659
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Sep-12 Thu		EB		WB		Combined		28-Sep-Fri		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	1	32	7	24	8	56	1	37	8	44	9	81				
12:15	1	28	6	31	7	59	2	32	7	35	9	67				
12:30	2	40	4	29	6	69	3	39	11	34	14	73				
12:45	2	27	4	29	6	56	1	27	8	37	9	64				
01:00	3	30	2	23	5	53	3	35	5	51	8	86				
01:15	1	32	3	40	4	72	2	29	11	39	13	68				
01:30	0	33	2	35	2	68	0	35	5	42	5	77				
01:45	0	26	1	34	1	60	2	31	3	37	5	68				
02:00	1	35	1	37	2	72	2	30	6	40	8	70				
02:15	0	27	4	34	4	61	0	48	6	47	6	95				
02:30	1	45	1	60	2	105	0	36	4	53	4	89				
02:45	3	25	2	81	5	106	3	28	6	82	9	110				
03:00	2	37	1	53	3	90	2	29	5	74	7	103				
03:15	1	38	4	59	5	97	2	38	2	57	4	95				
03:30	2	31	2	61	4	92	0	35	2	64	2	99				
03:45	0	40	1	69	1	109	2	50	1	67	3	117				
04:00	4	31	2	64	6	95	3	53	1	88	4	141				
04:15	3	42	2	71	5	113	3	48	2	90	5	138				
04:30	6	44	1	90	7	134	8	41	3	106	11	147				
04:45	9	43	0	101	9	144	8	36	1	93	9	129				
05:00	15	40	2	100	17	140	9	50	3	92	12	142				
05:15	19	55	4	116	23	171	21	58	5	94	26	152				
05:30	27	52	2	110	29	162	19	59	4	96	23	155				
05:45	33	77	0	113	33	190	34	45	2	74	36	119				
06:00	33	48	7	76	40	124	36	41	8	67	44	108				
06:15	40	44	10	68	50	112	55	54	8	67	63	121				
06:30	95	29	24	67	119	96	72	54	18	53	90	107				
06:45	152	35	17	74	169	109	132	40	30	43	162	83				
07:00	145	41	17	52	162	93	123	32	26	49	149	81				
07:15	106	34	28	54	134	88	101	34	32	23	133	57				
07:30	102	26	27	63	129	89	109	23	28	36	137	59				
07:45	92	23	24	70	116	93	119	25	36	45	155	70				
08:00	90	40	19	37	109	77	80	12	22	28	102	40				
08:15	88	21	22	43	110	64	79	23	23	34	102	57				
08:30	72	14	29	37	101	51	87	12	27	23	114	35				
08:45	63	17	18	27	81	44	51	14	25	39	76	53				
09:00	52	18	29	30	81	48	49	13	23	31	72	44				
09:15	30	12	21	34	51	46	38	16	20	31	58	47				
09:30	43	12	26	31	69	43	44	16	16	26	60	42				
09:45	27	13	13	20	40	33	32	10	38	24	70	34				
10:00	45	11	21	11	66	22	23	31	23	31	46	62				
10:15	20	5	24	18	44	23	35	8	27	33	62	41				
10:30	38	5	20	22	58	27	40	27	26	34	66	61				
10:45	34	3	29	12	63	15	29	7	40	28	69	35				
11:00	32	8	38	16	70	24	34	7	32	26	66	33				
11:15	43	4	28	10	71	14	39	1	27	19	66	20				
11:30	32	7	33	9	65	16	45	6	25	14	70	20				
11:45	29	1	34	5	63	6	31	4	39	8	70	12				
Total	1639	1381	616	2350	2255	3731	1613	1459	730	2348	2343	3807				
Day Total	3020		2966		5986		3072		3078		6150					
% Total	27.4%	23.1%	10.3%	39.3%	26.2%	23.7%	11.9%	38.2%								
Peak	06:45	05:15	11:00	05:00	06:45	05:00	06:45	05:00	10:15	04:30	06:45	04:45				
Vol.	505	232	133	439	594	663	465	212	125	385	581	578				
P.H.F.	0.831	0.753	0.875	0.946	0.879	0.872	0.881	0.898	0.781	0.908	0.897	0.932				

Parkville TMP
 P101090290
 Mill Street West of Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 000000005659
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	29-Sep-12 Sat		EB		WB		Combined		30-Sep-Sun		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	10	41	12	50	22	91	7	34	17	25	24	59				
12:15	4	36	13	27	17	63	8	33	19	35	27	68				
12:30	3	35	7	50	10	85	6	33	8	37	14	70				
12:45	3	37	14	55	17	92	4	20	7	35	11	55				
01:00	4	59	6	45	10	104	2	23	4	41	6	64				
01:15	2	35	5	44	7	79	1	28	9	34	10	62				
01:30	2	32	4	48	6	80	1	30	5	29	6	59				
01:45	3	35	9	37	12	72	1	37	10	32	11	69				
02:00	2	35	4	41	6	76	3	23	4	34	7	57				
02:15	3	35	2	39	5	74	0	17	4	34	4	51				
02:30	2	47	6	50	8	97	3	19	7	19	10	38				
02:45	3	44	5	40	8	84	0	22	1	34	1	56				
03:00	2	31	5	44	7	75	4	28	8	27	12	55				
03:15	2	40	2	35	4	75	1	50	2	32	3	82				
03:30	2	36	4	47	6	83	1	35	3	34	4	69				
03:45	2	37	3	43	5	80	2	26	7	38	9	64				
04:00	1	29	1	46	2	75	1	34	2	48	3	82				
04:15	4	61	2	43	6	104	3	44	3	43	6	87				
04:30	1	51	0	53	1	104	3	37	1	49	4	86				
04:45	9	31	2	33	11	64	0	31	1	37	1	68				
05:00	4	37	2	34	6	71	3	34	1	28	4	62				
05:15	7	43	2	39	9	82	4	40	3	39	7	79				
05:30	18	34	0	37	18	71	5	41	1	27	6	68				
05:45	19	49	11	37	30	86	7	28	4	33	11	61				
06:00	13	37	2	51	15	88	9	25	2	43	11	68				
06:15	13	40	4	44	17	84	9	25	5	41	14	66				
06:30	19	34	5	44	24	78	7	21	4	35	11	56				
06:45	20	32	8	47	28	79	12	17	2	24	14	41				
07:00	17	34	5	43	22	77	7	22	4	20	11	42				
07:15	16	24	12	31	28	55	15	16	4	37	19	53				
07:30	28	18	15	31	43	49	14	31	8	25	22	56				
07:45	53	15	21	41	74	56	17	12	6	29	23	41				
08:00	20	16	21	27	41	43	23	12	8	29	31	41				
08:15	51	19	22	21	73	40	25	13	7	14	32	27				
08:30	53	24	19	25	72	49	26	6	6	12	32	18				
08:45	41	14	19	25	60	39	26	5	11	21	37	26				
09:00	55	14	24	27	79	41	44	14	18	22	62	36				
09:15	33	15	19	34	52	49	24	9	15	18	39	27				
09:30	45	19	28	22	73	41	27	11	19	21	46	32				
09:45	43	9	35	23	78	32	32	4	17	15	49	19				
10:00	41	17	32	9	73	26	39	4	18	9	57	13				
10:15	37	9	27	31	64	40	44	5	19	15	63	20				
10:30	42	12	38	18	80	30	34	8	16	6	50	14				
10:45	36	18	36	26	72	44	37	4	29	4	66	8				
11:00	38	8	31	23	69	31	32	6	36	10	68	16				
11:15	31	11	42	20	73	31	26	3	21	4	47	7				
11:30	52	11	38	23	90	34	41	2	31	6	72	8				
11:45	33	9	47	19	80	28	40	2	30	5	70	7				
Total	942	1409	671	1722	1613	3131	680	1024	467	1289	1147	2313				
Day Total	2351		2393		4744		1704		1756		3460					
% Total	19.9%	29.7%	14.1%	36.3%			19.7%	29.6%	13.5%	37.3%						
Peak	08:15	04:15	11:00	00:30	11:00	03:45	10:00	04:00	11:00	03:45	11:00	04:00				
Vol.	200	180	158	194	312	363	154	146	118	178	257	323				
P.H.F.	0.909	0.738	0.840	0.882	0.867	0.873	0.875	0.830	0.819	0.908	0.892	0.928				

Parkville TMP
 P101090290
 1st Street Inbetween East and Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 18305
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-12 Tue		WB		EB		Combined		26-Sep-Wed		WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	35	*	33	*	68	7	42	0	28	7	70				
12:15	*	29	*	35	*	64	6	29	0	39	6	68				
12:30	*	49	*	29	*	78	6	29	3	40	9	69				
12:45	*	30	*	39	*	69	5	35	0	29	5	64				
01:00	*	38	*	32	*	70	5	34	2	41	7	75				
01:15	*	36	*	47	*	83	4	47	1	46	5	93				
01:30	*	41	*	47	*	88	5	40	1	32	6	72				
01:45	*	39	*	44	*	83	3	28	0	51	3	79				
02:00	*	34	*	30	*	64	3	56	1	34	4	90				
02:15	*	49	*	48	*	97	2	72	0	47	2	119				
02:30	*	61	*	41	*	102	1	47	0	36	1	83				
02:45	*	91	*	41	*	132	3	38	1	36	4	74				
03:00	*	58	*	39	*	97	0	53	6	46	6	99				
03:15	*	56	*	38	*	94	4	43	1	31	5	74				
03:30	*	49	*	44	*	93	3	58	0	35	3	93				
03:45	*	64	*	43	*	107	3	52	5	42	8	94				
04:00	*	57	*	51	*	108	1	51	5	41	6	92				
04:15	*	84	*	51	*	135	1	70	3	51	4	121				
04:30	*	77	*	54	*	131	3	83	7	36	10	119				
04:45	*	94	*	59	*	153	3	108	8	52	11	160				
05:00	*	99	*	63	*	162	2	92	21	57	23	149				
05:15	*	90	*	61	*	151	4	83	27	52	31	135				
05:30	*	103	*	60	*	163	10	87	27	52	37	139				
05:45	*	88	*	67	*	155	1	97	37	53	38	150				
06:00	*	85	*	60	*	145	7	95	34	35	41	130				
06:15	*	83	*	25	*	108	11	76	54	42	65	118				
06:30	*	61	*	37	*	98	15	64	78	39	93	103				
06:45	*	68	*	43	*	111	26	68	124	30	150	98				
07:00	*	43	*	37	*	80	49	54	105	43	154	97				
07:15	*	46	*	68	*	114	31	46	113	47	144	93				
07:30	*	74	*	35	*	109	23	44	98	51	121	95				
07:45	*	33	*	29	*	62	34	51	109	27	143	78				
08:00	*	42	*	33	*	75	20	40	101	43	121	83				
08:15	*	20	*	41	*	61	41	40	80	16	121	56				
08:30	*	31	*	16	*	47	25	30	83	23	108	53				
08:45	*	30	*	14	*	44	32	27	61	27	93	54				
09:00	*	24	*	21	*	45	23	40	56	12	79	52				
09:15	*	30	*	24	*	54	27	29	43	26	70	55				
09:30	*	18	*	14	*	32	19	24	32	17	51	41				
09:45	*	23	*	20	*	43	31	19	41	10	72	29				
10:00		22		17		41		8		63		25				
10:15		45		11		31		18		76		29				
10:30		26		8		44		9		70		17				
10:45		37		15		41		8		78		23				
11:00		20		11		41		3		61		14				
11:15		29		7		42		5		71		12				
11:30		44		11		37		0		81		11				
11:45		40		6		31		3		71		9				
Total		263		2248		308		1667		571		3915				
Day Total		2511		1975		4486		2966		3195		6161				
% Total		5.9%	50.1%	6.9%	37.2%			12.3%	35.9%	26.9%	25.0%					
Peak		11:00	04:45	10:30	05:00	10:45	05:00	11:00	04:45	06:45	05:00	06:45	04:45			
Vol.		133	386	168	251	291	631	140	370	440	214	569	583			
P.H.F.		0.739	0.937	0.955	0.937	0.898	0.968	0.761	0.856	0.887	0.939	0.924	0.911			

Parkville TMP
 P101090290
 1st Street Inbetween East and Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 18305
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Sep-12 Thu		WB		EB		Combined		28-Sep-Fri	WB		EB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	9	39	1	38	10	77	7	46	1	49	8	95			
12:15	7	37	1	32	8	69	11	50	3	43	14	93			
12:30	4	41	2	43	6	84	9	44	3	43	12	87			
12:45	4	45	0	42	4	87	9	41	2	47	11	88			
01:00	4	37	5	42	9	79	5	48	1	45	6	93			
01:15	5	53	2	36	7	89	8	50	4	38	12	88			
01:30	1	37	0	49	1	86	7	54	0	36	7	90			
01:45	1	41	1	23	2	64	4	40	1	55	5	95			
02:00	1	44	0	38	1	82	2	32	4	30	6	62			
02:15	3	42	1	34	4	76	10	47	1	56	11	103			
02:30	3	38	0	33	3	71	6	52	1	42	7	94			
02:45	3	87	1	47	4	134	7	85	0	43	7	128			
03:00	1	64	3	56	4	120	4	72	3	32	7	104			
03:15	5	45	1	44	6	89	3	64	1	41	4	105			
03:30	2	64	4	43	6	107	1	71	0	43	1	114			
03:45	1	71	0	34	1	105	1	70	1	41	2	111			
04:00	2	67	3	40	5	107	2	73	3	40	5	113			
04:15	2	75	3	50	5	125	2	91	3	63	5	154			
04:30	3	76	3	45	6	121	2	87	8	55	10	142			
04:45	0	90	12	51	12	141	3	77	6	60	9	137			
05:00	1	96	9	53	10	149	2	99	10	58	12	157			
05:15	5	94	23	67	28	161	8	97	18	60	26	157			
05:30	5	94	26	74	31	168	7	87	27	60	34	147			
05:45	1	73	34	78	35	151	1	85	21	44	22	129			
06:00	4	68	31	69	35	137	4	81	45	42	49	123			
06:15	16	78	59	45	75	123	12	66	41	46	53	112			
06:30	22	80	61	32	83	112	14	72	70	60	84	132			
06:45	21	59	136	47	157	106	20	58	95	54	115	112			
07:00	54	54	100	45	154	99	56	68	107	41	163	109			
07:15	48	51	89	43	137	94	43	45	97	36	140	81			
07:30	27	48	99	42	126	90	32	31	96	38	128	69			
07:45	34	75	107	34	141	109	32	48	125	31	157	79			
08:00	31	39	73	36	104	75	33	44	89	35	122	79			
08:15	43	35	91	38	134	73	24	31	70	19	94	50			
08:30	30	31	80	25	110	56	28	25	93	30	121	55			
08:45	19	31	78	20	97	51	34	34	61	19	95	53			
09:00	26	22	47	23	73	45	25	22	46	18	71	40			
09:15	30	30	41	31	71	61	32	32	47	34	79	66			
09:30	20	39	29	14	49	53	24	33	36	19	60	52			
09:45	23	21	34	17	57	38	31	18	44	18	75	36			
10:00	29	15	33	15	62	30	36	19	33	24	69	43			
10:15	27	17	37	11	64	28	26	33	35	39	61	72			
10:30	22	21	50	5	72	26	29	34	39	25	68	59			
10:45	36	15	32	5	68	20	34	34	41	11	75	45			
11:00	40	12	38	4	78	16	43	22	36	7	79	29			
11:15	38	12	36	12	74	24	43	25	42	9	85	34			
11:30	27	14	49	5	76	19	37	14	43	3	80	17			
11:45	50	6	35	7	85	13	53	10	49	6	102	16			
Total	790	2323	1600	1717	2390	4040	866	2461	1602	1788	2468	4249			
Day Total	3113		3317		6430		3327		3390		6717				
% Total	12.3%	36.1%	24.9%	26.7%	12.9%	36.6%	23.8%	26.6%							
Peak	07:00	04:45	06:45	05:15	06:45	05:00	11:00	05:00	07:00	04:45	07:00	04:45			
Vol.	163	374	424	288	574	629	176	368	425	238	588	598			
P.H.F.	0.755	0.974	0.779	0.923	0.914	0.936	0.830	0.929	0.850	0.992	0.902	0.952			

Parkville TMP
 P101090290
 1st Street Inbetween East and Main

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 18305
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	29-Sep-12 Sat	WB		EB		Combined		30-Sep-Sun	WB		EB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		6	45	2	45	8	90		17	40	6	47	23	87
12:15		14	63	8	34	22	97		18	38	4	34	22	72
12:30		13	45	7	46	20	91		14	39	8	33	22	72
12:45		11	47	0	38	11	85		11	38	5	35	16	73
01:00		8	50	4	32	12	82		6	43	5	25	11	68
01:15		9	53	5	50	14	103		7	46	5	26	12	72
01:30		4	57	1	45	5	102		8	34	3	34	11	68
01:45		6	47	2	46	8	93		9	38	1	39	10	77
02:00		8	63	2	44	10	107		5	38	4	40	9	78
02:15		1	43	5	40	6	83		4	39	1	27	5	66
02:30		3	48	1	34	4	82		5	37	0	30	5	67
02:45		6	53	2	54	8	107		5	28	4	25	9	53
03:00		6	54	4	46	10	100		3	36	1	27	4	63
03:15		5	42	4	51	9	93		7	29	2	32	9	61
03:30		4	46	1	48	5	94		4	34	1	47	5	81
03:45		2	46	6	54	8	100		2	42	1	32	3	74
04:00		3	57	2	49	5	106		6	38	4	24	10	62
04:15		0	47	1	45	1	92		2	49	2	42	4	91
04:30		2	56	2	75	4	131		3	48	5	50	8	98
04:45		0	52	4	52	4	104		3	44	0	37	2	81
05:00		3	49	7	47	10	96		2	42	0	30	0	72
05:15		1	47	5	46	6	93		1	33	3	34	4	67
05:30		1	40	12	50	13	90		3	46	3	42	6	88
05:45		5	41	25	40	30	81		4	29	6	42	10	71
06:00		10	44	11	52	21	96		2	42	11	31	13	73
06:15		5	55	15	41	20	96		4	43	6	24	10	67
06:30		8	72	16	40	24	112		4	46	8	37	12	83
06:45		7	56	17	37	24	93		4	29	10	30	14	59
07:00		6	40	21	36	27	76		7	26	10	26	17	52
07:15		11	43	16	40	27	83		3	26	9	28	12	54
07:30		10	35	21	39	31	74		3	37	13	20	16	57
07:45		24	35	33	26	57	61		7	32	12	33	19	65
08:00		26	31	30	28	56	59		7	27	13	15	20	42
08:15		20	27	27	23	47	50		8	28	26	19	34	47
08:30		17	24	52	27	69	51		8	11	20	17	28	28
08:45		28	17	42	31	70	48		11	16	22	14	33	30
09:00		23	30	48	18	71	48		8	20	35	7	43	27
09:15		29	24	46	26	75	50		21	21	38	18	59	39
09:30		31	24	36	29	67	53		16	18	19	17	35	35
09:45		45	17	30	27	75	44		20	13	35	15	55	28
10:00		33	18	36	21	69	39		20	13	33	8	53	21
10:15		34	18	39	26	73	44		23	9	30	6	53	15
10:30		40	23	34	19	74	42		19	11	48	6	67	17
10:45		51	29	45	15	96	44		30	6	35	10	65	16
11:00		52	25	37	22	89	47		33	4	30	3	63	7
11:15		38	21	38	11	76	32		41	7	27	6	68	13
11:30		50	24	44	15	94	39		29	7	37	3	66	10
11:45		46	22	38	17	84	39		44	7	42	3	86	10
Total		765	1945	884	1777	1649	3722		518	1427	643	1230	1161	2657
Day Total		2710		2661		5371			1945		1873		3818	
% Total		14.2%	36.2%	16.5%	33.1%				13.6%	37.4%	16.8%	32.2%		
Peak		10:45	06:00	08:30	03:45	10:45	04:00		11:00	04:15	09:45	04:15	11:00	04:15
Vol.		191	227	188	223	355	433		147	183	146	159	283	342
P.H.F.		0.918	0.788	0.904	0.743	0.924	0.826		0.835	0.934	0.760	0.795	0.823	0.872

TranSystems

Parkville TMP
P101090290
Main Street South of RR tracks

2400 Pershing Road
Suite 400
Kansas City, MO 64108
816-329-8600

Site Code: 00000003748
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-12 Tue		NB		SB		Combined		26-Sep-Wed		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	16	*	21	*	37	0	20	0	28	0	48				
12:15	*	19	*	17	*	36	0	15	0	16	0	31				
12:30	*	15	*	19	*	34	0	19	0	17	0	36				
12:45	*	16	*	18	*	34	0	15	0	21	0	36				
01:00	*	18	*	16	*	34	0	22	0	8	0	30				
01:15	*	17	*	17	*	34	0	18	0	16	0	34				
01:30	*	15	*	12	*	27	0	18	0	8	0	26				
01:45	*	13	*	13	*	26	0	18	0	10	0	28				
02:00	*	12	*	5	*	17	0	15	0	14	0	29				
02:15	*	17	*	19	*	36	0	16	0	15	0	31				
02:30	*	12	*	15	*	27	1	11	0	10	1	21				
02:45	*	27	*	12	*	39	0	22	0	17	0	39				
03:00	*	17	*	13	*	30	0	14	0	15	0	29				
03:15	*	15	*	16	*	31	0	15	0	13	0	28				
03:30	*	13	*	4	*	17	0	12	0	9	0	21				
03:45	*	16	*	14	*	30	0	10	0	11	0	21				
04:00	*	15	*	15	*	30	0	22	0	18	0	40				
04:15	*	10	*	13	*	23	1	18	1	14	2	32				
04:30	*	9	*	10	*	19	0	16	0	17	0	33				
04:45	*	26	*	20	*	46	0	22	0	14	0	36				
05:00	*	30	*	16	*	46	0	22	0	14	0	36				
05:15	*	21	*	23	*	44	0	29	1	12	1	41				
05:30	*	24	*	32	*	56	0	25	0	16	0	41				
05:45	*	19	*	17	*	36	0	14	1	16	1	30				
06:00	*	17	*	19	*	36	1	19	3	18	4	37				
06:15	*	11	*	22	*	33	2	22	5	24	7	46				
06:30	*	26	*	32	*	58	3	18	5	20	8	38				
06:45	*	24	*	18	*	42	1	16	4	24	5	40				
07:00	*	24	*	10	*	34	6	20	13	11	19	31				
07:15	*	25	*	10	*	35	1	18	6	12	7	30				
07:30	*	8	*	4	*	12	4	14	12	3	16	17				
07:45	*	16	*	5	*	21	2	18	14	8	16	26				
08:00	*	17	*	5	*	22	7	20	5	6	12	26				
08:15	*	12	*	1	*	13	4	11	5	4	9	15				
08:30	*	5	*	3	*	8	9	11	10	1	19	12				
08:45	*	7	*	4	*	11	4	3	9	4	13	7				
09:00	*	6	*	2	*	8	14	8	13	1	27	9				
09:15	*	21	*	1	*	22	9	13	11	2	20	15				
09:30	2	10	6	3	8	13	4	15	4	2	8	17				
09:45	8	6	11	0	19	6	7	4	11	0	18	4				
10:00	14	4	14	1	28	5	7	2	12	1	19	3				
10:15	10	2	10	0	20	2	2	0	4	1	6	1				
10:30	5	0	12	0	17	0	6	0	12	0	18	0				
10:45	9	0	9	1	18	1	14	1	20	0	34	1				
11:00	10	1	14	0	24	1	21	0	18	0	39	0				
11:15	7	0	8	0	15	0	12	0	15	0	27	0				
11:30	13	1	11	1	24	2	21	0	10	0	31	0				
11:45	16	1	21	0	37	1	13	0	18	0	31	0				
Total	94	656	116	519	210	1175	176	661	242	491	418	1152				
Day Total	750		635		1385		837		733		1570					
% Total	6.8%	47.4%	8.4%	37.5%			11.2%	42.1%	15.4%	31.3%						
Peak	11:00	04:45	11:00	04:45	11:00	04:45	10:45	04:45	10:30	06:00	10:45	06:00				
Vol.	46	101	54	91	100	192	68	98	65	86	131	161				
P.H.F.	0.719	0.842	0.643	0.711	0.676	0.857	0.810	0.845	0.813	0.896	0.840	0.875				

Parkville TMP
 P101090290
 Main Street South of RR tracks

TranSystems
 2400 Pershing Road
 Suite 400
 Kansas City, MO 64108
 816-329-8600

Site Code: 00000003748
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	27-Sep-12 Thu		NB		SB		Combined		28-Sep-Fri		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	12	0	12	0	12	0	24	0	16	0	15	0	15	0	31
12:15	0	14	0	13	0	13	0	27	1	18	0	22	1	22	1	40
12:30	1	22	1	18	2	18	2	40	0	21	0	20	0	20	0	41
12:45	0	10	1	21	1	21	1	31	1	19	1	23	2	23	2	42
01:00	0	21	0	24	0	24	0	45	0	14	0	20	0	20	0	34
01:15	0	5	0	2	0	2	0	7	0	14	0	17	0	17	0	31
01:30	1	29	0	24	1	24	1	53	0	11	1	12	1	12	1	23
01:45	0	10	0	14	0	14	0	24	2	21	1	13	3	13	3	34
02:00	0	19	1	19	1	19	1	38	0	7	2	4	2	4	2	11
02:15	0	12	0	12	0	12	0	24	0	18	0	10	0	10	0	28
02:30	0	21	0	11	0	11	0	32	0	14	0	11	0	11	0	25
02:45	0	22	0	15	0	15	0	37	0	15	0	20	0	20	0	35
03:00	0	15	0	11	0	11	0	26	0	16	0	15	0	15	0	31
03:15	0	16	0	7	0	7	0	23	0	15	0	15	0	15	0	30
03:30	0	14	0	15	0	15	0	29	0	18	0	16	0	16	0	34
03:45	0	17	0	15	0	15	0	32	0	19	0	13	0	13	0	32
04:00	0	19	0	11	0	11	0	30	0	16	0	12	0	12	0	28
04:15	1	19	1	20	2	20	2	39	0	17	0	14	0	14	0	31
04:30	0	17	0	20	0	20	0	37	0	26	1	7	1	7	1	33
04:45	0	19	0	20	0	20	0	39	0	28	0	21	0	21	0	49
05:00	0	29	1	16	1	16	1	45	0	20	0	17	0	17	0	37
05:15	0	22	1	28	1	28	1	50	0	18	0	19	0	19	0	37
05:30	1	17	0	13	1	13	1	30	0	21	1	21	1	21	1	42
05:45	0	17	1	17	1	17	1	34	3	8	2	22	5	22	5	30
06:00	2	18	3	29	5	29	5	47	3	21	4	20	7	20	7	41
06:15	6	16	4	28	10	28	10	44	1	14	4	39	5	39	5	53
06:30	1	16	6	13	7	13	7	29	1	15	6	41	7	41	7	56
06:45	3	31	7	24	10	24	10	55	8	9	6	19	14	19	14	28
07:00	2	22	11	12	13	12	13	34	3	25	13	35	16	35	16	60
07:15	4	21	14	16	18	16	18	37	5	18	13	15	18	15	18	33
07:30	4	26	13	8	17	8	17	34	2	19	14	14	16	14	16	33
07:45	1	9	15	11	16	11	16	20	7	25	19	18	26	18	26	43
08:00	10	9	14	4	24	4	24	13	6	19	12	9	18	12	9	28
08:15	15	12	14	1	29	1	29	13	11	26	9	17	20	17	20	43
08:30	12	13	14	2	26	2	26	15	12	15	13	4	25	13	4	19
08:45	14	8	11	2	25	2	25	10	13	17	19	5	32	19	5	22
09:00	10	13	12	1	22	1	22	14	6	18	11	3	17	11	3	21
09:15	15	10	10	1	25	1	25	11	8	14	10	0	18	10	0	14
09:30	6	6	11	2	17	2	17	8	8	16	4	7	12	4	7	23
09:45	5	0	13	0	18	0	18	0	13	14	18	0	31	14	0	14
10:00	3	3	11	1	14	1	14	4	9	16	11	1	20	9	1	17
10:15	10	0	15	1	25	1	25	1	12	2	17	1	29	12	1	3
10:30	21	0	10	0	31	0	31	0	11	8	14	3	25	11	3	11
10:45	21	2	19	0	40	0	40	2	20	0	12	1	32	20	0	1
11:00	12	3	10	4	22	4	22	7	15	0	12	3	27	15	0	3
11:15	14	4	17	2	31	2	31	6	9	2	17	0	26	9	2	2
11:30	16	0	15	0	31	0	31	0	17	3	14	1	31	17	3	4
11:45	16	1	13	0	29	0	29	1	19	1	17	0	36	19	1	1
Total	227	661	289	540	516	1201			226	727	298	635	524	1362		
Day Total	888		829		1717				953		933		1886			
% Total	13.2%	38.5%	16.8%	31.5%					12.0%	38.5%	15.8%	33.7%				
Peak	10:30	06:45	10:45	06:00	10:30	06:00			10:45	04:30	09:45	06:15	11:00	06:15		
Vol.	68	100	61	94	124	175			61	92	60	134	120	197		
P.H.F.	0.810	0.806	0.803	0.810	0.775	0.795			0.763	0.821	0.789	0.817	0.833	0.821		

TranSystems

Parkville TMP
P101090290
Main Street South of RR tracks

2400 Pershing Road
Suite 400
Kansas City, MO 64108
816-329-8600

Site Code: 00000003748
Station ID:

Latitude: 0' 0.000 Undefined

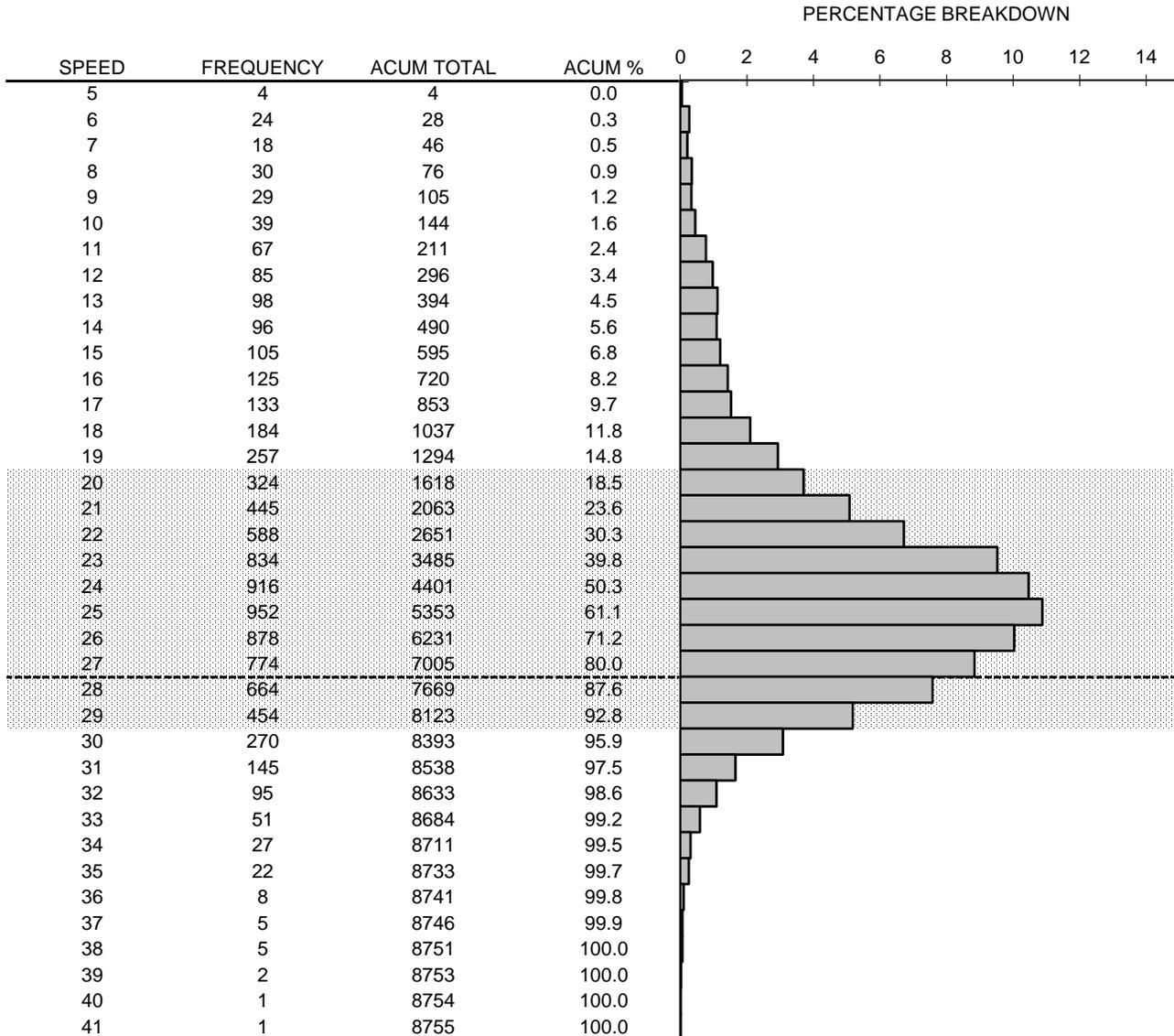
Start Time	29-Sep-12 Sat		NB		SB		Combined		30-Sep-Sun		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	20	0	22	0	42	1	8	0	9	1	17				
12:15	0	20	1	20	1	40	0	13	1	12	1	25				
12:30	1	31	0	31	1	62	0	8	1	6	1	14				
12:45	1	23	0	25	1	48	0	4	0	12	0	16				
01:00	0	29	0	29	0	58	0	20	0	23	0	43				
01:15	0	21	0	27	0	48	1	19	0	17	1	36				
01:30	0	22	0	17	0	39	1	14	0	21	1	35				
01:45	0	28	0	20	0	48	0	9	0	18	0	27				
02:00	1	23	1	40	2	63	0	13	0	11	0	24				
02:15	0	21	0	19	0	40	0	30	0	25	0	55				
02:30	0	29	0	29	0	58	0	18	0	18	0	36				
02:45	0	33	1	41	1	74	0	19	0	18	0	37				
03:00	0	25	0	23	0	48	0	13	0	12	0	25				
03:15	0	46	0	33	0	79	0	16	0	17	0	33				
03:30	0	27	0	26	0	53	0	19	0	20	0	39				
03:45	0	17	0	20	0	37	0	21	0	16	0	37				
04:00	0	20	0	16	0	36	0	20	0	19	0	39				
04:15	0	28	0	28	0	56	1	18	0	17	1	35				
04:30	1	32	1	25	2	57	0	13	0	16	0	29				
04:45	0	25	0	25	0	50	0	21	0	17	0	38				
05:00	0	22	0	20	0	42	1	15	1	14	2	29				
05:15	0	26	0	25	0	51	0	14	0	17	0	31				
05:30	0	14	1	26	1	40	0	15	0	16	0	31				
05:45	0	13	1	21	1	34	0	15	0	11	0	26				
06:00	1	21	5	22	6	43	0	17	0	17	0	34				
06:15	3	16	2	20	5	36	0	19	0	15	0	34				
06:30	1	18	4	29	5	47	0	13	0	8	0	21				
06:45	2	14	4	16	6	30	0	13	2	3	2	16				
07:00	1	29	3	23	4	52	0	11	2	8	2	19				
07:15	2	15	6	21	8	36	1	17	1	8	2	25				
07:30	6	24	9	11	15	35	2	13	5	11	7	24				
07:45	8	30	12	12	20	42	1	11	4	3	5	14				
08:00	5	19	11	4	16	23	3	9	6	5	9	14				
08:15	7	11	10	4	17	15	3	3	3	2	6	5				
08:30	19	10	12	5	31	15	4	6	7	1	11	7				
08:45	14	11	15	7	29	18	3	5	5	2	8	7				
09:00	14	23	20	4	34	27	3	3	5	1	8	4				
09:15	16	8	12	1	28	9	6	4	5	0	11	4				
09:30	14	11	23	3	37	14	6	2	9	1	15	3				
09:45	16	9	30	3	46	12	4	10	5	1	9	11				
10:00	15	10	23	2	38	12	6	1	14	2	20	3				
10:15	19	17	21	3	40	20	12	2	13	0	25	2				
10:30	18	6	24	4	42	10	8	1	5	2	13	3				
10:45	23	4	20	1	43	5	11	0	15	1	26	1				
11:00	17	12	30	2	47	14	16	0	16	0	32	0				
11:15	22	5	17	0	39	5	13	0	12	0	25	0				
11:30	17	5	27	3	44	8	15	1	13	1	28	2				
11:45	26	3	23	0	49	3	16	0	14	0	30	0				
Total	290	926	369	808	659	1734	138	536	164	474	302	1010				
Day Total	1216		1177		2393		674		638		1312					
% Total	12.1%	38.7%	15.4%	33.8%			10.5%	40.9%	12.5%	36.1%						
Peak	11:00	02:30	09:45	02:00	11:00	02:30	11:00	02:00	10:45	01:00	11:00	02:15				
Vol.	82	133	98	129	179	259	60	80	56	79	115	153				
P.H.F.	0.788	0.723	0.817	0.787	0.913	0.820	0.938	0.667	0.875	0.859	0.898	0.695				

SPOT SPEED STUDY RESULTS
RELATIVE FREQUENCY DISTRIBUTION
TRAFFIC SAFETY STUDY

CITY: Parkville
 OBSERVER: Machine
 DATE: 9/26/2012

COUNTY: Platte
 SPEED LIMIT: 25 MPH
 DIRECTION: EB & WB

LOCATION: Route 9 North of 1st Street
 TIME START: 12:00 AM
 TIME END: 11:59 PM



AVERAGE SPEED = 23.8
 50th PERCENTILE = 24.
 85th PERCENTILE = 27.7
 90th PERCENTILE = 28.5
 95th PERCENTILE = 29.7

PACE = 20 - 29
 VEHICLES IN PACE = 6829
 % IN PACE = 78.
 % BELOW PACE = 14.8
 % ABOVE PACE = 7.2

SAMPLE VARIANCE = 22.7618295
 STANDARD DEVIATION = 4.7709359
 RANGE 1*S = 75.751
 RANGE 2*S = 94.68875
 RANGE 3*S = 98.755

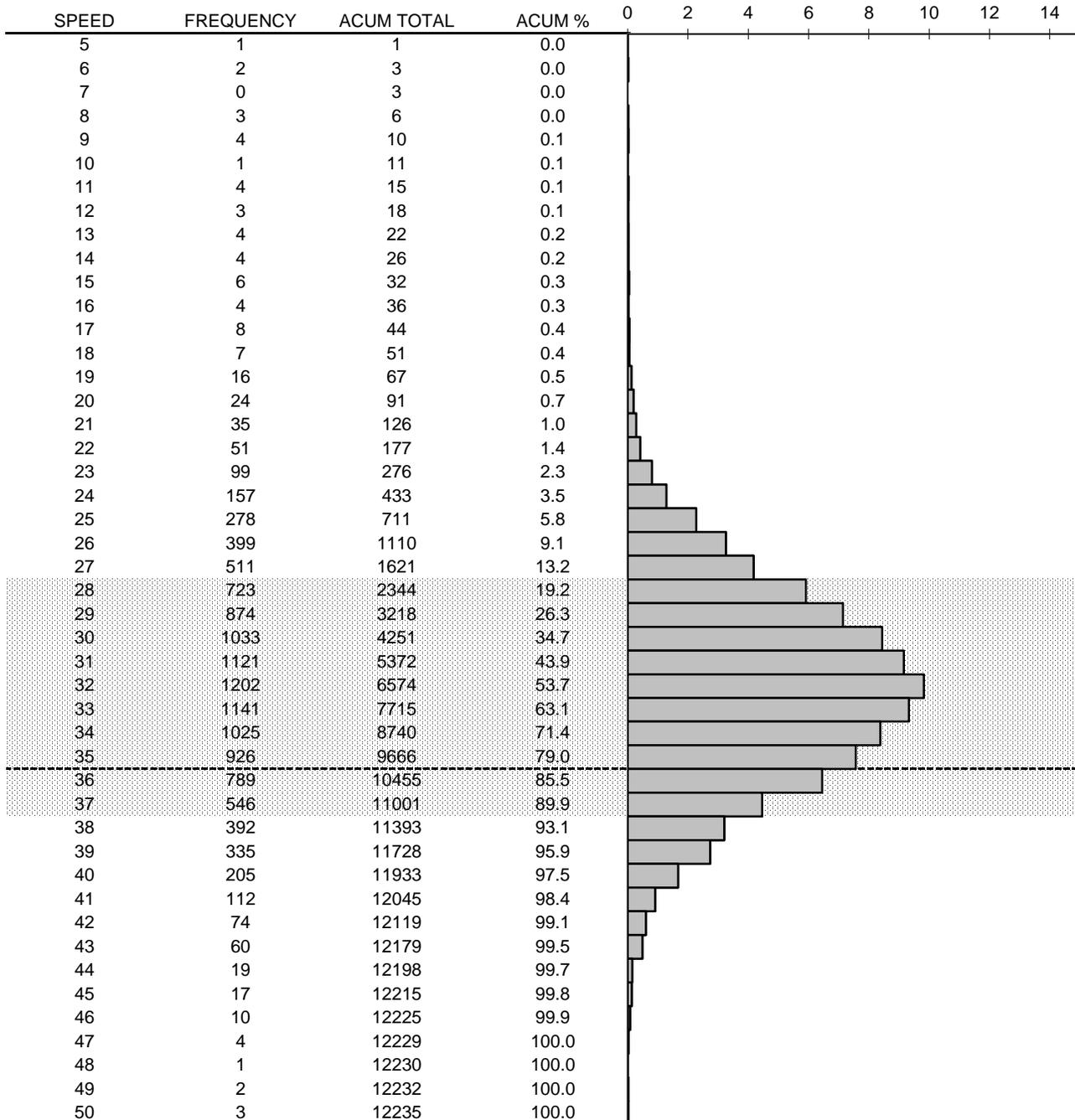
SPOT SPEED STUDY RESULTS
RELATIVE FREQUENCY DISTRIBUTION
TRAFFIC SAFETY STUDY

CITY: Parkville
 OBSERVER: Machine
 DATE: 9/26/2012

COUNTY: Platte
 SPEED LIMIT: 25 MPH
 DIRECTION: EB & WB

LOCATION: Route 9 East of East Street
 TIME START: 12:00 AM
 TIME END: 11:59 PM

PERCENTAGE BREAKDOWN



AVERAGE SPEED = 32.1
 50th PERCENTILE = 31.6
 85th PERCENTILE = 35.9
 90th PERCENTILE = 37.
 95th PERCENTILE = 38.7

PACE = 28 - 37
 VEHICLES IN PACE = 9380
 % IN PACE = 76.7
 % BELOW PACE = 13.2
 % ABOVE PACE = 10.1

SAMPLE VARIANCE = 19.1615585
 STANDARD DEVIATION = 4.3773918
 RANGE 1*S = 72.2027
 RANGE 2*S = 96.085
 RANGE 3*S = 99.41969

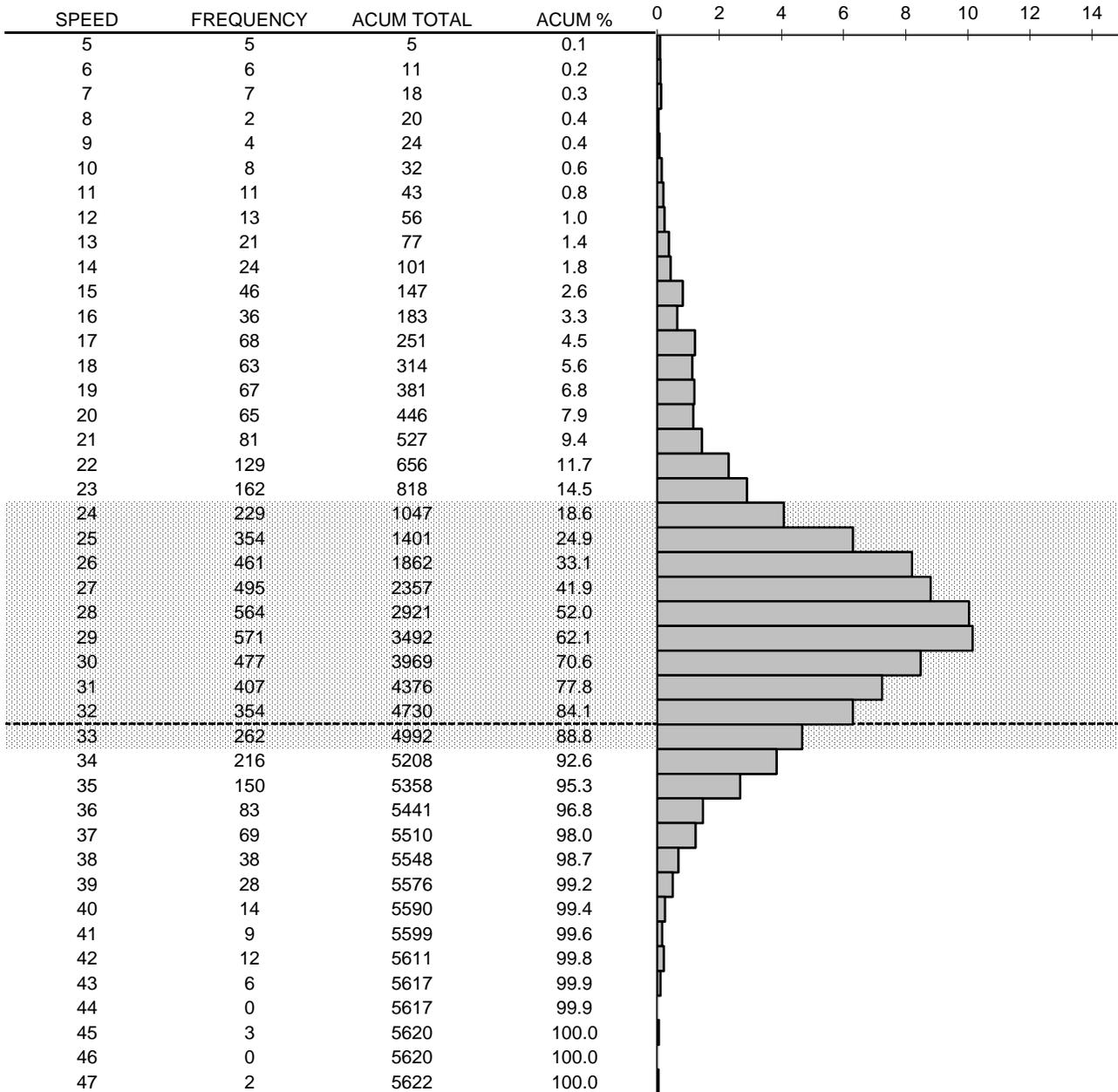
SPOT SPEED STUDY RESULTS
RELATIVE FREQUENCY DISTRIBUTION
TRAFFIC SAFETY STUDY

CITY: Parkville
 OBSERVER: Machine
 DATE: 9/26/2012

COUNTY: Platte
 SPEED LIMIT: 25 MPH
 DIRECTION: EB & WB

LOCATION: Mill Street west of Main Street
 TIME START: 12:00 AM
 TIME END: 11:59 PM

PERCENTAGE BREAKDOWN



AVERAGE SPEED = 27.9
 50th PERCENTILE = 27.8
 85th PERCENTILE = 32.2
 90th PERCENTILE = 33.3
 95th PERCENTILE = 34.9

PACE = 24 - 33
 VEHICLES IN PACE = 4174
 % IN PACE = 74.2
 % BELOW PACE = 14.5
 % ABOVE PACE = 11.2

SAMPLE VARIANCE = 26.4560949
 STANDARD DEVIATION = 5.1435489
 RANGE 1*S = 77.12558
 RANGE 2*S = 94.21914
 RANGE 3*S = 98.91498

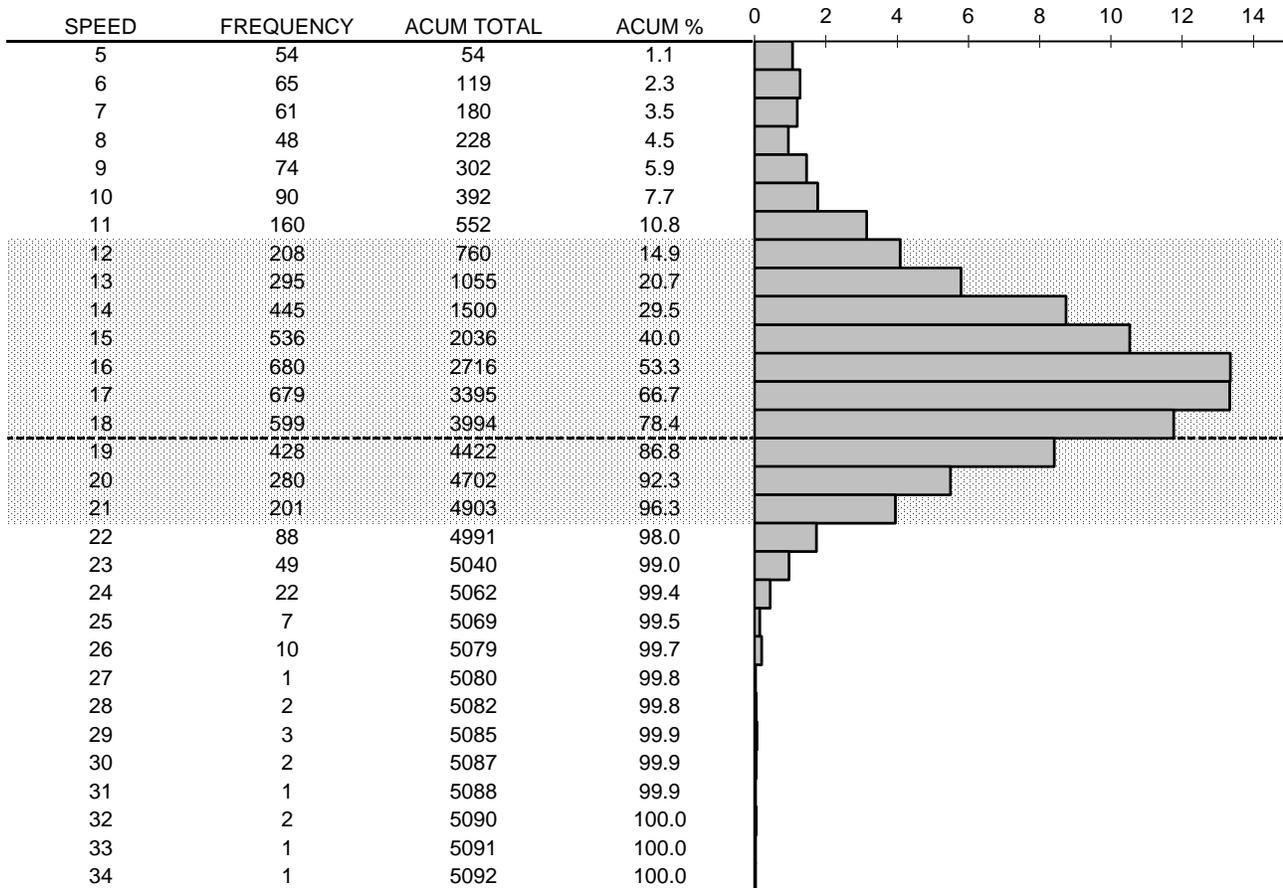
SPOT SPEED STUDY RESULTS
RELATIVE FREQUENCY DISTRIBUTION
TRAFFIC SAFETY STUDY

CITY: Parkville
 OBSERVER: Machine
 DATE: 9/26/2012

COUNTY: Platte
 SPEED LIMIT: 25 MPH
 DIRECTION: EB & WB

LOCATION: 1st Street between East St and Main St
 TIME START: 12:00 AM
 TIME END: 11:59 PM

PERCENTAGE BREAKDOWN



AVERAGE SPEED = 15.9
 50th PERCENTILE = 15.8
 85th PERCENTILE = 18.8
 90th PERCENTILE = 19.6
 95th PERCENTILE = 20.7

PACE = 12 - 21
 VEHICLES IN PACE = 4351
 % IN PACE = 85.4
 % BELOW PACE = 10.8
 % ABOVE PACE = 3.7

SAMPLE VARIANCE = 13.3170881
 STANDARD DEVIATION = 3.6492586
 RANGE 1*S = 76.00157
 RANGE 2*S = 94.50118
 RANGE 3*S = 99.7447

Parkville Regional Multi-Modal Access and Livable Community Study
 Downtown Pedestrian Street Crossing Summaries

BIKE



1st St. / East St. / Route 9

Time Start of Min Period	West Leg		East Leg 1st St. to Median		East Leg Rte. 9 Curve to Median		North Leg S. of Median		North Leg N. of Median		South Leg	
	NB	SB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB
Friday, September 28, 2012												
11:30						5	1	5	1			
11:45			1			3		3				
12:00		2				2		2				
12:15		1				10	1	10	1			
Total	0	3	0	1	0	10	1	10	1	0	0	0
Saturday, September 29, 2012												
11:00		2			2			2		2		
11:15								2				
11:30	2				2					1		
11:45	2	2										
Total	4	4	0	0	2	2	0	4	0	3	0	0



1st St. and Main St.

Time Start of Min Period	East Leg		North Leg		South Leg In Crosswalk		South Leg Mid-block 1st / Mill	
	NB	SB	EB	WB	EB	WB	EB	WB
Friday, September 28, 2012								
11:30	1		1		4		1	1
11:45	1	9	3		1	4		
12:00	1	2		2		1		
12:15	5	4	4		2	2	1	
Total	8	15	8	2	7	7	2	1
Saturday, September 29, 2012								
11:00	2	10	3	6	2	5		3
11:15	7	6	6	2	1	3		4
11:30	4	6		1		1	2	
11:45	7	4	10	2	2	6	6	
Total	20	26	19	11	5	15	8	7

Mill St. and Main St.



Time Start of Min Period	West Leg		North Leg		South Leg	
	NB	SB	EB	WB	EB	WB
Friday, September 28, 2012						
11:30		1				
11:45	1					
12:00	1				2	
12:15		4				4
Total	2	5	0	0	2	4
Saturday, September 29, 2012						
11:00	2	2				2
11:15	2	3			1	
11:30	8	11		2	3	
11:45	10	2				
Total	22	18	0	2	4	2

RR Tracks



Time Start of Min Period	Main St. Crossing		East St. Crossing	
	NB	SB	NB	SB
Friday, September 28, 2012				
11:30	1		1	
11:45	17		1	3
12:00	1	3		2
12:15	7	6	1	
Total	26	9	3	5
Saturday, September 29, 2012				
11:00	4	3	2	
11:15	5	2		1
11:30	8	8		1
11:45	9	2	2	
Total	26	15	4	2

	Fri Trains	From	To
	1	11:32	11:36
	2	11:50	11:53
	3	12:07	12:10

	Sat Trains	From	To
	1	11:10	11:14
	2	11:27	11:31
	3	11:50	11:54

MoDOT Accident Data

DATE	TRAVELWAY_NAME	DESIGNATION	DIR	ACC_MASTER_INTRSC	ACC_SVRTY_RTNM_NM	WTHR_COND_TPRD_SURF_CONLGT_COND_NAME	MHTD_ACC_CLS_NAME	MHTD_ACC_TYPR_NAME	ACC_TRFNTL_TYP_NM
06/27/2008 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/04/2011 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
11/13/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
11/29/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
11/30/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/01/2008 MAIN ST		CST	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/16/2009 MAIN ST		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/25/2010 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/25/2010 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
07/12/2010 WEST ST		CST	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
08/22/2010 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/07/2010 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/18/2010 9		MO	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/16/2011 9		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/31/2011 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/31/2011 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
08/25/2011 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/12/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/13/2006 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/19/2006 9		RT	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/11/2006 FF		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/14/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/23/2006 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/27/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/08/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
04/05/2006 9		MO	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
04/18/2006 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
04/27/2006 SEVENTH ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/13/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/19/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/19/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/14/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/22/2006 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
07/04/2006 12TH ST		CST	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
07/27/2006 CROOKED RD		CRD	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
08/19/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
08/29/2006 MAIN ST		RT	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/16/2006 FF		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/16/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
10/03/2006 SECOND ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
11/02/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/04/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/05/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/11/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/13/2006 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/22/2006 WEST ST		CST	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/15/2007 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/19/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/25/2007 SEVENTH ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/16/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
02/27/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/07/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/16/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/16/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/15/2007 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/25/2007 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
05/30/2007 EAST ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/11/2007 ELM ST		CST	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
06/22/2007 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/07/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/18/2007 9		MO	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
09/25/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
10/03/2007 MAIN ST		CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
10/11/2007 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/12/2007 FF		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/19/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/28/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
12/31/2007 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/02/2008 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
01/02/2008 FF		RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/07/2008 9		MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY
03/10/2008 SEVENTH ST		CST	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	DRY	DAYLIGHT	DRY	DRY

MO	03/23/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	NONE
MO	03/23/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	NONE
RT	04/07/2008 FF	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	NONE
RT	04/22/2008 FF	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	NONE
MO	05/24/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
CST	06/03/2008 MAIN ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
CST	06/06/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	CHAIN REACTION REAR END	NONE
CST	06/25/2008 FOURTH ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
CST	07/09/2008 SIXTH ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	NONE
MO	08/18/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	08/26/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	DEER	STOP SIGN
CST	09/16/2008 EAST ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	RAIN	DRY	DAYLIGHT	PASSING	RAN OFF ROAD	ELEC SIGNAL
MO	10/13/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	RAIN	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	10/20/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	ELEC SIGNAL
RT	10/23/2008 FF	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	NONE
CST	11/04/2008 MAIN ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	11/23/2008 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	DEER	STOP SIGN
MO	01/02/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	01/22/2009 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	LEFT TURN RIGHT ANGLE COLLISION	CHAIN REACTION REAR END	ELEC SIGNAL
CST	02/20/2009 WEST ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	DEER	NONE
CST	03/06/2009 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
CST	03/23/2009 SIXTH ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
RT	04/17/2009 WEST ST	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	RAN OFF ROAD-PARKED MOTOR VEHICLE	STOP SIGN
RT	04/22/2009 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	06/28/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	09/12/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	10/08/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	10/27/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
CST	11/06/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	DEER	NONE
CST	12/11/2009 FIFTH ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	NONE
MO	12/22/2009 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	DEER	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	01/04/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	DEER	RAN OFF ROAD-FIXED OBJECT	NONE
MO	01/09/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
MO	01/11/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	NOT STATED	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-PARKED MOTOR VEHICLE	ELEC SIGNAL
MO	01/12/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	NOT STATED	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-PARKED MOTOR VEHICLE	STOP SIGN
MO	03/01/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	LEFT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
CST	04/01/2010 MAIN ST	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	04/11/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
MO	04/15/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-FIXED OBJECT	NONE
RT	04/16/2010 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
CST	05/24/2010 MAIN ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	STOP SIGN
MO	06/17/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-FIXED OBJECT	NONE
MO	06/20/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	07/13/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	LEFT TURN	MOTOR VEHICLE IN TRAFFIC	NONE
CST	07/26/2010 MAIN ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT ANGLE	RAN OFF ROAD-PARKED MOTOR VEHICLE	STOP SIGN
MO	08/05/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	NONE
RT	08/26/2010 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	09/07/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
CST	09/08/2010 FIFTH ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-OVERTURNING	NONE
GRD	09/15/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	ELEC SIGNAL
MO	09/20/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	DEER	DEER	NONE
RT	09/21/2010 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	09/29/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	ELEC SIGNAL
CST	10/05/2010 WEST ST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	NONE
MO	10/06/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	RAN OFF ROAD-FIXED OBJECT	NONE
CST	11/02/2010 MAIN ST	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
MO	11/02/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	11/04/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	11/15/2010 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	LEFT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	ELEC SIGNAL
MO	12/03/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	12/09/2010 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
MO	01/02/2011 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	RAN OFF ROAD-FIXED OBJECT	NONE
MO	01/03/2011 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	SNOW	DRY	DAYLIGHT	OUT OF CONTROL	MOTOR VEHICLE IN TRAFFIC	NONE
MO	01/05/2011 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	SNOW	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE
MO	01/15/2011 9	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	FREEZING	DRY	DAYLIGHT	DEER	DEER	NONE
MO	02/04/2011 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
RT	02/11/2011 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
RT	02/14/2011 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	NONE
MO	02/14/2011 FF	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
MO	02/17/2011 9	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	ELEC SIGNAL
RT	03/11/2011 MAIN ST	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
RT	03/19/2011 FF	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT ANGLE	MOTOR VEHICLE IN TRAFFIC	STOP SIGN

03/26/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLOUDY	WET	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
03/31/2011 9	MO	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	RAIN	WET	DAYLIGHT	REAR END	CHAIN REACTION REAR END	ELEC SIGNAL
05/05/2011 FF	RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	WET	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
05/23/2011 FF	RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
05/23/2011 FF	RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	RIGHT TURN RIGHT ANGLE COLLISION	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
06/30/2011 SIXTH ST	CST	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
06/30/2011 FF	RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	OUT OF CONTROL	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
08/05/2011 SIXTH ST	CST	E	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	RAN OFF ROAD-FIXED OBJECT	NONE
08/17/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
09/30/2011 MAIN ST	CST	S	PUBLIC ROAD OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	NONE
09/26/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	DEER	DEER	NO PASSING ZONE
10/27/2011 MAIN ST	CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	NONE
10/19/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	LEFT TURN	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
10/19/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	LEFT TURN	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
11/07/2011 FF	RT	E	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	RAIN	WET	DAYLIGHT	REAR END	CHAIN REACTION REAR END	NONE
11/17/2011 9	MO	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	STOP SIGN
11/21/2011 9	MO	S	NOT STATED OR NOT INTERSECTION	PROPERTY DAMAGE ONLY	CLOUDY	DRY	DAYLIGHT	REAR END	MOTOR VEHICLE IN TRAFFIC	NONE
12/02/2011 EAST ST	CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	BACKING	MOTOR VEHICLE IN TRAFFIC	NONE
12/04/2011 MAIN ST	CST	S	PUBLIC ROAD OR STREET	PROPERTY DAMAGE ONLY	CLEAR	DRY	DAYLIGHT	PARKING OR PARKED CAR	RAN OFF ROAD-PARKED MOTOR VEHICLE	NONE

Sight Distance Measurement at 12th Street

Sight Distance Memo – May 22, 2012

Task 200.1f

Collect sight distance measurements at 12th Street and Route 9/East Street

Discussion

The City of Parkville has received inquiries about the adequacy of sight distance to the north for eastbound drivers on 12th Street at the intersection of 12th Street and Route 9/East Street. As part of the Parkville Regional Multi-modal Access and Livable Community Study, TranSystems has completed field observations and measurements of the sight distance at this location following guidelines published in *A Policy on Geometric Design of Highways and Streets* (AASHTO, 6th Edition).

Intersection Sight Distance (ISD) is desired to provide adequate visibility to the driver entering a roadway from a stopped condition. ISD is dependent on the main road traveling speed, the type of traffic control devices present, the maneuver the entering vehicle will be making (left-turn, right-turn, or crossing) and the number of lanes the vehicle must cross. ISD is measured from a point 14.5 feet back from the edge of the traveled way, according to AASHTO guidelines. AASHTO states that this distance “represents the typical position of the minor-road driver’s eye when a vehicle is stopped relatively close to the major road.” The distance from the driver’s eye to the front of the vehicle is nearly always 8 feet.

Location	Direction	Speed Limit	Desirable ISD¹	Measured Distance
Eastbound 12th Street at Route 9/East Street	Looking North	35 mph	390 ft	137 ft

1 – Intersection Sight Distance for a Passenger Car (feet)

As shown in the table, field measurements of ISD for eastbound drivers on 12th Street fall below AASHTO’s desirable distance. However, based on field measurements if the driver moves forward two feet, the desirable sight distance is available for eastbound vehicles. At this location, the front of the vehicle would be positioned 4.5 feet from the edge of the traveled way on Route 9/East Street. AASHTO confirms that field observations of vehicle stopping positions found that, where needed, drivers will stop with the front of their vehicle 6.5 feet or less from the edge of the major-road traveled way. It is not uncommon for driver’s to stop and then slowly move forward at a stop sign until they feel comfortable proceeding with their turning or crossing maneuvers. Additionally at the slightly closer stopping position, drivers have the opportunity to stop and adequately view oncoming traffic without encroaching into the cross street.

Vegetation overgrowth does occur on the northwest corner of this intersection. While drivers can move slightly closer to the intersection for adequate visibility to the north, it would be prudent to monitor the vegetation at this intersection and remove/clear the location so that further sight distance limitations do not occur.

Parking at 1st and East Street

East Street Angle Parking Memo – July 26, 2013

Discussion

The on-street parking configuration in front of the Patriot Bank was identified as an area of interest because of the number of parking spaces, the parking orientation and the regulation of parking duration. As part of the Parkville Regional Multi-modal Access and Livable Community Study, TranSystems has completed field observations and measurements of the on-street parking conditions in this area and assessed them based upon the *Manual of Uniform Traffic Control Devices (2009 Edition)*, *The Parking Handbook for Small Communities* by John D. Edwards and engineering judgment.

The following is a summary of existing street conditions including the on-street parking. The existing roadway measures approximately 36 feet in width and consists of two 11-foot travel lanes and a 14-foot wide angled parking stall. There are a total of three angled parking spaces. The angle is estimated at approximately 45 degrees. The first parking stall begins coincident with the southbound stop bar. The last angled parking stall ends at the one-way entry driveway to the Bank's drive-thru tellers. A sign is posted for "20 minute parking" duration.

For context it is worth noting that two perpendicular parking stalls are located between the Banks drive-thru entry and exit driveways. These 24-foot long parking spaces are also regulated for 20 minutes. South of 1st Street and continuing along East Street, parallel parking is also used. Here the street width is approximately 38 feet consisting of two 11-foot travel lanes and two 8-foot wide parallel parking stalls.

An assessment of the parking configurations notes several issues. First, is that the beginning parking stall is too close to the intersection. A 20-foot minimum distance is required from the crosswalk. The existing distance is only six feet. Applying the 20-foot rule would begin at the second stall. This is consistent with the no parking zones along Main Street. The stall length is less than desired. The vehicle projection dimension for a 45 degree angle is 17'-4". The existing stall dimension is only 14 feet. And while the centerline stripe for East Street is not clearly defined, it is evident that with the wider angle parking along the west side, the offset lateral distance between centerlines south and north of 1st Street is more than the desired maximum of four feet.

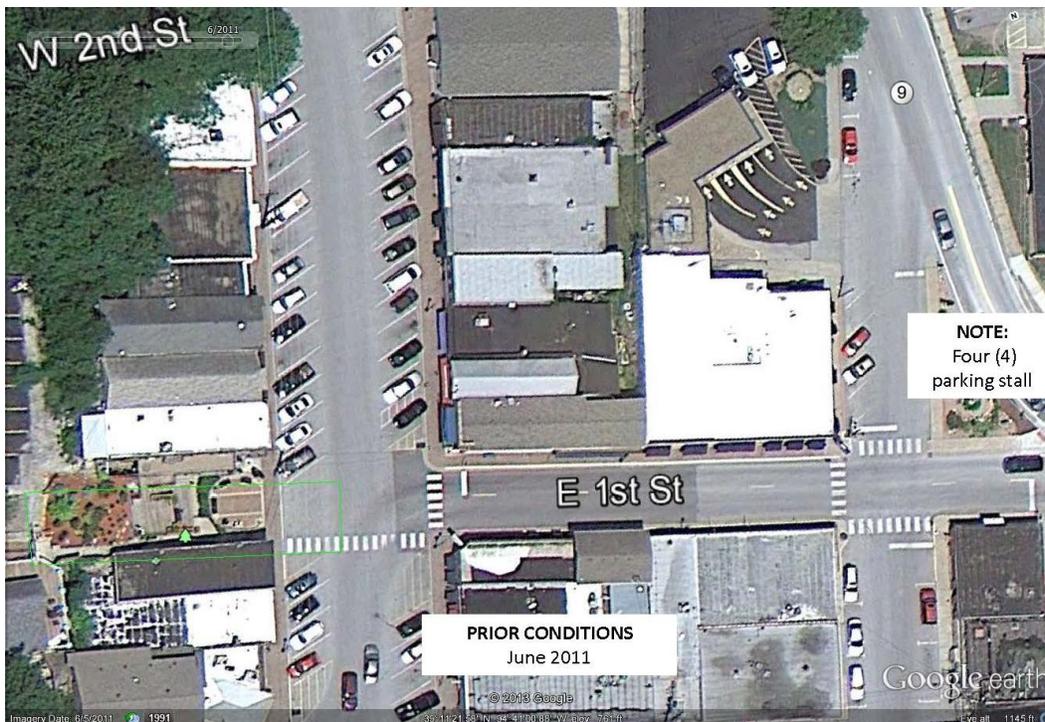
This is the only area observed to have on-street parking durations posted. As such, it raises the question if such regulations are needed, and if so, are parking duration regulations needed elsewhere. The signs also imply that the parking restriction is in effect throughout the entire day, unlike a 2-hour parking restriction between 7-AM to 6-PM time period. If the on-street parking limit is to aid patrons of the bank, then additional information is needed to assess the viability of the bank providing sufficient off-street parking. No time restrictions are noted for the Bank's seven parking stalls in its private lot.

It is suggested that the parking stall configuration be converted to two 20-foot long (end) parallel stalls. This would afford a consistent on-street parallel parking configuration along the west side of East Street. It also would reduce the centerline offset north and south of 1st Street to a more manageable distance. Lastly, it is suggested to either remove the parking duration restriction or if kept, to be supplemented with a time period that does not last all day.

East Street Angle Parking Memo – July 26, 2013



East Street Angle Parking Memo – July 26, 2013



East Street Angle Parking Memo – July 26, 2013



MindMixer Idea Reports



Topic Name: Historic District Designation

Idea Title: Maintain historic character

Idea Detail: Maintain historic character

Idea Author: David A

Number of Seconds 0

Number of Points 21

Number of Comments 0

Idea Title: Seek “historic” district

Idea Detail: Seek “historic” district

Idea Author: David A

Number of Seconds 0

Number of Points 14

Number of Comments 1

Comment 1: I have partially gone through this process before, and you will first need a historic survey, if you haven't already. The citizenry can assist with this, partially by taking a facade photo of each building in the proposed district. Does anyone know if a survey has been done, or is in process? | By Melissa P



Topic Name: Scale of Development

Idea Title: Underground parking for infill/new development vs. beside it

Idea Detail: Save space!

Idea Author: Emily W

Number of Seconds 0

Number of Points 15

Number of Comments 1

Comment 1: I am not an engineer; but underground parking for a flood zone??? I am just not sure that is a good idea. I might add that setting up a poll with Love it, Like it, It's OK and Neutral is a Hobson's choice. That is not voting, we should expect better from an organization that says it is listening to the people. | By Kerry M

Idea Title: Large-scale redevelopment

Idea Detail: Thinking about the big picture.

Idea Author: Emily W

Number of Seconds 0

Number of Points 11

Number of Comments 3

Comment 1: Absolutely agree with this. Parkville needs good historical interpretive signs for a walking trail through history--including the river, railroad, civil war slavery events, historical homes, the college (MacKay Hall, the Meeting House, etc), historical trees, Banneker School, etc. Local folks, visitors and school children all are very interested in the history of such a classic town. | By Jeanne P

Comment 2: Agree. Historical markers help make a place. Please check out the salute to the Muelbach grocery family located just west of Nick & Jake's! Also, wayfinding signs allow us to define our place and can make us unique thereby restoring value to our homes. | By Jim A



Comment 3: Redevelopment of infrastructure? Yes. But to the historic Architectural fabric? Please, please, no. Please protect and cherish your historic buildings. Respecting the past has paid off for downtown Lawrence. They are a good model/case study. | By Melissa P

Idea Title: Small-scale infill development

Idea Detail: Using land within a small built-up area for further construction as part of our community redevelopment.

Idea Author: Emily W

Number of Seconds 0

Number of Points 10

Number of Comments 1

Comment 1: How big and busy is Parkville ready to get? There are hundreds of interesting ideas that have already been implemented in other towns that continue to be a draw for tourists and a landmark for the city: St Louis Arch, Seattle space needle, Eiffel Tower, etc, etc. Any city can do similar.... where there's a will, there's a way.

What about a flood bridge for foot (and car?) traffic connecting Main street North of the tracks to the shops on the South side. The bridge would go over the tracks and could be covered and built to house retail and restaurants (like the McD's bridge over the highway in Oklahoma) If built right, lit, promoted, it could be Parkville's Eiffel tower. | By Karla H



Topic Name: Transportation Improvement Areas

Idea Title: Highway 9 for better pedestrian connectivity

Idea Detail: Create more convenience for pedestrians.

Idea Author: Emily W

Number of Seconds 0

Number of Points 14

Number of Comments 1

Comment 1: Improving access to downtown south along 9hwy from 45hwy. I think the Parkville Trail project has ideas to address this! | By D D

Idea Title: Intersection of First Street & 9 Highway/East Street for safety

Idea Detail: Safety should be a main concern.

Idea Author: Emily W

Number of Seconds 0

Number of Points 7

Number of Comments 1

Comment 1: I think this is VERY, VERY important. That interchange for pedestrian's and motorists and is tricky even when you know what to expect. For people not familiar with the area, it is treacherous. | By Brandy C

Idea Title: Highway FF/Mill Street to accommodate cyclists and more vehicles

Idea Detail: More space is needed on these streets.

Idea Author: Emily W

Number of Seconds 0



Number of Points 7

Number of Comments 3

Comment 1: Actually Monty, the number of out-of-area bicyclists that ride FF is rather significant. And if you look at the overall bike trail plans to get from Katy Trail to Weston someday, that's pretty exciting. I don't think this is a Walnut Creek issue but something much larger. | By Jeff E

Comment 2: Agree, Jeff. The "Parkville Trail" would distinguish and brand our place. With our great school system and location, we should be attractive to younger families, the very people that empty nest baby boomers need to buy their "family" homes. These initiatives that make our place better help all of us. | By Jim A

Comment 3: make walnut creek acres pay for it, they would benefit most | By monty R

Idea Title: Link the pocket park to Park University & Parkville Train Depot

Idea Detail: First Street between Main and East Streets.

Idea Author: Emily W

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: they are last time i looked | By monty R

Idea Title: White Alloe Creek to connect to the Parkville Nature Sanctuary

Idea Detail: Create improvements along White Alloe Creek

Idea Author: Emily W

Number of Seconds 0

Number of Points 3



Number of Comments 0

Idea Title: Main St between 1st & 2nd Streets creating a pedestrian plaza

Idea Detail: Create a main thoroughfare for pedestrians.

Idea Author: Emily W

Number of Seconds 0

Number of Points 1

Number of Comments 2

Comment 1: Pedestrian plaza would be better on 1st between East Street and Main--create linear, pedestrian park from west side of Main thru 1st to White Alloe Creek to the Nature Sanctuary. Make Parkville PARKville! | By Jim A

Comment 2: As someone that lives just West of downtown Parkville, I'm not in agreement. That location removes a through-street and will clog up traffic quite a bit for Walnut Creek, The Bluffs, River Hills, Crooked Road, etc. And yet...I'm in agreement in the pedestrian plaza concept overall. | By Jeff E

Idea Title: Shifting the railroad tracks south of English Landing Drive

Idea Detail: Shifting the tracks would benefit pedestrian and bike traffic.

Idea Author: Emily W

Number of Seconds 0

Number of Points 1

Number of Comments 0

Idea Title: N end of Main St, Hwy 9 near 6th St & Hwy 9 near Park University

Idea Detail: Create gateways in these areas.

Idea Author: Emily W



Number of Seconds 0

Number of Comments 0



Topic Name: Sidewalk Enhancements

Idea Title: Open-space enhancements

Idea Detail: Open-space enhancements

Idea Author: David A

Number of Seconds 0

Number of Points 12

Number of Comments 1

Comment 1: Open space is important to maintain a stable economic base for our community. People want to live and work near parks, trails, and water. | By Carla D

Idea Title: Infill sidewalk gaps

Idea Detail: Infill sidewalk gaps

Idea Author: David A

Number of Seconds 0

Number of Points 11

Number of Comments 3

Comment 1: I think the focus should be on the sidewalks on both sides of East Street, which will provide a connection from the residential areas, through downtown all the way to English Landing Park. The installation of this s/w will require the removal of fewer trees along the edge of the parking lot, as opposed to installing a s/w on the east side of Main from the current terminal point to Herb Bush Drive (transplant the trees instead of cutting them.) MP6's wishes in regards to ADA s/w could be achieved by widening the s/w on Main between 1st and the RR. Appears there is about 50 feet of ROW that would allow a 10' s/w on the west side and 5' s/w on the east side. The 10' s/w would allow outdoor seating while still providing ADA accessibility and 13'+ traffic lanes. Parallel parking to remain on the west side of the street. The few parking spaces along the MAW building could be relocated to the east side of the fire station or behind the buildings along the RR ROW. | By Dustin S



Comment 2: Perhaps considering finished floor elevation of your downtown shops & restaurants you may wish to investigate the possibility of raising the street level? | By Melissa P

Comment 3: Okay, clearly filling in gaps is a step in the right direction (please pardon the pun), but this is really side-stepping the true need regarding sidewalks. The curbs downtown are super tall and the sidewalks are so narrow, so we can't use our double stroller. But more importantly, this is an architectural barrier to accessibility for many potential patrons with a wide range of mobility issues. There are so many ADA issues that need to be addressed, I don't even know where you begin. Downtown Parkville will eventually have its hand forced to update accessibility to the 21st century, and outdoor building codes are being adopted elsewhere. Some cities have completed ADA upgrade improvement projects only after law suits, court fines, and deadlines to meet. I would hate for this to happen here, and hope you decide to be proactive about it. Historic districting is also key, here, but won't protect you from liability nor lawsuits regarding accessibility. | By Melissa P

Idea Title: Parking enhancements

Idea Detail: Parking enhancements

Idea Author: David A

Number of Seconds 0

Number of Points 2

Number of Comments 0



Topic Name: Land Use Opportunities

Idea Title: Redevelopment

Idea Detail: Redevelopment

Idea Author: David A

Number of Seconds 0

Number of Points 12

Number of Comments 0

Idea Title: Infill development

Idea Detail: Infill development

Idea Author: David A

Number of Seconds 0

Number of Points 6

Number of Comments 0



Topic Name: Railroad Enhancements

Idea Title: Quiet zone

Idea Detail: Quiet zone

Idea Author: David A

Number of Seconds 0

Number of Points 11

Number of Comments 1

Comment 1: I think the Quite Zone in St. Joseph cost about \$500,000, but the design was probably done internally. | By Dustin S

Idea Title: Road over rail

Idea Detail: Road over rail

Idea Author: David A

Number of Seconds 0

Number of Points 6

Number of Comments 1

Comment 1: This will cost millions of dollars and there is not enough space for a bridge over the RR tracks at Crooked Road. Not a good use of public money. | By Carla D

Idea Title: Railroad relocations

Idea Detail: Railroad relocations

Idea Author: David A

Number of Seconds 0



Number of Points 3

Number of Comments 0

Idea Title: Elevated rail

Idea Detail: Elevated rail

Idea Author: David A

Number of Seconds 0

Number of Points 1

Number of Comments 1

Comment 1: A flyover will costs millions of dollars; not a good use of the public's limited funds.
| By Carla D



Topic Name: Trail Enhancements

Idea Title: Along MO Route 9

Idea Detail: Along MO Route 9

Idea Author: David A

Number of Seconds 0

Number of Points 10

Number of Comments 1

Comment 1: Existing corridors need to be utilized as much as possible to keep costs reasonable. Trails in green spaces/parks already cost \$1000's per mile. | By Carla D

Idea Title: Along West Street

Idea Detail: Along West Street

Idea Author: David A

Number of Seconds 0

Number of Points 6

Number of Comments 0

Idea Title: Along Aloe Creek

Idea Detail: Along Aloe Creek

Idea Author: David A

Number of Seconds 0

Number of Points 6

Number of Comments 1



Comment 1: This would be my second choice from a practical standpoint. A better route seems to be to go through the nature sanctuary. Within the PNS, the trail is essentially already there and there would be less right-of-way (ROW) acquisition for this route, at least up to the Riss Lake dam. Maybe I'm missing something. | By Dustin S



Topic Name: Gateway Opportunities

Idea Title: Primary gateway

Idea Detail: Primary gateway

Idea Author: David A

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: Secondary gateway

Idea Detail: Secondary gateway

Idea Author: David A

Number of Seconds 0

Number of Points 4

Number of Comments 0

Idea Title: Tertiary gateway

Idea Detail: Tertiary gateway

Idea Author: David A

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: I have never been a fan of signage to delineate residential areas from each other or from the downtown. It seems to perpetuate an "us/them" mentality and I see them more as



a waste of money. Neighborhoods in many small towns are often divided by manmade physical features, such as major streets and railroads and within those boundaries was/is a diverse segment of the population, maybe with a school as a focal point. The signs we see today tend to be mostly geared toward segregating subdivisions (I hesitate to call them neighborhoods) by income. The transition from Downtown into the neighborhoods speaks for itself. I just see no need for these types of signs. | By Dustin S



Topic Name: Your Thoughts

Idea Title: Dog "Hooks"

Idea Detail: I would like to be able to walk into downtown and around the city (even the areas near Price Chopper, etc.) and have my dog be able to be "hooked" with his leash outside while I go in and shop. ie at the Farmers Market I can't walk through with my dog. Is there a way to place something outside of the vendor area so I can leave my dog and then shop and go retrieve him afterward. I would like to be able to eat outside and have my "well behaved" dog sit and wait either at my feet or close by.

Idea Author: Barbara L

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Living/Rentals Above the shops

Idea Detail: Housing/Rental above the shops (on second level) so to allow for affordable quality living in the heart of the city.

Idea Author: Barbara L

Number of Seconds 0

Number of Comments 0



Topic Name: Circulation and Speed Enhancements

Idea Title: Lane configurations

Idea Detail: Lane configurations

Idea Author: David A

Number of Seconds 0

Number of Points 2

Number of Comments 1

Comment 1: I would change parking configuration in front of Patriot's Bank on East Street to be set up as a couple of parallel parking spots instead of the angled full length slots to allow for more room for two way traffic as it is parallel parking farther up the street in front of drive through. | By Todd B

Idea Title: Bulb-outs

Idea Detail: Bulb-outs

Idea Author: David A

Number of Seconds 0

Number of Points 1

Number of Comments 0

Idea Title: Raised intersection

Idea Detail: Raised intersection

Idea Author: David A

Number of Seconds 0

Number of Comments 1



Comment 1: No. Don't like this at all. Too expensive. Will ruin the character of old downtown Parkville. | By Carla D

Idea Title: Roundabout

Idea Detail: Roundabout

Idea Author: David A

Number of Seconds 0

Number of Comments 1

Comment 1: There is not enough space to put in a roundabout. | By Carla D



Topic Name (Instant Poll): Most Important Improvement

Idea Title: Sidewalk enhancements

Number of Seconds 15

Idea Title: Trail enhancements

Number of Seconds 14

Idea Title: Historic district designation

Number of Seconds 7

Idea Title: Land use opportunities

Number of Seconds 7

Idea Title: Gateway enhancements

Number of Seconds 4

Idea Title: Circulation and speed enhancements

Number of Seconds 3

Idea Title: Railroad enhancements

Number of Seconds 3

Comments

Number of Comments 3

Comment 1: Optimizing business and residents access to cable and fiber optical cable would be greatly enhanced if BNSF would allow such infrastructure to run south of their tracks. | By John K

Comment 2: Optimizing the technical infrastructure should be on this list. Cable, phone, internet, fiber line upgrades should be on the roadmap to keep current businesses



operationally optimized. This will also attract future businesses/renters/property owners. | By Carey W

Comment 3: If we want Parkville to become a more walkable community, then sidewalk enhancements must be a major priority. This includes adding sidewalks to 9 Hwy and improving existing Downtown sidewalks. | By Erik B



Topic Name: Downtown Opportunities

Idea Title: College town

Idea Detail: Park University is 1 block away yet you hardly see students in town. With the exception of 2-3 businesses, there is little to draw these young people to Main Street. Parkville also doesn't have the "feel" of a college town. A huge opportunity lies waiting.

Idea Author: Carla D

Number of Seconds 13

Number of Comments 11

Comment 1: No improvement- just CHEERS for the following comments! Yes to wi-fi, art store, need general store/drug store. Big HS and university, community clubs promotions. | By Bette C

Comment 2: Right. Parkville has kind of become a magnet for Johnson Co. via 435. Not bad, but is that what we want to be? Is there anyplace in town where a student can get homemade cookies for a reasonable price? Do any of the restaurants have free WiFi? We don't have to throw out all the old folks' stuff to be hospitable to the kids. Right now, they don't have much reason to walk or ride down the hill so they mostly don't. is there any event that encompasses the entire community: residents, businesses, college, both HSs, scout troops, something for all the stakeholders?. Many of the things that happen in Pville these days seem pitched to tourists. Nothing wrong with that except that tourists are not invested or around on a day to day basis.:) | By Barb L

Comment 3: Parkville is home to Park Hill South High School and Park University. Embracing these students is an opportunity to add vitality to downtown Parkville and enrich the community. Hundreds of PHS high school students drive through downtown every day, yet they have little reason to stop after school. Similarly, Park University is right next door yet we see few students in downtown.

We recently took our son to college in Appleton, Wisconsin. His school is similar to Park University, a small liberal arts college right next to downtown. The community embraces the school. Churches and downtown businesses have welcome signs for the students, shops hang posters of upcoming events in their windows, and more businesses cater to student interests (such as noted by Dustin).

To begin, start more dialog with the schools and student groups to find ways to help each



other, advertise school events in town, and put up a kiosk with local and school events | By David D

Comment 4: This is not my idea, but I like it. Build a pedestrian/golf cart bridge across White Alloe Creek at 2nd Street. On the University side, there is a great, old stone retaining wall and an inclined plane that would be perfect for a connection. Request the University to connect the Campus to this path in its current Master Plan process. | By Jim A

Comment 5: I have been trying to get more Park U students down town. One idea that I have had is for an art supply store. There is plenty of great retail space in English Landing Centre. Such a store could be a co-op operated by investors who work part time in the store (and who get personal discounts and share in the profits). Such a business would easily bring in the university students as well as high school students. | By John K

Comment 6: I think that students & business owners in downtown should get together to think of fun events that would draw the students downtown. Is there services they need, how would the community better advertise to them. Would those in charge of residential life welcome some things and not others? Also I've been to some of their music events, are there other opportunities that the residents of Parkville are missing out on. Sports? Theatre? | By Ann M

Comment 7: This is going to be a difficult, but necessary, transition. ATTRACTIONS for the young are DISTRACTIONS for the older. But we must accept and promote the changes. Older generations were younger. I hope it transitions soon, because Parkville doesn't need more antique shops. | By Jeff E

Comment 8: I think the term "antique" might not be the best term to describe the Bric-à-brac and knickknacks sold in the stores ;-)| By Jim S

Comment 9: The Coffeehouse and restaurants are our only "hangouts" on Main Street, but I think young people are in the parks and in the restaurants. We have so many types of businesses that don't necessitate multiple visits (antiques, art, etc.) and a lot of Main Street businesses are frequently closed which discourages browsing. Businesses that provide low-cost fresh food, provide free Wi-Fi, keep later weekday hours, and encourage a casual environment will have success with this crowd. | By Dustin W

Comment 10: I would promote and embrace the Park University students in town. Offer special pricing for them-- doesn't have to be large discounts-- give them 10% off meals-purchases...PLUS I think a lot of businesses could benefit utilizing the student body with internships -- The business owners gets free or inexpensive support and the student gets to work alongside a business/restaurant owner. | By Kathleen F



Comment 11: As the University grows its residential population over the next 3-5 years, more critical mass will be evident. The Parkville Coffeehouse is a prime example of a retail establishment which serves multiple demographics, yet appeals significantly to Park students, faculty and staff. | By Erik B

Idea Title: Parkville Community Garden

Idea Detail: Parkville farmers' market is great! How about a community garden too, with plots for rent and the option to donate a portion of produce through local agencies like Harvesters? Kansas City Community Gardens can help with construction, tilling, and supplies if we come up with the space. Full disclosure... I work there :)

Idea Author: Kathy J

Number of Seconds 5

Number of Comments 1

Comment 1: There is a community garden already, right off of Highway 45, west of The National round-about. The plots are available to rent. Sounds like more advertising for this is needed. | By Kendall W

Idea Title: A "Buy Parkville" Campaign

Idea Detail: Most of the people that live in Parkville work in different towns and counties. They typically stop and spend their money where it is most convenient. I don't believe most of them realize the impact that their money has on their own community. I think that a "Buy Parkville" campaign would be beneficial to Parkville and Platte County. Buy your gas in Parkville, buy your groceries in Parkville etc., this money will be spent on the parks and other city amenities. Maybe it would keep our community and it's finances at "top of mind" for people who were considering going somewhere else for their necessities.

Idea Author: Adam Z

Number of Seconds 5

Number of Comments 4

Comment 1: Further comment to my discount idea: have a "Buy Parkville" card just like a grocery store card card that gives you a discount on certain items from local businesses all the time and on weekly and/or monthly promotions to be determined by each business. All you



have to do is present the card. | By Bette C

Comment 2: I know local businesses need all the money they can get. However, maybe try a discount for residents with a Parkville address (or certain zip codes). Or, coupon for next purchase with "buy parkville" logo. | By Bette C

Comment 3: Very good point. I think many citizens of Parkville don't have a sense of community, or of belonging to a small town. "Parkville" is just a part of their mailing address. It would be great if our populace would embrace the gem where they live and realize the great influence they could have just by spending their money inside our city limits. | By Kelly F

Comment 4: Totally agree! | By Jim A

Idea Title: Riverfront Park Upgrades

Idea Detail: We can come up with many great ideas for upgrades to the riverfront park near downtown Parkville. How about a watering station for pets?

And let's have the park include wifi access with the downtown area so visitors and Park University students can enjoy the outdoor scenery with their mobile devices.

Idea Author: Walt L

Number of Seconds 3

Number of Comments 0

Idea Title: Not sure where to put this

Idea Detail: Can we please try to get one of the trash companies to pick up "yard trash" curbside on a regular or call in basis? It's against the law to burn, and not everyone has the manpower or access to a vehicle to haul limbs and things to a dumpsite.

Idea Author: Barb L

Number of Seconds 3

Number of Comments 1

Comment 1: Contracting with one of the recycling companies, such as Missouri Organic Recycling. | By Carla D



Idea Title: Town & gown collaboration

Idea Detail: Since Park U. has many international students, why not have our own yearly international/ethnic festival in English Landing Park that would encourage more interaction between residents and Park U. students.

Establish a combination Park U./town store that sells both Park U. and Parkville memorabilia. The Park U. store could be moved from campus to downtown Parkville?

Idea Author: James P

Number of Seconds 2

Number of Comments 2

Comment 1: This is a wonderful idea! | By Bette C

Comment 2: PEDC's "Parkville Trading Company" is today recruiting students to join its effort to match them with citizens and start up enterprises in Parkville. If successful, we should have new international products and food creating a unique and distinctive theme. | By Jim A

Idea Title: Community building

Idea Detail: I am a past downtown business owner in historic downtown Parkville. I also know many others who are "past" owners in downtown Parkville. It is very easy to say Parkville needs better businesses, something to draw in the students and residents. However, it is very difficult to stay in business if people are not spending money at your store. Parkville used to be a bustling downtown with many, many unique shops. The first problem occurred when Zona Rosa came in and offered free rent deals to our cornerstone businesses. Suddenly, there were vacancies everywhere and frequent shoppers were no longer drawn downtown. Parkville does not have a central management company that calls the shots. Each building is owned by a private business or individual who, in most cases, can not compete with free rent. The next big problem occurred when the economy hit the tank. Almost overnight, there were no more shoppers. Very few can stay in business during hard economic times. So....while I see lots of ideas for what Parkville "should" do, here is what our residents could help with:

Attend a Main Street Parkville Association Meeting and volunteer to help with one of the many committees. Better still, become a member.

Volunteer for one of the downtown festivals. There are quite a few.

Participate in MSPA fundraisers: these raise money for festivals, downtown beautification and marketing, among other things.



Participate in a CLARB fundraiser to help raise money to beautify our park. Parktoberfest is right around the corner.

Next time you eat out, stay in Parkville. There are great restaurants at the Commons on 45 Highway and in downtown.

Tell your neighbors about what is going on in Parkville.

Community participation is crucial to a small town's success. I think if we start by building community, a lot of these other things will follow.

Idea Author: Kelly F

Number of Seconds 2

Number of Comments 1

Comment 1: Thank you for mentioning the MAIn Street Parkville Association. I am new here and though I love the downtown, it could be prettier. We all could help with this I.e. scout troops, 4-H horticulture projects, community service opportunities for clubs, "gift" a plant, bush or tree and get a coupon towards a downtown purchase. | By Bette C

Idea Title: Its quaint, small-town-in-the-big-city feel.

Idea Detail: Parkville is one of Kansas City's best-kept secrets! A little more advertising for events and the city as a whole could go a long way.

Idea Author: Ann B

Number of Seconds 1

Number of Comments 3

Comment 1: Capitalize on Kansas City events and link them to downtown Parkville. Example: Mecum Auto Auction in KC; on the weekend before, have a car show at the Park with local eateries having dishes for the event such "Thunderbird" Taco, "Cadillac" Chicken, etc. with signage at the car show for the eateries. Also, link Park University and high school students with auto design art, engineering, etc. displays. Have music playing featuring songs with auto theme I.e Beach Boys 409, Pink Cadillac, etc. Could have an electronic bill board that streamed the eateries' promotions, event announcements, etc. This would easily be changed for each event. | By Bette C

Comment 2: Main Street Association just received a \$35,000 grant for advertising so I think



this will help in getting events known. | By Kendall W

Comment 3: great news!!!!!! Need more banners in high visibility locations! | By Deb P

Idea Title: Downtown Battery-powered people movers.

Idea Detail: We need battery-powered, multi-passenger golf carts to move people around downtown and up into English Landing Center, down to the park, to the university and to points north. Our hills and limited parking are an impediment to many folks (e.g. older shoppers). All of the downtown businesses suffer from limited parking and shoppers who only travel the two blocks up and down Main Street.

Idea Author: John K

Number of Seconds 1

Number of Comments 2

Comment 1: Could one Trolley provide this transportation? A trolley car would be attractive. | By Bette C

Comment 2: I think the first goal should be getting people to come downtown in the first place. If they are motivated to come and shop/dine in Parkville, they will be motivated to explore all of the shops. | By Kelly F

Idea Title: A Grand Park with really special play equipment

Idea Detail: In addition to a dog park, since we are blessed with so much park area, a really great park (Think unique like Penguin park), but it has to be our own, maybe something with fountains for the kids cooling off in the summer, a western fort (think Lewis & Clark), or pirates, space themed rocket ships anything big, and grand that sparks the imagination, something so great that kids will just beg their parents to take them to PARKVILLE, PLEEESE.

Idea Author: Kerry M

Number of Seconds 1

Number of Comments 1

Comment 1: Good idea but... We have significant limitations on what we can do given our



regular flooding. It has to be something that can sit underwater for long periods of time without being damaged or needing maintenance. | By Jeff E



Topic Name: Downtown Threats

Idea Title: Provide an edge over the competing shopping areas

Idea Detail: I'm reading that we are concerned that the neighboring shopping areas such as Zona Rosa seem to be a threat to retaining visitors to our shops and amenities we have invested in downtown Parkville. Let's develop ideas that give us an edge over the competition by leveraging the look, location and experience that can never be obtained at Zona Rosa or other popular shopping and entertainment locations.

I believe we can develop a "connection" with an athletic flair when we complete our jogging and biking trails. And let's include mobile-wireless connectivity to the downtown district and park. I have some ideas on that front which could give us an exclusive experience for our visitors.

Idea Author: Walt L

Number of Seconds 11

Number of Comments 4

Comment 1: I like Walt's athletic flair comment. What makes this area unique is the natural landscape. Parkville has a major river, hills, streams, and mature forests. It looks nothing like Overland Park and Zona Rosa. That is to our advantage. It is a destination for hikers and bikers and the river is a major flyway for migratory birds. Let's take advantage of that and get people outside to enjoy the beautiful natural environment that we have and few other destinations can match. When Platte County conducted citizen surveys for their 2020 master plan one topic that came up over and over was that residents love the beautiful natural landscape here. We can build upon that. It also helps make us a healthy community. | By David D

Comment 2: Campaign for Parkville to be one of the first Google Fiberhoods after KC is wired. High end restaurants, local food/gourmet shops. Have the downtown area known for it's unique eateries, outside dining, art, local produce, natural products, upscale home fashions. Music venues for smaller but excellent bands, ie jazz, blues, | By Barbara L

Comment 3: I would like to see some outdoor exercise equipment like they have down at the park by the plaza or here is a video of another town that is very successful with this idea. <http://www.youtube.com/watch?v=vM-3tEtWwl4> | By Virginia P

Comment 4: Include activities for children and students of all ages. A children's workshop



where girls could make dolls of all kinds and boys could have a wood-working area. Would be wonderful to offer derby races inconjunction with Cruise Nights so generations of families can come together in family fun, excitement, and entertainment. | By Deb P

Idea Title: Need restrooms

Idea Detail: Lack of public facilities, except at English Landing Park, is a deterrent. Public restrooms would be a great addition. Shopping and tourist areas in major European cities have restrooms. For a small fee, you can use a clean, well maintained facility.

Idea Author: Carla D

Number of Seconds 9

Number of Comments 4

Comment 1: We were in a small town called Spooner, in Wisconsin. That city has a very nice public restroom at the end of Walnut St. and N River St, its one of their main street shopping areas. Their restroom sits in an area about the size of the lot on the south east side of main street between the smoke shop and the tracks. Parkville can use public restrooms all the time, not just for events.

| By T W

Comment 2: Further info to my comment regarding mobile restrooms: these are by Kohler Rental and have 24 & 32 ft sizes. Have ADA compliant models with 870 gal. Holding tanks or water hook-up. Could see if there is a lease/purchase plan. Kohler Regional Office 877-620-7449 | By Bette C

Comment 3: Event promotion companies have mobile "port a potties" that are small trailers with bathrooms decked out as beautiful as a high end mansion. We could have one or more strategically located and a contract for servicing. These operate as if you were in a normal bathroom and accommodate multiple people at one time. | By Bette C

Comment 4: More people need to second this idea! | By D D

Idea Title: Invest in effective Public Relations (let's brag!)

Idea Detail: I believe we have a lot to brag about with the experience at downtown Parkville and our riverside park. However, I don't see us effectively advertising the events to bring in visitors throughout the city. Let's build our PR program to effectively market Parkville to Kansas City. I would love to talk to people about my ideas on how to create effective



promotional programs. And, no, I'm not from a professional marketing firm trying to get business from Parkville. I'm a business owner that can share success stories with our PR programs and would love to help.

Idea Author: Walt L

Number of Seconds 7

Number of Comments 1

Comment 1: Please see my comment about tying in to a KC event I.e. a car show the weekend before a KC Mecum auto auction. | By Bette C

Idea Title: Make Space for People vs. Space for Cars

Idea Detail: Parkville's business model and the landscape design of downtown are centered on cars. Specifically, the goal seems to be to make it easy for people to drive up to the front door of businesses, walk inside, shop, buy something, then get back in the car. Yet, it is human interaction that builds friendships, encourages the exchange of ideas, and promotes cooperation, which are the cornerstones of a great community.

The spaces of downtown are not designed to encourage people to linger, explore, or sit and visit. Where do people gather in downtown? The number one spot is in front of the coffee shop, and occasionally in the pocket park. However, the sidewalks are crowded by cars, there is no buffer between pedestrians and cars, and the view from the sitting places is always the front grill of a car.

You would expect the pocket park to be a gathering spot, but it could be more inviting. There is little shade, a wall is broken, the sidewalk has weeds growing out of it, the retaining walls in back are gabion baskets, and the view from the park is of the oncoming traffic.

Suggested Improvements? Two Options: 1) Close off Main Street between First and Second Streets and make it a pedestrian plaza. Add an architectural feature, trees for shade, create space for people to gather, and make it safer and more interesting for children. See example photo attached.

Option 2) Widen the sidewalks and move the cars back from the pedestrians, then place planter boxes down the edge of the sidewalk to create visual buffers between people and cars and provide more attractive views for people walking or sitting along sidewalks.

Idea Author: David D



Number of Seconds 7

Number of Comments 8

Comment 1: The number one complaint we hear from people shopping in Parkville, is when they see store owners and employees taking up the space's. They should all park south the tracks! Of course if they are loading and unloading that's understandable.

| By T W

Comment 2: Is there a way to have the parking in the middle of the street facing each other (think of a grocery store parking lot row). I have seen this on main streets in small towns. Also, I agree if there is plenty of parking surrounding the pedestrian area, this would be beautiful! | By Bette C

Comment 3: I agree with the sentiment here, and nearly everything said, but I disagree about closing off the street to cars. I have seen how that can kill a downtown. Otherwise, you make some fabulous points about how to make the downtown more pedestrian friendly, inviting, and a place where people might linger and socialize. I'd like to second these ideas about an architectural feature, which I mentioned in another thread, and more trees, perhaps some stretched tension fabric shading, bringing some human scale to the sidewalks.

Another point I'd like to make is that some of the sidewalks are extremely narrow, have no curb cuts, and are really high off the street, and are much too narrow for our double stroller. We had a crazy time trying to traverse our way through downtown w/ two babies and a double stroller. However, given ADA requirements for accessibility into the stores, modification would mean spending a portion of the budget on ADA upgrades, which will entail ramps. | By Melissa P

Comment 4: I wonder if there isn't a way for a traffic engineer to figure out how to widen the sidewalks, and narrow the street, possibly relocate all parking, but will allow the drive-through, OR limit the parking to parallel parking only(?) | By Melissa P

Comment 5: Good ideas all. Another though, since Americans are finally getting used to roundabouts... Roundabout at East/1st/Hwy-9 to keep traffic moving. Carry 2nd street all the way through to Mill as it's already platted that way. Then close the Main between 1st/2nd. Traffic wouldn't have to stop anymore going from 1st to Main to Mill. Pedestrians would have a great space and it would increase the property values there too. | By Jeff E

Comment 6: Good thoughts--one more. Close First Street between Main and East Street and create a linear pedestrian way from the pocket park east to Park University, then up White Alloe Creek to the Nature Sanctuary. Traffic flow? Think about a "square about" utilizing



Main, Second, East and a new street segment running east/west north of the tracks.

| By Jim A

Comment 7: I like the idea of a pedestrian walk. That would make a huge difference. there would be room for sidewalk cafes.... I wonder how practical it would be to build a parking garage across the railroad tracks to fix the parking problem. | By Barb L

Comment 8: Excellent ideas! Parkville could be Soooo much more inviting with some version of these implemented. The only challenge would be that it will naturally have a detrimental effect on the traffic and we already have a problem there. But I don't think it should be discounted on that alone. | By Jeff E

Idea Title: Decreased noise from the trains.

Idea Detail: Can't say I have any brilliant ideas on how to resolve this issue, short of re-routing the trains. But I definitely feel the train noise has an affect on whether or not people spend much time at downtown restaurants & outdoor venues, myself included.

Idea Author: Ann B

Number of Seconds 3

Number of Comments 5

Comment 1: I love the good restaurants in Parkville and yesterday was one of these nice evenings where we came again to dine outside at Café Des Amis ... untill a couple of llood train horns (almost) blew away our glasses of good wine! | By Torea D

Comment 2: We can all help to decrease the train noise by: "Contacting our politicians to stop the useless and loud train honking."

Not only in Parkville but everywhere in the USA trains have to honk 4 times before crossing a road (even if the arms are down, red lights are flashing and warning bells are ringing..... The loud repetitive train honking noise (for each crossing) is a new rule, recently introduced by the FRA (Federal Railroad Administration) Just a few years ago (around 2008-2009) this rule became enforced (and policed) by the FRA. The result is that you and millions of other citizens are now forced to "enjoy" this "romantic" honking pollution day and night.

This is no safety improvement but just a huge additional train noise pollution.

| By Torea D



Comment 3: Love the trains, you all. They are part of Parkville's heritage, and I'm not sure they'd let us "move them." I know they are loud when they are right up next to you, but can we make them part of the ambiance? What can't be changed can be made the most of. I remember loving to watch and wave to the engineer and the cabooseman as a child. Not many places kids can do that anymore. | By Barb L

Comment 4: Because tracks must have relatively gentle curves, moving them would cut English Landing into thirds. I hope this wouldn't be acceptable to Parkvillians and it also wouldn't reduce train noise (as this issue is titled) dramatically since the distance is only 390 feet away. | By Jeff E

Comment 5: Move the railroad tracks to the south of English Landing Centre. | By John K

Idea Title: Get Parkville residents to shop in Parkville

Idea Detail: One of the on-going threats to downtown businesses is the fact to far too many locals do not shop downtown, for whatever reason(s). This is a threat to the existence of the cool and unqiues businesses we have here.

Idea Author: John K

Number of Seconds 3

Number of Comments 0

Idea Title: lack of substantial change

Idea Detail: Change leads to opportunity. The biggest threat to parkville is the stagnant lack of change and modernization. I think people will "talk" about change, but when the chips are down, those that are invested in downtown parkville will say no thanks.

Idea Author: Lisa L

Number of Seconds 3

Number of Comments 4

Comment 1: I only recently moved here, yet I am feeling this, too. I want to feel enthusiasm for change, but feel the "this is the way things have always been done, and who are you to change it" undercurrent. What Parkville needs is some new thought. Some change of



perspective, and an open mind. I feel the open mind on this forum, but not so much when going into town. That is just my own experience. I would love to be wrong on this. | By Melissa P

Comment 2: Melissa has an interesting observation, and she may be onto something. Looking at downtown for this forum, I have felt something feels not quite right. Downtown looks a little worn to me. Shops with peeling paint, wilted flowers in flower pots in front of stores, weeds in the pocket park, the stone retaining wall in front of English Landing Center is crumbling and full of weeds and the creek bed behind it is filled with cigarette butts. | By David D

Comment 3: Melissa has an interesting point and may be onto something. I spent quite a bit of time walking through town and taking pictures for this forum, and was bothered by some of the photos I took. Downtown looks a bit worn to me. There are shops with peeling paint, wilted flowers in pots in front of some shops (not all, of course), weeds in the pocket park, broken glass on the sidewalk along FF Highway, the retaining wall in front of English Landing Center is crumbling and full of weeds and the creek bed in back is full of cigarette butts. I characterize it as negative entropy - a slow downward spiral of decay from neglect in some locations. Maybe what I saw through my camera lens as a lack of care, Melissa senses as a feeling of "this is the way things have always been." | By David D

Comment 4: Let's start change with "connections." We have a great community center. Yet, there is no good way to walk/bike to it from Riss Lake, River Hills or Downtown. The approved Connections development would change that. The more Walkable our community, the more valuable it is. The PEDC is pursuing a business case, Make Parkville PARKville, that argues for a linear park, the Parkville Trail, that will connect most of us as well as beautify our more visible roadways. This is an achievable change that will improve our community "curb appeal" and distinguish us.

| By Jim A

Idea Title: some ideas

Idea Detail: I think Parkville needs a nice, quaint second hand book exchange/store/nook. We have a college just up the hill. Do we have a college gatheringplace? Maybe we need a nice couple to host a cozy "home away from home" hot chocolate/tea/coffeehouse with simple wholesome food fare that isn't too upscale for the college kids to afford: spaghetti, chili, soup, sandwiches, milk, cookies, vintage soft drinks, and the like. Wooden tables and benches with checkerboards? I mean we all play with the little puzzles while we wait for our food at Cracker



Barrel.

Idea Author: Barb L

Number of Seconds 3

Number of Comments 1

Comment 1: Is downtown Parkville participating in the November Nanowrimo with the libraries? This business would be perfect to tie in with the local coffee shop. This would be perfect for students and local aspiring writers to have readings. Nanowrimo could turn into a downtown event . | By Bette C

Idea Title: Indoor Organic Year Around "Farmers Market"

Idea Detail: Use Badseed in Downtown KC as a "model/example". Have one of the buildings downtown as a venue for small local farmers/organic farmers and the upstart local entrepreneurs market and display/sell their wares!

Specialty Foods Shop like a local "Dean and DeLuca" with eat in options.

Idea Author: Barbara L

Number of Seconds 2

Number of Comments 1

Comment 1: Instead of just a produce Farmer's Market, how about finding local producers that would offer grass feed beef, heritage pork and non-homogenized milk! It is very difficult to find food the way it was intended at a price families can afford. Based on the amount of land in close proximity to Parkville, a few farm animals here and there would do nothing but enhance the area, give farm animals the natural food that they were intended to eat (and it isn't corn!), the animals live a peaceful life that they deserve outside of a factory farm environment and families get a a choice when it comes to feeding their family. This would truly be a win win win, and just perhaps a model other communities could follow! | By Kerry M

Idea Title: Railroad Overpass

Idea Detail: Build an overpass from West Street or Crooked Road to English Landing Drive to provide an access that isn't blocked for several minutes to hours every day and relieve the possibility of emergency vehicles being detained when needing to get to the south side of the



tracks.

Idea Author: John K

Number of Seconds 2

Number of Comments 5

Comment 1: Way too expensive - in the millions of dollars. Our money can be better spent (such as AEDs stationed in key locations). The railroad tracks were there long before any of us. We should find ways and learn to embrace the railroad as part of our community history. | By Carla D

Comment 2: I would envision a partnership among the city, county, state, feds and BNSF. The latter, I think, might be very interested. In addition, some money could come from the downtown community improvement district (that's sales tax income that is disproportionately contributed by non-Parkillians). The overpass could be a really nice way to access the new park land that are being developed straight south. Rather than saying it won't work try to see ways that it will. | By John K

Comment 3: I agree that it would be *nice* but I don't believe that it's something that a city the size of Parkville should be funding. It will be WAY too expensive to cost justify. | By Jeff E

Comment 4: Who would fund something like that? Certainly not the public. | By Jim S

Comment 5: I completely agree with the need for a railroad overpass. Police, firetrucks and ambulances have no choice but to wait on a train that can take up to 5 minutes and delaying response time. | By Deb P

Idea Title: A resident theater company

Idea Detail: Find a permanent home for the Bell Road Barn Players. They are "Parkville born and bred."

Idea Author: Barb L

Number of Seconds 2

Number of Comments 1

Comment 1: Is there a way to partner with an auditorium at Park University? | By Bette C



Idea Title: need ATM machine

Idea Detail: Booths at the events are cash only; no card readers. Customers have no access to ATMs.

Idea Author: Deb P

Number of Seconds 1

Number of Comments 1

Comment 1: City is working on providing Wi-Fi in the park and downtown. That will enable vendors at events to use CC swipers with greater reliability. Might be in place summer 2013. Patriots Bank has an ATM at their drive-thru 3 blocks from the park entrance. | By Jim B

Idea Title: outdoor seating at stages

Idea Detail: There is no seating for people to listen to the bands, music, and entertainment at the events. Not everyone has lawn chairs.

Idea Author: Deb P

Number of Seconds 0

Number of Comments 0

Idea Title: negotiate with BNSF

Idea Detail: If the city talks about the possibility of a second set of tracks, would the railroad be willing to elevate their tracks

Idea Author: Greg S

Number of Seconds 0

Number of Comments 0



Topic Name (Instant Poll): Multi-modal Access

Idea Title: Poor

Number of Seconds 8

Idea Title: Average

Number of Seconds 4

Idea Title: Good

Number of Seconds 4

Idea Title: Very Poor

Number of Seconds 2

Idea Title: Very Good

Number of Seconds 0

Comments

Number of Comments 20

Comment 1: Coming from the Mark IV addition, will there be improvements for Bell Road access to downtown? I don't know what the plans are for the connector I've heard about and where it will route. I'd like to see a path through the undeveloped area between 9 Hwy and Bell Road that gives non-engine powered transportation an alternate way up Bell Road's steep hill with cresting blindspots, and no sidewalks. Possibly from opposite Lime Stone road to come out on Hamilton or just south of the cemetery?

I bicycle Bell road very frequently and would enjoy having an alternate safe path from downtown to say the Lime Stone Road area.

Off the bicycle, it may seem lazy but the hill on Bell is why my wife and I might choose to drive to the park instead of walk. | By John N

Comment 2: As a resident of Riss Lake, I would like to safely bike or jog into downtown with my family. However, access along Highway 9 is dangerous. It would be wonderful to have



some sort of link between my subdivision and Main Street that is accessible and safe. In addition, I wonder why the excellent trail on 45 Highway has a gap at the Kicks 66 station. |
By Kelly F

Comment 3: It is dangerous to walk in and around the town of Parkville. Many neighborhoods have no sidewalks or curbs. The few neighborhoods that do have sidewalks (like Main Street) are not connected to other commercial areas or schools. There is no public transportation. You take your life in your hands walking along FF highway into town. There was federal money called "Safe Routes" for building sidewalks and curbs. How about requiring all residential and commercial developers to include sidewalks and curbs in any new developments? | By Mary Kay O

Comment 4: Parkville is so close to being something truly amazing. The main issue is access it's inconvenient for cars and not safe for much else, i.e. runners/bikers, walkers. If the only 'safe' way to utilize the park is to get in your car and drive to the park that's a problem, especially for residents. With the new multi-use trail along 45 the next step is to connect 45 and down town parkville. When choosing which way to turn at 45 and 9 intersection turning South on 9 should be the BEST option.

Where can we get more information on the "Parkville Trail" and "Parkville Connection"? Let's get this done! | By D D

Comment 5: Great comments! We plan to be at Parktoberfest, October 6, to increase community discussion of the Parkville Trail. The Parkville Connection is an approved plan available at City Hall. Similarly, the Parkville Trail is a name the PEDC created. The plan for the trail was already in the City's Master Plan and incorporates the County plan. As you said, "let's get it done!" | By Jim A

Comment 6: Jim A is saying this plan is at City Hall. If this site is about online collaboration, and especially in this day and age, I'd think that Parkville would share this on their website. Seems like the right thing to do. | By Jeff E

Comment 7: bike trail along hwy 9 and hwy ff. Trail along 45 is very nice addition when opens up completely. | By Lisa L

Comment 8: Congestion on Main Street in front of shops, corner of 1st and Main, Main and FF Highway creates dangerous situation. As you enter on 1st, onto Main, vehicles to right obstruct vision to the point driver has to just pray no car is coming. Same, turning off FF onto Main (visibility from left). You have to pull out into the street to see traffic. How could we even think of encouraging cyclists to dare to travel those routes? | By Betty P

Comment 9: I wonder why the downtown merchants have not noticed the multitude of bikes



that come through downtown on the weekends, with no place to park them? A bike rack or two might bring in some business. | By Lance L

Comment 10: The sidewalk along Hwy FF is not safe; it is too narrow for the location and traffic volume. | By Carla D

Comment 11: I agree...it would be wonderful to have a safe tie between downtown Parkville and Hwy 45, especially now that a bike/running trail is being added along the new expansion of Hwy 45. I run up & down Main/East streets frequently, but feel the need to time my runs during low traffic periods so as to decrease the risk of injury. | By Ann B

Comment 12: The issue with biking and walking is that Downtown isn't CONNECTED to anything. You can't get safely to Riss, Nationals, Bluffs, Commons, let alone something like Riverside. If it stands alone, it draws no one in. | By Jeff E

Comment 13: You're correct. The Parkville Economic Development Council has a business case labelled "Making Parkville PARKville!" In addition to making safe Connections, the business case argues that the best ways to improve our home values are to improve the overall "curb appeal" of our community along our major thoroughfares (Highway 9 or "East Street Parkway;" Tom Watson Parkway and I-435 on the western edge); create and improve neighborhood parks; and complete the "Parkville Trail," a linear park connecting all of Parkville. | By Jim A

Comment 14: It would be great to have Downtown Parkville connected to Parkville Commons. I run that route often and would love to have a safe route from the top of Main to the YMCA. | By Carolyn Z

Comment 15: The approved Parkville Connection development connects Uptown (Parkville Commons), Downtown and the eastern and western neighborhoods. Your idea is "right on." Now, we need to execute as a community. The development is difficult, but can be done if we work together. | By Jim A

Comment 16: It is dangerous riding a bicycle around Parkville and through the downtown area; it scares me every time I ride through the area. | By Carla D

Comment 17: Downtown Parkville is readily accessible via various four-wheel modes of transportation. In the not-too-distant future, street-ready golf carts, trolleys, etc., could shuttle visitors in and out. Theoretically, bicyclists can traverse Downtown, as they did during the Tour of Missouri races. Yet, the current traffic configuration appears to restrict alternative modes of transportation. One final thought - should Parkville ever land a bus route, city planners and elected officials would have to give some serious thought to how a bus would approach Downtown, directly or via its periphery. | By Erik B



Comment 18: There are streets with slow speed traffic that are good for biking, and there are sidewalks almost everywhere for safe walking. Walk/bike trail connections are in the works so you can go from downtown to other parts of town - it'll be a couple of years before those are in place | By Jim B

Comment 19: It's true that *most* of the existing sidewalks are safe but Carla D1 is accurate when she says that the one along FF is not so safe. | By Jeff E

Comment 20: We have documentation as far back as I can remember, complaining about this sidewalk on FF. We are fortunate we have not had a serious injury as a result of this dangerous sidewalk. | By Betty P



Topic Name: Downtown Character

Idea Title: Walk scores matter!

Idea Detail: The more desirable amenities within a 5 minute walk the more valuable the residence. Retailers need customers. So, it's a double edged sword. We need more people living short distances from our retailers for the retailers to be successful. We need to add residences near Park University that faculty, staff and others can afford. Their additional purchasing power will help all of us. Merchants will have more chance for success, and we will have better goods and services.

Idea Author: Jim A

Number of Seconds 7

Number of Comments 0

Idea Title: Winter Ice Skating Rink

Idea Detail: Establish a temporary outdoor ice skating rink to encourage Northland residents to come to Parkville to skate during the winter.

Idea Author: James P

Number of Seconds 6

Number of Comments 0

Idea Title: Welcoming point/approach/ introduction to Parkville

Idea Detail: New Urbanism is hot right now, and people are searching for communities that have the livability/walkability factor, for sure. Also, I think Downtown Parkville should consider it's branding and image as keys to accessing the tourism dollar. In particular, I view Parkville's Downtown to be very attractive, as well as the riverfront park, and the University, though what seems to be missing for me is a well-thought-out welcoming approach/gateway, or point of entry for the city that in a single glance, both welcomes me and introduces me to your public image, whatever that may be.

Idea Author: Melissa P

Number of Seconds 6



Number of Comments 4

Comment 1: This idea has been bandied about for over 4 years by the management of MSPA and the POTMCID, especially when the management of the two organizations was, essentially, one and the same. This still remains a major goal of the POTMCID. However, putting a pretty face on our town is not the primary thing that is needed. Our town needs (1) locals to shop in ALL of its downtown stores not just one or two on the main drag, (2) some fun hook for downtown visitors and shoppers (e.g. the electric "People Movers"), (3) more retail storefronts in the English Landing Centre rather than offices (there are at least 6 empty, ground-level store fronts). and it needs people like you to get deepl involved with MSPA. | By John K

Comment 2: Thank you! Since I am new to town, I didn't even know of the MSPA or the POTMCID, nor their respective and collective efforts. However, I have google'd it, and will plan to join. Thanks! I agree this won't solve all the problems, nor did I imply so. It is only one element that I thought I could add to the conversation, trying to add something new. Coming into town as a new resident, w/ new eyes (so to speak) or fresh perspective, it is a bit disorienting, and and unattractive from the Hwy 9 approach. I would like to become more involved. Thank you for the recommendation! | By Melissa P

Comment 3: An architecturally pleasing east entry is a must do!!! Tie together the entrance to Park U., the train depot & fountain, and the entrance to downtown. Starts about where the right turn lane into Park U. starts, and features stunning lighting that glides you right through the area and into downtown. Thoughtful landscaping all along this magic corridor. | By Jim B

Comment 4: Exactly my thoughts. Thank you for the thoughtful addition to the discussion. | By Melissa P

Idea Title: Family Friendly

Idea Detail: One important character of Downtown Parkville is the family friendly environment and events. Shopping, Restaurants, Farmers Market, Cruise Nights, River Walk, parks, English Landing, and community events are wonderful for spending time together as a family.

Idea Author: Deb P

Number of Seconds 5

Number of Comments 1



Comment 1: We need a sidewalk and bike lane on Hwy 9 to get all these people downtown from the neighborhoods! | By Bette C

Idea Title: face lift

Idea Detail: I love the old fashion character of Parkville, but sometimes its too much of a good thing. It is really looking run down. Replacing some buildings with new, old fashion looking ones would improve things aesthetically and functionally.

Idea Author: Lisa L

Number of Seconds 5

Number of Comments 4

Comment 1: We need to make a better first impression. Parkville could be the Vail, Colorado of the Missouri River. Lots and lots of landscaping. Every nook and cranny with flowers, plants, etc. I have seen some of this but there needs to be more. Have a downtown coupon for people who gift plants, shrubs trees purchased from local nurseries. Scout troops, 4-H horticulture groups, community service opportunities could help do the planting. Each business owner is responsible for watering the plants around their business plus communi help. Install rain barrels to provide healthy free water. | By Bette C

Comment 2: I would suggest being absolutely certain that the "tear downs" don't have historic significance before someone moves forward with this idea. Likewise, there is greater value to the community to restore and add in energy efficiencies to any structure, rather than tear down and rebuild. From a sustainability perspective, all of the materials removed from a lost building now become waste that must be dealt with very carefully, not to mention the risk of asbestos and lead paint that must be considered when demolishing any older structure. Parkville's character and integrity is its most important asset. You can make it look like Briarcliff or Overland Park if you wish, but then why would people make a special trip to visit? | By Debra W

Comment 3: I think we need to use the space we have rather than tearing up more land. Part of what makes Parkville unique and different from the competition is the beauty of its natural environment. Maybe we could provide small tax incentives for renovating some of the store fronts on the south side across from the bank so they look a little more "in character?" As long as there are underused or unoccupied spaces, we don't really need more buildings. It'll just crowd things up like up there in Briarcliff. What we need are people and businesses who want to decorate the pretty spaces we have until we are at capacity. | By Barb L



Comment 4: Agree. A quality redevelopment near the University would set the tone, clean up a major thoroughfare and prime the pump. | By Jim A

Idea Title: Astronomical Observatory

Idea Detail: Work with Parkville's science store, HMS Beagle to build an astronomical observatory on the property that has been identified for that purpose by the county parks department.

Idea Author: John K

Number of Seconds 4

Number of Comments 1

Comment 1: I think this is a great idea. The Beagle has done a good job with monthly star gazing events in the past, and moving that location to an area that is less affected by "city lights" would be good. I think it's a Platte Landing Park (PLP) phase 2 or 3 item however. | By Jim B

Idea Title: Parkville Riverboat Cruises

Idea Detail: Establish boat landing to the Park so people could take Riverboat cruises to and from Parkville.

Idea Author: James P

Number of Seconds 4

Number of Comments 0

Idea Title: Downtown Improvement

Idea Detail: With few exceptions, the current downtown area is an embarrassment. Marginal businesses, poorly maintained that provide few services for local residents, e.g. good quality restaurants, movie theater, dry cleaner, convenience or drug store. With a large and beautiful university on our door step, there must be more potential. The Parkville Coffeehouse shows that demand is there for well run commercial operations. There are many challenges, e.g. attracting the right type of businesses, discouraging opportunistic landlords, traffic flow, protecting the area from flooding while maintaining the character of the town and parklands. A



comprehensive plan that addresses these issues and provides solutions would be a great start.

Idea Author: Mary Kay O

Number of Seconds 3

Number of Comments 1

Comment 1: Strengthening existing businesses downtown is a good idea. My experience is most are very enthusiastic and welcoming. Some restaurants are much better than others as far as food quality, but I have experienced friendly service in most establishments. Good food is crucial. Why not see if there would be interest in a community "restaurant impossible" by chef Robert Irvine from the Foodnetwork to develop some awesome soups, lunch specials for shoppers? If someone is truly wanting to improve their business, this could turn into a friendly team effort with a community "taste test", plus, put Parkville in the limelight. | By Bette C

Idea Title: Combine retail with residential in downtown Parkville

Idea Detail: Make second and third floor apartments and/or condos above retailers. Use a separate point of entry on one side of building for residents. As property presents availability build townhouses/condos as close to downtown as possible. A general store/drug store for residents and students downtown with student discount. Does any one remember TG&Y?

Idea Author: Bette C

Number of Seconds 3

Number of Comments 2

Comment 1: I agree with Greg's view on maintaining the downtown integrity. I do think we need new housing downtown in the form of apartments/condos, but, this can be accomplished while maintaining the visual environment and the architectural integrity of the community. | By Bette C

Comment 2: As a longtime Pkvl resident, it is important to remember that Pkvl is home to many people. While I truly appreciate the businesses in downtown Pkvl, I strongly oppose development of condos or buildings that will block views or distract from the integrity of a town that is well over 100 years old. | By Greg S

Idea Title: New location for Parkville Historical Museum



Idea Detail: Move the Missouri river museum in Cafe Cedar to a more appropriate site that promotes the history of Parkville similar to the Weston historical museum. The museum could be staffed by volunteers/retirees.

Idea Author: James P

Number of Seconds 2

Number of Comments 0

Idea Title: Quiet shopping and park experience

Idea Detail: In 2004 Bond passed that set aside approximately \$150 thousand dollars for "quiet zone" as train horns are ear and nerve shattering for visitors and residents. What happened to money and efforts? Big problem still!

Idea Author: Betty P

Number of Seconds 1

Number of Comments 1

Comment 1: Money went to shore up the creek banks. But the idea of wayside horns is not dead. Most people assume that Bluffs residents are the most affected by the train horn, but I'm not so sure of that anymore. Gary W. and I were planning to drive up to Seneca, KS and Sabetha, KS to witness 6-crossing AWHs installations in each of those towns.....what a racket that would have made before they put in these "localized" horns at the crossings. Looks like we might go next week. | By Jim B

Idea Title: English Landing Park and the pending new additions

Idea Detail: I love the park and trails. I think the city of Parkville does a fantastic job of maintaining the park and its facilities. Really looking forward to seeing the new proposed park area west of the baseball fields!

Idea Author: Ann B

Number of Seconds 1

Number of Comments 3



Comment 1: Our park is one of our greatest assets. However, after watching the building of the elaborate staging area (McKeon), I have concerns about the expense for a stage like this when we already have a stage. It is in a flood plane and will without a doubt be flooded in the future. Who is paying for this and what was the thinking on building in this flood plane? | By Betty P

Comment 2: Bolt everything down: should be okay. Love the park also. See if we can do something so that when there is an event, it isn't a collection of portapotties and food trucks. Parkville has so many lovely things already that our best bet, I think, is to "sweeten it up" rather than change it. :)

Would there be any chance do you think of trying to get the park registered on the "national birding trail" list? (Not sure what is involved in that, though.) | By Barb L

Comment 3: I'd be curious what the timeline is to get English Landing Park connected to the Riverfront Trail (if that's the proper name). Accelerating this would further cement our parks as destinations for runners and bikers. | By Jeff E

Idea Title: Pets are a great advertisement..

Idea Detail: Do we have any city wide pet events? I know we have a no-kill shelter. What about a pet show or maybe a series of pet shows? Do we have pet-friendly businesses? Lots and lots of people own and love their pets, but there are not many places that they can take them. We have a wonderful park. If we had some pet friendly events, people would come with their pets and stay to look around and buy stuff. ;)

Idea Author: Barb L

Number of Seconds 1

Number of Comments 3

Comment 1: Love the off leash idea. And once a year isn't enough. How about once a month or at the least 4 times a year. | By Barb L

Comment 2: We need an off leash dog park with an agility course for the dogs - this is a great activity for people and dogs. And why are some parks "no dog parks" ? All parks should be ON-Leash parks for well behaved pets and owners. | By Kerry M

Comment 3: 7th annual Paws In The Park is on Saturday 9/15, 9-noon! Great dog lovers'



event....I think the dogs like it too. | By Jim B



Topic Name: Potential Improvements

Idea Title: Building appearance

Idea Detail: Building appearance

Idea Author: Liz H

Number of Seconds 6

Number of Comments 1

Comment 1: Lots of plantings, music piped outside. Benches for seating outside businesses. |
By Bette C

Idea Title: Better sidewalks

Idea Detail: Better sidewalks

Idea Author: Liz H

Number of Seconds 5

Number of Comments 4

Comment 1: In 2004, the people of Parkville voted 100-150 thousand dollars for improvement on FF Highway to include sidewalk, retaining wall, surrounding area, as a part of the Bond issue. It was deemed a blighted and unsafe area. This money was directed to another area. Money was never used the way the people of Parkville were "promised." | By Betty P

Comment 2: The sidewalk into Parkville from the west along Hwy. FF is narrow and barely wide enough for 2 people. It becomes dangerous when one party has to walk/run/jog in the street to pass. This sidewalk needs to be wider for better access on a daily basis, plus during July 4 and Christmas on the River when people park along Crooked Road and into town for the festivities. | By Carla D

Comment 3: I think that it is possible that the sidewalk is wide enough, but the property owner's retaining wall and erosion has narrowed the sidewalk. If so, this speaks to a willingness by the City to force property owners to play by the rules, which, based on my observations of horrible residential and commercial property conditions around the city, is not a high priority with City Hall. | By Lance L



Comment 4: Agreed, Lance. There's a lack of code enforcement here. Just drive around the older neighborhoods, with an eye towards: 510.120, 510.130, 510.150, 510.260, etc. I personally know of a dwelling that should have been demolished per 510.320 quite some time ago. | By Jeff E

Idea Title: Vehicular traffic flow

Idea Detail: Vehicular traffic flow

Idea Author: Liz H

Number of Seconds 5

Number of Comments 1

Comment 1: Always a Catch-22. Improving flow tends to increase volume and speed. We don't want more cars or faster cars. That said, the recent improvements at 9 Hwy and the bridge have been welcomed! | By Jeff E

Idea Title: Bicycle accommodations

Idea Detail: Bicycle accommodations

Idea Author: Liz H

Number of Seconds 5

Number of Comments 1

Comment 1: First need bike paths. Some cities are experimenting with free bicycles in bike racks dotted around a community. | By Bette C

Idea Title: Easier parking

Idea Detail: Easier parking

Idea Author: Liz H

Number of Seconds 4



Number of Comments 7

Comment 1: Easier parking = Creative Parking Ideas.

Improving parking will improve Parkville. Improving Parkville parking means creating creative, unique designs and plans. But here's the truth...you can't save everything. But with good vision, planning, creativity, and open minds we can PRESERVE the elements that make Parkville great. | By D D

Comment 2: We can hide parking under new buildings and retain more community character. Such parking is more expensive, but there are techniques to finance structured parking, and we should use those techniques. | By Jim A

Comment 3: Downtown Parkville will always have geographical and structural limitations (river, bluffs, Park, English Landing, tracks). But with an investment, some parking could be added combined with better sidewalks so that our events are better supported. Examples: 30 cars East of 'Found', 12-20 cars by extending Southerly the parking just West of the low-water bridge, 20+ cars by subsidizing some expanded parking of West English Landing Centre. | By Jeff E

Comment 4: Having battery-powered, multi-passenger golf carts available to move customer around downtown and English Landing Centre. | By John K

Comment 5: A drop off and pick up space for people that park in the lot and need to pick up less mobile passengers. | By Diane D

Comment 6: Encourage business owners to make the parking close their businesses available for customers. | By Diane D

Comment 7: This idea cannot be implemented because "x". | By David A

Idea Title: Streetscape aesthetics

Idea Detail: Streetscape aesthetics

Idea Author: Liz H

Number of Seconds 3

Number of Comments 0





Topic Name (Instant Poll): Sidewalk Plaza

Idea Title: When funding permits

Number of Seconds 6

Idea Title: Sooner, rather than later

Number of Seconds 2

Idea Title: Later, there's no hurry

Number of Seconds 2

Idea Title: Don't do it

Number of Seconds 2

Comments

Number of Comments 10

Comment 1: A similar concept was used several years ago in my hometown. It provided a positive image and was very people friendly. I'm not sure if it increased foot traffic but they did have other issues. I am for any changes that would get people downtown and this appears a good direction to go. | By Marc S

Comment 2: To me, there are a couple different issues getting mixed and confused here. First, the question asks whether the "plaza" *should* be implemented, but then the available responses aren't answers to that question, but rather imply a question about timing. Then, the conceptual images confuse the issue further by being so ambiguous as to whether we're tasked with approving an actual design, etc. I am not sure what the purpose of the image is, in this context. Is it just to show us where the plaza is to be located at? We can't enlarge it, and at this scale it is not readable on my 26" screen. We need a bit more instruction. The question seems as though it needs to be re-worded and broken into two separate questions: should there be a plaza, and if so, when. Then, if there is to be any response to specifics about the image, that should be separate, also, and we need to be able to enlarge it. It looks like a very low resolution Sketch Up image not really intended for public viewing. | By Melissa P

Comment 3: I would use available funding to invest in sidewalks and curbs that allow residents to walk safely to/from downtown, to the park, to Parkville Commons and schools. This is



infrastructure that should have been established long ago and to my knowledge is still not a standard expectation for developers working in town. The Sidewalk Plaza benefits a few downtown merchants and tourists. Sidewalks and curbs throughout the town significantly improve the attractiveness and perceived value of local real estate as well as health and livability for a broader cross section of town residents. Let downtown merchants invest in the Sidewalk Plaza. Focus town funding on infrastructure and green space investments that work for the whole town. | By Mary Kay O

Comment 4: A SIDEWALK PLAZA would provide much needed foot traffic for Downtown. A Sidewalk Plaza would not only give visitors a pleasant shopping experience, but it would give an attractive reason for LOCAL customers to come Downtown. This would create a continuous circle of cheerful outside dining and people browsing around the stores. I do not mind parking and walking to stores at The Plaza, Zona Rosa, etc. Nor did I mind it in other cities I have lived in or visited. It is the ATMOSPHERE, as well as the shops, that bring me there. New retailers would take notice of our Sidewalk Plaza. Creating user friendly parking areas around Downtown is key. I like the traffic route proposed around Downtown and feel this is a priority to faster implement this plan as well as provide a safety route over the tracks should a train be stopped. A Sidewalk Plaza would enhance events and increase patronage in Downtown Parkville. | By Bette C

Comment 5: I agree with the other posters, it's difficult to vote on something when there's no description of what it is being discussed. Is the information located elsewhere on the site? | By Amanda S

Comment 6: Amanda, The boards from our recent public meeting are now posted under each topic heading to assist you in understanding the concepts. We look forward to receiving your vote! | By Sara C

Comment 7: I would also like more detail. | By Marc S

Comment 8: Marc, Please see the boards from our recent public meeting under each topic heading to assist you in understanding the concepts. We look forward to receiving your vote! | By Sara C

Comment 9: Perhaps the explanation of what is a "Sidewalk Plaza" is shown before one votes on the idea. ;-) | By Jim S

Comment 10: Jim, We loaded the boards from our recent public meeting under each topic heading to assist you in understanding the concepts. Please review and provide us with your vote! | By Sara C



Topic Name (Instant Poll): Outdoor Seating/Cafes

Idea Title: Sooner, rather than later

Number of Seconds 6

Idea Title: When funding permits

Number of Seconds 3

Idea Title: Later, there's no hurry

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 1

Comments

Number of Comments 2

Comment 1: I agree with Carla. Outdoor seating/cafes create a pleasant festive atmosphere that in turn attracts businesses and customers. I think the outdoor seating/cafes should be implemented sooner rather than later. | By Bette C

Comment 2: Important to keep people downtown and a reason for people to stop and stay awhile. | By Carla D



Topic Name (Instant Poll): Railroad Quiet Zone

Idea Title: Don't do it

Number of Seconds 5

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 2

Idea Title: Later, there's no hurry

Number of Seconds 1

Comments

Number of Comments 5

Comment 1: I would like to revisit the idea of relocating the RR tracks south of the English Landing Center right behind the Farmer's Market slanting up towards the current route right past the train depot. Look at the original Water Street plan for a boulevard which would increase parking for the Main Street businesses and may create residential development for the live, work, play concept. A wide walkway large enough for emergency vehicles between the Farmer's Market and the train depot could be built under the RR tracks. This would help our traffic situation downtown, plus greatly enhance the sidewalk plaza, etc. This would attract businesses to our new Historic Downtown plaza district. Property values would increase and we could still use our beautiful park along with the new park being planned. Isn't the RR wanting to add a second track which would require new construction to the bridge anyway? Could there be grants available to help with the funding of such a plan? | By Bette C

Comment 2: Relocate the RR tracks to south of English Landing Centre. Then institute a quiet zone. | By John K

Comment 3: Agree with previous comments. | By Carla D

Comment 4: As an exrailroader I find this idea some what strange as the railroad has been here long before the build up of the English Landing area.. The Burlington Northern is



controlled by federal rules governing its operations and whistle blowing at crossings is one. You are asking the railroad to over ride a rule which puts them liable for any incidents at these sites. Why should the cost be placed on the railroad? What revenue comes from the city of Parkville to the BN? | By Robert D

Comment 5: Implementing a quiet zone is expensive and recent history has shown that the railroad has little interest in paying for it. | By Erik B



Topic Name (Instant Poll): Creating Connectivity and Drawing People Downtown

Idea Title: Sidewalks or trails that connect Park University to downtown

Number of Seconds 4

Idea Title: Something else... share your idea with us by adding it to the comment section below!

Number of Seconds 4

Idea Title: Wider sidewalks and/or bump outs for landscape enhancements, cafes, events, and bench space

Number of Seconds 3

Idea Title: Way-finding signage to better access parks, shopping destinations, and parking areas

Number of Seconds 2

Comments

Number of Comments 15

Comment 1: Parkville needs a quality destination family-oriented breakfast/lunch restaurant such as First Watch. Many Parkville residents drive to North Kansas City in order to find a healthy-choice breakfast restaurant. A wi-fi high-end coffee shop such as the Starbucks or Caribou would help greatly for informal gatherings. Also, a family-oriented restaurant/fast food with fun activities for children that would be a destination for families for daily food as well as children's parties, etc. Families attend the festivals but have little reason to choose Parkville in the regular family routine other times of the year. Also, for attracting people, wi-fi throughout town could greatly help. | By Jeanne P

Comment 2: Connections--east to west; and north to south. Connect Riss Lake and the neighborhoods to the west, e.g., River Hills and The National. Also connect Downtown to Uptown (Parkville Commons). The logical connection place? Midtown, at a to be created gathering park just south of the Community Center and City Hall. As others have said, make the connections a new, low speed "Main Street" and an east-west street from Lime Stone Road to the Riss Lake/9 entry with sidewalk, bike and golf cart access. Make the streetscapes



green and inviting. Then, we would have something special--an infrastructure that connects us and brings us together. Make Parkville PARKville! | By Jim A

Comment 3: Interesting concept, Cory. I'd expect a fair amount of opposition from folks on Main north of 13th (assuming that's where the reconfiguration would be). But intriguing... | By William G

Comment 4: Redesign Main street to parallel 9 rather than veer in. Run straight up valley to City Hall. If folks are visiting downtown or uptown they don't have to travel 9 hwy to the other. This will drive traffic to downtown rather than possibly not even knowing you passed it on 9. Keep the roads narrow and poss allow for parking along sides similar to 5th & Main on down where u feel comfortable walking or riding alongside cars traveling. With continued help from landowners we may be getting the trail from Tom Watson Parkway, down valley below Community Center to Honor Lane as the first phase. 9 hwy crossover from Park U and crossover railroad tracks are essential to make folks feel safer traveling. Great comments! | By Cory M

Comment 5: Create a pedestrian only downtown by closing off E 1st street between Main and S East St. and closing Main St between Mill St and E 2nd St. The parking lot between Main and S East St just north of the tracks would be turned into a road, allowing for traffic to flow unencumbered around the south side of town. One building would need to be removed. A pedestrian flyway from the Farmer's Market parking lot would cross the new road and railway tracks. This design would allow for the restaurants to expand to the new pedestrian area (former street), allow for new vendors, amenities, activities, and open up the opportunity for second floor shops and housing. Traffic flow would improve from River Park Drive (H-9) to Mill St. The "Parkville Courtyard" would allow for gatherings, flea markets, carnivals, and general public activities without the hazards of the current traffic issues and limited real estate. It also would drive more traffic to English Landing Dr shops with a Zona Rosa feel. | By Matt R

Comment 6: Sorry, but we have a difficult enough time of getting customer downtown and south of the tracks. This idea simply won't fly. | By John K

Comment 7: John K...your response has no analytic value. The proposal is for a destination and growth, including ability to expand store fronts, second floors and event management while improving traffic flow. This adds to the value of the property and also the destination. "Sorry"? | By Matt R

Comment 8: Walkability is vital to the cohesiveness of a community's fabric. Although there is now a crosswalk for Park U students to get across Highway 9 (near the fire station), and better pedestrian accommodation on the White Alloe bridge, it could always be enhanced. As written elsewhere on this string, pedestrian accommodation along Highway 9 between the Commons and downtown is abominable. Too often I see people walking along the stretch by the old



cemetery, relegated to a shoulder/ditch. That stretch, especially, needs to be reconfigured, as does East Street between the East/Main merge south to the Presbyterian church, and Bell Road, which is an a disaster waiting to happen. | By William G

Comment 9: When I was a residential student at Park, I wouldn't walk to downtown because there's no safe way to get there. We need a crosswalk! | By Andi E

Comment 10: I agree with Mary Kay and everyone else. Flood control is crucial to making businesses want to come and stay. However, while this complex solution is being worked out, I think the First priority is the walk ability/bike lane down Hwy 9. I did not see this addressed in the Trail Project. I see people walking out of Riss Lake and turning Right, not Left towards downtown. A good, wide sidewalk, be it limestone or asphalt, would greatly help steer people to the downtown area. Also add a bike lane to the side of the road.

All the communities I have lived in, big or small, have added sidewalks and bike paths/lanes to connect the whole town, with priority towards areas of business. | By Bette C

Comment 11: Sidewalks & trails that connect Park University to downtown are cirtical. Then you need something that makes people want to walk into town. Right now we have one decent coffee house, several mediocre to poor restaurants that are undercapitalized (owner not investing in property or business & 2 high priced, not visible restaurants (Cafe des Ami & Piropos, know nothing about food quality). For remainder of downtown businesses the majority are what I would call trinkets & trash, smoke shops, etc. or special interest that generate little foot traffic. Without protection from flooding you are unlikely to attract solid businesses. So priorities are flood protection, solid redevelopment plan for downtown that includes "destination/anchor" tenants as well as building safe paths & sidewalks into downtown area from University, Bluffs, Riss Lake, commercial areas at 9 & 45, neighborhoods West of Main Street and east along route 9, etc. Added benefit, more children could walk to school |
By Mary Kay O

Comment 12: This is poorly designed poll. Only one of the choices has anything to do with "multi-modal" connectivity and connecting Park University to downtown should be the last/final phase of any considerations. | By D D

Comment 13: Sidewalks, and trails that connect 45 hwy to downtown parkville. And the focus should not be restricted to the north/south route via 9 why, options that include Crooked road should be explored an developed. Right now the only 'safe' mode of transportation to get downtown is via car. Being in my mid 30's, if I have to get in my car and drive somewhere, downtown Parkville isn't a desired destination. However, right now, I ride my bike everywhere and a safe effective, multi-use route would improve access and create the opportunity for people to choose other modes of transportation, walking, biking, golf-cart. I believe that improving downtown begins with improving access to downtown for residents of Parkville. I think the official term is Walkability. Its amazing to see how much the new multi-use trail along



why 45 is already being taken advantage of. If we extend that path from 45hwy to downtown, the possibilities are endless. | By D D

Comment 14: Totally agree with this comment. SAFE Pedestrian & bike access from Crooked Road, Bell, and 9/45 intersection is the single biggest obstacle to overcome. Until then, further investment in amenities that are inaccessible makes no sense to me. | By Kirby M

Comment 15: All three ideas would be critical enhancements and all should be implemented at some point. As the poll is asking for a choice between them, I would begin with improving outdoor gathering spaces and walkability to encourage visitors and residents to spend more time in the neighborhood. That would greatly benefit the local shops and services and increase revenue. The wayfinding program should be approved either at the same time or shortly thereafter, and implemented as soon as possible. A walking/biking trail between the University and downtown would be the last of these I would implement, but is by no means least in importance. | By Debra W



Topic Name (Instant Poll): Curb Extensions

Idea Title: When funding permits

Number of Seconds 4

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: Later, there's no hurry

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 4

Comment 1: I think Curb Extensions should be implemented sooner rather than later to facilitate the Sidewalk Plaza being implemented sooner rather than later. | By Bette C

Comment 2: The 1st Street is not wide enough to allow a successful turn coming off of Main. | By Katie S

Comment 3: These will make parki9ng on Main Street even more difficult and the businesses won't like it. | By John K

Comment 4: sidewalks on Bell,Hamilton and Walnut streets should have priority. Being disabled and requiring a power chair, when I go out I must use these streets and have almost been hit by cars and trucks due to lack of sidewalks. | By Robert D



Topic Name (Instant Poll): Fill in Sidewalk Gaps

Idea Title: Sooner, rather than later

Number of Seconds 4

Idea Title: When funding permits

Number of Seconds 3

Idea Title: Later, there's no hurry

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 2

Comment 1: I agree that when I say sooner rather than later, I am wanting the ability to walk from downtown Parkville to the YMCA (as an example) without having to walk on the highway.
| By Barbara L

Comment 2: I am voting for this under the assumption that this is more global than just downtown. The sidewalk gaps are a huge problem on Route 9 from Parkville Commons to downtown. Runners and walkers have no viable route, so most of us risk our hides on Route 9 (or even worse - Crooked Road if going the back way to the National or Bluffs/River Hills areas). | By Kirby M



Topic Name (Instant Poll): Crosswalk Pavers

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: Don't do it

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 1

Comments

Number of Comments 1

Comment 1: It will turn into a maintenance nightmare. Prairie Village is regretting their decision to do this. | By Philip W



Topic Name (Instant Poll): Street Pavers

Idea Title: Don't do it

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 2

Idea Title: Sooner, rather than later

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Comments

Number of Comments 0



Topic Name (Instant Poll): Historic District

Idea Title: When funding permits

Number of Seconds 3

Idea Title: Sooner, rather than later

Number of Seconds 2

Idea Title: Later, there's no hurry

Number of Seconds 2

Idea Title: Don't do it

Number of Seconds 1

Comments

Number of Comments 2

Comment 1: A designated historical district puts more constraints on property owners than those already on the books. Too confining for an area that may not meet the standard for designation. | By Carla D

Comment 2: How would such a district be governed? | By Erik B



Topic Name (Instant Poll): Gateways Linking English Landing Park and Downtown

Idea Title: Later, there's no hurry

Number of Seconds 3

Idea Title: Sooner, rather than later

Number of Seconds 2

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 0



Topic Name (Instant Poll): Improved Pedestrian Circulation

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 2

Comment 1: I think improved pedestrian circulation should be implemented sooner rather than later. To address the concern Robert has presented regarding access for the disabled, the curb extensions and sidewalk plaza would help facilitate this concern. | By Bette C

Comment 2: How about a little more access for the disabled as mandated by Federal laws, ie sidewalks and ramps into businesses. | By Robert D



Topic Name (Instant Poll): Improved Off-Street Parking Circulation

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 1

Comment 1: I think Off-Street Parking circulation should be implemented sooner rather than later to provide more parking for customer enjoyment for the sidewalk plaza and all of the downtown area. | By Bette C



Topic Name (Instant Poll): Bridge over the Railroad near Crooked Road

Idea Title: Sooner, rather than later

Number of Seconds 3

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Comments

Number of Comments 0



Topic Name (Instant Poll): Pedestrian Bridge over Route 9 and BNSF

Idea Title: Don't do it

Number of Seconds 3

Idea Title: Sooner, rather than later

Number of Seconds 2

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Comments

Number of Comments 2

Comment 1: What good does this do for downtown, especially the merchants who don't get enough business from Park University anyway? | By John K

Comment 2: Great idea but the City should explore all external funding options first before making any financial commitment. | By Erik B



Topic Name: Areas for New Development and/or Redevelopment

Idea Title: Maker Space

Idea Detail: In order to effectively cash in on the nationwide Maker Movement and to capture and keep Northlanders and Parkvillians here in town doing more "stuff" and shopping and eating downtown we need a maker space. This is currently being handled by HMS Beagle. but the space is woefully inadequate and uninviting. The group has been meeting and making there for going on 3 years. The families that meet there have made some amazing things. The most recent project is a 3-D printer that is nearing completion. It is gratifying to see individuals and families from Parkville, north of the river and all over the KC region visit the Make: KC meetings every Tuesday evening at the Beagle. The vacant property on the North side of the railroad tracks (owned, I believe, by the Doyles) would be perfect to build and develop a Maker Space. The draw for students of all ages is obvious and given the fact that Park University, Park Hill students and homeschoolers already frequent the weekly "build nights", it follows that even more folks would come given a dedicated and larger space.

Idea Author: John K

Number of Seconds 2

Number of Comments 0

Idea Title: International Food Festival

Idea Detail: With Park University having a large number of international students, it would be great to have a international food festival event...promote culinary skills and taste the flavors from around the world.

Idea Author: Deb P

Number of Seconds 1

Number of Comments 0

Idea Title: Open Later

Idea Detail: I think to seek a broader audience we will need shops and stores open later. I know that college students will embrace parkville if the shops didnt close at 5:00 pm...

Idea Author: Ben Z



Number of Seconds 1

Number of Comments 0

Idea Title: Expand your idea of "downtown"

Idea Detail: Walk ability is important but how long does it really take to walk downtown Parkville! Why not enlarge the area? What if downtown was connected to uptown (Parkville Commons) through a Main St extension, trails and a new development in the middle (google "The Parkville Connection"). For some this may be a long walk or bike ride but Parkville also recently adopted the electric car/golf cart idea for 25 mph pr less streets (not 9 or 45 hwy and Bell is currently unsafe). Whether The Parkville Connection development is here or not the connecting streets and trails should be soon! This would allows residents from Riss Lake, Pinecrest, The National, Bell road, River Hills, Cider Mill, Walnut Creek and other surrounding neighborhoods to travel downtown safely via an "environmentally friendly" and fun electric golf cart, bike or simply walking. Park U, Downtown and Parkville Commons would rent them, ultimately transforming Parkville into a Florida like community! Unlike most communities in KC, Parkville is designed to allow this safely.

Now, that keeps people in our city all day... in our parks, shops and on our trails. We'll need hotels... and beaches!

This doesn't directly address what desperately needs to be done to clean up our current "downtown" but businesses need to make \$ first!

I agree w/the previous comment for more destination businesses. I also see Parkville attracting downtown KC artists looking for cheaper rent and an eclectic community.

Idea Author: Cory M

Number of Seconds 1

Number of Comments 0

Idea Title: Pier / Boardwalk

Idea Detail: I think it would be great to have a pier / boardwalk incorporated into the park. This is something that could even be used when the river is high and the rest of the park is not accessible. Farris wheel? Food carts?

Idea Author: Philip W

Number of Seconds 0



Number of Comments 0



Topic Name (Instant Poll): Improved On-Street Parking Circulation

Idea Title: Sooner, rather than later

Number of Seconds 2

Idea Title: When funding permits

Number of Seconds 1

Idea Title: Don't do it at all

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 0

Comments

Number of Comments 0



Topic Name (Instant Poll): Off-Road Trail

Idea Title: When funding permits

Number of Seconds 2

Idea Title: Sooner, rather than later

Number of Seconds 1

Idea Title: Later, there's no hurry

Number of Seconds 1

Idea Title: Don't do it

Number of Seconds 0

Comments

Number of Comments 0



Topic Name: Your Idea for Improving Downtown

Idea Title: Technical Infrastructure

Idea Detail: Evolve the technical infrastructure for business operational optimization. Improvements in internet/cable/phone/fiber networks will have long-term value for current businesses and will be attractive to future business owners/renters/land owners as well as beneficial to customers and city visitors.

Idea Author: Carey W

Number of Seconds 1

Number of Comments 1

Comment 1: This item will be KEY to advancing business in the region. If this infrastructure (Google Fiber in particular) can be committed to and incorporated into the master plan for Parkville very soon, we will see benefits very quickly to the area's economy. | By Debra W

Idea Title: Parkville/Missouri Riverfront -a regional draw for Platte County

Idea Detail: How do you access the actual plans to review? I hesitate to vote without understanding your presented ideas. Parkville AND Platte County have tremendous opportunity here, to build on the Missouri Riverfront, natural beauty, Park University, hi end residential development and excellent trails, parks and rec. for business development. Good themed planning for downtown/riverfront to fill in and expand in a coordinated way would be good.

To me the Missouri River and trails along it are the regional draw to Parkville - to recreate, live, work, shop, and do business. I would like to see Parkville connect its own areas and neighborhoods, and connect to surrounding areas by trails, transit/transportation to bring people into and through Parkville. These roads and trails are already being built. Parkville is already the beneficiary of a great deal of public investment in roads and trails. How to integrate these with your planning would be essential.

To me, an obvious need is development planning and bike/walk and traffic improvements connecting intersection of hwy 9 and hwy 45 to downtown Parkville and the river recreation. Perhaps even relocating/shifting hwy 9 south bound? It's a pretty poor design right now.

Perhaps main vehicle transportation should go around/over downtown? Downtown Parkville already seems so congested, you want to avoid it.



Can you move main vehicle access to the riverfront area away from main st to the west, (move RR crossing?). maybe where new park will be, with better road access and create a friendlier walk/bike environment for downtown and riverfront recreation? You would of course connect to Main Street shops and Park University also, even perhaps as a pedestrian mall area with public gathering spaces? Have urban planners looked at Parkville and this part of Platte County as a regional draw?

A trail along the river to the East to connect to Riverside trails could be a high priority also.

Idea Author: Margie M

Number of Seconds 0

Number of Comments 0