The 2009 Parkville Master Plan set the stage for improvements to Route 9, identifying focus areas for investment, outlining connectivity improvements for all modes of transportation, and recommending detailed analysis for Downtown, Route 9, and other strategic areas.

Key Recommendations

- Promote a built environment through building form, scale, placement and architectural design to provide a sense of place and reinforce the street as civic space.

- Provide a well-designed and interconnected mix of vibrant neighborhoods, parks and green space, schools and civic institutions, businesses and employment centers.

- Enhance the character downtown through its built environment, pedestrian realm, streetscape, entrance gateways and intimate civic spaces.

- Strengthen the connectivity and relationship between downtown and surrounding neighborhoods, educational institutions and riverfront park spaces.

- Promote strategic residential development creating a critical mass for downtown businesses.

- Promote strategic reinvestment.

- Provide a balanced interconnected street network that provides connectivity between neighborhoods, provides multiple travel routes, reduces the number and length of automobile trips and conserves energy through fewer and shorter automobile trips.

- Provide alternative context sensitive street design standards that respect local topography, minimize the amount of impervious surfaces, conserve open space and protect nature features and water quality.

- Provide convenient access to a framework of transportation alternatives, including pedestrian and bicycle systems, public transit and multi-modal transportation options that reduce dependence upon the automobile.
**Key Recommendations**

- Expand the boundaries of the Downtown commercial shopping district in a way that complements the character and mix of uses that already exist.

- Encourage the Downtown Commercial district to provide a more balanced mix of services that meet both the needs of the community and out-of-town visitors.

- Improve connectivity by enhancing the pedestrian environment in Downtown Parkville.

- Preserve and protect vehicular flow in and around Downtown.

- Prepare a Design Guideline that provides direction and guidance for the redevelopment of East Street so that it first with the desired Downtown character.

- Develop a streetscape redevelopment plan in the commercial core of Downtown to address the worn, and tired existing streetscape.

**Redevelopment of East Street**

“The 9 Highway/East Street corridor, from 1st Street to 6th Street, represents an excellent redevelopment opportunity that could serve as a catalyst for future growth and investment in Downtown Parkville. Given its significance within the transportation network of Parkville, a reimagined East Street could improve community connectivity, create additional commercial critical mass by effectively doubling the Downtown commercial area, and safely and efficiently move vehicular and pedestrian traffic, while also helping 9 Highway fit better into the Downtown character desired by the community.”
Objectives:
What do we want to accomplish?

- Mitigate safety and capacity issues, and minimize traffic conflicts, on Route 9
- Enhance aesthetics and pedestrian movements, particularly in proximity to Downtown Parkville and Park University
- Accommodate compatible new development and redevelopment along the corridor
- Reduce future construction costs by facilitating the reservation of right-of-way for future improvements
- Position the participating public entities to compete in future transportation grant cycles for eligible improvements in the corridor.

Guiding Principles:
What informs our decisions?

- Focus on making connections in all directions and at multiple scales
- Preserve and enhance the vitality to Downtown Parkville as the economic and community center of the City
- Respect the character of Parkville
- Emphasize the long-term vitality of all proposed improvements to the corridor
- Minimize negative impacts on adjacent property owners
- Appreciate the importance of parks and natural resources to Parkville
- Create and support opportunities for compatible economic development
- Balance the needs of commuters with local needs such as pedestrian access, aesthetics, and convenient access to commercial properties.
Route 9 Corridor Study - City of Parkville, MO

Existing Conditions

Route 9 Corridor Map

Legend

- Lanes
- More than Two Lanes
- Two Lanes

Width of Right of Way

- Through (90°)
- Nearly (around 90°)
- Lacking (90°)

Route 9 Corridor Study - City of Parkville, MO

Existing Conditions

1. EAST ST & CLARK AVE
2. WALNUT GROVE CEMETERY
3. OLD PARKVILLE CEMETERY
4. EAST ST & 7TH ST
5. EAST ST & 4TH ST
6. EAST ST & 3RD ST
Unique Site Challenges

1. Drainage Issues
   Historical drainage challenges could be addressed through improvements to Route 9.

2. Traffic Signal Location
   Traffic volumes make turns from side streets difficult. Analysis is necessary to determine if/where a new signal or intersection modifications would help.

3. Uncontrolled Access
   Over 700 feet of uncontrolled access creates potential conflict between pedestrians and automobiles.

4. Walnut Grove Cemetery
   Walnut Grove Cemetery is located close to the existing roadway.

5. Main Street Intersection
   Shallow angle at East St & Main St will cause different turning and potential traffic safety issues.

6. 12th Street Intersection
   The existing retaining wall creates visibility challenges.

7. Narrow Right-of-Way
   As Route 9 travels through Downtown Parkville, the right-of-way narrows. In many cases, existing yards and parking are located within the right-of-way.

8. 1st Street Intersection
   The unusual configuration of the 1st Street Intersection functions but does result in traffic back ups in multiple directions at peak times.

9. Access to English Landing and Existing Trail
   The railroad and other barriers prevent a clear connection to English Landing and the existing trail.
Route 9 Corridor Study - City of Parkville, MO

Roadway Alternatives

The goals of the Route 9 Corridor study include addressing capacity and traffic flow issues. At the same time, improvements are intended to enhance the aesthetics and accommodations for pedestrians and cyclists. All of these needs must be met within a constrained road right-of-way. The following diagrams illustrate three different alternative roadway configurations that attempt to balance the needs of all users. Each option has different advantages and disadvantages.

What do you prefer?
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

I prefer this option.
I dislike this option.

Option 1
Multi-Use Path & Sidewalk

Advantages
• Peds can travel on both sides of the street
• Landscaped buffer separates peds & cyclists from traffic, enhancing comfort and safety
• 10’ path & landscaping provide trail-like setting

Disadvantages
• Widest roadway alternative
• Requires peds & cyclists to share path

Option 2
Protected Bike Lanes & Sidewalks on Both Sides

Advantages
• Peds & cyclists can travel on both sides
• Both peds & cyclists protected behind curb
• Dedicated space for each travel mode

Disadvantages
• No buffer from traffic for peds & cyclists
• Narrow paths for peds & cyclists

Option 3
Bike Lanes on Both Sides, Sidewalk On One Side

Advantages
• Narrowest Roadway alternative
• Dedicated space for each travel mode

Disadvantages
• Sidewalk on one side only
• Bike lanes not protected next to fast, heavy traffic
**Route 9 Corridor Study - City of Parkville, MO**

**1st Street Intersection**

**Existing Conditions and Intersection Option Locations**

Downtown Parkville is a critical node in the Route 9 corridor, but traffic flow with the current configuration is not ideal for drivers or pedestrians.

Below are three options for intersection improvements in Downtown Parkville. The project team conducted a travel time analysis based on 2010 and forecast 2035 conditions on all of the options to determine the best configuration for optimum traffic flow, but all configurations have advantages and disadvantages.

**Option 1**

**Signal at Route 9 & 2nd Street**

**Advantages**
- Best a.m. travel time savings
- Small footprint

**Disadvantages**
- No eastbound traffic to 1st Street
- Requires new stop where none exists today

**Travel Time Analysis**

<table>
<thead>
<tr>
<th>Time</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
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**Option 2**

**Signal at East Street & 1st Street**

**Advantages**
- Best p.m. travel time savings
- Small footprint
- Safe and simple crossing for peds
- Requires separate protected left turn phase

**Travel Time Analysis**

<table>
<thead>
<tr>
<th>Time</th>
<th>Option 1</th>
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<td>-2.1 min</td>
<td>-2.3 min</td>
<td>-4.0 min</td>
</tr>
</tbody>
</table>

**Option 3**

**Roundabout North of Route 9**

**Advantages**
- Results in morning travel time savings
- Opportunity for gateway feature

**Disadvantages**
- Increase in evening travel times
- Large footprint impacts Post Office

**Travel Time Analysis**

<table>
<thead>
<tr>
<th>Time</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
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<td>-4.0 min</td>
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</table>

**What do you prefer?**
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

- I prefer this option.
- I dislike this option.

Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

- I prefer this option.
- I dislike this option.
As a multi-modal transportation and recreational corridor, it is vitally important to connect pedestrian and bicycle facilities along Route 9 with the Missouri Riverfront Trail, but the railroad and highway conditions of Route 9 present major barriers. The project team explored several options for at-grade crossings and bridges. Generally, bridge options are most direct, but have a higher cost. At-grade crossings require a more circuitous path, and multiple intersection crossings, but cost less and direct travelers through Downtown.

What do you prefer?
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

Option 1:
At Grade Through New Intersection

Option 2:
At Grade with Signalized Pedestrian Crossing

Option 3:
Downtown Pedestrian Bridge & Gateway

Option 4:
Park University Pedestrian Bridge and Gateway
Route 9 Corridor Study - City of Parkville, MO

North Traffic Signal

With commercial businesses, public facilities, residential neighborhoods, and expanding development all generating vehicle trips on northern sections of Route 9, traffic volumes create challenges at multiple intersections today. As growth continues, these challenges, delays, and conflicts will worsen. The project team analyzed traffic volume data and crash data for four intersections to explore the viability of a new traffic signal.

Intersection Traffic Volume

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<tr>
<th></th>
<th>R9 &amp; Lewis</th>
<th>R9 &amp; 63rd</th>
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Intersection Crash Data

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<tr>
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<tr>
<td>R9 &amp; 62nd St</td>
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<tr>
<td>R9 &amp; Clark Ave</td>
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<tr>
<td>R9 &amp; 63rd St</td>
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<tr>
<td>R9 &amp; 62nd St</td>
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Signal Options

Lewis Street
- Future traffic warrants signal
- Spacing too close to Route 45

62rd Street
- Not warranted for signal
- Only connection for 69 houses

63rd Street
- Future traffic warrants signal
- Connects to many businesses & houses

Clark Avenue
- Future traffic warrants signal
- Community Center & City Hall generate many trips

What do you prefer?
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

I prefer this option.  I dislike this option.

Option 1: Signal at 63rd Street
Option 2: Signal at Clark Avenue

If a new signal is placed at Clark Avenue, would you support an access road from 62nd Street?
Both the 2009 Parkville Master Plan and the Vision Downtown Parkville plan discuss the benefits of future redevelopment on the east side of East Street. Despite its ideal locations between Downtown Parkville and Park University, this area is not utilized to its highest potential today. Infill and redevelopment opportunities can extend the experience of the Downtown area, incorporate higher-intensity, higher-value development, enhance the aesthetics and walkability along Route 9, and better serve the current and future needs of Park University. The community’s vision for future development of this area informs how Route 9 will look and function in the future. Below are two scenarios that highlight different development opportunities.

**Downtown Development Scenario 1**

**Focused Infill**

One approach to investment and development east of East Street is to maintain the existing buildings and building lines where possible, and strategically develop in the available spaces in between. As businesses move or evolve, new uses could reposition existing buildings to better support Downtown’s vision. New development would be focused on smaller parcels and occur incrementally.

Improvements to Route 9 would enhance the pedestrian experience, but continue to be constrained by a narrow right of way.

**Downtown Development Scenario 2**

**Coordinated Redevelopment**

One approach to investment and development east of East Street is to pursue a coordinated development strategy for the entire site. While this concept could still be developed in phases over time, each component would support an overall concept for integrated uses, access, parking, and amenities.

With this approach, a wider and more flexible footprint for Route 9 improvements would be possible, allowing for an enhanced pedestrian experience and urban streetscape. However, such a roadway expansion would have greater impact on existing businesses in the near term.
Route 9 Corridor Study - City of Parkville, MO

Downtown Roadway Options

Downtown Parkville is the location where pedestrian and bicycle activity is greatest, and where the existing roadway conditions are most narrow. However, the natural features and existing infrastructure between Route 9 and Park University present an alternative design to accommodate traffic, pedestrians, and cyclists safely and comfortably. One roadway option Downtown is to focus all transportation modes and activity on Route 9 itself, creating an expanded signature urban streetscape that provides an inviting new front door to potential development on the east side of East Street. Another option is to improve Route 9 within a more narrow profile, and connect a multi-use path to the east along White Alloe Creek, returning to Downtown at 1st Street. This creates a second frontage and amenity zone, enhancing the value of adjacent property, and has fewer impacts on existing businesses, but does take activity away from Route 9.

Option 1

East Street Expansion

Advantages
• Activity stays on Route 9 and close to Downtown
• Expanded signature streetscape provides attractive “front door” to potential new development

Disadvantages
• Space requirements impact existing businesses

Option 2

East Street Improvement & White Alloe Creek Trail

Advantages
• Narrower profile on Route 9 minimizes impacts on existing businesses
• Trail connection creates new amenity and second frontage for adjacent properties
• Proximity to Park University enhances connection to Downtown

Disadvantages
• Takes some activity away from Route 9 and Downtown
• Limited potential for streetscape amenities on Route 9

What do you prefer?
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

I prefer this option.
I dislike this option.
Regional connectivity is critical to the success of trail infrastructure. Connecting these two segments of the Missouri Riverfront Trail will help implement the regional MetroGreen plan, which will ultimately connect the Parkville and Riverside trails to Downtown Kansas City and other Northland trails, such as the Line Creek Trail or the planned Vivion Road trail. Negotiations to obtain trail easements are currently underway, which will help advance this trail connection.

Additional turn lanes on Route 9 onto Coffey Road will help improve vehicular flow and safety for drivers.

The project team is currently evaluating traffic volume on Route 9 to determine when and where signalization is needed. Route 9 at Maddox Road is warranted for a signal.
Join us in October to see the results of the preliminary design based on your feedback.