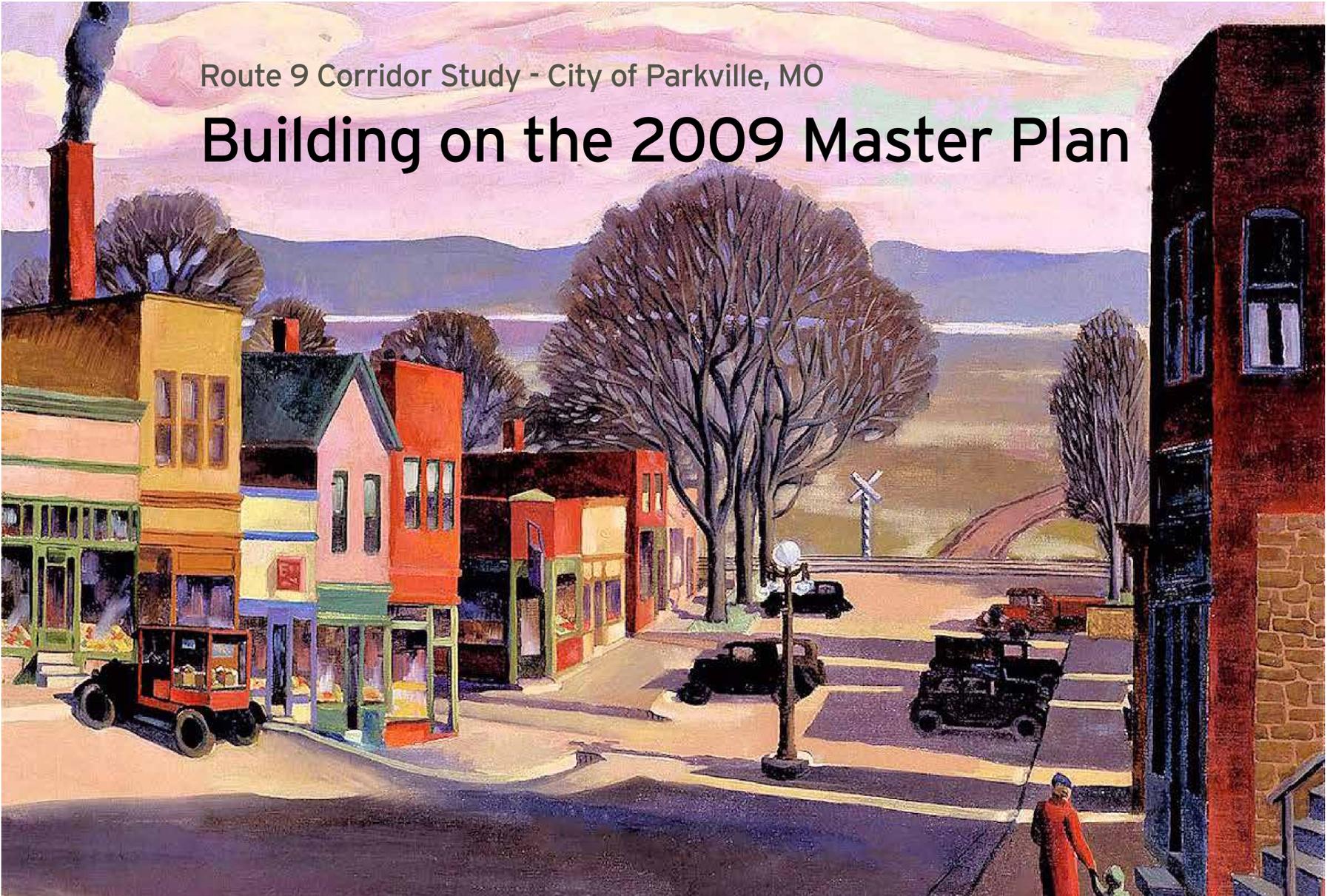


# Building on the 2009 Master Plan

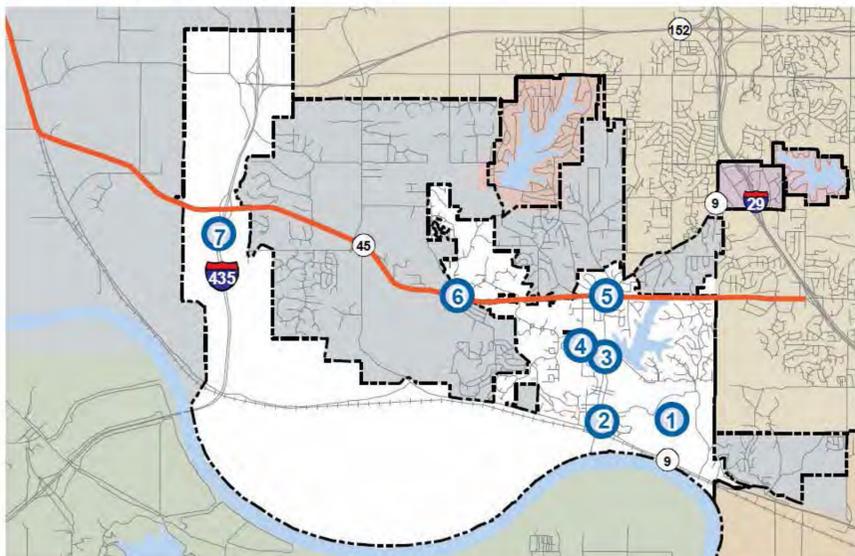


**The 2009 Parkville Master Plan set the stage for improvements to Route 9, identifying focus areas for investment, outlining connectivity improvements for all modes of transportation, and recommending detailed analysis for Downtown, Route 9, and other strategic areas.**

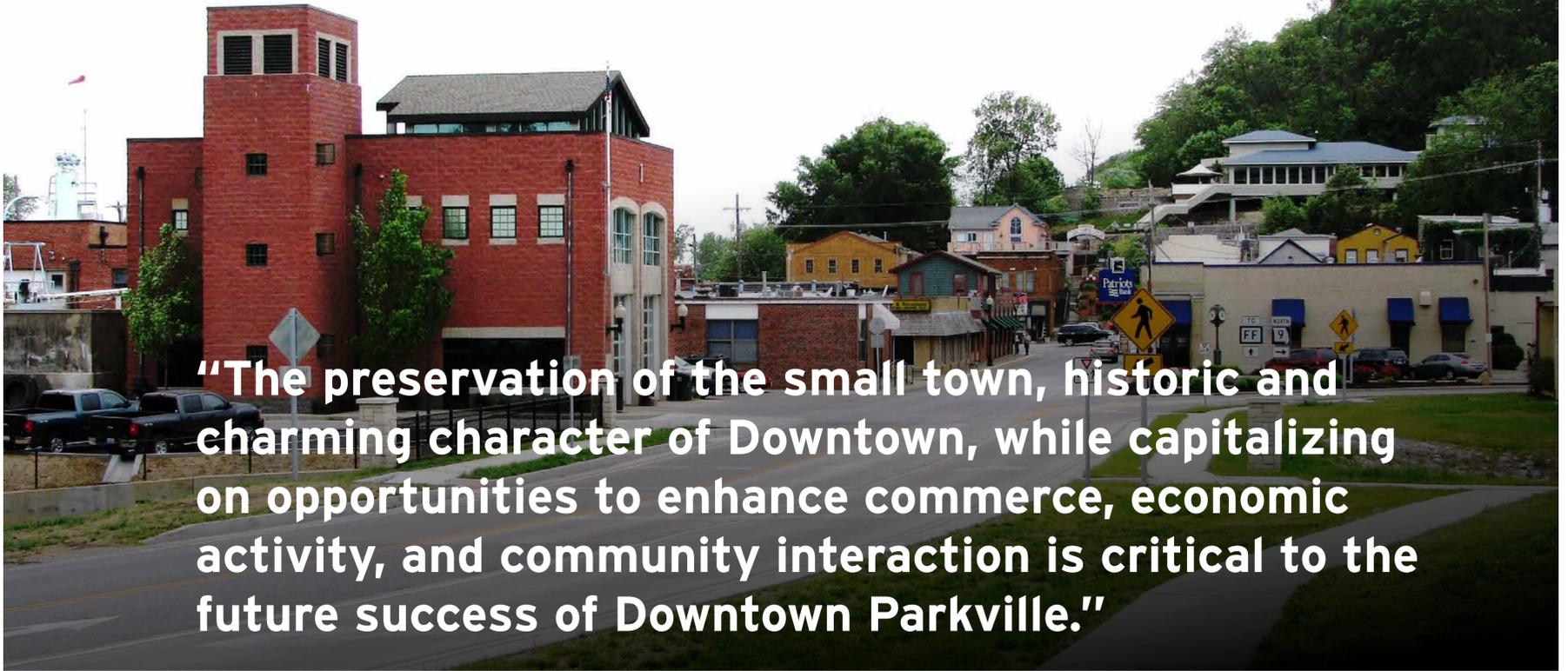
## Key Recommendations

- 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.

### Development / Reinvestment Nodes



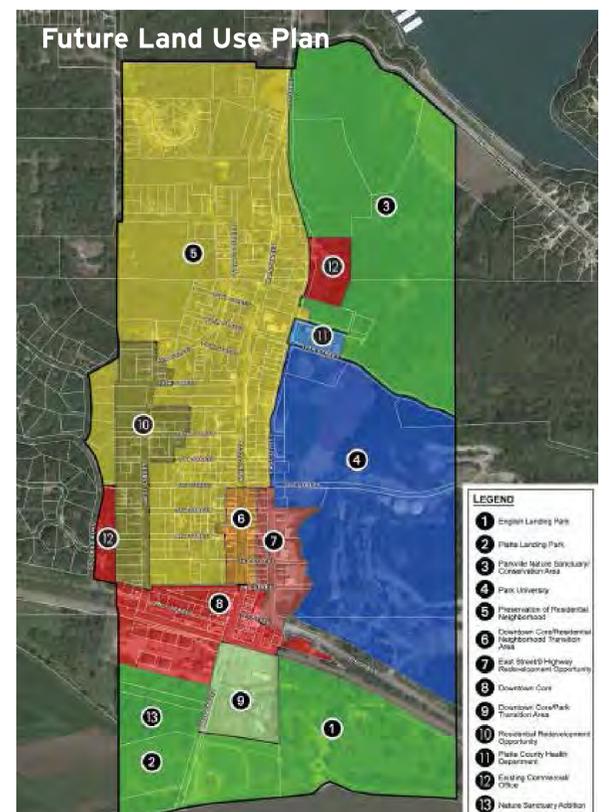
# Vision Downtown Parkville



**"The preservation of the small town, historic and charming character of Downtown, while capitalizing on opportunities to enhance commerce, economic activity, and community interaction is critical to the future success of Downtown Parkville."**

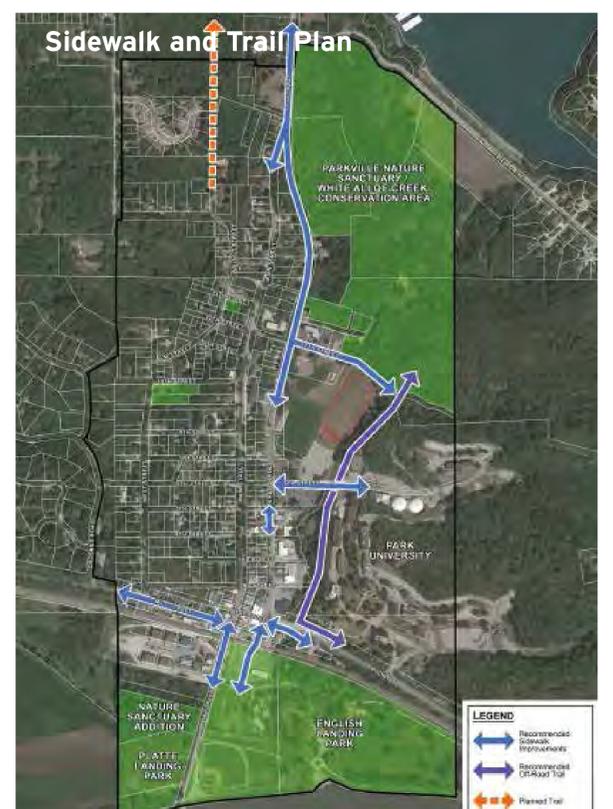
## Key Recommendations

- 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.



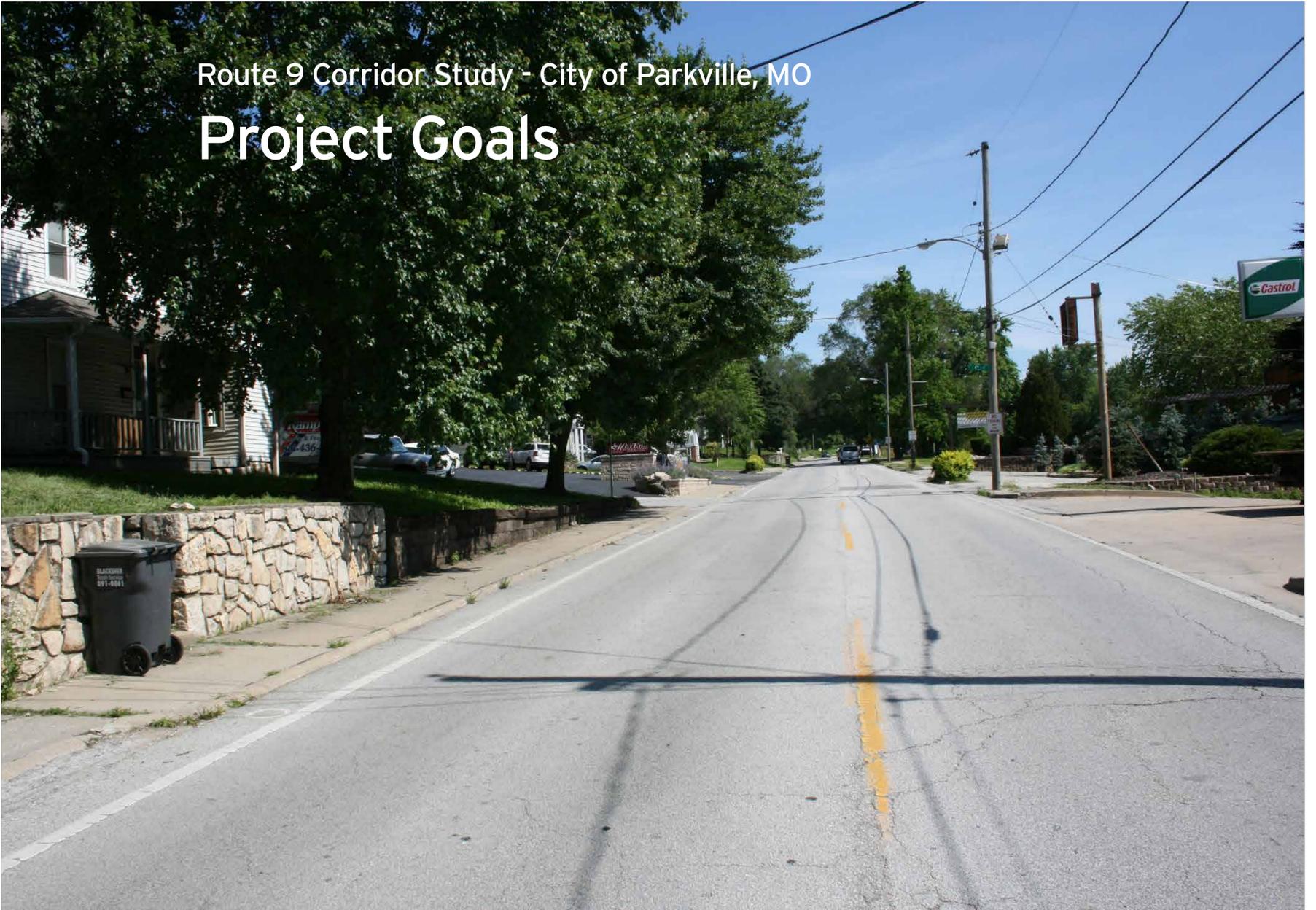
## Redevelopment of East Street

"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."



Route 9 Corridor Study - City of Parkville, MO

# Project Goals



## 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.

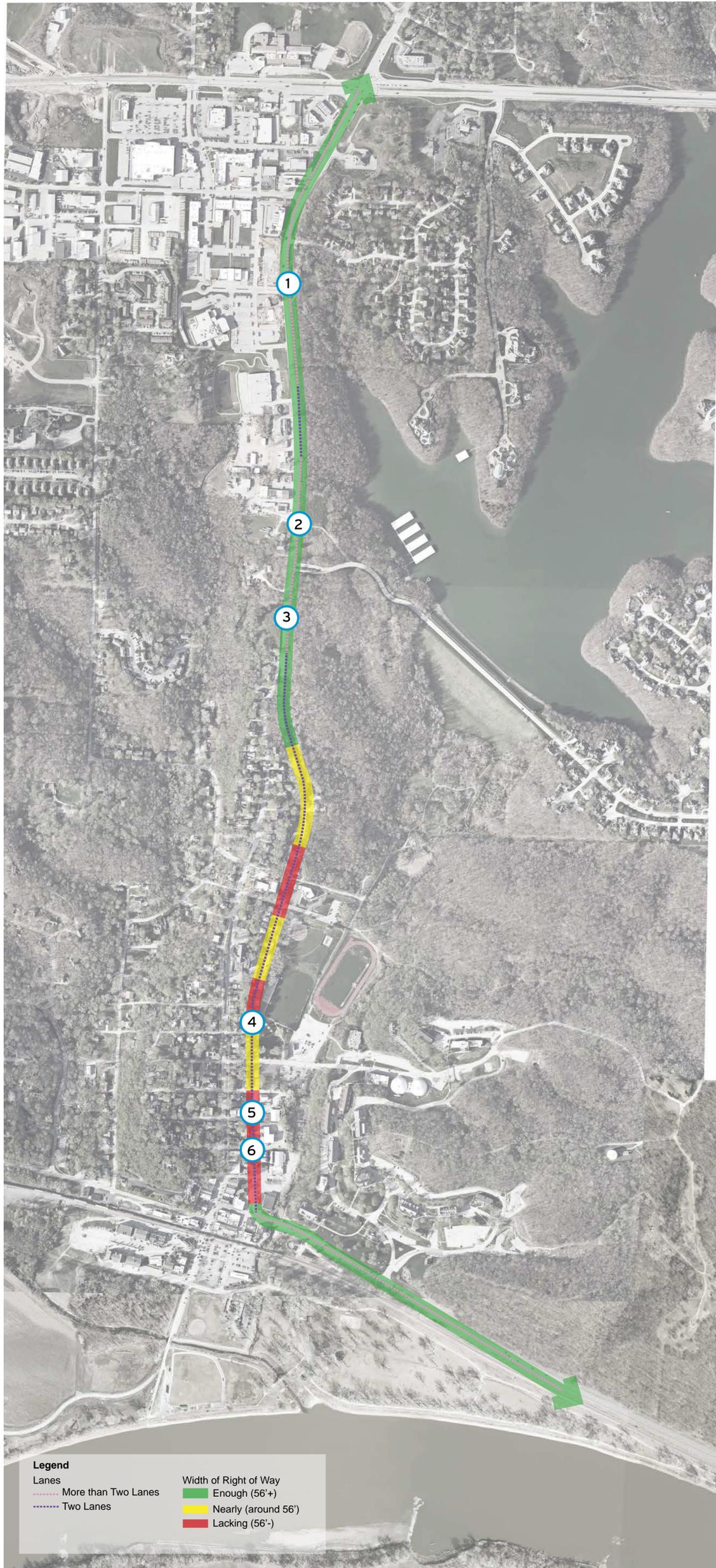
## Guiding Principles:

*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.

# Existing Conditions

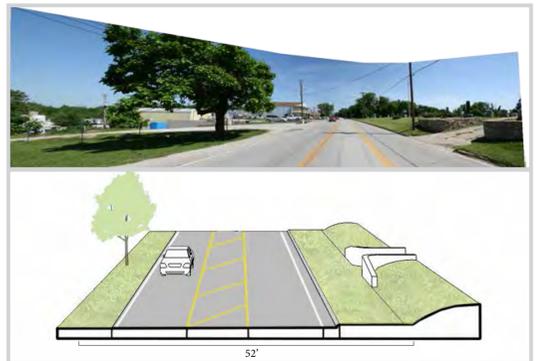
Route 9 Corridor Map



① EAST ST & CLARK AVE



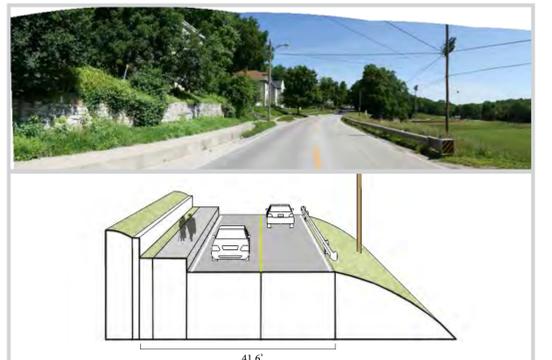
② WALNUT GROVE CEMETERY



③ OLD PARKVILLE CEMETERY



④ EAST ST & 7TH ST



⑤ EAST ST & 4TH ST



⑥ EAST ST & 3RD ST



# Unique Site Challenges

Route 9 Corridor Map



**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.



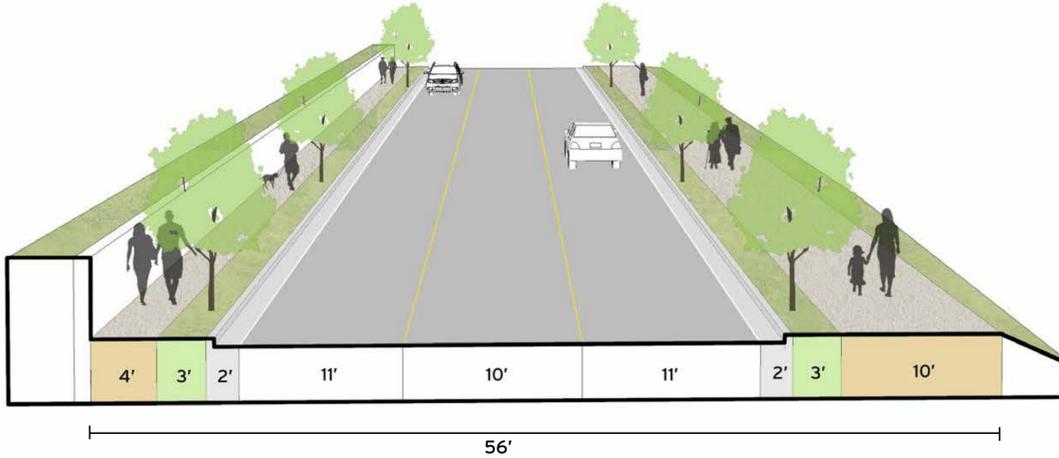
**⑨ Access to English Landing and Existing Trail**  
The railroad and other barriers prevent a clear connection to English Landing and the existing trail.

# 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.

## Option 1

### Multi-Use Path & Sidewalk



#### Advantages

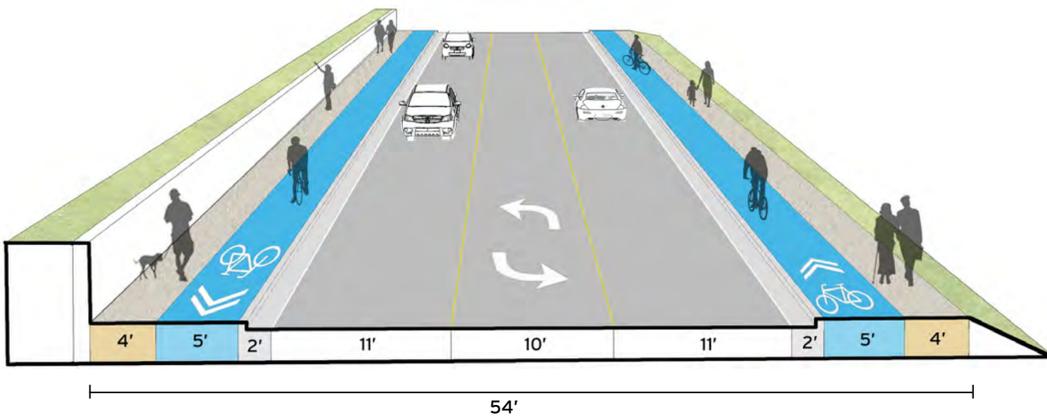
- Peds can travel on both sides of the street
- Landscaped buffer separates peds & cyclists from traffic, enhancing comfort and safety
- 10' path & landscaping provide trail-like setting

#### Disadvantages

- Widest roadway alternative
- Requires peds & cyclists to share path

## Option 2

### Protected Bike Lanes & Sidewalks on Both Sides



#### Advantages

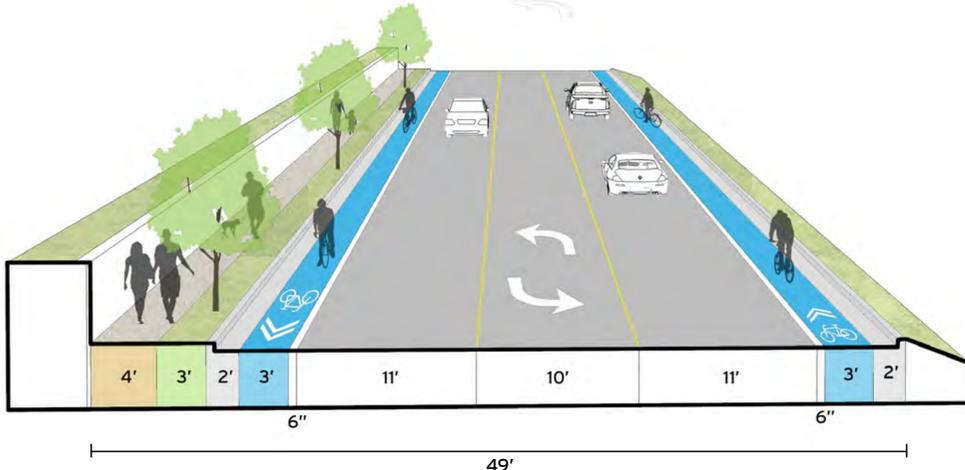
- Peds & cyclists can travel on both sides
- Both peds & cyclists protected behind curb
- Dedicated space for each travel mode

#### 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

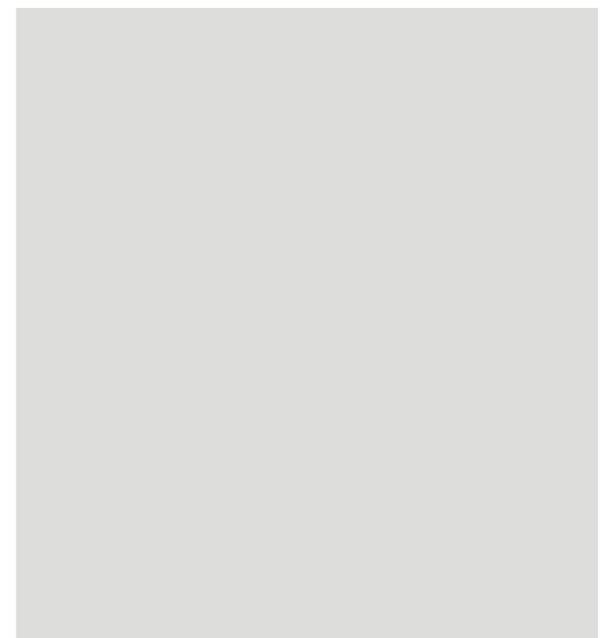
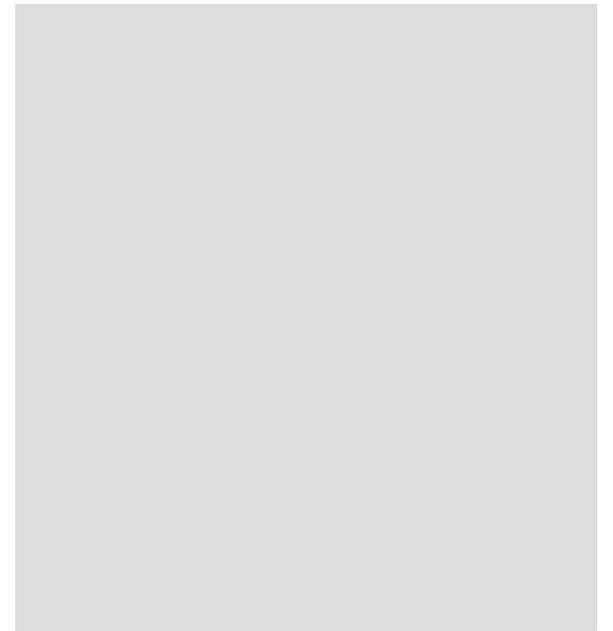
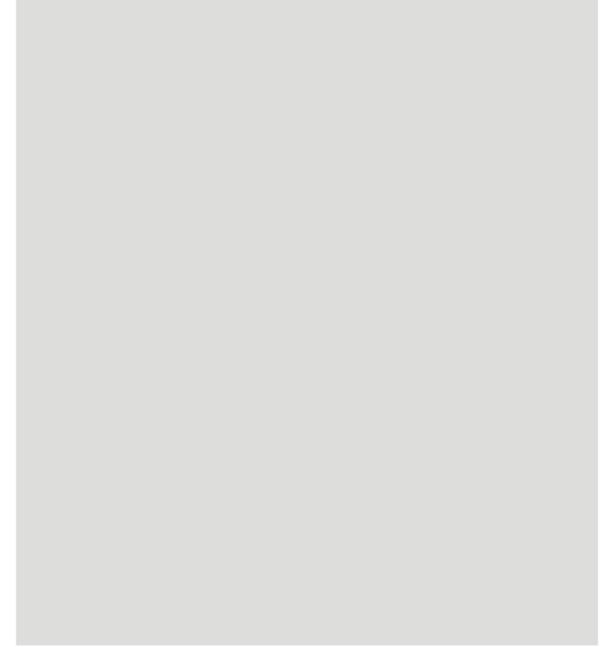
- Sidewalk on one side only
- Bike lanes not protected next to fast, heavy traffic

## 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.



# 1<sup>st</sup> 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.

## 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 Route 9 & 2<sup>nd</sup> Street



#### Advantages

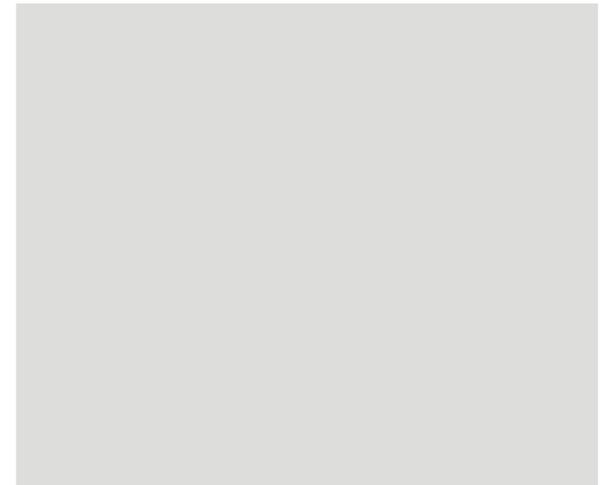
- Best a.m. travel time savings
- Small footprint

#### Disadvantages

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

#### Travel Time Analysis

	Time Savings
A.M. (2010)	- 1.3 min
A.M. (2035)	- 5.6 min
P.M. (2010)	- 0.3 min
P.M. (2035)	- 2.1 min



### Option 2

## Signal at East Street & 1<sup>st</sup> Street



#### Advantages

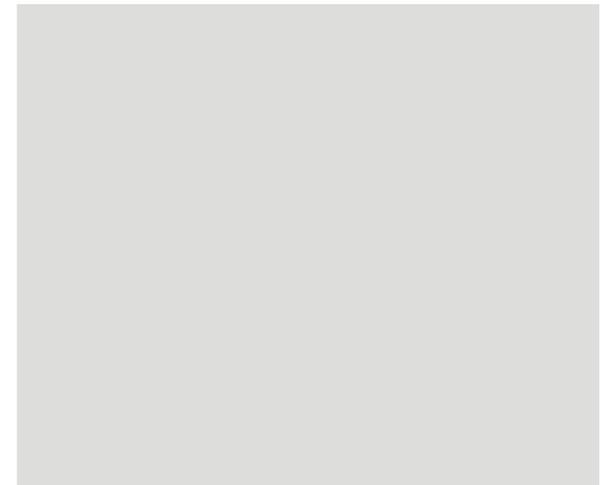
- Best p.m. travel time savings
- Small footprint
- Safe and simple crossing for peds

#### Disadvantages

- Requires separate protected left turn phase

#### Travel Time Analysis

	Time Savings
A.M. (2010)	- 1.2 min
A.M. (2035)	- 5.2 min
P.M. (2010)	- 0.5 min
P.M. (2035)	- 2.3 min



### Option 3

## Roundabout North of Route 9



#### Advantages

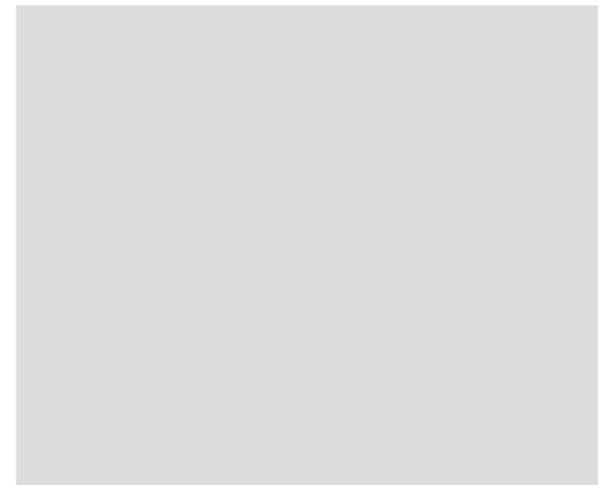
- Results in morning travel time savings
- Opportunity for gateway feature

#### Disadvantages

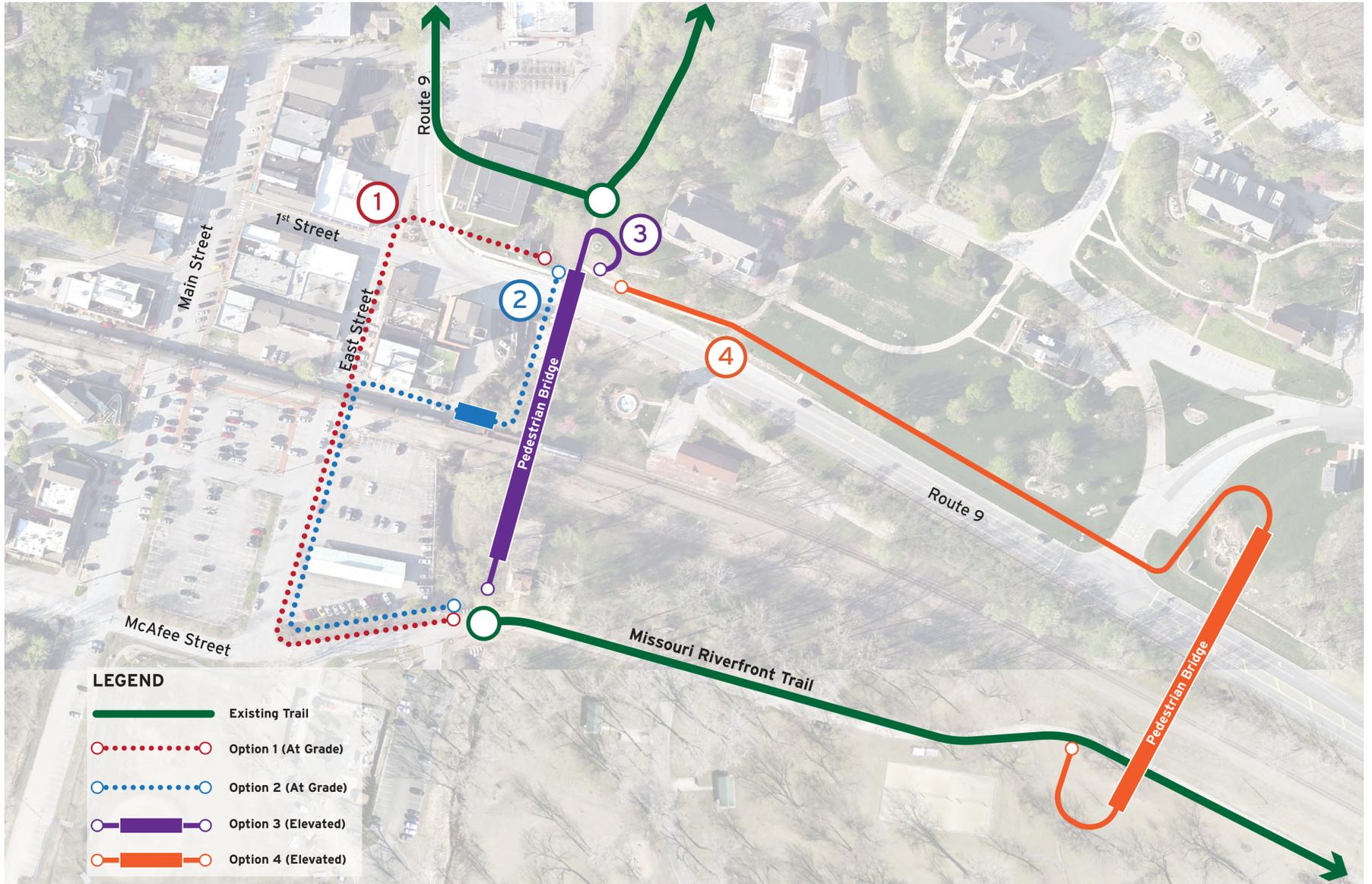
- Increase in evening travel times
- Large footprint impacts Post Office

#### Travel Time Analysis

	Time Savings
A.M. (2010)	-1.0 min
A.M. (2035)	-4.3 min
P.M. (2010)	+1.8 min
P.M. (2035)	+4.0 min



# Pedestrian Crossings



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.



I prefer this option.



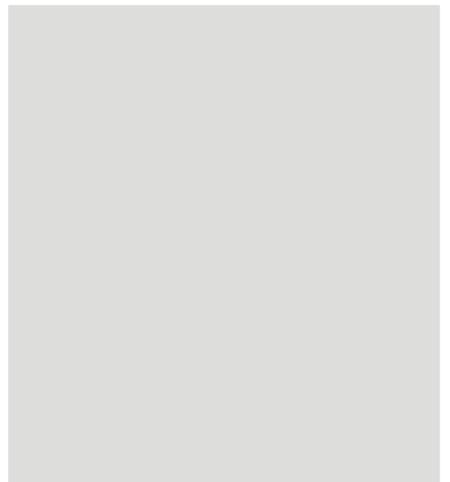
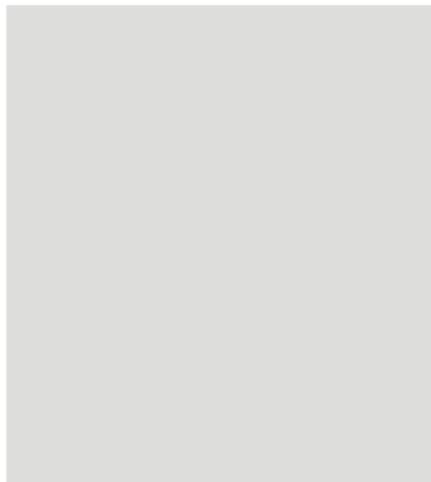
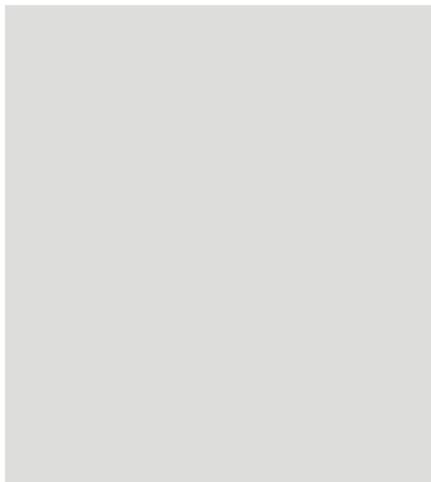
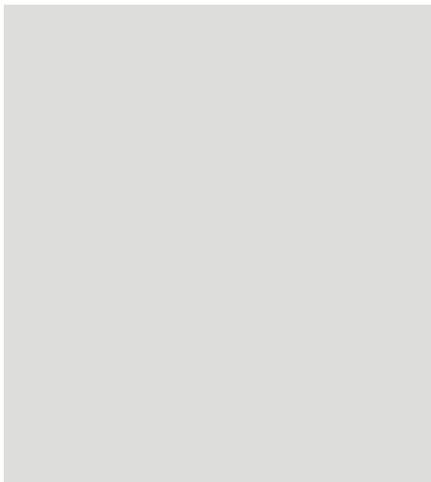
I dislike this option.

**Option 1:**  
At Grade Through  
New Intersection

**Option 2:**  
At Grade with Signalized  
Pedestrian Crossing

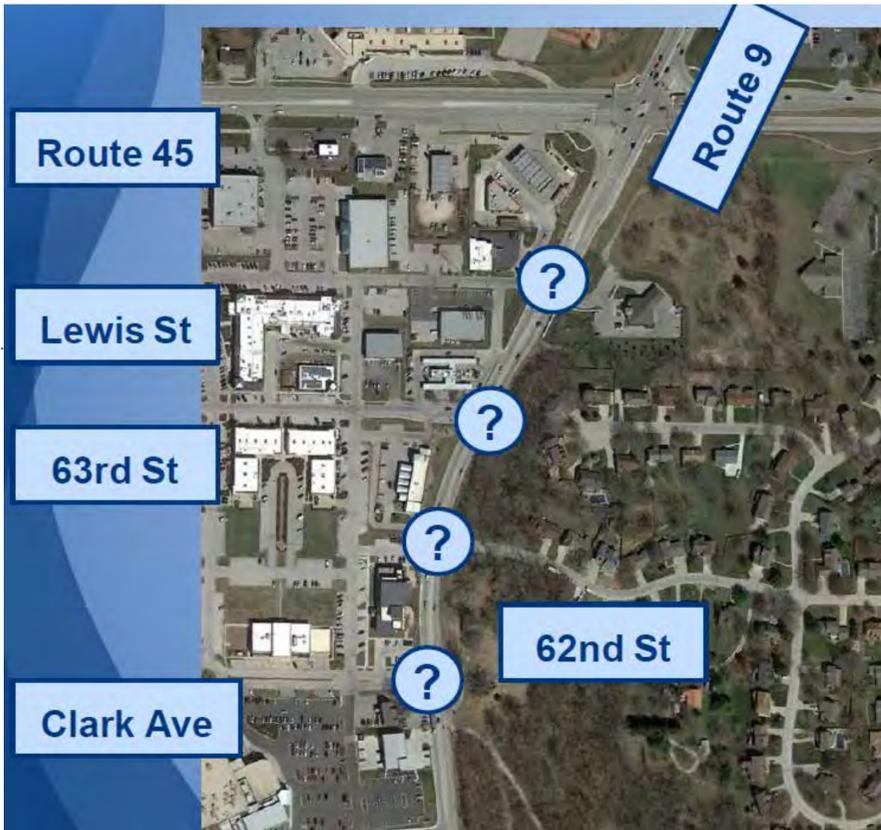
**Option 3:**  
Downtown Pedestrian  
Bridge & Gateway

**Option 4:**  
Park University Pedestrian  
Bridge and Gateway



# 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

Future 2035	R9 & Lewis	R9 & 63rd	R9 & 62nd	R9 & Clark
<b>AM</b>				
Major Street - Total of Both Approaches, vph	1200	1173	1131	1106
Minor Street - High Volume Approach, vph	89	59	13	95
<b>PM</b>				
Major Street - Total of Both Approaches, vph	1806	1832	1810	1716
Minor Street - High Volume Approach, vph	106	63	5	149

Intersection Crash Data

Crash Records		2010	2011	2012	2013	2014	Total
Property-Damage Only	R9 & Lewis St		3		2		5
	R9 & 63rd St			1	1	2	4
	R9 & 62nd St			1			1
	R9 & Clark Ave		1		1	1	3
Injury	R9 & Lewis St						0
	R9 & 63rd St			2			2
	R9 & 62nd St		1				1
	R9 & Clark Ave						0
<b>Total</b>		<b>0</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>16</b>

## Signal Options

### Lewis Street

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

### 63rd Street

- Future traffic warrants signal
- Connects to many businesses & houses

### 62nd Street

- Not warranted for signal
- Only connection for 69 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.

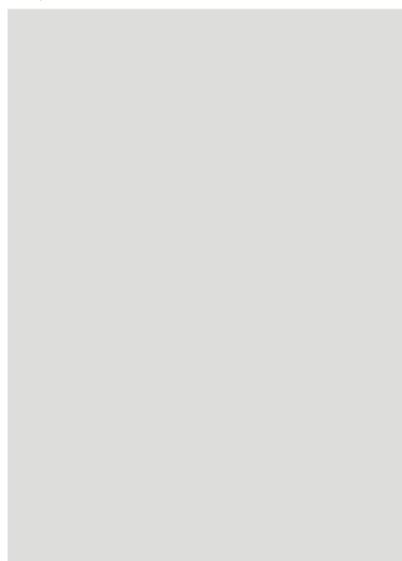
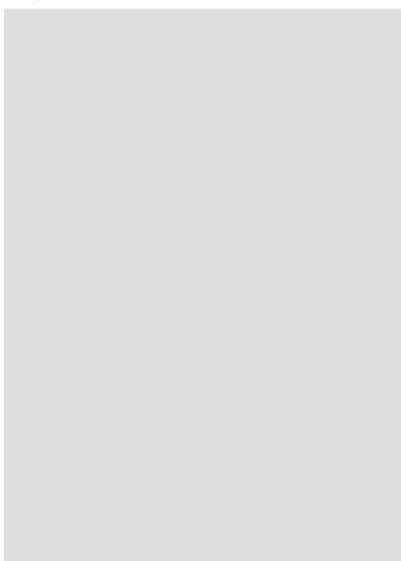
- I prefer this option.
 ● I dislike this option.

### Option 1:

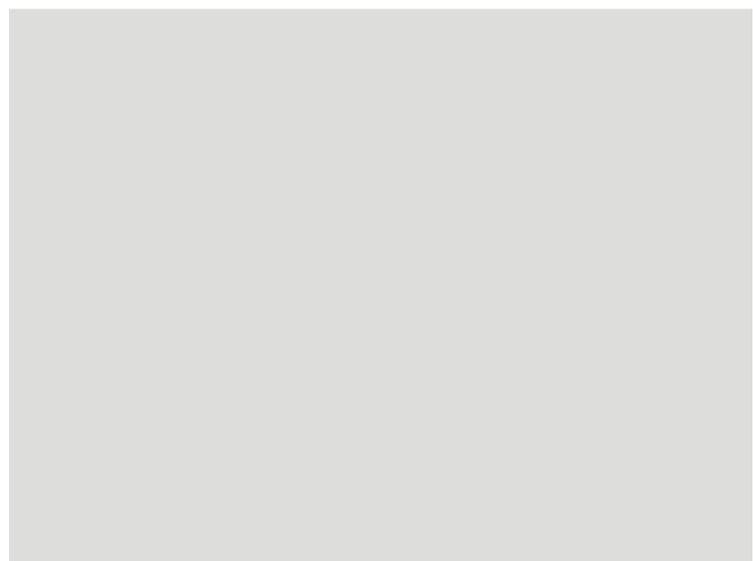
Signal at 63rd Street

### Option 2:

Signal at Clark Avenue



If a new signal is placed at Clark Avenue, would you support an access road from 62nd Street?





# 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.

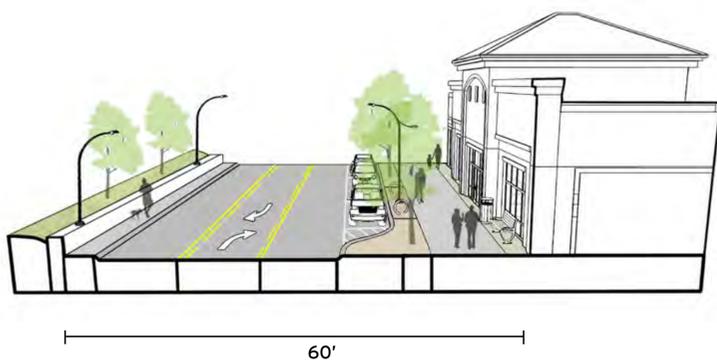
## What do you prefer?

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

## East Street Expansion

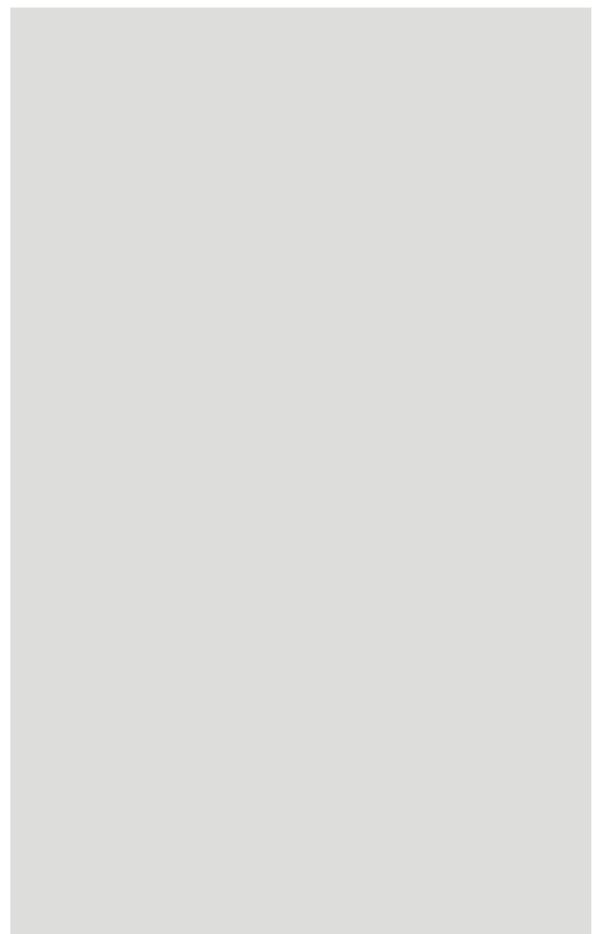


#### Advantages

- Activity stays on Route 9 and close to Downtown
- Expanded signature streetscape provides attractive "front door" to potential new development

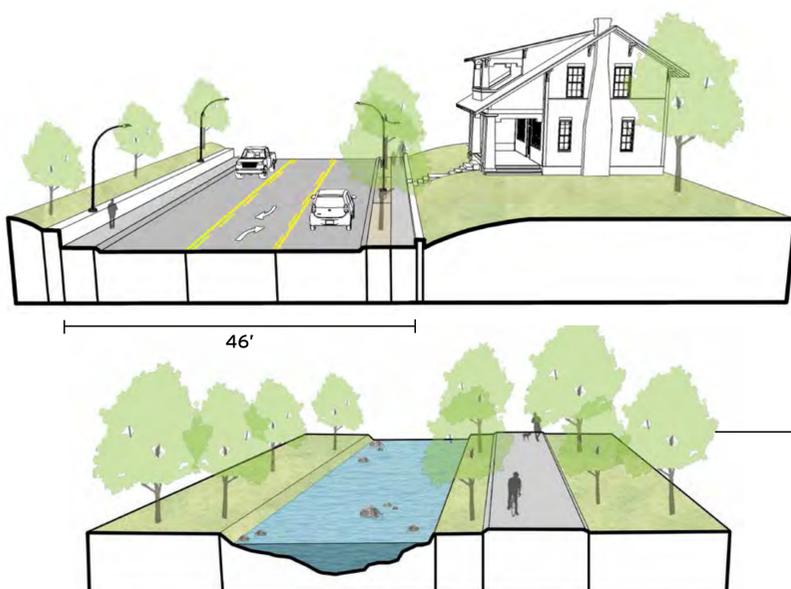
#### Disadvantages

- Space requirements impact existing businesses



### Option 2

## East Street Improvement & White Alloe Creek Trail

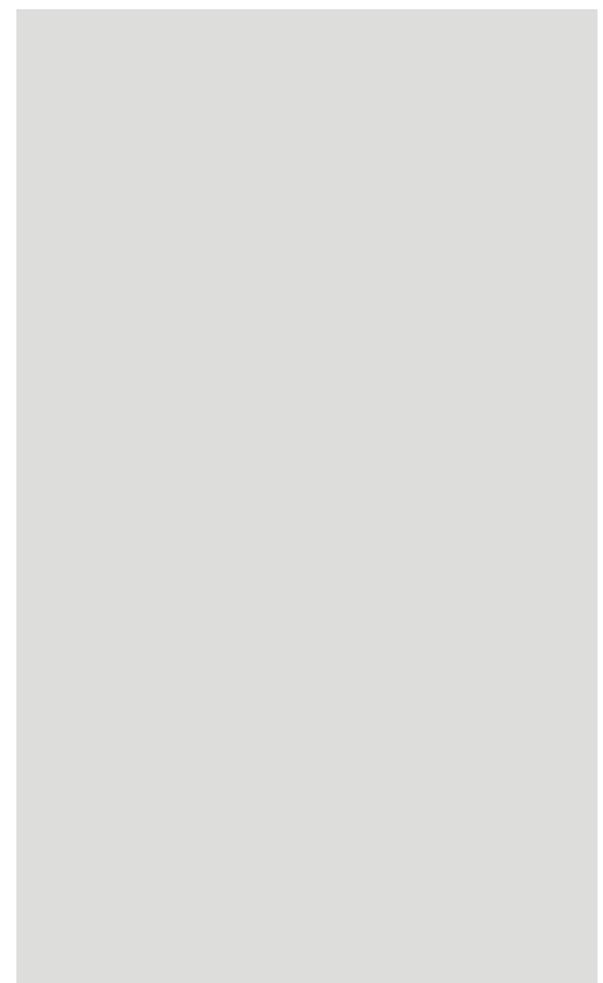


#### Advantages

- 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

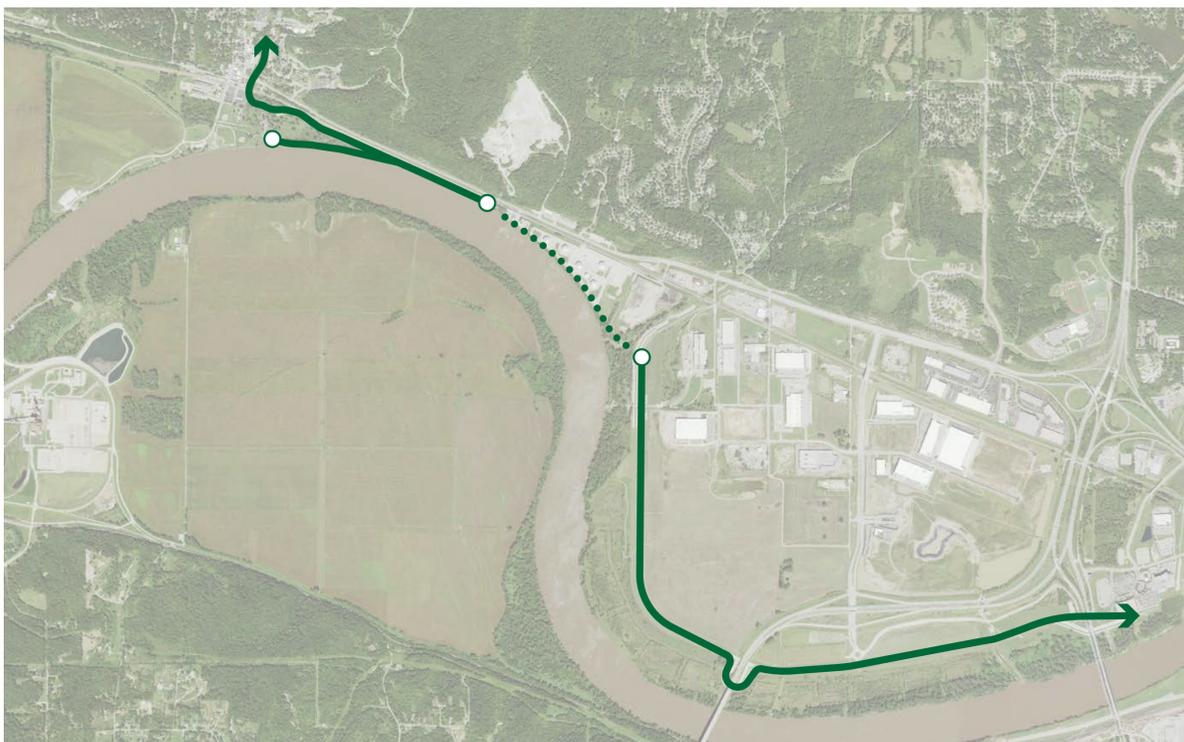
#### Disadvantages

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



# East of Downtown Parkville

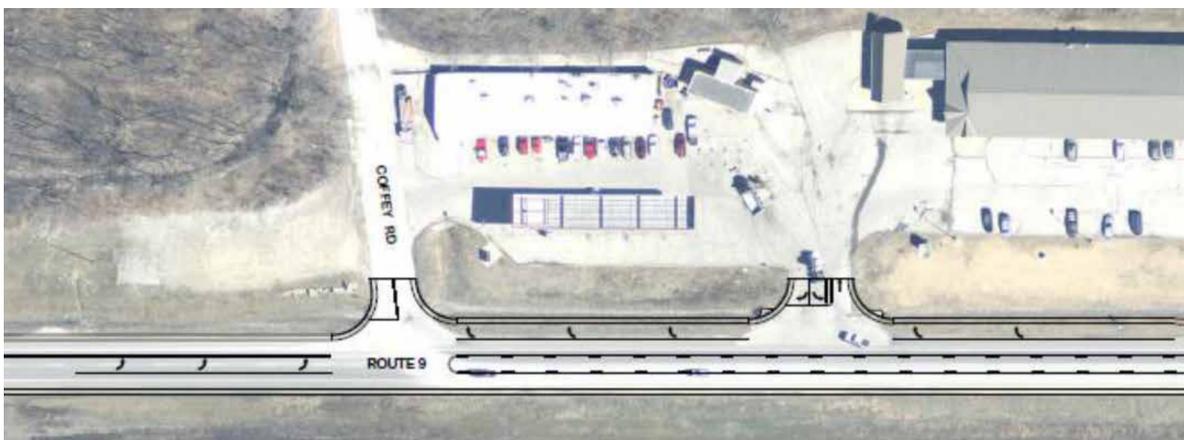
## Connections to Riverside and Beyond



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.

Missouri Riverfront Trail Connection

## Improvements to Route 9



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

Added Turn Lanes on Route 9

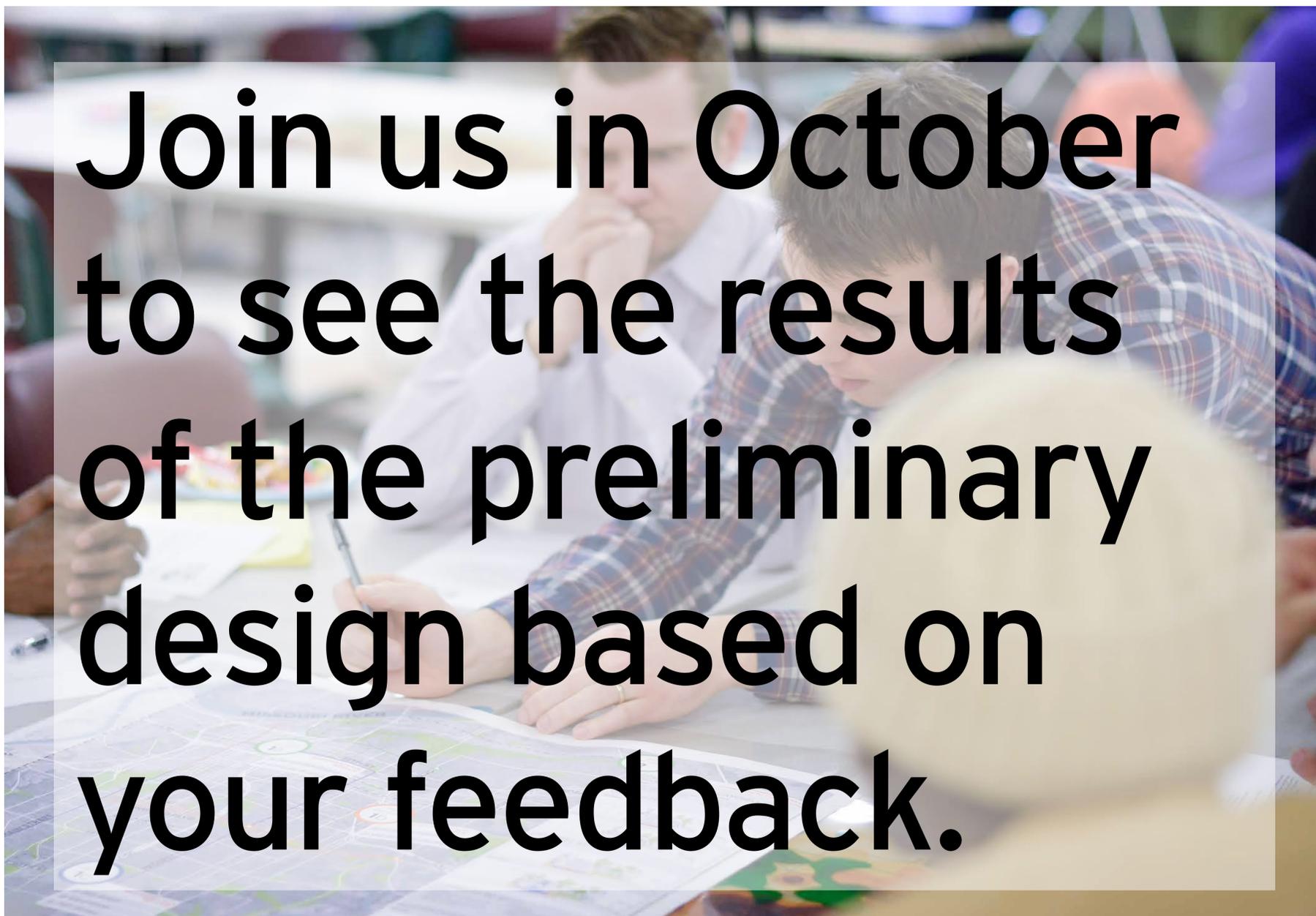
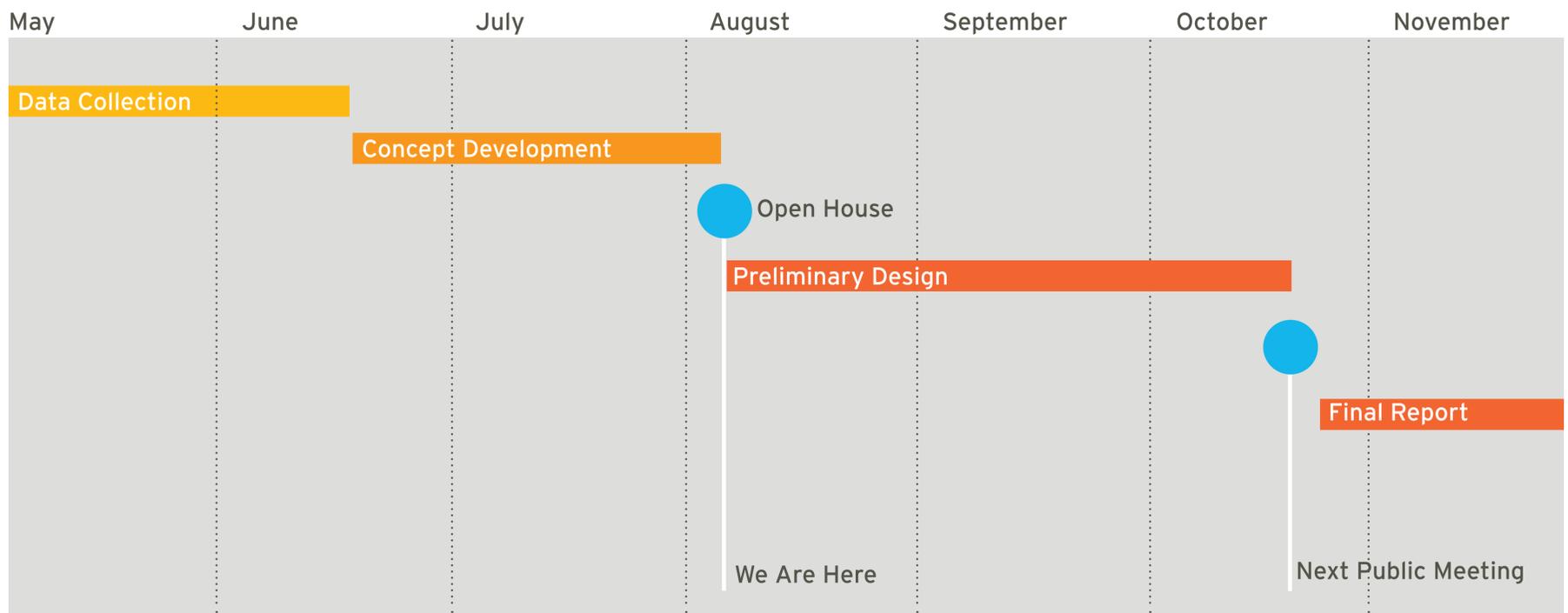


The project team is currently evaluating traffic volume on Route 9 to determine when and where signalization is needed. Route 9 at Maddox Road is warranted for a signal.

Signalization at Maddox Road Being Evaluated

# Schedule & Next Steps

## Project Schedule



**Join us in October to see the results of the preliminary design based on your feedback.**