Work Session Agenda
BOARD OF ALDERMEN
CITY OF PARKVILLE, MISSOURI
August 4, 2015 5:45 p.m.
City Hall Boardroom

1. GENERAL AGENDA

A. Route 9 Corridor Study Project Update

ITEM 1A
For 08-04-15
Board of Aldermen Work Session

CITY OF PARKVILLE
Policy Report

DATE: Thursday, July 30, 2015

PREPARED BY:
Lauren Palmer
City Administrator

REVIEWED BY:
Tim Blakeslee
Assistant to the City Administrator

ISSUE:
Receive a project update from the consultant team regarding the Route 9 Corridor Study.

BACKGROUND:
On July 1, 2014, the Board of Aldermen authorized staff to prepare and submit a grant application to the Mid-America Regional Council (MARC) for Planning Sustainable Places (PSP) funding for a corridor study of Route 9. The purpose of this funding is specifically to assist communities with implementation of recommendations generated through previous PSP funded planning initiatives, including the Livable Communities Study and Vision Downtown Parkville. The grant was awarded in December 2014. The study will result in a more refined understanding of needed improvements to Route 9 and costs involved in order to position the City for future grant requests for design and construction. The corridor study will also generate a preliminary conceptual design that may be used to reserve right-of-way for future construction as the City receives development applications along the corridor (see Scope of Work – Attachment 1).

A Request for Qualifications (RFQ) was released in January to identify a consultant team to lead the corridor study. On April 7, 2015, the Board of Aldermen selected CFS Engineers as the lead consultant. The project kick-off and first steering committee meeting was held in May followed by data collection and stakeholder meetings in June and July respectively. The consultant team will present a project update to receive feedback from the Board of Aldermen in advance of the first public meeting scheduled for August 5, 2015. The project is nearing the completion of Task 2 – Concept Development, and direction is needed regarding the preferred combination of alternatives so the consultant team may proceed with preliminary design.

BUDGET IMPACT:
There is no direct budget impact associated with this work session. The project is funded by a PSP grant from MARC in the amount of $113,586. The grant is matched by $75,000 of local funding provided by Parkville ($15,000), Riverside ($15,000), Missouri Department of Transportation ($20,000), Platte County ($15,000), and Park University ($10,000).

ALTERNATIVES:
1. Receive the project update from the consultant team and provide feedback.
2. Postpone the item.

STAFF RECOMMENDATION:
Receive the project update from the consultant team and provide comments and direction to allow the project to move forward.

POLICY:
The project Scope of Work calls for the consultant team to provide an update to the Board of Aldermen near the completion of Task 2 – Concept Development to receive comments and direction to move forward. A second update will be provided to the Board of Aldermen near the

completion of Task 3 – Preliminary Design to receive comments for finalizing the report and plans. An optional third meeting is included in the scope, if needed, to review the final document once the Board's changes and directives are incorporated.

SUGGESTED MOTION:
As this is a work session, no motion is necessary.

ATTACHMENTS:
1. Project Scope of Work
2. Steering Committee Roster
3. Steering Committee Meeting Minutes – 5-4-15
4. Steering Committee Meeting Minutes – 7-16-15
5. PowerPoint Presentation

TASK 1 – PROJECT KICKOFF & DATA COLLECTION, May 2015 - June 2015

1.1 Project Kickoff Meeting with City

1.1.1 Conduct a project On-site Kick-off Meeting to walk the project. The meeting will be attended by members of the CONSULTANT team, and City staff.

1.1.2 Review project timeline, major meeting dates.

1.1.3 Set up tentative schedule for steering committee meetings, 1st Meeting, May 5, 2015.

1.1.4 Identify Key Stakeholders for project - to be reviewed and vetted later with steering committee

1.1.5 Identify initial list of key property owners for “one on one” meetings - to be reviewed and vetted later with the steering committee

1.2 Data Collection

1.2.1 GIS Data (Aerial mapping and lidar data)

The CONSULTANT will contact Platte County GIS and mapping department to obtain current aerial photos, planimetric, and contour GIS data.

1.2.2 Collect current City Financial situate

The CONSULTANT will work with the city finance team to gain insight into existing revenue constraints and future yet to be created revenue constraints. CONSULTANT work will begin with the collection and review short and long term budgets to gain an understanding of priorities and revenue constraints. Next, the CONSULTANT will collect data on what is possible in and around the project area for new sales and or property tax through a new sales tax or future increments. Finally, CONSULTANT will reach out to other grant sources to gain an insight into what might be available.

1.2.3 Existing traffic data/studies. The CONSULTANT will work with the City of Parkville to obtain copies of recent traffic impact studies that have been completed within the project limits. The City will provide copies of the following studies:

- QT Traffic Impact Study, SE Quadrant Route 9/Route 45
- Lake Pointe Lodge
- Mosaic

- White Alloe Bridge (need to verify with MoDOT)

1.2.4 Existing property information

Existing property ownership information including owner of record, address, and parcel ID will be obtained from online data available from the Platte County Assessor's office.

1.2.5 As-built roadway plans

CONSULTANT will contact MoDOT to obtain copies of as-built plans for 9 Highway from Route 45 to Mattox Road.

1.2.6 Existing plans and plats for adjacent development

The CONSULTANT will work with City of Parkville to obtain existing surveys and development plans. The following survey's will be provided by the City of Parkville. Electronic CADD files will be provided if available.

- The Magellan site
- The north side of 9 Highway from the centerline of Coffee Road west approximately 500 feet
- 9 Highway and the area north of the road approximately 300 feet east and west of the Park University entrance
- 9 Highway and approximately 40 to 60 feet north and south, from the east side of White Alloe Bridge to approximately 250 feet east of the entrance to the Depot
- Kevin Green site on the east side of 9 Highway east of Clark
- QT site at the southeast corner of 9 and 45

1.2.7 Prepare CAD file of existing right of way from as-built roadway plan and plats

1.2.8 Topographic Survey

- Request Utility Locates
- Locate and survey Horizontal & Vertical Control
- Field Scans LiDAR survey from 1st Street to Route 45

  Ground Based Lidar Scan of existing roadway. Scan will be used to determine XYZ location of existing hardscape features within the existing right of way. Limits of survey to extend from Clark Ave.,

south to pedestrian crossing east of Post Office.

- Survey Mattox Road, Route 9 & Coffee Road Intersections Topographic survey of Mattox Road Intersection, Coffey Road Intersection and business entrance east of Coffey Road using traditional survey methods.

1.2.9 Office breakdown of field scans. Create CAD file base map from field topographic surveys. Merge with survey completed by sub-consultant and with GIS data to create base map for entire corridor

1.2.10 Create DTM from survey data

1.2.11 Merge survey DTM with GIS Lidar DTM

TASK 2 – CONCEPT DEVELOPMENT, May 2015 - August 2015

2.1 Confirming Guiding Principles from Previous Planning Work

Working together, the CONSULTANT, City Staff and the steering committee will develop a list of guiding principles. The CONSULTANT, working with City Staff will prepare a draft document in advance of a meeting with the steering committee. The draft document will be presented to the steering committee for comments and consensus. The guiding principles should address what the vision is, who the major users are, and what the desired role of the facility is. The list should be a brief list of succinct points that speak to what the community thinks is important as it relates to:

- Multi-modal transportation vision of the study area - Evaluate options and develop conceptual engineering for the ideal route for a north-south multi-modal trail connection from the Southern Platte Pass Trail on Route 45 to downtown Parkville and the riverfront trail network.

    1. Evaluate options and develop conceptual engineering for the reconfiguration of the 1st St./East St./Route 9 intersection to increase capacity, reduce congestion, and improve pedestrian crossings.

    2. Evaluate the viability and desirability of the following, and as appropriate, incorporate accommodations for each into the conceptual design for Route 9 expansion:

        - Bike lanes and/or wide sidewalks in lieu of or to complement a multi-modal trail connection from Route 45 to downtown Parkville.

        - A future transit stop(s) to serve downtown Parkville (notably Park University and the Platte County Health Department) and/or other

segments of the corridor.

- Multi-modal trail extension along the northern bluff of Route 9 west of Horizons Parkway.
- Pedestrian crossing on Route 9 between Route 45 and Lakeview Drive.

- Complete streets considerations as they relate to the study area
- Capacity enhancements and Congestion Mitigation
- Land use goals and Redevelopment Strategies

2.2 Initial Alternatives Brainstorming

Based on the previous task, the CONSULTANT team will meet to identify potential improvement concepts. The CONSULTANT will prepare four to six initial planning-level conceptual drawings based on the brainstorming session. The CONSULTANT will review the alternatives in detail to identify and quantify opportunities and constraints.

2.3 One on One Meetings

Initiate one on one meetings with key property owners to gather comments and concerns regarding the various initial alternatives. These property owner contacts may require a follow-up meeting in addition to the initial one on one meeting. (Maximum of 30 meetings)

2.4 Identification of Viable Alternatives

At the point when the alternatives brainstorming conducted with the project team has been documented, the CONSULTANT will formulate a summary of potential options and coordinate with the City and the Steering Committee to identify three viable improvement alternatives to be further advanced as part of the Corridor Study. This will involve further refinements to the exhibits created in the initial brainstorming to a level of detail sufficient to communicate the project concepts to stakeholders.

2.5 Steering Committee Meeting

Once developed and refined, planning-level conceptual plans will be shared with the Steering Committee. Three viable alternatives will be identified to move forward following the steering committee review, and additional detail will be developed to identify corridor segmentation, specific typical section elements and transit options and alignment location.

2.6 Redevelopment Concepts, Feasibility, and Funding

As the three viable alternatives are identified and given sufficient detail, the CONSULTANT team, based on the recommendations of city staff and the Steering Committee, will also identify between six and ten key parcels/subareas along the corridor to be analyzed for more detailed site consideration and refinement of the concept to look at specific use and structure recommendations. One key aspect of this process will be to conceptualize plausible redevelopment scenarios for areas that may be significantly impacted by the expansion. This would include the east side of Route 9 between 1st Street and 6th Street, and may also include access control impacts to properties along the west side of Route 9, south of the Parkville Commons development.

The CONSULTANT team will then run the three corridor design alternatives and the key parcel evaluations through the Envision Tomorrow program to determine the build-out impacts on Parkville. We understand that each of the plans and associated policies may cause change for existing and future land uses and we will work with the city and stakeholders to explore the long-term implications of these changes. Based on the Envision Tomorrow outputs, the CONSULTANT team may further refine the key parcel redevelopment concept(s) as necessary to guide future site design to reflect Parkville's goals and policies.

We will also examine the development impacts anticipated by Envision Tomorrow to fully evaluate the associated public-sector costs to Parkville for alternative build-out. It is important for the city to fully understand the level of public investment and financial commitment that will be required for each alternative redevelopment concept to attain long-term implementation as well as the range of sources of funds available to the city for use in this project. By the end of this task, the CONSULTANT team will have identified the range of potential public costs as well as available sources of funds and next steps for the project funding approach

2.7 Concept evaluation and ranking

Concept alternatives will be evaluated based on their ability to address the key project objectives:

- Multi-Modal Connectivity
- Complete Streets considerations as they relate to the study area
- Capacity enhancements and Congestion Mitigation

Additional factors to be considered include construction costs, right-of-way impacts, and consistency with previous plans and studies. To facilitate comparison and evaluation, an evaluation matrix summary will be prepared. The matrix will list each of

the various objectives and rank or rate the impacts for each of the alternative plans with the goal of identifying an alternative configuration that best meets the projects objectives.

2.8 BOA Update

Share concepts with BOA, receive comments and direction to move forward.

2.9 Public Meeting

The CONSULTANT and City and Steering Committee to identify when this meeting will be held within the schedule for this task. CONSULTANT will provide content for a "cyber-meeting" to be housed on the City's website. CONSULTANT will receive and respond to electronic public comments and incorporate the feedback with comments received at the face-to-face meeting.

TASK 3 - PRELIMINARY DESIGN, July 2015 - November 2015

3.1 Preliminary Design

Preliminary designs will be completed based on prefered alternative or combination thereof, establishing the horizontal and vertical geometry and tentative right of limits to allow for the preservation of right of way as properties along the corridor develop/redevelop and to provide documentation in support of funding grant applications.

3.2 Preliminary Plans

The CONSULTANT team will prepare preliminary plans for project. Plans will cover the project extents, beginning at Route 45, extending east to Mattox Road. Plans will include:

1. Cover Sheet
2. Typical Section(s)
3. Plan & Profile Sheets (1" = 20')
4. Plan view of Proposed improvements (Curb & Gutter, Sidewalk, Tails, ADA Ramps, Driveways, Retaining Walls,
5. Profile of project centerline
6. Existing Right of way location (As determined from existing plans and plats)

7. Proposed Right of Way Location
8. Retaining Wall Profiles
9. Major Drainage Structure Profiles
10. Intersection Detail Sheets
    1. 1st Street/East Street/Route 9
    2. Coffey Road
    3. Mattox Road
    4. other major intersections as needed (i.e. pedestrian crossing north of Lakeview)
11. Traffic Signal Layout at Mattox Road (If Needed)
12. Pedestrian Crossing south of Route 45
13. Cross Section Sheets
14. Construction Phasing Plan
15. Cost Estimate
16. Develop Renderings, 4 Total (BNIM)
17. QA/QC (CFS)

Note: Preliminary striping will be shown on the preliminary roadway plan sheets. Signing plans will not be developed.

3.3 Preliminary Plan of Finance

The CONSULTANT will detail out the preliminary plan of finance and the path forward for project finance

3.4 BOA Update

Share preliminary plans and report with BOA at approximately 90% completion. Receive comments for finalizing report and plans. Optional 3rd meeting if needed to review final document once BOA changes/directives are incorporated.

3.5 Public Meeting

The CONSULTANT and City will identify when this meeting will be held within the schedule for this task. CONSULTANT will provide content for a “cyber-meeting” to be

housed on the City's website. CONSULTANT will receive and respond to electronic public comments and incorporate the feedback with comments received at the face-to-face meeting.

TASK 4 - FINAL REPORT DESIGN, October 2015 - November 2015

The team will prepare a report documenting the findings of the study The report will document the following:

a. Preliminary design for improvements that convey basic design criteria, basic geometric details, and recommendations on which detailed plans may be developed, including identifying existing right-of-way and additional right-of-way that must be acquired or reserved.

b. A construction phasing strategy for incremental implementation of improvements as funding and capacity allow. All phases, and projects within phases, should be priority rank-ordered based on need, urgency, feasibility, cost, economic impact, and overall benefit to the corridor in terms of resolving traffic conflicts.

c. Visualizations or renderings of each phase of improvements to communicate the roadway changes and impacts to the public.

d. Preliminary cost estimates for all phases and all projects within phase

e. Preliminary plan of finance and the path forward for project finance

Route 9 Corridor Study Steering Committee Member Roster

updated July 6, 2015

	First Name	Last Name	Title	Address	City	State	Zip	Phone	Email
Voting Members									
MODOT	Shelie	Daniel*	Area Engineer	600 NE Colbern Rd.	Lee's Summit	MO	64086	(816) 645-6090	Shelie.Daniel@modot.mo.gov
City of Parkville	Nan	Johnston*	Mayor	8880 Clark Ave.	Parkville	MO	64152	(816) 741-7676	njohnston@parkvillemo.gov
Platte County	Daniel	Erickson*	Planning and Zoning Director	415 3rd St.	Platte City	MO	64079	(816) 858-3368	derickson@co.platte.mo.us
City of Riverside	Mike	Duffy*	Director of Community Development	2950 NW Vivion Road	Riverside	MO	64150	(816) 372-9017	mduffy@riversidemo.com
Park University	Laurie	McCormack	VP for University Relations and Development	8700 NW River Park Dr.	Parkville	MO	64152	(816) 584-6210	laurie.mccormack@park.edu
Advisory Members									
Parkville Area Chamber of Commerce	Marsha	VanDever	Executive Director	8701 NW River Park Dr.	Parkville	MO	64152	(816) 587-2700	info@parkvillechamber.com
Parkville Economic Development Council	David	Jones	Investor Representative - City	8880 Clark Ave.	Parkville	MO	64152	(816) 268-5006	djones@parkvillemo.gov
Platte County Health Department	Dan	Luebbert	Operational Assistant Director	212 Marshall Road	Platte City	MO	64079	(816) 858-2412	dan.luebbert@plattehealth.com
MODOT	Susan	Barry	District Planning Manager	600 NE Colburn Rd.	Lee's Summit	MO	64086	(816) 607-2206	susan.barry@modot.mo.gov
Main Street Parkville Association	Ed	Bradley	Treasurer	12 East 1st St.	Parkville	MO	64152	(816) 584-3130	Ed.Bradley@banklibertykc.com
Platte County Economic Development Council	Alicia	Stephens	Executive Director	11724 NW Plaza Circle	Kansas City	MO	64153	(816) 270-2119	astephens@plattecountyedc.com
Park University	Matthew	Van Hoesen‡	Chief Financial Officer	8700 NW River Park Dr.	Parkville	MO	64152	(816) 584-6432	matthew.vanhoesen@park.edu
Staff									
MARC	Stephen	Lachky*	Transportation Planner II	600 Broadway, Suite 200	Kansas City	MO	64105	(816) 701-8247	slachky@marc.org
City of Parkville	Lauren	Palmer*†	City Administrator	8880 Clark Ave.	Parkville	MO	64152	(816) 741-7676	lpalmer@parkvillemo.gov

*denotes consultant selection committee member

† designated project manager per grant sponsor agreement

‡ Replaced Erik Bergrud (who served on the consultant selection committee)

Parkville Route 9 Corridor Study
Steering Committee Meeting
May 4, 2015

MINUTES

I. Introduction of Steering Committee Members

City staff provided a roster of each of the Steering Committee members, including their contact information. The Project Team kicked off the meeting with self-introductions from the Steering Committee members. Shelie Daniel (MODOT) requested that Susan Barry be added as an advisory member for MODOT.

II. Introduction of the CFS Team

The Project Team introduced themselves and presented the roles of the different members for the project activities. Sabin Yanez (CFS) will be the Project Manager-Principal In Charge, Rick Walker will be the Deputy Project Manager and Project Design Manager, Thomas Morefield (BNIM) will be working with the public engagement and planning aspects of the project, Jim Schuessler (BNIM) will be leading the streetscaping/enhancement design elements, Tom Evans (TREKK) will be handling the design improvements at the Route 9 and Mattox Road intersection and surveying, and Craig Davis will be leading the economic analysis and innovative financing activities for the project.

III. Review Project Scope and Schedule - “The CFS Approach”

The Project Team reviewed the overall schedule of activities for the Steering Committee. The Project Team discussed the plan for four to five Steering Committee meetings with the next one coming in July. The plan by July will be to have completed the review of existing data, i.e. traffic studies, existing proposed development plans along the corridor, previous studies, and most current GIS mapping and surveys. The Project Team will also have completed several “one-on-one” meetings with specific property owners along the corridor in an effort to gather input for the development of three corridor alternatives. These results will be shared with the Steering Committee for their review and comments in July. The overall goal for the study is to complete the work by November 2015.

IV. Discussion to Confirm Guiding Principles for the Route 9 Corridor Project

The majority of the Steering Committee time was spent discussing the “Guiding Principles for the Route 9 Corridor Study” which was drafted by the City staff based on previous planning studies. There was excellent dialogue from several members concerning certain elements within the document. The Project Team and City staff clearly stated to the members that the goal of creating this document was to establish a clear direction for the Project Team’s work and give the Steering Committee a common message that can be used for communication within the community.

V. Understanding the “Players” and “Issues” along Route 9

The Project Team next led a discussion with the Steering Committee to gain knowledge concerning specific parcels along the Route 9 corridor that the team should be aware of as they begin to look at recommendations for improvements. The notes from this session will be added to notes the Project Team made from a meeting with City staff earlier in the week. These comments will assist the Project Team in identifying where it should focus efforts for the one-on-one discussions.
ACTION ITEM: The CFS Project Team will provide City staff and Steering Committee a list of prospective individuals to meet with initially.
ACTION ITEM: City staff/Steering Committee members will assist with providing contact information for the list of property owners provided and possibly assist with contacting and scheduling of meetings.

VI. Confirm Tasks the CFS Team will be Conducting

The CFS Project Team reaffirmed the tasks it will be undertaking over the months of May, June and into July of 2015: Review of existing data, one-on-one meetings with key stakeholders, and development of up to three potential corridor alternatives.

VII. Schedule of Upcoming Steering Committee Meetings

The Project Team will schedule the next Steering Committee meeting for a date in July, after the 4th of July holiday period.
ACTION ITEM: The Project Team will establish this date with City staff and communicate this to Steering Committee within the next two weeks.

VIII. Adjourn

Parkville Route 9 Corridor Study
Steering Committee Meeting
July 16, 2015, 2:00 pm - 4:00 pm
MEETING MINUTES

Consultant Attendees (4):

Sabin Yanez/CFS Team (Project Manager-Principal In Charge)	816-333-4477/syanez@cfse.com
Rick Walker/CFS Team (Deputy Project Manager and Project Design Manager)	816-333-4477/rwalker@cfse.com
Andrew Robertson/CFS Team (Traffic Engineer)	816-333-4477/arobertson@cfse.com
Thomas Morefield/CFS Team (Public Engagement and Planning, BNIM)	816-333-4477/tmorefield@bnim.com
Kim Pemberton/Trekk (Survey, Design)	816-874-4658/kpemberton@trekkllc.com

Steering Committee Members Present:

Shelie Daniel/MoDOT	816-645-6090/shelie.daniel@modot.mo.gov
Nan Johnston, Mayor/Parkville	816-741-7676/njohnston@parkvillemo.gov
Daniel Erickson/Platte County P&D	816-858-3368/derickson@co.platte.mo.us
Mike Duffy/Riverside	816-372-9017/mduffy@riversidemo.com
Laurie McCormack/Park University	816-584-6210/laurie.mccormack@park.edu
Marsha VanDever/Parkville	816-678-3311/info@parkvillechamber.com
Ed Bradley	816-584-3130/ed.bradley@banklibertykc.com
Alicia Stephens/Platte County EDC	816-270-2109/astephens@plattecountyedc.com
Stephen Lachky/MARC	816-701-8247/slachky@marc.org
Lauren Palmer, City Admin/Parkville	816-741-7676/lpalmer@parkvillemo.gov

Others Present:

Mike Kellam/Parkville EDC	816-268-5006/mike.kellam@parkvilleedc.com
Erik Bergrud/Park University	816-584-6412/erik.bergrud@park.edu
Joan Roeseler/MoDOT	816-607-2258/joan.roeseler@modot.mo.gov
Luke Miller/MoDOT	816-607-2147/luke.miller@modot.mo.gov
Tim Blakeslee/Parkville	816-741-7676/tblakeslee@parkvillemo.gov
Beverlee Roper/Platte County	816-858-3330/beverlee.roper@co.platte.mo.us

I. Summary of Stakeholder Meetings held in June and July

- Goal: Establish several “one-on-one” meetings with specific property owners along the corridor in an effort to gather input for the development of the corridor alternatives.
- Progress: These results were shared with the Steering Committee for their review and comments. The attendees shared some of their specific knowledge of those properties.
    - Property owners along 62nd Street were concerned about entering mainline traffic and were concerned about drainage of the adjacent stream. Adding a signal at R9 & 62nd St is not warranted but the intersections to the north (R9 & 63rd St) and south (R9 & Clark Ave) are warranted. Installing a frontage road

connecting 62nd St to a possible signal at Clark Ave was discussed. Local property owners were concerned about increased traffic and drainage issues.
    - Property owners at R9 & Main St were concerned about entering mainline traffic due to the angle of the intersection. Alternatives were briefly discussed but no clear design was proposed. Major design constraints were listed as topography, maintaining access, and sight distance.
    - Property owners utilizing 12th St were concerned about adequate sight distance around the existing retaining wall. Road designs that account for sight distance will be produced after a road cross section has been chosen.
    - Concerns were raised at the meeting of maintaining consistent bike lanes or paths to connect to downtown and to the river park. Directing all bike traffic along the trail between R9 and Park University was not desired.
    - The US Post Office was contacted about moving from its current location. Representatives replied that there is a lengthy process which involves governmental authority in order to move. They requested a draft proposal in writing which they could evaluate. Concerns were raised at the meeting regarding keeping this building a post office. Statements were made that the building looks old and marks the entrance to Parkville in a negative way aesthetically. Platte County voiced that, in the future, there would most likely be only two US Post Offices in Platte County and that a Parkville location would likely be one of them. A discussion was held regarding possible alternatives which would move the office to a retail location close by with updated amenities.
    - Concerns were raised regarding pedestrian safety crossing Route 9. Walkability and safety for pedestrians should dictate the corridor design and paths should be easily accessible and should promote connectivity between land use areas.
    - The remaining one-on-one meetings will take place after the public meeting.

II. Analysis of existing roadway condition and constraints

Goal: Identify corridor existing conditions and unique challenges to account for in design.

Progress: Thomas Morefield presented a handout showing existing conditions at 6 key locations supplemented by cross section renderings and photos. The 6 locations were as follows:

1. East St (R9) & Clark Ave
2. Walnut Grove Cemetery
3. Old Parkville Cemetery
4. East St (R9) & 7th St
5. East St (R9) & 4th St
6. East St (R9) & 3rd St

Right-of-Way (ROW) restrictions were colorized to show where a 56 ft wide Route 9 cross section could fit and where it could not fit. On the reverse side of the handout was 9 key issues which presented unique challenges to the design. The 9 issues were as follows:

1. Drainage Issues - at 62nd St
2. Traffic Signal Location - at 63rd St, 62nd St, or Clark Ave.
3. Uncontrolled Access - Over 700 ft south of Clark Ave.
4. Walnut Grove Cemetery - Proximity to the road

5. Main Street Intersection - Angle of entering traffic
6. 12th Street Intersection - Sight distance
7. Narrow Right-of-Way - Less than 56 ft in many locations
8. 1st Street Intersection - Congestion
9. Access to English Landing and Existing Trail - Unclear for users, Railroad crossing

These issues were discussed in conjunction with the Summary of Stakeholder Meetings.

III. Potential street templates that identify functional components and ROW requirements

Goal: Establish several alternatives for design of Route 9 including Complete Street elements, multi-modal transportation elements, and desired streetscape/enhancement elements.

Progress: Thomas Morefield presented several slides to show how the cross sections could be designed. Preference was stated for including green space between the back of the curb and the sidewalks. If taking bike lanes on both sides of the street into account, this may not be a viable option. Concerns regarding the safety of bike lanes were raised in regards to the speed difference between motorists. Adding street improvements will most easily be done on the eastern side of Route 9. Retaining walls will be used at Walnut Grove cemetery and should not involve disturbing known graves.

IV. Identification of key design challenges

- Areas with unique and challenging constraints that will require special attention

These issues were discussed in conjunction with the Summary of Stakeholder Meetings and Analysis of existing roadway condition and constraints.

V. Results from Initial Traffic modeling along the corridor

Goal: Establish several alternatives for improving traffic throughout Route 9.

Progress: Andrew Robertson presented several slides regarding 3 main areas for installation of a signal (downtown, to the north between Lewis St and Clark Ave, and Mattox Rd). Results for the intersections downtown were as follows:

- Keep current design with stop signs - Congestion will grow in the future, alternatives offer clear improvements to travel time, not viable
- Add signal at East St & 1st St - Total travel time for all movements decreased 1.2 minutes in the AM (5.2 minutes in the AM 2035), 0.5 minutes in the PM (2.3 minutes in the PM 2035), less impact on Main St, Pedestrians cross easily at signal, Stop signs switched direction at Main St & 1st St, Required eastbound lane on R9, 2 southbound left turn lanes required at intersection
- Add signal at R9 & 2nd St - Total travel time for all movements decreased 1.3 minutes in the AM (5.6 minutes in the AM 2035), 0.3 minutes in the PM (2.1 minutes in the PM 2035), more impact on Main St, more impact on 2nd St, Pedestrians cross easily at signal, Parking will be removed along 2nd St, Stop signs switched direction at Main St & 2nd St, Required eastbound lane on R9, Westbound traffic from Route 9 can no longer use 1st St
- Single lane roundabout at R9 & 1st St - Increased travel time for evening rush hour, not viable

~Adding a signal at East St & 1st St was the recommended alternative.

Results for the intersections to the north were as follows:

- Lewis St - Proximity to major intersection of R9 & R45 is an issue, future traffic warrants a signal
- 63rd St - Future traffic warrants a signal
- 62nd St - A signal is not warranted but serves 69 houses with residents who have difficulty entering mainline traffic
- Clark Ave - Future traffic warrants a signal, possible connection street between 62nd and Clark could mitigate difficulty of 62nd traffic entering mainline traffic

~Adding a signal at R9 & Clark Ave was the recommended alternative.
Results for Mattox Rd were as follows:

- Mattox Rd - Future traffic warrants a signal

~Adding a signal at R9 & Mattox Rd was the recommended alternative.
Crash records did not warrant a signal at any intersection location.
Pedestrian crossing were discussed and emphasis was put on pedestrians crossing at a signal. Concerns over pedestrian bridges were raised due to cost and conflict with the planned gateway features.

VI. Review initial Land Use/Re-development concepts
Goal: Identify redevelopment vision/land use goals.
Progress: Thomas Morefield presented several slides regarding land uses determined by a previous corridor assessment. Attendees noted that the public meeting should not include new land uses not previously approved by the City.

VII. Review Project Schedule
Goal: Review project schedule if time available.
Progress: Reviewed schedule leading up to Public Meeting on August 5.
Goal: Identify a Plan of Finance for future improvements.
Progress: Next Steering Committee Meeting.

VIII. Upcoming Activities
Goal: Setup public meeting.
Progress: Public meeting scheduled for August 5th, 2015 at Parkville Presbyterian Church 819 Main St, Parkville, MO 64152.

IX. Adjourn

CFS ENGINEERS

cfse.com

One Vision. One Team. One Call.

Route 9 Corridor Parkville

Board of Alderman Meeting

August 4, 2015

9229 Ward Parkway
Ste 110
Kansas City, Missouri 64114
(816) 333-4477 Office
(816) 333-6688 Fax

cfse.com

Other Offices:
Kansas City, Kansas
Lawrence, Kansas
Topeka, Kansas
Wichita, Kansas
Branson, Missouri
Springfield, Missouri
Jefferson City, Missouri

Route 9 Corridor

Contents:

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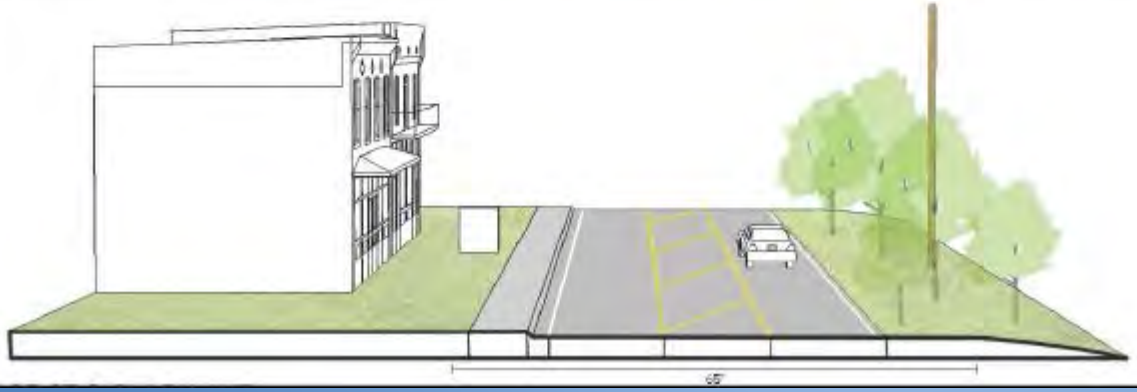
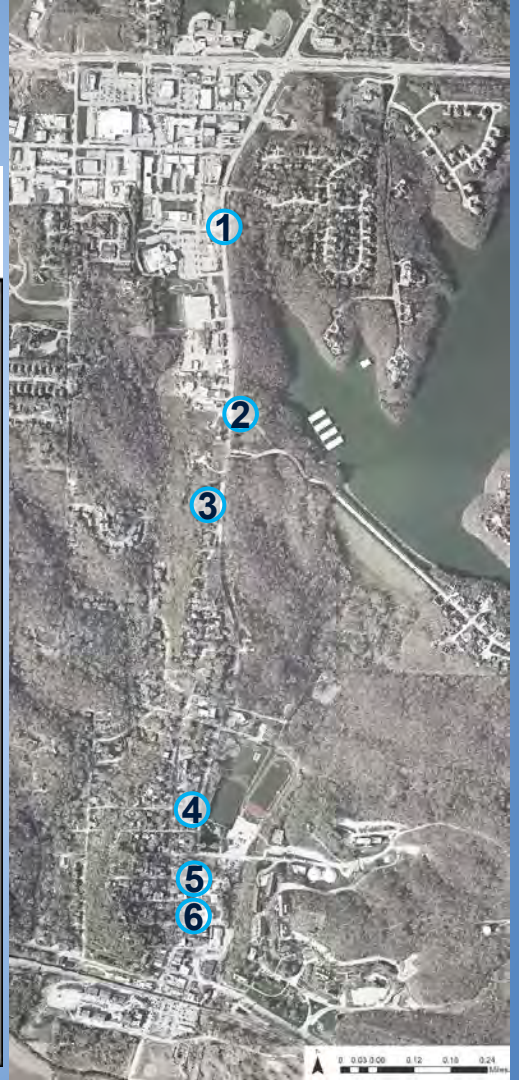
Schedule

Existing Conditions

Existing Conditions

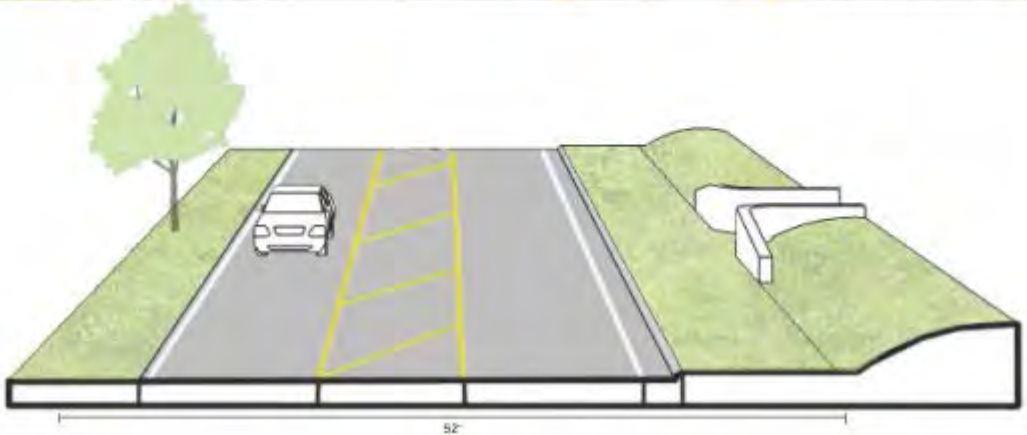
1 East St & Clark Ave

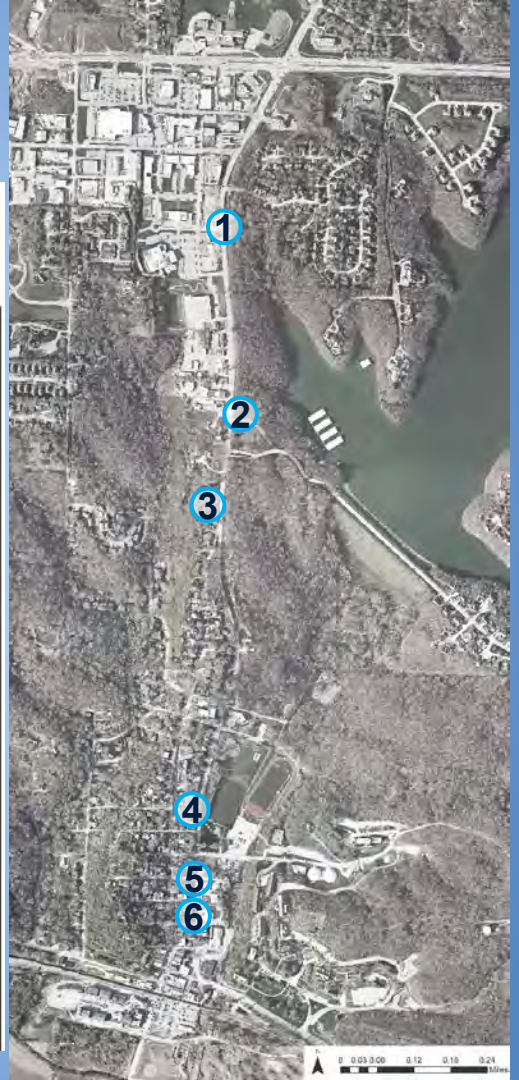




Existing Conditions

2 Walnut Grove Cemetery



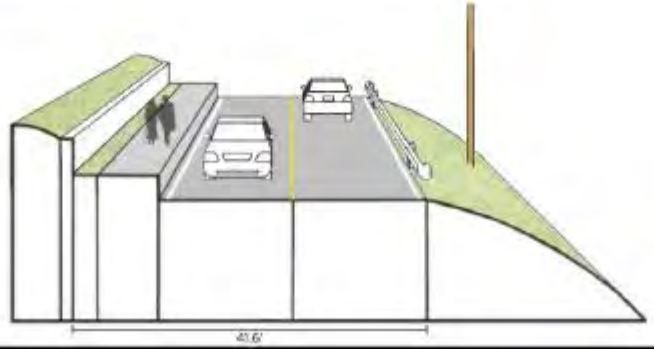


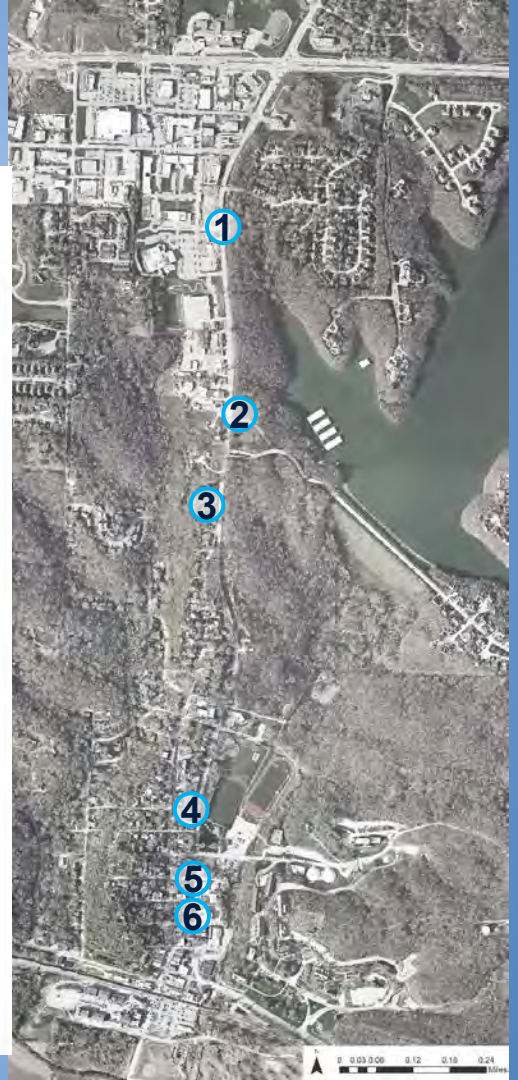
Existing Conditions

3 Old Park Cemetery

Existing Conditions

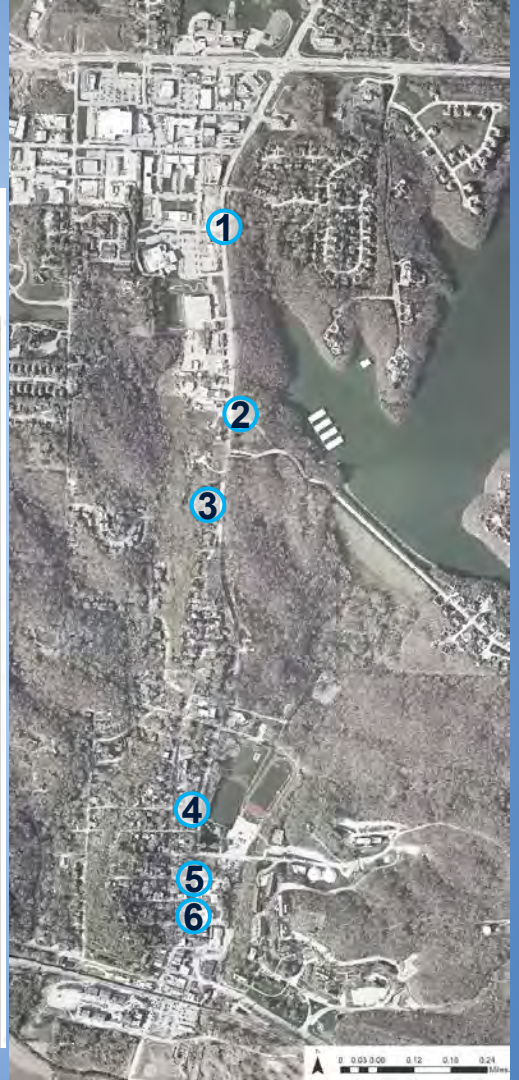
4 East St & 7th St





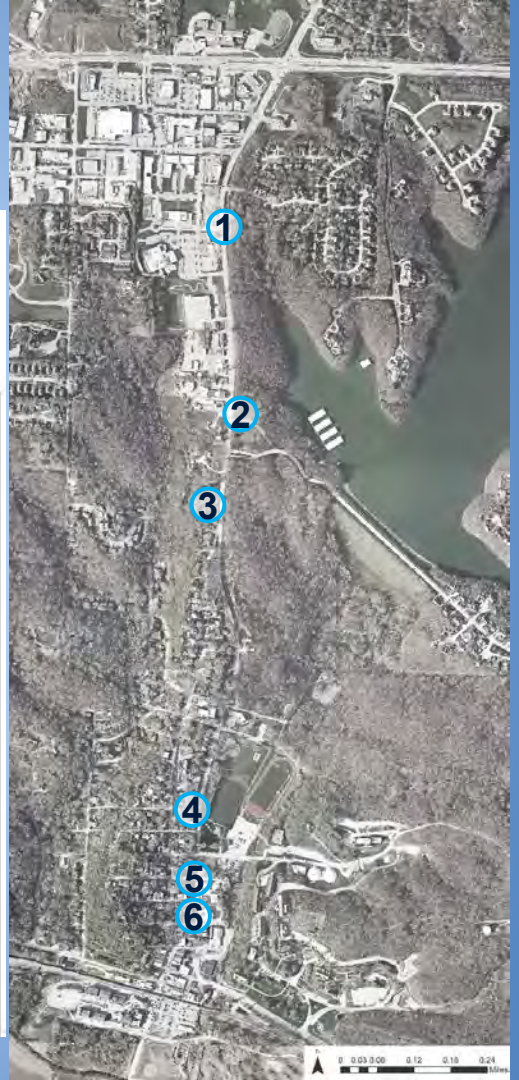
Existing Conditions

5 East St & 4th St



Existing Conditions

6 East St & 3rd St



Existing Conditions

Unique Challenges

Unique Challenges

1 Drainage Issue

[Photo facing South]

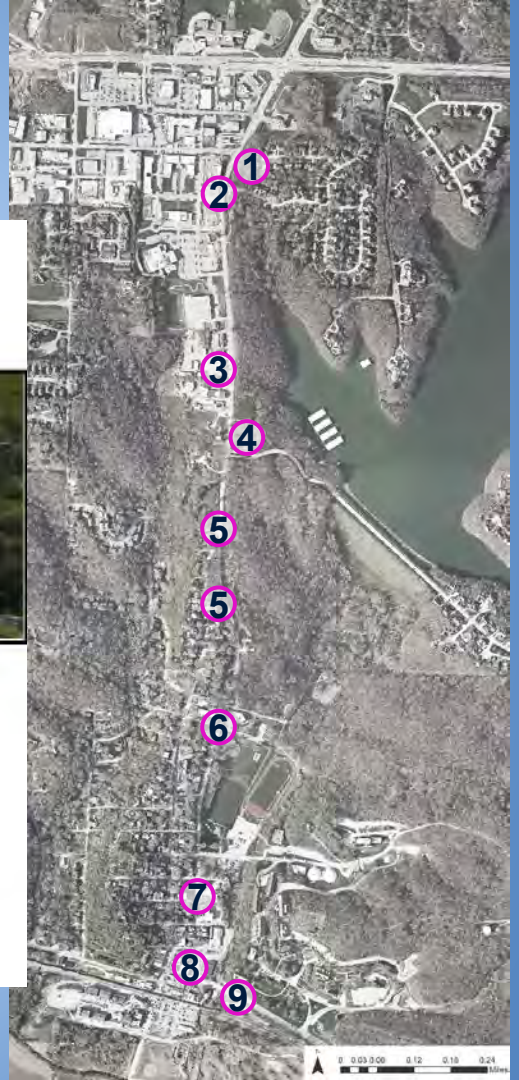
- Historical drainage challenges could be addressed through improvements to Route 9

Unique Challenges

② Traffic Signal Location

[Photo facing North]

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

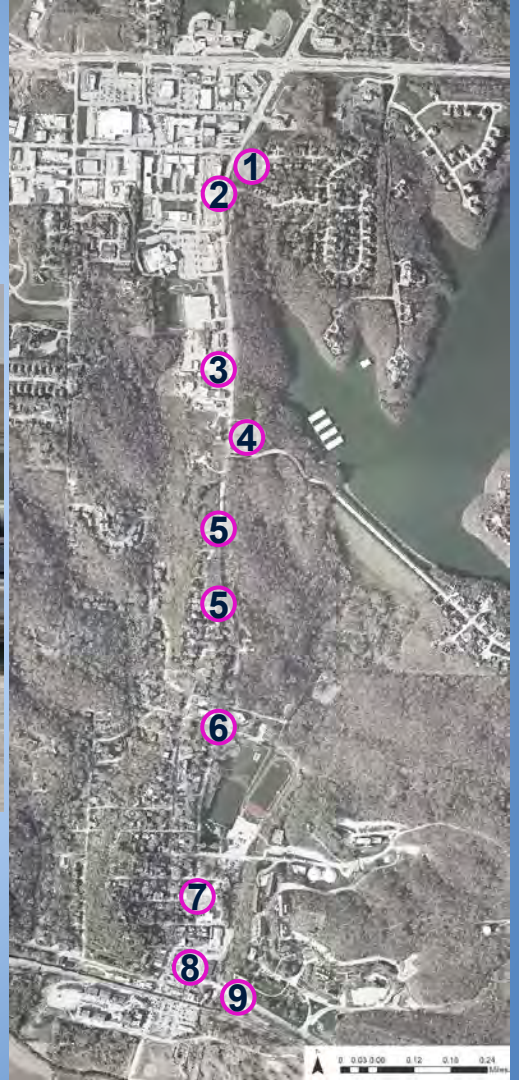


Unique Challenges

3 – Uncontrolled Access

Over 700’ of uncontrolled access creates potential conflicts between pedestrians and automobiles

(Photo facing south)



Unique Challenges

4 Walnut Grove Cemetery

[Photo facing East]

- Walnut Grove Cemetery is located close to the existing roadway

Unique Challenges

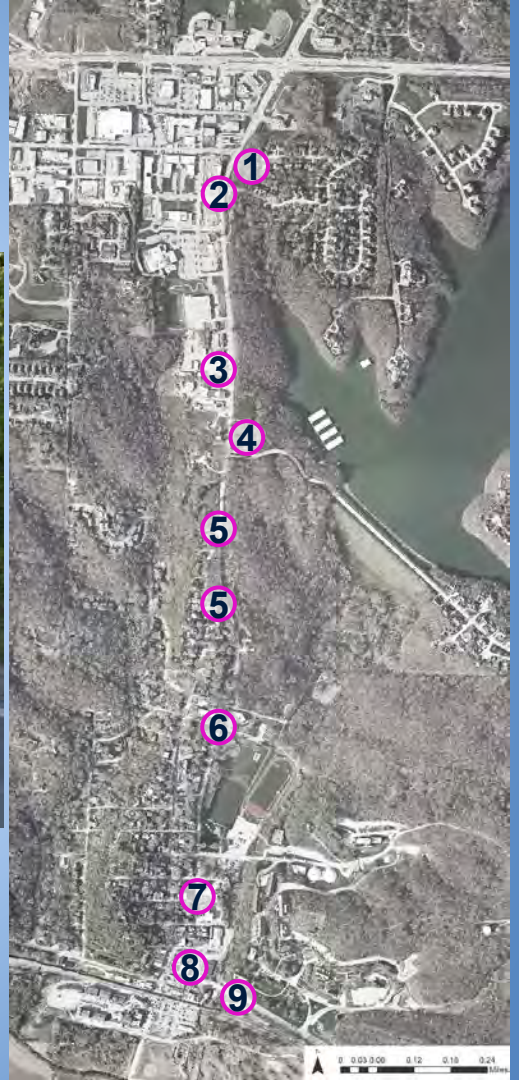
5 – Main Street Intersection

Shallow angle at East Street (Route 9) will cause multiple traffic safety issues
(Photo facing south)

Unique Challenges

6 – 12th Street Intersection

Existing retaining wall creates visibility challenges
(Photo facing south)



Unique Challenges

7 Narrow Right-of-Way

[Photo facing East]

- 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

Unique Challenges

8 1st Street Intersection

[Photo facing Northwest]

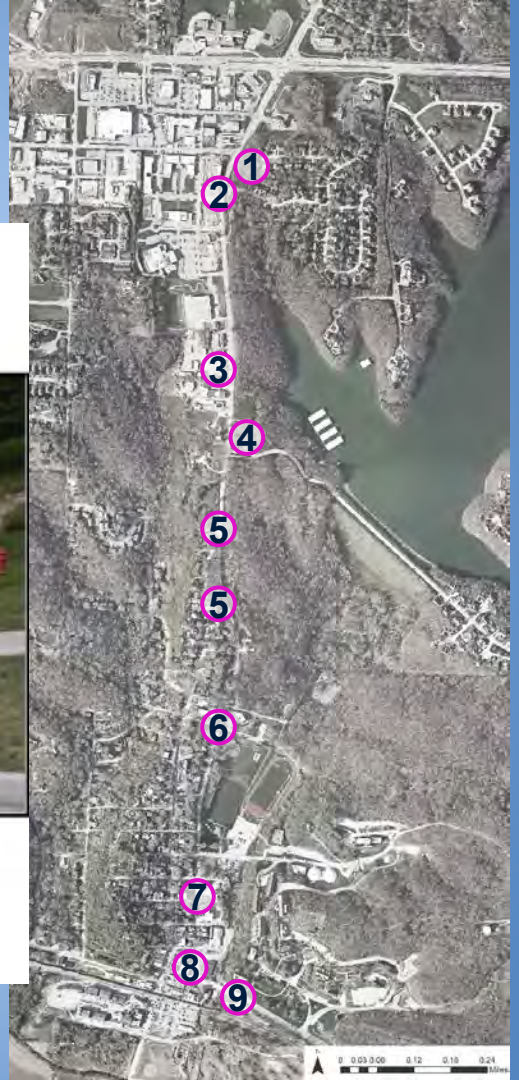
- The unusual configuration of the 1st Street Intersection functions but does result in traffic back ups in multiple directions at peak times

Unique Challenges

9 Access to English Landing and Existing Trail

[Photo facing West]

- The railroad and other barriers prevent a clear connection to English Landing and the existing trail

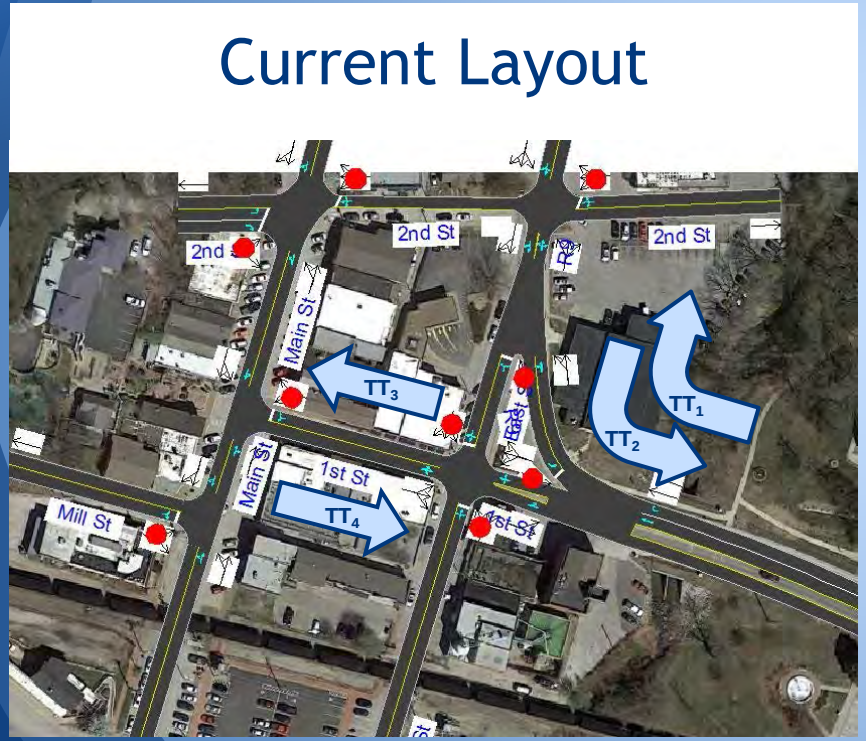


Traffic Analysis

Route 9 Downtown
Route 9 to the North
Route 9 & Mattox Rd

Route 9 Downtown

Current Traffic Conditions



Objectives for Analysis:

- Use TEAP traffic counts
- Determine Travel Time using Synchro
  - $TT_1+TT_2+TT_3+TT_4$
- Address future growth
- Evaluate costs
- Address pedestrian safety

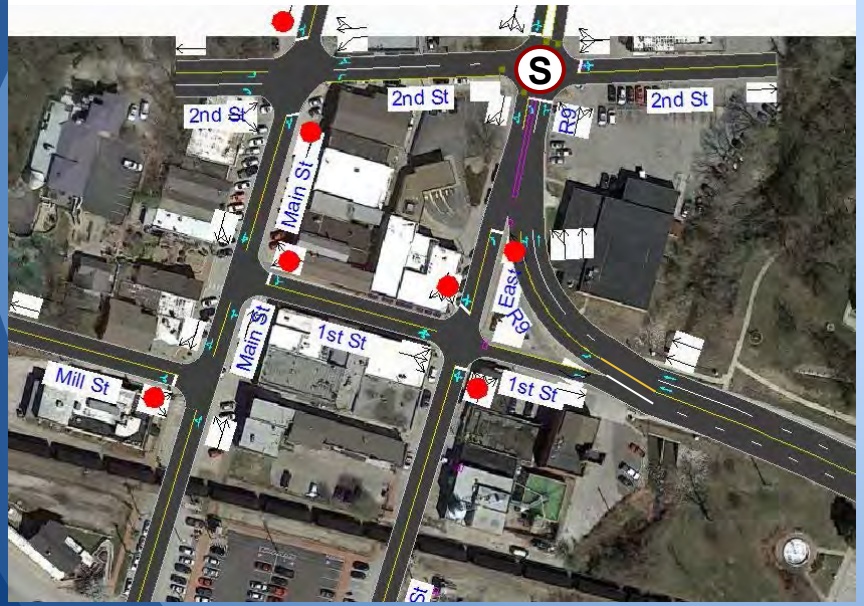
Alternatives

- Option 1 - Signal at Route 9 & 2nd St
- Option 2 - Signal at East St & 1st St
- Option 3 - Roundabout North of R9

1% Growth Rate used
Permitted/Protected Left-turns if 1 left lane
East St & 1st St warranted for a signal
Unknown traffic counts on 2nd St

Option 1 Conditions

Signal at Route 9 & 2nd St



	Travel Time (TT_{TOT})	Change from Current (TT_{TOT}-TT_{CUR}= TT_{DIFF})
AM (2010)	1.3 min	1.3-2.6 = -1.3 min
AM (2035)	1.3 min	1.3-6.9 = -5.6 min
PM (2010)	1.5 min	1.5-1.8 = -0.3 min
PM (2035)	1.8 min	1.8-3.9 = -2.1 min

-Change Stops at Main & 2nd

-Pedestrian Crossing at 2nd St

Costs: Signal installation and additional lanes

Option 2 Conditions

Signal at East St & 1st St

	Travel Time (TT_{TOT})	Change from Current (TT_{TOT}-TT_{CUR}= TT_{DIFF})
AM (2010)	1.4 min	1.4-2.6 = -1.2 min
AM (2035)	1.7 min	1.7-6.9 = -5.2 min
PM (2010)	1.3 min	1.3-1.8 = -0.5 min
PM (2035)	1.6 min	1.6-3.9 = -2.3 min

-Change Stops at Main & 1st
-Pedestrian Crossing at 1st St
Costs: Signal installation and additional lanes

E 2ND STREET
NW 9 HWY
N EAST STREET
UNITED POSTAL SERVICE
PARK UNIVERSITY
E MAIN STREET
NW RIVER PARK DRIVE
NW 9 HWY
E 1ST STREET
CITY OF PARKVILLE
MISSOURI AMERICAN WATER COMPANY
N EAST STREET

Option 3 Conditions

Roundabout North of R9

	Travel Time (TT_{TOT})	Change from Current (TT_{TOT}-TT_{CUR}= TT_{DIFF})
AM (2010)	1.6 min	1.6-2.6 = -1.0 min
AM (2035)	2.6 min	2.6-6.9 = -4.3 min
PM (2010)	3.6 min	3.6-1.8 = +1.8 min
PM (2035)	7.9 min	7.9-3.9 = +4.0 min

-Change Stops at Main & 1st

-Pedestrian Crossing at Round.

Costs: Roundabout installation and additional lanes

TT Analysis

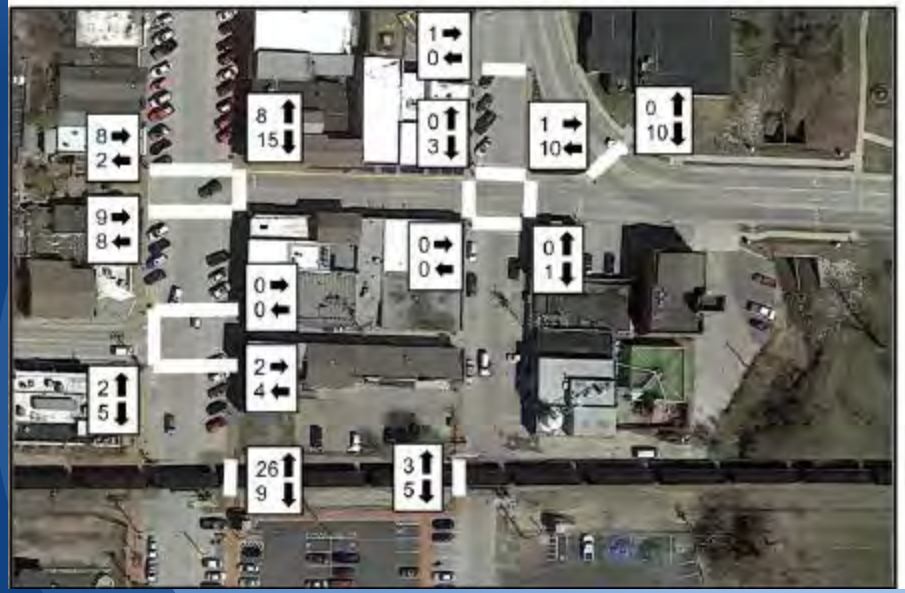
Best options for reducing travel time:

- Options 1 or 2, not 3

- Option 1 - More traffic on Main St
- Option 2 - Same travel time as Option 1 but requires 2 SB left turn lanes and therefore protected phase for lefts
- Option 3 - Increases total travel time for PM

Ped Crossing Counts

Fri. Sept 28, 2012 11:30AM to 12:30PM

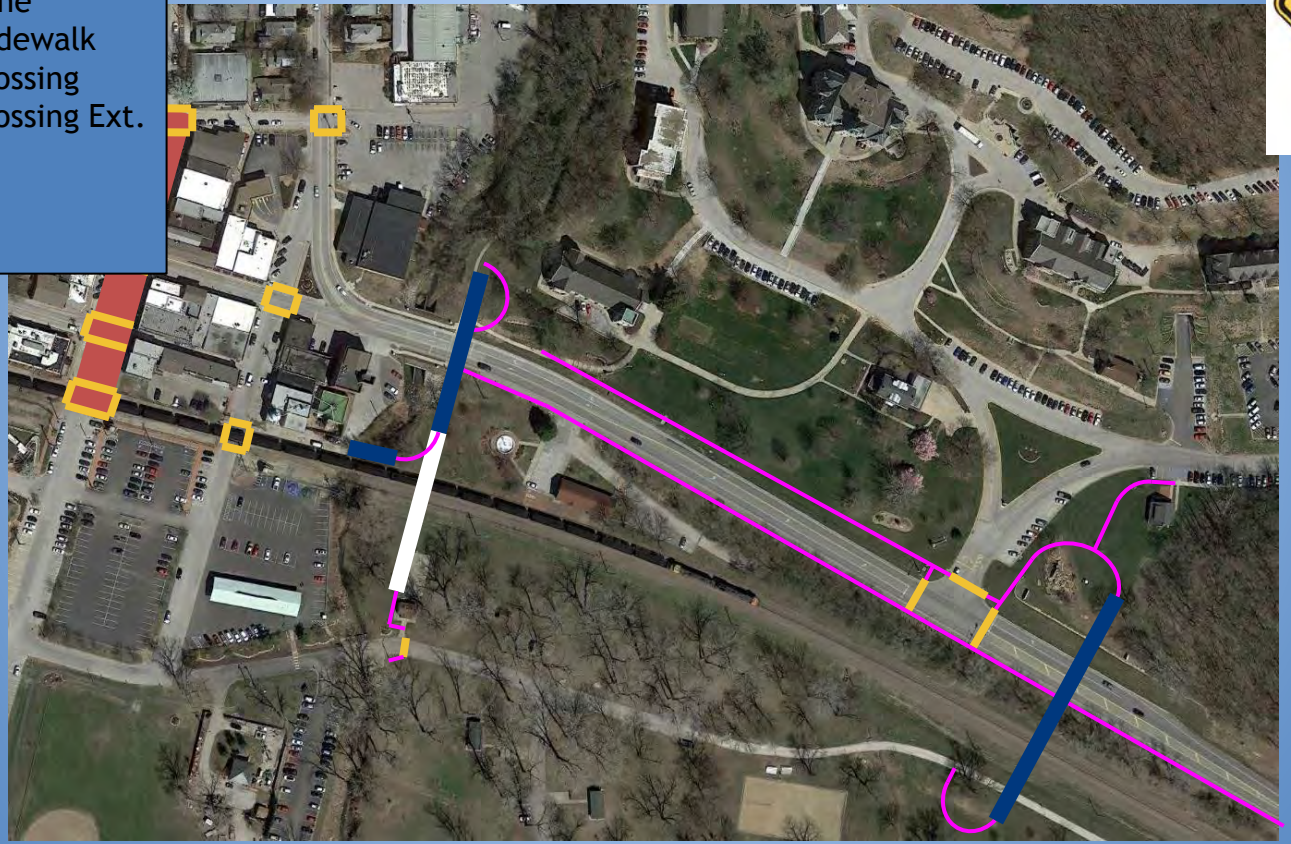


Sat. Sept 29, 2012 11:00AM to 12:00PM

Ped Crossing Options

Legend

- Crossing
- Ped Zone
- New Sidewalk
- Ped Crossing
- Ped Crossing Ext.



Ped Crossing Options

Best options for Pedestrian Safety:

- Ped only cross R9 with signal
- Stopping NB-SB traffic on Main at 2nd may reduce speeds, Ped Zone Warning
- Keep stop sign at Main and Mill due to restricted view
- Add ADA colored truncated domes on ramps
- Add curb turnouts to increase ped visibility
- Remove trail crossing
  - 280 ft < 660 ft min distance to signal, 35 mph speeds in 25 mph speed limit, > 12,000 ADT, added lane eastbound on Route 9 increases crossing distance, no space for central island refuge

Downtown Summary

Use Option 2

- Add signal at East St and 1st St
- Add left-turn lane at R9 & 2nd for NB
- Add EB lane along R9
- Switch stop signs at Main & 2nd
- Add truncated domes and curb turnouts
- Remove trail crossing

R9 to the North

Placement of Signal

Objectives for Analysis:

- Use Traffic Volume from Previous Studies
- Check Signal Warrants
- Identify Signal Alternatives

Traffic Volume

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

Signal Warrants

- Use only provided traffic counts
- 1% Growth Rate, 2035 Traffic Conditions
- QT Traffic Study stated
  - R9 & Lewis and R9 & 63rd were on threshold of warrant criteria
- Warrant 1 - Eight-Hour Vehicular Volume
- Warrant 3 - Peak Hour
- Warrant 7 - Crash Experience

Signal Warrants

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
Total		0	5	4	4	3	16

Alternatives

- Option 1 - Signal at Route 9 & Lewis
- Option 2 - Signal at Route 9 & 63rd
- Option 3 - Signal at Route 9 & 62nd
- Option 4 - Signal at Route 9 & Clark
- Option 5 - Signal at Route 9 & 63rd with Signal at Route 9 & 62nd
- Option 6 - Signal at Route 9 & Clark with Signal at Route 9 & 62nd

Alternatives

- Option 1 - Signal at Route 9 & Lewis
  - Spaced 530 ft from Route 9 & Route 45 Intersection
  - Required 660 ft spacing not met
  - Warranted for signal using 2035 traffic

Alternatives

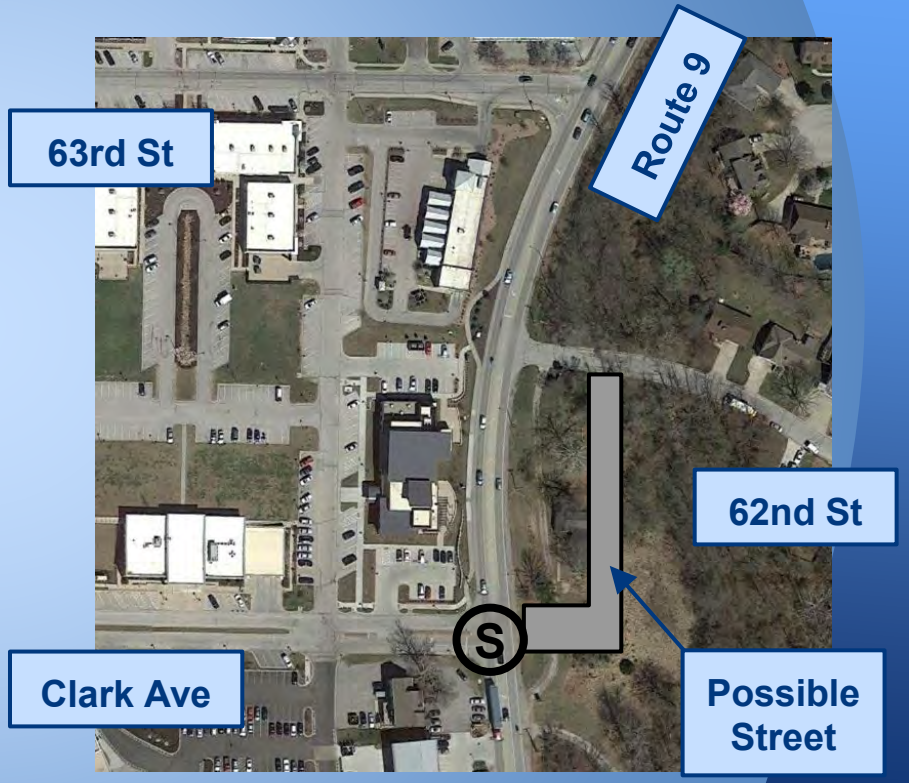
- Option 2 - Signal at Route 9 & 63rd
  - Required 660 ft spacing met
  - Warranted for signal according to QT Study
  - Connected to many businesses/houses

Alternatives

- Option 3 - Signal at Route 9 & 62nd
  - Required 660 ft spacing met
  - Not warranted for signal
  - Only connection for 69 houses

Alternatives

- Option 4 - Signal at Route 9 & Clark
  - Required 660 ft spacing met
  - Not warranted for signal
  - Connected to City Hall and Community Center



Alternatives

- Option 5 - Signal at Route 9 & 63rd with Signal at Route 9 & 62nd
  - Coordination between Signals
  - Required 660 ft spacing not met

Alternatives

- Option 6 - Signal at Route 9 & Clark with Signal at Route 9 & 62nd
  - Coordination between Signals
  - Required 660 ft spacing not met

R9 to the North Summary

Use Option 4

- Add signal at R9 & Clark Ave
- Warranted
- Connected to City Hall and YMCA
- Can combine with possible Clark Ave to 62nd St connection

Route 9 East of Downtown

Route 9 East of Downtown

- Additional Turn Lanes to Improve Safety and Flow
- Benefits to overall Corridor Conditions

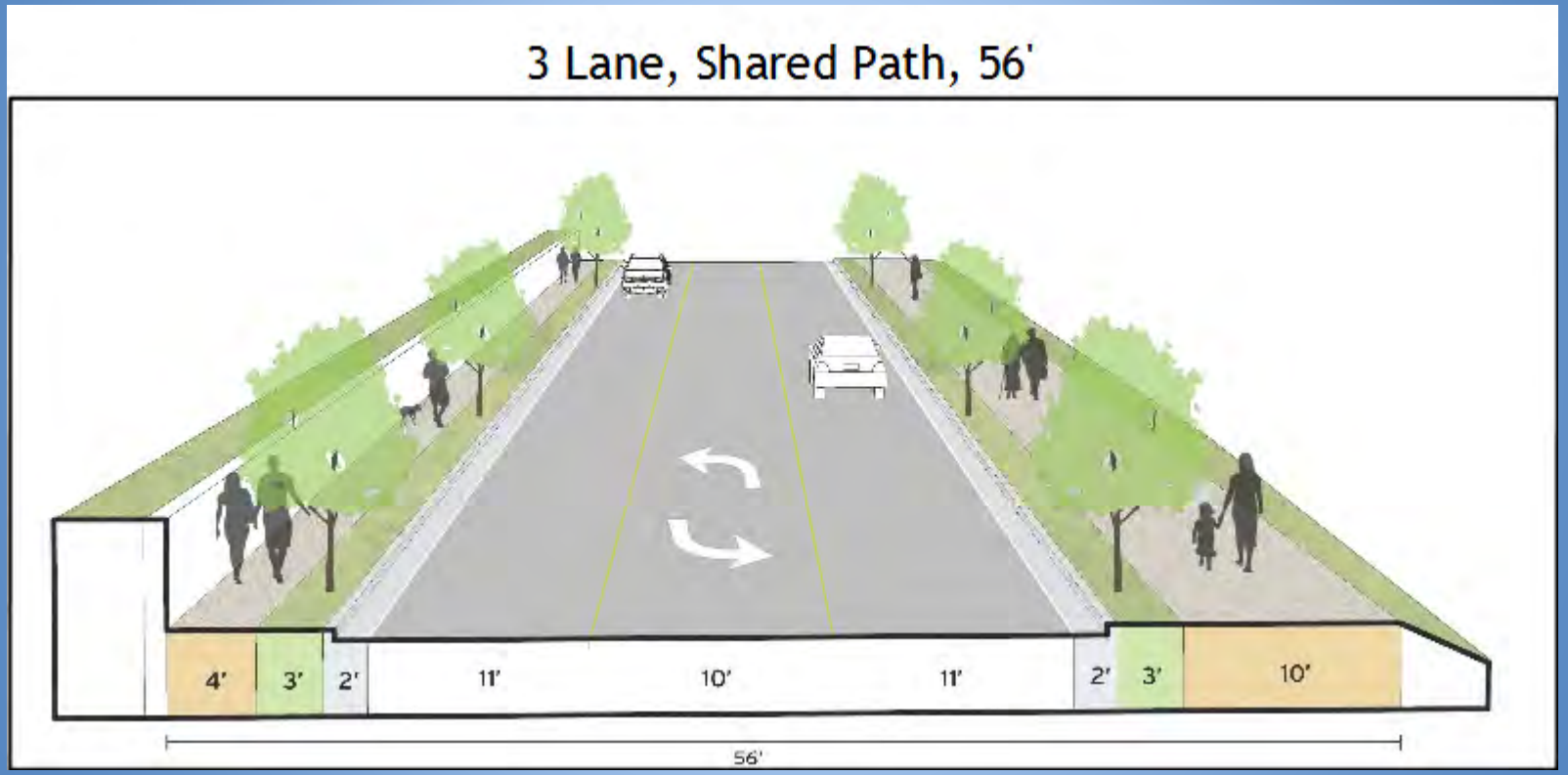
Route 9 & Mattox Rd

Route 9 & Mattox Rd Summary

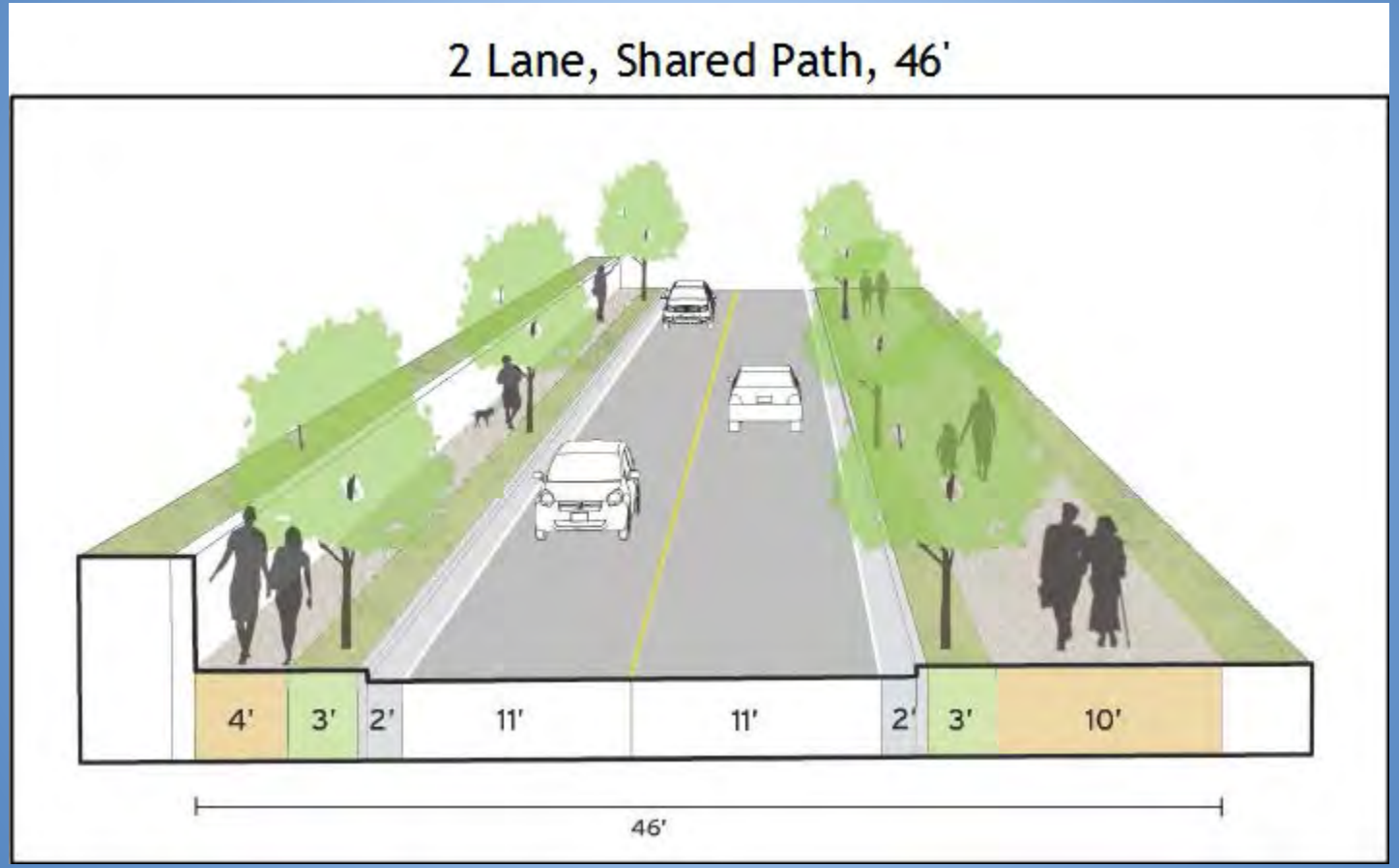
- Evaluation of AADT underway
- Route 9 & Mattox Rd is warranted for a signal

Road Cross Section Templates

Road Cross Section Templates



Road Cross Section Templates



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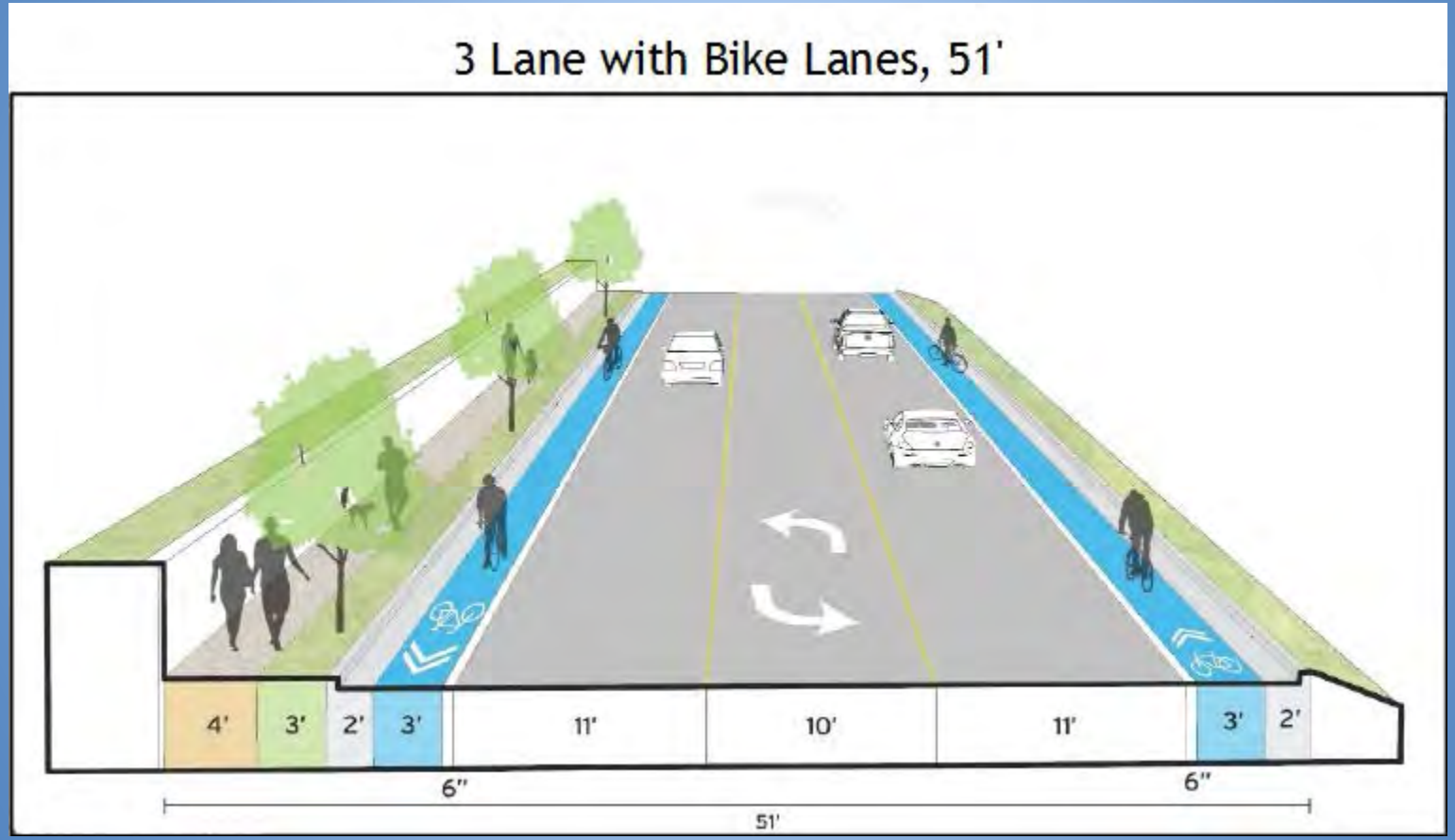
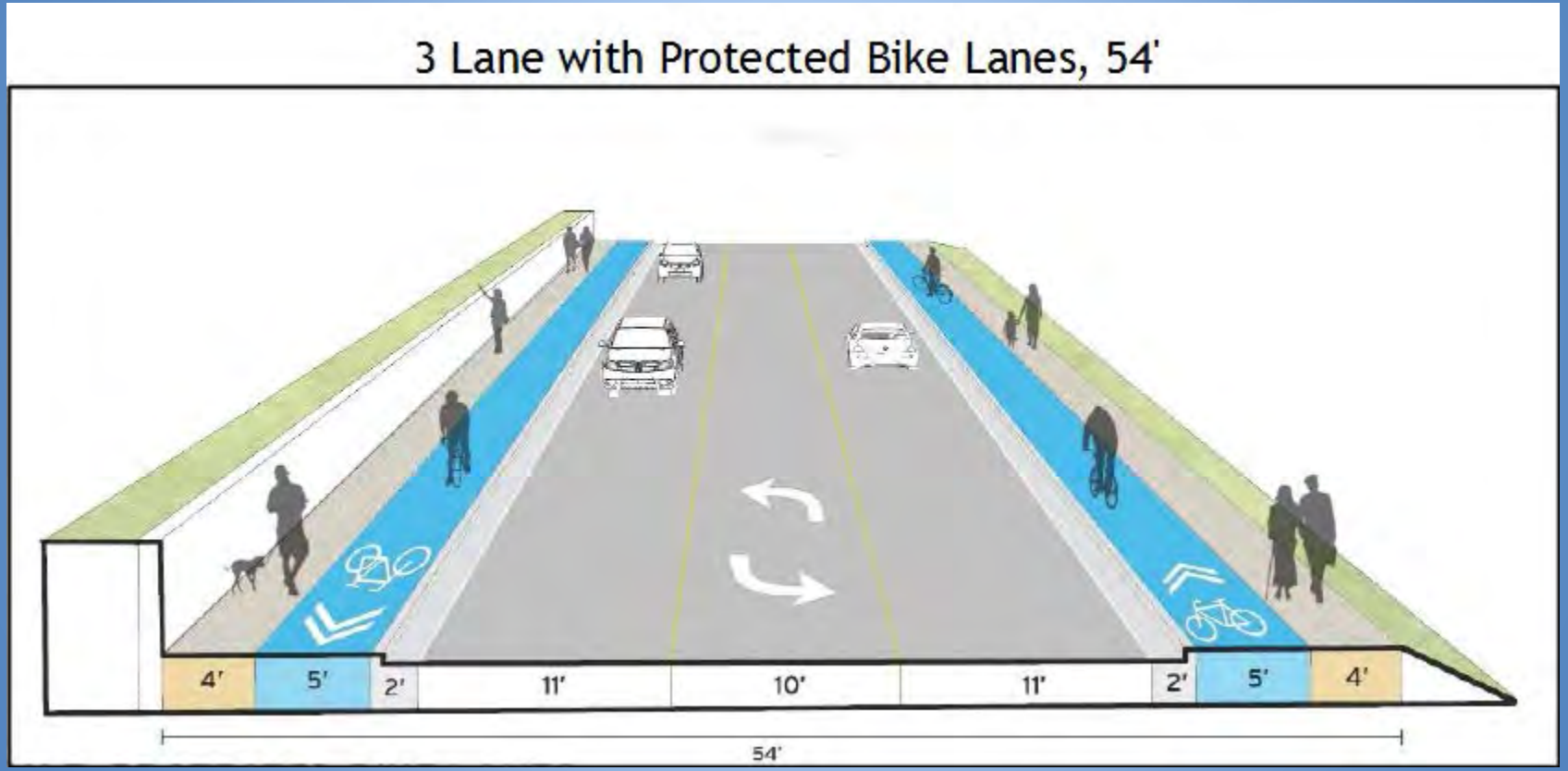


Road Cross Section Templates



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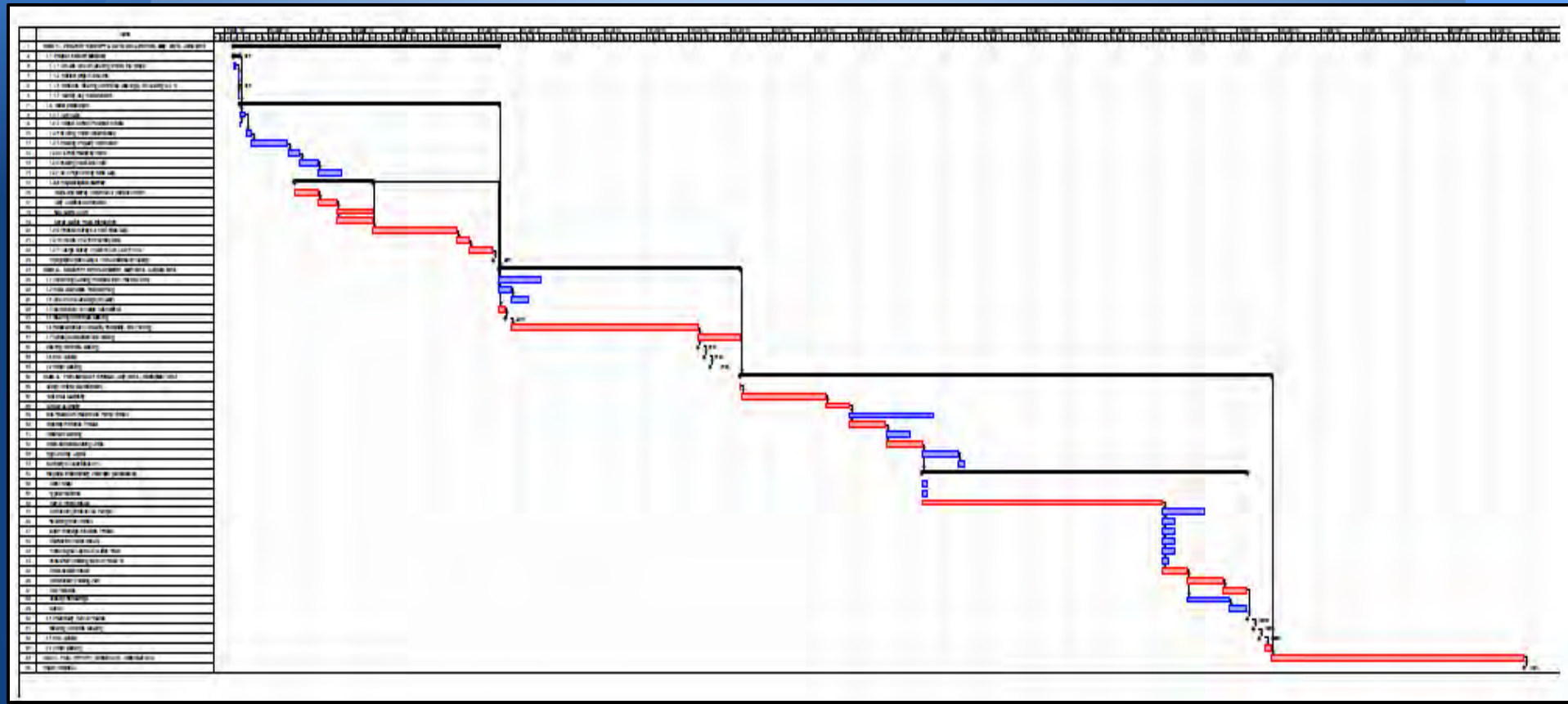
Schedule