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Parkville Regional Multi-Modal Access and Livable Communities Study

WELCOME

Context and Overview

BACKGROUND

The Parkville Regional Multi-Modal Access and Livable Community Study was initiated to identify enhancements to increase multi-modal access in southern Platte County and the City of Parkville. With the addition of a 140-acre regional park; bicycle/pedestrian trails along Route 9 and in the park; a potential second mainline railroad track through downtown; and development in and around downtown Parkville, there are concerns that transportation network congestion will detract from the livability of Parkville.

USDOT SIX PRINCIPLES OF LIVABILITY

- **Provide more transportation choices**
- **Expand location- and energy-efficient housing choices**
- **Improve economic competitiveness of neighborhoods**
- **Target federal funding toward existing communities**
- **Align federal policies and funding**
- **Enhance the unique characteristics of all communities**

Transportation is important to the successes of growing communities, and a successful study will bring together a long-term planning vision for Parkville's transportation system and address on-going issues. Other components like land use, streetscape, historic and cultural resources, and community direction will help guide how transportation solutions are developed.

The study area is the city limits of Parkville, Missouri with particular focus on the downtown. The downtown area is generally bounded by the Missouri River on the south, Park University on the east, Sixth Street on the north and West Street on the west.

Study Process

GETTING INVOLVED

Public input is crucial to the study's success. Parkville residents, business representatives, city officials, and more have said that a livable community is an integrated place where people can live, work, play and travel safely. The improvement concepts will show how connections could be made via gateways, development and redevelopment, and transportation improvements. Parkville city officials want to know what you think about the concepts and are encouraging you to share your ideas. Anyone with constructive ideas and solutions for making downtown Parkville a better place is welcome to participate.

Helping to answer the thematic question of "what do you think works best for your community?", please review the alternative concepts and help to guide the direction of the recommendations.

NEXT STEPS

Another public meeting is to be held in late-Winter to present an advancement of the alternative concepts presented here. The advancement will encompass implementation including probable costs for a selected level of enhancement as well as potential prioritization for all the concepts. Your feedback and input on the importance of the potential improvements and the degree of investment will assist in creating the recommendations.

	2012							2013				
	SUMMER			FALL			WINTER			SPRING		
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Purpose and Goals												
Existing System Identification												
Identification of Needs												
Develop Recommendations												
Develop Implementation Plan												
Public Engagement												
Let's Talk Parkville												
Strategic Conversations												
Open House #1							★ We are here					
Public Opinion Poll												
Open House #2												

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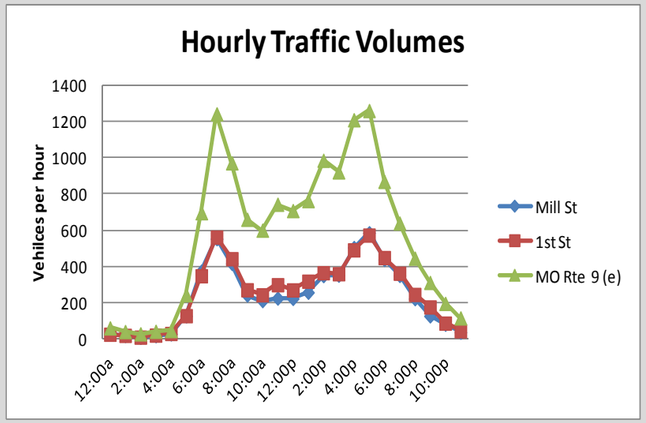
IDENTIFIED NEEDS

TRANSPORTATION - Existing Conditions and Needs

STREETS, TRAFFIC VOLUMES and SPEEDS

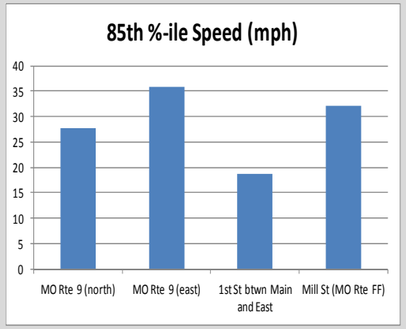
The majority of streets in the Downtown is classified as a local street. Collector streets consist of MO Rte FF (Mill and 1st Streets) and Main Street. The only arterial street is MO Rte 9 (East Street). Just less than 20% of the streets have centerline pavement markings, mostly single yellow dashed lines.

The daily traffic volumes on the state highways reflect their function. Traffic on Highway FF has grown to nearly 6,000 vehicles per day (vpd) while traffic on MO Rte 9 continues to decline to less than 10,000 vpd (north of 1st Street) and to less than14,000 vpd (east of East St.).



Historic traffic trends on the state highways show a consistent decline from 2000 to 2010, as reported from MoDOT traffic volume maps.

Speed data along these roads was also collected, as shown in the chart. The posted speed limit in all these segments is 25 mph. Only the 1st Street segment achieved a lower 85th percentile speed. The 85th percentile speed is typically used to assess posted speed limits. MO Rte 9 (east) hit a high of 36 mph with eastbound traffic traveling at a higher speed than westbound traffic.



CRASH HISTORY

The total number of accidents jumped from 27 in 2008 to 37 in 2010. The top three types of accidents were rear-end, out of control, and right angle. These three classifications encompass 45% of the total accidents and include a majority (56%) of the injury accidents. The overall percentage of injury accidents is 10% which is relatively low. Unfortunately a fatal accident occurred with a pedestrian across MO Rte 9. **A comparison to statewide average accident rates is not applicable** as the segment lengths are shorter than required and would result in artificially high crash rates.

OTHER TRANSPORTATION ELEMENTS

SIDEWALKS, PEDESTRIANS AND PARKING

Just under half of the streets inventoried (49%) have sidewalks. One-third of the sidewalks are four feet wide or less, which is considered a narrow width. The majority of sidewalks are concrete.

Pedestrian counts were conducted on a Friday and Saturday near the Noon hour in September. The junction of Mill/Main/1st Street is a busy intersection for pedestrians. Observations noted groups of people, up to four (4), in a crossing. Saturday was typically busier than Friday.

On-street parking was fully utilized (greater than 80%) with little parking turnover within an hour. The off-street parking lot was observed to be more than half full on Saturday.

RAILROAD

The at-grade railroad crossings of Main Street and East Street are just 225 feet apart. Consequently, when a train passes through, both streets are blocked. The crossings are controlled by gates and mast mounted flashers. Wrought iron fencing is installed along the railroad track in order to control pedestrian crossings.

The BNSF Railway operates as many as 45 trains per day. Many of the trains are coal trains making this is an important freight corridor. Discussion with the BNSF indicates **that increases in train traffic are likely to result in a capital improvement to go to two main tracks.** At this time there is no schedule for implementation.

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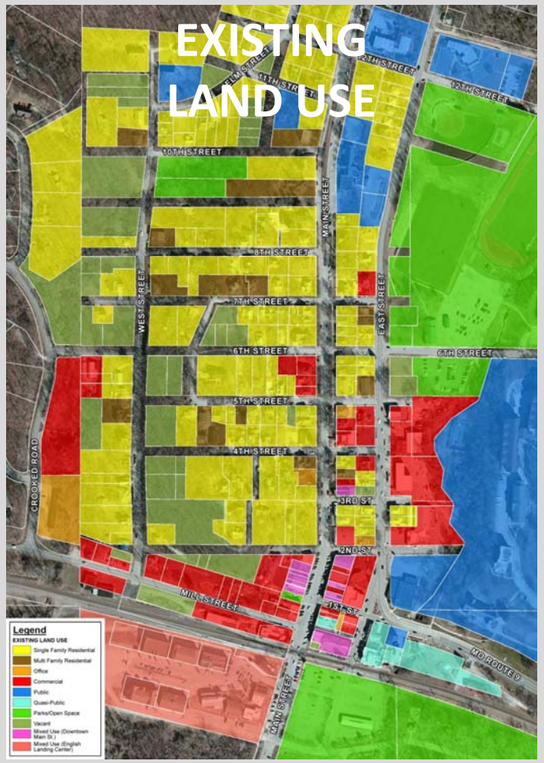
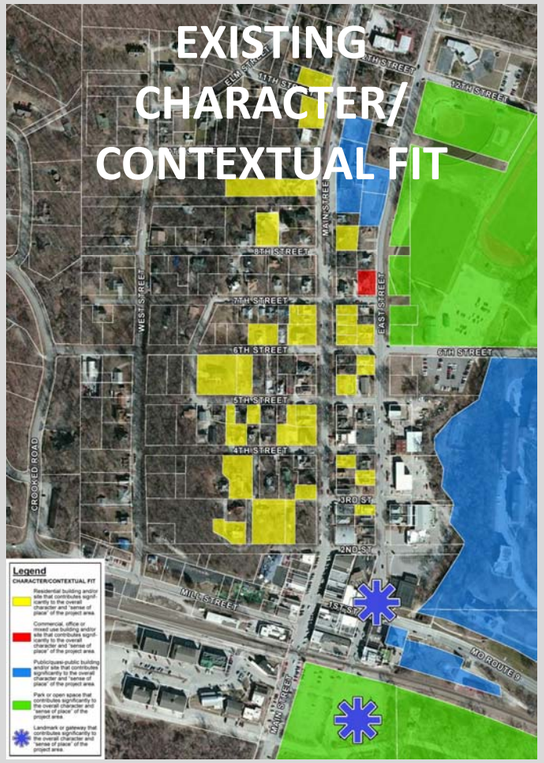
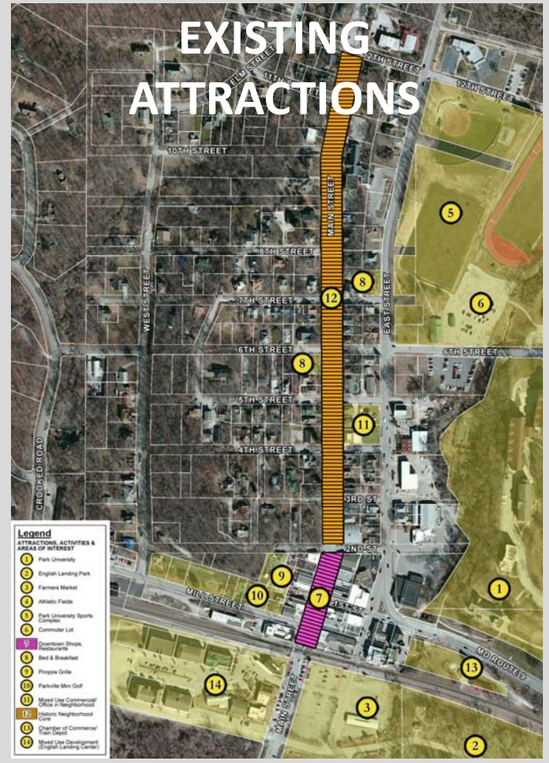
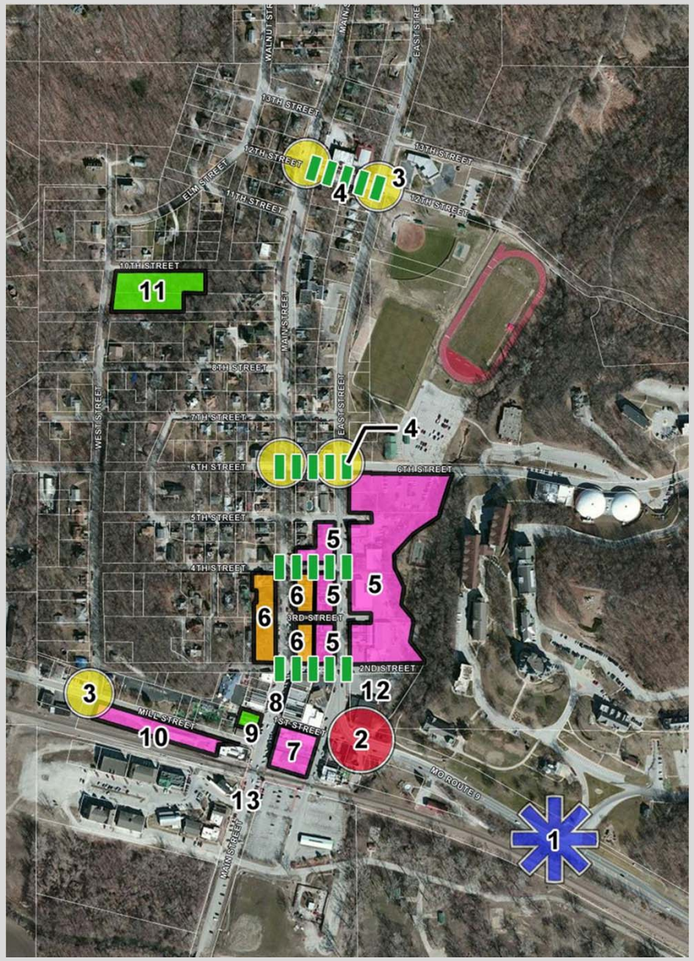
IDENTIFIED NEEDS







REDEVELOPMENT OPPORTUNITIES



1 - Primary gateway
2 - Secondary gateway
3 - Tertiary gateway
4 - Enhance connections between East and Main, both visually and functionally. Pedestrian connection solutions will vary from street to street because of the slope related issues.
5 - Redevelopment opportunity to bridge the gap between the University and Downtown. Potential to expand the Downtown Core to two full blocks with changes to Highway 9 with onstreet parking, narrower lanes, and slower speeds.
6 - Revitalization and mixed-use opportunity to unite the residential neighborhoods and downtown. Currently exists in some spots.
7 - Because of the visibility, location, and importance of this block in the downtown, a façade enhancement program could help anchor and set the tone for an upgraded downtown architectural character.
8 - The development of a full streetscape plan that addresses façade revitalization, pedestrian experience along storefronts, outdoor dining, streetscape elements and amenities, landscape, parking, and drive lanes is needed.
9 - Existing pocket park is nice, but a real village green space is missing in downtown. Investigate expansion of the existing park, or look for a village green space.
10 - Properties south of Mill Street lack visual character entering and leaving Downtown. Consider revitalization/redevelopment alternatives.
11 - Upgrade facilities in Watkins Parks and improve pedestrian connections.
12 - The Post Office site represents a key redevelopment opportunity.
13 - Parking improvements needed to help with wayfinding and safety, in addition to creating a quality place connected to the Downtown as well as English Landing Park.

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IDENTIFIED NEEDS

Previous Studies

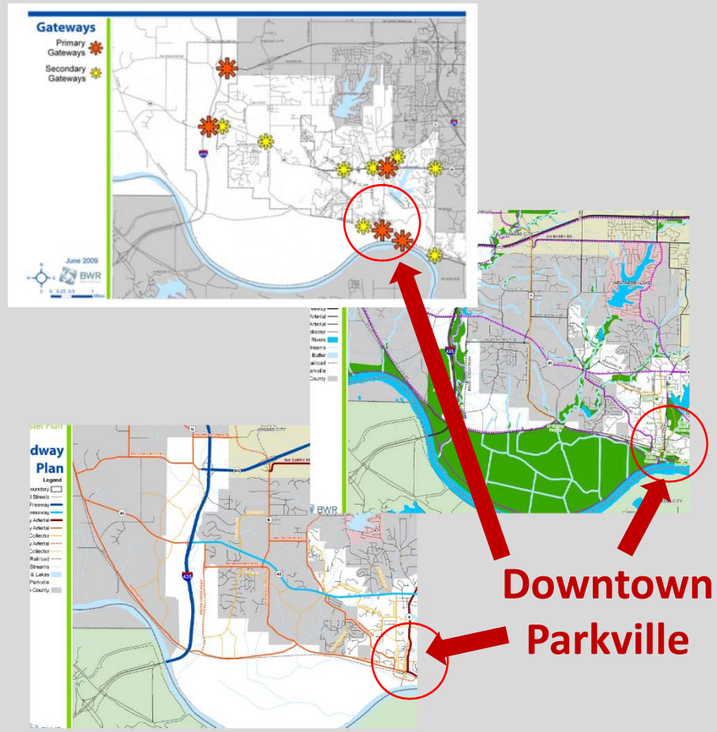
2009 Parkville Comprehensive Plan

documented and identified guidance on potential improvements. Highlights of the land use, parks, and transportation sections are noted by zooming on the Downtown area of Parkville.

Community Character – At this scale, the primary gateway identification essentially covers all of Downtown

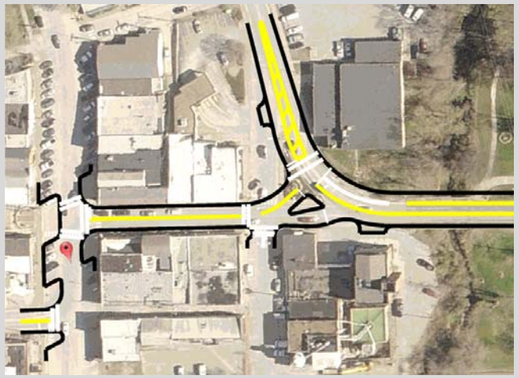
Parks – A series of proposed trails are located west and east of Downtown, connecting to English Landing Park.

Transportation – An arterial roadway was envisioned to cross over the railroad tracks west and east of Downtown through portions of English Landing Park



2010 Traffic Engineering Assistance Program (TEAP)

sponsored by the Missouri Department of Transportation focused upon vehicle and pedestrian safety and circulation needs in Downtown Parkville. A depiction of the recommendations is shown in the figure to the right. Note that East Street is converted to one-way northbound. A concern noted was the practical capacity of forecasted traffic volumes.



Platte Landing Park

Platte County and the City of Parkville are working together to develop the master plan for Platte Landing Park consisting of about 144 acres. Available funds will only allow a portion of the park to be developed at this time. The draft concept is divided into three potential construction phases, each costing approximately $1.5 million. The first phase can be constructed with available park funds.

Public Input

STAKEHOLDER MEETINGS

A series of strategic conversations were held with elected officials, city staff and government agencies, Park University, business and neighborhood representatives as well as the Missouri Department of Transportation and BNSF Railway. Issues and community concerns focused upon several common themes including:

Gateway Features
Increasing Connectivity
Increased Circulation, and
Railroad Legacy.

Generally there was consensus with the overarching goals, while often with several suggestions on how to achieve the goal. An example could be the location of the trail through Downtown.

LET'S TALK PARKVILLE

Throughout this study, the website "Let's Talk Parkville" on the Mind Mixer platform is being used to solicit feedback. This platform is a town-hall style online meeting where users can comment and second (or show support for) various topics. For Phase 1 – Context and Purpose, more than 100 people registered to comment. Nearly two-thirds are those who live or work in the Parkville area and use the 64152 zip code. Five topics were posted for idea generation, prioritization, or polling including:

Downtown Character,
Multi-modal Access,
Potential Improvements,
Development Opportunities, and
Downtown Threats.

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ALTERNATIVE CONCEPTS

SIDEWALK ENHANCEMENTS

While the majority of Downtown Streets have sidewalks on both sides, there are several **critical gaps that could be filled in to create continuous linkages** and reinforce a pleasant walking experience in Downtown. Several of the gaps are noted in the aerial map with examples noted below. Which segments would you prioritize?

Along Main Street – west side south of Mill Street Utilities obstruct pedestrian flow.

Along East Street – east side from English Landing Park to just south of 1st Street. A sidewalk would provide a connection to the Farmer's Market and trail.

Along 2nd Street – north side west of East St. Continuity is an important part of walkability.

⟺ The City has recently applied for a grant to create a sidewalk connection from MO Rte 9 to the Chamber of Commerce's building.

PARKING ENHANCEMENTS

A combination of elements including wayfinding directional signs, sidewalk enhancements and a series of gateways to the Farmer's Market and park trails in conjunction with increased parking efficiency may help to create a greater sense of place while linking various Downtown locations. Coordination with the Platte Landing Park development will be essential as well as locating ADA spaces.

The dashed white ring represents 660 feet or HALF the distance of a typical pedestrian shed or walking distance

What do you think works best for your community? And why?

Please discuss your thoughts with staff on hand, fill out a comment card or provide input via

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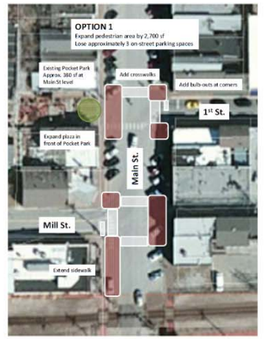
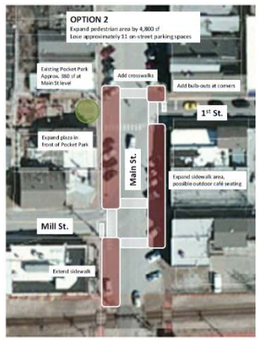
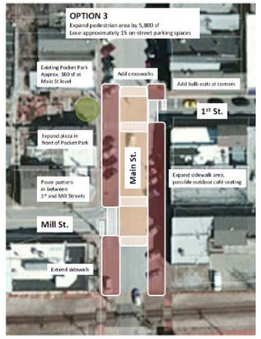
OPEN-SPACE ENHANCEMENTS

Expansion of the existing small pocket parks in the Downtown could benefit by pedestrian enhancements such as **bulb-outs** to make street crossings shorter while providing larger areas for pedestrians to gather.

Identified areas for open-space enhancements include Main Street between 1st and Mill Streets, as well as a crossing MO Rte 9. A variety of options could occur that expand the existing open spaces, though it comes with a loss of on-street parking.







With the **removal of on-street parking** between 1st and Mill Streets traffic flow may be improved. Additional open space allows amenities such as trees, lighting, and street furniture to be included and enhance Downtown character.

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ALTERNATIVE CONCEPTS

CIRCULATION ENHANCEMENTS

Many of the enhancements can serve multiple functions as numerous concepts overlap.

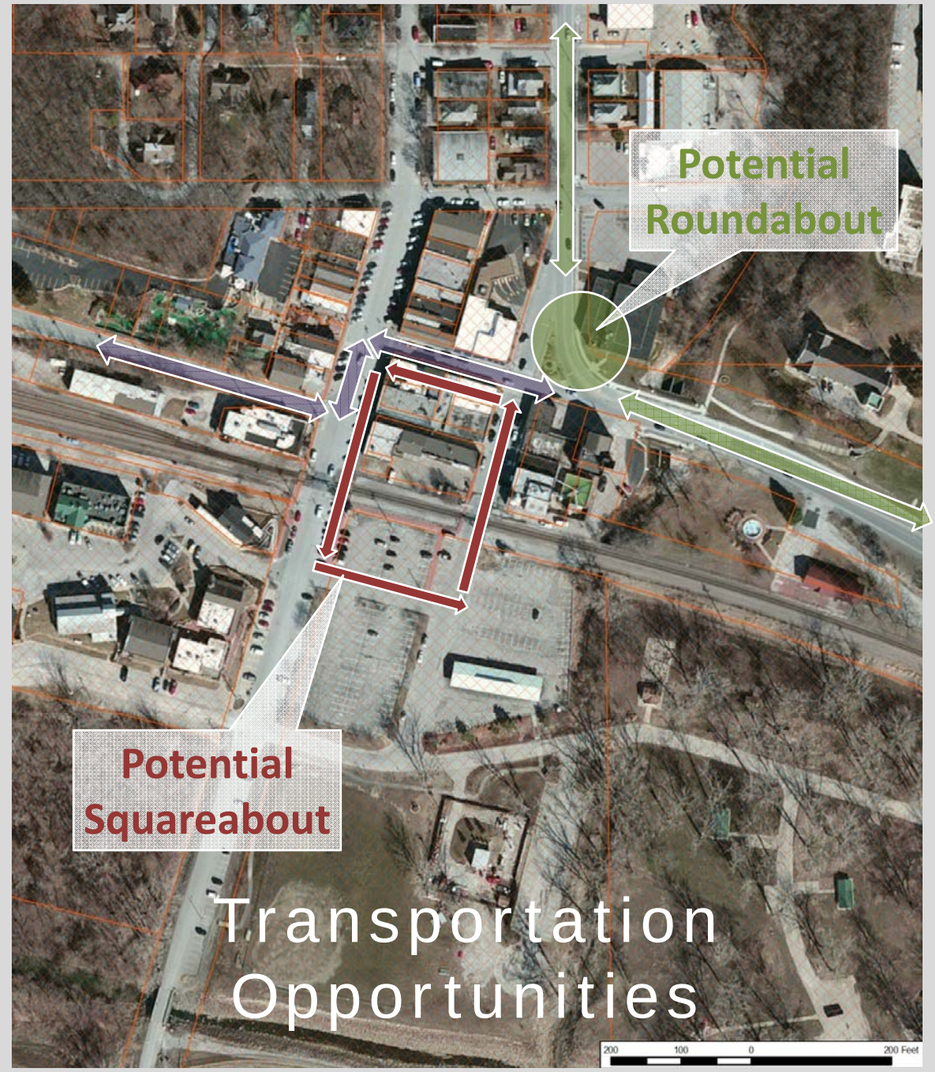
SPEED ENHANCEMENTS

The Downtown's two major junctions are in essence several intersections in close proximity to each other. However, as intersections are defined, neither junction functions like a typical intersection.

East of Mill Street, the route is offset a short distance (125 foot) along Main Street to 1st Street. At the 1st Street, East Street and River Park Drive (MO Route 9) junction, several turning movements are accommodated by another short roadway segment (East Street). While somewhat unorthodox, the current level of traffic volumes allow a reasonable flow of traffic considering the major traffic patterns.

The main traffic pattern east of MO Route FF simply follows the offset. A stop sign on the approaches to Main Street and 90 degree turns manage traffic speeds. Truck traffic is routed to cross the railroad tracks at Main and East Streets.

One idea is a **one-way squareabout** as shown on the map. A previous TEAP study recommended minor enhancements such as moving the stop bar for the 1st Street westbound approach further into Main Street via use of **bulb-outs** to increase visibility while enhancing pedestrian crossings. This concept serves several of the livability goals. Further improvements to traffic flow might suggest removing on-street parking in between Mill and 1st Streets. On the other hand, **a raised intersection** could help with pedestrian crossings while serving as a speed table. Paver patterns could also be used.



What do you think works best for your community? And why?

Please discuss your thoughts with staff on hand, fill out a comment card or provide input via

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Speed studies conducted on the approaches to Downtown Parkville indicate that finding ways to reduce speeds would help improve the livability in the area. There are several options to achieve a reduction in speed, they include:

Enforcement through police presence or education which has been implemented through variable message signs showing "Your Speed" versus posted speed. While often effective, the results can be temporary.

Physical devices as well as visual cues to motorists could assist. Some examples include installing medians at gateway locations, which could serve several functions, or **changing the dashed pavement markings to solid lines for 'no passing.'** Other methods could include the use of on-street parking or a boulevard section.

A key question is, "What should East Street be when it grows up?" With its current suburban style development**, a three-lane section with a center turn lane** to address the numerous curb cuts to businesses may be appropriate. But if more traditional development were to occur, complimentary in scale and character to Main Street, then **a two-lane roadway with on-street parking, bike lanes and wide sidewalks** might be applicable. Even a **roundabout** could be considered at the junction of MO Rte's 9 and 1st Street, though this is suggested in coordination with redevelopment and a change in the land use, especially along the east side of East Street.

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ALTERNATIVE CONCEPTS

RAILROAD ENHANCEMENTS

The train's horn sounds throughout the day when crossing both East and Main Streets. Future capacity expansion within the rail corridor is likely. Several options have been put forth to address noise and safety concerns.

✖ A **"quiet zone"** could be established by installing quad gates or raised medians that would restrict vehicles and pedestrians with examples shown below. A quiet zone at both crossings should cost less than $1.0 million..

⟺ A **bridge over the railroad** could cost between $10 to $15 million, plus costs for additional right-of-way acquisition. The best opportunity for a grade-separated crossing of the railroad may be immediately west of Downtown near Crooked Road.

⟺ The **rail could be elevated** over both Main and East Streets, though costs could reach up to $50 to $75 million.

⟺ **A relocation of the railroad (new alignment)** would require extensive environmental review and would adversely impact English Landing Park. Construction costs could be in excess of $100 million.

⟺ **A bypass** would be very expensive and would impact English Landing Park significantly.

What do you think works best for your community? And why?

Please discuss your thoughts with staff on hand, fill out a comment card or provide input via

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TRAIL ENHANCEMENTS

Trails along the Missouri River within English Landing Park are well established. New trails, such as Platte Purchase Pass, have been built and extensions to the north of Downtown are under design. Several options exist to connect the two trail systems.

⟺ A Phase II extension locates the trail **along West and Mill Streets**, though the alignment is not final.

⟺ Previous plans have noted **Aloe Creek** as an opportunity. While a hard surface trail will not go through the Nature Sanctuary, a connection along 12th Street to the west could occur. A concept to span both the railroad tracks and MO Rte 9 with a multi-use non-motorized bridge could link Park University with English Landing Park, though this crossing may be further east.

⟺ Several comments describe the vision of the trail **along MO Rte 9**. While maybe not a separate multi-use trail, continuous sidewalks (at least along one side of MO rte. 9) could be developed to create continuity.

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HISTORIC RESOURCES

Existing Conditions / Needs

Historic Character of Downtown Parkville

The character of Downtown Parkville presents a unique collection of historic buildings situated within an interesting cultural landscape.

What are the character defining features of Historic Downtown Parkville?

- Historic Buildings
- Storefront Windows
- Signage
- Awnings
- Defined Front Door or Main Entry
- Planters
- Sidewalks
- Streetlights with Banners
- Overhead Power Lines
- Topography and Mature Trees
- Train Crossing
- English Landing Park and River

What is the National Register of Historic Places?

The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. These properties have national, state or local significance in one or more of the following areas:

- History
- Architecture
- Archaeology
- Engineering
- Culture

What do you think works best for your community? And why?

Please discuss your thoughts with staff on hand, fill out a comment card or provide input via

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Opportunities

Creation of a Historic District in Downtown Parkville

National Register status is a benefit, not a hindrance to growth and change. There are special incentives available for contributing properties within these districts.

What is a Historic District?

A historic district is a group of buildings, properties or sites that have been designated by state and federal entities as historically or architecturally significant. These properties are divided into two categories which include contributing and non-contributing resources.

How does Listing Affect Property Owners?

- Recognition of the property's significant value to the community, state and nation
- Eligibility for federal and state tax incentives for the rehabilitation of eligible properties
- Qualification for federal and state historic preservation grants, loans and incentive programs, when funds are available
- Qualification for grants and loans through private resources
- Stabilization of Property Values
- Consideration during federal undertakings

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ALTERNATIVE CONCEPTS

Gateway Opportunities - Overview

Gateways present a great opportunity to establish an identity for the Downtown study area, while simultaneously reinforcing the identity of Parkville as a whole. As the diagram to the right suggests, there are multiple types or levels of gateways, with each type serving a different function. When considering gateway designs, it is important to understand how the various levels will complement one another in a larger context.

PRIMARY GATEWAY

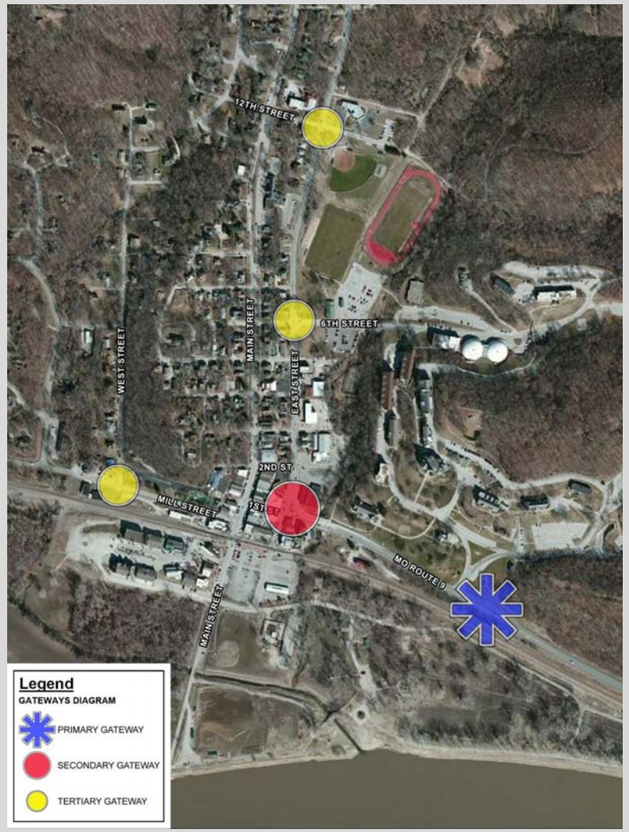
Located along MO Route 9, the primary gateway will welcome visitors from the Kansas City metro area to the City of Parkville. This gateway should signal a sense of arrival that speaks to the history and character of Parkville. For discussion of the primary gateway opportunities see the separate display.

SECONDARY GATEWAY

While the primary gateway welcomes visitors to Parkville, the secondary gateway will invite them into Downtown. Located within the traffic island at the intersection of East Street and 1st Street, this gateway's prominent location makes it almost as significant as the primary gateway in its ability to establish that sense of arrival. For discussion of the secondary gateway opportunities, see the separate display.

TERTIARY GATEWAYS

The tertiary gateways, much like the secondary gateway, should serve as entry markers to the Downtown study area. The secondary gateway is located at the southeastern edge of Downtown, because that is the most common entry point for out-of-town visitors. On the other hand, the tertiary locations are much more likely to be traveled by Parkville residents. Thus, they will designed at a more pedestrian scale.



TERTIARY GATEWAYS

There are two types of tertiary markers – those that mark entry to the Downtown Core (Option 1), and those that mark entry into the surrounding residential neighborhoods (Options 2). Though the Downtown and residential markers are presented as two unique options, the ideal solution would be to place them in combination with one another.

Option 1 – Downtown Markers

The Downtown markers would be pedestrian in scale. They would likely consist of a column or pair of columns with signage or logo branding, and would be located at high-traffic areas along the outer limits of the Downtown area.

Option 2 – Residential Markers

The residential markers would serve to identify entry points into the surrounding residential neighborhoods. While designed in a similar style to the Downtown markers, they would be at a smaller scale.

Costs

Both options are low cost alternatives as the gateways are limited to the markers themselves. Additional landscaping and maintenance costs could be included, but are not entirely necessary to achieve the desired effect. Even with more tertiary gateway locations, overall costs could be less than the primary and secondary gateway features. Costs will be affected if the gateways are designed as single columns or pairs (one column on each side of the street). The Downtown markers would be twice the size of the residential markers, as will the costs.

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ALTERNATIVE CONCEPTS

Primary Gateway Opportunities

Located along MO Route 9, the primary gateway will welcome visitors from the Kansas City metro area to the City of Parkville. This gateway should signal a sense of arrival that speaks to the history and character of Parkville. While the diagram below identifies three alternative treatments for the primary gateway, it is also possible that they could be designed in combination with one another.

Costs

Option 1 – low cost alternative. MO Route 9 is already wide enough to accommodate the proposed medians,. Costs would include demolition, median curbs, and landscape material, plus the associated irrigation and maintenance.

Option 2 – low to medium cost alternative, with a wide range depending on the final design. Two large columns with signage and accent lighting would have a fairly low cost. Other elements such as low walls, ornamental railing, accent lighting, and landscape beds could be added.

Option 3 – high cost alternative. This size of will have considerable design and construction costs.

What do you think works best for your community? And why?

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Option 1 – Landscaped Median

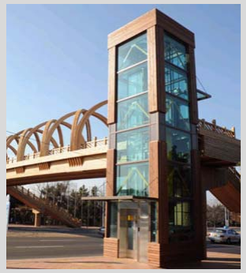
The most basic option would be to provide landscaped medians along MO Route 9. The medians would be planted with a combination of colorful overstory and understory plantings, creating and inviting entry into Parkville This option could potentially be used in combination with options 2 and 3.

Option 2 – Gateway Markers

Large gateway marker(s) could be placed on each side of MO Route 9. Markers would likely include a column, low wall, Parkville signage, lighting, and colorful landscaping. If this option were to be used in combination with a landscaped island, the gateway marker could be placed within the island itself.

Option 3 – Pedestrian Bridge

A pedestrian bridge would serve the dual function of providing convenient pedestrian access from the University to English Landing Park, while also establishing a potentially iconic entry gateway to Parkville.



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ALTERNATIVE CONCEPTS

Secondary Gateway Opportunities

While the primary gateway welcomes visitors to Parkville, the secondary gateway will invite them into Downtown. Located within the traffic island at the intersection of East Street and 1st Street, this gateway's prominent location makes it almost as significant as the primary gateway in its ability to establish that sense of arrival. For all three of the options presented to the right, it is assumed that the traffic island would be enlarged and pedestrian access would be improved.

Costs

Options 1 and 2 – medium cost alternatives. In addition to the tower/fountain element, additional costs would include street demolition, street curbing and restriping, landscaping, and sidewalk and crosswalk improvements. Though this is a secondary gateway, its very possible that options 1 and 2 could ultimately cost more than the primary gateway.

Option 3 – low cost alternative. Many of the associated costs from options 1 and 2 would still apply, but the gateway marker itself would be considerably cheaper than a fountain or tower structure.

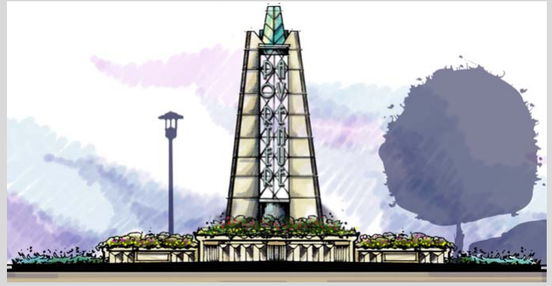
What do you think works best for your community? And why?

Please discuss your thoughts with staff on hand, fill out a comment card or provide input via

www.LetsTalkParkville.com

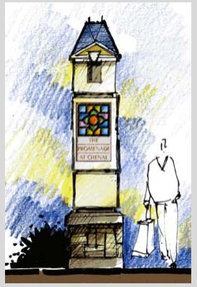
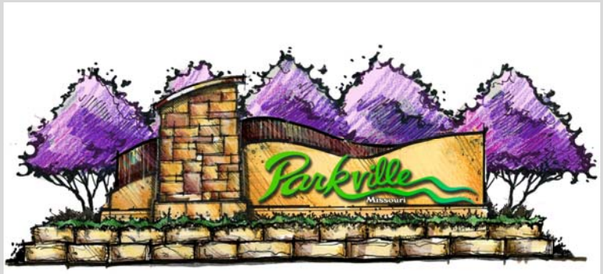
Option 1 – Tower Element

A tower element would be the most dramatic of the gateway options for this area. Drawing on the architectural qualities of the study area, a well designed tower would undoubtedly become a Parkville landmark.



Option 2 – Fountain Element

A fountain element would also be an excellent gateway alternative, though its effect on pedestrian activity should be considered in this high-traffic area. Landscaping, sidewalk, and crosswalk improvements would be needed to effectively control pedestrian access.

Option 3 – Gateway Marker

Finally, a gateway marker could be used to mark this location. Though a gateway marker in this location could take many shapes or forms, it would likely include some combination of columns, low walls, signage, ornamental railing, and landscaping.