

Parkville Route 9 Corridor Study
Steering Committee Meeting
August 26, 2015, 2:00 pm - 3:30 pm
Parkville City Hall – Board Room
MEETING MINUTES

Consultant Attendees (5):

Sabin Yanez/CFS Team (Project Manager-Principal In Charge)	816-333-4477/syanez@cfse.com
Andrew Robertson/CFS Team (Traffic Engineer)	816-333-4477/arobertson@cfse.com
Thomas Morefield/CFS Team (Public Engagement and Planning, BNIM)	816-783-1607/tmorefield@bnim.com
Tom Evans/Trekk (Traffic Engineer)	816-874-4655/tevens@trekllc.com
Craig Davis/MCD & Associates (Project Financing)	craigdavis@mcdassociates.net

Steering Committee Members Present (10):

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
Ed Bradley/Main Street Association	816-584-3130/ed.bradley@banklibertykc.com
Alicia Stephens/Platte County EDC	816-270-2109/astephens@plattecountyedc.com
Erik Bergrud/Park University	erik.bergrud@park.edu
Daren Higerd/Parkville Chamber	darenhigerd@weichert.com
Susan Barry/MoDOT	susan.barry@modot.mo.gov
Dan Luebbert/Platte Co. Health Dept	dan.luebbert@plattehealth.com
David Jones/Parkville EDC	djones@parkvillemo.gov

Staff Members Present (3)

Stephen Lachky/MARC	816-701-8247/slachky@marc.org
Lauren Palmer, Parkville	816-741-7676/lpalmer@parkvillemo.gov
Tim Blakeslee, Parkville	816-741-7676/tblakeslee@parkvillemo.gov

Others Present (1):

Beverlee Roper/Platte County	beverlee.roper@co.platte.mo.us
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I. Summary of Public Meeting held on August 5, 2015

Goal: Present (a.) Results from Questions and (b.) Summary of Comments to the Steering Committee after local property owners expressed their thoughts of the corridor conceptual alternatives.

Progress: These results were tabulated and graphed in a packet distributed to the Steering Committee for their review and comments (attached).

II. Presentation of recommendations for Complete Street typical sections

Goal: The typical sections that were most preferred at the public meeting were presented to the Steering Committee.

Progress: The Steering Committee agreed with the CFS team recommendation for two cross sections.

3 Lane (56 ft) -

- 10 ft shared trail on the East Side of Route 9
- 3 ft grass area to back of curb
- 2 ft Curb and Gutter
- 11 ft Lane
- 10 ft Two-way Left-turn Lane
- 11 ft Lane
- 2 ft Curb and Gutter
- 3 ft grass area to back of curb
- 4 ft sidewalk on the West Side of Route 9

2 Lane (46 ft) -

- 10 ft shared trail on the East Side of Route 9
- 3 ft grass area to back of curb
- 2 ft Curb and Gutter
- 11 ft Lane
- 11 ft Lane
- 2 ft Curb and Gutter
- 3 ft grass area to back of curb
- 4 ft sidewalk on the West Side of Route 9

III. Discussion of Identified Projects within the corridor

Goal: Discuss the Identified Projects with the Steering Committee to determine the development plan sequence and individual scopes.

Progress:

- The drainage issues along Route 9 will be addressed by the construction of an enclosed stormwater system on both sides of the corridor. Gutters also save space compared to roadside ditches.
- Property owners favored the installation of a signal at Route 9 & Clark Avenue and inclusion of a designated pedestrian crossing. Construction of a frontage road connecting 62nd Street to a possible signal at Clark Avenue was discussed as a viable option to improve access for the Pinecrest neighborhood since the Route 9 & 62nd Street intersection does not warrant a signal.
- Traffic calming methods are recommended on 63rd Street due to excessive speeds although this concept was not within the Route 9 Corridor Study scope.
- The businesses to the west of Route 9 and to the south of Clark Avenue currently have a long segment of uncontrolled access. Defined entrances and exits for the businesses were conceptually drawn and need to be discussed with the remaining list of business/property owners via one-on-one meetings. A frontage road/slip lane and parking modifications could be established in front of several

of the businesses to accommodate customer traffic and improve traffic safety along the corridor.

- There are no issues anticipated for fitting the 3-lane cross section next to Walnut Grove Cemetery while maintaining the existing retaining wall.
- Property owners at Route 9 & Main Street were concerned about entering mainline traffic due to the angle of the intersection. Major design constraints were listed as topography, maintaining access, and sight distance. The best short-term solution decided by the committee was to adjust the approach skew to improve visibility without adjusting access. The two long-term solutions include acquiring property directly south of the Old Parkville Cemetery to reconstruct the Route 9 & Main Street intersection as a full-access perpendicular approach or to remove the intersection and connect Main Street to Lakeview Drive passing to the west of the cemetery. CFS will work on a layout of the latter option to be discussed. The Steering Committee acknowledged that the extension and realignment of Main Street would require acquisition of three private homes and property directly south of Old Parkville Cemetery and therefore warrants further analysis. Feasibly, there is not enough Right-of-Way for a roundabout. Lowering Main Street to address the elevation difference would create major grade issues for a few driveways along Main Street. One option was discussed to turn Main Street from Route 9 to 12th Street into a one-way street headed south. If this option is found to be preferred by local property owners, the retaining wall interference issue on 12th Street will need to be addressed beforehand. Another option is to realign the centerline of Route 9 to the east within the Nature Sanctuary property, although the design team identified topography challenges with this option.
- The segment of Route 9 between Lakeview Drive and 12th St was discussed regarding using the 2-lane or 3-lane cross section. The 2-lane section was recommended because the Nature Sanctuary and topography would prevent any major business developments on the eastern side eliminating the need for a center turn lane and would save on construction costs. The property owned by Don Julian Builders Inc. may need an access point with a center turn lane along R9, but Don Julian was reported to be very accommodating to the corridor improvements. There would be left-turn bays on Route 9 at the Lakeview Drive intersection and at the 12th Street intersection.
- Concept plans address the 12th Street sight distance issue caused by the existing retaining wall. The upper retaining wall will remain undisturbed, but the shorter retaining wall in close proximity to the road will need to be rebuilt.
- The agreed upon cross section will not include bike lanes within the Route 9 corridor but will emphasize use of the 10 ft. shared-use path along the eastern side of the road.
- Reopening and establishing a 10 ft. paved width along the White Alloe Creek Trail was identified as a benefit to the public, but the primary goal is to continue a pedestrian route on the eastern side of Route 9 from Route 45 to 1st St. An interim option within the 50 ft. existing right-of-way between 6th Street and 1st Street was to build a 4 ft. wide sidewalk along the eastern side; however, the

Steering Committee prefers a solution to assemble additional Right-of-Way needed for the 3-lane cross section including the 10 ft. trail along Route 9. This would save money long-term due to inflation, and the City would benefit from redevelopment in the area, thus improving downtown, increasing sales, and adding jobs. Between 6th Street and 1st Street, the businesses and houses on the western side of Route 9 would be unaffected, except to the extent that there are encroachments in the existing Right-of-Way. The businesses and houses on the eastern side would receive a major upgrade to their frontage areas, but they would need to sacrifice land for expanded Right-of-Way, thus decreasing available parking in the front.

- A bus transit stop was discussed. The CFS team recommended planning for a stop between downtown and the Park University Entrance since this is the area most frequently used by pedestrians along Route 9. The Steering Committee recommended a transit stop at 6th Street due to the Park University connection and proximity to the athletic complex. Another recommendation was for 12th Street, due to the proximity to the Platte County Health Department and the nature trails. The design will incorporate a location for a future stop, but construction is not recommended until transit service is expanded in this area.
- The current design of the signal construction of East Street & 1st Street will not require the US Post Office to be moved; however, discussions between the City and the Post Office Administration are currently ongoing. The on-street parking on East Street between 2nd Street and the Railroad tracks will be adjusted or removed. The pedestrians will have a pedestrian signal at the new East Street & 1st Street intersection since the at-grade pedestrian crossing was the most preferred choice selected at the public meeting.
- Route 9 along the river will have three travel lanes with turn lanes added at Coffey Road, Riverchase Lane, and Mattox Road.
- Tom Evans stated that Mattox Road meets several signal warrants and also recommended the addition of an eastbound right-turn lane.
- Biking on Route 9 along the river was discussed. Trail connectivity will be addressed after discussions with local businesses have been conducted.
- The remaining one-on-one meetings will be coordinated and will take place in September.

IV. Review initial Land Use/Redevelopment concepts

Goal: Review initial Land Use/Redevelopment concepts in the downtown area between 6th Street, 1st Street, Route 9, and Park University.

Progress: These concepts were discussed again after receiving public feedback. The Steering Committee made it clear that Parkville's goal should be to redevelop the east side of East St. and, in the process, acquire the Right-of-Way needed for the 3-lane cross section including the 10 ft trail along Route 9. This would be in coordination with the development plans. Local business and home owners could be worked within the concept plan; however, redevelopment of this area is greatly preferred. Between 6th Street and 1st Street, the businesses and houses

on the western side of Route 9 would be unaffected except to the extent that there are encroachments in the existing Right-of-Way.

V. Presentation of Economic Analysis Process

Goal: Discuss the various strategies for funding the project.

Progress: Craig Davis discussed having an overall project budget and also splitting the work into prioritized segments. The segments could have different grants and revenue streams apply which would reduce the cost of the project. Long-term funding is also available using the MTFC (Missouri Transportation Finance Corporation), traditional bond market, or “pay as you go” method. Emphasis was made toward having new developers pay for part of the improvements, but working together due to the developer’s improvements to property, increase in sales, and increase in jobs. The CFS team will be using Mid-America Regional Council (MARC) criteria for establishing funding of the prioritized segments.

VI. Review Project Schedule

Goal: Review project schedule if time available.

Progress: Addressed with Upcoming Activities.

VII. Upcoming Activities

Goal: Plan upcoming activities.

Progress: Complete one-on-one conversations with local property owners and provide list to the City. Prepare for the next Board of Alderman meeting. Decide on the date for the next public meeting after the Steering Committee has accepted the corridor design.

VIII. Adjourn

Overarching Theme/Vision from the Downtown Master Plan

“Preserving the character of Downtown, while capitalizing on opportunities to enhance commerce, economic activity, and community interaction is critical to the future success of Downtown Parkville.”

Guiding Principles

- *Preserve and enhance the vitality of downtown Parkville as the economic and community center of the city.*
- *Respect the character of Parkville – quaint, historic, charming, quality of life.*
- *Focus on making connections – East St. to West St.; Commons to downtown; Parkville to Riverside; southern Platte County to downtown Kansas City.*
- *Minimize negative impacts on adjacent property owners. If/when negative impacts are unavoidable, consult key stakeholders and encourage participation and ownership in discussions of trade-offs.*
- *Appreciate the importance of parks and natural resources to Parkville; minimize negative impacts on cemeteries, Parkville Nature Sanctuary, riverfront parkland, etc.*
- *Create and support opportunities for compatible economic development.*

Key Objectives

- *Mitigate safety and capacity issues, and minimize traffic conflicts, on Route 9.*
- *The north-south multi-modal trail connection from Route 45 to downtown Parkville is a high priority.*
- *Access control throughout the corridor needs to be addressed.*
- *Enhance aesthetics and pedestrian movements, particularly in proximity to downtown Parkville and Park University.*
- *The East Street “complete street” redevelopment concept is a high priority.*
- *Accommodate compatible new development and redevelopment along the corridor.*
- *Need to understand desired improvements in order to negotiate and finalize incentives (as needed) to prompt development and finance infrastructure.*
- *Need to ensure corridor can handle traffic impacts associated with growth.*
- *Reduce future construction costs by facilitating the reservation of right-of-way for future improvements.*
- *Position the participating municipalities to compete in future transportation grant cycles for eligible improvements in the corridor.*