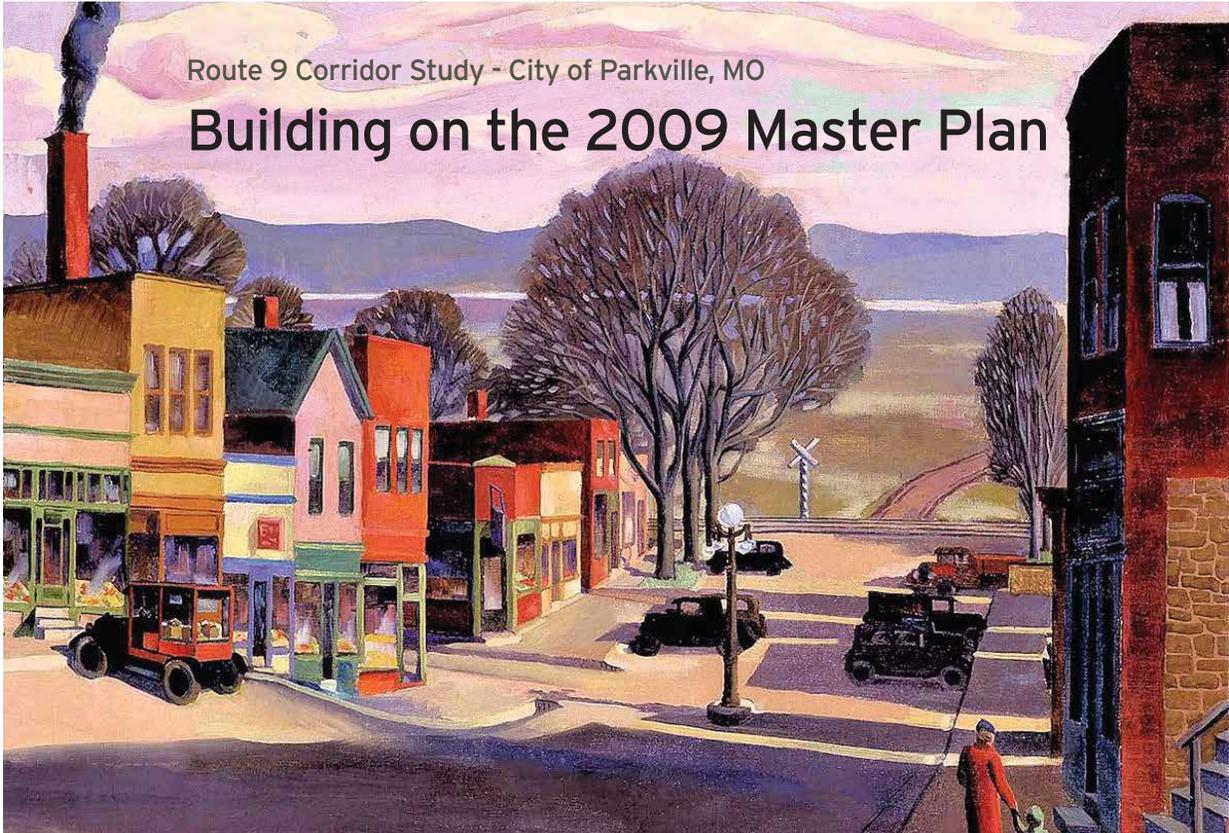


Public Meetings

Wednesday, August 5 from 6:00 – 7:30 p.m. at the Parkville Presbyterian Church

Thursday, October 29 from 6:00 – 7:30 p.m at the Parkville Presbyterian Church

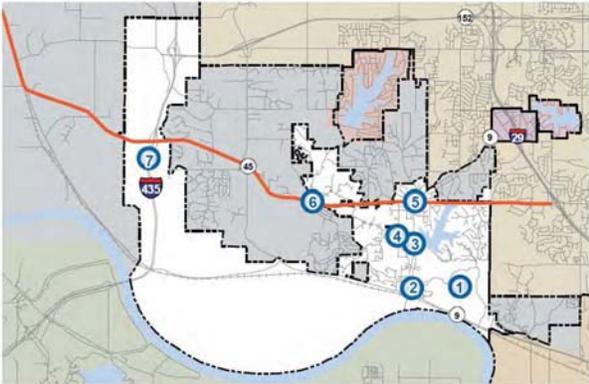


The 2009 Parkville Master Plan set the stage for improvements to Route 9, identifying focus areas for investment, outlining connectivity improvements for all modes of transportation, and recommending detailed analysis for Downtown, Route 9, and other strategic areas.

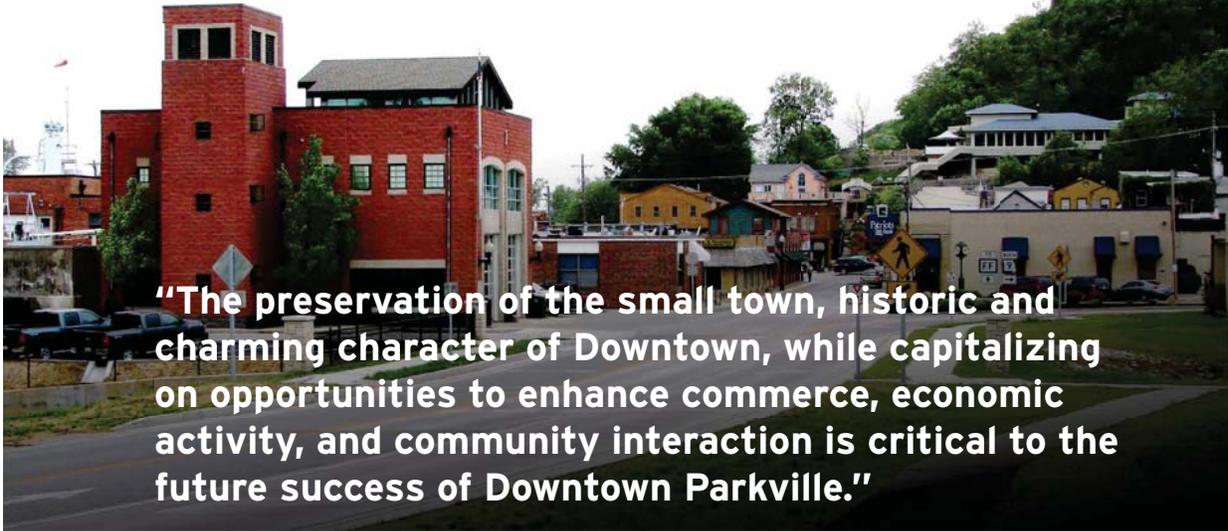
Key Recommendations

- Promote a built environment through building form, scale, placement and architectural design to provide a sense of place and reinforce the street as civic space.
- Provide a well-designed and interconnected mix of vibrant neighborhoods, parks and green space, schools and civic institutions, businesses and employment centers.
- Enhance the character downtown through its built environment, pedestrian realm, streetscape, entrance gateways and intimate civic spaces.
- Strengthen the connectivity and relationship between downtown and surrounding neighborhoods, educational institutions and riverfront park spaces.
- Promote strategic residential development creating a critical mass for downtown businesses.
- Promote strategic reinvestment.
- Provide a balanced interconnected street network that provides connectivity between neighborhoods, provides multiple travel routes, reduces the number and length of automobile trips and conserves energy through fewer and shorter automobile trips.
- Provide alternative context sensitive street design standards that respect local topography, minimize the amount of impervious surfaces, conserve open space and protect nature features and water quality.
- Provide convenient access to a framework of transportation alternatives, including pedestrian and bicycle systems, public transit and multi-modal transportation options that reduce dependence upon the automobile.

Development / Reinvestment Nodes

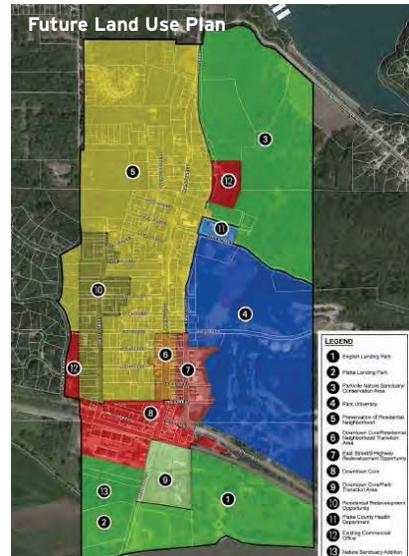


Vision Downtown Parkville



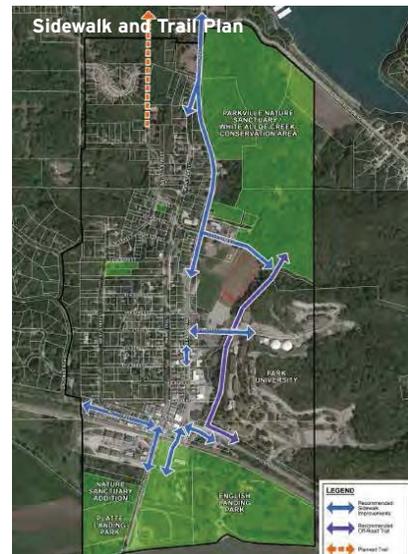
Key Recommendations

- Expand the boundaries of the Downtown commercial shopping district in a way that complements the character and mix of uses that already exist
- Encourage the Downtown Commercial district to provide a more balanced mix of services that meet both the needs of the community and out-of-town visitors.
- Improve connectivity by enhancing the pedestrian environment in Downtown Parkville.
- Preserve and protect vehicular flow in and around Downtown.
- Prepare a Design Guideline that provides direction and guidance for the redevelopment of East Street so that it first with the desired Downtown character.
- Develop a streetscape redevelopment plan in the commercial core of Downtown to address the worn, and tired existing streetscape.



Redevelopment of East Street

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



Project Goals



Objectives:

What do we want to accomplish?

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

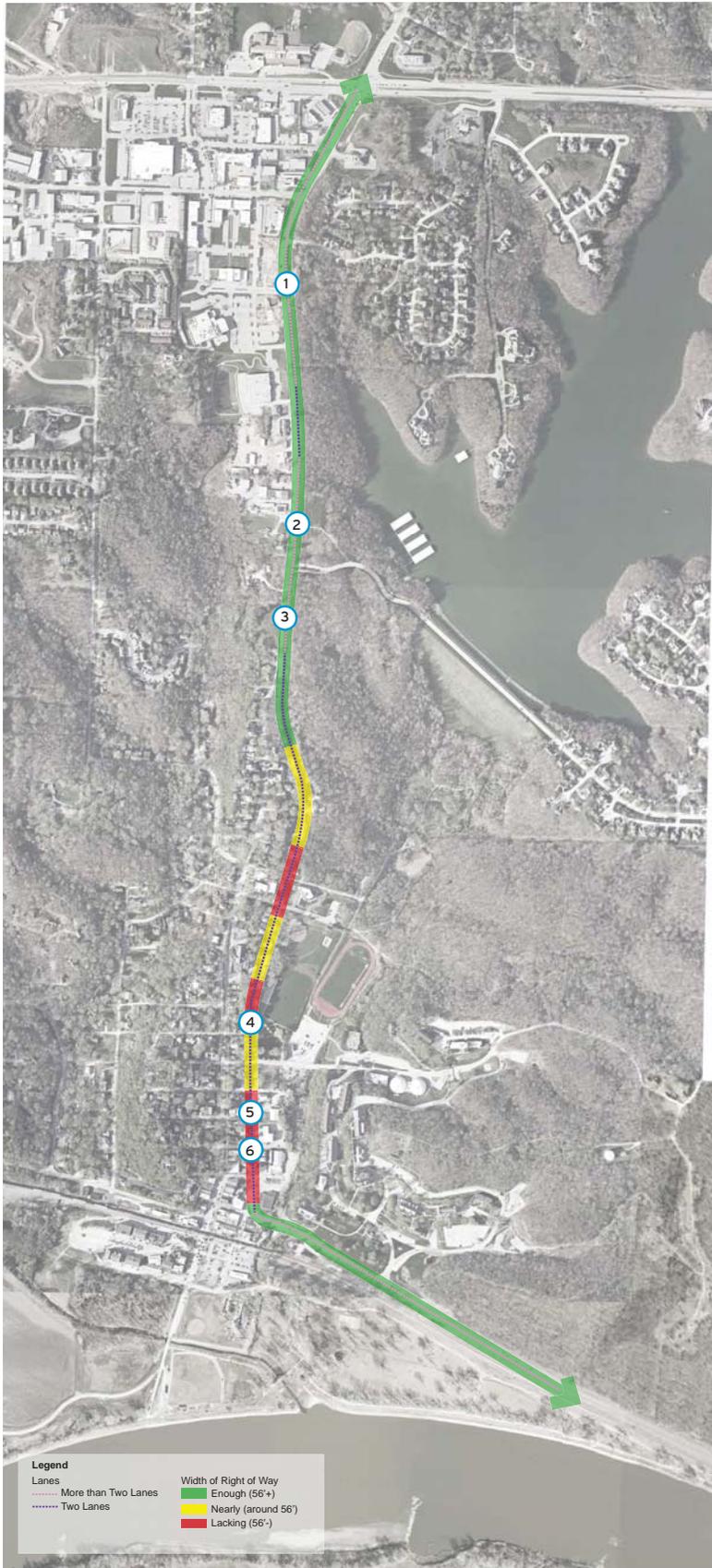
Guiding Principles:

What informs our decisions?

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

Existing Conditions

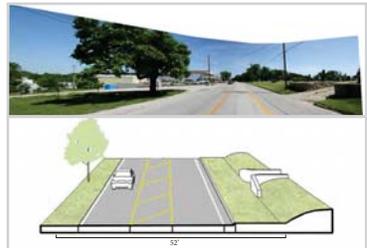
Route 9 Corridor Map



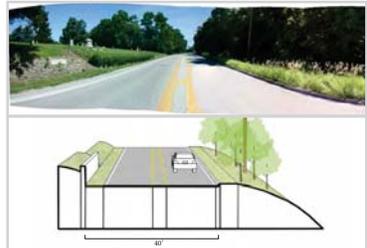
① EAST ST & CLARK AVE



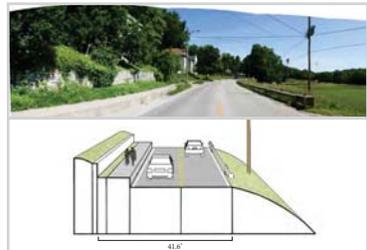
② WALNUT GROVE CEMETERY



③ OLD PARKVILLE CEMETERY



④ EAST ST & 7TH ST



⑤ EAST ST & 4TH ST



⑥ EAST ST & 3RD ST



Unique Site Challenges

Route 9 Corridor Map



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



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



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



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



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



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



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



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



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

Roadway Alternatives

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

What do you prefer?

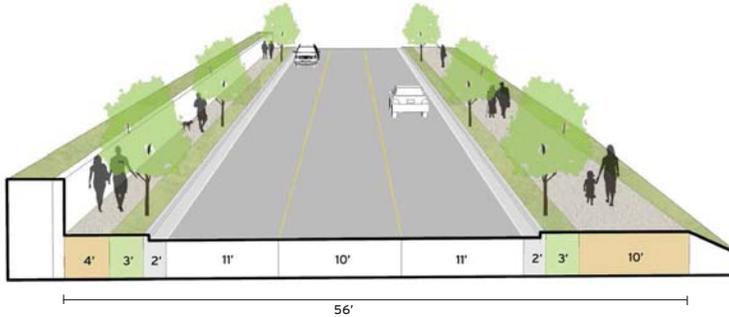
Please use the green and red stickers to show your preference for or objection to the options below. City officials will consider this input when determining the preferred roadway design.

● I prefer this option.

● I dislike this option.

Option 1

Multi-Use Path & Sidewalk



Advantages

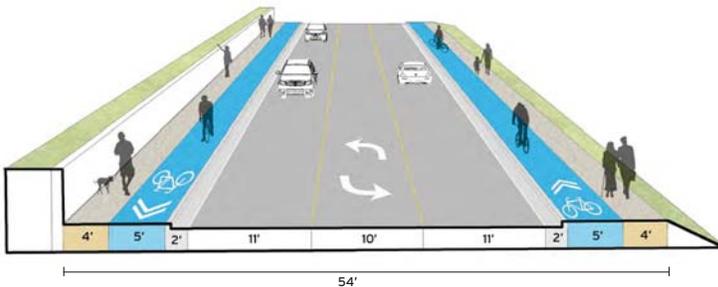
- Peds can travel on both sides of the street
- Landscaped buffer separates peds & cyclists from traffic, enhancing comfort and safety
- 10' path & landscaping provide trail-like setting

Disadvantages

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

Option 2

Protected Bike Lanes & Sidewalks on Both Sides



Advantages

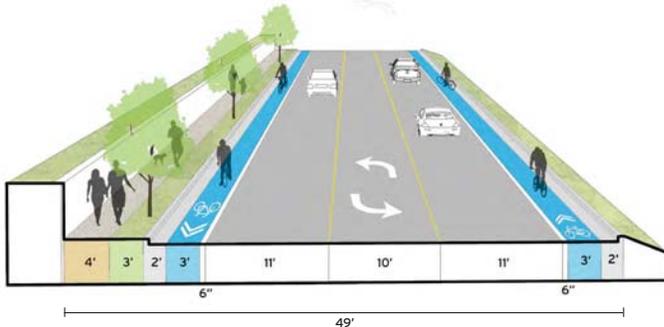
- Peds & cyclists can travel on both sides
- Both peds & cyclists protected behind curb
- Dedicated space for each travel mode

Disadvantages

- No buffer from traffic for peds & cyclists
- Narrow paths for peds & cyclists

Option 3

Bike Lanes on Both Sides, Sidewalk On One Side

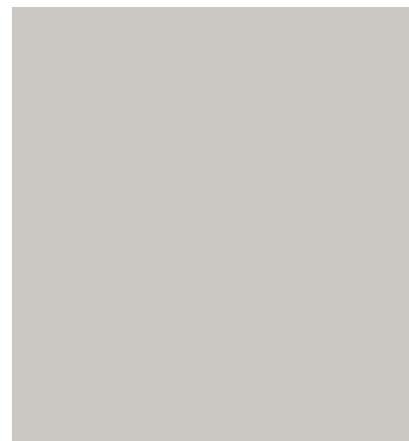
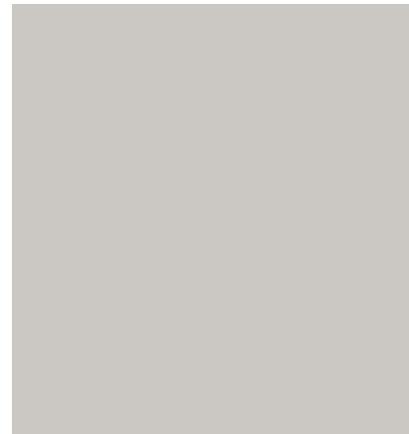
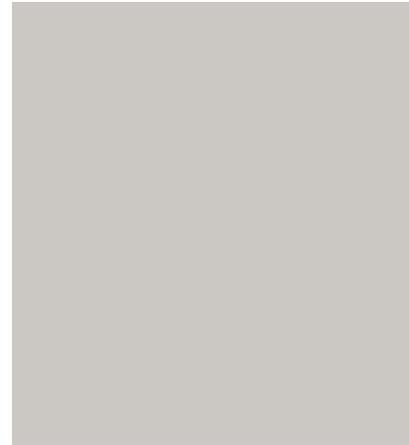


Advantages

- Narrowest Roadway alternative
- Dedicated space for each travel mode

Disadvantages

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



1st Street Intersection

Existing Conditions and Intersection Option Locations



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

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

What do you prefer?

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

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

Option 1

Signal at Route 9 & 2nd Street



Advantages

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

Disadvantages

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

Travel Time Analysis

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

Option 2

Signal at East Street & 1st Street



Advantages

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

Disadvantages

- Requires separate protected left turn phase

Travel Time Analysis

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

Option 3

Roundabout North of Route 9



Advantages

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

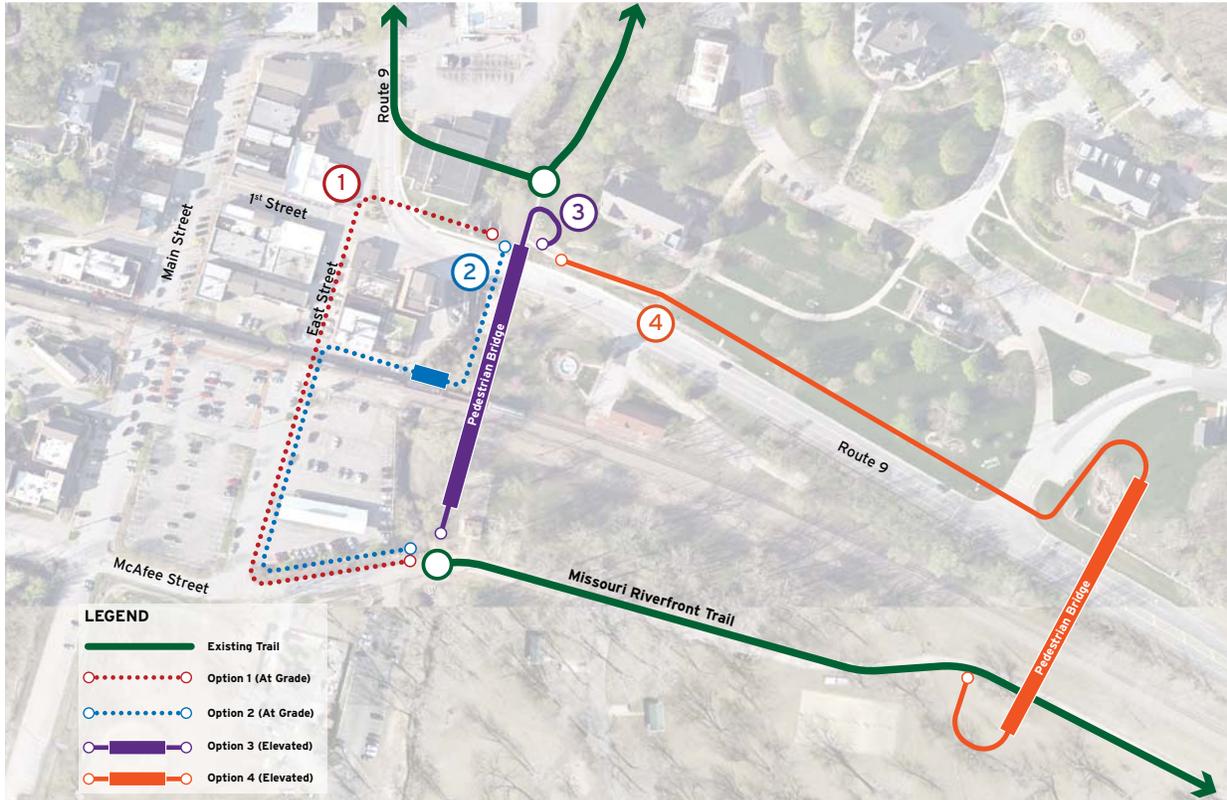
Disadvantages

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

Travel Time Analysis

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

Pedestrian Crossings



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

What do you prefer?

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

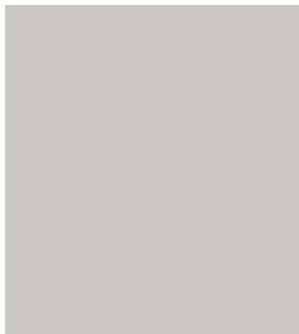


I prefer this option.

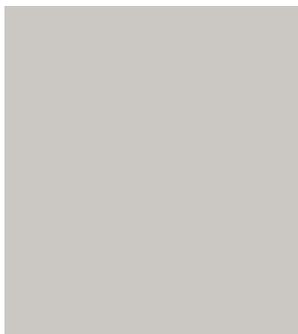


I dislike this option.

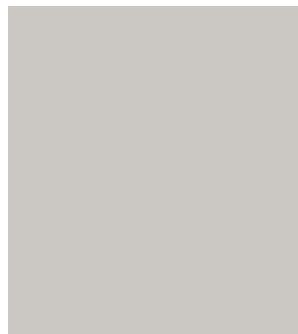
Option 1:
At Grade Through
New Intersection



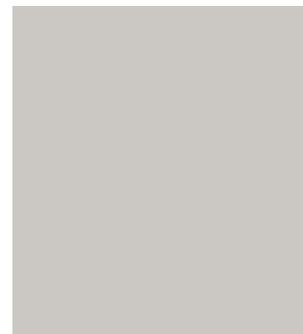
Option 2:
At Grade with Signalized
Pedestrian Crossing



Option 3:
Downtown Pedestrian
Bridge & Gateway



Option 4:
Park University Pedestrian
Bridge and Gateway



North Traffic Signal

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



Intersection Traffic Volume

Future 2035	R9 & Lewis	R9 & 63rd	R9 & 62nd	R9 & Clark
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

Intersection Crash Data

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

Signal Options

Lewis Street

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

63rd Street

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

62nd Street

- Not warranted for signal
- Only connection for 69 houses

Clark Avenue

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

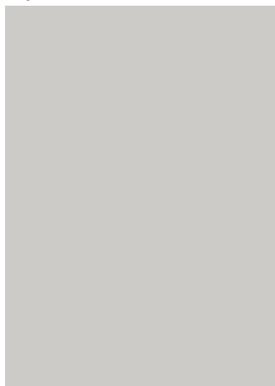
What do you prefer?

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

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

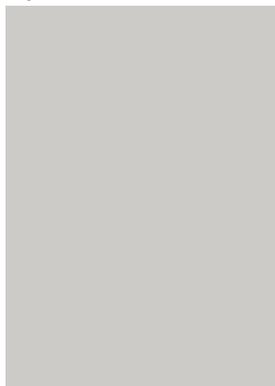
Option 1:

Signal at 63rd Street



Option 2:

Signal at Clark Avenue



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



Downtown Development

Both the 2009 Parkville Master Plan and the Vision Downtown Parkville plan discuss the benefits of future redevelopment on the east side of East Street. Despite its ideal locations between Downtown Parkville and Park University, this area is not utilized to its highest potential today. Infill and redevelopment opportunities can extend the experience of the Downtown area, incorporate higher-intensity, higher-value development, enhance the aesthetics and walkability along Route 9, and better serve the current and future needs of Park University. The community's vision for future development of this area informs how Route 9 will look and function in the future. Below are two scenarios that highlight different development opportunities.

Downtown Development Scenario 1

Focused Infill



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

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

Downtown Development Scenario 2

Coordinated Redevelopment



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

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

Downtown Roadway Options

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

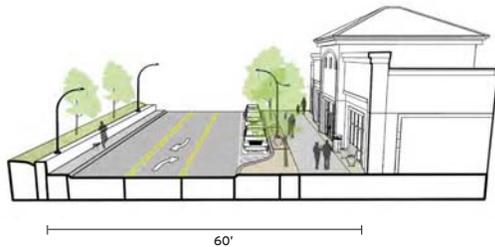
What do you prefer?

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

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

Option 1

East Street Expansion



Advantages

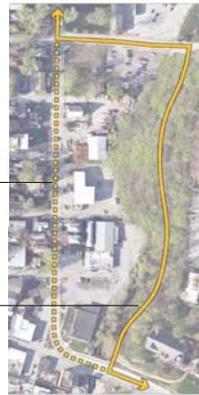
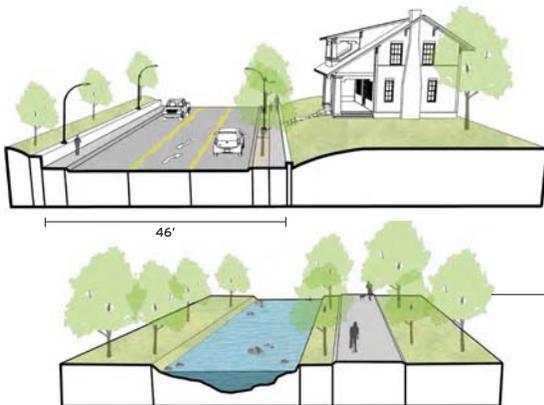
- Activity stays on Route 9 and close to Downtown
- Expanded signature streetscape provides attractive "front door" to potential new development

Disadvantages

- Space requirements impact existing businesses

Option 2

East Street Improvement & White Alloe Creek Trail

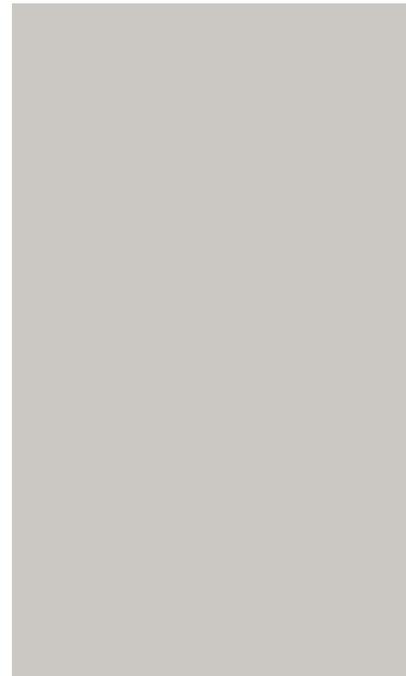
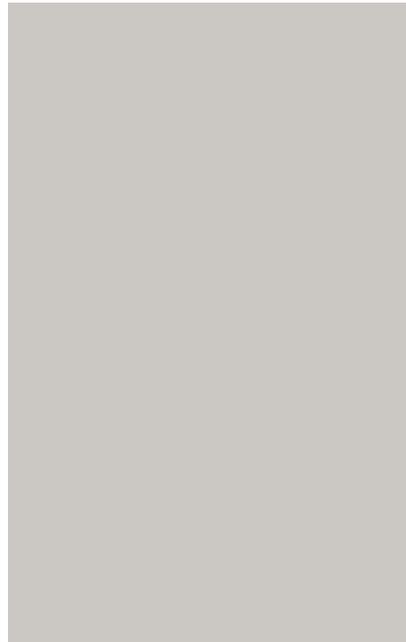


Advantages

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

Disadvantages

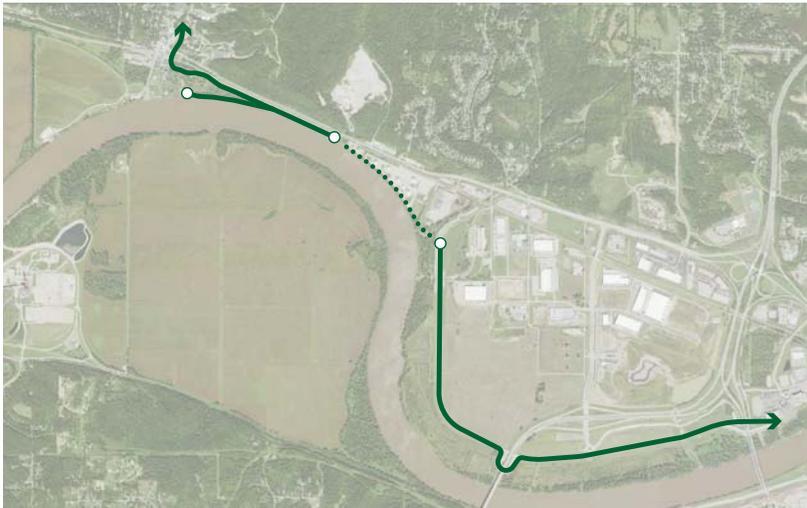
- Takes some activity away from Route 9 and Downtown
- Limited potential for streetscape amenities on Route 9



Route 9 Corridor Study - City of Parkville, MO

East of Downtown Parkville

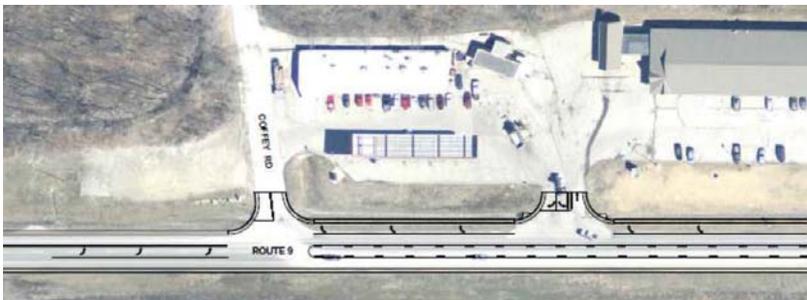
Connections to Riverside and Beyond



Missouri Riverfront Trail Connection

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

Improvements to Route 9



Added Turn Lanes on Route 9

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



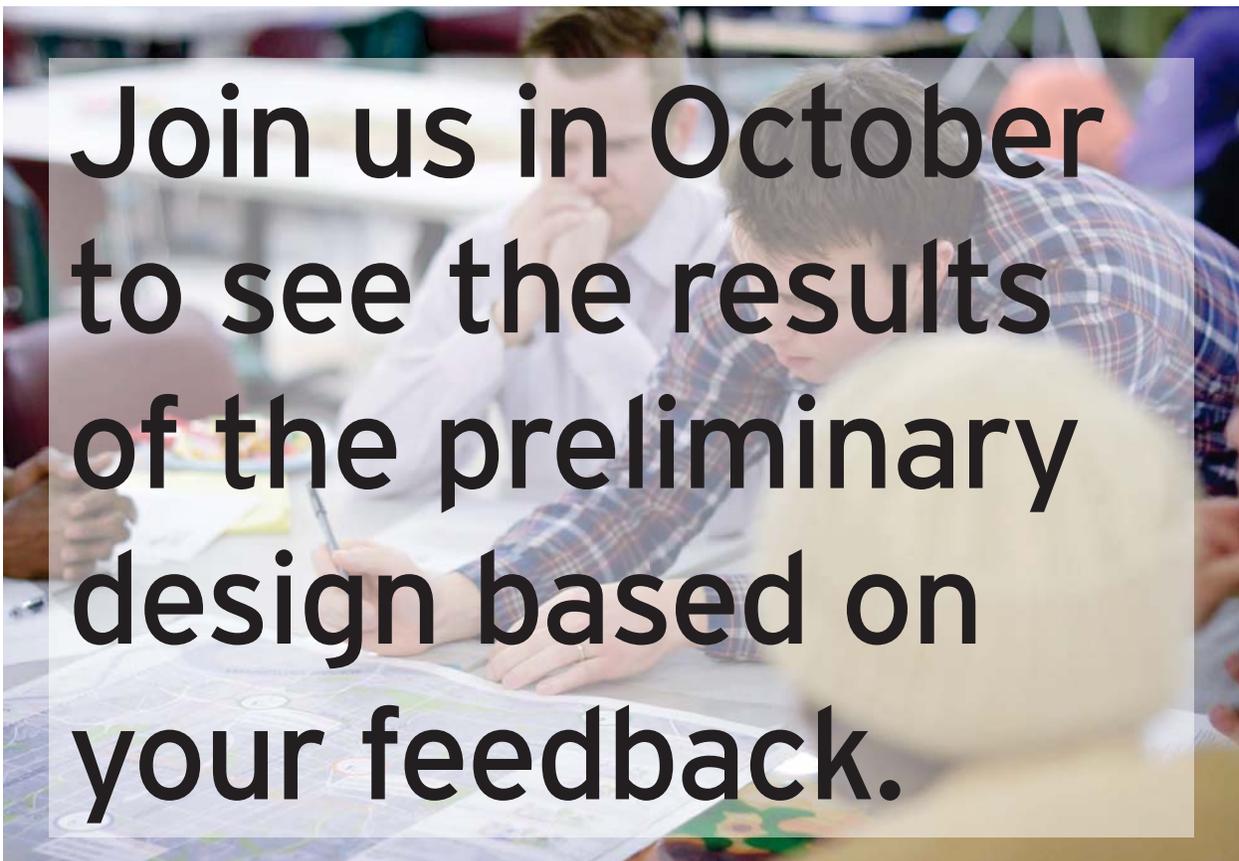
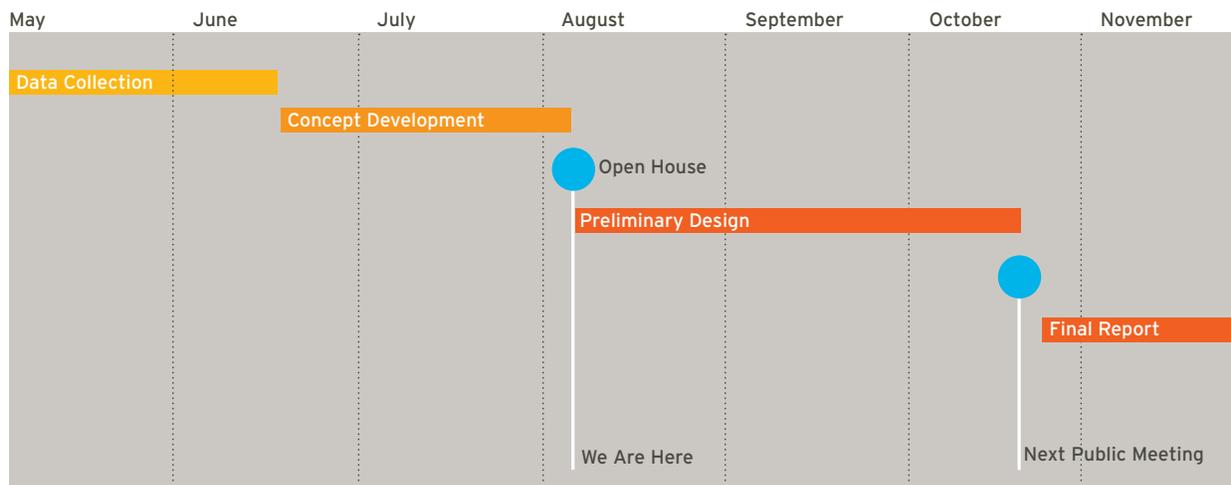
Signalization at Maddox Road Being Evaluated

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

Route 9 Corridor Study - City of Parkville, MO

Schedule & Next Steps

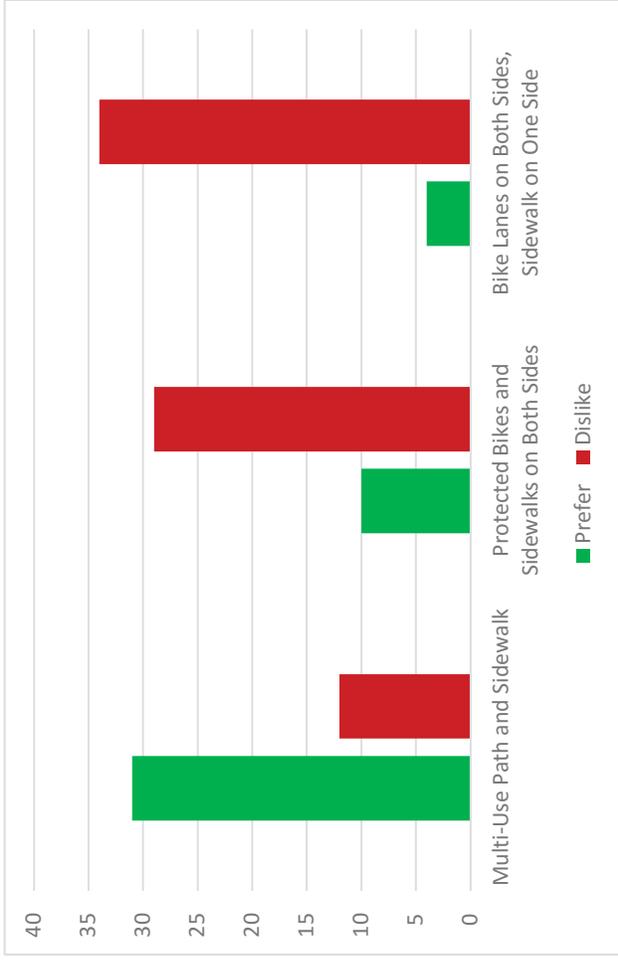
Project Schedule



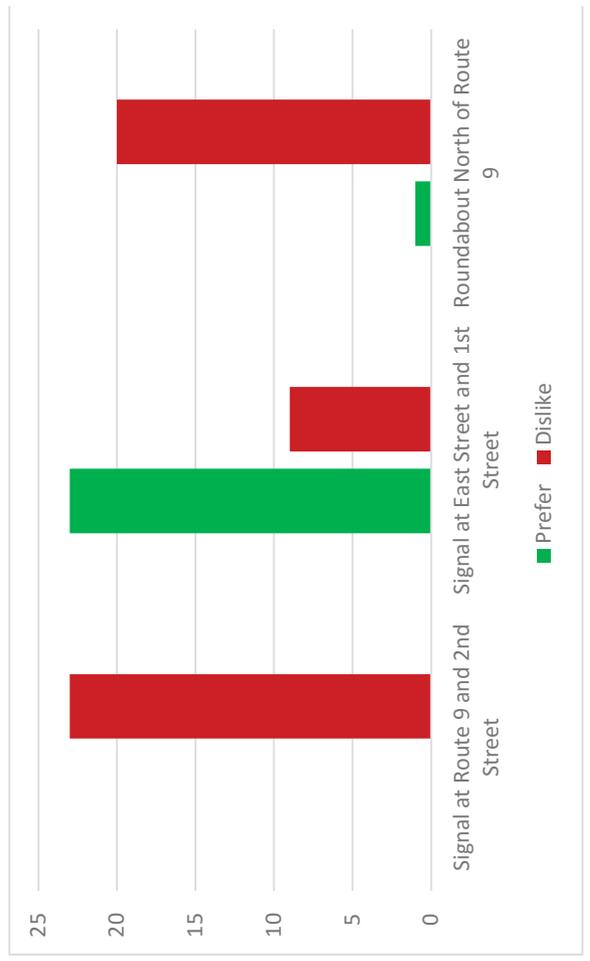
Route 9 Public Meeting - August 2015

<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Email</i>
Lauren Palmer			
Angie & Robert Crossby			
Russell & AKT Felts	1359	816-699-9309	rifelts@kc.rr.com
Ron & Janey Canseco	6206 NW Pine Ridge Circle	741-2012	jcanseco@kc.rr.com
Bill & Mary Gresham	16 W. 5th St.	816-898-0488	wgreshamcom@sbcglobal.net
Dan Myers	8004 Agrone	816-878-1646	dmyers@lockton.com
Bill Mertz	7607 NW John Ardens Rd.	816-616-9016	
Phil Stump	4918 Riverchase Lane	816-560-0016	pgstump@kc.rr.com
Norleigh Stanley	6313 NW 79th	816-500-1708	
Barry Jamely	6004 Hwy	816-616-9191	
Kari Pellegrino	7911 Hwy 9	816-351-4739	evensong2911@yahoo.com
Jake Lowe	6526 N National Dr	816-604-0456	jlowl8@pembrokehill.org
Monty & Vicki Raine	8508 NW 62nd St.	816-582-9421	vickiraine76@gmail.com
Beverlee Roper	9902 NW 73rd Terrace	816-868-3598	beverlee.roper@co.platte.mo.us
Dorothy Young	207 East St.		
Paul Gault	7118 N. Congress	241-2962	pgault@sbcglobal.net
Mark Jansen	6530 Ridge Rd, Parkville	816-803-1229	
Corky McCaffrey	200 East St., Parkville	214-676-2407	Corkym007@gmail.com
Debbie Herbert	801112 Main St.	816-587-5578	dherbert2@kc.rr.com
Erik Bergrud	Park University	816-584-6412	erik.bergrud@park.edu
Carolyn Elwess	1312 Main	741-7279	mcecannon@gmail.com
Jeff Watson	4931 Riverchase Dr.	741-1734	jdwdfm@aol.com
Michael Berry	6004 NW 9 Hwy, Parkville	746-5437	mberry746@gmail.com
Shelie Daniel		645-6090	shelie.daniel@modot.mo.gov
Annette Hagen	500 East St., Apt. A	536-5336	ahagen03@yahoo.com
Jane Scheckel	5017 NW 83rd Terrace		
Jacque Cox	6200 S National		
Adam Stodola	14450 NW 63rd St.	913-558-6851	afstodola@garverusa.com
Mary J. Johnston	1312 East St.	816-584-8200	janjwog@gmail.com
Craig M Niesen	702 East St.	816-741-5901	craig.niesen@gmail.com
Shelley L. Niesen	702 East St.	816-741-5901	geogirl73@gmail.com
Rhonda Rousa		816-918-1375	rhondar6@rampartsecurity.net
Tom Hutsler	173 Eld, Parkville MO 64152	816-918-0057	Tom@tomhutsler.com
Abby Oslo	6223 Wall St.	210-7083	
Jerry Sargent	8503 NW Forest Dr., Weatherby Lake	816-835-7571	jsargent2@kc.rr.com
Donna Jones	1308 East Street, Parkville	816-213-1666	donnajones21@rocketmail.com
Alan Burns	8602 NW 45 Hwy	816-505-3449	alburns21@yahoo.com
Diane Driver	904 Main	816-872-2528	ddriver904@gmail.com
Don Julian	5900 Julian Dr., Parkville	816-587-1234	donwj58@aol.com
Mike Vaughn	7704 NW 70th St., KCMO 64182	816-741-4157	mbvvaughn@gmail.com
Greg Degener	5603 Bell Rd., Parkville		
Chris, Heidi, Audrey Cline	8012 Agron, Parkville	816-256-6658	ccline@thinkconfluence.com
John Tush	5400 Meadow Lake	816-914-5080	jtush@yahoo.com
Todd Broussard	99 Elm St.	816-505-2340	tbroussard@kc.rr.com
Audrey & Denver Harris	1362 NW 9 Hwy	816-564-5231	ADHinc@sbcglobal.net
Sandra Kerns	8600 NW 62nd St., Parkville, MO 64152	816-741-1468	kcksdk@gmail.com
Kenny Kerns	8600 NW 62nd St., Parkville, MO 64152	816-741-1468	kcksksd@gmail.com
Tom & Madeline Johnson	PO Box 33336 Riverside 64168	816-918-4009	tomjohnson@kw.com
John & Angie Nickell	9508 NW 59th Terrace, Parkville, MO	816-812-1996	jcnickell@gmail.com
Stephen Lachky	600 Broadway Blvd., Kansas City, MO	816-701-8247	slachky@marc.org
Walt Regan	600 East St., Parkville, MO	816-741-5050	wrregan@sbcglobal.net
Paul Schooling	205 East St., Parkville	587-1347	
Annette Schooling	205 East St., Parkville	809-2558	IOLANTHE009@gmail.com
Una I. Davidson	804 Main St., Parkville	816-741-2093	davidson.ms@att.net
Tracey Burns	8602 NW 62 Terrace, Parkville	816-505-3449	tsburns88@yahoo.com

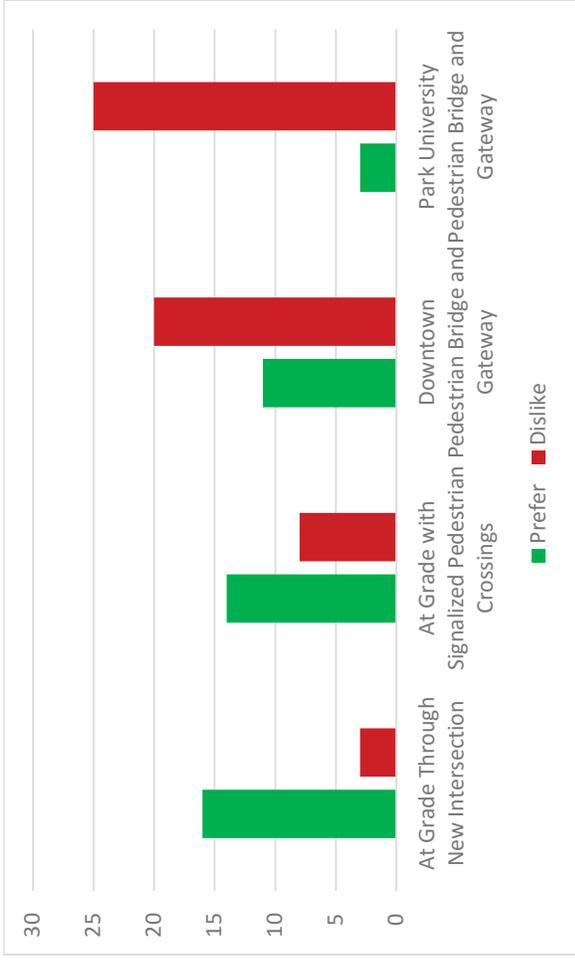
Roadway Alternatives



1st Street Intersection



Pedestrian Crossings



Option

Prefer Dislike

At Grade Through New Intersection

16 3

At Grade with Signalized Pedestrian Crossings

11 20

Downtown Pedestrian Bridge and Gateway

16 3

Park University Pedestrian Bridge and Gateway

8 25

Downtown Roadway Options



Option

Prefer Dislike

East Street Expansion

14 20

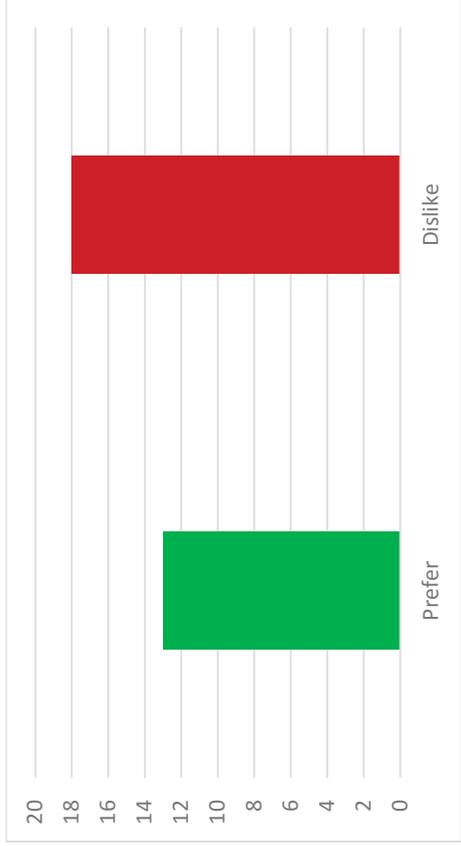
East Street Improvement

28 7

North Traffic Signal



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



Name/Address/email: Brian Mertz, 816-616-9016, bmertz1@kc.rr.com

Question 1 (Type of Stakeholder): Area Business Owner/Employee

Question 2 (Concerns): Congestion, safety

Additional Comments: Would like left turn lane going into strip center east of Coffey Rd. heading east on Route 9.

Name/Address/email: Dan Myers, 8004 Agrone, dmyers@lockton.com

Question 1 (Type of Stakeholder): Area resident, Commuter

Question 2 (Concerns): Congestion, Ability to bike/walk

Additional Comments: Linking English Landing with Riss Lake and Riverside DT trails a priority.

Name/Address/email: Corky McCaffrey, 250 East St., Parkville, Corkym007@gmail.com

Question 1 (Type of Stakeholder): Area Resident

Question 2 (Concerns): None

Additional Comments: I own the home @ 2nd & East (west side) I'm worried about how this will affect my 100-yr old tree in my front yard, 100-yr old stone wall, access to my garage and rear easement.

Name/Address/email: Mark Jansen, 6530 Ridge Rd., Parkville, MO 64152, mark@classicparts.com

Question 1 (Type of Stakeholder): Area Resident

Question 2 (Concerns): None

Additional Comments: What is the least expensive remedy? My main concern is the cost to build and the cost to maintain. I think 9 Hwy is fine as it is!!

Name/Address/email: Dorothy Young, 207 East St., Parkville, MO

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): Safety

Additional Comments: Crossing East Street to go to Main. Crosswalks at intersections. Keep bikes away from traffic.

Name/Address/email: Robert Crossley, 206 East St.

Question 1 (Type of Stakeholder): Area business owner/Employee

Question 2 (Concerns): Safety

Additional Comments: Reduce posted speed from 25 mph to 20 mph. Provide more enforcement of the posted speed limit. Maintain existing infrastructure instead of building new. Provide crosswalks at all intersections. Restrict heaving equipment through the corridor.

Name/Address/email: Michael Berry, 6004 NW 9 Hwy, Parkville, mberry746@gmail.com

Question 1 (Type of Stakeholder): Area business owner/employee

Question 2 (Concerns): Other—impact on existing businesses

Additional Comments: As a business owner I am in favor of improving the traffic appearance and utility of the current roads. However, I am concerned this be done with minimal impact to existing businesses on Hwy 9.

Name/Address/email: Audrey & Denver Harris, 816-741-1899, 741-4343, 816-564-5232, 816-564-5231

Question 1 (Type of Stakeholder): Area business owner/employee

Question 2 (Concerns): Congestion

Additional Comments: We need to meet.

Name/Address/email: William Gresham, 16 W. 5th St., wgreshamcom@sbcglobal.net

Question 1 (Type of Stakeholder): Area resident, commuter

Question 2 (Concerns): Congestion, safety, ability to bike/walk

Additional Comments: Good pedestrian & bike accessibility is essential as the Highway 9 corridor is modified. Safety for pedestrians & cyclists north of 7th Street and east of the eastern end of English Landing Park is currently abysmal. These areas must be addressed.

Name/Address/email: Sandy and Kenny Kerns, kcksdk@gmail.com

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): Congestion, safety, other: drainage

Additional Comments: No drainage on N. side of 62 NO. Stop light at 62nd St.

Name/Address/email: Donna Jones, 1308 East St., Parkville, MO 64152

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns):

Additional Comments: As a resident who lives directly on Hwy 9, I am very excited to see the possibility of sidewalks and bike trails. People walk and bike in front of our house very frequently and are either on the highway or in our yard. At least in our yard they hopefully won't be hit by a car! I'm very excited about the possibility of connecting the Riverfront trail too. Thank you.

Name/Address/email: Vicki Raine, 8508 NW 62nd St., vicki.raine76@gmail.com

Question 1 (Type of Stakeholder): Area resident, commuter

Question 2 (Concerns): Congestion, safety

Additional Comments: Pine Crest was a subdivision created long ago. We have lived there almost 29 years. Everything seems to be encroaching on a quiet subdivision full of families with a diverse ethnic, age, multi-generational groups. If the park were used as a street access to a light at Clark, would 62nd be closed off? Would this new street be graded so it is not so steep? Would this group relocate the entry signage at the subdivision? Turning left out of the subdivision is difficult now. It would be next to impossible without a light. Why not put one at 62nd street? Also I would like to see the Post Office remain in Parkville. However traffic backs up now in morning and evening traffic. Sometimes at night it is to the please stop. In the mornings it backs up to the funeral home.

Name/Address/email: Debbie Herbert, dherbert2@kc.rr.com

Question 1 (Type of Stakeholder): Area Resident

Question 2 (Concerns): None

Additional Comments: It would be great for Parkville to pave our trails. KCMO and Riverside pave theirs. This way we can enjoy the trails right after a rain or when it had snowed. Very nice presentation. Thank you Debbie.

Name/Address/email:

Question 1 (Type of Stakeholder): Area resident, Area business owner/employee

Question 2 (Concerns): None

Additional Comments: Alleviate amount of traffic through old Parkville on Main and east Streets by concentrating on paving Coffey Road to give Riss Lake and other residents easier access to HWY 9. Put a light there, not in downtown Parkville. Leave old town alone.

Name/Address/email: Phil Stump, 4918 Riverchase Lane, 64151, pgstump@kc.rr.com

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): Congestion, Safety, other: getting onto Route 9 off of Riverchase Lane during rush hours.

Additional Comments: We live in Riverchase and most of us go left in the morning to get to work or take our kids to school. I have to pull out and cut someone off at 55 miles an hour almost every morning. With teenage drivers I have considered moving only due to their safety in getting onto Route 9 during both morning and evening rush hour. A light that only operated during those times would be helpful. A turn lane for Riverchase is a must. Today to go right in front of cars going 55+ you have to pull onto the shoulder to be safe. A few years ago a city official promised us a street light at least at the Riverchase and 9 intersection and we still haven't seen any movement. We do not have a single street light.

Name/Address/email: Diane Driver, ddriver904@gmail.com

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): Congestion, ability to bike/walk

Additional Comments: 1st St. is blocked by restaurant deliveries in the mornings forcing 1st between Main and 9 Hwy to be one lane. Turning left onto East St. from any of the numbered streets is difficult during am and pm traffic. Safe pedestrian traffic on Hwy 9 is #1 priority for me.

Name/Address/email:

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): None

Additional Comments: Parkville is a wonderful historic town I would bring out-of-town guests to. I would leave the quaintness alone.

Name/Address/email: blushma@gmail.com

Question 1 (Type of Stakeholder): Area Resident

Question 2 (Concerns): None

Additional Comments: I think Parkville is a nice small town environment and people come there to get that old town spirit and experience. I suggest you leave it. Changing will only provide us with more empty strip malls. Why would anybody want that? Love Parkville.

Name/Address/email:

Question 1 (Type of Stakeholder): Area resident

Question 2 (Concerns): None

Additional Comments: 9 Hwy needs a turn lane heading out of Parkville toward Riverside. Before spending big \$ on "improvements" I would get some businesses in Parkville.

Name/Address/email: Mike Vaughn, 7704 NW 70th, KCMO 64152, MBVVaughn@gmail.com

Question 1 (Type of Stakeholder): Commuter

Question 2 (Concerns): Congestion, safety

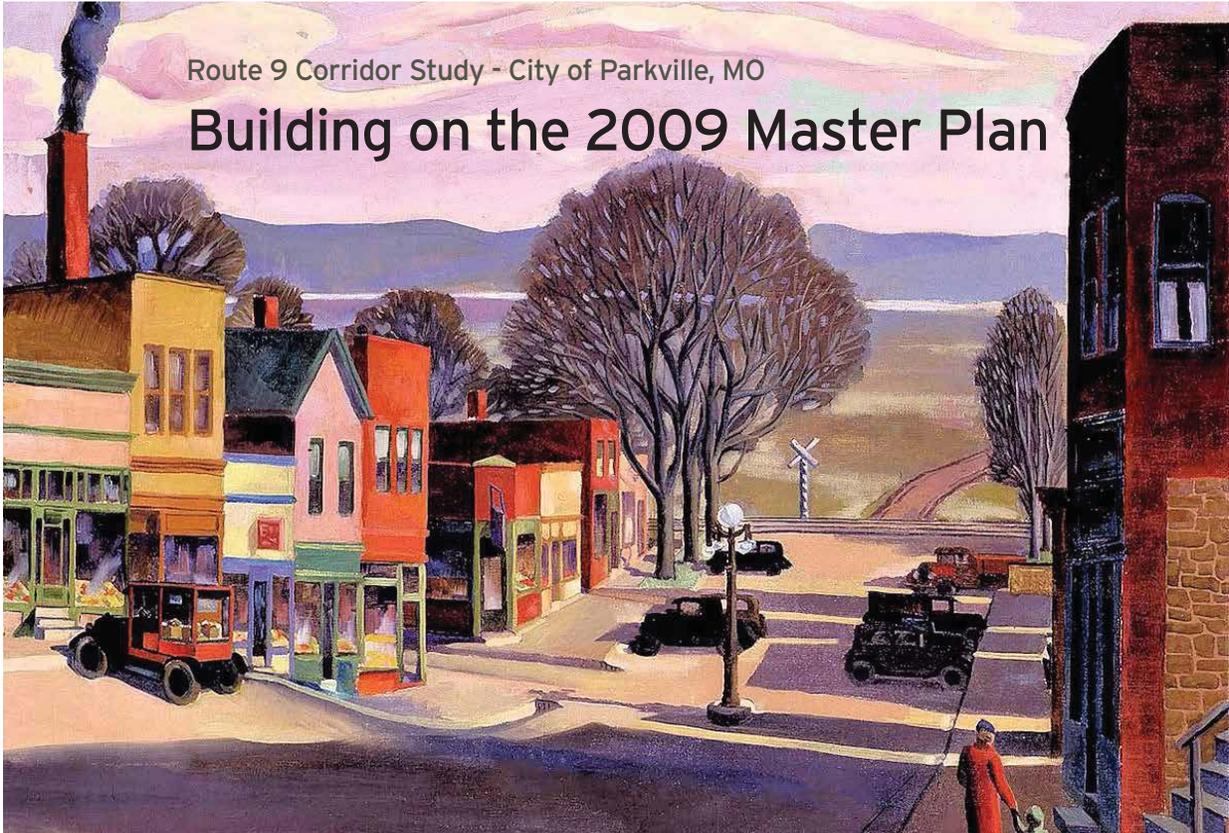
Additional Comments: Wondering if a roundabout in the "north traffic signal" zone might be a better option than a signal.

Name/Address/email:

Question 1 (Type of Stakeholder): Area Resident

Question 2 (Concerns): Congestion

Additional Comments: The suggestions are focused much too much on bike/pedestrian trails and not nearly enough on eliminating speeding up auto traffic. We do not need a strip mall on 9 Hwy nor "affordable housing" which will add to traffic. Opening Coffey road is worth looking into. Would like Parkville to retain small town feel. That's why we live here.

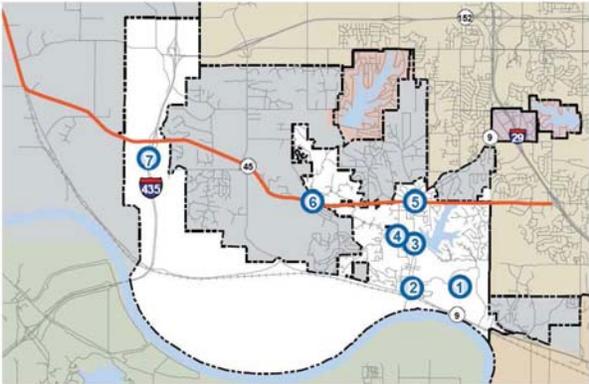


The 2009 Parkville Master Plan set the stage for improvements to Route 9, identifying focus areas for investment, outlining connectivity improvements for all modes of transportation, and recommending detailed analysis for Downtown, Route 9, and other strategic areas.

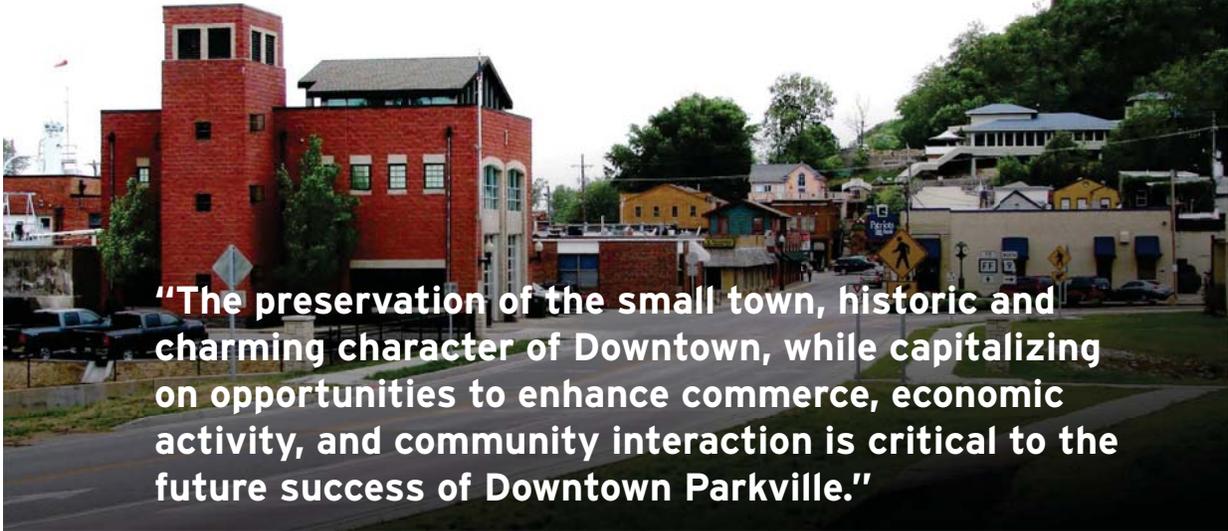
Key Recommendations

- Promote a built environment through building form, scale, placement and architectural design to provide a sense of place and reinforce the street as civic space.
- Provide a well-designed and interconnected mix of vibrant neighborhoods, parks and green space, schools and civic institutions, businesses and employment centers.
- Enhance the character downtown through its built environment, pedestrian realm, streetscape, entrance gateways and intimate civic spaces.
- Strengthen the connectivity and relationship between downtown and surrounding neighborhoods, educational institutions and riverfront park spaces.
- Promote strategic residential development creating a critical mass for downtown businesses.
- Promote strategic reinvestment.
- Provide a balanced interconnected street network that provides connectivity between neighborhoods, provides multiple travel routes, reduces the number and length of automobile trips and conserves energy through fewer and shorter automobile trips.
- Provide alternative context-sensitive street design standards that respect local topography, minimize the amount of impervious surfaces, conserve open space and protect natural features and water quality.
- Provide convenient access to a framework of transportation alternatives, including pedestrian and bicycle systems, public transit and multi-modal transportation options that reduce dependence upon the automobile.

Development / Reinvestment Nodes



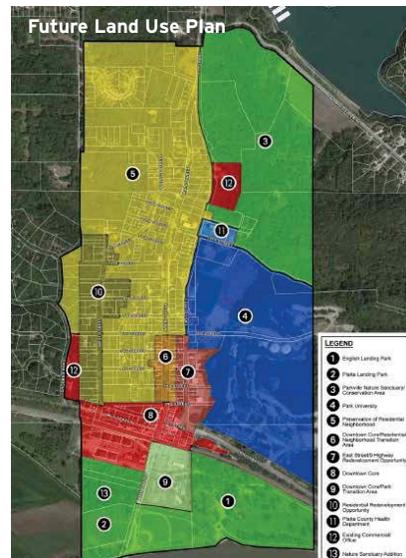
Vision Downtown Parkville



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

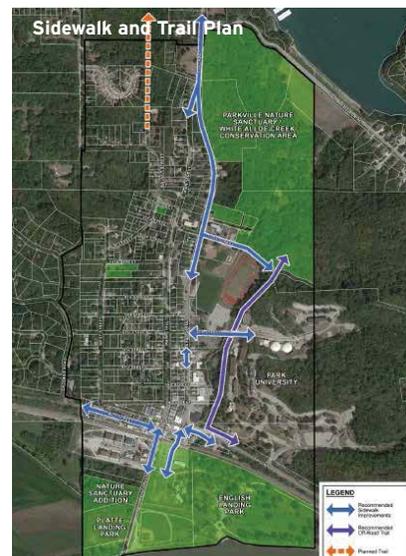
Key Recommendations

- Expand the boundaries of the Downtown commercial shopping district in a way that complements the character and mix of uses that already exist.
- Encourage the Downtown Commercial district to provide a more balanced mix of services that meet both the needs of the community and out-of-town visitors.
- Improve connectivity by enhancing the pedestrian environment in Downtown Parkville.
- Preserve and protect vehicular flow in and around Downtown.
- Prepare a Design Guideline that provides direction and guidance for the redevelopment of East Street so that it fits with the desired Downtown character.
- Develop a streetscape redevelopment plan in the commercial core of Downtown to address the worn and tired existing streetscape.



Redevelopment of East Street

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



Project Goals



Objectives:

What do we want to accomplish?

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

Guiding Principles:

What informs our decisions?

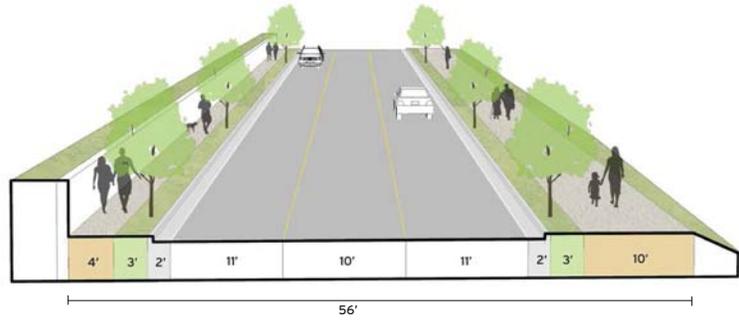
- Focus on making connections in all directions and at multiple scales.
- Preserve and enhance the vitality of Downtown Parkville as the economic and community center of the City.
- Respect the character of Parkville.
- Emphasize the long-term vitality of all proposed improvements to the corridor.
-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

General Design Recommendations

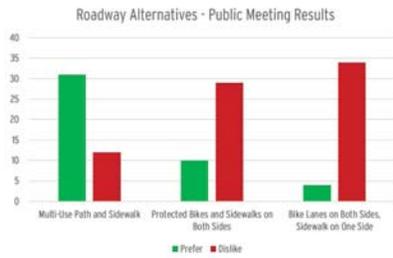
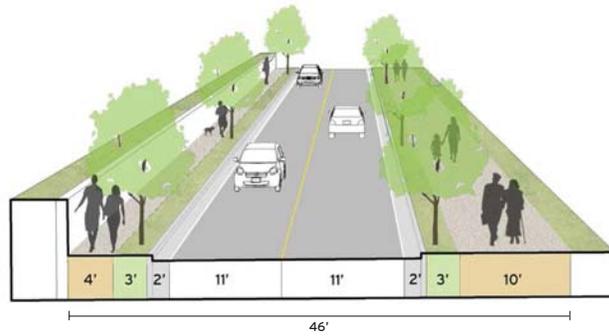
The goals of the Route 9 Corridor Study include addressing capacity and traffic flow issues. At the same time, improvements are intended to enhance aesthetics and accommodations for pedestrians and cyclists. All of these needs must be met within a constrained road right-of-way.

Based on an analysis of the various benefits and tradeoffs provided, as well as the preferences identified at the first public meeting, the project team recommends a roadway configuration that includes a sidewalk on the west side of the street and a ten foot wide multi-use path on the east. In some locations three lane are recommended, while two lanes are proposed for locations with fewer turn movements.

3 Lanes, Shared Multi-Use Path & Sidewalk



2 Lanes, Shared Multi-Use Path & Sidewalk



Looking North near Clark Avenue - Existing Conditions



Looking North near Clark Avenue - Potential Improvements



North Traffic Signal

CHALLENGE: Traffic Signal Location

With commercial businesses, public facilities, residential neighborhoods, and expanding development all generating vehicle trips on northern sections of Route 9, traffic volumes create challenges at multiple intersections today in the area of Parkville Commons. For example, it can be difficult to make turns from side streets at peak traffic times. As growth continues, these challenges, delays, and conflicts will worsen.

RECOMMENDATION: Provide New Signal at Clark Avenue

The project team analyzed traffic volume data and crash data for four intersections to explore the viability of a new traffic signal. A new signal at Clark Avenue is warranted based on future traffic volumes and also the preferred location based on feedback at the first public meeting. The recommended design includes a street stub for future connection to the east to serve future potential development or if a connection to 62nd street becomes desirable. Traffic calming measures along 63rd street can help to guide traffic through Parkville Commons to the new signal and reduce traffic speeds within the retail area.

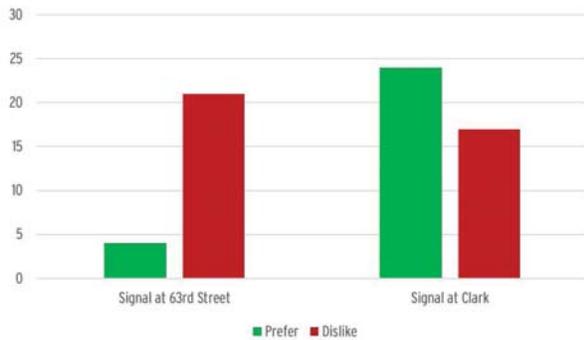
Intersection Traffic Volume

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

Intersection Crash Data

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

North Traffic Signal - Public Meeting Results



Signal Options

Lewis Street

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

63rd Street

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

62nd Street

- Not warranted for signal
- Only connection for 69 houses

Clark Avenue

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

Proposed Design



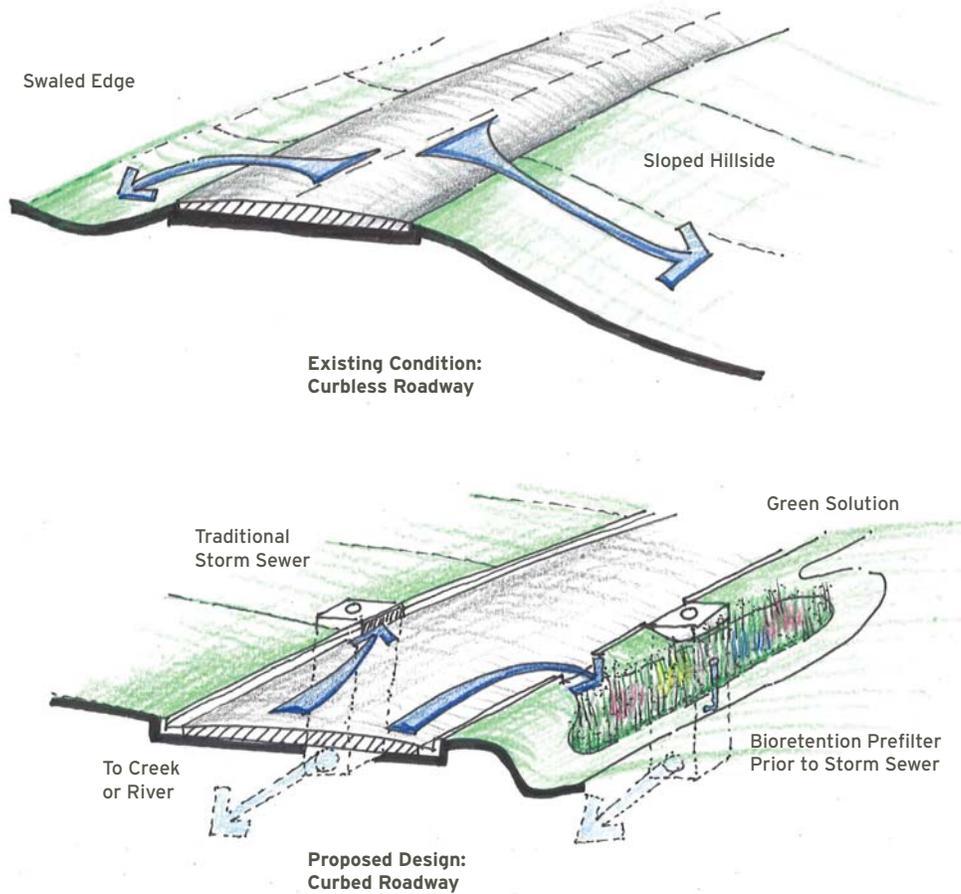
Drainage

CHALLENGE: Drainage Issues

Today, most of Route 9 lacks curbs, which results in stormwater runoff that flows from the road directly onto adjacent properties. In some cases, this runoff creates drainage issues for property owners.

RECOMMENDATION: Capture Runoff

The proposed design of Route 9 will include curbs, drains, bioswales, and other stormwater infrastructure along its entire length, ensuring that stormwater is captured, treated, and conveyed without negative impacts to adjacent properties. These improvements should virtually eliminate drainage issues related to runoff from Route 9.



Walnut Grove Cemetery

CHALLENGE: Walnut Grove Cemetery is Close to the Road

Walnut Grove Cemetery is located close to the existing Route 9 roadway, providing limited space for additional infrastructure along the roadway.

RECOMMENDATION: No Impact on Walnut Grove Cemetery

The recommended design for Route 9 fits within the existing right-of-way adjacent to Walnut Grove Cemetery. All proposed improvements will be located outside of the line of the existing retaining wall, and there will be no impacts on the adjacent cemetery.



Driveway Access

CHALLENGE: Uncontrolled Access

Several portions of Route 9 have open access along the entire frontage, meaning that cars could drive onto or off of Route 9 from any point along the adjacent property. In one section of Route 9 between Clark Avenue and NW Lakeview Drive, there is over 700 feet of uncontrolled access. This condition impacts pedestrian safety and comfort, and also increases the potential for traffic accidents and conflicts.

RECOMMENDATION: Focus Access on Existing Driveways

The recommended design for Route 9 focuses access on existing driveways. This configuration is simpler for pedestrians and clearer for motorists. The recommended design preserves all existing driveways and most existing parking. The project team has worked with adjacent property owners to identify design solutions that improve Route 9 while maintaining the function of adjacent properties. The recommended design reflects the outcomes of those conversations.

Large sections of Route 9 have no barrier between the roadway and parking/pedestrians.



Proposed Design



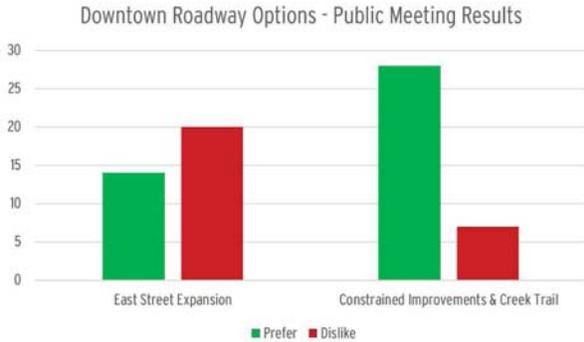
Downtown

CHALLENGE: Narrow Roadway Width in Downtown

Downtown Parkville is the location where pedestrian and bicycle activity is greatest, and where the existing roadway conditions are most narrow. Within the constrained limits of Route 9 in the Downtown area, improvements that support future development goals could be disruptive to existing property owners.

RECOMMENDATION: New Features Within Existing Constraints

The project team recommends a design for Route 9 in the Downtown area that achieves long term project goals to improve traffic flow, pedestrian and bicycle amenities, and future development potential while minimizing impacts on existing properties. The recommended design incorporates a new signal at 1st Street, and turn lanes at 2nd, 5th, and 6th Streets to significantly improve the flow of traffic through the area. By maintaining two lanes between 2nd and 5th Street, the design is able to incorporate a new sidewalk and multi-use pathway with minimal impact to adjacent properties. The proposed design also includes improvements to White Aloe Creek Trail.



Proposed Design



Looking South at 5th Street - Existing Conditions



Looking South at 5th Street - Potential Improvements



Looking North at 2nd Street - Existing Conditions



Looking North at 2nd Street - Potential Improvements



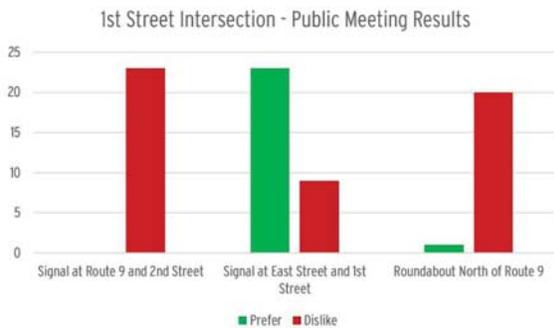
1st Street Intersection

CHALLENGE: Traffic Backs Up at 1st Street at Peak Times

The unusual configuration of the 1st Street intersection functions today, but does result in traffic backups in multiple directions when traffic is heavy. Downtown Parkville is a critical center of activity along Route 9, but the current configuration of the 1st Street intersection is not ideal for drivers or pedestrians.

RECOMMENDATION: New Signal at East Street and 1st Street

The project team conducted travel time analysis of several intersection options for Route 9 in Downtown Parkville based on 2010 and forecast 2035 conditions. A new signal at 1st street is recommended based on the anticipated travel time savings in both the AM and PM peak travel times today and in the future. A signal at East Street and 1st Street is also the preferred configuration based on feedback at the first public meeting.



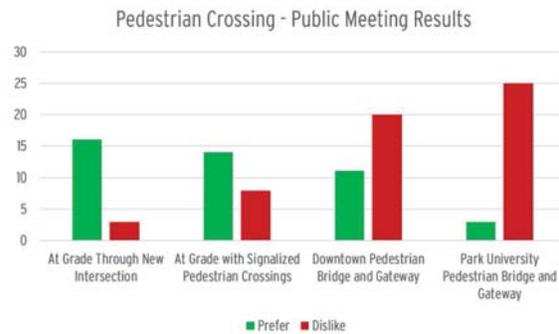
Pedestrian Crossing

CHALLENGE: Access to English Landing Park & Existing Trail

The railroad and other barriers prevent a clear connection to English Landing Park and the Missouri Riverfront Trail, which provides important regional connectivity for pedestrians and cyclists.

RECOMMENDATION: Connection Through New 1st Street Intersection

The project team explored several options for at-grade crossings and pedestrian bridges to connect pedestrian and bicycle facilities along Route 9 to the Missouri Riverfront Trail. Because it is a lower-cost option, and because it directs activity through Downtown Parkville, the project team recommends at-grade connections through a new intersection at 1st Street. This recommendation also reflects feedback provided at the first public meeting.



Proposed Design

Travel Savings With 1st St Traffic Signal

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

A new signal at 1st Street would function best in coordination with other improvements. The proposed design would include separate lanes for westbound and northbound traffic as far east as Coffey Road. Northbound traffic approaching from the east would continue to move freely through the intersection without having to stop. Two left turn lanes would be provided for southbound traffic. At the intersection of 1st and Main Streets, stop signs would be modified to give traffic on 1st Street priority movement.

SCALE: 1" = 50'

East of Downtown Parkville

Connections to Riverside and Beyond



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

Additional Improvements to Route 9

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



An analysis of traffic volume supports the construction of a new signal at Maddox Road.



Project Segments



Segment 1: Route 45 to 62nd Street

- Three-lane urban section
- Enclosed storm system
- Complete street elements
- Project cost estimate: **\$726,800**



Segment 2: 62nd Street to Parkville Athletic Complex

- Construct signal at Clark Avenue
- Coordinate with pedestrian crossing
- Allow for future connection on east side of intersection
- Traffic calming along 63rd Street
- Project cost estimate: **\$786,400**



Segment 3: Parkville Athletic Complex to Lakeview Drive

- Three-lane urban section
- Complete street elements
- Define driveway access locations
- Provide frontage "slip" lane where possible
- Work with property owners for parking modifications
- Project cost estimate: **\$1,263,000**



Segment 4: Lakeview Drive to 13th Street

- Two-lane urban section
- Complete street elements
- New Main Street connection
- Project cost estimate: **\$2,815,000**



Segment 5: 13th Street to 12th Street

- Two-lane urban section
- Complete street elements
- Retaining wall reconstruction
- Side street sidewalks
- Turn lanes
- Project cost estimate: **\$393,700**



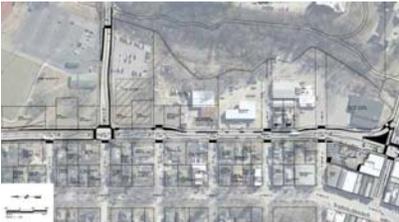
Segment 6: 12th Street to 7th Street

- Three-lane urban section
- Complete street elements
- Retaining wall reconstruction
- Side street sidewalks
- Turn lanes
- Project cost estimate: **\$675,000**



Segment 7: 7th Street to 5th Street

- Three-lane urban section
- Complete street elements
- Retaining wall reconstruction
- Side street sidewalks
- Intersection improvements at 6th Street
- Project cost estimate: **\$554,600**



Segment 8: 5th Street to 2nd Street

- Two-lane urban section
- Complete street elements
- Retaining wall reconstruction
- Side street sidewalks
- White Aloe Creek Trail
- Project cost estimate: **\$290,600**



Segment 9: 2nd Street to White Aloe Creek

- Signalized intersection
- Complete street elements
- Must be coordinated with other project segments
- Project cost estimate: **\$707,500**



Segment 10: White Aloe Creek to Park University Drive

- Complete street elements
- Lane widening
- Signal modification
- Must be coordinated with other project segments
- Project cost estimate: **\$258,500**



Segment 11: Park University Drive to Coffey Road

- Lane widening
- Future trail connection
- Project cost estimate: **\$2,300,000**



Segment 12: Coffey Road to Maddox Road

- Lane widening
- Future trail connection
- Signalized intersection
- Geometric improvements
- Project cost estimate: **\$351,000**

Total Estimated Project Cost: \$11,122,100

Route 9 Corridor Study - City of Parkville, MO

Financing Opportunities

As the project design is refined and costs for project segments are established, the project team will begin to identify potential strategies to finance and implement the proposed improvements for Route 9. These strategies include identifying a wide range of funding options from public grant opportunities to private partnerships. A financing strategy for the City must identify a feasible path to project implementation that maintains and strengthens the fiscal health of the City.

Defining Funding Options

Existing Revenues

- The City will evaluate its long-term budget plans to identify any appropriate revenues that could be applied to the project.

Future Grants

- The City will pursue grant opportunities at the local, state, and federal levels, including MARC STP and CMAQ funds.

Project Specific Revenue Opportunities

- New investment and development along the corridor that benefits from Route 9 improvements could also help to finance the project. Special district options include Community Improvement District (CID), Transportation Development District (TDD), TIF, and others.

New Citywide Revenue Opportunities

- In the future, the City may have revenue opportunities that do not exist today that could help to fund the Route 9 project over time.

Defining a Financing Strategy

Option 1: Pay as you go

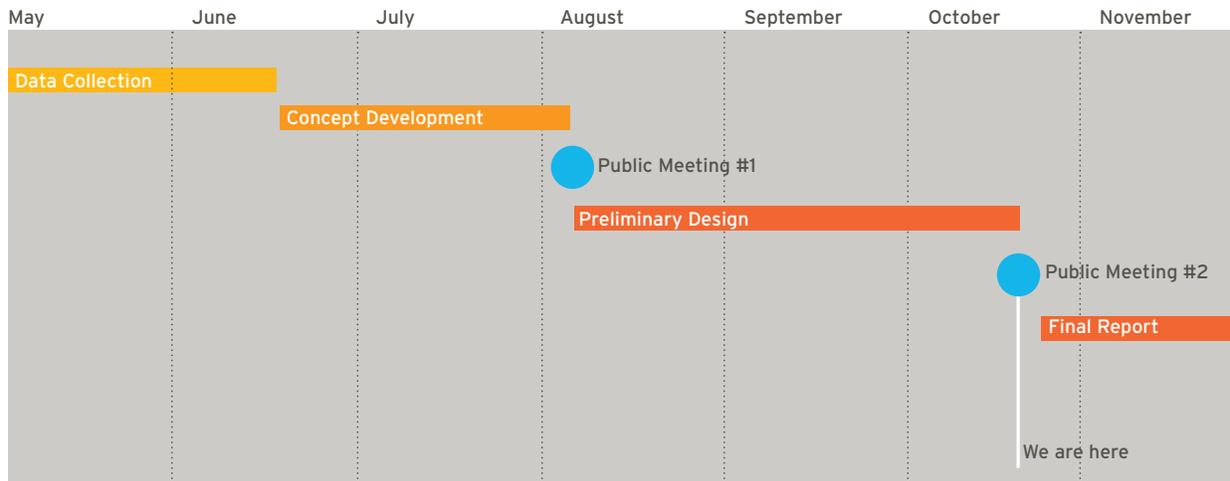
- With a pay-as-you-go strategy, the City programs revenues as they become available to build out the project incrementally over time.

Option 2: Debt Financing

- With debt financing, the City can use identified funding streams to borrow in order to complete the project more quickly and accelerate the benefits it can provide.
- Debt financing can include traditional bond markets, but there are also opportunities for very low interest borrowing through venues such as the Missouri Transportation Finance Corporation Loan program.

Next Steps

Project Schedule

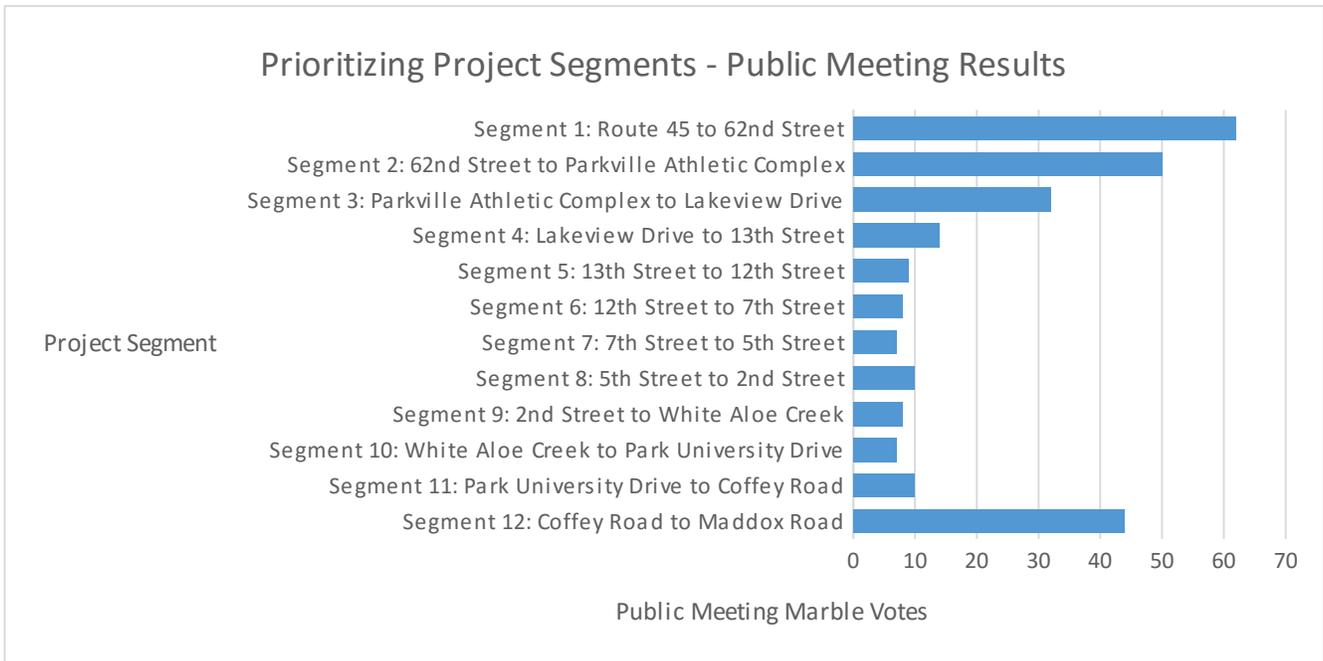


Route 9 Public Meeting - October 2015

Name	Address	Phone	Email
Glen McKahan	303 East St.	741-7054	gleninpv@aol.com
Mike Duffy	2950 NW Vivion Rd.	741-3993	mduffy@riversidemo.com
Phil & Bernell Duncan	6201 NW Pine Ridge Rd.	587-1117	philduncan@kc.rr.com
Greg Pforr	5729 N. Pointe TES	581-6444X4	greg@ptsgpc.com
Eileen Pforr	5729 N. Pointe TES	581-6444X4	
Jamie Parrett	8875 Clark Ave.	505-2622	jamieparrett@kansascityymca.org
Tom Wilkins	8156 Forest Park Dr.	746-3870	twilkins@evolytics.com
Michael Parrett	6280 Edgewater Dr., Parkville	694-4850	mparrettkc@gmail.com
Walt Regan	600 East St.	741-5050	wrragan@sbcglobal.net
Carla Dods	5308 NW Bluffs Way	746-9351	carla3dods7@earthlink.net
Jake Lowe	6526 N National Dr.	816-604-0456	jlowl8@pembrokehill.org
Tracey Burns	8602 NW 62nd Terrace	816-505-3449	tsburns88@yahoo.com
Norman Beeman	6421 Rock Garden Rd.	816-584-9005	ncbeeman@sbcglobal.net
Kenny Kerns	8609 NW 62nd St., Parkville		kcksdk@gmail.com
John and Angie Nickell	9508 NW 55th Terr. Parkville	816-812-1996	jcnickell@gmail.com
Dawn Rittnian	5750 N Woodlawn Ln. Parkville	816-590-1357	
Phil Stump	4918 Riverchase Ln., Parkville	816-560-0016	pgstump@kc.rr.com
Mason Wolf	POB 22701-KCMO 64113	913-515-1779	livingsolucky@zoho.com
Stephen Lachky	600 Broadway, KCMO 64105	816-701-8247	slachky@marc.org
Diane Driver	904 Main	816-872-2528	ddriver904@gmail.com
Doug Brandt	6110 Southlake Dr.	816-454-6129	gofish@kc.rr.com
David and Jennifer Barth	6014 N 9 Hwy	591-2550	
Sean Ackerson	City of Parkville	816-741-7676	sackerson@parkvillemo.gov
Pastor Steven Andrews		816-351-4593	
Nan Johnston	8103 Redbud		njohnson@parkvillemo.gov
Jeff Watson	4931 Riverchase	816-741-3364	jdwdfm@aol.com
Corky McCaffrey	200 East St.	214-676-2407	corkym007@gmail.com
Jim Werner	5513 N. Woodhaven	816-868-3746	sock2925@gmail.com
Tom Weslen	818 NW East St.	816-587-5818	
Annette Hagen	500 E. St.	816-536-5336	ahagen03@yahoo.com
Craig Niesen	702 E. St.	816-741-5901	craig.niesen@gmail.com
Beverlee Roper	9902 NW 73rd Ter.	816-868-3595	beverleeroper@co.platte.mo.us
Jerry Sargent	8305 NW Forest	816-835-7571	jsargent2@kc.rr.com
Debbie Herbert	801 Main	816-587-5578	dherbert2@kc.rr.com

Project Segment	Priority
Segment 1: Route 45 to 62nd Street	62
Segment 2: 62nd Street to Parkville Athletic Complex	50
Segment 3: Parkville Athletic Complex to Lakeview Drive	32
Segment 4: Lakeview Drive to 13th Street	14
Segment 5: 13th Street to 12th Street	9
Segment 6: 12th Street to 7th Street	8
Segment 7: 7th Street to 5th Street	7
Segment 8: 5th Street to 2nd Street	10
Segment 9: 2nd Street to White Aloe Creek	8
Segment 10: White Aloe Creek to Park University Drive	7
Segment 11: Park University Drive to Coffey Road	10
Segment 12: Coffey Road to Maddox Road	44
Total	261

Project Segment	Priority
Segment 12: Coffey Road to Maddox Road	44
Segment 11: Park University Drive to Coffey Road	10
Segment 10: White Aloe Creek to Park University Drive	7
Segment 9: 2nd Street to White Aloe Creek	8
Segment 8: 5th Street to 2nd Street	10
Segment 7: 7th Street to 5th Street	7
Segment 6: 12th Street to 7th Street	8
Segment 5: 13th Street to 12th Street	9
Segment 4: Lakeview Drive to 13th Street	14
Segment 3: Parkville Athletic Complex to Lakeview Drive	32
Segment 2: 62nd Street to Parkville Athletic Complex	50
Segment 1: Route 45 to 62nd Street	62
Total	261



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

cfse.com

Open House, Public Meeting
Post-it Note Comments on Design
10-29-2015
6:30pm to 8:00pm
Parkville Presbyterian Church, 819 Main St, Kansas City, MO 64152

Location of Note - Comment

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

- Route 9 & Route 45 - With the addition of the Quiktrip this section of 9-Hwy needs to be a priority.
- Main at intersection of 9 - One way southbound?
- Near 1st St & East St - Turning left to go east? What a nightmare in the early morning traffic, especially with HS/teen drivers.
- Near 1st St & East St - We need smart lights. Stop lights that adjust green & red time periods for traffic flow. Be one of the few in cntry. Go "Smart."
- Route 9 to the east of Park University - Please keep wide, clear shoulder for bicycle/runner traffic.
- Route 9 & Park University Entrance Signal - "Smart" light. adj for traffic demands.
- Bike trail south of Route 9 to the east of English Landing - Wherever gravel exists for bikes, it needs to match the English Park gravel.
- Bike trail south of Route 9 to the east of English Landing - Levee is gravel and bad for bikes.
- Coffey Road - Why is Coffey Road not being finished? It would relieve lot of traffic on 9 Hwy. Was on the Parkville P & 2 plan.
- Riverchase Lane - A "smart traffic light" to allow residents to turn left in the morning would be a huge safety benefit. Today we have to pull out into oncoming highway traffic and cutoff oncoming traffic only for 7-9am & 4-6pm.

Kenneth, M. Blair, P.E.
Chairman

Robert S. Chambers, P.E.
President-Treasurer

Sabin A. Yañez, P.E.
Senior Vice President-Secretary

Kevin K. Holland, P.E.
Vice President

Daniel W. Holloway, P.E.
Vice President

Charles C. LePage, P.E.
Vice President

Lance W. Scott, P.E.
Vice President

Please let us know your comments on the Route 9 Corridor Study. All comment are welcome. Thank you.

Please check which are applicable:

- Area Resident Commuter
 Area Business Owner/ Employee Other _____

Please provide your comments.

- Poorly advertised public meeting
- Backdoor access for people w/ disabilities was locked
- No idea there was a previous public meeting, Was the survey available on-line?
- Traffic light @ 1st Street by USPS a big mistake. Traffic flows just fine now w/ all the cars that go through there 0700 - 0800

Name/ Address/ Email (OPTIONAL)

Please drop off completed forms to the sign in table.
If desired, you may complete the form at a later time and email it to Sabin Yanez of CFS Engineers (syanez@cfse.com), or by mail to:

CFS Engineers, 9229 Ward Parkway, Suite 110
Kansas City, MO 64114

Please let us know your comments on the Route 9 Corridor Study. All comment are welcome. Thank you.

Please check which are applicable:

- Area Resident
- Commuter
- Area Business Owner/ Employee
- Other _____

Please provide your comments.

IF THE ADJACENT PROP. OWNERS
WANT TO FOOT THE BILL OK
OTHERWISE
NO

Name/ Address/ Email (OPTIONAL)

GREG & EILEEN PFORR

*Please drop off completed forms to the sign in table.
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of CFS Engineers (syanez@cfse.com), or by mail to:*

CFS Engineers, 9229 Ward Parkway, Suite 110
Kansas City, MO 64114

Please let us know your comments on the Route 9 Corridor Study. All comment are welcome. Thank you.

Please check which are applicable:

Area Resident

Commuter

Area Business Owner/ Employee

Other _____

Please provide your comments.

Please, please, please do include
a good walking, biking, running
path to get from 64th st to
the river.

Name/ Address/ Email (OPTIONAL)

Doug Branch
gofish@kc.rr.com

*Please drop off completed forms to the sign in table.
If desired, you may complete the form at a later time and email it to Sabin Yanez
of CFS Engineers (syanez@cfse.com), or by mail to:*

CFS Engineers, 9229 Ward Parkway, Suite 110
Kansas City, MO 64114

Please let us know your comments on the Route 9 Corridor Study. All comment are welcome. Thank you.

Please check which are applicable:

Area Resident

Commuter

Area Business Owner/ Employee

Other _____

Please provide your comments.

Smart lights to increase traffic flow

Name/ Address/ Email (OPTIONAL)

*Please drop off completed forms to the sign in table.
If desired, you may complete the form at a later time and email it to Sabin Yanez
of CFS Engineers (syanez@cfse.com), or by mail to:*

CFS Engineers, 9229 Ward Parkway, Suite 110
Kansas City, MO 64114

Please let us know your comments on the Route 9 Corridor Study. All comment are welcome. Thank you.

Please check which are applicable:

Area Resident

Commuter

Area Business Owner/ Employee

Other _____

Please provide your comments.

I live @ 2nd & East. So
glad you won't be
taking my store wall and
big tree and that I
won't walk out my front
door & be on Hwy 9 -

Name/ Address/ Email (OPTIONAL)

Corley M. Caffrey

CorleyM007@aol.com

Please drop off completed forms to the sign in table.

If desired, you may complete the form at a later time and email it to Sabin Yanez of CFS Engineers (syanez@cfse.com), or by mail to:

CFS Engineers, 9229 Ward Parkway, Suite 110
Kansas City, MO 64114

Steering Committee Meetings

April 22, 2015 at Parkville City Hall

May 4, 2015 at Parkville City Hall

July 16, 2015 at Parkville City Hall

August 26, 2015 at Parkville City Hall

October 9, 2015 at Parkville City Hall

December 16, 2015 at Parkville City Hall

Route 9 Corridor Study Steering Committee Member Roster

updated August 24, 2015

	First Name	Last Name	Title	Address	City	State	Zip	Phone	Email
Voting Members									
MODOT	Shelle	Daniel ¹	Area Engineer	600 NE Colbern Rd.	Lee's Summit	MO	64086	(816) 645-6090	Shelle.Daniel@modot.mo.gov
City of Parkville	Nan	Johnston ¹	Mayor	8880 Clark Ave.	Parkville	MO	64152	(816) 741-7676	njohnston@parkvillemo.gov
Platte County	Daniel	Erickson ¹	Planning and Zoning Director	415 3rd St.	Platte City	MO	64079	(816) 858-3368	derickson@co.platte.mo.us
City of Riverside	Mike	Duffy ¹	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	Daren	Higerd ¹	Weichert Realtors	6112 NW Hwy 9 Ste. A	Parkville	MO	64152	(816) 285-0637	darenhigerd@weichert.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@plattecountypedc.com
Park University	Matthew	Van Hoesen ³	Chief Financial Officer	8700 NW River Park Dr.	Parkville	MO	64152	(816) 584-6432	matthew.vanhoesen@park.edu
Staff									
MARC	Stephen	Lachky ¹	Transportation Planner II	600 Broadway, Suite 200	Kansas City	MO	64105	(816) 701-8247	slachky@marc.org
City of Parkville	Lauren	Palmer ^{1,2}	City Administrator	8880 Clark Ave.	Parkville	MO	64152	(816) 741-7676	lpalmer@parkvillemo.gov

1. denotes consultant selection committee member
2. designated project manager per grant sponsor agreement
3. Replaced Erik Bergrud (who served on the consultant selection committee) - 7-6-15
4. Replaced Marsha Van Dever - 8-24-15

Parkville Route 9 Corridor Study
Project Kickoff Meeting with City Staff
April 22, 2015, 1:30 p.m.
Parkville City Hall
Meeting Minutes (in italics)

I. Introduction of the project participants

*Attendees: Lauren Palmer, Sean Ackerson, Alysen Abel - Parkville
Daniel Erickson - Platte County Planning and Development
Sabin Yanez, Rick Walker, Thomas Morefield, Jim Schuessler, Craig Davis - CFS Team*

Identified that Lauren would be the point of contact for the City and Sabin would be for CFS Team. Also asked to have Rick Walker copied in on all communications as he will be heading up the design project management.

II. Review of Project Schedule

CFS Team reviewed the schedule for the project with City staff. Went through this quickly as this was the same schedule provided with our scope and fee documents. City asked that we go over this schedule with the Steering Committee at their kickoff meeting on May 4.

III. Gathering of existing data

The group had significant discussion on the data that is to be provided by the City. A list was provided within the Scope of Services document and attached to the meeting agenda. Each item on the list was discussed and a timeline for when this data would be provided was agreed upon (May 1, 2015). Additional discussion was held concerning the availability of GIS mapping from Platte County. All agreed that the CFS Team would provide the County the boundaries of the mapping needed then the County would provide that data. This was also set for a May 1, 2015 delivery date.

IV. Identification of the city's project goals and objectives: Guiding Principles discussion

- a. Vision for the Corridor
 - i. Multi-modal transportation elements, Complete Streets, traffic congestion, safety, transit
 - ii. Desired streetscape/enhancements condition
 - iii. Redevelopment vision/Land use goals
- b. Identify major users of the corridor
- c. What is the desired role of the corridor?

City Administrator Palmer took the lead in drafting a Project "Guiding Principles" document for the team's review and comment (attached). She went through the items in the draft document so that we would have an understanding of how this project is building off of the previous studies and is a progression towards implementing real, tangible projects. During the discussion some key words came forward as good "descriptors" of what the project can do for Parkville: "Connecting, Balancing of the communities desires for the corridor, availability to all types of travelers: motorists, pedestrians, cyclists." The team agreed to send any additional comments to Sabin by April 29, 2015, so the CFS Team can then update and refine the Guiding Principles " document in preparation for the May 4, 2015 Steering Committee meeting.

V. Identify Key Stakeholders for the Project

City staff provided a list of the Steering Committee members and communicated that many of these individual represent the key stakeholders for the Project.

VI. Identify initial list of key property owners for “one-on-one” meetings

The team discussed individual properties along the corridor and City staff shared some of their specific knowledge of those properties. We agreed to hold a sub-team meeting before the Steering Committee meeting so the City staff could specifically identify issues within the corridor for the CFS Team.

VII. Brief Presentation on Complete Streets examples

VIII. Possible funding/financing opportunities and strategies

City Administrator Palmer shared that she would work directly with Craig Davis of the CFS Team to provide him the baseline City budget and funding sources information so as the CFS Team begins to look at infrastructure solutions, we can also begin to identify a Plan of Finance for future improvements. The baseline information will be shared before the Steering Committee meeting.

IX. Site visit

Due to lack of time, the group decided to postpone a site visit to the Route 9 corridor. CFS Team members plan on performing this on their own during the month of May.

ACTION ITEMS

ACTION ITEM	RESPONSIBLE PARTY	DUE DATE
Team to provide comments on Guiding Principles to Sabin Yanez	All	April 29, 2015 (COMPLETE)
CFS to update Guiding Principles document	Sabin Yanez	May 1, 2015 (COMPLETE)
CFS to provide City ftp site for data uploading	Rick Walker	April 29, 2015 (COMPLETE)
City to provide list of data sources to CFS	Sean Ackerson	May 1, 2015
Platte County to provide CFS GIS Mapping information	Daniel Erickson	May 1, 2015
City to share financial information to CFS team	Lauren Palmer	May 1, 2015 (COMPLETE)
Submit agenda for Steering Committee meeting	Sabin Yanez	May 1, 2105 (COMPLETE)

City Provided Data

1. Traffic Studies

- a. QT Traffic Impact Study, SE Quadrant Route 9/Route 45

- b. Lake Pointe Lodge TIS
- c. Mosaic TIS
- d. White Alloe Bridge TIS

2. Copies of Existing Surveys

- a. The Magellan site
- b. The north side of 9 Highway from the centerline of Coffee Road west approximately 500 feet
- c. 9 Highway and the area north of the road approximately 300 feet east and west of the Park University entrance
- d. 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
- e. Kevin Green site on the east side of 9 Highway east of Clark
- f. QT site at the southeast corner of 9 and 45

Route 9 Corridor Study
April 22, 2015

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.

Parkville Route 9 Corridor Study
Steering Committee Meeting
May 4, 2015
1:30 p.m.
Parkville City Hall

AGENDA

- I. Introduction of Steering Committee Members
- II. Introduction of the CFS Team
- III. Review Project Scope and Schedule - "The CFS Approach"
- IV. Discussion to Confirm Guiding Principles for the Route 9 Corridor Project
- V. Understanding the "Players" and "Issues" along Route 9
- VI. Confirm Tasks the CFS Team will be Conducting
- VII. Schedule of Upcoming Steering Committee Meetings
- VIII. Adjourn

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 p.m.
Parkville City Hall – Board Room – 1st Floor

AGENDA

- I. Summary of Stakeholder Meetings held in June
- II. Results from Initial Traffic modeling along the corridor
- III. Analysis of existing roadway conditions and constraints
- IV. Potential street templates that identify functional components and ROW requirements
- V. Identification of key design challenges
 1. Areas with unique and challenging constraints that will require special attention
- VI. Review initial Land Use/Re-development concepts
- VII. Review Project Schedule
- VIII. Upcoming Activities
- IX. 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 816-333-4477/syanez@cfse.com
(Project Manager-Principal In Charge)
Rick Walker/CFS Team 816-333-4477/rwalker@cfse.com
(Deputy Project Manager and Project Design Manager)
Andrew Robertson/CFS Team 816-333-4477/arobertson@cfse.com
(Traffic Engineer)
Thomas Morefield/CFS Team 816-333-4477/tmorefield@bnim.com
(Public Engagement and Planning, BNIM)
Kim Pemberton/Trekk 816-874-4658/kpemberton@trekllc.com
(Survey, Design)

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



One Vision. One Team. One Call.

Route 9 Corridor Parkville

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

Board of Alderman Meeting

August 4, 2015

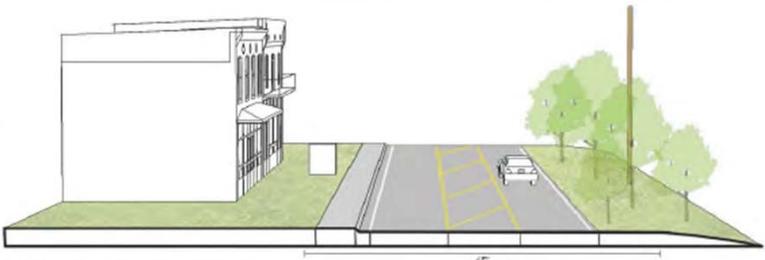
Route 9 Corridor

Contents:
Existing Conditions
Unique Challenges
Traffic Analysis
Road Cross Section Templates
Schedule

Existing Conditions

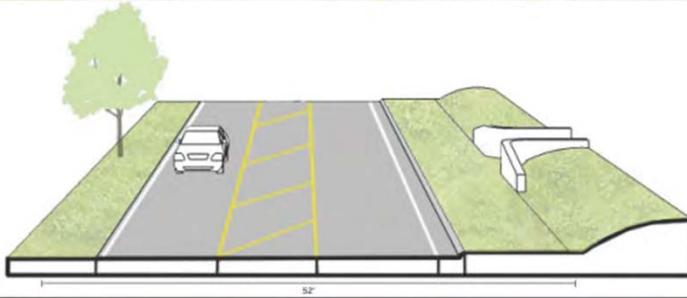
Existing Conditions

① East St & Clark Ave



Existing Conditions

2 Walnut Grove Cemetery



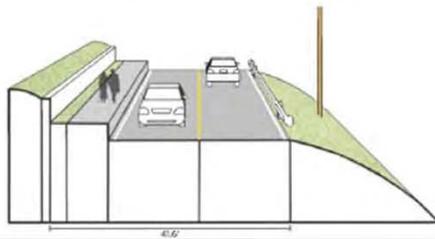
Existing Conditions

3 Old Park Cemetery



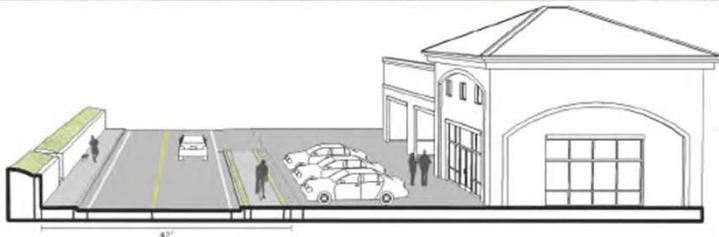
Existing Conditions

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

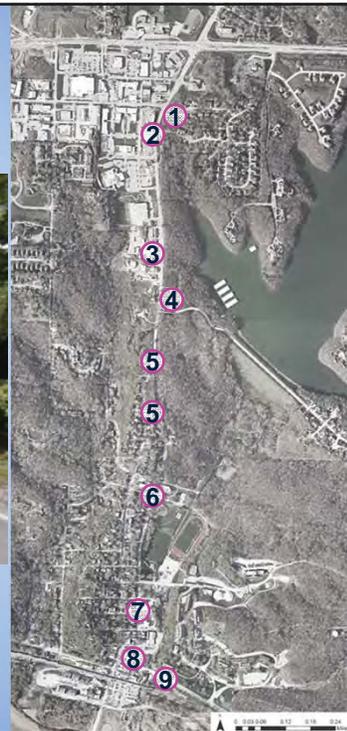


Unique Challenges

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

Current Layout



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



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

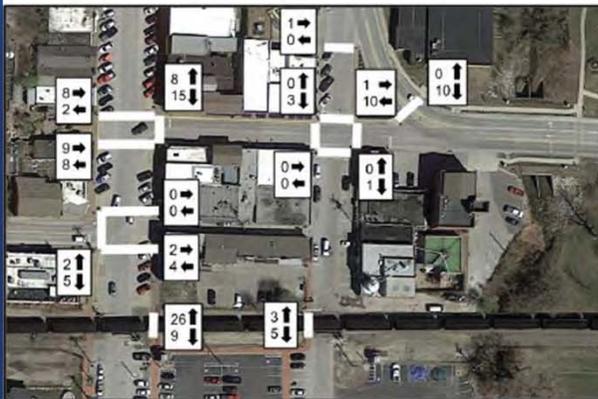
TT Analysis

Best options for reducing travel time:

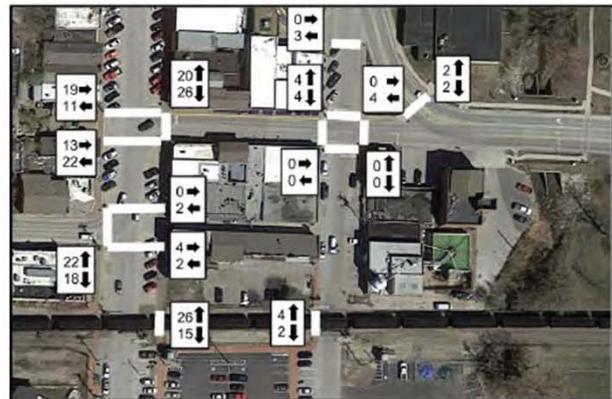
- Options 1 or 2, not 3
- Option 1 - More traffic on Main St
- Option 2 - Same travel time as Option 1 but requires 2 SB left turn lanes and therefore protected phase for lefts
- Option 3 - Increases total travel time for PM

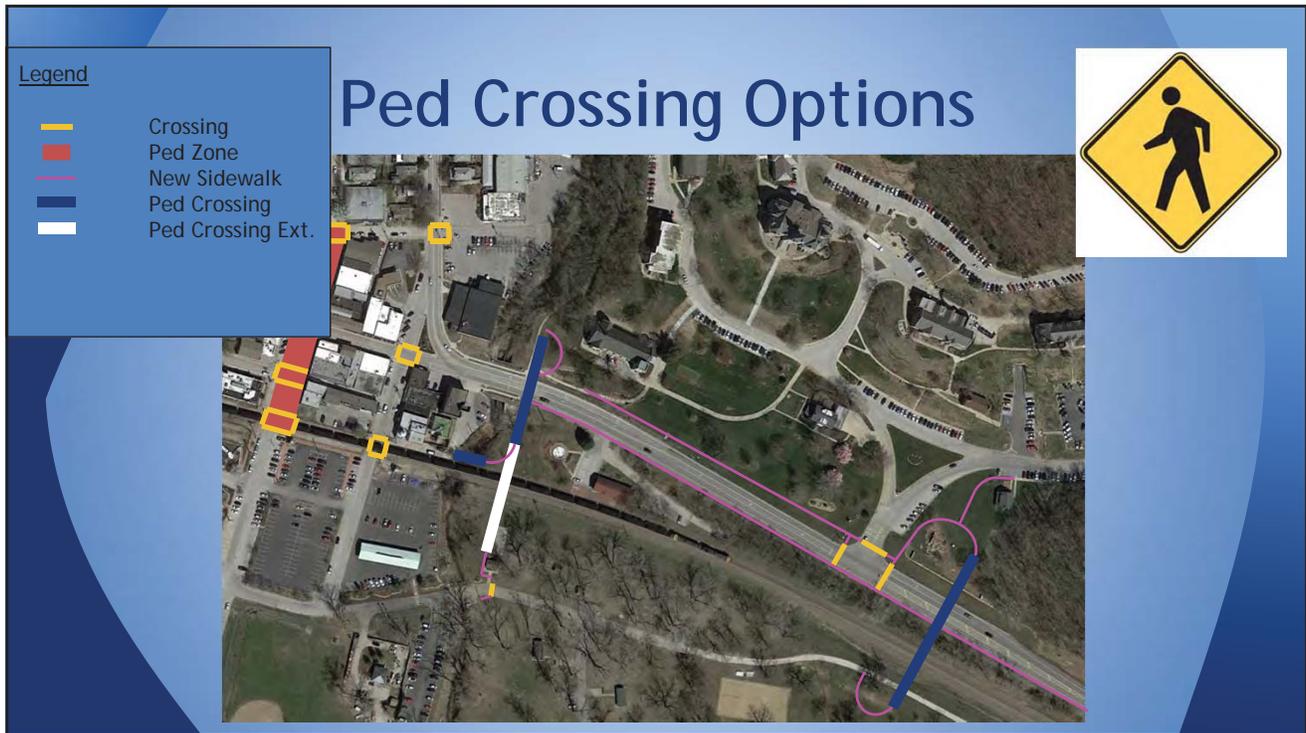
Ped Crossing Counts

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



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





Ped Crossing Options

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

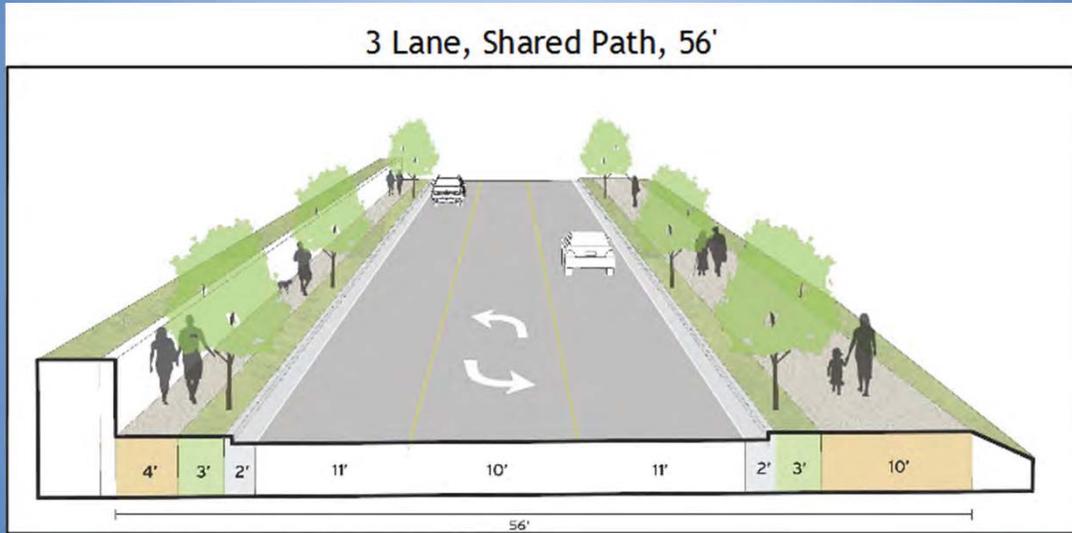
Route 9 & Mattox Rd Summary

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

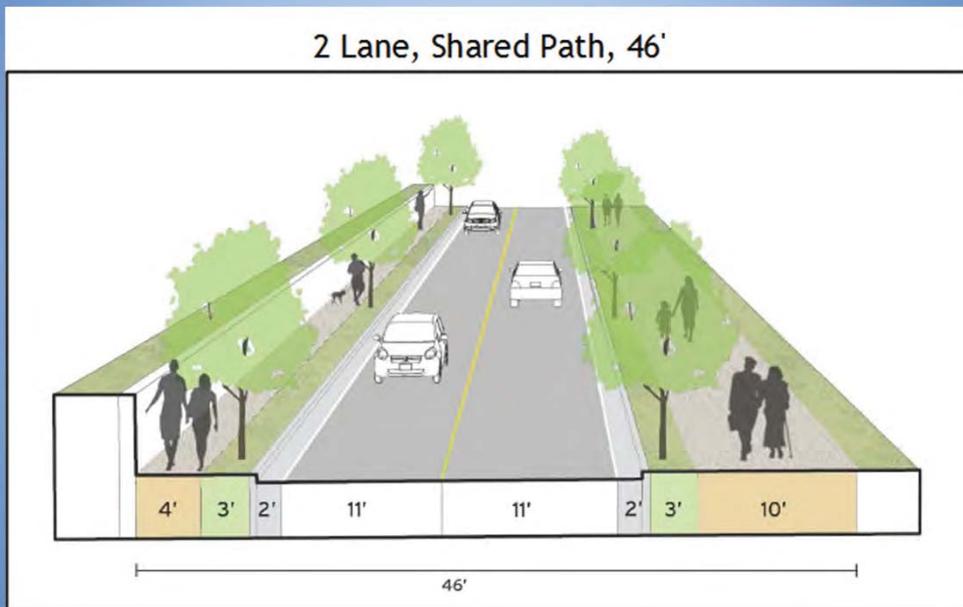


Road Cross Section Templates

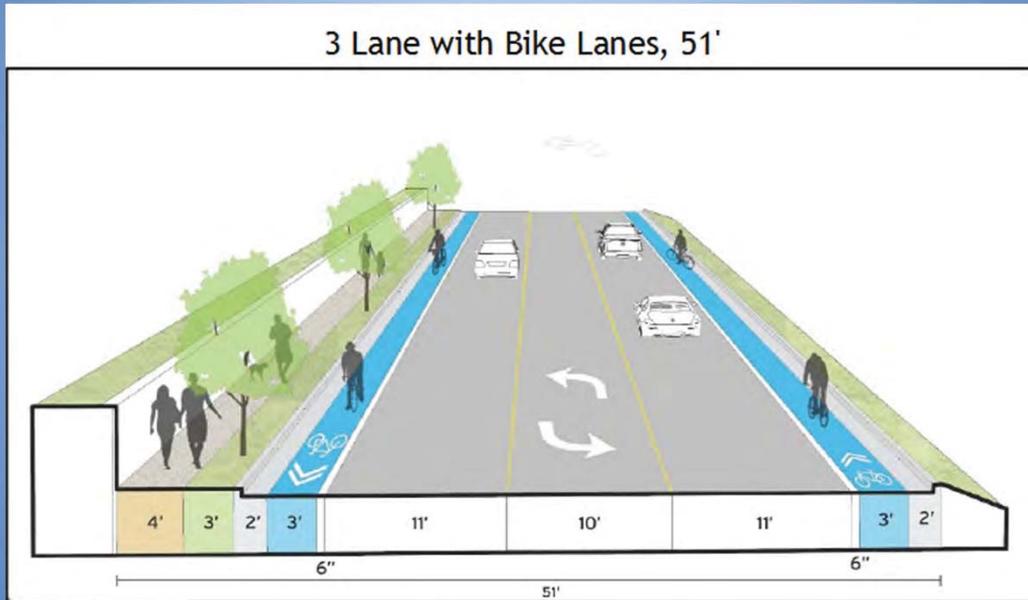
Road Cross Section Templates



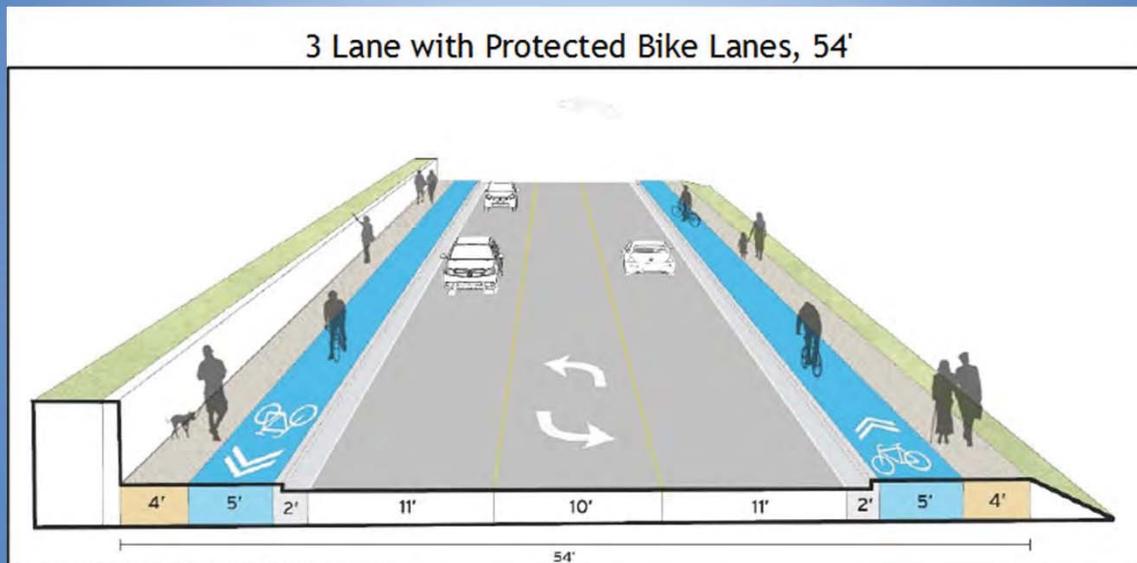
Road Cross Section Templates



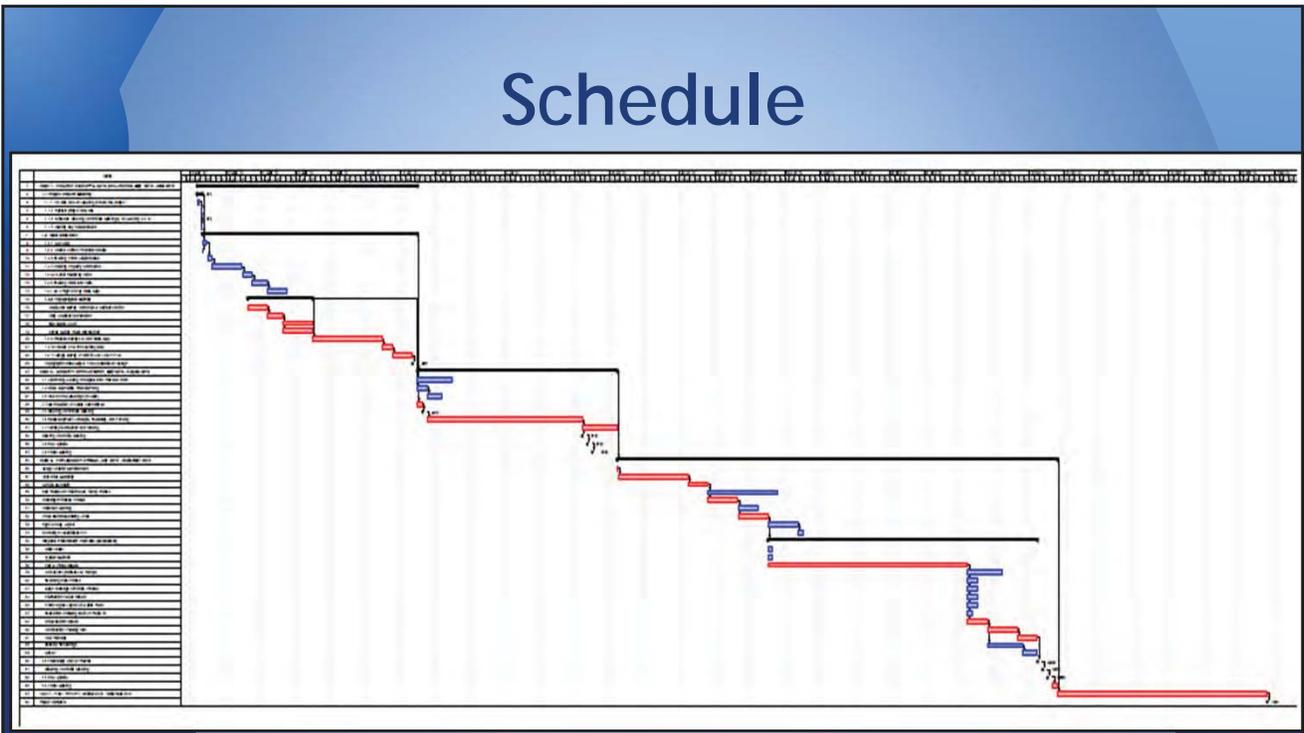
Road Cross Section Templates



Road Cross Section Templates



Schedule



Parkville Route 9 Corridor Study
Steering Committee Meeting
August 26, 2015
2:00 p.m.
Parkville City Hall

AGENDA

- I. Summary of Public Meeting held on August 5, 2015
 - a. Results from Questions
 - b. Summary of Comments
- II. Presentation of recommendations for Complete Street typical sections
- III. Discussion of Identified Projects within the corridor
- IV. Review initial Land Use/Re-development concepts
- V. Presentation of Economic Analysis Process
- VI. Review Project Schedule
- VIII. Upcoming Activities
- IX. Adjourn

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.*

Parkville Route 9 Corridor Study
Steering Committee Meeting
October 9, 2015
Parkville City Hall – Board Room
10:00 a.m. - Noon

AGENDA

- I. Presentation of Results from second round of One-on-One Meetings
- II. Update on Project Preliminary Design
 - a. Review of 11 Project sections
- III. Review of Prioritization Method
 - a. MARC Scoring Criteria
 - b. Assessment of Project sections
- IV. Review of Project Cost Estimates
- V. Update on Envision Tomorrow Process
 - a. Review of Progress with tool
- VI. Review Project Schedule
- VIII. Upcoming Activities
- IX. Adjourn

Parkville Route 9 Corridor Study
Steering Committee Meeting
October 9, 2015, 10:00 am – 12:00 pm
Parkville City Hall – Board Room
MEETING MINUTES

Consultant Attendees (4):

Sabin Yanez/CFS Team 816-333-4477/syanez@cfse.com
(Project Manager-Principal In Charge)
Thomas Morefield/CFS Team 816-783-1607/tmorefield@bnim.com
(Public Engagement and Planning, BNIM)
Tom Evans/Trekk 816-874-4655/tevens@trekllc.com
(Traffic Engineer)
Rick Walker 816-333-4477/rwalker@cfse.com
(Senior Design Engineer)

Steering Committee Members Present (11):

Nan Johnston, Mayor/Parkville 816-741-7676/njohnston@parkvillemo.gov
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
(for Laurie McCormack)
Marsha Van Dever/Parkville Chamber info@parkvillechamber.com
(for Daren Higerd)
Susan Barry/MoDOT susan.barry@modot.mo.gov
Shelie Daniel/MoDOT shelie.daniel@modot.mo.gov
Dan Luebbert/Platte Co. Health Dept dan.luebbert@plattehealth.com
Mike Kellum/Parkville EDC mkellum@parkville.gov
(for David Jones)
Beverlee Roper/Platte County beverlee.roper@co.platte.mo.us
(for Daniel Erickson)

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

I. Summary of Second Round of One on One Meetings

Goal: Present summary of Comments to the Steering Committee after local property owners expressed their thoughts of the corridor conceptual alternatives.

Progress: Ten additional one-on-one meetings were held through the last two weeks of September in order to keep individual property owners engaged with the alternatives we are looking at for the corridor. General feedback was:

1. All we spoke with were very supportive of the City moving forward with the project.
2. All preferred the plan keeping the sidewalk and multi-use path as components of the project.
3. Many expressed the need for the project to provide connecting pedestrian access to the adjacent neighborhoods/businesses.

Specific comments received were:

1. In front of doctor's office along west side of Route 9 north of Lakeside Drive, make sure the plan provides for parking modifications and improvements along the sides of the business.
2. Near 12th Street, the project needs to accommodate pedestrians getting to the Platte County Health Department facility. They would also support re-terracing of their frontage when improvements are made.
3. Between 6th Street and 2nd Street, many property owners along here would like improvements to be less intrusive on their frontage. Would support a two-lane roadway section between 5th and 2nd Streets and still include multimodal elements.
4. Pedestrian crossing will be needed at key intersections.

II. Review of Project Preliminary Design

Goal: Present Project sections as identified through September.

Progress: The typical sections that were most preferred at the public meeting were presented to the Steering Committee. Also, the 12 project sections were shown as well. The 11 project sections are:

1. Route 45 to 62nd Street
2. 62nd Street to Parkville Athletic Center
3. PAC to Lakeview Drive
4. Lakeview Drive to 13th Street
5. 13th Street to 12th Street
6. 12th Street to 7th Street
7. 7th Street to 5th Street
8. 5th Street to 2nd Street
9. 2nd Street to White Aloe Creek
10. White Aloe Creek to Park University Drive
11. Park University Drive to Coffey Road
12. Coffey Road to Mattox Road

The Project Team held a discussion with the Steering Committee concerning the option of constructing the 2-lane typical section downtown, between 2nd Street and 5th Street rather than the 3-lane section. The Team is recommending this for several reasons:

1. Less right of way impacts to properties,
2. Minimal northbound left turn movements exist and are unlikely to grow due to residential land use along west side of Route 9,
3. Provides a solution that will handle traffic and have stronger stakeholder support.

III. Review of Project Prioritization Method

Goal: Discuss the prioritization criteria used to initially score project sections.

Progress: Reviewed the use of the Mid-America Regional Council's transportation project prioritization criteria. The Project Team recommends using these criteria as a starting point for selecting sections to go forward first. We will still need to look at constructability issues as an additional factor in section prioritizing. In general, the highest priority sections are: the projects between Route 45 and the Parkville Athletic Complex (PAC); and the projects downtown (6th Street to Park University Drive).

IV. Review of Project Cost Estimates

Goal: Review the Project Team's early cost estimates with the Steering Committee.

Progress: The Project Team calculated conceptual cost estimates for all project section to enable the Steering Committee to understand the magnitude of each project. The estimates will need to be refined as we move from preliminary design into final design. The estimates are:

1. Route 45 to 62nd Street,	\$726,826
2. 62nd Street to Parkville Athletic Center,	\$786,389
3. PAC to Lakeview Drive,	\$1,263,445
4. Lakeview Drive to 13th Street,	\$2,814,966
5. 13th Street to 12th Street,	\$393,711
6. 12th Street to 7th Street,	\$674,972
7. 12th Street to 5th Street,	\$554,588
8. 5th Street to 2nd Street,	\$290,613
9. 2nd Street to White Aloe Creek,	\$707,519
10. White Aloe Creek to Park University Drive,	\$258,453
11. Park University Drive to Coffey Road,	\$2,291,574
12. Coffey Road to Mattox Road,	\$350,778

TOTAL: \$11,113,838

V. Update on Envision Tomorrow Process

Goal: Discuss the progress the Project Team has been making with the use of the Envision Tomorrow software provided by the Mid-America Regional Council (MARC).

Progress: Thomas Morefield reviewed the on-going work with the MARC staff and the software tool. We are producing different scenarios based on the corridor master plan and assumptions coming from our project development work and loading these into the software. From that point we expect to produce some economic analysis numbers and then will look at funding opportunities.

VI. Review Project Schedule

Goal: Review project schedule if time available.

Progress: Addressed with Upcoming Activities.

VII. Upcoming Activities

Goal: Plan upcoming activities.

Progress: Update Board of Aldermen on October 20, 2015
Public Meeting on October 29, 2015

VIII. Adjourn

Overarching Theme/Vision from the Downtown Master Plan

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Key Objectives

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- *The north-south multi-modal trail connection from Route 45 to downtown Parkville is a high priority.*
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- *Accommodate compatible new development and redevelopment along the corridor.*
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- *Position the participating municipalities to compete in future transportation grant cycles for eligible improvements in the corridor.*

Parkville Route 9 Corridor Study
Steering Committee Meeting
December 16, 2015, 10:00 am – 12:00 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
Thomas Morefield/CFS Team (Public Engagement and Planning, BNIM)	816-783-1607/tmorefield@bnim.com
Andrew Robertson/CFS Team (Traffic Engineer)	816-333-4477/arobertson@cfse.com
Craig Davis/MCD & Associates (Project Financing)	craigdavis@mcdassociates.net
Tom Evans/Trekk (Traffic Engineer)	816-874-4655/tevens@trekllc.com

Steering Committee Members Present (8):

Nan Johnston, Mayor/Parkville	816-741-7676/njohnston@parkvillemo.gov
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
Daniel Erickson/Platte County P&D	816-858-3368/derickson@co.platte.mo.us
Laurie McCormack/Park University	816-584-6210/laurie.mccormack@park.edu

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 (2):

Beverlee Roper/Platte County	beverlee.roper@co.platte.mo.us
Latina Ford/MARC	lford@marc.org

I. Review of Route 9 Project Segments

Goal: Review the detailed drawing of each of the Route 9 project segments to refresh the steering committee with the main components and cost per segment.

Progress: Project segments were reviewed and the following questions were answered.

- Do we have to construct the projects from one end and follow up with the next adjacent segment?
 - Most project segments can be built independently and therefore the order of construction can be determined based on a priority ranking system rather than starting on one end of the project and working on the next adjacent segment.

- Why is the cost of Project 1 (Route 45 to 62nd Street) higher than Project 2 (62nd Street to Parkville Athletic Complex)?
 - Project 1 (Route 45 to 62nd Street) has a retaining wall of about \$150,000 due to the topography of the site. Project 2 (62nd Street to Parkville Athletic Complex) does not have a retaining wall.
- What is the cost of just improving the Route 9 & Mattox Road intersection?
 - About \$400,000. There will be a cost breakout of the improvements to the Route 9 & Mattox Road intersection from Project 12 (Coffey Road to Mattox Road).

II. Review of Priority Ranking System

Goal: Discuss and tailor the project segment weighted ranking system to match expectations of the steering committee.

Progress: After an explanation of the weighting system for the benefits of each project and the feasibility of each project, the steering committee suggested that the subcategory titled “High Safety Benefit” was agreed to be misleading as all projects along the corridor drastically improves safety. The 15% allocated to the removed subcategory will be redistributed among the other benefit categories.

Another suggestion was to add a subcategory to the feasibility section to account for the effect of construction work on traffic. This will be taken into account within the “Ease of Constructability” subcategory.

Overall, the steering committee agreed with the weighted ranking system developed by the consultant team. It was determined that Project 1 (Route 45 to 62nd Street) & Project 2 (62nd Street to Parkville Athletic Complex) be submitted to the Mid-America Regional Council (MARC) as one project and Project 7 (7th Street to 5th Street) & Project 8 (5th Street to 2nd Street) be submitted as another project.

III. Review of Project Financing Plan

Goal: Provide a review of possible project financing plans and receive feedback from the steering committee on the best approaches.

Progress: The main strategies for financing the Route 9 project included funding provided by local government and agency partnerships, a city-wide sales tax of 1% over the next 10 years, a new special district for business developments along the Route 9 corridor, and a potential future fund match by MoDOT depending on a potential influx of state funding.

The following topics were discussed in detail:

- Other local jurisdictions may be able to submit several of the project segments to MARC for funding as well as the City of Parkville.
- The City of Parkville’s capital improvements budget is about \$300,000 per year and will not cover the \$11.4 million cost of the Route 9 improvements.
- There will most likely be no sustaining pace for the first few project segments. The ranking system includes the subcategory “Economic Impact” which accounts for new business development taxable revenue which will accelerate the rate of funding.

- For the hypothetical situation that a \$12 million check was available to completely fund the project in one combine construction phase, it was estimated that it would take 5 years total to construct the project with Riverside to Parkville Downtown taking one year, Downtown to 13th Street taking two years, and 13th Street to Route 45 taking two years.
- It was noted that there are more costs to completing the projects than just the construction estimate. Typically the total cost of a project segment includes the construction cost, 10% more for engineering, and 5% more for observation. Adding this 15% to the budget brings the overall project estimate to \$13.1 million.

IV. Update on Final Report

Goal: Discuss the Final Report due January 5th, 2016 for the Board of Alderman Meeting and discuss any final questions with the steering committee.

Progress: The report is 90% complete and is under review. No questions were raised about the final report.

V. Steering Committee Recommendations

Goal: Solidify Steering Committee Recommendations to the Board of Alderman

Progress: Remarks and consensus made by the Steering Committee to the Board of Alderman included the following:

- These projects are a high priority and very doable.
- Transforming Route 9 into a Complete Street will greatly increase safety, decrease travel time and congestion, and will be attractive for new business developments that will generate additional tax revenue.
- As far as financing through grants, the project segments will be submitted to the Mid-America Regional Council (MARC) since all of the project segments have a very high score on MARC's project ranking system. If a MARC grant is awarded, they will ask each of the submitted projects to be scaled down and will require a 20% match of funds.
 - A viable option is to submit two or more projects to MARC since there are three different funding streams: the Missouri Surface Transportation Committee (MO-STP) which has a \$500,000 cap, the Active Transportation Programming Committee (ATPC) which has a \$500,000 cap, and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) which has no cap.
 - The multiple projects to be submitted could each be a combination of two adjacent project segments. For instance, it is recommended that Project 1 (Route 45 to 62nd Street) & Project 2 (62nd Street to Parkville Athletic Complex) be submitted as one project and Project 7 (7th Street to 5th Street) & Project 8 (5th Street to 2nd Street) be submitted as one project. In this way, MARC funding would be maximized and the project would easily be scaled back by dropping a project segment rather than having any of the Complete Street features dropped due to the reduction in scale.
 - If multiple local authorities submit for a MARC grant, then the chances for multiple grants on the same roadway would go up.

- The 20% match of funds would still need to be addressed by other funding sources.
- A second source of funds is expanding a new special district for the locations which will be developed. This new tax revenue is thought to max out at \$127,000 per year assuming that all known major developments along Route 9 have been built and well established for many years. A more realistic short term maximum is about \$35,000 per year.
- A third source of funds could be created by a 0.5% Capital Improvement Sales Tax and/or 0.5% Economic Development Sales Tax. The revenues created from these sales taxes can be used to fund all capital improvements including park and recreation improvements. A 1% Sales Tax over 10 years would very likely fund the entire Route 9 Corridor improvement as well as other local projects.
 - The Regional Tax Analysis will need to be examined to compare Parkville tax rates to other local jurisdictions.
- Other funding sources were considered:
 - Current Missouri state budget forecasts for transportation infrastructure are significantly less than prior years. This has caused the Missouri Department of Transportation (MODOT) to suspend applications for their Cost Share Program. However, the Cost Share Program has proven enormously popular and efficient in enhancing the financial viability of MODOT and, therefore, the Project Team believes it will eventually be restored and potentially enhanced. Funding from the Cost Share Program could accelerate the construction process of Route 9.
 - A loan through the Missouri Transportation Finance Corporation (MTFC) could fund the project.
 - A Community Improvement District (CID) may be either a political subdivision or a not-for-profit corporation. If the CID is organized as a political subdivision, property and sales taxes may be imposed within the boundaries of the CID.
 - A Transportation Development District (TDD) may be created to act as the entity responsible for developing, improving, maintaining, or operating one or more “projects” relative to the transportation needs of the area in which the District is located. The district has the authority to finance the project through special assessments; property tax, sales tax, or toll roads. In addition, they can liquidate any and all of the above methods through debt financing.
 - A Tax Increment Financing (TIF) allows for the capture of 100% of incremental local property tax and 50% of incremental local sales tax for 23 years to be spent on the redevelopment of a Blighted Area as defined by Statute. A TIF would accelerate redevelopment and share a portion of the captured revenues with the specific location and use a portion to advance the Route 9 Project.

VI. Adjourn

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One-on-One Meetings

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

One-on-One Meeting Minutes
Shawn Cryan
10-2-2015
KC Retail & Convenience, 6316 Hwy 9

Attendees:
CFS Team
Shawn Cryan

Shawn Cryan saw value in the pedestrian improvements and in bringing the drainage ditch to grade after the storm sewer system has been installed. He did not see any issues arising since the access will be maintained along Route 45 and along Route 9. He was concerned about the length of construction time impacting traffic conditions.

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President-Treasurer

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One-on-One Meeting Minutes
Platte County Health Department
9-25-2015
Platte County Health Department

Location Discussed:

Platte County Health Department
1201 East Street, Parkville, MO 64152
816.587.5998

Hours

Mon - Fri 8:00am - 4:30pm
Sat Closed

The Route 9 Corridor Study design near Platte County Health Department Center's location at 12th St was discussed. The Health Center's representatives were understanding of the overall improvements to the Route 9 Corridor and the benefits of reduced congestion and improved pedestrian facilities.

Sidewalk connectivity was an important concern for the Health Center's representatives. People have walked several miles along the corridor to get to the Health Center. Currently, there are no sidewalks in the vicinity of the center, but sidewalks are included in the Route 9 proposed design. Connecting the proposed 10 ft trail along Route 9 to the trailhead that starts at the east end of 12th St, would provide Parkville with a better connected pedestrian system. Serving 2,000 + mothers and children under 5 every month as well as uninsured or underinsured citizens, the Center will continue to have a growing number of users. It was mentioned that 30% of residents of Parkville are obese and the overall city would benefit from the walking trail.

Concerns were raised over retaining wall between the 10 ft trail and the Health Center property. Due to the steep grades, landscaping will need to accommodate a retaining wall, a retaining wall with handrailing if over 30 in, appropriate vegetation for steep slopes, and/or terracing. The Center's LED sign may have to be elevated to retain sight distance along Route 9. The grading plan in the design will limit the use of handrail which could block visibility of the sign. Guardrail will not be used along the corridor. With the proximity of their sign to the 10 ft walking trail, concerns were raised regarding possible vandalism but raising the height of the sign could mitigate the issue.

As a preliminary discussion topic, the CFS team asked Health Center's representatives for their users needs regarding the location of a possible transit stop along Route 9. Several of the Center's non-driving clients would benefit from a bus stop. In the future, if a bus stop was warranted, having a bus stop at 12th St would be acceptable although a turnout may take up space outside the right-of-way near their

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building. A bus stop at 5th St, ½ miles away, would not be too far away from the Center for its users to walk; although, since many of the Center's users are mothers with children under 5, ½ mile may be stretching the limits of the bus stop's walkability.

Other topics covered included stormwater and traffic conditions. Drainage issues leading to erosion will be addressed with the curb and gutter system. Due to the steep grade on 12th St, it is difficult to travel up the hill in winter weather conditions. Traffic and on-street parking during sporting events has been an issue in the area. Rush hour traffic or "Parkville Days" makes it difficult to safely enter Route 9 traffic from the Health Center. The designs pedestrian crossings and added left turn lanes on Route 9 could improve the traffic conditions.

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One-on-One Meeting Minutes
Park University
10-13-2015

Attendees:

CFS Team
Laurie McCormack
Erik Bergrud
Lauren Palmer

Park University is planning to build a new business school on the corner of East St & 6th St. The school was planned to incorporate encroachment of a sidewalk into their right of way and the boundaries of the building does not conflict with the design of Route 9. Parking for the business school will be separated from public parking and will be located on the side and back of the building. The turning lanes at 6th street were agreed to be a great benefit for the traffic routing into and out of the campus. Park University is currently having discussions with their Real Estate Committee to discuss the properties surrounding Park University but do not have plans to purchase any new land. The business school was once thought to have a coffee shop inside, but that coffee shop is now moved to Norington Hall. The University would like to open up the White Alloe Creek Trail and like the idea of a pedestrian bridge over the middle of the creek to increase interconnectivity between Route 9 and the campus.

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One-on-One Meeting Minutes
Audrey Harris
10-16-2015
A D H Hitch & Supply Co, 1362 MO-9

Attendees:
CFS Team
Audrey Harris

Audrey Harris liked the design and thought it would work for her business. The two-way left-turning lane along Route 9 would be a good benefit. She was mainly concerned about the width of the access point openings as large openings are needed at the three locations connected to her property due to use by semi-trucks. A telephone line hung across the southern-most driveway blocks tall trucks from ingress/egress and the utility line should be raised to prevent its frequent destruction.

The foundation of the demolished house could be removed as nothing is planned for the spot and the parking lot could be expanded over that area. There is talk of connecting the north parking lot to the lower elevation area to the west to improve circulation around the building. There should be no vegetation blocking the view of equipment displayed in the A D H Hitch & Supply parking lot. Since many personal vehicles use the northern parking lot to turn around, having no tall vegetation may aid vehicle visibility. The signpost for the business may have to be moved which would be okay.

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The property line displayed by the city GIS property map on the northern side of the Harris property was called into question. Audrey said that the southern-most Parkville Sod access could be smaller with traffic only one way since the current driveway closest to Harris property was partially on her land.

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One-on-One Meeting Minutes
Robert Brown
10-2-2015
Four Seasons Industries Inc, 403 East St

Attendees:
CFS Team
Robert Brown

Robert Brown is the IRS property appraiser for the Four Seasons Industries property. He reports that the Department of Justice owns the land and will need a Judicial Order of Sale to auction the property. The plan is to sale the property by the end of the year; however, the underground fuel tanks on site may require special attention and permits. He will be having a conversation with Hillary Snider of the Tax Division soon.

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One-on-One Meeting Minutes

Annette Hagen

10-7-2015

500 East St

Attendees:

CFS Team

Annette Hagen

Annette Hagen is strongly against adding a new signal at Clark Avenue as the main focus should be put on the Route 9 thru movements. Her main concern was over the wastewater issues in Parkville, and believes that, before these road improvements take place, the wastewater improvements need to be made. She questioned the safety of on-street parking on Route 9 and did not see the value of a turning lane at 5th Street. She would like to see at least one transit stop in Parkville which would help non-driving residents and renting residents. She would rather not have signals at Route 9 & 6th St or Route 9 & 12th St but wouldn't mind having pedestrian light for these intersections. She is concerned that any vegetation planted near the road will die after the salt trucks pass by in the winter.

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One-on-One Meeting Minutes
Cory & Joseph Miller
10-5-2015
Parkville Sod

Attendees:
CFS Team
Cory & Joseph Miller

Cory & Joseph Miller would like to see their property fully paved and striped since the uncontrolled access parking at the front of the buildings will be reorganized and several spaces will be lost. They would prefer not to have parallel parking with a slip lane in front of their buildings since that would interfere with their landscaping currently in place. They are currently worried about the grade of their drives and would like it if Main Street was extended behind their property.

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One-on-One Meeting Minutes
David & Barbara House
10-5-2015
House at R9 & 13th St

Attendees:

CFS Team
David & Barbara House

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

David & Barbara are pleased with the design so far. They brought up the drainage issues for the property and would like two parking spaces since the shoulder parking is being removed. The retaining wall parking space on the southern side of the building could be expanded or the parking could be added to the northern side of the house.

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One-on-One Meeting Minutes
Russel & Arthur Felts
10-5-2015
Property across from Walnut Grove Cemetery

Attendees:

CFS Team
Russel & Arthur Felts

Russel & Arthur currently use the house as an office and have been waiting to develop their property once the area maintains a permanent plan for development. They have no current plans for development. They currently have parking behind the office for trailers and will need an appropriately sized turning radius for their driveways. Parking is needed where they have gravel on the northeast corner of their property. The next door business has caused issues for their access drive either with parking inappropriately or blocking the entrance with vehicles trying to exit onto Route 9. Having a large access drive entrance would greatly help and reduce the issues associated with ingress and egress. They also noted a issue with drainage in the area.

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One-on-One Meeting Minutes
Paul & Annette Schooling
10-5-2015
205 East St

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Attendees:

CFS Team

Paul & Annette Schooling

Other Offices:
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Springfield, Missouri
Jefferson City, Missouri

Paul & Annette would prefer the retaining wall on the the west side of Route 9 to be moved towards the west rather than have their property impacted. Since the western wall is within the 50 ft right-of-way, not replacing the western wall would be an issue if the typical section of road remained uniform. They would like if the road was farther away from their home to reduce the noise caused by traffic. The more space between their house and the trail, the better since they have had issues with festival days crowds. They would like to see a trail go along the White Alloe Creek and would prefer to focus on keeping the charming gentrification of downtown.

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One-on-One Meeting Minutes

David & Clara Williams

10-1-2015

Several Properties including 2nd St M&M Auction/Antiques

Attendees:

CFS Team

David Williams

David saw value in the Route 9 designs and was generally okay with all of the design concepts. He has property all along the route in various places including near 2nd St and 12th St. If right-of-way was needed for constructing the 10 ft trail, he was not opposed to selling the land needed. If his sign was needed to be removed due to the trail, then he would require compensation to move his business's sign. He liked the turn lanes at 2nd St (the post office) and 6th St and would like to see a traffic signal at 12th St to improve safety. He mentioned that many Park University students live on Bell Road and need sidewalks and improved roadside conditions to safely walk to and from the campus. He was also not opposed to rebuilding the retaining wall along the back of his property at 12th St to improve sight distance as long as the new wall was within the existing right-of-way.

Other concerns were for the restricted turning movements at Main St & Route 9. He would like to see the railroad tracks moved out of the downtown area and thought that if the White Alloe Creek trail was going to be rebuilt then it would need extensive erosion control.

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One-on-One Meeting Minutes

Bank Liberty

9-23-2015

Bank Liberty

Attendees:

CFS Team

Ed Bradley

Brent Giles - Bank Liberty President & Chief Executive Officer

Locations Discussed:

Bank Liberty at English Landing

12 E First Street, Parkville, MO 64152

816.741.0371, Branch Manager - Gloria Hatfield

Lobby Hours

Mon - Fri 7:30am - 4:00pm

Sat Closed

Drive-Up Hours

N/A

Bank Liberty at Parkville

6309 NW 9 Hwy, Parkville, MO 64152

816.587.7700, Branch Manager – Edie Hays

Lobby Hours

Kenneth, M. Blair, P.E. Mon - Fri 9:00am - 5:00pm

Chairman Sat 9:00am - Noon

Robert S. Chambers, P.E. Drive-Up Hours

President-Treasurer Mon - Fri 7:30am - 6:00pm

Sabin A. Yañez, P.E. Sat 8:00am - Noon
Senior Vice President-Secretary

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The Route 9 Corridor Study design near Bank Liberty’s location at English Landing was discussed. Due to the proposed signal installation at East St & 1st St, the 5 on-street parking will be removed which was the major concern for the bank. Although the on-street parking will need to be removed, the bank’s representatives were understanding of the overall improvements to the Route 9 Corridor and the benefits of reduced congestion and improved pedestrian facilities.

The English Landing location once had drive thru banking available but this is no longer the case once the 6309 NW 9 Hwy location opened up. This bank does not use the drive thru adjacent building anymore, except for the ATM, and only supports walk-in traffic. To ease the transition of losing parking due to the signal, 3 markups were created to optimize parking, an ATM location, and a possible retail site on the property owned by the bank. These markups show suggestions on spacing to add significant parking spaces for use by the bank’s customers. The first drawing shows the brown roofed building replaced by new retail space along Route 9 and 3 on-street

parking spaces as per discussion. The second drawing shows a drive up ATM with the existing brown roofed adjacent building removed. The third drawing shows the brown roofed building replaced by new retail space along the back of the property and 3 on-street parking spaces.



**Bank Liberty at English Landing, Markup 1
(On-Street Parking and 1800 sqft of Retail Space)**



**Bank Liberty at English Landing, Mark-Up 2
(Drive Thru ATM)**



**Bank Liberty at English Landing, Mark-Up 3
(On-Street Parking and 2520 sqft of Retail Space)**

Access control for the bank was discussed. No modifications are currently planned for changing the bank's access points. The bank representatives were open to the idea of changing the access points in the future once their parking area is undergoing an update.

The Bank Liberty at the 6309 NW 9 Hwy location was discussed. Since a signal is planned for Route 9 & Clark Ave, the bank's traffic at Route 9 & Lewis St will most likely remain unaffected. Bank traffic will experience greater delays once the QuikTrip is constructed on the Route 9 & Route 45 southeast corner since the QuikTrip will share the access used by the bank on Route 9; however, the QuikTrip will add two access points along Route 45 which will provide bank customers with more choices to enter and exit the facility.

Overall, the bank representatives were supportive of the proposed design and plan to redo their parking area once construction begins.