



PUBLIC MEETING – PLATTE LANDING PARK

CITY OF PARKVILLE, MISSOURI

Wednesday, February 16, 2022; 6:00 p.m.

City Hall Board Room

Members of the public interested in this meeting and concerned about attending in person are encouraged to join the meeting via the following -

<https://us02web.zoom.us/j/82497165773?pwd=cWplV2tCYU1lVkJZuV0lKdW8yRzNFdz09> or call (312) 626-6799 , Webinar ID: 824 9716 5773, Passcode: 076295 - rather than appear at City Hall.

What is your Vision for Platte Landing Park?

Survey Results

vireo

Public Listening Session

November 15th 2021

Online Public Survey

Dec 1st 2021 – Jan 14th 2022

What is your Vision for Platte Landing Park?



What's Happening

On April 2, 2019, Parkville residents passed Proposition P, a 1/2 cent sales tax that is dedicated to the improvement of park and recreation facilities in Parkville. The City also received a \$1 million Platte County Parks and Recreation Partnership Grant to fund construction.

We want to hear from you!

As a part of this effort, the City identified the need to develop a new vision for this area of Platte Landing Park. Input from all residents is important and the City wants to hear from you! Take the survey to share your thoughts. Input gathered from the survey will be used to develop initial design concepts for this area of the park.

What is Your Vision for Platte Landing Park? (Select One)



Mainly Active
Recreational Amenities



Mainly Passive
Recreational Amenities



Balance of Both



Leave it as is / Undeveloped



Take the Online Survey

Scan this QR Code



or go to

<https://www.surveymonkey.com/r/PlatteLanding>

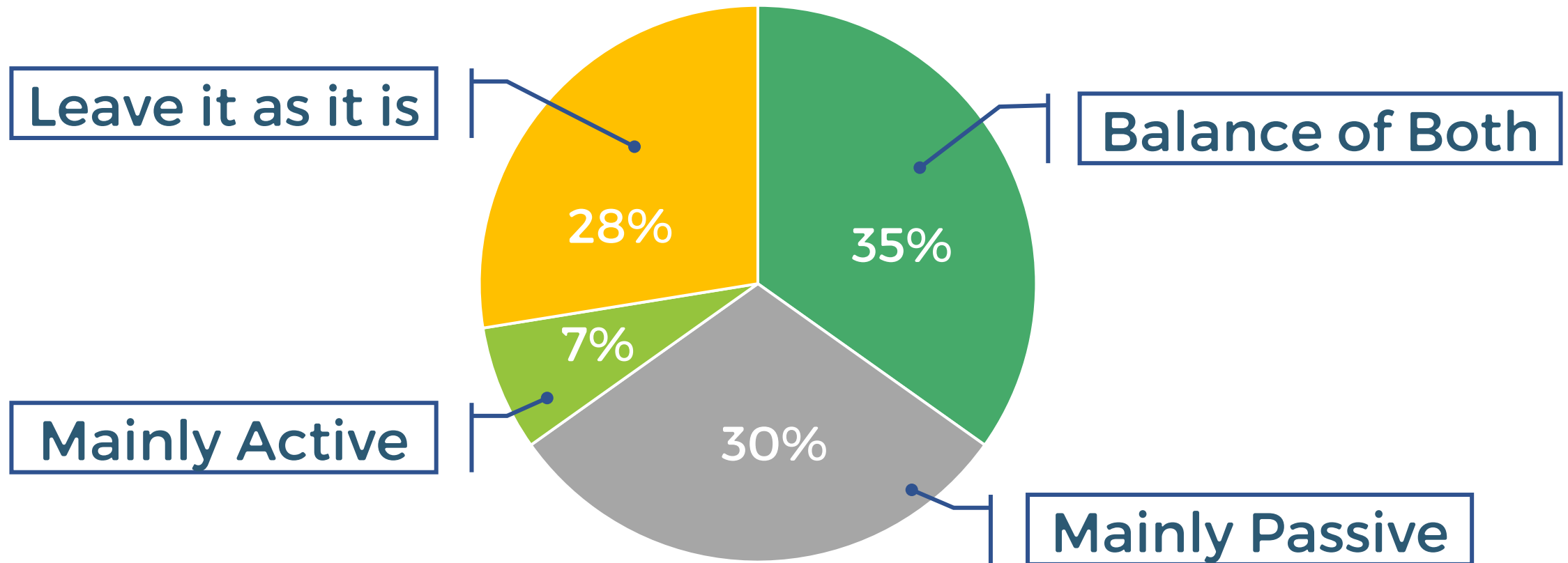
Survey is live through
January 1st, 2022

905 Responses

850 ONLINE

55 PAPER

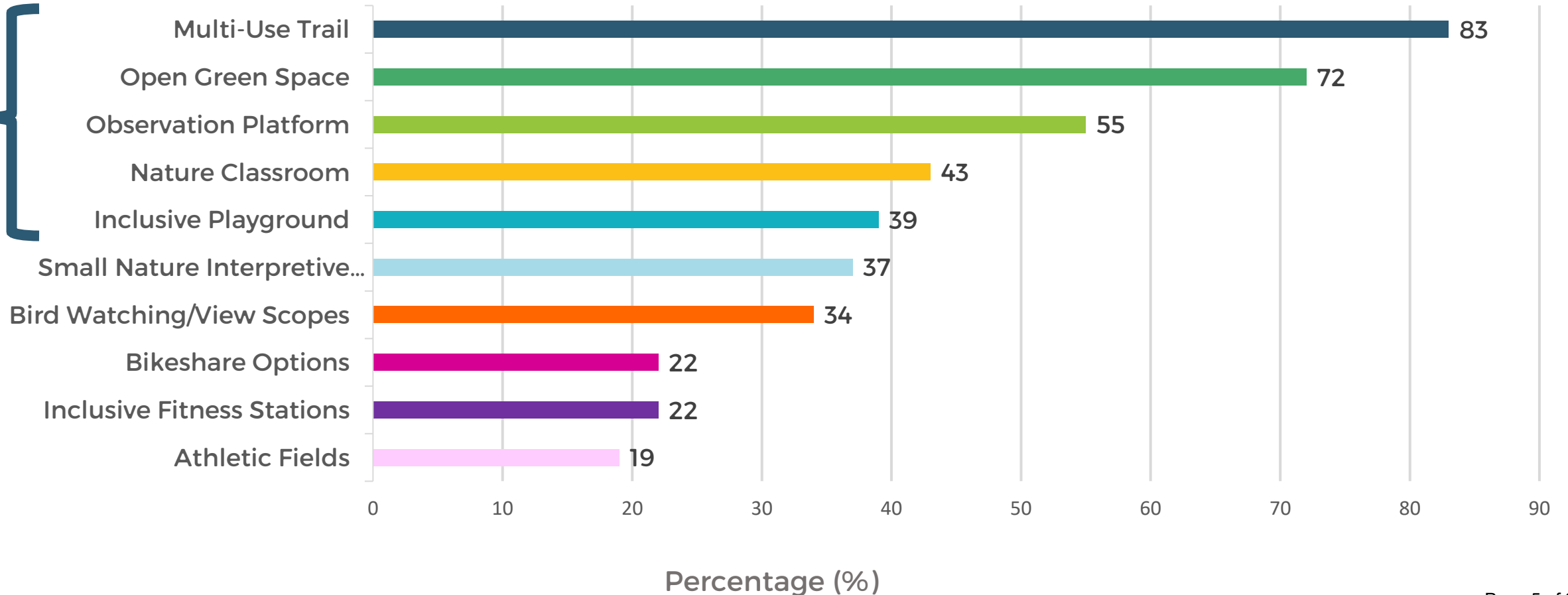
Q1 What is Your Vision for Platte Landing Park?



Q2

What Recreational Amenities would you like to see in Platte Land Park?

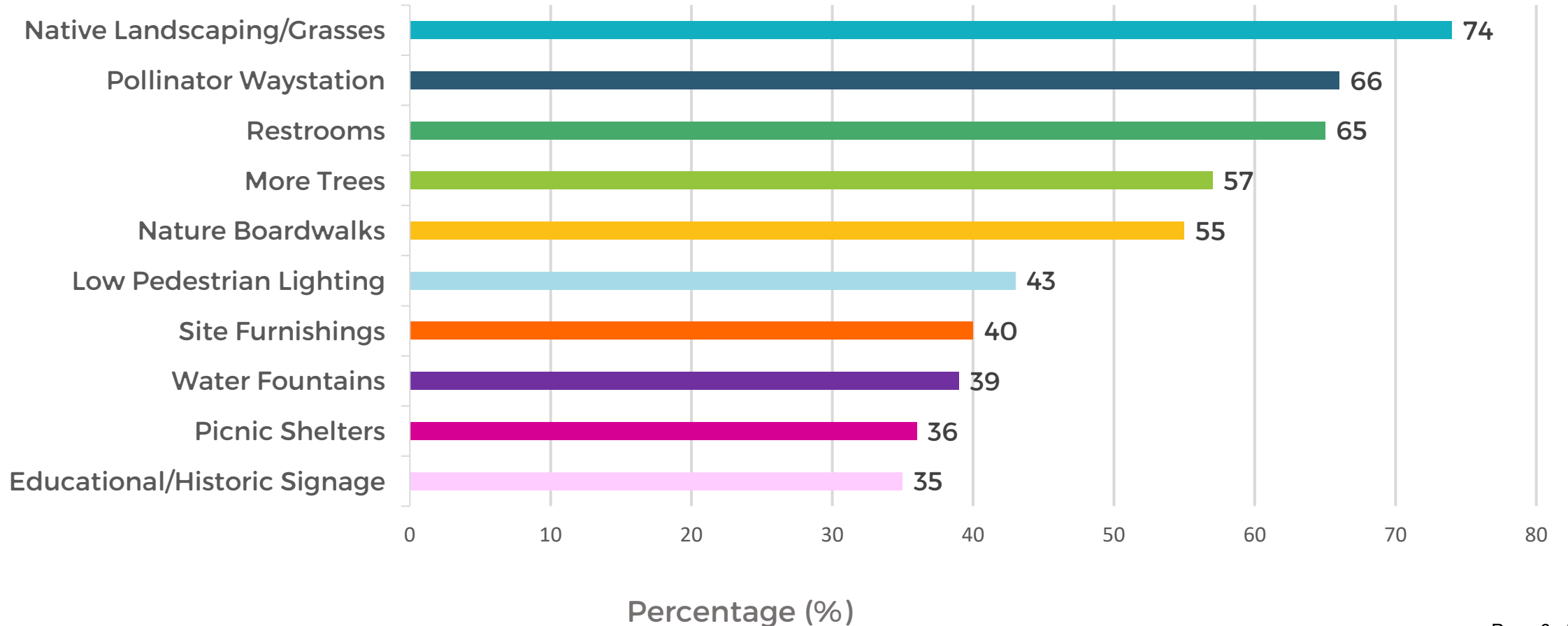
Top 5 Responses



Q3

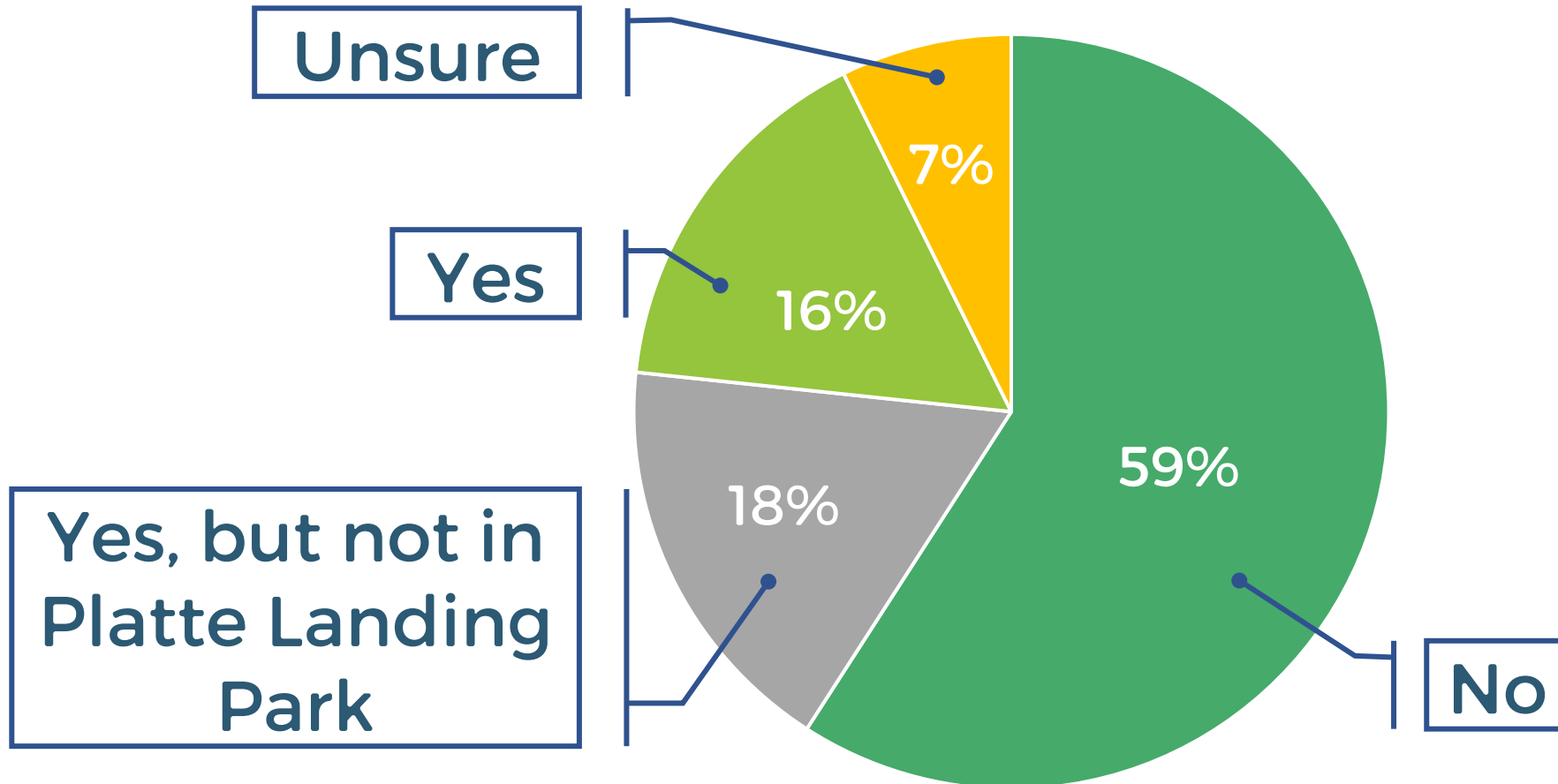
What Site Features would you like to see in Platte Landing Park?

Top 5 Responses

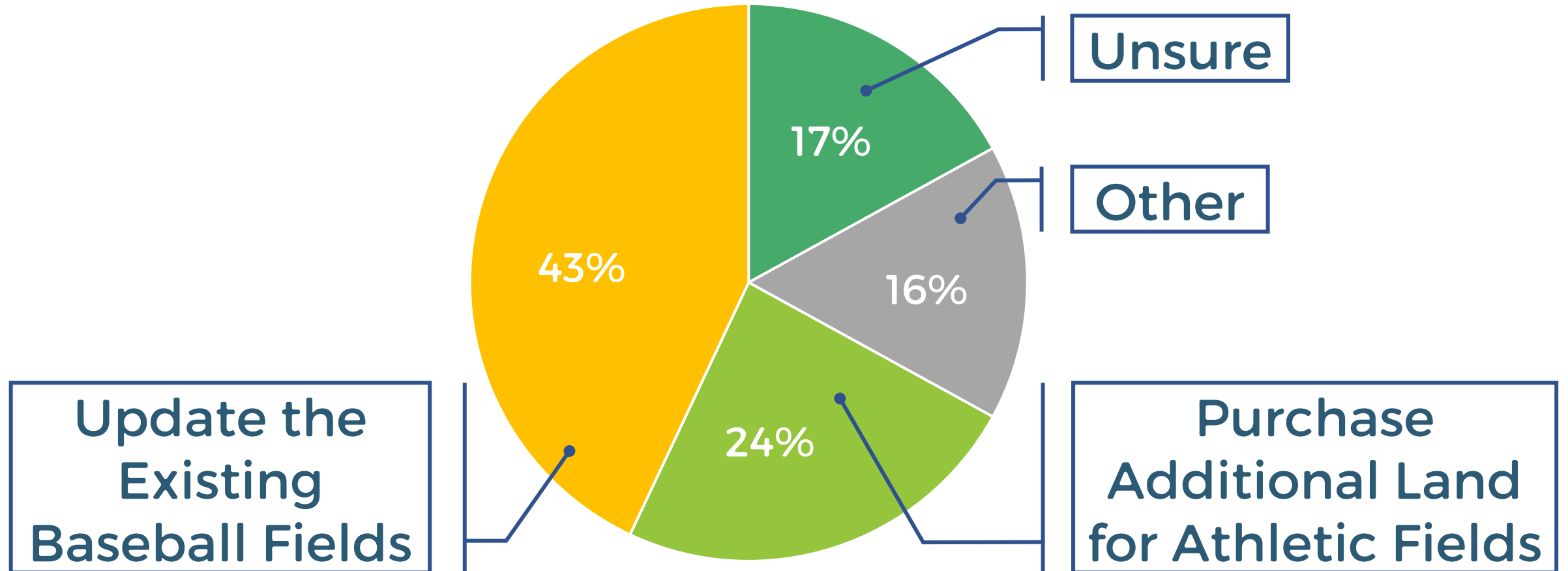


Q4

Would you like to see new Athletic Fields constructed?

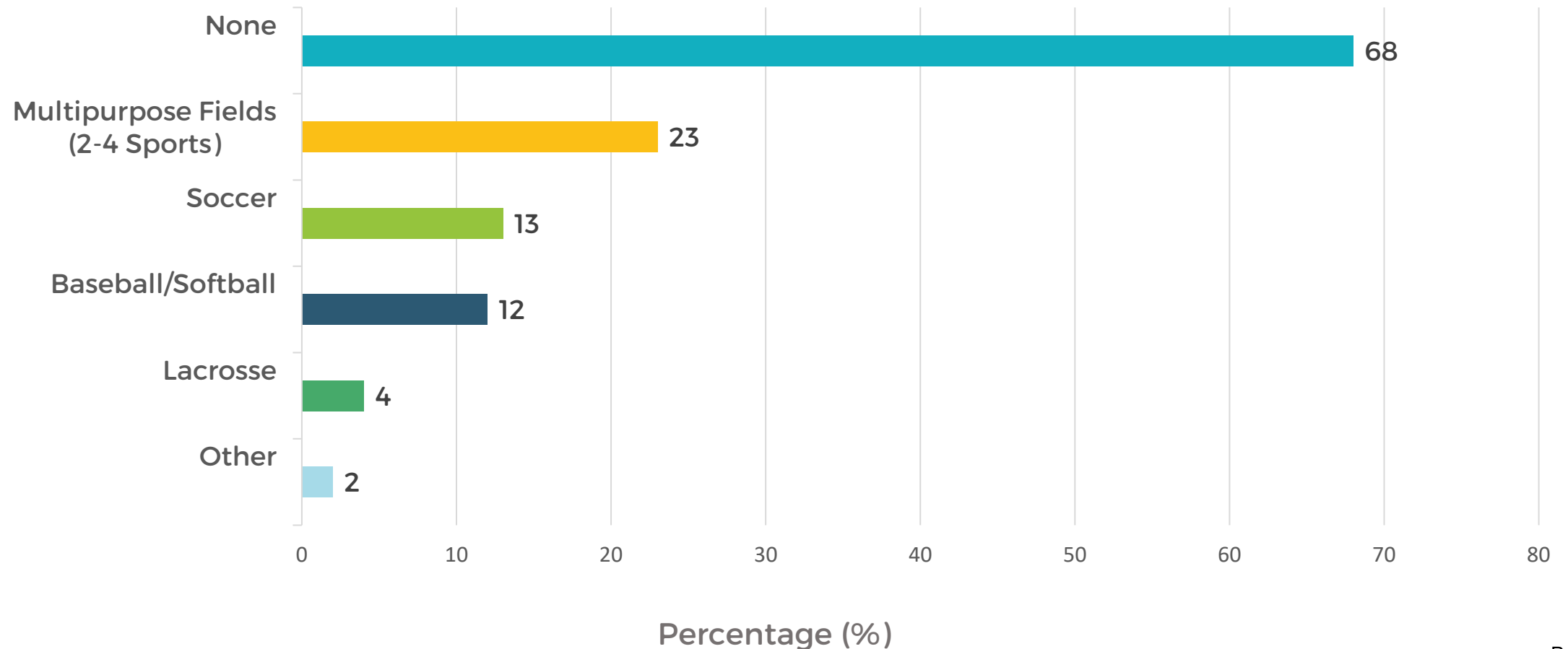


Q5 Should the City consider other options related to Athletic Fields?



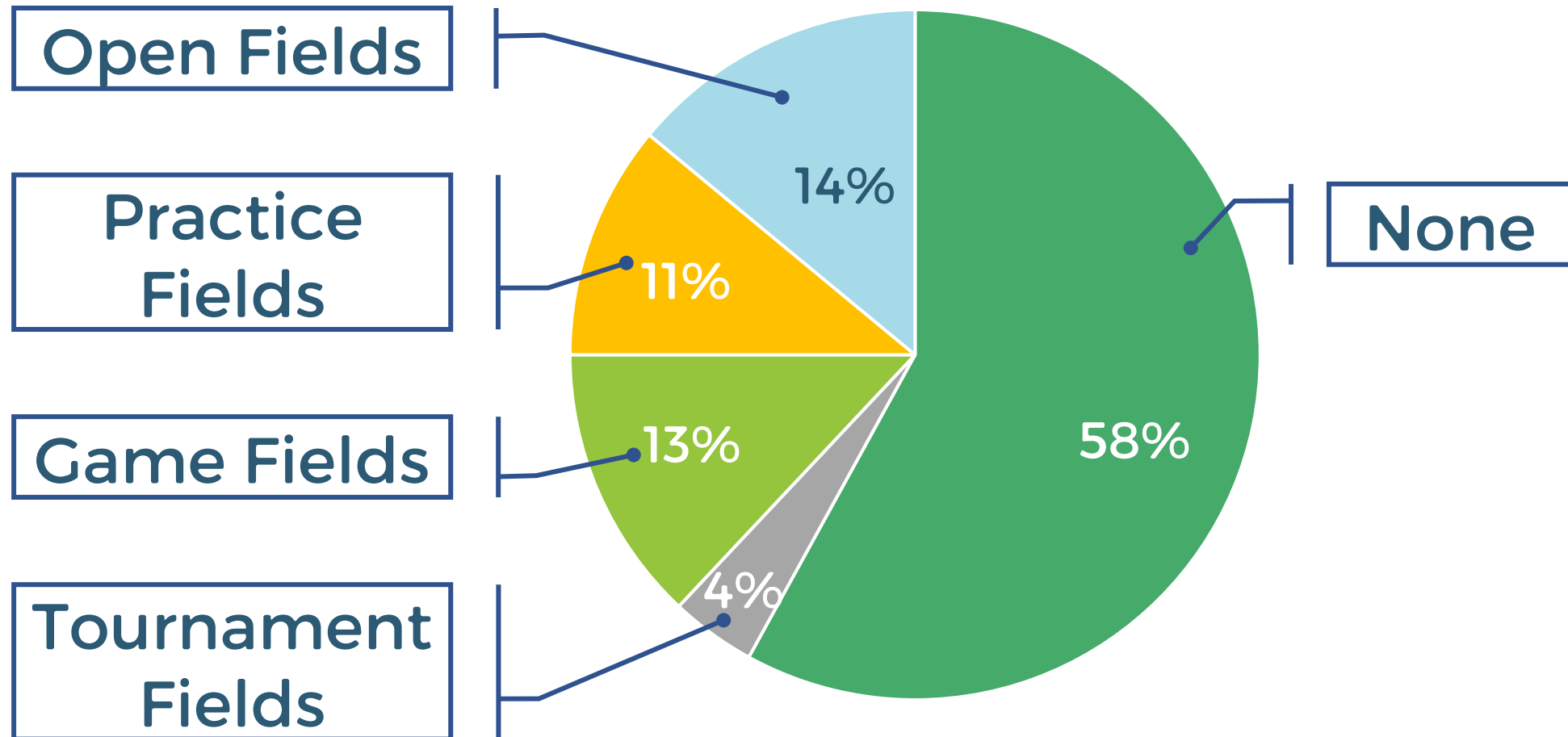
Q6

What type of Athletic Fields would you like to see in Platte Landing Park?



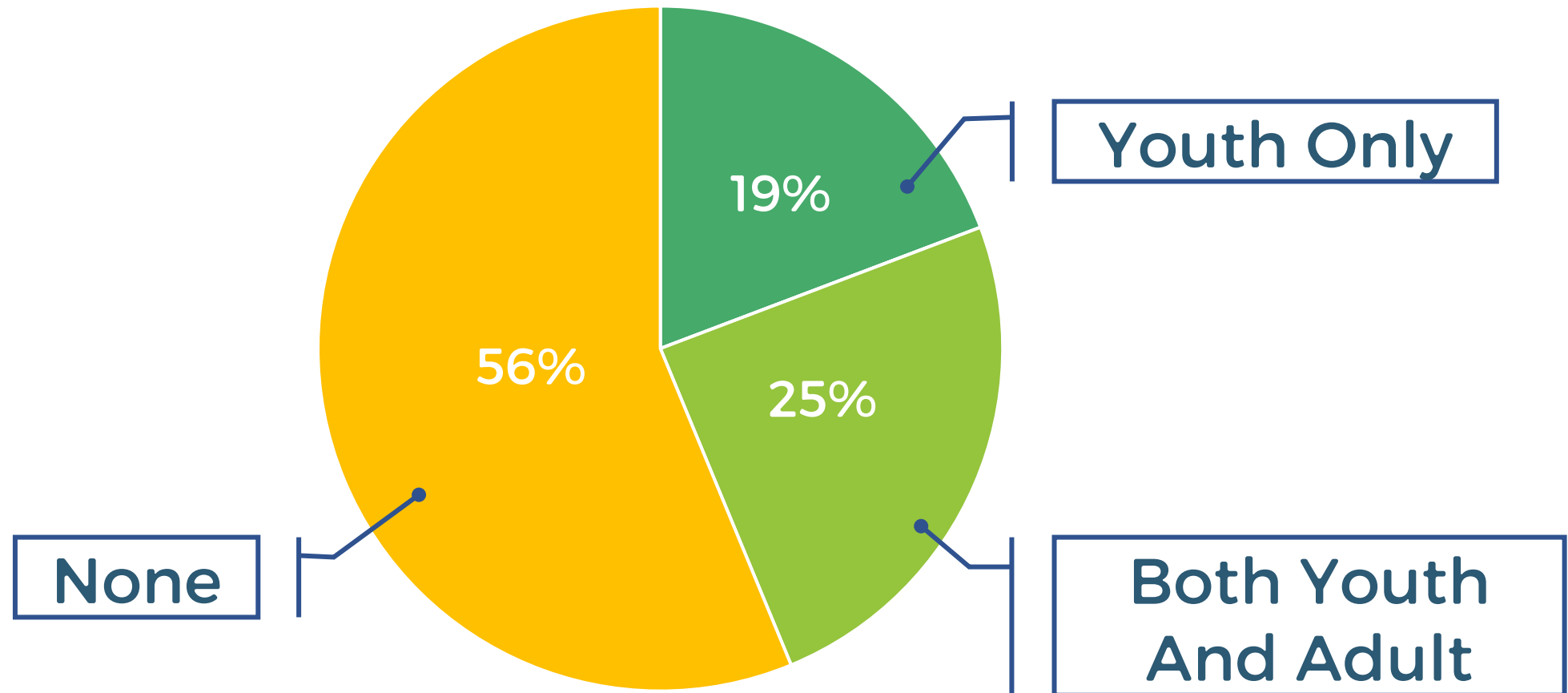
Q7

What level of Athletic Field Usage would you like to see in Platte Landing Park?



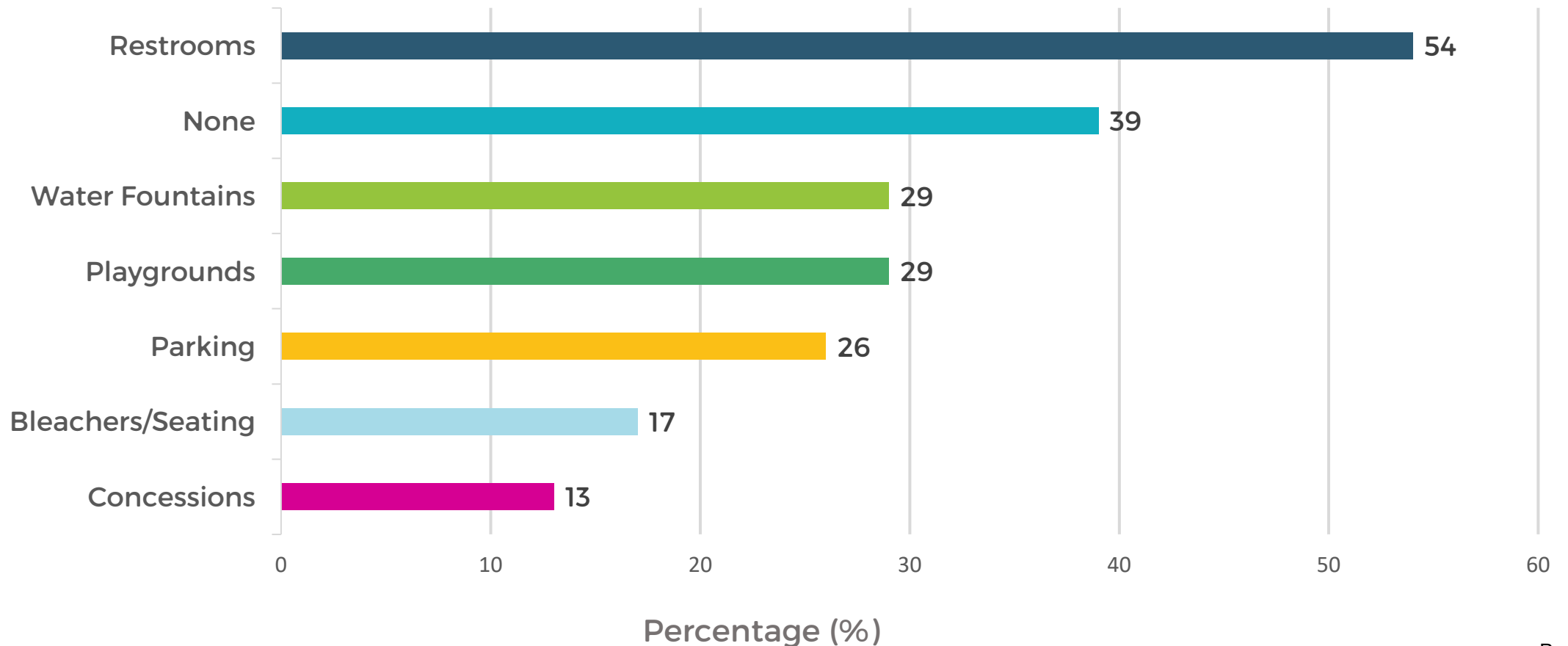
Q8

What age level of Athletic Field usage would you like to see in Platte Landing Park?



Q9

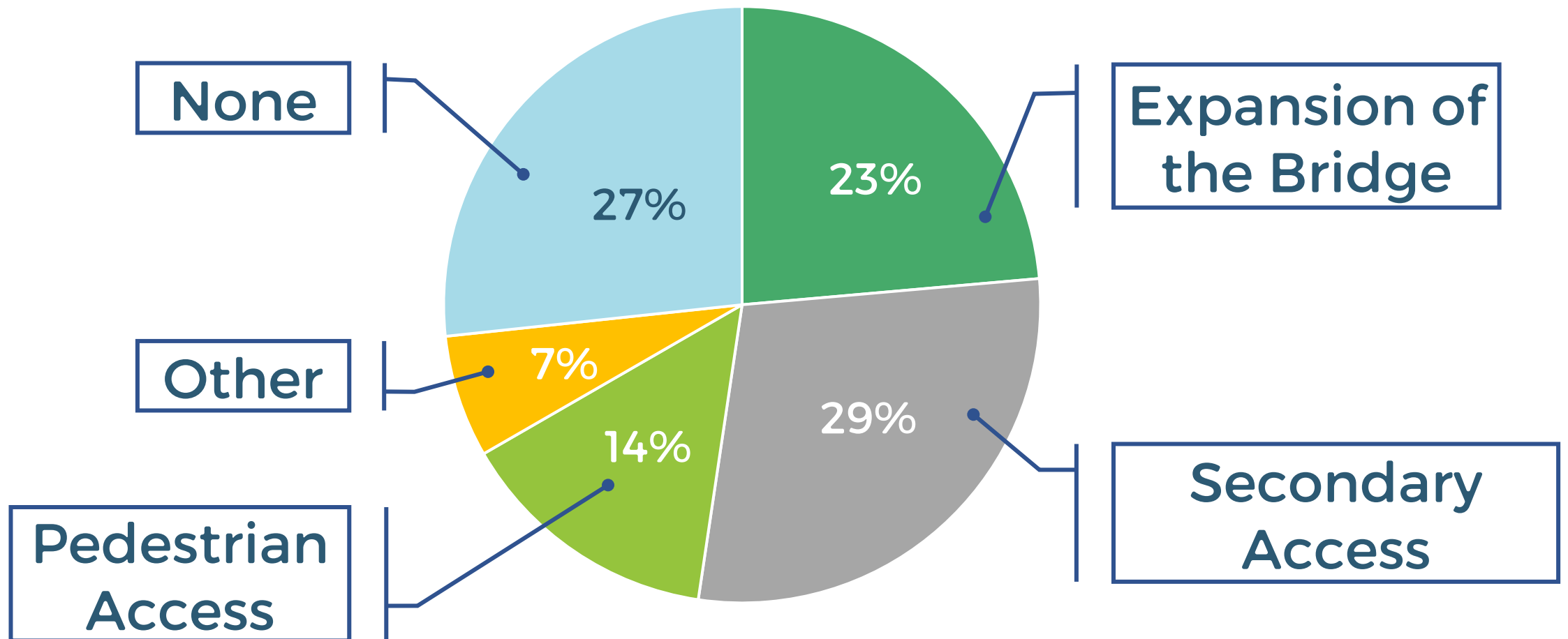
What amenities would you like to see complement Athletic Fields in Platte Landing Park?



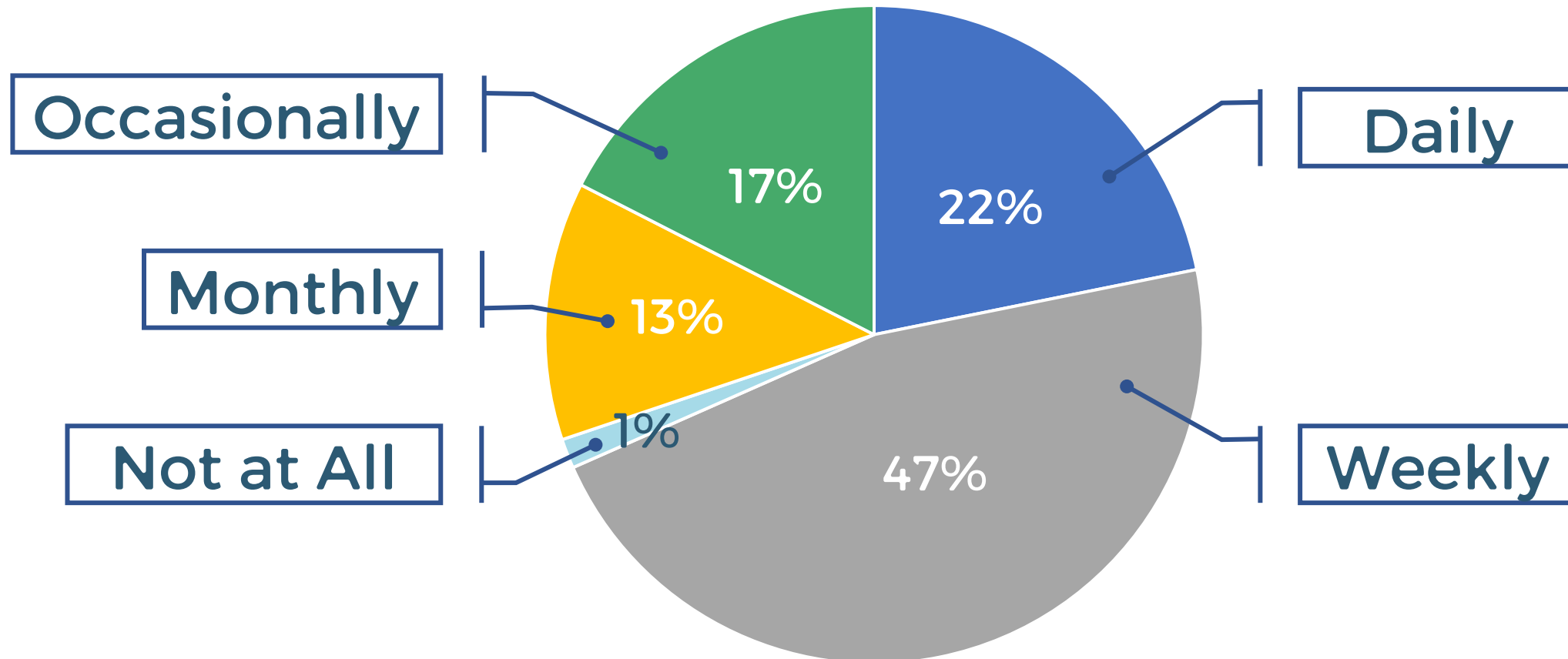
Q10



Q11 How can Traffic be improved entering Platte Landing Park?



Q12 How often do you visit Platte Landing Park?



Q13 Do you have any additional Comments/Concerns?





Questions?



Parkville Riverfront

DESIGN MEMORANDUM

To: Alysén Abel, P.E. (Public Works Director)
From: David J. Mennenga, P.E., PTOE
Date: February 4, 2022
Subject: Downtown Parkville / Platte Landing Park Traffic Study

**PRELIMINARY
DRAFT**

As you requested, we have prepared this preliminary memorandum to summarize the traffic study tasks that have been completed on this project to-date. In general, the completed traffic study process has included multiple rounds of traffic count data collection at four (4) locations within the English Landing / Farmer's Market parking areas to the south of the railroad tracks. In addition, a more comprehensive round of traffic counts including these previous locations, in addition to seven (7) other intersections within the downtown Parkville area, were also completed as the traffic study was expanded to be more comprehensive in nature. This memorandum also briefly summarizes the results of the Existing Conditions analysis that has already been completed within the downtown Parkville area.

The traffic study is currently at an interim "on-hold" status while further directions are received from the general public survey results and the McClure/Vireo project design team regarding the future amenities that will be proposed within Platte Landing Park. When those proposed park improvements are known, this traffic study will then project the additional traffic generation levels for the park that will need to be assigned and added at the study intersections to represent the Future Conditions scenario. Based on further analysis of those anticipated traffic conditions, recommendations will be made regarding items like appropriate access provisions to Platte Landing Park, possible improvements to the Main Street bridge over Rush Creek, planned geometric and traffic control improvements at the Highway 9 intersection with both 1st Street and East Street, and other potential traffic control improvements within the downtown Parkville area to improve the existing and anticipated traffic operations.

DATA COLLECTION

At this point in the traffic study process, it is expected that all data collection needs have been completed. As stated above, three (3) sets of intersection turning movement counts have been completed to-date. Each time, these traffic counts have been completed during the morning and evening peak periods on a "typical" weekday (i.e., 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. on a Tuesday or Thursday), in addition to the mid-day peak periods (i.e., 10:00 a.m. – 2:00 p.m.) on both Saturday and Sunday of an adjacent weekend. The following rounds of data collection have been completed:

1. May 20-23, 2021 (Thursday, Saturday, Sunday) (See summaries on **Tables 1-4**)
2. July 24-27, 2021 (Saturday, Sunday, Tuesday) (See summaries on **Tables 5-8**)
3. November 4-7, 2021 (Thursday, Saturday, Sunday) (See aerial background exhibits)

Although these data collection periods have been gathered under a variety of conditions, all this data has been valuable in providing comparative analyses particularly for the parking areas to the south of the railroad tracks near English Landing Park and the Farmer's Market. It should be noted that on the summary tables and exhibits provided it will never be possible to achieve perfect "balance" between these four intersections, given that they are surrounded by parking stalls from which vehicles may be entering/exiting the traffic flows all the time.

Based on the completed traffic counts, the table below summarizes the peak hourly traffic flows across the Main Street bridge crossing of Rush Creek. We would estimate that these traffic counts indicate this bridge currently carries a daily traffic volume in the 1,000 to 1,500 vehicles per day (vpd) range. As shown in this table, maximum hourly traffic volumes from 140 to 170 vehicles per hour (vph) are regularly experienced at times across this one-lane bridge, meaning that a vehicle potentially crosses the bridge every 20 to 25 seconds on average.

	SB (vph)	NB (vph)	TOTAL (vph)
May 2021			
A.M. Peak (5/20)	18	23	41
P.M. Peak (5/20)	25	23	48
SAT Peak (5/22)	37	43	80
SUN Peak (5/23)	75	84	159
July 2021			
A.M. Peak (7/27)	33	38	71
P.M. Peak (7/27)	57	23	80
SAT Peak (7/24)	57	66	123
SUN Peak (7/25)	83	61	144
November 2021			
A.M. Peak (11/4)	13	20	33
P.M. Peak (11/4)	57	35	92
SAT Peak (11/6)	92	78	170
SUN Peak (11/7)	76	81	157

Given the nature of random vehicle arrivals or any "bunching" of vehicles that might occur related to an event within the park areas, it is highly probable that head-to-head traffic is occasionally experienced

across this one-lane bridge. If the planned facilities within Platte Landing Park are significantly improved such that increased vehicular traffic is also expected, it is likely that some modifications to the bridge may be necessary to convert it for two-way traffic operations or that secondary park access may need to be provided. The current pedestrian accommodations on the existing bridge might need to be moved onto either a new cantilevered widening area or onto an entirely separated structure over Rush Creek to maintain the existing pedestrian trail connections along the east side of Main Street.

EXISTING CONDITIONS

Using the more comprehensive traffic counts from the round of data collection performed in early November 2021, a series of intersection capacity analyses have been performed during the existing weekday A.M. (7:00 – 8:00 a.m.), weekday P.M. (4:30 – 5:30 p.m.), Saturday mid-day (1:00 – 2:00), and Sunday mid-day (1:00 – 2:00) peak hours. It should be noted that these November traffic counts at the downtown Parkville study intersections all included pedestrian counts as well. There are significant pedestrian interactions at the study intersections that were accounted for during these existing analyses, most notably along Main Street at 1st Street and Mill Street and particularly during the Saturday mid-day peak hour analyzed.

These analyses have utilized the latest version of Trafficware’s Synchro / SimTraffic software program to produce the preliminary results illustrated on the attached **Table 9**. The highlighting within this table indicates various levels of concern regarding the existing traffic operations at the study intersections, from both a Level of Service (LOS) perspective based on vehicle delays and for predicted vehicle queuing lengths:

Highlighted Color	Level of Service	Maximum Vehicle Queues
Green	LOS B	n/a
Yellow	LOS C	Queues > 50'
Orange	LOS D	Queues > 75'
Red	LOS E	Queues > 100' (or critical locations)

The primary finding of these completed existing analyses is the predominant east-west traffic flows through the downtown Parkville area, especially the prevalence of an “S-curve” maneuver through the offset 1st Street and Mill Street intersections with Main Street. The prevailing heavy traffic movements through the downtown area appear to be eastbound during the morning peak hour and westbound during the evening peak hour. This route is heavily utilized by the residents of western Parkville to gain access

to eastbound Highway 9 heading toward Kansas City, Park University, Park Hill Schools, etc. in the morning, and then to make return trips to their residences during the evening peak hour.

A.M. Peak Hour: The main operational issue identified during the morning peak hour stems from the two-way STOP controlled condition at the intersection of Highway 9 with 1st Street. The need for southbound highway traffic to alternate intersection entries with eastbound 1st Street traffic causes eastbound back-ups that block the adjacent East Street intersection movements and produces vehicle queues that sometimes even impact the northbound right-turn and southbound left-turn movements on Main Street. In addition, vehicle queuing for southbound Highway 9 traffic is significant and backs through the adjacent East Street intersection as well. The eastbound vehicle queue on Mill Street at its STOP sign location with Main Street regularly develops queues in excess of 100 feet in length, as do the southbound movements on Crooked Road at the intersection with Mill Street.

P.M. Peak Hour: Similar operational issues remain during the evening peak hour for the eastbound traffic along 1st Street between Highway 9 and Main Street, as well as for the southbound Highway 9 traffic to a lesser extent. A new concern identified during the evening peak hour condition is the westbound vehicle queuing on 1st Street back to the east from its STOP sign intersection with Main Street, at times blocking the adjacent East Street intersection and even affecting westbound Highway 9 through volumes at times. Similar conditions to the morning peak hour continue to be experienced for the eastbound Mill Street movements at the Main Street intersection and for the southbound Crooked Road movements at the Mill Street intersection.

Saturday and Sunday Mid-Day Peak Hours: Similar traffic patterns and issues were identified during these weekend peak hours, but to a lesser extent. One thing to note from **Table 9** is some of the increased vehicle queuing at the four intersections located to the south of the railroad tracks, particularly during the Saturday mid-day peak hour.

FUTURE ANALYSES

Again, when more details are known about the planned facility improvements within Platte Landing Park then additional capacity analyses will be completed at the study intersections utilizing the projected traffic volumes for a Future Conditions scenario. To improve the existing operational deficiencies and accommodate any additional traffic associated with the planned park enhancements, several geometric and/or traffic control improvements will be considered during this future study phase:

- Evaluations of the planned geometric improvements at the intersection of 1st Street with East Street that were previously identified during the City's "Planning Sustainable Places (PSP)" study

of the Highway 9 corridor, including the addition of both southbound and eastbound auxiliary lanes and the installation of traffic signal controls at this intersection. It is likely that these improvements could address many of the operational delay and vehicle queuing issues currently experienced along both the eastbound 1st Street and the southbound Highway 9 directions of travel.

- To further address the current operational issues along the westbound direction of travel on 1st Street, particularly at the STOP sign-controlled intersection with Main Street during the evening peak hour, another improvement option could also be the possible installation of a traffic signal at that location.
- Although the installation of a traffic signal at the intersection of Main Street with Mill Street could also be considered, the extremely short separation distance between that study intersection and the existing railroad tracks would make coordinated / preemptive operation of this particular signal location absolutely necessary. As an alternative to this signalized option, the existing STOP sign for eastbound vehicles on Mill Street could be maintained as it currently exists, so that the most significant vehicle queuing would remain on Mill Street where more storage distance already exists.
- It could be beneficial to address the eastbound Mill Street and westbound 1st Street congestion issues by instead encouraging a more free-flowing progression of the east-west “S-curve” maneuvers through the downtown area. This could be accomplished by reassigning the intersection entry priorities at those intersections by removing the two existing STOP signs and instead installing new STOP signs for the southbound Main Street vehicles at the 1st Street intersection and for the northbound Main Street vehicles at the Mill Street intersection. Although this would establish a priority for vehicular traffic flows through these adjacent offset intersections, the numerous pedestrians at these locations would still maintain the ultimate right-of-way with existing and/or improved crosswalk designations.

We trust that this preliminary memorandum has adequately summarized our traffic analysis efforts to this point of the Platte Landing Park planning study and satisfies the city staff’s current needs. Please let us know if you should have any questions or need additional information.

cc: BAB, CMN, file

TABLE 1

Turning Movement Count Summary
Platte Landing Park Study
A.M. Peak Hour (7:30-8:30 a.m.)
May 20, 2021

Main Street & English Landing Drive									
	Volume								
NBL	0								
NBT	30	2	24	5	31	38	↑ right	6	
NBR	0	right	through	left	↓	↑	← through	2	
WBL	0	←	↓	→			↓ left	0	
WBT	2								
WBR	6	4 ←					← 8		
SBL	5	3 →					→ 5		
SBT	24								
SBR	2	2	left ↑				←	↑	→
EBL	2	0	through →		↓	↑	left	through	right
EBT	0	1	right ↓		25	30	0	30	0
EBR	1								

East Street & English Landing Drive									
	Adj. Total								
NBL	1								
NBT	11	5	18	0	23	13	↑ right	0	
NBR	0	right	through	left	↓	↑	← through	2	
WBL	1	←	↓	→			↓ left	1	
WBT	2								
WBR	0	8 ←					← 3		
SBL	0	3 →					→ 0		
SBT	18								
SBR	5	2	left ↑				←	↑	→
EBL	2	0	through →		↓	↑	left	through	right
EBT	0	1	right ↓		20	12	1	11	0
EBR	1								

Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	20	1	14	10	25	31	↑ right	8	
NBR	3	right	through	left	↓	↑	← through	0	
WBL	4	←	↓	→			↓ left	4	
WBT	0								
WBR	8	1 ←					← 12		
SBL	10	3 →					→ 13		
SBT	14								
SBR	1	3	left ↑				←	↑	→
EBL	3	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		18	23	0	20	3
EBR	0								

East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	8	0	8	16	12	↑ right	7	
NBR	0	right	through	left	↓	↑	← through	4	
WBL	0	←	↓	→			↓ left	0	
WBT	4								
WBR	7	12 ←					← 11		
SBL	8	13 →					→ 16		
SBT	0								
SBR	8	5	left ↑				←	↑	→
EBL	5	8	through →		↓	↑	left	through	right
EBT	8	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 2

Turning Movement Count Summary
Platte Landing Park Study
P.M. Peak Hour (4:45-5:45 p.m.)
May 20, 2021

Main Street & English Landing Drive									
	Volume								
NBL	3								
NBT	27	51	32	14	97	121	↑ right	25	
NBR	1	right	through	left	↓	↑	← through	10	
WBL	4	←	↓	→			↓ left	4	
WBT	10								
WBR	25	64 ←					← 39		
SBL	14	81 →					→ 26		
SBT	32								
SBR	51	69	left ↑				← left	↑ through	→ right
EBL	69	11	through →		↓	↑	left	through	right
EBT	11	1	right ↓		37	31	3	27	1
EBR	1								
East Street & English Landing Drive									
	Adj. Total								
NBL	0								
NBT	8	32	12	6	50	30	↑ right	5	
NBR	0	right	through	left	↓	↑	← through	5	
WBL	0	←	↓	→			↓ left	0	
WBT	5								
WBR	5	37 ←					← 10		
SBL	6	18 →					→ 7		
SBT	12								
SBR	32	17	left ↑				← left	↑ through	→ right
EBL	17	1	through →		↓	↑	left	through	right
EBT	1	0	right ↓		12	8	0	8	0
EBR	0								
Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	19	1	20	10	31	27	↑ right	7	
NBR	4	right	through	left	↓	↑	← through	1	
WBL	5	←	↓	→			↓ left	5	
WBT	1								
WBR	7	2 ←					← 13		
SBL	10	2 →					→ 15		
SBT	20								
SBR	1	1	left ↑				← left	↑ through	→ right
EBL	1	1	through →		↓	↑	left	through	right
EBT	1	0	right ↓		25	23	0	19	4
EBR	0								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	6	0	4	10	9	↑ right	2	
NBR	0	right	through	left	↓	↑	← through	3	
WBL	0	←	↓	→			↓ left	0	
WBT	3								
WBR	2	9 ←					← 5		
SBL	4	11 →					→ 8		
SBT	0								
SBR	6	7	left ↑				← left	↑ through	→ right
EBL	7	4	through →		↓	↑	left	through	right
EBT	4	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 3

**Turning Movement Count Summary
Platte Landing Park Study
Saturday Peak Hour (10:00-11:00 a.m.)
May 22, 2021**

Main Street & English Landing Drive									
	Volume								
NBL	5								
NBT	66	41	28	12	81	137	↑ right	24	
NBR	3	right	through	left	↓	↑	← through	12	
WBL	4	←	↓	→			↓ left	4	
WBT	12								
WBR	24	58 ←					← 40		
SBL	12	62 →					→ 26		
SBT	28								
SBR	41	47	left ↑				←	↑	→
EBL	47	11	through →		↓	↑	left	through	right
EBT	11	4	right ↓		36	74	5	66	3
EBR	4								
East Street & English Landing Drive									
	Adj. Total								
NBL	0								
NBT	37	20	41	34	95	89	↑ right	35	
NBR	8	right	through	left	↓	↑	← through	7	
WBL	8	←	↓	→			↓ left	8	
WBT	7								
WBR	35	27 ←					← 50		
SBL	34	31 →					→ 49		
SBT	41								
SBR	20	17	left ↑				←	↑	→
EBL	17	7	through →		↓	↑	left	through	right
EBT	7	7	right ↓		56	45	0	37	8
EBR	7								
Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	35	2	17	14	33	65	↑ right	29	
NBR	8	right	through	left	↓	↑	← through	1	
WBL	19	←	↓	→			↓ left	19	
WBT	1								
WBR	29	3 ←					← 49		
SBL	14	2 →					→ 22		
SBT	17								
SBR	2	1	left ↑				←	↑	→
EBL	1	0	through →		↓	↑	left	through	right
EBT	0	1	right ↓		37	43	0	35	8
EBR	1								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	30	0	18	48	39	↑ right	29	
NBR	0	right	through	left	↓	↑	← through	17	
WBL	0	←	↓	→			↓ left	0	
WBT	17								
WBR	29	47 ←					← 46		
SBL	18	21 →					→ 29		
SBT	0								
SBR	30	10	left ↑				←	↑	→
EBL	10	11	through →		↓	↑	left	through	right
EBT	11	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 4

**Turning Movement Count Summary
Platte Landing Park Study
Sunday Peak Hour (1:00-2:00 p.m.)
May 23, 2021**

Main Street & English Landing Drive									
	Volume								
NBL	5								
NBT	90	22	65	12	99	128	↑ right	22	
NBR	2	right	through	left	↓	↑	← through	4	
WBL	2	←	↓	→			↓ left	2	
WBT	4								
WBR	22	31 ←					← 28		
SBL	12	20 →					→ 14		
SBT	65								
SBR	22	16	left ↑				←	↑	→
EBL	16	0	through →		↓	↑	left	through	right
EBT	0	4	right ↓		71	97	5	90	2
EBR	4								
East Street & English Landing Drive									
	Adj. Total								
NBL	4								
NBT	34	21	71	10	102	69	↑ right	18	
NBR	2	right	through	left	↓	↑	← through	0	
WBL	0	←	↓	→			↓ left	0	
WBT	0								
WBR	18	25 ←					← 18		
SBL	10	17 →					→ 12		
SBT	71								
SBR	21	17	left ↑				←	↑	→
EBL	17	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		71	40	4	34	2
EBR	0								
Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	71	5	43	12	60	92	↑ right	19	
NBR	13	right	through	left	↓	↑	← through	1	
WBL	31	←	↓	→			↓ left	31	
WBT	1								
WBR	19	6 ←					← 51		
SBL	12	3 →					→ 25		
SBT	43								
SBR	5	2	left ↑				←	↑	→
EBL	2	0	through →		↓	↑	left	through	right
EBT	0	1	right ↓		75	84	0	71	13
EBR	1								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	34	0	21	55	35	↑ right	21	
NBR	0	right	through	left	↓	↑	← through	15	
WBL	0	←	↓	→			↓ left	0	
WBT	15								
WBR	21	49 ←					← 36		
SBL	21	25 →					→ 32		
SBT	0								
SBR	34	14	left ↑				←	↑	→
EBL	14	11	through →		↓	↑	left	through	right
EBT	11	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 5

**Turning Movement Count Summary
Platte Landing Park Study
Saturday Peak Hour (10:00-11:00 a.m.)
July 24, 2021**

Main Street & English Landing Drive									
	Volume								
NBL	5								
NBT	102	36	70	34	140	183	↑ right	43	
NBR	1	right	through	left	↓	↑	← through	6	
WBL	7	←	↓	→			↓ left	7	
WBT	6								
WBR	43	47 ←					← 56		
SBL	34	41 →					→ 38		
SBT	70								
SBR	36	38	left ↑				←	↑	→
EBL	38	3	through →		↓	↑	left	through	right
EBT	3	0	right ↓		77	108	5	102	1
EBR	0								
East Street & English Landing Drive									
	Adj. Total								
NBL	9								
NBT	36	50	59	61	170	115	↑ right	59	
NBR	5	right	through	left	↓	↑	← through	9	
WBL	7	←	↓	→			↓ left	7	
WBT	9								
WBR	59	68 ←					← 75		
SBL	61	27 →					→ 68		
SBT	59								
SBR	50	20	left ↑				←	↑	→
EBL	20	2	through →		↓	↑	left	through	right
EBT	2	5	right ↓		71	50	9	36	5
EBR	5								
Main Street & McAfee Street									
	Volume								
NBL	1								
NBT	54	0	32	32	64	87	↑ right	32	
NBR	11	right	through	left	↓	↑	← through	0	
WBL	25	←	↓	→			↓ left	25	
WBT	0								
WBR	32	1 ←					← 57		
SBL	32	1 →					→ 43		
SBT	32								
SBR	0	1	left ↑				←	↑	→
EBL	1	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		57	66	1	54	11
EBR	0								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	31	0	25	56	41	↑ right	25	
NBR	0	right	through	left	↓	↑	← through	25	
WBL	0	←	↓	→			↓ left	0	
WBT	25								
WBR	25	56 ←					← 50		
SBL	25	42 →					→ 51		
SBT	0								
SBR	31	16	left ↑				←	↑	→
EBL	16	26	through →		↓	↑	left	through	right
EBT	26	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 6

**Turning Movement Count Summary
Platte Landing Park Study
Sunday Peak Hour (1:00-2:00 p.m.)
July 25, 2021**

Main Street & English Landing Drive									
	Volume								
NBL	3								
NBT	63	19	67	13	99	93	↑ right	10	
NBR	1	right	through	left	↓	↑	← through	3	
WBL	5	←	↓	→			↓ left	5	
WBT	3								
WBR	10	25 ←					← 18		
SBL	13	26 →					→ 17		
SBT	67								
SBR	19	20	left ↑				← left	↑ through	→ right
EBL	20	3	through →		↓	↑	left	through	right
EBT	3	3	right ↓		75	67	3	63	1
EBR	3								
East Street & English Landing Drive									
	Adj. Total								
NBL	2								
NBT	27	13	32	0	45	41	↑ right	5	
NBR	1	right	through	left	↓	↑	← through	2	
WBL	0	←	↓	→			↓ left	0	
WBT	2								
WBR	5	17 ←					← 7		
SBL	0	11 →					→ 1		
SBT	32								
SBR	13	9	left ↑				← left	↑ through	→ right
EBL	9	0	through →		↓	↑	left	through	right
EBT	0	2	right ↓		34	30	2	27	1
EBR	2								
Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	52	1	64	8	73	63	↑ right	9	
NBR	9	right	through	left	↓	↑	← through	1	
WBL	19	←	↓	→			↓ left	19	
WBT	1								
WBR	9	2 ←					← 29		
SBL	8	2 →					→ 17		
SBT	64								
SBR	1	2	left ↑				← left	↑ through	→ right
EBL	2	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		83	61	0	52	9
EBR	0								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	17	0	15	32	29	↑ right	20	
NBR	0	right	through	left	↓	↑	← through	11	
WBL	0	←	↓	→			↓ left	0	
WBT	11								
WBR	20	28 ←					← 31		
SBL	15	18 →					→ 24		
SBT	0								
SBR	17	9	left ↑				← left	↑ through	→ right
EBL	9	9	through →		↓	↑	left	through	right
EBT	9	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 7

Turning Movement Count Summary
Platte Landing Park Study
A.M. Peak Hour (8:00-9:00 a.m.)
July 27, 2021

Main Street & English Landing Drive									
	Volume								
NBL	0								
NBT	37	11	29	6	46	53	↑ right	9	
NBR	1	right	through	left	↓	↑	← through	4	
WBL	1	←	↓	→			↓ left	1	
WBT	4								
WBR	9	15 ←					← 14		
SBL	6	9 →					→ 8		
SBT	29								
SBR	11	7	left ↑				←	↑	→
EBL	7	1	through →		↓	↑	left	through	right
EBT	1	1	right ↓		31	38	0	37	1
EBR	1								

East Street & English Landing Drive									
	Adj. Total								
NBL	0								
NBT	26	17	52	10	79	42	↑ right	7	
NBR	0	right	through	left	↓	↑	← through	1	
WBL	1	←	↓	→			↓ left	1	
WBT	1								
WBR	7	18 ←					← 9		
SBL	10	9 →					→ 10		
SBT	52								
SBR	17	9	left ↑				←	↑	→
EBL	9	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		53	26	0	26	0
EBR	0								

Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	30	3	16	10	29	34	↑ right	4	
NBR	8	right	through	left	↓	↑	← through	0	
WBL	16	←	↓	→			↓ left	16	
WBT	0								
WBR	4	3 ←					← 20		
SBL	10	1 →					→ 18		
SBT	16								
SBR	3	0	left ↑				←	↑	→
EBL	0	0	through →		↓	↑	left	through	right
EBT	0	1	right ↓		33	38	0	30	8
EBR	1								

East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	15	0	25	40	23	↑ right	19	
NBR	0	right	through	left	↓	↑	← through	6	
WBL	0	←	↓	→			↓ left	0	
WBT	6								
WBR	19	21 ←					← 25		
SBL	25	16 →					→ 37		
SBT	0								
SBR	15	4	left ↑				←	↑	→
EBL	4	12	through →		↓	↑	left	through	right
EBT	12	0	right ↓		0	0	0	0	0
EBR	0								

TABLE 8

Turning Movement Count Summary
Platte Landing Park Study
P.M. Peak Hour (5:00-6:00 p.m.)
July 27, 2021

Main Street & English Landing Drive									
	Volume								
NBL	3								
NBT	26	14	48	12	74	72	↑ right	17	
NBR	2	right	through	left	↓	↑	← through	7	
WBL	3	←	↓	→			↓ left	3	
WBT	7								
WBR	17	24 ←					← 27		
SBL	12	40 →					→ 25		
SBT	48								
SBR	14	29	left ↑				←	↑	→
EBL	29	11	through →		↓	↑	left	through	right
EBT	11	0	right ↓		51	31	3	26	2
EBR	0								
East Street & English Landing Drive									
	Adj. Total								
NBL	2								
NBT	14	27	44	3	74	37	↑ right	4	
NBR	1	right	through	left	↓	↑	← through	2	
WBL	0	←	↓	→			↓ left	0	
WBT	2								
WBR	4	31 ←					← 6		
SBL	3	22 →					→ 4		
SBT	44								
SBR	27	19	left ↑				←	↑	→
EBL	19	0	through →		↓	↑	left	through	right
EBT	0	3	right ↓		47	17	2	14	1
EBR	3								
Main Street & McAfee Street									
	Volume								
NBL	0								
NBT	17	0	31	8	39	26	↑ right	8	
NBR	6	right	through	left	↓	↑	← through	0	
WBL	26	←	↓	→			↓ left	26	
WBT	0								
WBR	8	0 ←					← 34		
SBL	8	1 →					→ 14		
SBT	31								
SBR	0	1	left ↑				←	↑	→
EBL	1	0	through →		↓	↑	left	through	right
EBT	0	0	right ↓		57	23	0	17	6
EBR	0								
East Street & McAfee Street									
	Adj. Total								
NBL	0								
NBT	0	32	0	9	41	16	↑ right	6	
NBR	0	right	through	left	↓	↑	← through	2	
WBL	0	←	↓	→			↓ left	0	
WBT	2								
WBR	6	34 ←					← 8		
SBL	9	14 →					→ 13		
SBT	0								
SBR	32	10	left ↑				←	↑	→
EBL	10	4	through →		↓	↑	left	through	right
EBT	4	0	right ↓		0	0	0	0	0
EBR	0								



Existing AM Peak Hour Traffic Volumes



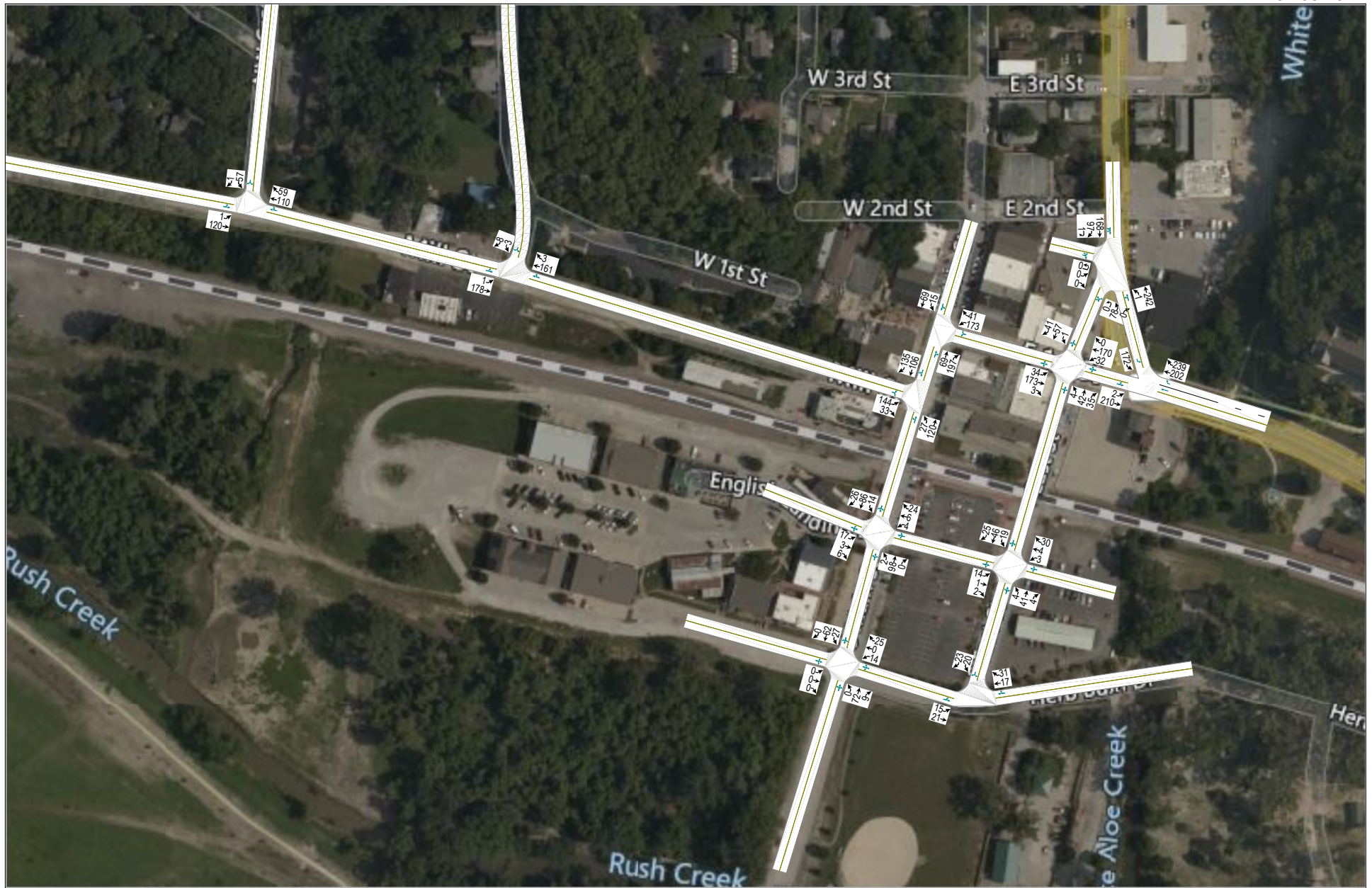
Existing PM Peak Hour Traffic Volumes



Existing SAT Peak Hour Traffic Volumes

Map - Traffic Volumes

02/03/2022



Existing SUN Peak Hour Traffic Volumes

Table 9

Summary of Existing Operational Conditions

A.M. PEAK HOUR	Eastbound		Westbound		Northbound		Southbound	
Intersection	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q
Hwy. 9 & 1st St.	B	170'	A	30'	n/a	n/a	A	140'
Hwy. 9 & East St.	A	40'	n/a	n/a	A	*	A	145'
1st St. & East St.	A	75'	A	60'	E	40'	A	45'
1st St. & Main St.	n/a	n/a	A	85'	A	60'	A	55'
Main St. & Mill St.	A	145'	n/a	n/a	A	25'	A	25'
Mill St. & West St.	A	25'	A	*	n/a	n/a	A	30'
Mill St. & Crooked Rd.	A	25'	A	*	n/a	n/a	A	100'
Main St. & English Landing Dr.	A	30'	A	35'	A	*	A	*
Main St. & McAfee St.	A	25'	A	35'	A	*	A	*
East St. & English Landing Dr.	A	25'	A	25'	A	*	A	*
East St. & McAfee St.	A	*	A	*	n/a	n/a	A	25'

P.M. PEAK HOUR	Eastbound		Westbound		Northbound		Southbound	
Intersection	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q
Hwy. 9 & 1st St.	A	100'	A	75'	n/a	n/a	B	140'
Hwy. 9 & East St.	B	55'	n/a	n/a	A	25'	A	50'
1st St. & East St.	A	55'	A	75'	A	60'	A	65'
1st St. & Main St.	n/a	n/a	A	160'	A	65'	A	65'
Main St. & Mill St.	A	185'	n/a	n/a	A	70'	A	70'
Mill St. & West St.	A	40'	A	25'	n/a	n/a	A	45'
Mill St. & Crooked Rd.	A	30'	A	25'	n/a	n/a	A	80'
Main St. & English Landing Dr.	A	55'	A	55'	A	30'	A	25'
Main St. & McAfee St.	A	35'	A	45'	A	25'	A	*
East St. & English Landing Dr.	A	45'	A	35'	A	25'	A	*
East St. & McAfee St.	A	25'	A	*	n/a	n/a	A	45'

SATURDAY PEAK HOUR	Eastbound		Westbound		Northbound		Southbound	
Intersection	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q
Hwy. 9 & 1st St.	A	80'	A	115'	n/a	n/a	A	115'
Hwy. 9 & East St.	A	65'	n/a	n/a	A	40'	A	80'
1st St. & East St.	A	55'	A	75'	A	80'	A	90'
1st St. & Main St.	n/a	n/a	C	175'	A	75'	A	95'
Main St. & Mill St.	B	125'	n/a	n/a	A	80'	A	70'
Mill St. & West St.	A	30'	A	*	n/a	n/a	A	40'
Mill St. & Crooked Rd.	A	25'	A	*	n/a	n/a	A	60'
Main St. & English Landing Dr.	A	70'	A	65'	A	65'	A	80'
Main St. & McAfee St.	A	25'	A	75'	A	40'	A	*
East St. & English Landing Dr.	A	60'	A	40'	A	30'	A	25'
East St. & McAfee St.	A	25'	A	25'	n/a	n/a	A	60'

SUNDAY PEAK HOUR	Eastbound		Westbound		Northbound		Southbound	
Intersection	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q	LOS	Max. Q
Hwy. 9 & 1st St.	A	95'	A	30'	n/a	n/a	A	105'
Hwy. 9 & East St.	A	75'	n/a	n/a	A	25'	A	35'
1st St. & East St.	A	65'	A	60'	A	90'	A	75'
1st St. & Main St.	n/a	n/a	A	105'	A	60'	A	45'
Main St. & Mill St.	A	140'	n/a	n/a	A	55'	A	60'
Mill St. & West St.	A	25'	A	*	n/a	n/a	A	30'
Mill St. & Crooked Rd.	A	25'	A	*	n/a	n/a	A	65'
Main St. & English Landing Dr.	A	45'	A	45'	A	25'	A	40'
Main St. & McAfee St.	A	25'	A	65'	A	45'	A	25'
East St. & English Landing Dr.	A	40'	A	60'	A	25'	A	25'
East St. & McAfee St.	A	30'	A	25'	n/a	n/a	A	40'