

**1. GENERAL AGENDA**

Mayor Dean Katerndahl opened the work session at 5:06 p.m. on June 17, 2025, at City Hall, 8880 Clark Avenue, Parkville, Missouri. In attendance were aldermen Tina Welch, Philip Wassmer, Brian T. Whitley, Stephen Melton, Michael Lee, and Abby LacKamp.

The following staff was also present:

Alexa Barton, City Administrator  
Bryan Kidney, Deputy City Administrator/Finance Director  
Jeffery Rhodes, Assistant City Administrator  
Jon Jordan, Police Captain  
Nick Lightner, Public Works Assistant Director  
Stephen Lachky, Community Development Director  
Brittanie Propes, Parks & Recreation Director  
John Mautino, City Attorney

**A. Provide an update on the Route 9 Corridor Complete Streets Improvements project**

Chris Cline, Confluence, provided an overview of the comments received from the survey and two options for the design; presentation attached as Exhibit A.

Discussion focused on traffic counts, involvement of the Southern Platte Fire Protection District in discussions, recommendations for traffic during construction, possible impacts on businesses during construction, traffic congestion, and shutting down First Street.

**B. Parks & Recreation Master Plan Update**

The following Community Land and Recreation Board members joined the meeting: Steven Sturgess, Dana Laiben, Robert Unger, Evan Maxon (*via videoconference*), and Amanda Blackwood (*via videoconference*).

Jay Wohlschlaeger, SWT Design, provided an overview of the final recommendations and action plan for the Plan.

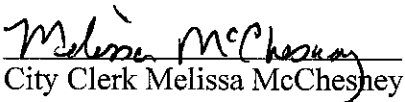
Discussion focused on connectivity from the park land in western Parkville to Thousand Oaks, a park maintenance plan, and adding historical markers at Watkins and Adams parks.

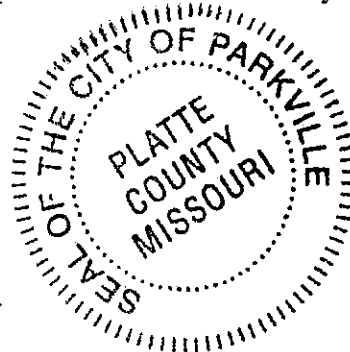
**2. ADJOURN**

The work session ended at 7:19 p.m.

The work session minutes for June 17, 2025, having been read and considered by the Board of Aldermen, and having been found to be correct as written, were approved on this the first day of July 2025.

Submitted by:

  
City Clerk Melissa McChesney





## REDEFINE ROUTE 9: *Enhancing Pathways Through Parkville*

Board of Aldermen Meeting

June 17, 2025

### AGENDA

- Project Overview
- Public Input Review
- Updated Concepts A + B
- Traffic Analysis
- Truck Turning Analysis
- Pros + Cons Comparison
- Next Steps



## REDEFINE ROUTE 9

*Enhancing Pathways Through Parkville*



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



CONFLUENCE

# PROJECT GOALS



## Provide an Enhanced Pedestrian-Friendly Environment

Explore placemaking opportunities to create new spaces available for pedestrian use including streetscape amenities, crosswalks, trail connections, and traffic-calming measures



## Support Downtown Economic Development + Community Events

Create solutions that bolster area economic development opportunities while accommodating large event crowds and related vehicular/pedestrian circulation



## Improve Traffic Flow To/Through Downtown Parkville

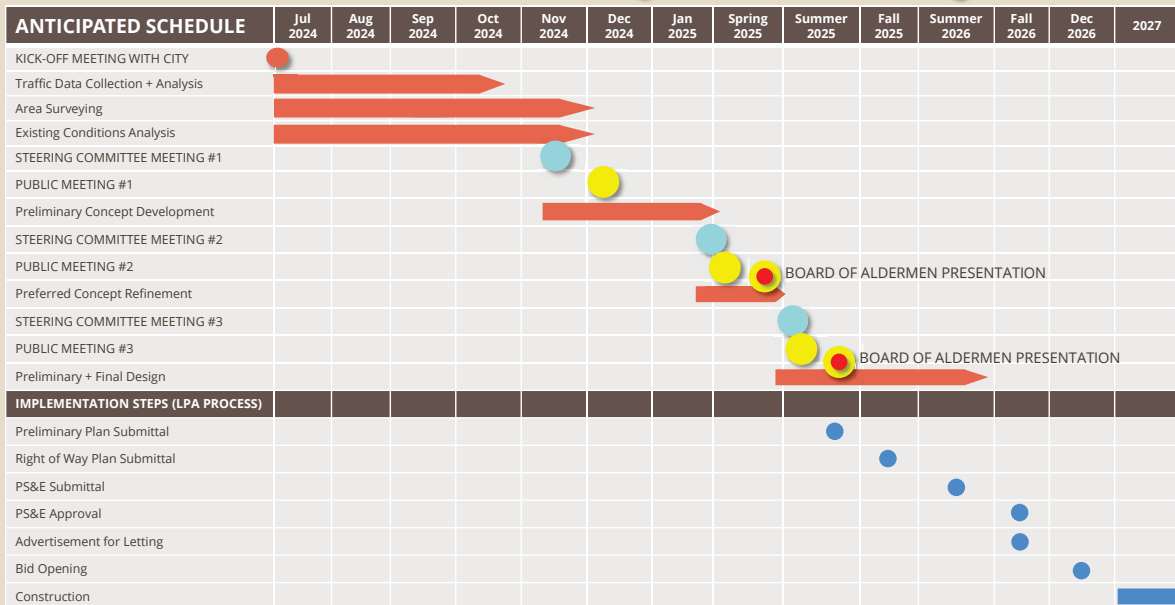
Fix the existing triangle entry to Downtown, improve east-west + truck route traffic flow through the area, and maintain 2 existing railroad crossings connecting to the riverfront



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PUBLIC MEETING: ● STEERING COMMITTEE MEETING: ● TASK PROGRESS: ■



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



# INTERACTIVE ENGAGEMENT WEBSITE

## SURVEY RESPONSES

How participants describe the study area today



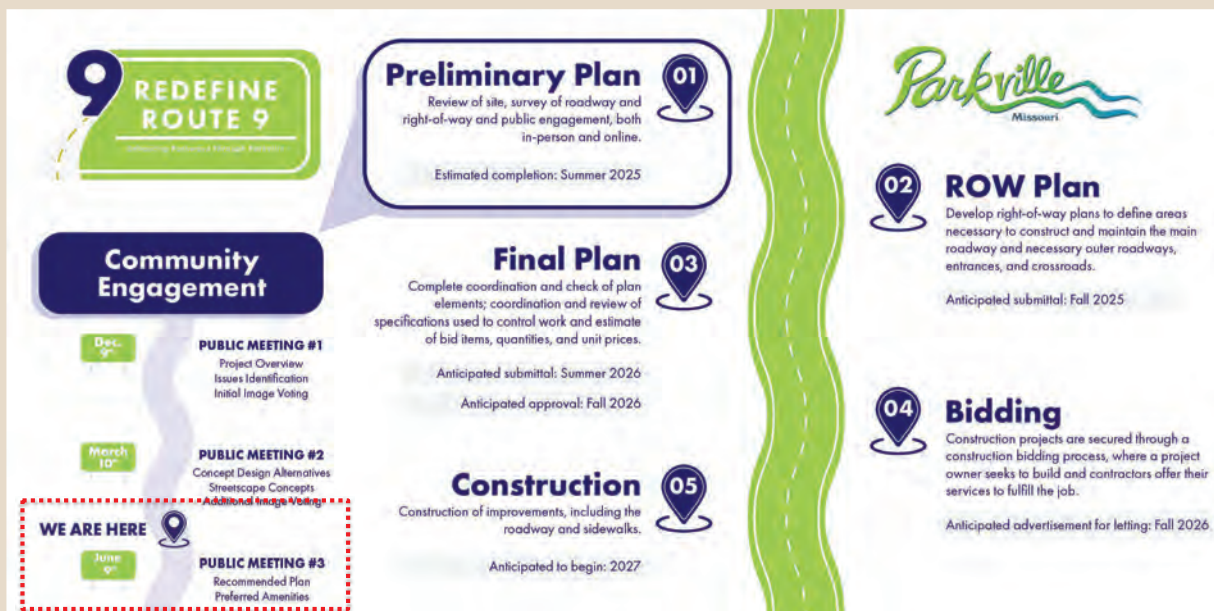
How participants describe their vision for the study area



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GBA CONFLUENCE



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## **PUBLIC MEETING #3 + ENGAGEMENT WEBSITE PUBLIC INPUT**

### **COMMENT CARD INPUT**

Public Meeting #2

**12**  
**Comment cards**

**3**  
**Favored options B**

**1**  
**Favored option A**

**3**  
**Mentioned  
Power Plant**



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## ENGAGEMENT WEBSITE PUBLIC INPUT

11,091  
website views

5,429  
website visits

3,773  
website visitors

120  
contributions

115  
contributors

77  
site followers



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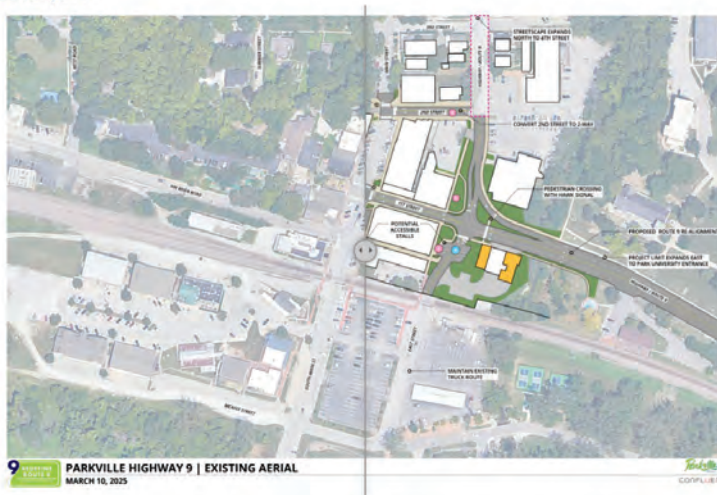


GBA

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## ENGAGEMENT WEBSITE PUBLIC INPUT

### Concept A



### Parkville Route 9 Concept Survey

#### Concept Feedback

Please rank the concepts from most preferred (top ranking) to least preferred (lowest ranking).

|  |                                             |    |
|--|---------------------------------------------|----|
|  | Concept A<br>Concept A Redevelopment Plan   | 12 |
|  | Concept A1<br>Concept A1 Redevelopment Plan | 10 |
|  | Concept A2<br>Concept A2 Redevelopment Plan | 13 |
|  | Concept B<br>Concept B Redevelopment Plan   | 20 |
|  | Concept B1<br>Concept B1 Redevelopment Plan | 18 |
|  | Concept B2<br>Concept B2 Redevelopment Plan | 15 |



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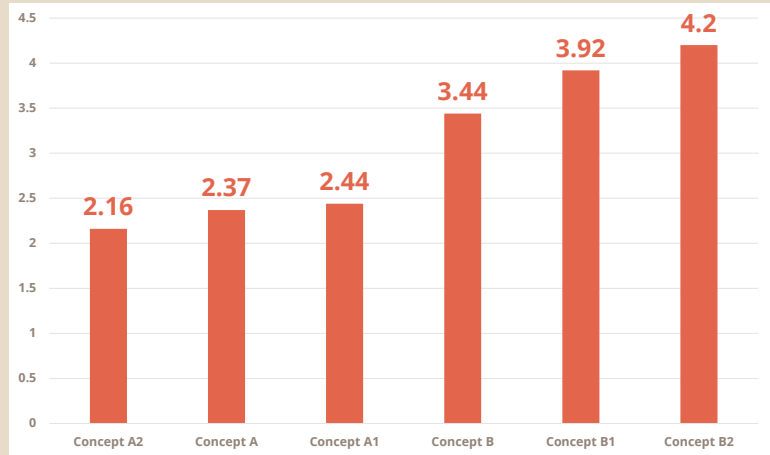
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CONFLUENCE

## ENGAGEMENT WEBSITE PUBLIC INPUT

Please rank the concepts from most preferred (top ranking) to least preferred (lowest ranking).

*Following this question, participants were asked to select their top ranked concept and answer a series of free response questions. The follow slides present themes from these responses.*



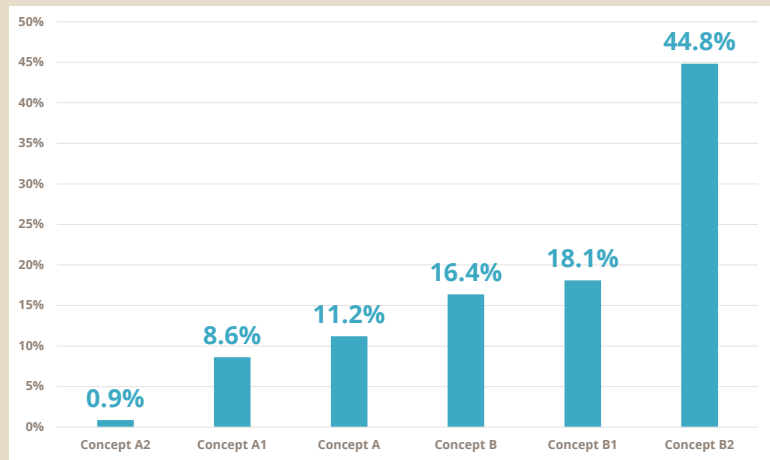
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## ENGAGEMENT WEBSITE PUBLIC INPUT

Select your top ranked concept:

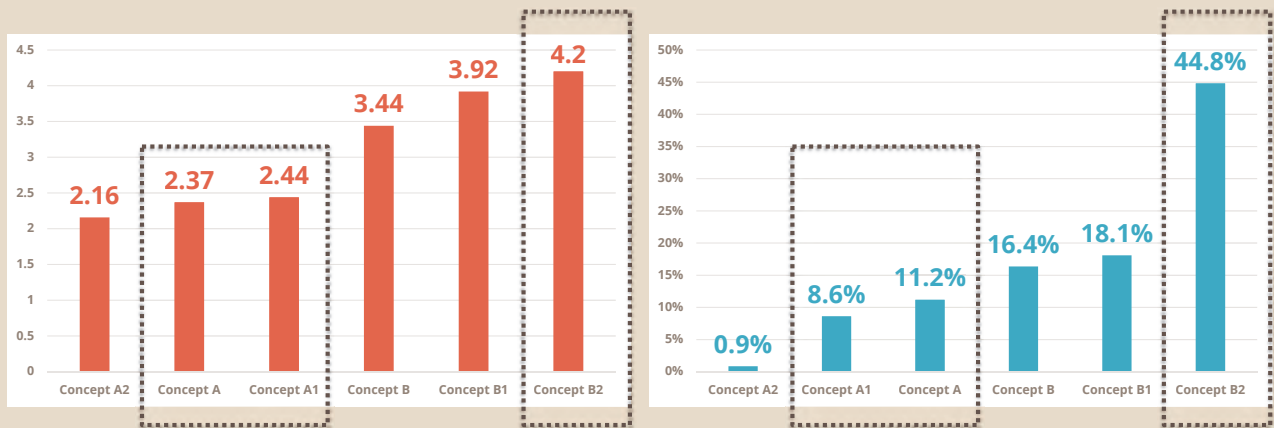


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# ENGAGEMENT WEBSITE PUBLIC INPUT



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## CONCEPT A

### What participants liked:

- Least impactful concept
- Preserved existing structures and character
  - Power Plant Building impact
- Addresses some pedestrian safety concerns

### What participants would change or have concerns about:

- Too vehicle-oriented
- Add accessible parking stalls
- Concerns about cut-through traffic



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## CONCEPT A1

### What participants liked:

- Preserves structures and character
  - Power Plant Building
- Added trailhead, pedestrian extensions, and parking

**What participants would change or have concerns about:**

- **Prioritize tree canopy, trails, and greenscaping**
- **Turning onto Main Street from E 1<sup>st</sup> Street**
- **Impacts to traffic flow with curb bumpouts**



## REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



## CONCEPT A2

### What participants liked:

- **Monument for the Power Plant Building site**
- **Would not require rerouting of NW River Road**

**What participants would change or have concerns about:**

- **Concerns about cut-through traffic**



## REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



## CONCEPT B

### What participants liked:

- Closing E 1<sup>st</sup> Street as a pedestrian promenade
- Least amount of building impact with efficient traffic solutions
- Removes the triangle intersection

### What participants would change or have concerns about:

- Safety concerns need to be addressed with railroad adjacency
- Widen sidewalks if possible



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## CONCEPT B1

### What participants liked:

- Added parking and greenspace along NW River Rd
- Improved traffic connections especially for NW River Rd and Route 9
- Closing off E 1<sup>st</sup> St
- Tangible change to what is present today and truly addresses the issues Downtown is facing for mobility, parking, and safety

### What participants would change or have concerns about:

- Trash removal
- Preservation of Power Plant Building
- Bike racks in streetscape



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## CONCEPT B2

### What participants liked:

- New west parking in B2 feels safer than B1
- Intersection improvements at the triangle and redirection of traffic flow
- Pedestrian promenade in lieu of East 1<sup>st</sup> St
- Reduces intersection safety concerns on Main St

### What participants would change or have concerns about:

- Considerations for added streetscaping (gathering spaces, outdoor eating, etc.)
- Stoplight option at the triangle
- Funding and timing for construction



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## FREQUENCY OF RESPONSES

### Power Plant:

- Only 10 comments of 108 (9.3%) explicitly mentioned they chose concept due to the preservation of the power plant building. *(All 10 comments were from participants that voted on Concepts A, A1, A2, or B)*
  - 3 additional comments explicitly mentioned retaining the power plant building as a modification they would like to see made if possible (phasing?).
- Only 10 comments of 85 (11.8%) mentioned the fate of the power plant building as a concern
  - 4 of these comments were from participants that voted on Concept B1 or B2
    - "Explore option of modifying the alignment of the road to the west of Main Street to reduce impacts on properties west of the Power Plant Building (less parking)"- Voted on B2
    - "There is general concern about the removal of the Power Plant Building and the VFW losing their place downtown. If a very public effort was made to guarantee that the VFW could afford to rebuild on the smaller lot with a VERY charming brick and stone building that fit Main Street. The public would get behind this." - Voted on B2



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## Streetscaping Elements

1. To what extent should the Downtown Parkville/9 Highway project incorporate elements like these?

|                         | PLANTERS              | LIT BOLLARDS          | BENCHES               | SIDEWALK SIGNS        | RECEPTACLES           |                |
|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------|
|                         |                       |                       |                       |                       |                       |                |
|                         |                       | Absolutely not        | Limited use           | Neutral               | Consistent use        | Absolutely yes |
| Site Furnishings        | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Lighting                | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Paving                  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Landscape               | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Signage                 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Public Gathering Spaces | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Placemaking Elements    | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |
| Art Elements            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |                |

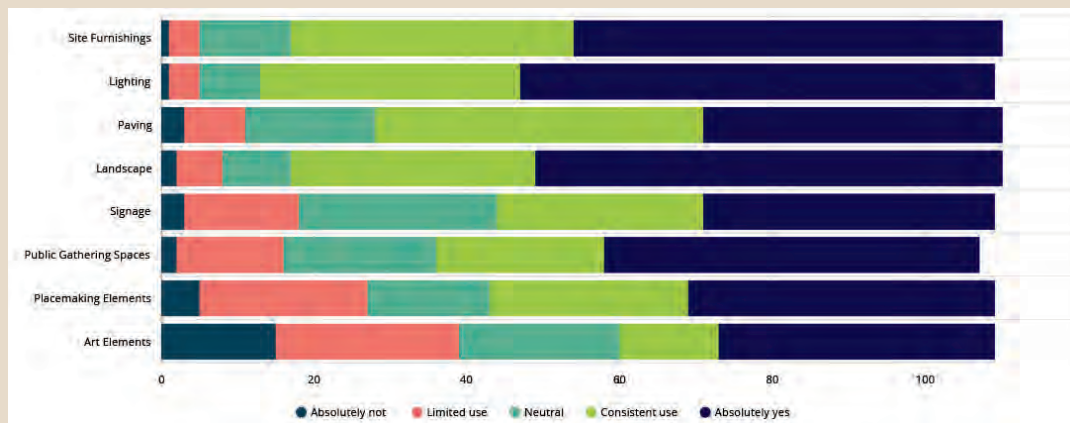


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## Streetscaping Elements

To what extent should the Downtown Parkville/9 Highway project incorporate elements like these?



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## Streetscaping Elements

### Absolute Yes Ranked Results:

1. Lighting
2. Landscape
3. Site Furnishings
4. Public Gathering Spaces
5. Placemaking Elements
6. Signage
6. Paving
8. Art Elements

### Adjusted Ranked Results:

1. Lighting
2. Landscape
2. Site Furnishings
4. Paving
5. Public Gathering Spaces
6. Placemaking Elements
6. Signage
8. Art Elements



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## Updated Concept A

Opinion of Probable  
Construction Cost:  
~ \$4.7M - \$7.1M

Parking Data  
Existing – 69 Stalls  
Proposed – 62 Stalls

● Accessible Potential



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## CONCEPT A



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## Updated Concept B

Opinion of Probable  
Construction Cost:  
~ \$7.3M - \$10.9M

Parking Data  
Existing – 69 Stalls  
Proposed – 64 Stalls

● Accessible Potential



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## CONCEPT B



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## Concept B2 (with Concept B Updates East of Main Street)

Opinion of Probable  
Construction Cost:  
~ TBD

Parking Data  
Existing – 69 Stalls  
Proposed – 108 Stalls

● Accessible Potential



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# CONCEPT B2



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



## Truck Turning Analysis

Typically used  
for deliveries by  
Downtown  
Parkville  
businesses

### WB-40: Intermediate Semi

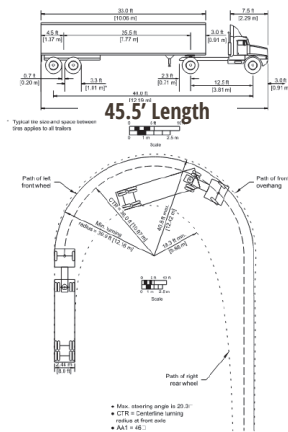


Figure 2-22. Minimum Turning Path for Intermediate Semitrailer (WB-40 (WB-12)) Design Vehicle

### WB-67: Interstate Semi

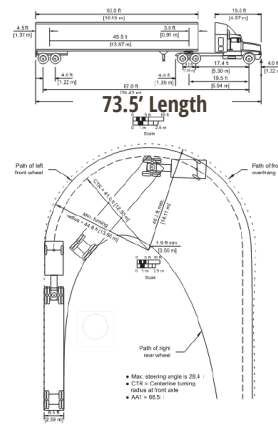


Figure 2-24. Minimum Turning Path for Interstate Semitrailer (WB-67 (WB-20)) Design Vehicle

Not typically used  
for deliveries by  
Downtown  
businesses

Have traversed  
to/through  
Downtown  
Parkville on many  
occasions



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



## Existing Conditions Truck Turning Analysis

WB-40: Intermediate Semi  
*Encroach Lane*



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



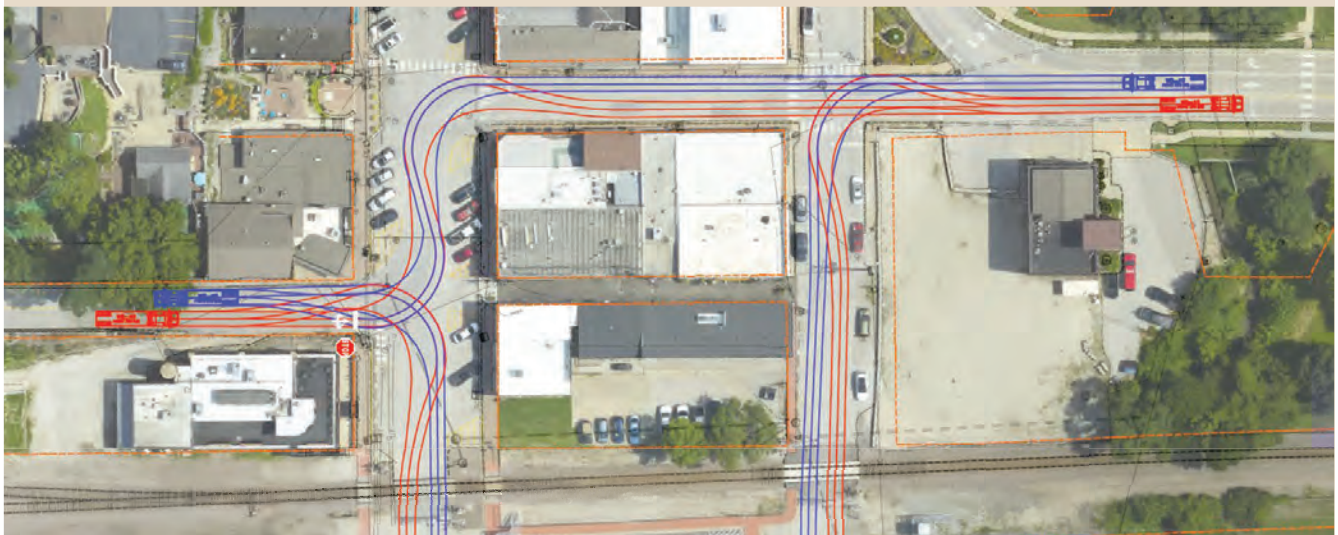
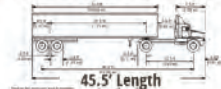
GBA

CONFLUENCE

## Existing Conditions – Enlargement Area Truck Turning Analysis

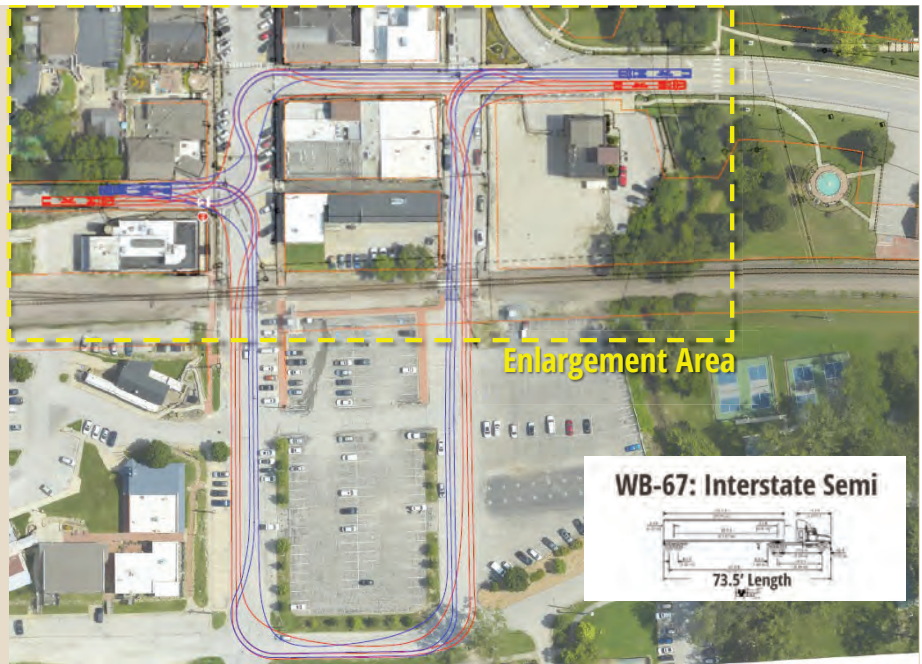
WB-40: Intermediate Semi  
*Encroach Lane*

WB-40: Intermediate Semi



## Existing Conditions Truck Turning Analysis

WB-67: Interstate Semi  
*Encroach Lane*



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



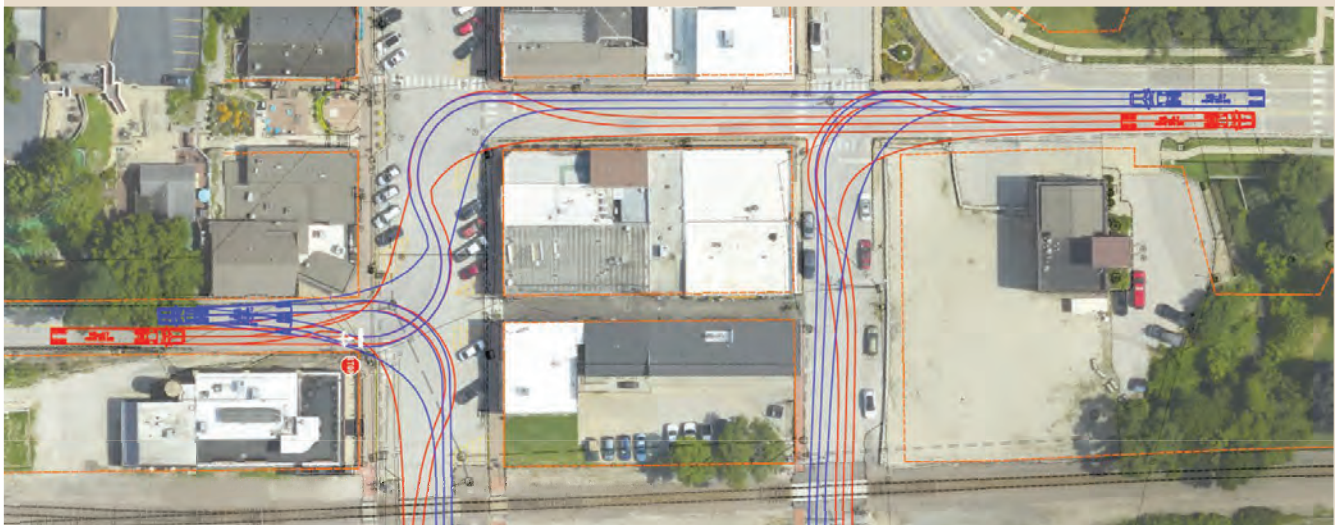
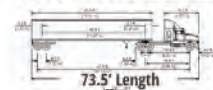
GBA

CONFLUENCE

## Existing Conditions – Enlargement Area Truck Turning Analysis

WB-67: Interstate Semi  
*Encroach Lane*

WB-67: Interstate Semi



## Truck Turning Analysis

### WB-40: Intermediate Semi

Typically used for deliveries by Downtown Parkville businesses

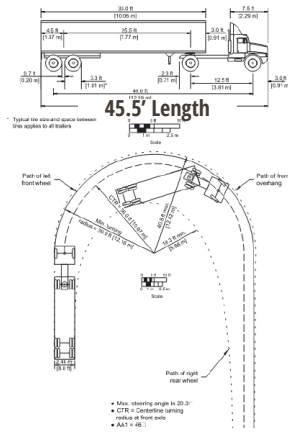


Figure 2-22. Minimum Turning Path for Intermediate Semitrailer (WB-40 (WB-12)) Design Vehicle

### WB-67: Interstate Semi

Not typically used for deliveries by Downtown businesses

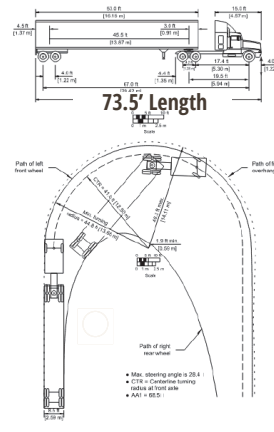


Figure 2-24. Minimum Turning Path for Interstate Semitrailer (WB-67 (WB-20)) Design Vehicle

Have traversed to/through Downtown Parkville on many occasions



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



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## Truck Turning Analysis

### WB-40: Intermediate Semi

Typically used for deliveries by Downtown Parkville businesses

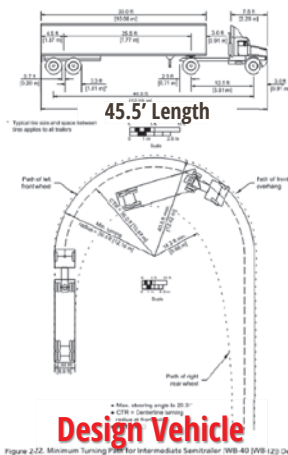


Figure 2-22. Minimum Turning Path for Intermediate Semitrailer (WB-40 (WB-12)) Design Vehicle

### WB-67: Interstate Semi

Not typically used for deliveries by Downtown businesses

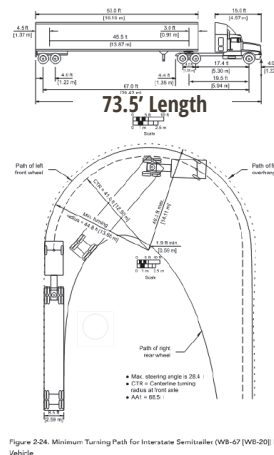


Figure 2-24. Minimum Turning Path for Interstate Semitrailer (WB-67 (WB-20)) Design Vehicle

Have traversed to/through Downtown Parkville on many occasions



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville

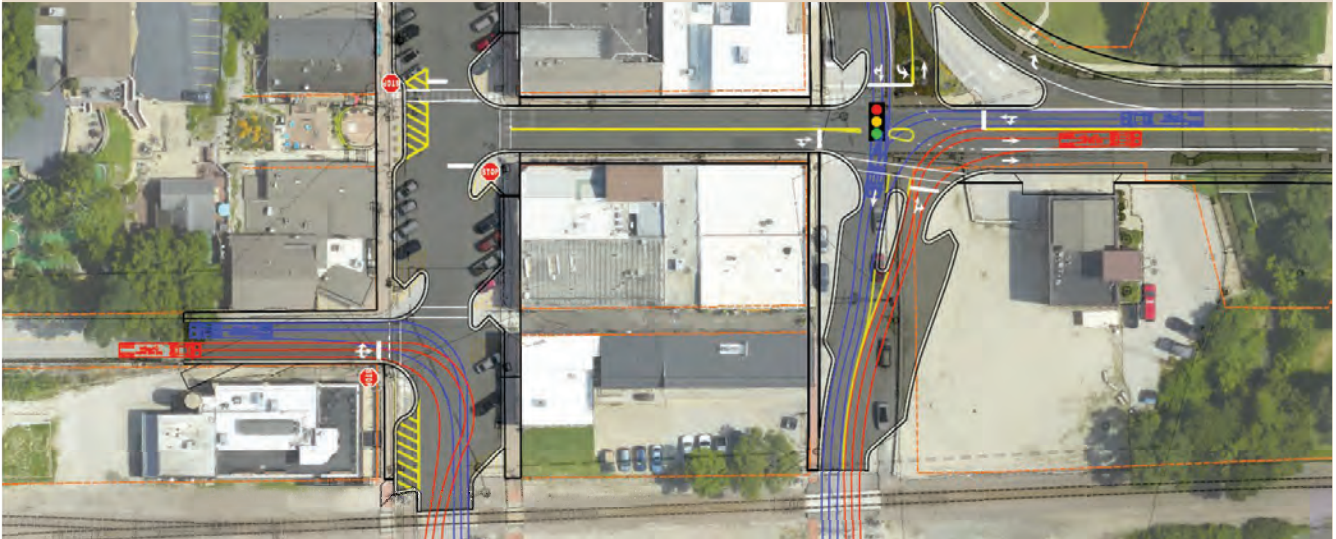
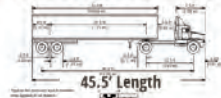


CONFLUENCE

## Concept A Truck Turning Analysis

WB-40: Intermediate Semi  
*Encroach Lane*

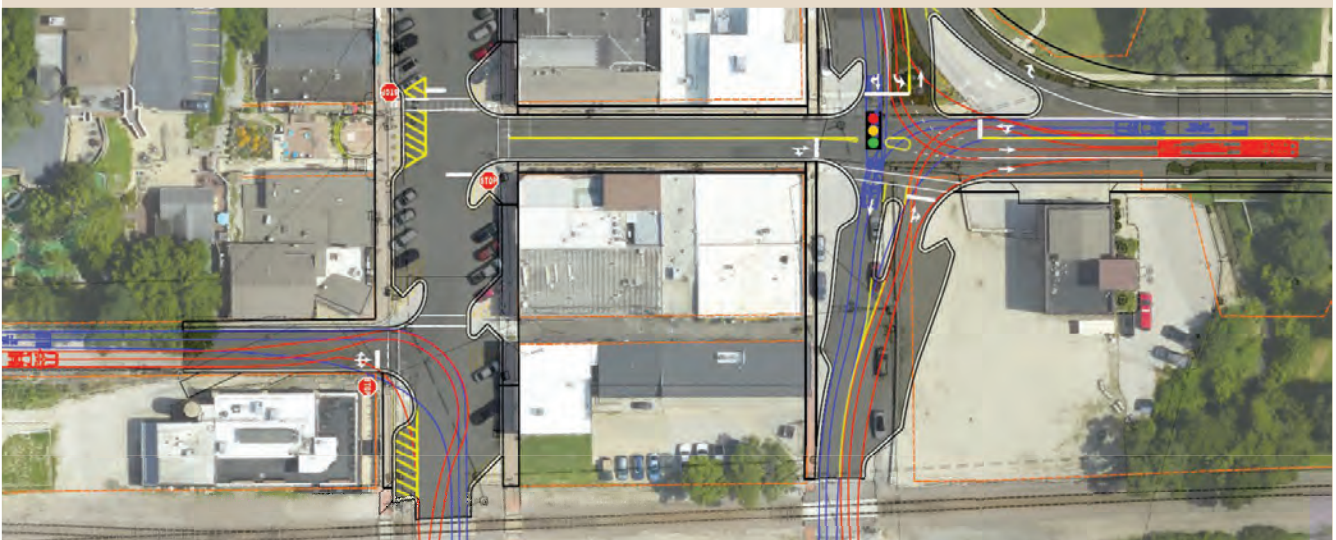
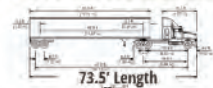
WB-40: Intermediate Semi



## Concept A Truck Turning Analysis

WB-67: Interstate Semi  
*Encroach Lane*

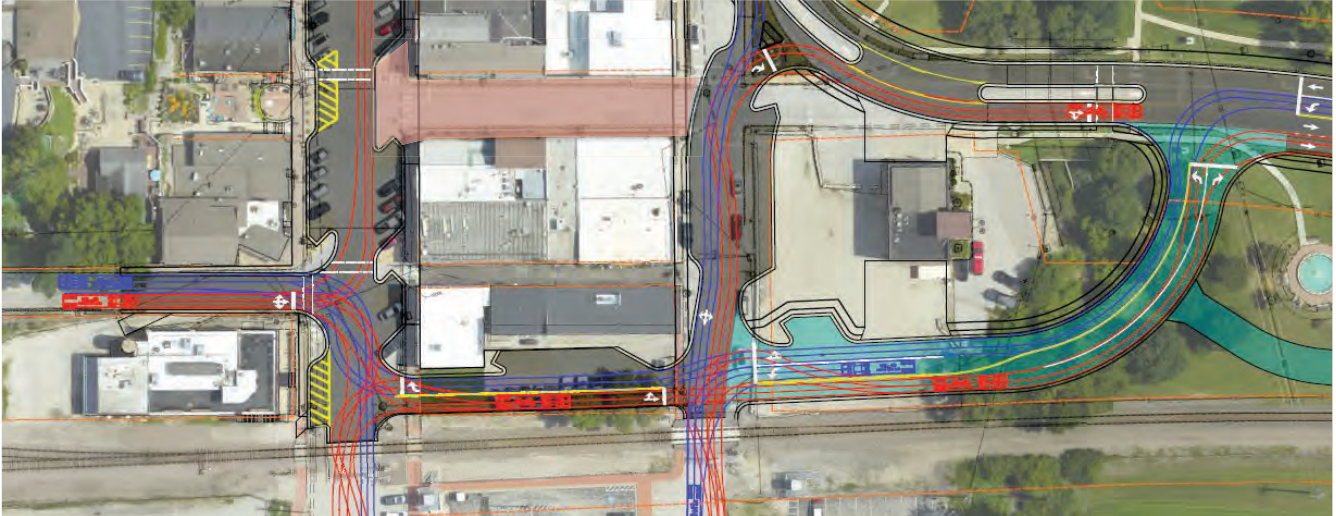
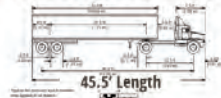
WB-67: Interstate Semi



## Concept B Truck Turning Analysis

WB-40: Intermediate Semi  
*Encroach Lane*

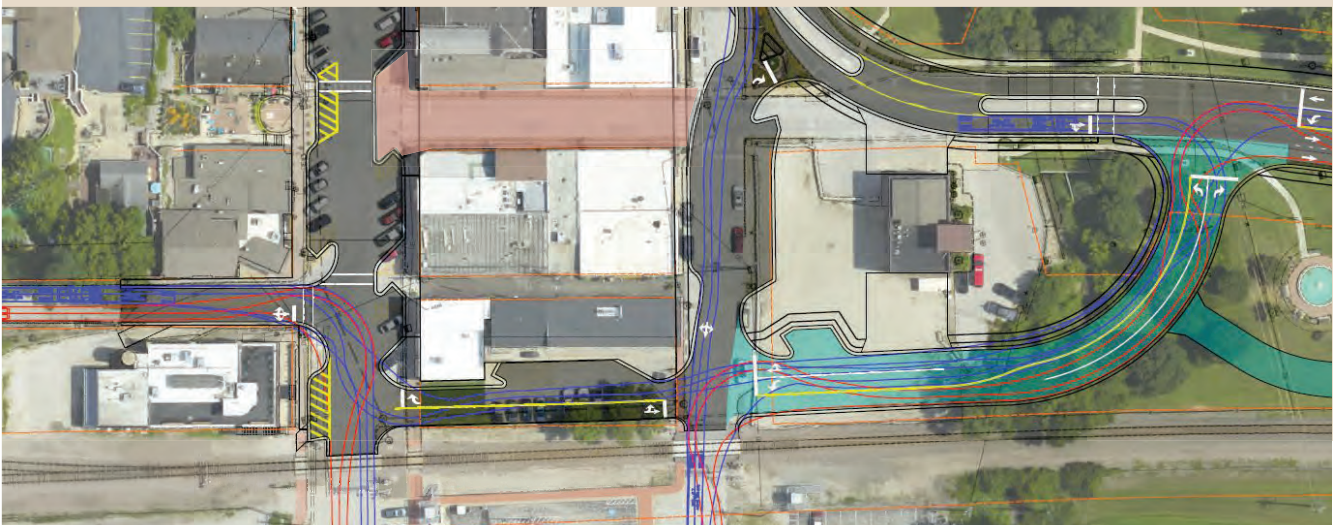
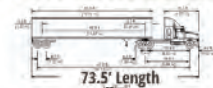
WB-40: Intermediate Semi



## Concept B Truck Turning Analysis

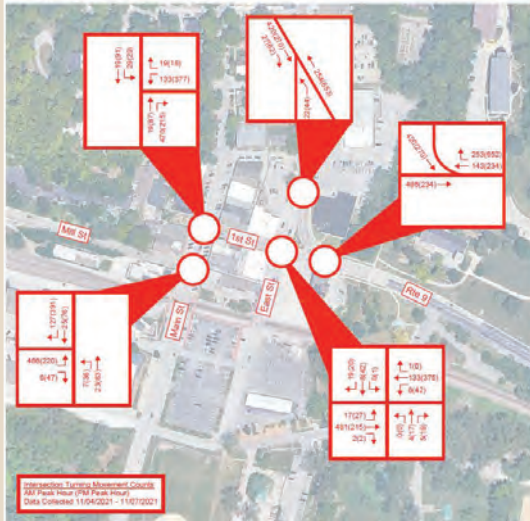
WB-67: Interstate Semi  
*Encroach Lane*

WB-67: Interstate Semi

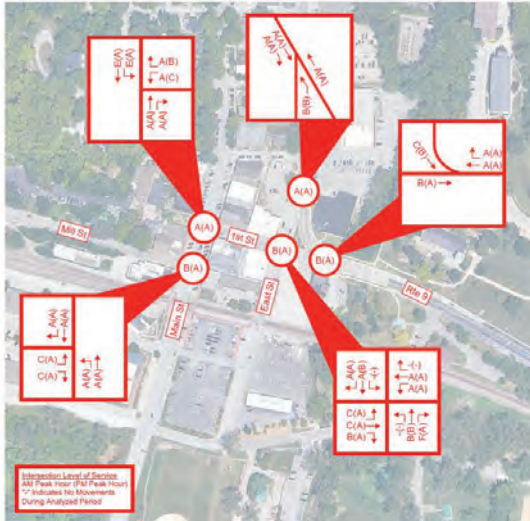


## Existing: 2025 Traffic Volumes / Level of Service (LOS) Analysis

Existing Conditions - 2025 Volumes



Existing Conditions - 2025 LOS



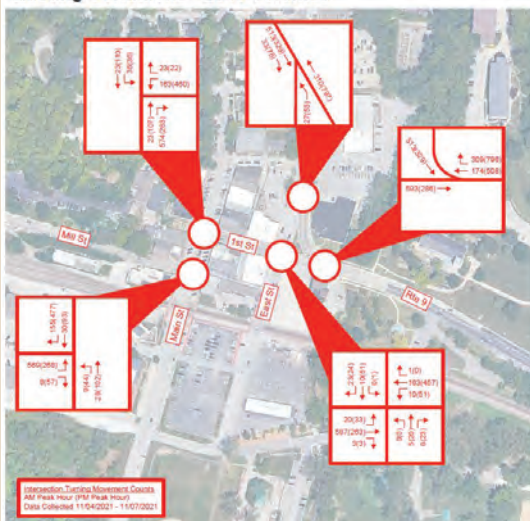
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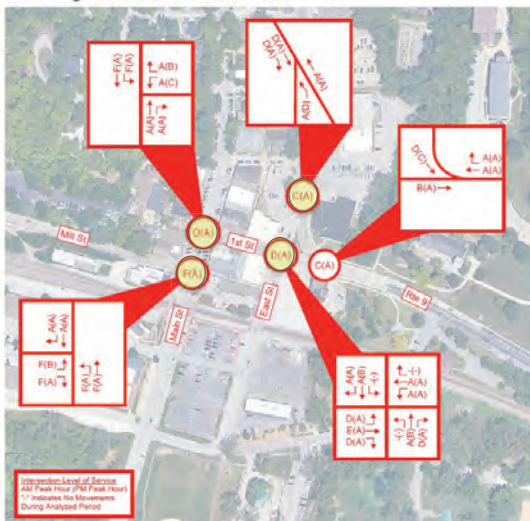
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## Existing "Do Nothing": Projected 2045 Traffic Volumes / Level of Service (LOS) Analysis

Existing Conditions - 2045 Volumes



Existing Conditions - 2045 LOS



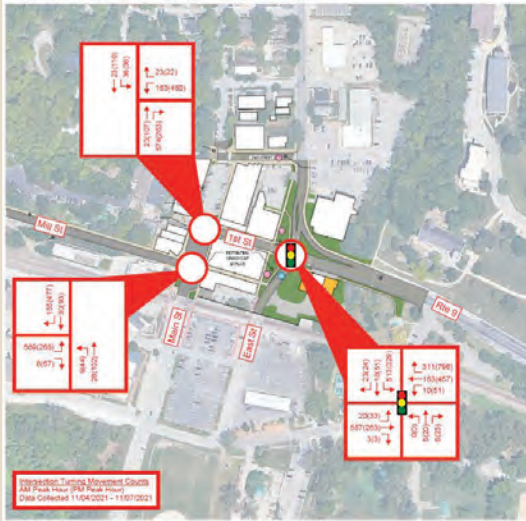
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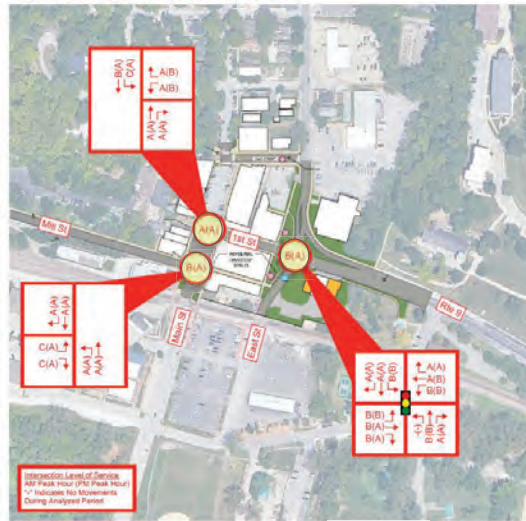
GBA CONFLUENCE

## Concept A: Projected 2045 Traffic Volumes / Level of Service (LOS) Analysis

Option A (Signalized) - 2045 Volumes



Option A (Signalized) - 2045 LOS

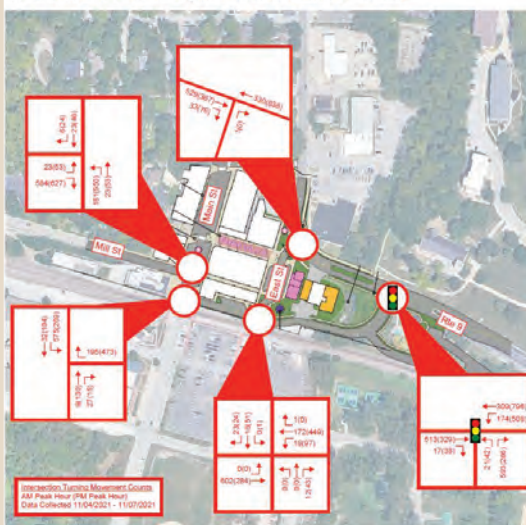


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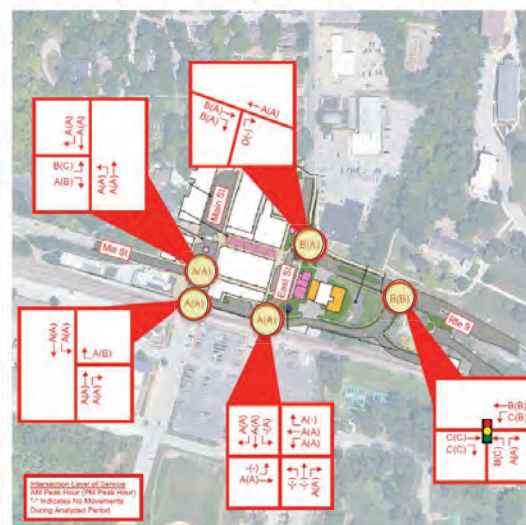


## Concept B: Projected 2045 Traffic Volumes / Level of Service (LOS) Analysis

Option B - 2045 Volumes - Turning Movement Restrictions & East St RIRO



Option B - 2045 LOS - Unsignalized - Turning Movement Restrictions & East St RIRO



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



## Similar Existing Condition to Concept B Old Town Lenexa, Kansas



## Updated Concept A

## Comparison of Pros + Cons

### Pros:

- Less to Build = Less Overall Cost
- Bumpouts Provide Marginal Ped Safety Improvements on Main and East Streets
- No Buildings Impacted
- Preserves Private Parking + Green Space South of Bentley + Level Builders
- Preserves Truck Movements To/Through Downtown
- Maintains "Familiar" Feel of Triangle Area + Downtown Traffic Flow
- New Trail Connection from 9 Hwy. Along East Side of East Street Across Tracks (\*Coordinate with Parks Improvements Currently Underway)

### Cons:

- Very Limited Traffic Construction Re-Routing = Increase In Relative Costs + Traffic Coordination During Construction
- Retains High-Conflict Points for Peds Along Main Street
- Less "West" Land Available for Fire Station Expansion / Future Eco-Devo Opportunity
- Potential for Fire Station Egress Conflicts with Vehicle Queuing @ 9 Hwy. Signal
- One Fire Station Ingress Point: From Southwest (East Street)
- Only One Ped Crossing at 9 Hwy.
- No Pedestrian Space for Festivals/Events
- No Flexibility to Use Streets for Festivals/Events without Thru-Traffic Disruption
- Sidewalk Only Connection to Train Depot + Veteran's Memorial



REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



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## Updated Concept B

## Comparison of Pros + Cons

### Pros:

- Expanded Construction Traffic Re-Routing = Reduced Relative Costs + Traffic Coordination During Construction
- Significant Ped Safety Improvements on Main and East Streets Via Bumpouts + Traffic Flow Adjustments
- No Buildings Impacted
- Maintains Truck Movements To/Through Downtown Area
- New 1<sup>st</sup> Street Pedestrian Promenade Space for Outdoor Dining, Gatherings + Events (No Parking Impacts)
- More "West" Land Available for Fire Station Expansion / Future Eco-Devo Opportunity
- Full Fire Station Egress @ 9 Hwy. (No Signal Queuing Adjacent)
- Two Fire Station Ingress Points: From Southwest (East Street) or Southeast (New Connector Street)
- Maintains Two Ped Crossings at 9 Hwy. with New Landscaped Islands
- New Flexibility to Use Streets for Festivals/Events Without Thru-Traffic Disruption (Main and East Streets)
- Street + Sidewalk Connections to Depot + Veteran's Memorial
- Multi-Use Trail Connection from 9 Hwy. Through Promenade + Along Main Street Across Tracks (\*Future South Improvements)

### Cons:

- More to Build = More Overall Cost
- New Street Requires Acquisition of Private Parking + Green Space South of Bentley + Level Builders
- Changes the "Familiar" Feel of the Triangle Area + Downtown Traffic Flow

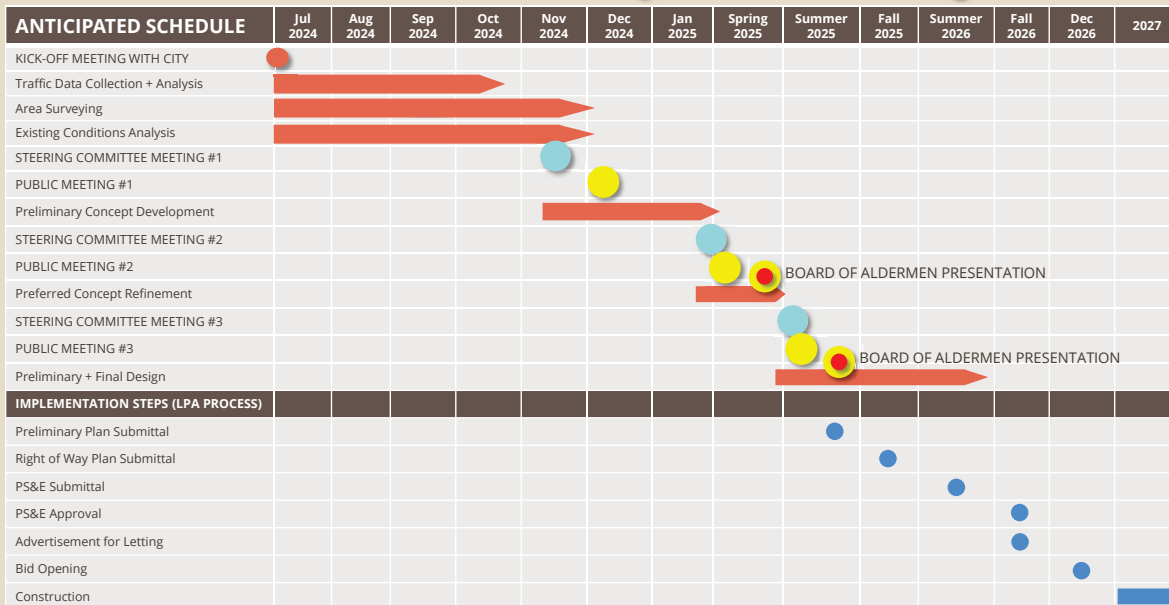


REDEFINE ROUTE 9: Enhancing Pathways Through Parkville



CONFLUENCE

PUBLIC MEETING: ● STEERING COMMITTEE MEETING: ● TASK PROGRESS: ■



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THANK YOU



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