



EAST//WEST CoNNECTiON

City Council Presentation

Tuesday, September 20, 2022

Meeting Agenda

- Background
- Outreach to Date
- Proposed Improvements

EAST//WEST CoNNECTION

Background

Project Background

East//West Connection Project Objectives:

- **Design improvements to serve people walking and biking under I-29/35** based on NKC Bicycle Master Plan recommendations
- **Coordinate with MoDOT** for design feasibility
- **Develop implementation plans** for use in capital improvement planning and future projects





EAST//WEST
CoNNECTION
Project Area

Ozark St

Taney St

Armour Road



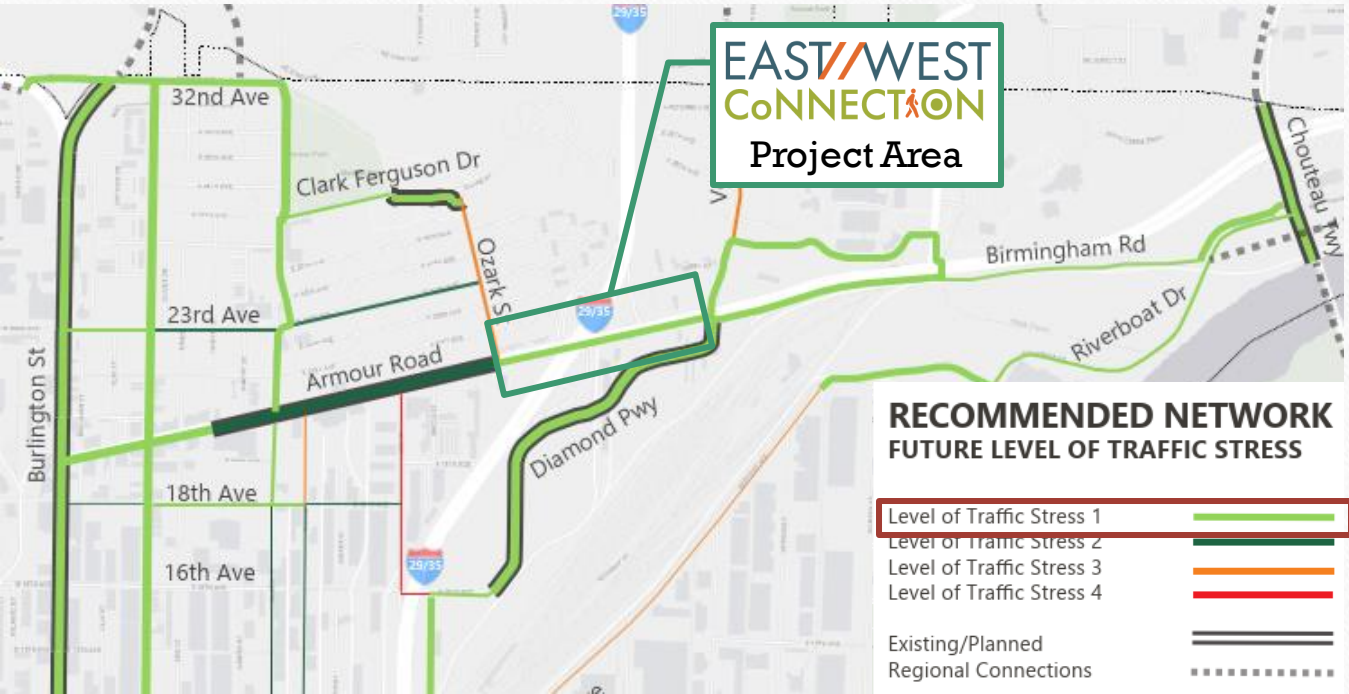
I-29/35

MEIEROTTO
JEWELERS

Diamond Pkwy



Project Background



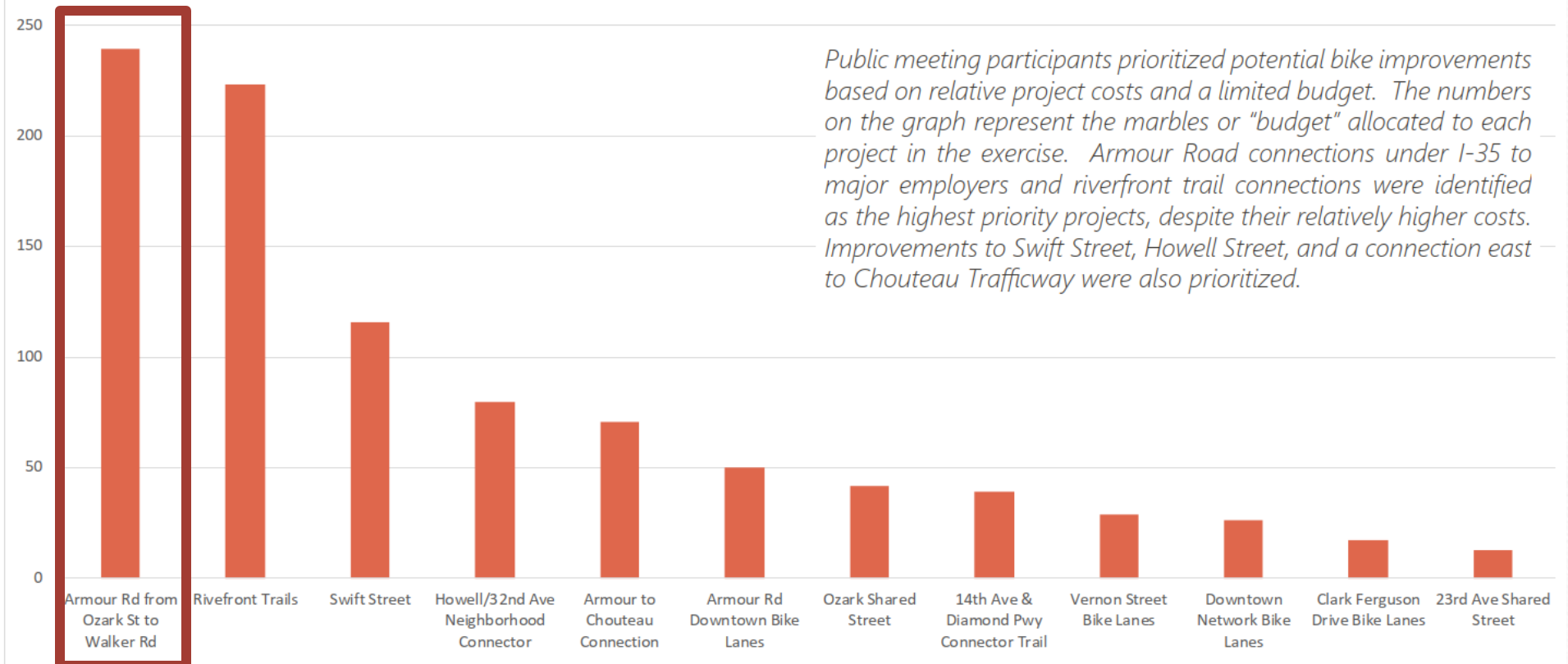
Level of Traffic Stress 1:
All Ages and Abilities



Most children, parents, and seniors would find Level of Traffic Stress 1 routes comfortable and safe for riding.

Project Background

Public Meeting Project Prioritization Exercise

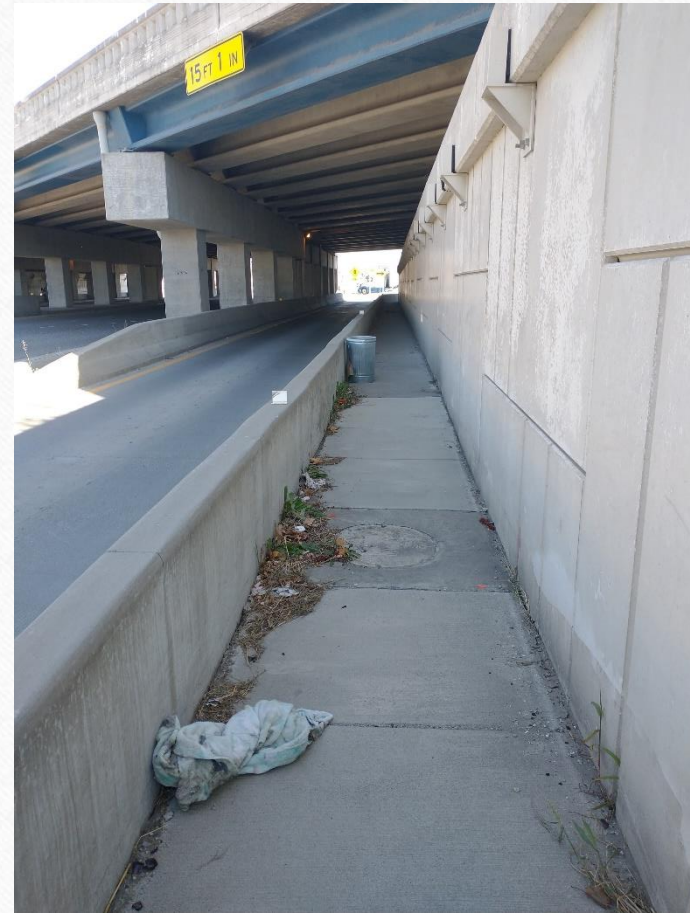


Public meeting participants prioritized potential bike improvements based on relative project costs and a limited budget. The numbers on the graph represent the marbles or "budget" allocated to each project in the exercise. Armour Road connections under I-35 to major employers and riverfront trail connections were identified as the highest priority projects, despite their relatively higher costs. Improvements to Swift Street, Howell Street, and a connection east to Chouteau Trafficway were also prioritized.

Study Area History



Challenges



Challenges



Virtual Walking Tour – North Side



EAST//WEST CoNNECTION

Outreach to Date

Outreach to Date

- Focus Group Meeting #1 – July 21, 2021

Polled to identify potential improvement options and how to best prioritize those improvements

- Public Survey – Sept. 21 to Oct. 21, 2021

Gathered 229 total responses that mirrored feedback captured in the Focus Group and Bicycle Master Plan

- Focus Group Meeting #2 – January 25, 2022

Various concepts presented and feedback on concepts gathered

Outreach to Date

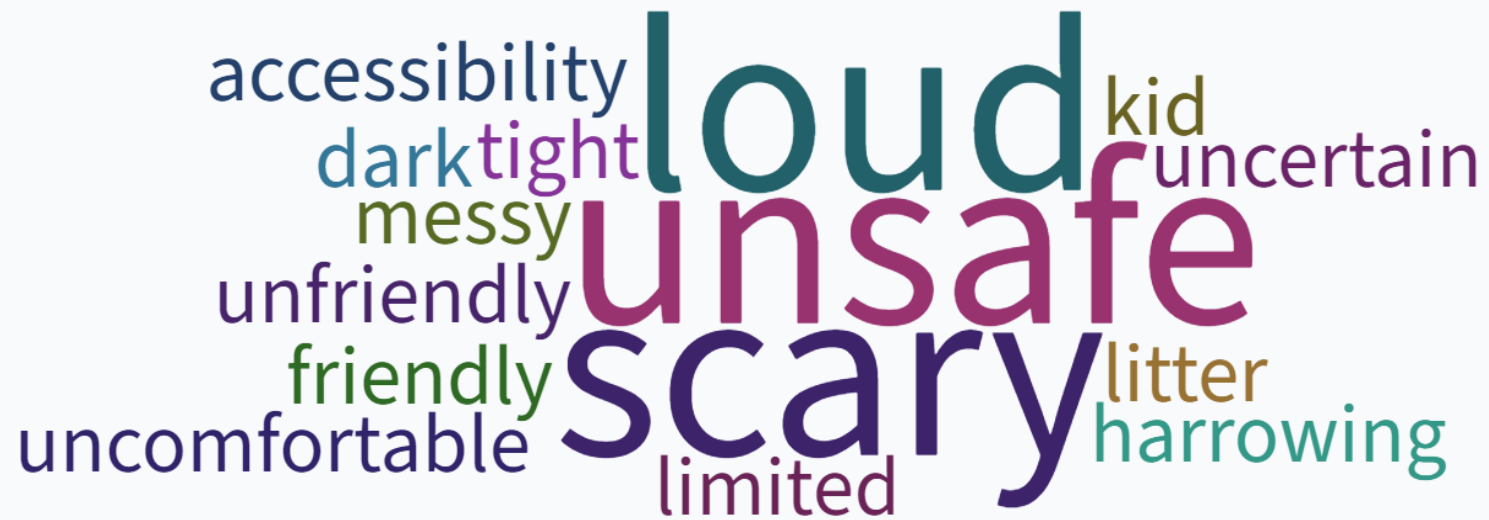
- Focus Group Members

- ✓ Linda Black – Resident
- ✓ Delaney Brown – Clay County Health Intern
- ✓ Amie Clarke – Ward Four Councilmember
- ✓ Adam DeGonia – Parks Board
- ✓ Bryant DeLong – Mayor
- ✓ Victoria Ressler – Parks and Recreation
- ✓ Ryan Shafer – Clay County Public Health and Resident
- ✓ Valerie Swearingen – Parks Board
- ✓ Kathy West – Resident
- ✓ Dave Wood – Planning Commission
- ✓ Byron Spencer - Resident
- ✓ Jack Fry - Resident

Outreach to Date

- Focus Group Meeting #1 – July 21, 2021

“If you have walked/biked under I-29, describe your Experience.”



Outreach to Date

- Focus Group Meeting #1 – July 21, 2021

What is the greatest opportunity?

Accessibility for all residents to feel connected to all wards

Safer route to Helens

More opportunity for physical activity

To expand the bike lanes on Armour to cross to Diamond Pkwy.

Ease of access to unique places without having to drive and park

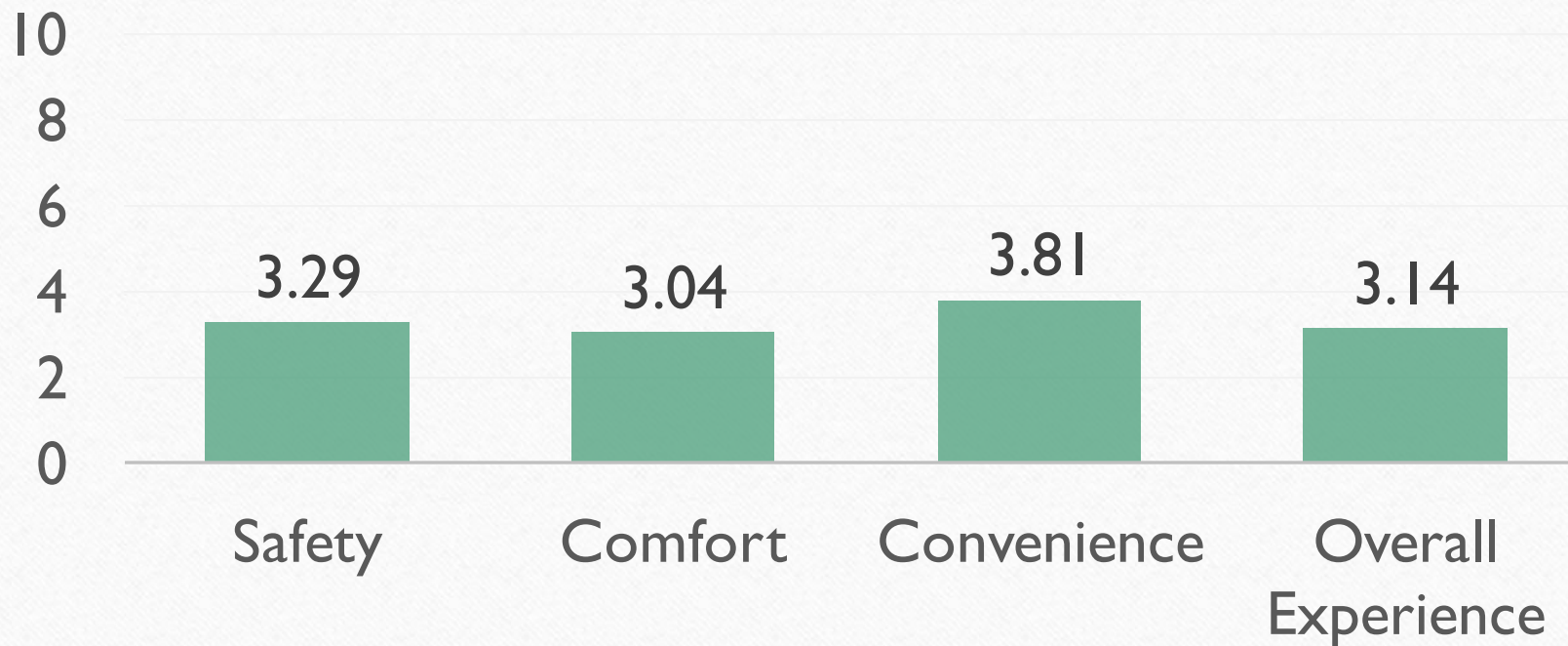
Linking people together

Connecting the growing areas together

Adding appeal for NKC citizens and businesses

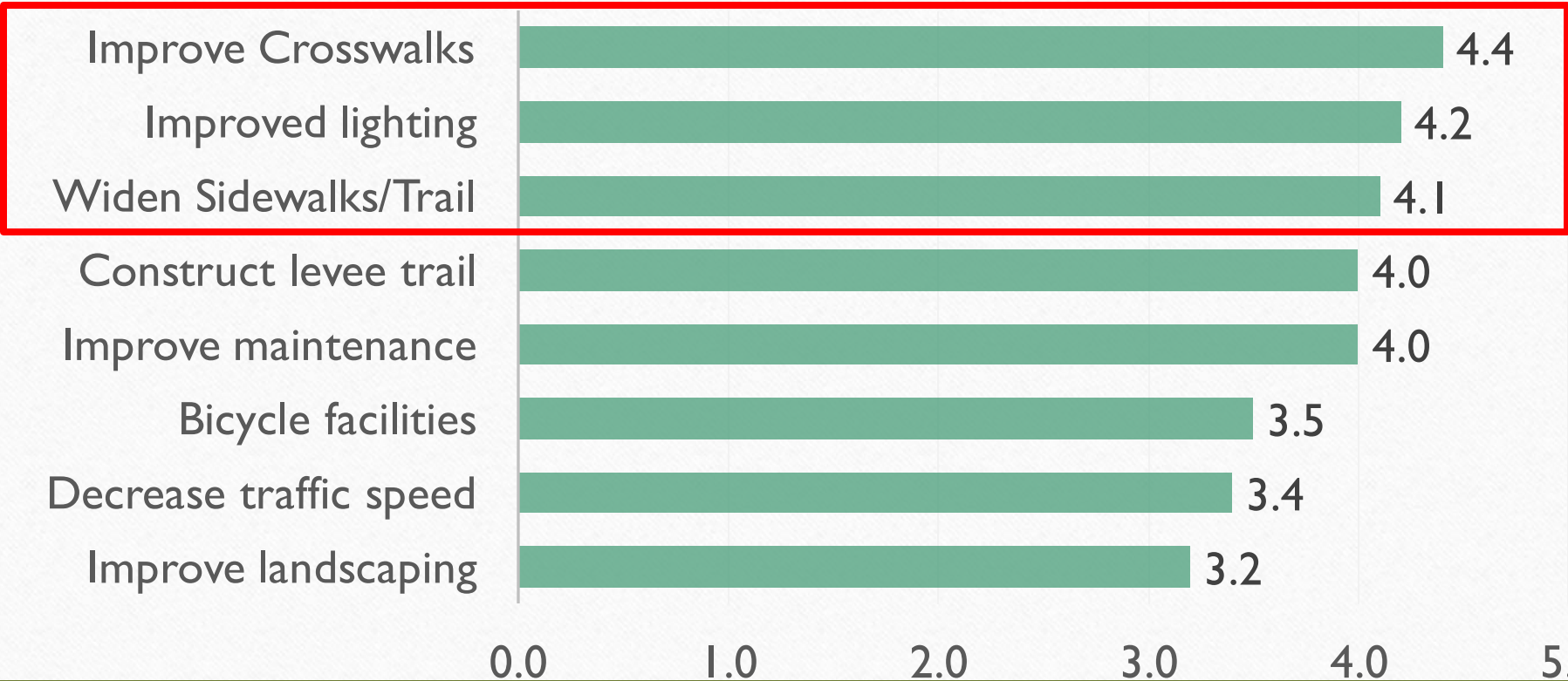
Outreach to Date

- Public Survey – Sept. 21 to Oct. 21, 2021
Experience Rating (1 worst, 10 best)



Outreach to Date

Potential Improvement Average Weighted Rating (1 = unimportant, 5 = very important)



Outreach to Date

- Focus Group Meeting #2 – January 25, 2022
 - Feedback was related to preferred improvement options
 - Greatest desire for getting shared use path constructed through interchange
 - Focused on making sure any path built was protected from traffic by a physical barrier

EAST//WEST CoNNECTION

Proposed Options and Recommendations

Concept Layouts

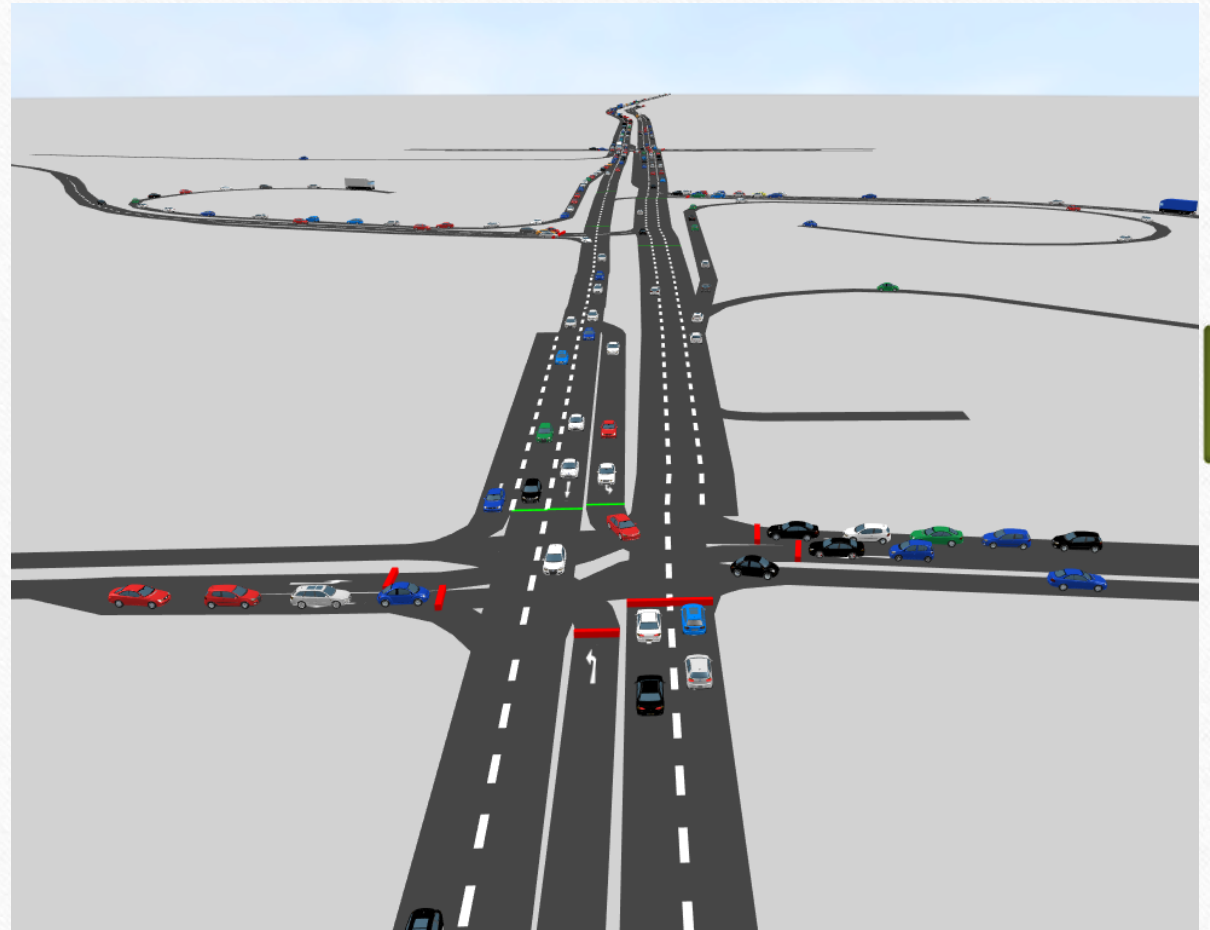
Non-Geometric Recommendations

- Crosswalk Improvements
- Lighting Under Bridge
- Maintenance and Cleaning of Sidewalks

Geometric Recommendations

Traffic Analysis

- Changes to driving lanes would be necessary to expand sidewalks
- Traffic simulation was performed and reviewed by MoDOT



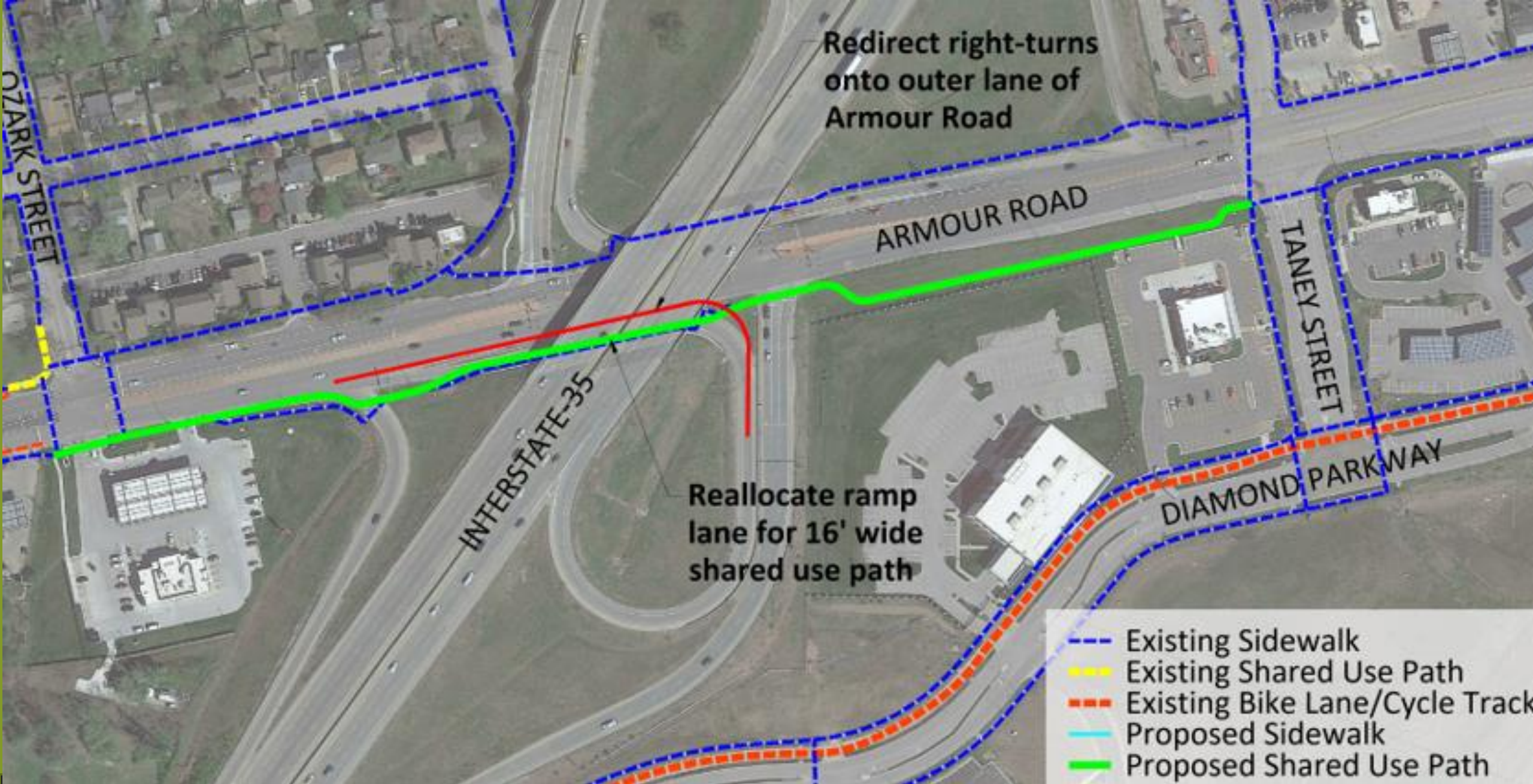
Traffic Analysis

- Traffic Operations Summary**

Simulation Scenario	Armour & Ozark LOS	Armour & I-35 SB Off-Ramp LOS	Armour & I-35 NB Off-Ramp LOS	Armour & Taney LOS
Existing Conditions	C	B	B	B
Remove EB on-ramp turn lane	C	B	B	B
Remove EB through Lane	C	B	B	B

Concept Layouts

- Three primary options explored with city staff, focus group, and MoDOT:
 - 16' wide shared use path south of bridge columns (where right-turn lane currently exists)
 - 10' wide shared use path where outside eastbound drive lane is today
 - 10' wide shared use path where outside westbound drive lane is today



Redirect right-turns
onto outer lane of
Armour Road

ARMOUR ROAD

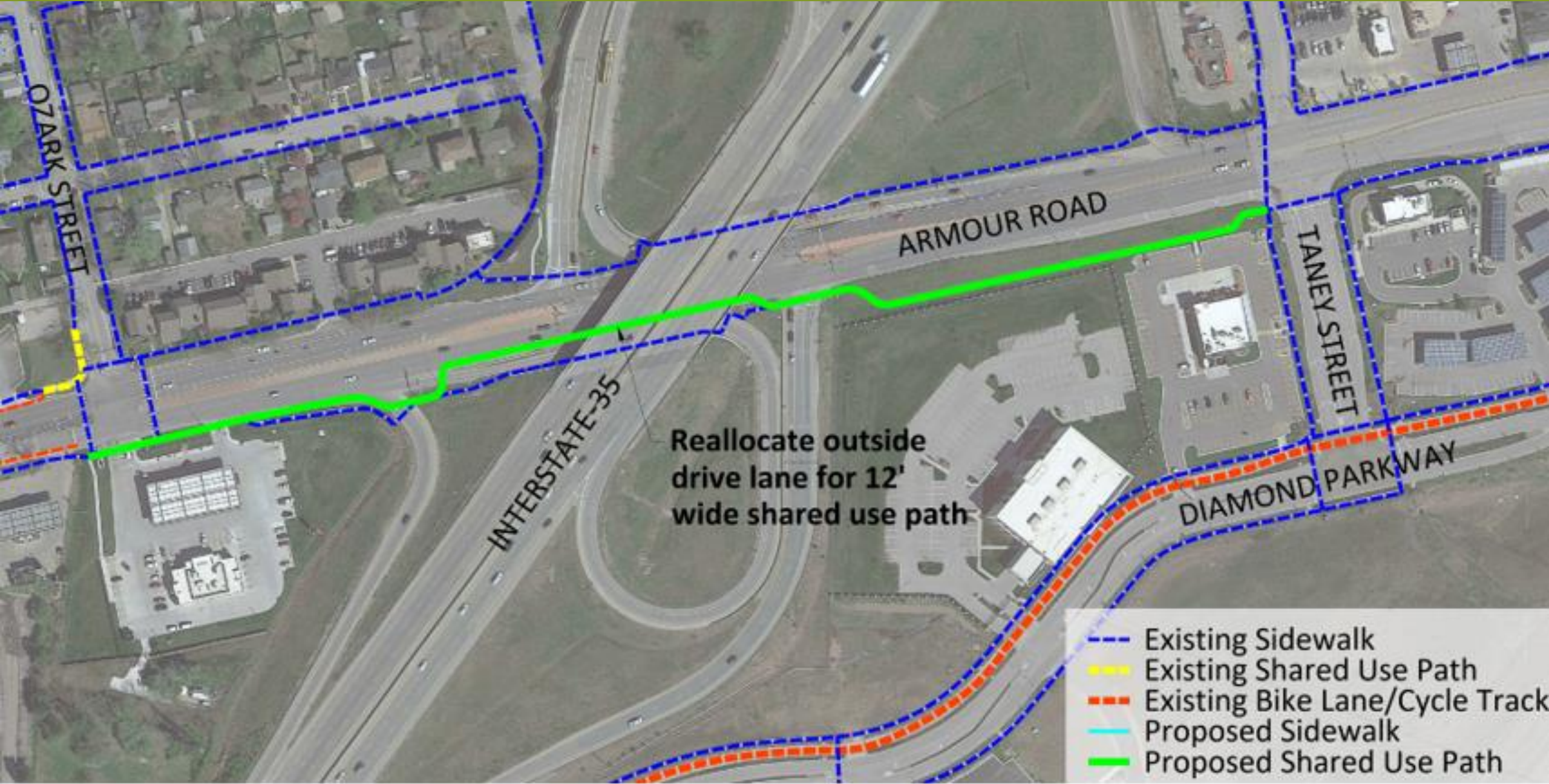
TANEY STREET

DIAMOND PARKWAY

INTERSTATE-35

Reallocate ramp
lane for 16' wide
shared use path

- - - Existing Sidewalk
- - - Existing Shared Use Path
- - - Existing Bike Lane/Cycle Track
- - - Proposed Sidewalk
- - - Proposed Shared Use Path



Reallocate outside drive lane for 12' wide shared use path

- Existing Sidewalk
- Existing Shared Use Path
- Existing Bike Lane/Cycle Track
- Proposed Sidewalk
- Proposed Shared Use Path

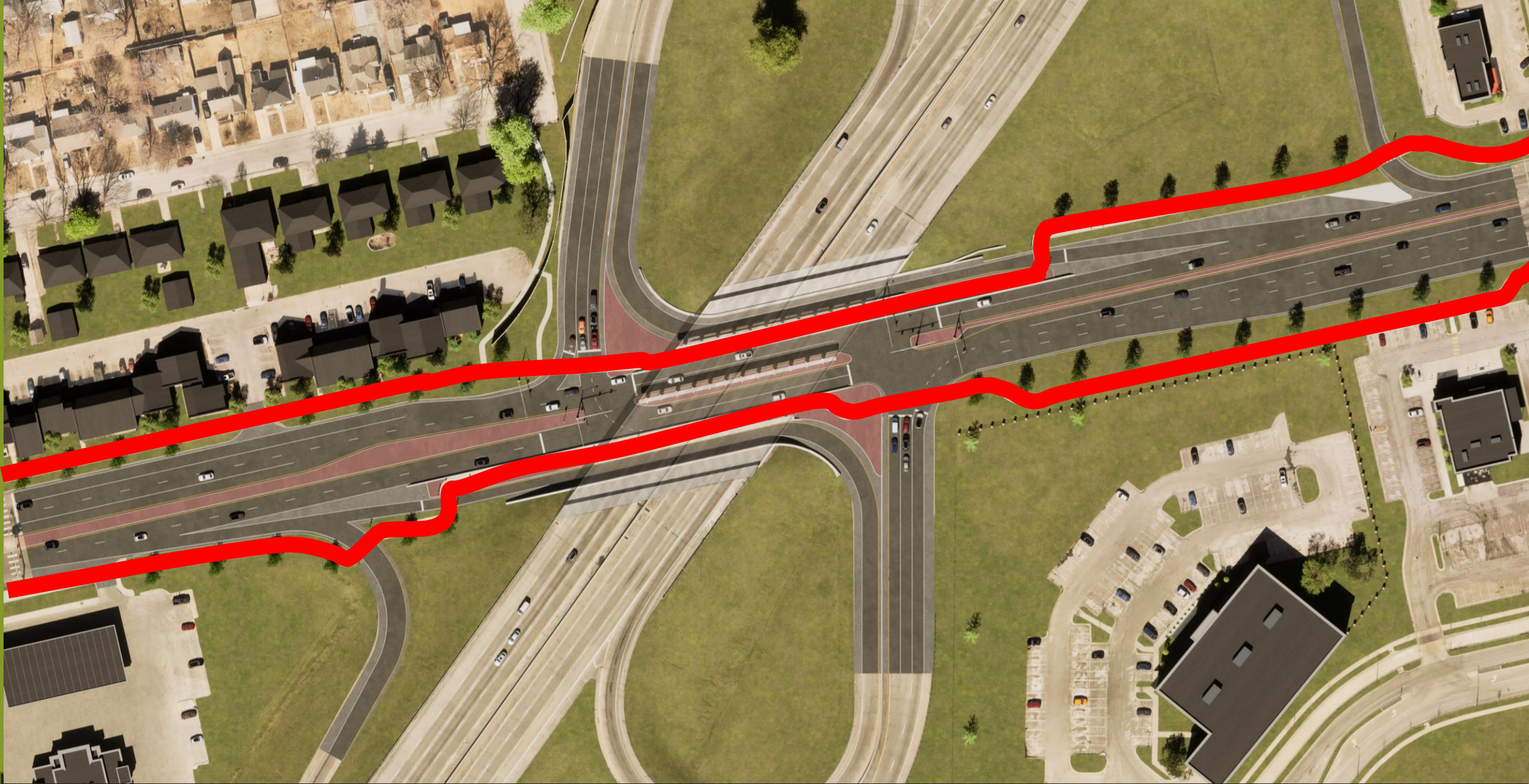


Concept Layouts

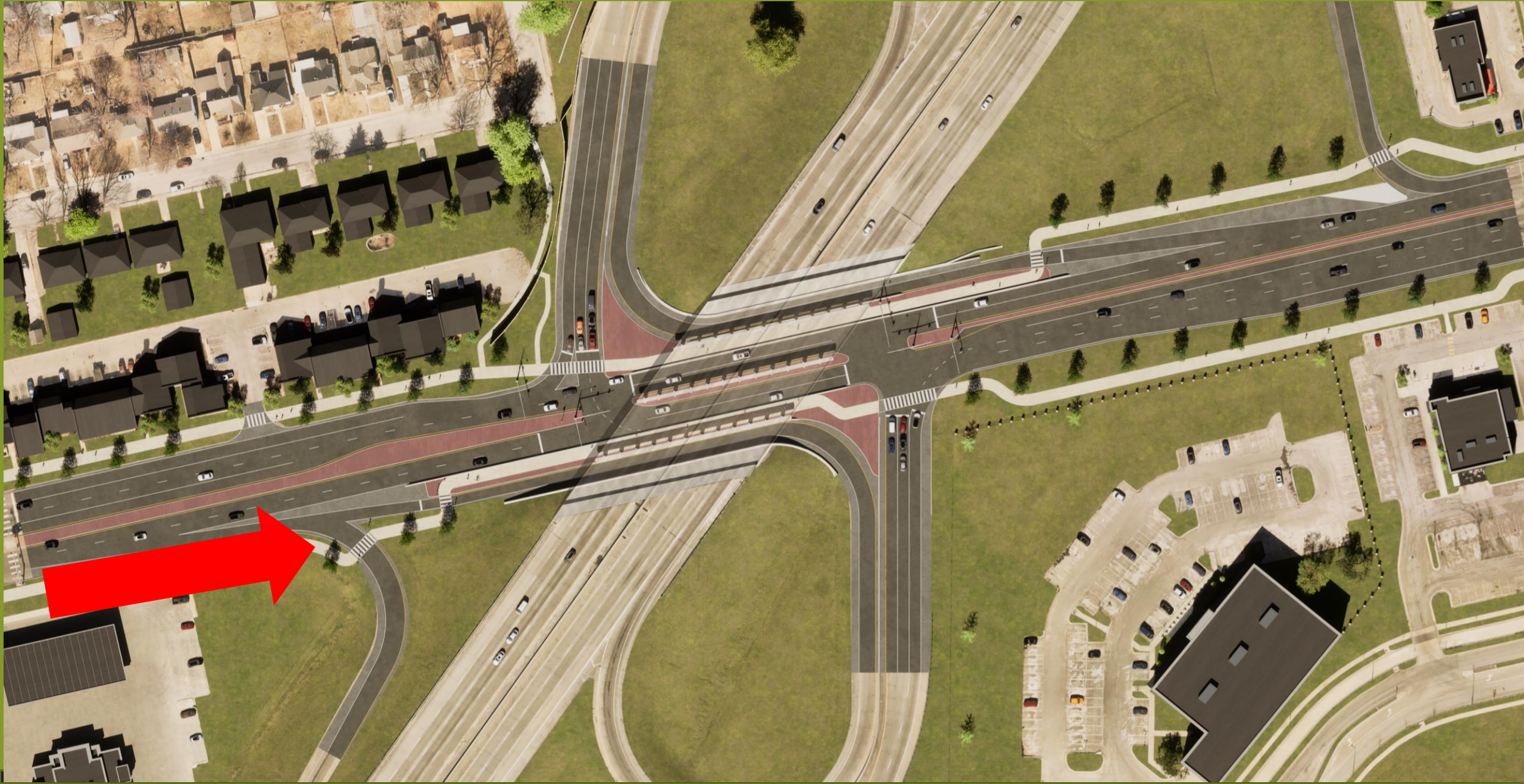
- After review:
 - Focus group preferred **16' shared use path behind columns** where right-turn lane exists today
 - **Safety issues were identified** by MoDOT where right-turning vehicles would cross the path at the eastern ramp signal
 - This option was **deemed infeasible** because of this safety issue

Concept Layouts

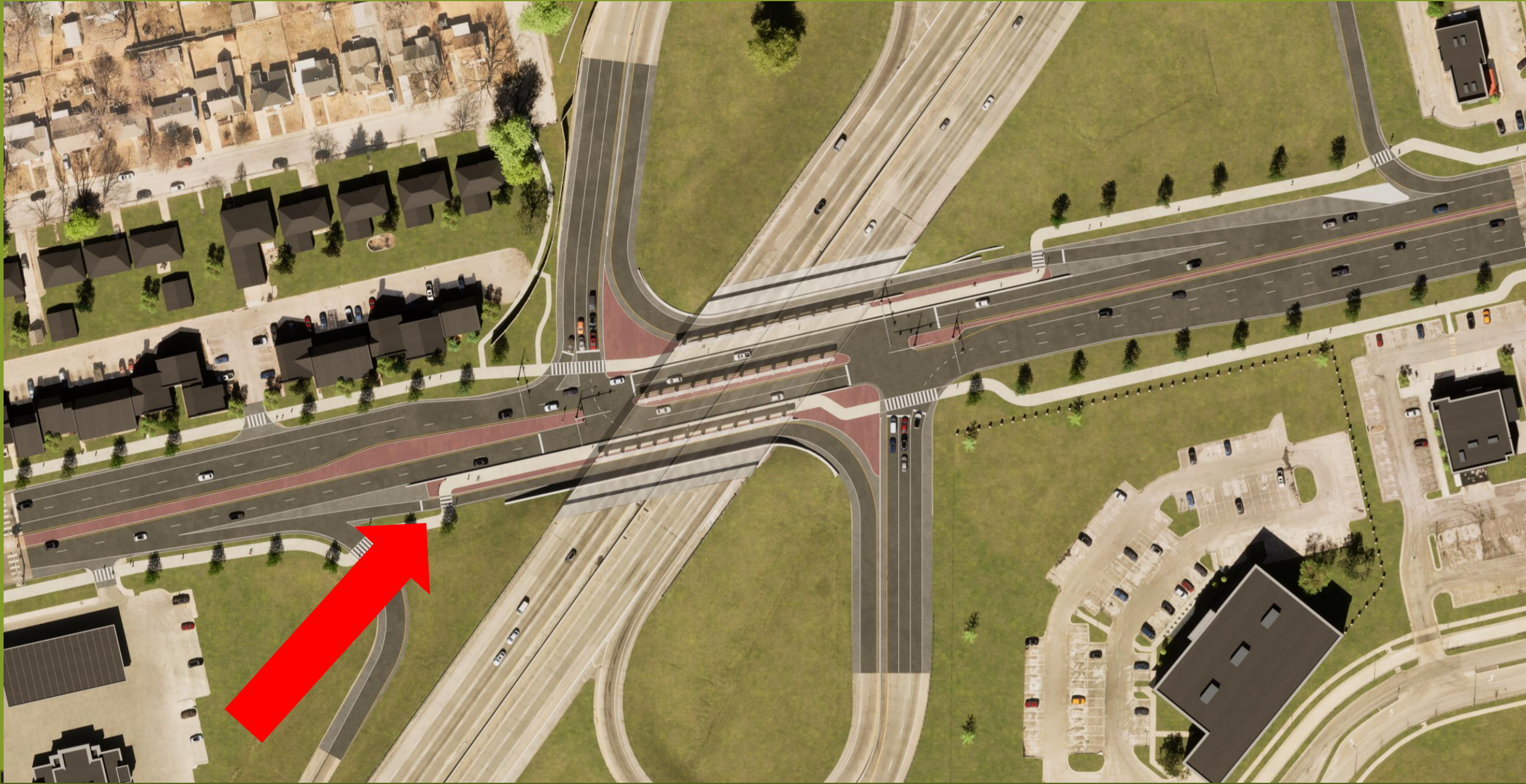
- After review:
 - Focus group did not prefer the 10' paths adjacent to traffic lanes primarily because they wouldn't have a physical barrier from cars, and they were too narrow
 - With more detailed engineering, it was determined that these 10' paths could be widened to 12' and barriers installed



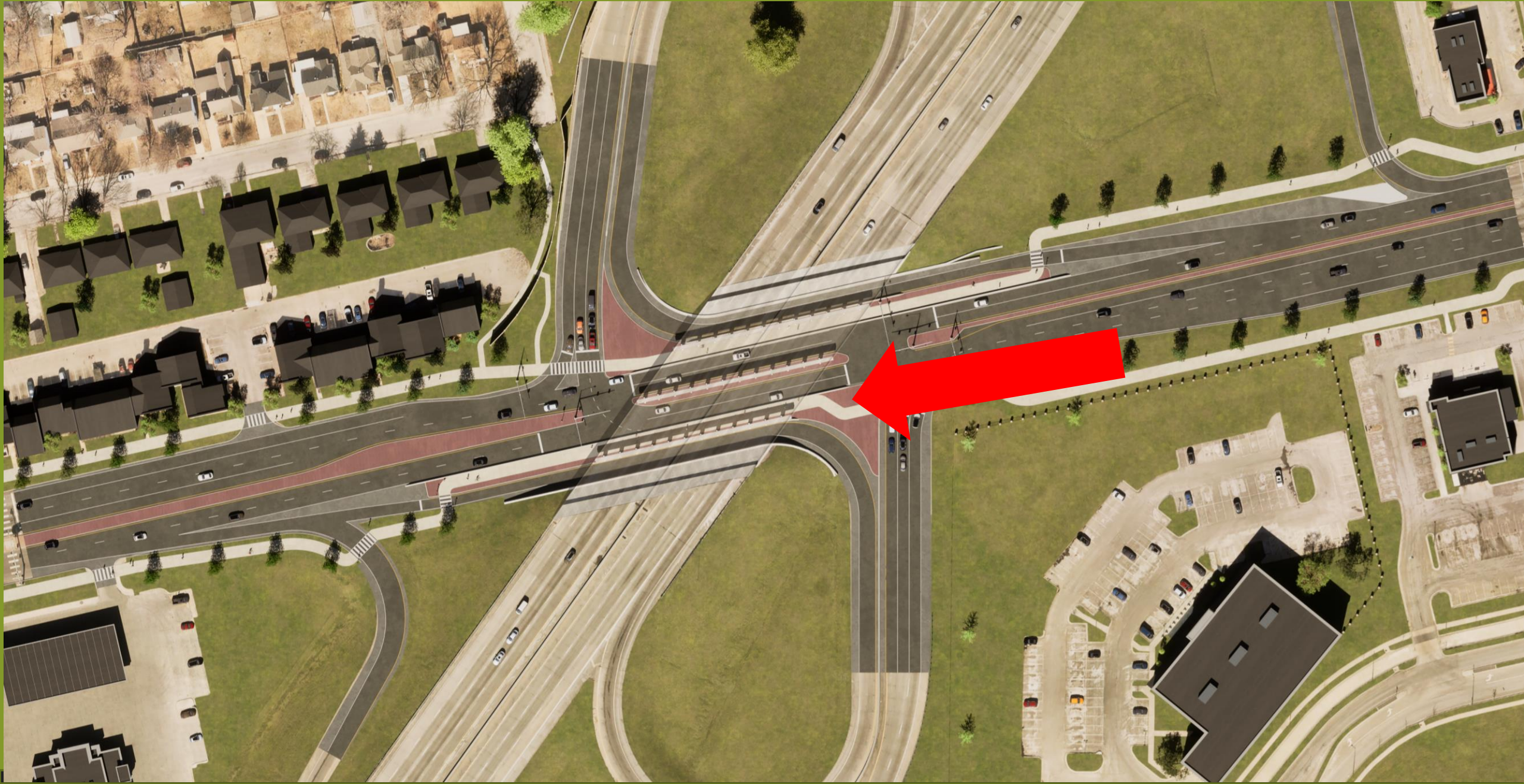




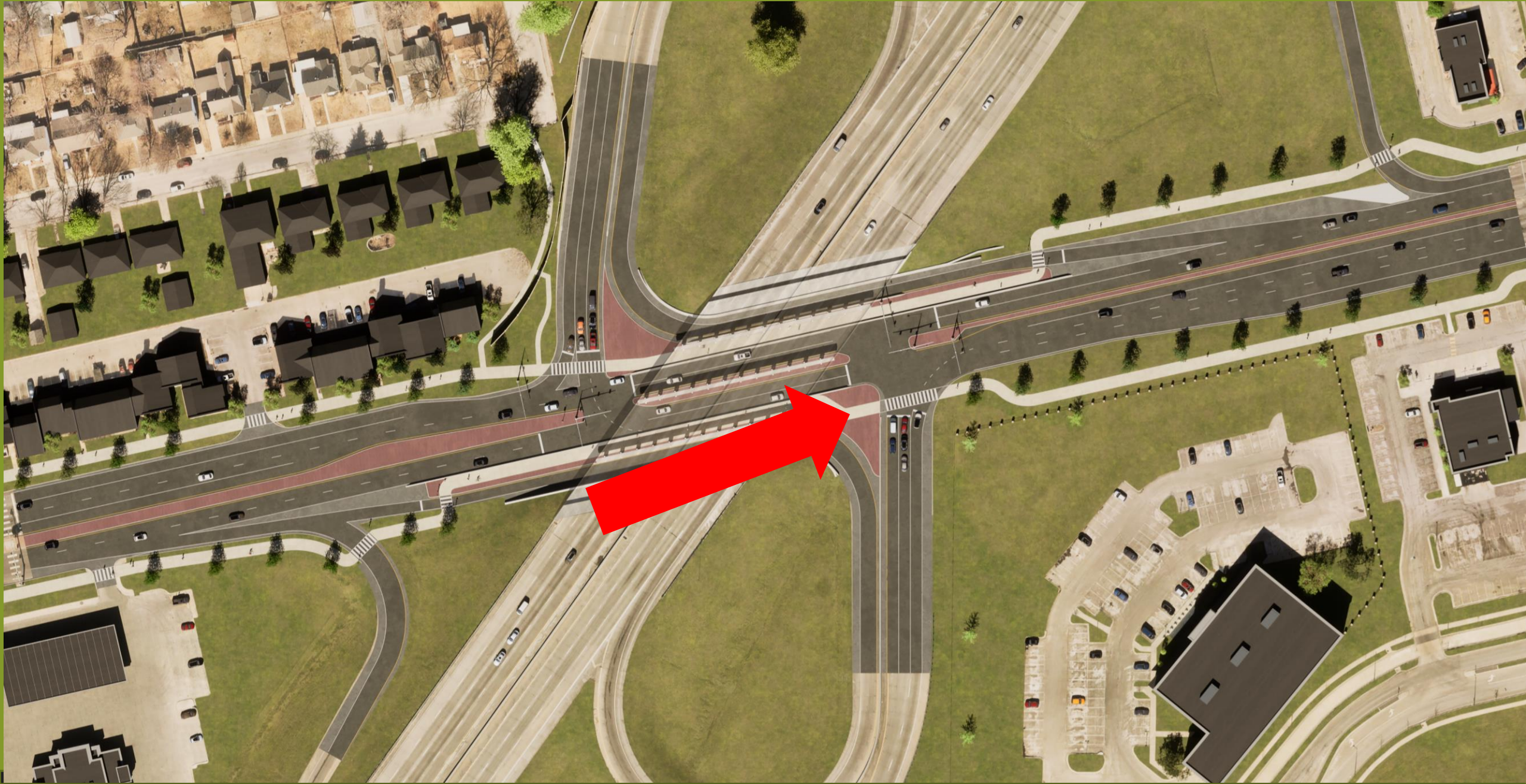




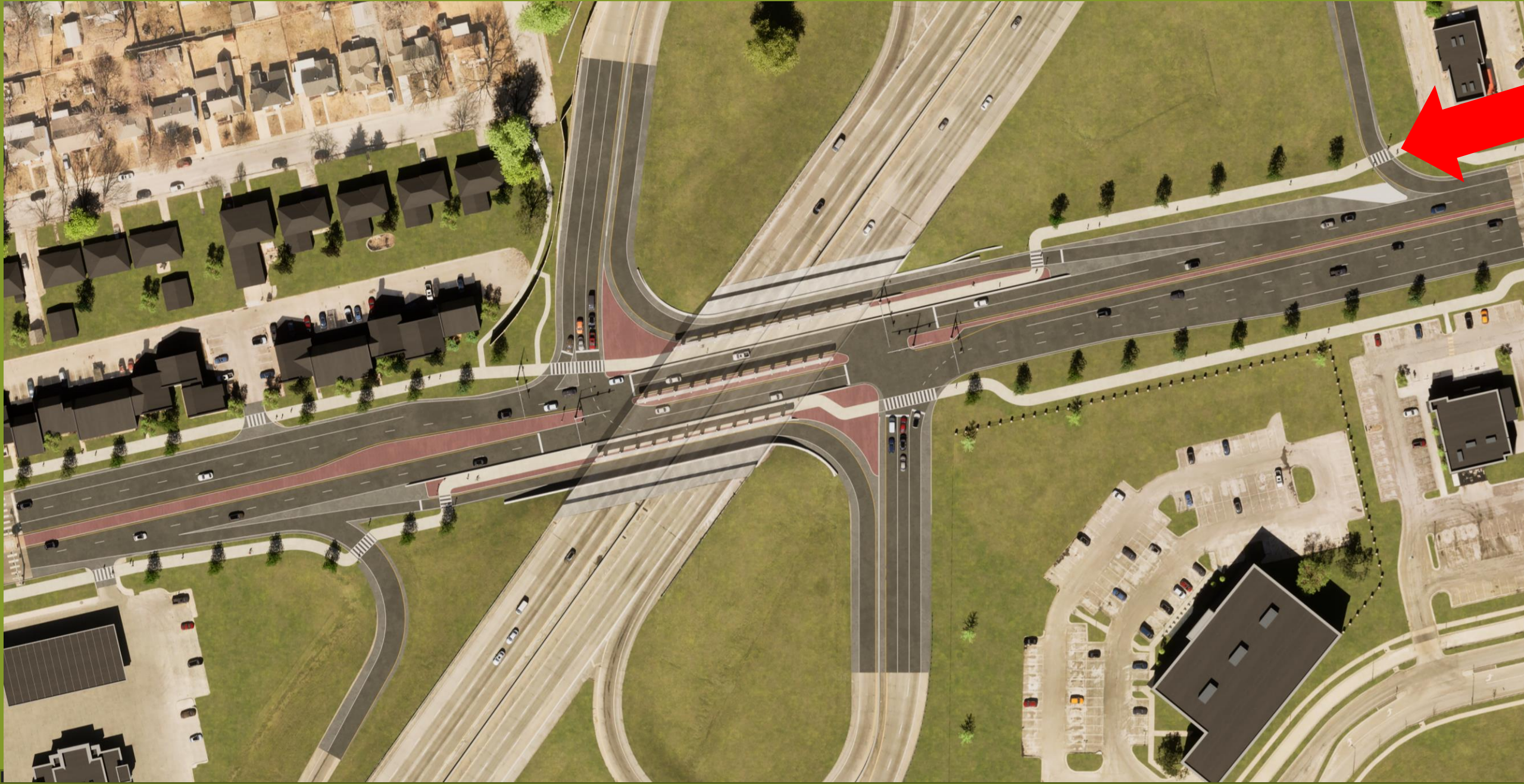




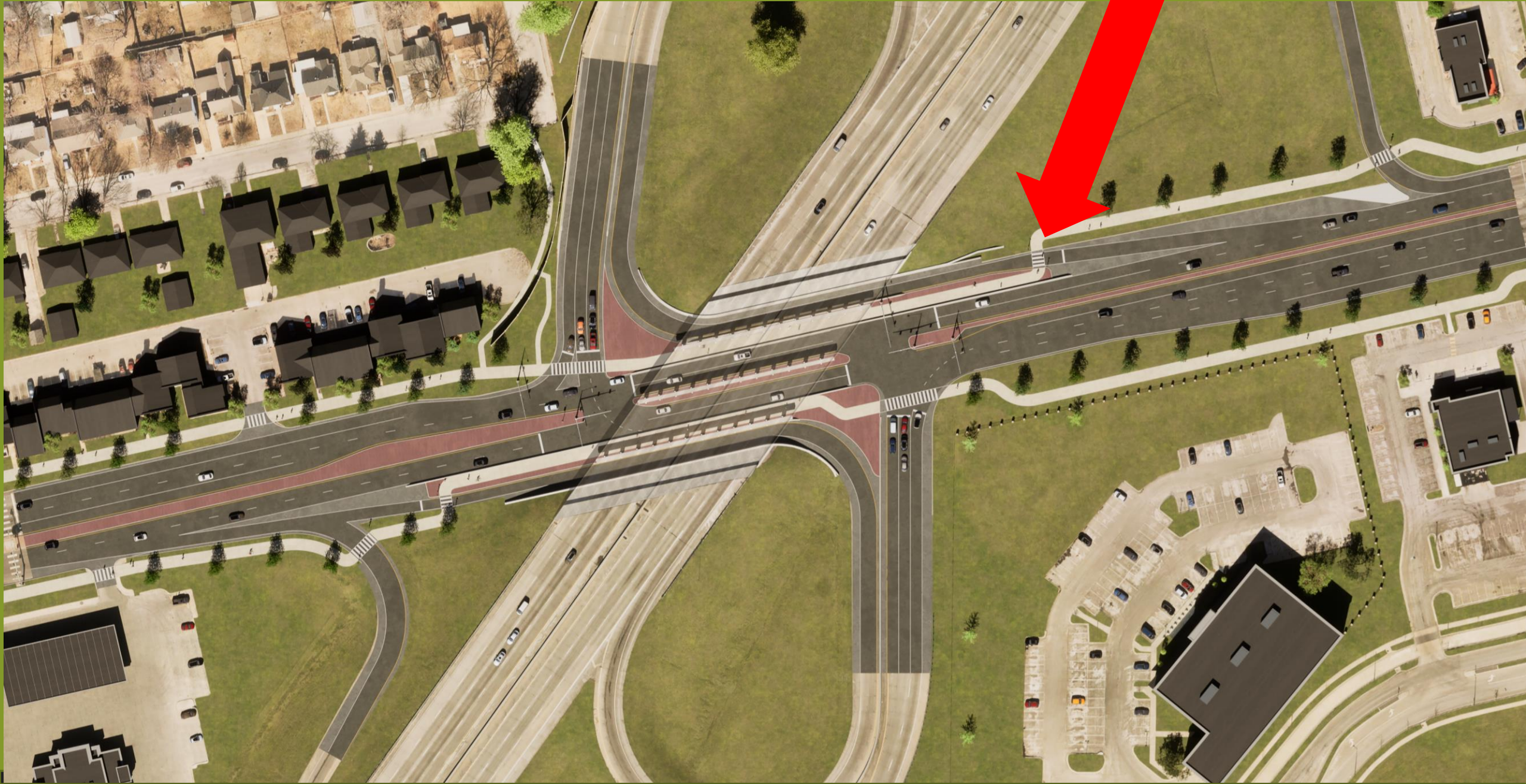




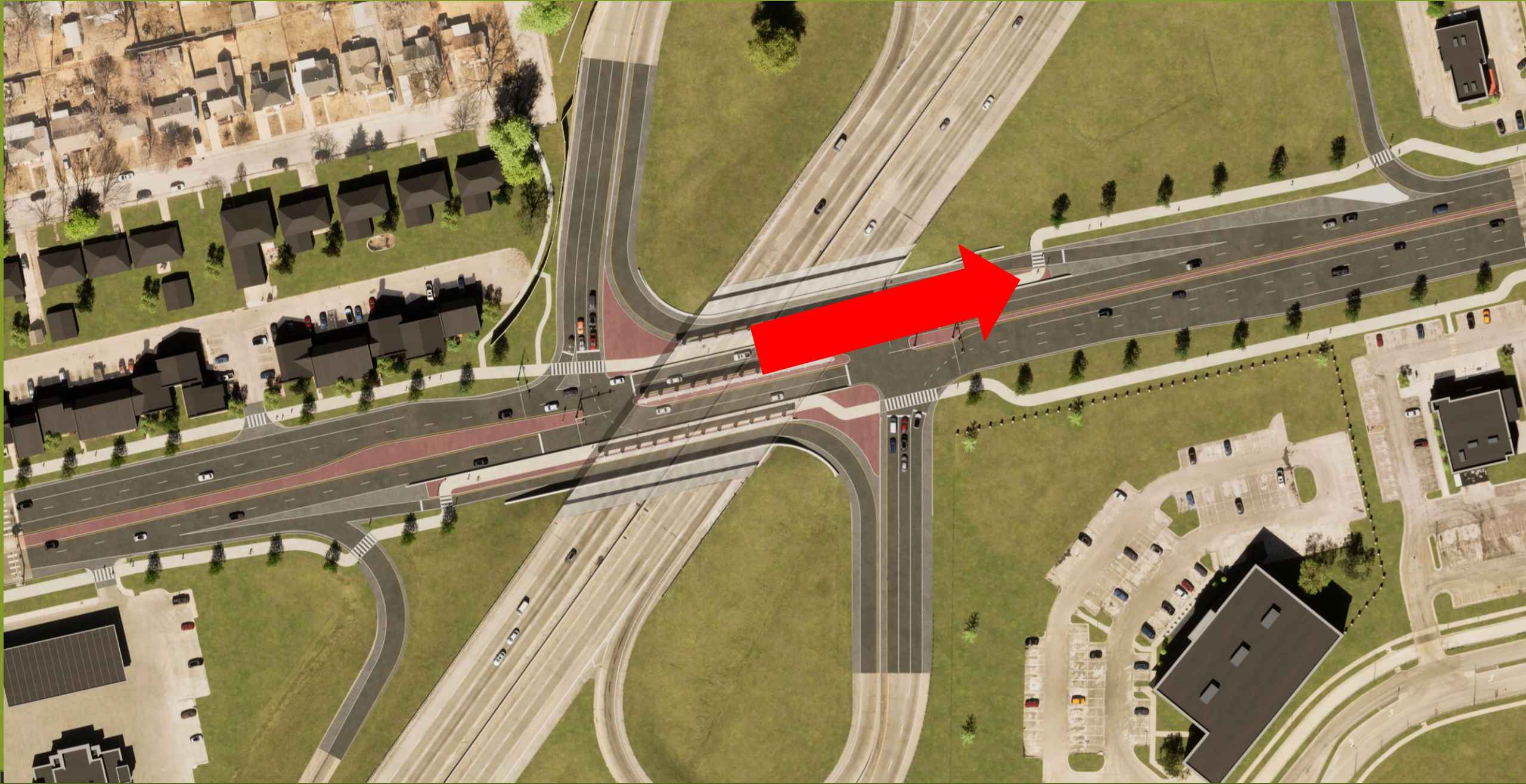




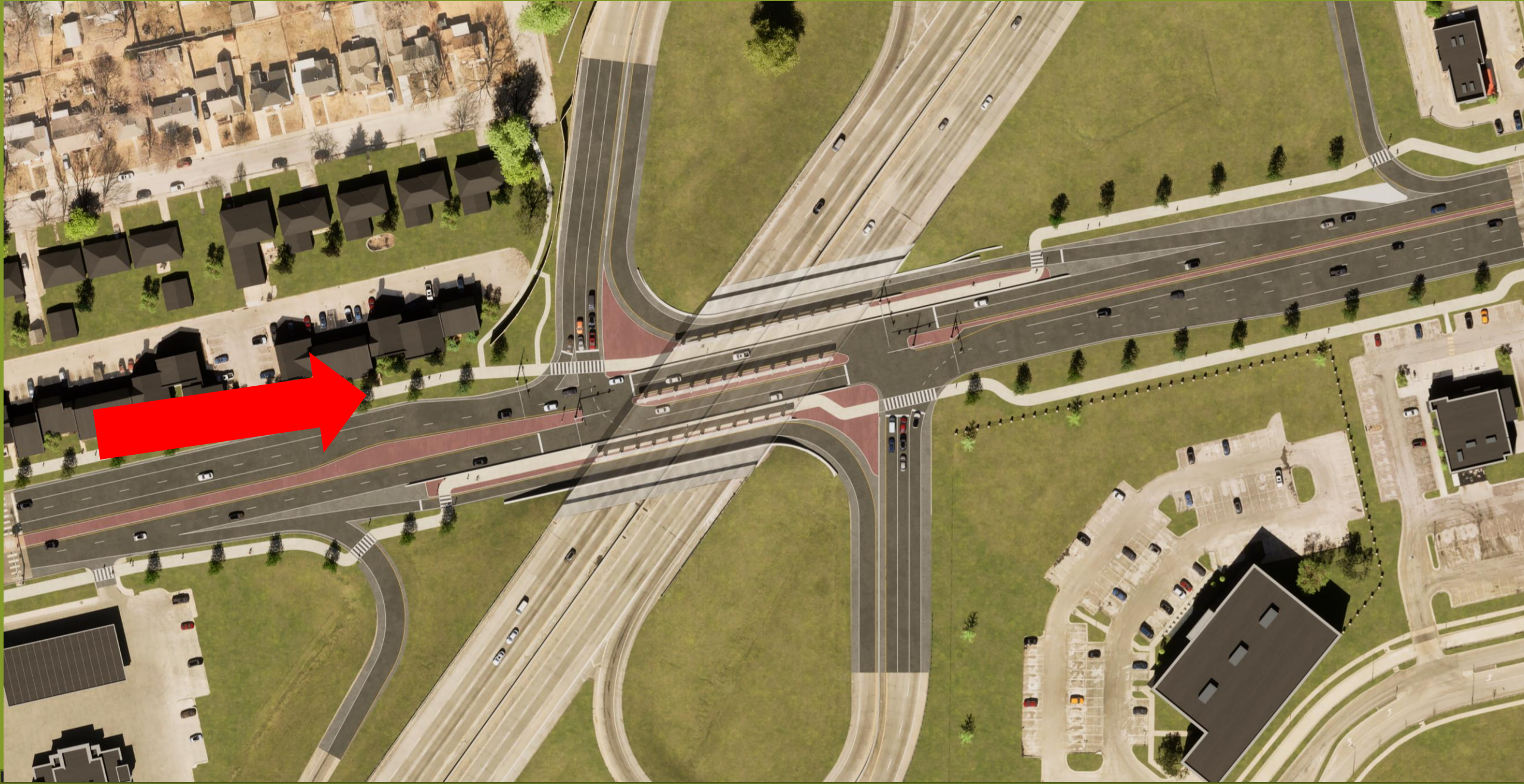




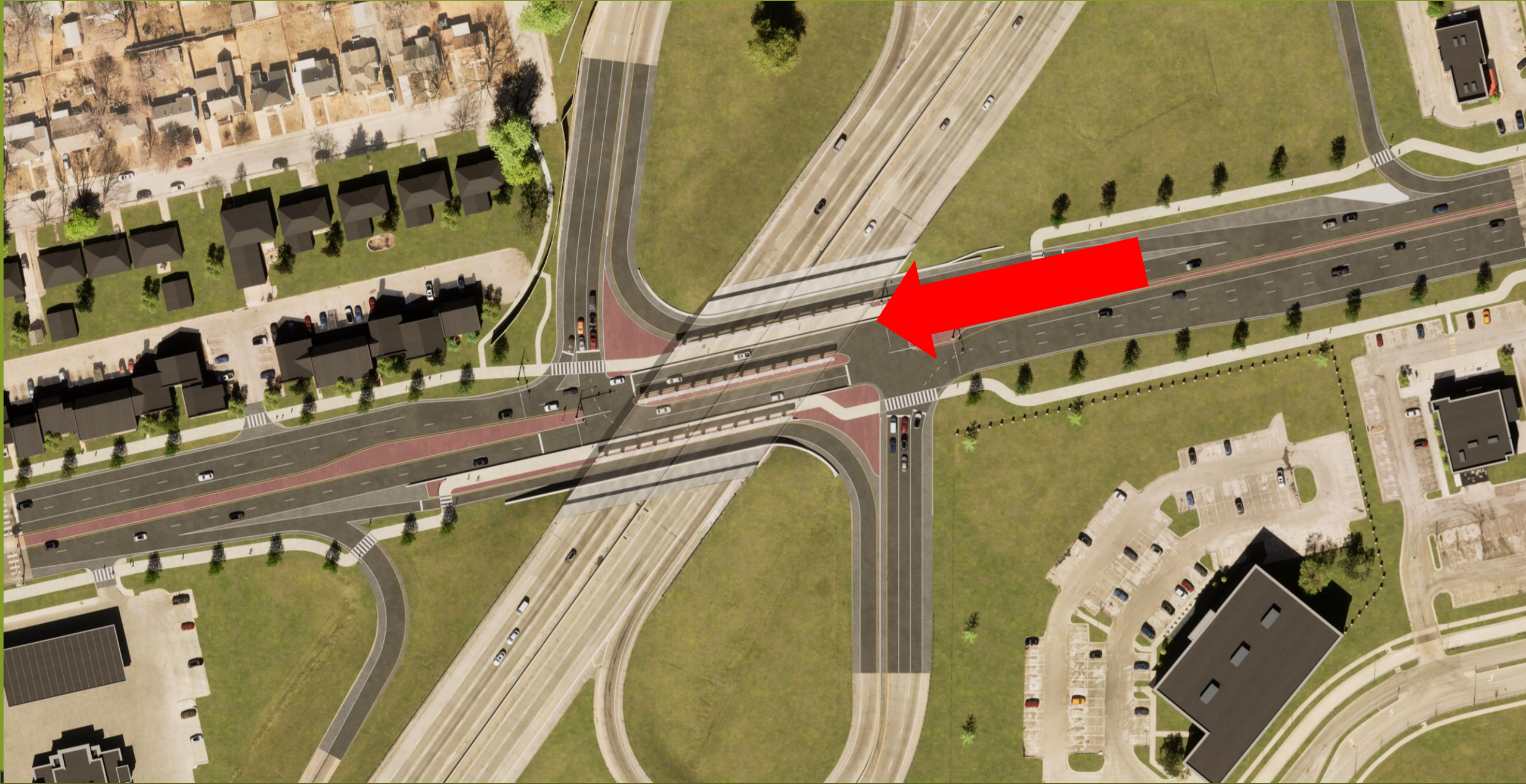














Cost Estimate

- Estimated Professional Services: \$ 320,000
- Estimated Shared Use Path Cost: \$ 1,870,000
- Estimated Tunnel Lighting Cost: \$ 330,000
- **Estimated Total Cost: \$ 2,520,000**

Next Steps

- Finalize technical report
- Develop more detailed engineering design in coordination with MoDOT
- Develop final design and construct

EAST//WEST CoNNECTION

Questions?