

4-lane facilities to include turn lanes and paved shoulders (or wide curb lanes). I believe this focus on Livable Streets will continue and the surrounding land use that supports Livable Streets will become an equal priority (for example, higher density and mixed-use development) in the future. I think locally and nationally, the importance of multi-modal transportation is increasing, especially considering the rising cost of transportation, aging population, and public health issues that can be positively impacted by Livable Streets. We will likely see more redevelopment and infrastructure that fosters active lifestyles and provides places for people to live, work, shop, play, etc. without the dependence on motorized transportation.

Q. Since LS City Council adopted the City policy ordinance for Livable Streets by Resolution in November 2010, what are some of the obstacles you see in fully implementing policy change in Lee's Summit?

A: Lee's Summit's Livable Streets Policy has received national recognition, being ranked second in the nation compared with Resolutions in other cities of our size in the country. Our policy has served as a model and catalyst for passage of similar policies in communities around the KC Metro and the state. The greatest challenge in implementation is communicating the benefits of Livable Streets, its context sensitive approach appropriate for Lee's Summit, and that Livable Streets can be accomplished over a long period of time with little to no additional cost.

Q. You are in the process of taking a Bicycle Transportation Plan forward through city Planning Commission over the next couple of months, how do see this plan functioning and co-existing with the current Greenway/Trails Plan?

A: The Bicycle Transportation Plan and Greenway Master Plan complement each other. One does not replace the other or have higher priority. The Bicycle Transportation Plan is for cyclists that prefer on-street accommodations that do not conflict with other non-motorized users and whom also typically ride for utilitarian purpose. The Greenway Master Plan is a shared-use plan for cyclists, joggers, skaters, walkers, etc. and targets a more recreational user. However, both plans may be used by cyclists for utilitarian or recreational use. The Bicycle Transportation Plan consists of on-street bicycle routes and sidepaths where on-street accommodations are determined less safe (e.g. major arterials), whereas the Greenway Master Plan places a greater emphasis on trails and related off-street function than on-street facilities. These plans will overlap and work in tandem, supplementing one another in a connected network to meet the full gamut of citizen needs. The Bicycle Transportation Plan is primarily built on a system of collector roads throughout the City. The Bicycle Transportation Plan will be nearly 70% complete upon adoption, making better use of existing streets that have appropriate and preferred facilities for Lee's Summit's bicycle demand such as paved shoulders, trails, wide curb lanes, and share-the-road bicycle accommodations.



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Tales from the trail

Your connection to Lee's Summit's Trail & Greenway Development



- What's inside...**
- Good News from the Legislature!
 - Greenway Project Updates
 - Upcoming Events and more!

Enjoy your trails! Pictured above, the multi-purpose trail at Legacy Park.



DID YOU KNOW...

...The trail improvements in McKee Park in 2010 were constructed with low water crossings which were designed for less environmental impact, provides the best opportunity for a "nature experience" for trail users and is the most efficient use of public funds.

Upcoming Events

Bike Week KC, May 14 - 18

As a part of National Bike and Walk Month in May, plan to ride your bike to work or plan a bike ride with friends and family in your neighborhood or on Lee's Summit trails. Mayor Randy Rhodes will read a proclamation.

Mark your calendars for 11th Annual Tour de Lakes

Tour de Lakes 11th annual bike ride will be taking place again this year beginning at the Longview Recreation Center at 7am on Saturday, June 23. There are 4 routes to choose from this year: 10, 30 41, and 63 miles riding through Longview Lake, Raintree Lake, Blues Springs Lake and Lake Jacomo. Registration fee is \$25 per person 14+ and \$20 for 13 and under. T-shirt guarantee if registered by June 13. For more info visit www.tourdelakes.org



Greenway Projects Update

Bailey and Tudor Road Projects:

Upcoming road extension projects at Bailey Road between Hamblen and MO-291 and Tudor from Douglas to Main Street will include Multi Use Paths for pedestrian and low speed bicycle recreational use. Both projects are in planning and engineering phases and scheduled to begin in the Fall of 2012. Both projects total will add approximately 1.5 miles of trail to the system.



MO-150 and Woods Chapel Road Trail Signage Installation

LSPR has been working with MoDOT for permits and approvals for sign installation along a 2-mile section of multi use path within the city limits along Missouri Highway 150. The sign installation project is a culmination of a 5 year road widening project from Greenwood to Grandview. The entire section of multi use path extends over 5 miles and runs from Lee's Summit to Kansas City to Grandview. LSPR is working with Jackson County Parks on new signage for multi use path along Woods Chapel Road from Todd George to Liggett. The segment is approximately 2 miles long. It is anticipated that both projects will be complete by Summer 2012.

Eagle Creek/Mouse Creek Corridor

LSPR has recently acquired 50 acres of future park property adjacent to Eagle Creek Park Trail. The 50 acres will allow for the Eagle Creek trail to be extended further west to Sampson Road. While no funding has been designated for the project, upcoming trail grants and park development grants could fund a portion of the 2/3 mile trail project. There are no other short term future plans for the park property at this time. Long range plans would be to further extend the trail to the west into Longview Lake Park and to the east into undeveloped property along the creek corridor and eventually connecting to the planned Katy Trail route.



Rock Island Corridor and Katy Trail Update

On April 27th, LSPR staff attended presentations by University of Kansas and Kansas State University student projects regarding sustainable transportation and land use options for the inactive 17 mile Rock Island railroad corridor between Greenwood and Kansas City. Options that have been considered include trail, transit, and land use options that impact the economy and environmental conditions in these areas. Potential trailheads and trail types were presented in the report along with cost estimates and phasing. The final report will be delivered to MARC's Rock Island Corridor Planning team in June.



Good News from the Legislature!

metrogreen

Tom Lovell & Mark McHenry (co-chairs of the Metrogreen Legislative Task Force) are pleased to announce that the Missouri Legislative House and Senate have approved House Bill 1504. This is the major bill expanding funding for the Arch Grounds and other parks/greenways/trails in the St. Louis area AND including the creation of the Kansas City regional greenway and trails district, has passed both the House and the Senate and is now going to the Governor for his signature. This could be an invaluable benefit allowing for the creation of a greenway and trails district in the Kansas City area, beginning with Jackson County. On both sides of the state, the proposals will have to go to a vote of the people in the affected counties before any tax is levied or funds collected. Following the conclusion of the legislative session (May 18), we will be contacting you regarding useful talking points for messages to Governor Nixon's office as he decides about HB 1504. Stay tuned!



An interview with Livable Streets Advisory Board City Staff Liaison, Michael Park

Q. What has been accomplished through the Livable Streets Advisory Board (LSAB) over the past year?

A. LSAB developed a strategic plan for advancing Livable Streets into the future and prioritized Board activities. We organized Walk and Bike to School Day that involved over 1500 kids at two elementary schools, initiated the proclamation of May as Bike and Walk Month, renewed the Livable Streets website (www.livablestreetsls.com) and Facebook page. LSAB assisted in staff's application for Bicycle Friendly Community Designation of the League of American Bicyclist (awarded "Honorable Mention") and the application for Walk Friendly Community Designation of the national Pedestrian and Bicycle Information Center (awarded "Bronze" designation). We are one of only 21 communities in the US, and the only community in the Midwest, to receive a Walk Friendly Community designation. The Board was also involved in the Lee's Summit Road capital improvement project and the M-150 Sustainable Corridor Vision and Framework Plan, providing its contribution for Livable Streets and associated recommendations.

Q. How do you see streets and transportation changing over the next 10-20 years nationally and in Lee's Summit?

A: I believe the transformation is already occurring. The improvements that occurred about 5 years ago in downtown LS is a great local example of Livable Streets. We've provided landscaping on several road projects, expanded transit services, provided residential traffic calming, rehabilitated and connected sidewalks, transformed existing roadways (e.g. "Road Diet") such as Blackwell Road and Jefferson Street from