

LEES SUMMIT SOUTH TRAIL CONNECTOR STUDY



vireo

Purpose of Study

- Purpose to identify alternative bicycle/ped routes to connect Rock Island spur of the Katy Trail at Pleasant Hill to LS greenway
- Collaborative process including feedback from city parks and public works staff, county parks staff-series of three planning workshops
- Seeking short term and long term solutions to bridge the trail gap
- Seeking safe, cost effective, and barrier free route solutions utilizing existing infrastructure



Background

- Utilizes standards set forth in
 - AASHTO Guide for Development of Bicycle Facilities
 - City Bicycle Transportation Plan
 - City Greenway Master Plan
 - MARC MetroGreen
- Utilizes route designations such as
 - Wide curb lanes w or w/o pavement markings (13-16 feet)
 - Paved shoulder (4-8 feet)
 - Share the Road- lane with of less than 13 feet
 - Bike Lane- 4 foot width with pavement marking
 - Shared Use Path- 10-12 width separated from traffic lane

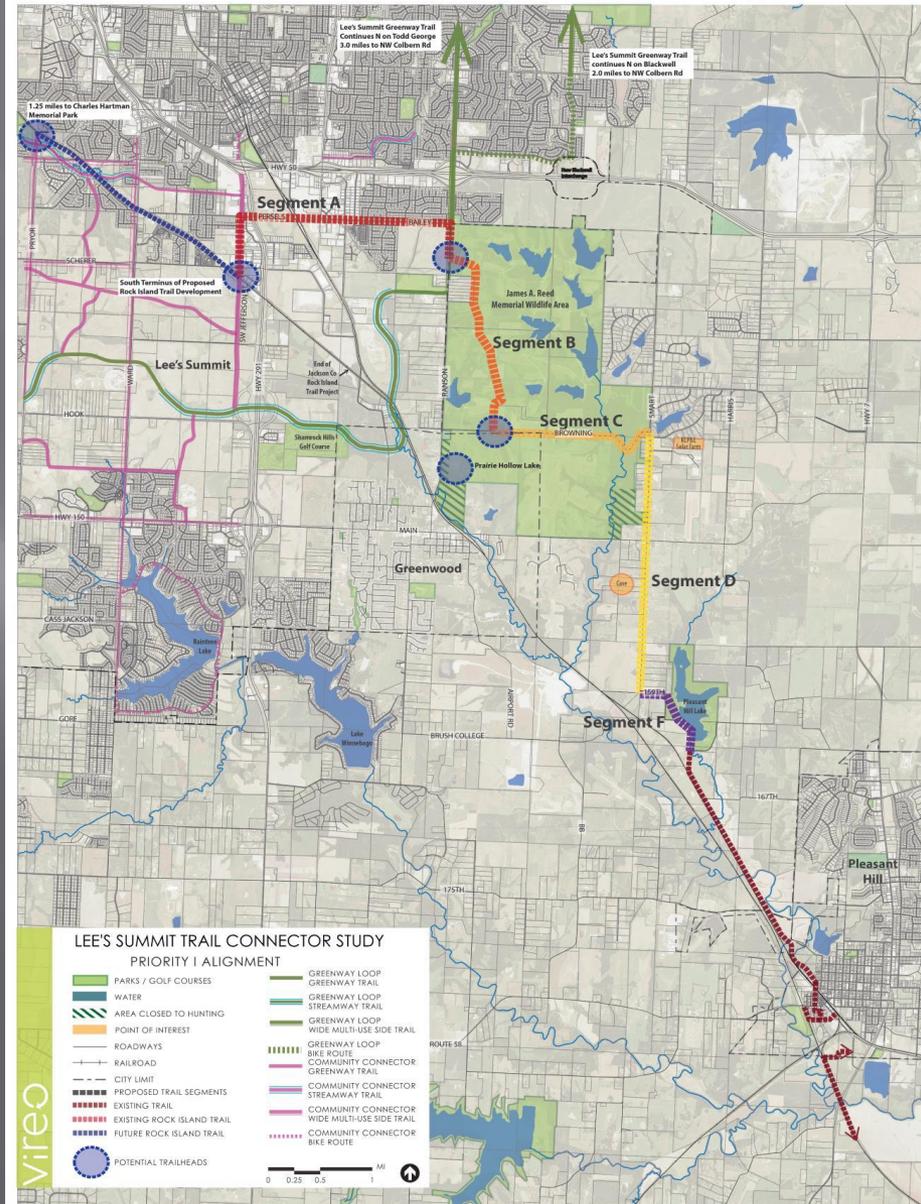


Recommendations

- ▣ Identification of **six segments**
- ▣ Complexity of each segment varied depending **on level of road improvements and connectivity**
- ▣ Provide **functional and safe routes** that could be implemented in a quick and cost efficient manner
- ▣ **Cost estimates** developed for each segment

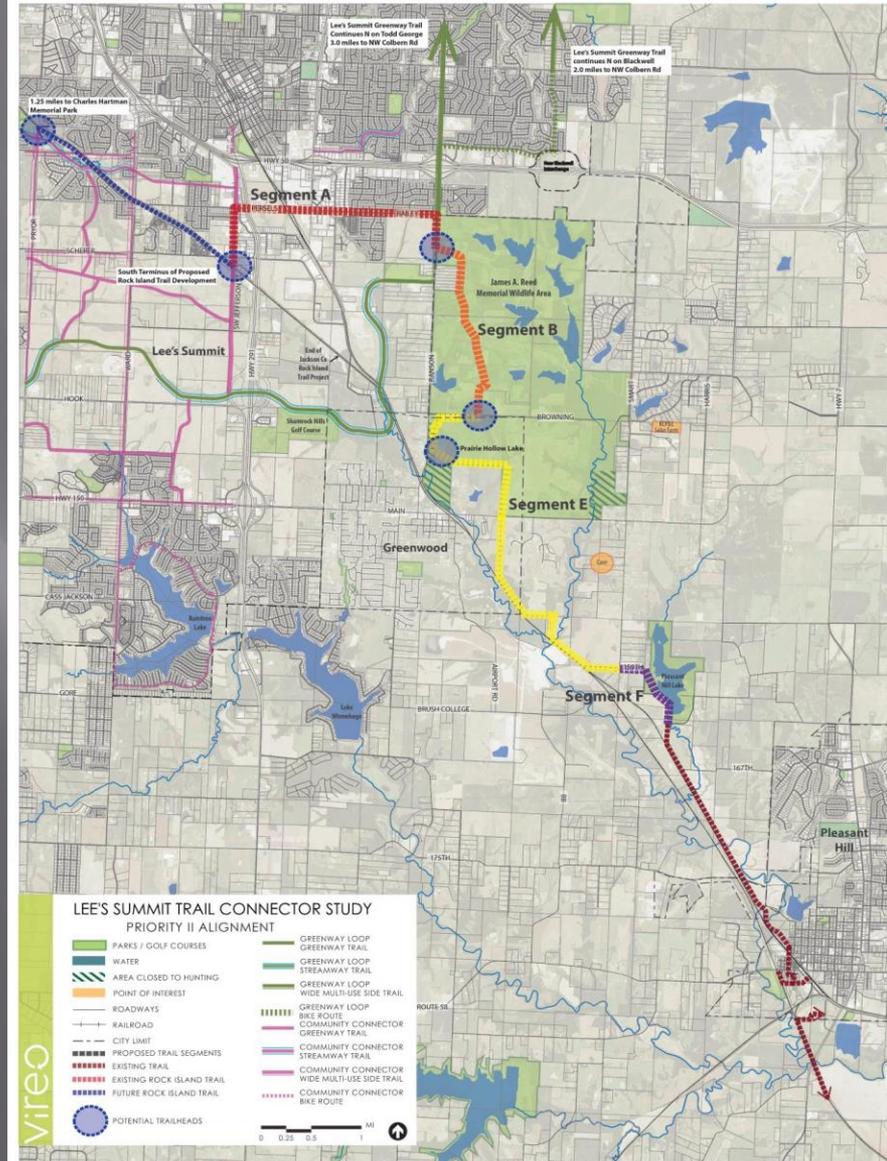
Priority I alignment

- ❑ Includes Segments A,B,C,D,and F
- ❑ Total 11.01 miles
- ❑ 70% on road.
- ❑ Significant cost associated with Smart Road shoulder improvements
- ❑ Shorter implementation time frame



Priority II Alignment

- ❑ Includes Segments A, B, E, and F
- ❑ Total 10.68 miles
- ❑ 41% on road
- ❑ Includes private land owners in Segment E
- ❑ Significant cost for overland trail construction
- ❑ Longer implementation time frame-involves land acquisition and trail easements



Bailey Road

Wide Curb Lane



Smart Road

Improved Paved Shoulders



Smart Road (south of MO 150)

Improved Paved Shoulders



Cost Analysis

- ▣ Priority I route **\$2,502,690** (\$236,326/ mi)
(limestone screenings trail/road)
- ▣ Priority I route **\$3,864,544** (\$364,924/ mi)
(asphalt trail/road)
- ▣ Priority II route **\$2,779,553** (\$270,912/ mi)
(limestone screenings trail/road)
- ▣ Priority II route **\$4,314,149** (\$420,482/ mi)
(asphalt trail/road)

Funding

- ▣ Transportation Alternatives Program (TAP)
 - Administered by MoDOT. Provides funding for on road bike facilities and multi use trails
- ▣ Surface Transportation Program (STP)
 - Flexible funding for improving urban transportation corridors
- ▣ Congestion Mitigation Air Quality
 - Reimbursement grant that allows for construction/improvement promoting bicycle and pedestrian transportation
- ▣ Recreation Trails Program
 - Matching grant through FHWA administered by State to improve hiking, bicycling
- ▣ Local Agency Funding
- ▣ Private Contributions

Next Steps

- ▣ Tentative Implementation Timeline
 - Summer 2017
 - ▣ Presentation to **Park Board**, **LS Livable Streets**, **LS Public Works Committee**-adopt or endorse plan
 - ▣ Coordination with **adjoining landowners** for potential easements
 - Fall 2017
 - ▣ Formation of project coalition of **city and county officials**, state agencies-stakeholder group
 - ▣ Coordination with **Rock Island Rail Authority** (Jackson County)
 - ▣ Coordination with **Cass County and Pleasant Hill**
 - ▣ Presentation to **MDC Regional Coordination Team** (James A Reed)
 - Winter/Spring 2018
 - ▣ Funding alternatives strategy
 - Late 2018
 - ▣ Implementation