

### TENTATIVE AGENDA

# COUNCIL STUDY SESSION MEETING SIKESTON CITY HALL

Thursday, February 19, 2015 7:00 A.M.

- I. CALL TO ORDER
- II. RECORD OF ATTENDANCE
- III. OPENING PRAYER
- IV. ITEMS OF BUSINESS
  - A. Receipt of FY-14 Audit
  - B. Briefing: Pawn Shop License Regulations
  - C. Briefing: Rail Trail Planning Process
  - D. Other Items As May Be Determined During the Course of the Meeting

## V. ADJOURNMENT

Dated this 12<sup>th</sup> day of February 2015

Carroll Couch, City Clerk

The City of Sikeston complies with ADA guidelines. Notify Linda Lowes at 471-2512 (TDD Available) to notify the City of any reasonable accommodation needed to participate in the City Council's Meeting.



# RECEIPT OF

# FY-14 AUDIT

(Information to be presented at Council meeting)

# **City of Sikeston**

# **Council Letter**

Date of Meeting: 15-02-19

Originating Department: Administrative Services

To the Mayor and City Council:

Subject: Briefing: Pawn Shop License Regulations

Attachment:

1. Bill #5981

### **Action Options:**

1. Briefing Only

2. Other Action Council may deem appropriate

## Background:

Ordinance 5981 amends Section 620.080(a) of the Municipal Code which pertains to distance limitations for location of pawnbrokers' premises. Specifically, it changes the distance from residentially zoned property from 300 feet to 150 feet.

THIS BILL AS APPROVED SHALL BECOME ORDINANCE NUMBER 5981 ESTABLISHING AMENDED REGULATIONS FOR THE LICENSING AND REGULATION OF PAWNBROKERS AND TRADERS OF PRECIOUS COMMODITIES WITHIN THE CITY OF SIKESTON.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIKESTON, MISSOURI AS FOLLOWS:

<u>SECTION I:</u> This Ordinance shall be codified in Title VI – Business and Occupation of the Sikeston Municipal Code.

SECTION II: Title VI, Section 620.080 is amended to read as follows:

### "SECTION 620.080: LIMITATIONS

- A. No license shall be issued for the operation of a pawnshop, as defined herein, when the pawnshop will be located within three hundred (300) feet of any church or school, or within one hundred fifty (150) feet of residentially zoned property.
- B. No license shall be issued for the operation of a pawnshop, as defined herein, when the pawnshop will be located within five hundred (500) feet of another pawnshop.
- C. Licensed pawnshop(s) in operation within the City Limits of the City of Sikeston on or before December 1, 2010 shall be exempted from Section 620.080(A)(B). Any subsequent relocation or change in ownership of the pawnshop may do so only within the prescribed requirements of this section."

<u>SECTION III:</u> <u>General Repealer Section:</u> Any ordinance or parts thereof inconsistent herewith are hereby repealed.

<u>SECTION IV:</u> Severability: Should any part or parts of this ordinance be found or held to be invalid by any court of competent jurisdiction, then the remaining part or parts shall be severable and shall continue in full force and effect.

## SECTION V: Record of Passage:

Burch

C.

A. Bill Number 5981 was introduced and read the first time this 23th day of February 2015.

Depro

Carroll Couch, City Clerk

B. Bill Number 5981 was read the second time and discussed this 2nd day of March 2015, and voted as follows:

Gilmore

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becoming ordina	ince .
•	all become Ordinance 5981 and shall be in full
	Jerry Pullen, Mayor
ınselor	
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	becoming ordina  City Council, this bill sha  and after April 1, 2015.

# City of Sikeston, MO

# **Council Letter**

Date of Meeting: February 19, 2015

Originating Department: City Manager

To the Mayor and City Council:

Subject: Rail-to-Trail Planning Process

### Attachment(s):

- 1. List of Lessees
- 2. Sikeston Trails Plan
- 3. Trail Master Plans from Other Communities

### **Action Options:**

- 1. Briefing Only
- 2. Other Action Council May Deem Necessary

### Background:

In December, the city finalized acquisition of trail rights on the former Union Pacific rail corridor located adjacent to Malone Avenue and extending from County Road BB to County Road 541 (St. George Lane). This memo will provide an overview of various issues that will need City Council discussion as the city begins the planning process for construction of a recreational trail along the property.

### Master Planning and Public Involvement:

Creating a "master plan" of the trail will aid in the process of developing the project. Several examples of trail master plans are attached to this letter, including:

- Cape Girardeau LaCroix Trail Master Plan
- Lawrence, KS, Burroughs Creek Trail Master Plan
- Raymore, MO, Trails Master Plan

A master plan for the trail could include the following and more:

A conceptual layout and route for the trail.

- Proposed locations for trail heads, parking areas, landscaping, and other facilities such as benches or water fountains.
- Recommendations regarding phases of the project. Phasing will likely be needed as funding for the entire project is not likely to be obtained all at once.
- Recommendations for how and where to cross streets that would intersect the trail.
- Recommendations for wayfinding and safety related signage.
- Recommendations for connections to other bike and pedestrian facilities.
- Recommendations regarding how the trail can get through or around difficult sections such as the Main and Malone area.

Development of a master plan is typically completed by an engineering or architectural firm hired by the city constructing the trail. Development of a master plan would involve various stakeholders in the trail project, including city staff and Council, the Park Board, Historic Downtown Sikeston, and general public meetings for any interested parties. Prior to FY2016 budget discussions this spring, staff can get some estimates on what it would cost to have a consultant develop a master plan, so we can include those costs in the budget for the upcoming year.

### Lease Issues:

With the acquisition of the trail rights, the city also acquired rights to a number of leases along the railroad corridor. All of the leases are one year leases that can be terminated with 30 days' notice to the leases. The leases have various termination dates.

The city has sent letters to all of the lessees informing them that the city has acquired the property, and telling them when rent is due and in what amount. The city has made no changes to any of the lease terms. The leases currently generate about \$43,000 in annual revenue. In order to simplify management of the leases, city staff recommends changing all of the termination dates to a common date.

At least one tenant has expressed interest in securing a longer term lease, and then making significant improvements to the property (including tearing down a building, expanding another building, and paving a parking lot). This request raises several questions for the Council to consider:

- Does the city want to allow expanded commercial use of portions of the property?
- If the city is going to allowed expanded commercial use or portions of the property, what types of building exteriors should be allowed?
- Does the city want to allow existing signs and billboards with leases to remain on the property?
- If there are currently signs on the property with no leases, should the city begin having them removed?
- If there are other uses of the property without leases, should the city propose leases or have the uses removed?
- Does the city want to allow longer term leases (i.e. more certainty for the tenants) in exchange for higher lease payments?

City staff has been comparing existing leases to actual uses of the property to determine if all of the uses are actually authorized. Staff will be presenting to Council at the February 19 meeting some photos of areas along the railroad corridor that present specific questions regarding continued and future use of the property.

As lessees request permission to redevelop their leased property, or as the city determines that improvements are needed, in certain areas it may be necessary for either the lessee or the city to have surveys of the property completed in order to establish the exact boundaries among the leased property, city right-of-way (Linn St) and MoDOT right-of-way (Malone Ave).

### **Project Funding and Other Resources:**

There are various grant programs that have been used by other communities to help fund rail to trail projects. Almost all grants require some level of matching funds. When we are ready to start applying for funds, it is possible that not all of the following programs will be available, or that we will find additional programs.

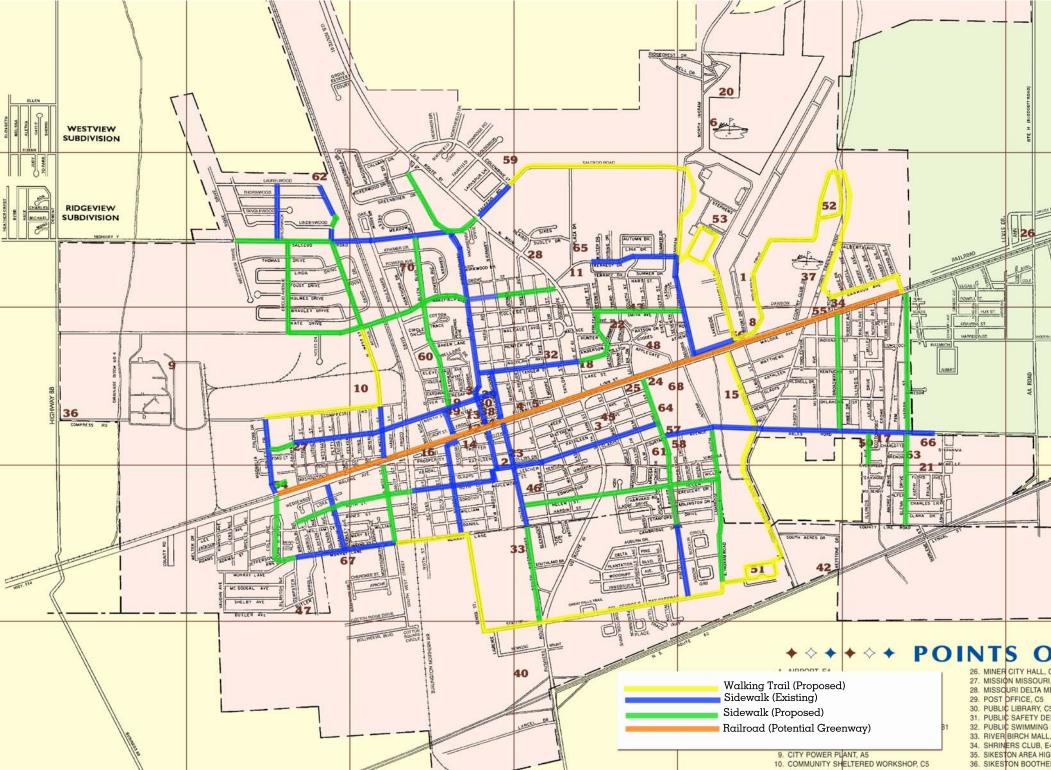
- Missouri Foundation for Health MFH has funded trail projects in Sikeston and other communities previously, including the Foundation of Health Trail in Ozark, MO: : http://tinyurl.com/ozarkfoundationofhealthtrail
- Recreational Trails Program RTP is a federal program administered through the states.
   Missouri receives approximately \$1.5 million per fiscal year. The maximum amount awarded is \$200,000 per project sponsor, and sponsors must have a minimum 20 percent match.
   Projects must be open to the public. <a href="http://mostateparks.com/page/61220/recreational-trails-program-rtp-grants">http://mostateparks.com/page/61220/recreational-trails-program-rtp-grants</a>
- Transportation Alternatives Program TAP is administered by MoDOT and funds bike and pedestrian related projects, including trails. The City of Sikeston was unsuccessful in our latest TAP applications, but several communities in southeast Missouri did receive funding.
- **USDA Rural Development** USDA has numerous grant and loan programs which may be helpful for our trail project.
- Land and Water Conservation Funds The National Parks Service provides funding to local governments for the development of public outdoor recreation areas and facilities.
- Tree Resource Improvement and Maintenance Grant TRIM is a competitive, cost-share
  tree care program administered by the Missouri Department of Conservation in cooperation
  with the Missouri Community Forest Council. The program provides reimbursement of
  \$1,000 to \$10,000 to assist government agencies, public schools, and nonprofit groups with
  the management, improvement, or conservation of trees on public lands.
- Private Sponsorships Private sponsorship by businesses and civic clubs may be
  accepted by the city for portions of the trail or trail features such as benches, shade
  structures, landscaping, etc.

Additionally, there are organizations that may be able to help us plan the project, or assist with grant applications. Kansas State University's Technical Assistance for Brownfields (TAB) program

has a contract with EPA to assist communities in our region with federal EPA grant applications, which may be needed for cleanup of certain portions of the railroad corridor. They can also assist with community outreach efforts relating to environmental cleanup and redevelopment projects. The Rails-to-Trails Conservancy (<a href="http://www.railstotrails.org/build-trails/">http://www.railstotrails.org/build-trails/</a>) also has tools to help communities plan trail projects.

LESSEE	ANNUAL RENT	PURPOSE	TERM	RENEWAL	TERMINATION
Brown, James & Lora	\$2,848.35 (increases 3% per yr)	Industrial	Sept 7, 2014 - Sept 6, 2015	Automatic for additional year	30 days
City of Miner	\$500.00	Beautification/Parks	May 20, 2014 - May 19, 2015	Automatic for additional year	30 days
DeWitt, Jeff	\$1,500.00	Beautification/Parks	May 16, 2014 - May 15, 2015	Automatic for additional year	30 days
Drury Inns, Inc.	\$2,492.12 (increases 3% per yr)	Public/Private Parking	March 1, 2014 - March 1, 2015	Automatic for additional year	30 days
Home Oil Company	\$5,222.16 (increases 3% per yr)	Storage/Handling - Haz-Mat	June 5, 2014 - June 4, 2015	Automatic for additional year	30 days
Hux, John D. Jr.	\$150.00	Agriculture no structures	March 15, 2014-March 14, 2015	Automatic for additional year	30 days
James, Jerry Leon	\$5,890.42 (increases 3% per yr)	Retail/Commercial	June 9, 2014 - June 8, 2015	Automatic for additional year	30 days
James, Jerry Leon	\$50.00	Beautification/Parks	Jan 1, 2015 - Dec 31, 2015	Automatic for additional year	30 days
James, Jerry Leon	\$100.00	Beautification/Parks	May 15, 2014 - May 14, 2015	Automatic for additional year	30 days
James, Jerry Leon	\$50.00	Beautification/Parks	Nov 1, 2014 - Oct 31, 2015	Automatic for additional year	30 days
LCRA	\$500.00	Beautification/Parks	Oct 27, 2014 - Oct 26, 2015	Automatic for additional year	30 days
Mid-Town Motors, Inc.	\$5,757.78 (increases 2% per yr)	Retail/Commercial	Nov 5, 2014 - Nov 4, 2015	Automatic for additional year	30 days
Mid-Town Motors, Inc.	\$2,409.66 (increases 2% per yr)	<b>Auto Facility Operations</b>	April 29, 2014 - April 28, 2015	Automatic for additional year	30 days
Mid-Town Motors, Inc.	\$3,593.75 (increases 3% per yr)	Retail/Commercial	June 1, 2014 - May 31, 2015	Automatic for additional year	30 days
Sikeston BMU	\$500.00	Encroachment - Pipeline	July 1, 2014 - June 30, 2015	Automatic for additional year	30 days
Sikeston General Oil	\$2,000.00	Industrial	Sept 11, 2014 - Sept 10, 2015	Automatic for additional year	30 days
Smith, Houston	\$1,200.00	Beautification/Parks	March 15, 2014-March 14, 2015	Automatic for additional year	30 days
Steward Steel	\$15.00	Beautification/Parks	April 22, 2014 - April 21, 2015	Automatic for additional year	30 days
Tetra Pak, Inc.	\$2,297.37 (increases 2% per yr)	Private Roadway/Driveway	Jan 1, 2015 - Dec 31, 2015	Automatic for additional year	30 days
Town & Country Camping	\$50.00	Beautification/Parks	Nov 1, 2014 - Oct 31, 2015	Automatic for additional year	30 days

TOTAL RENT \$37,126.61







# agenda

- Project Overview
- Public Input Summary
- Existing Conditions Analysis
- Emerging Master Plan Overview and Concepts
- Questions/Comments





# overview

- 4.5 miles of off-street asphalt trail
- Started in 1993 with last segment completed in 2011
- Master Plan will address:
  - Trail Deficiencies/Attributes
  - Recommendations
  - Trail Amenities and Branding Standards
  - Cost Estimates and Priorities



# stakeholder interviews

# What potential Amenities would you like to have added to the Cape La Croix System?

- Widening of trail whenever possible.
- Pet Amenities.
- Mile Markers.
- Additional Trail Head Locations.
- Additional Drinking fountains.
- Emergency Call Phones
- Educational/Informational Signage along the Trail.
- Additional Park Benches.
- Trail Extension to loop around City.



# stakeholder interviews

# Top priorities (Not listed in any priority order.)

- Trail safety.
- Widen trail.
- Play activities for children along trail.
- Extend trail system.
- Add center lane stripe.
- Fitness trail stations/stretching stations.
- Additional restroom locations.
- Improved trail lighting.



# stakeholder interviews

# Top priorities (Not listed in any priority order.)

- Additional rest areas.
- Less mowing of the turf and increased use of native plant material.
- Cleanliness of the trail system.
- Create smaller loops within parks connected along trail.



# **Analysis revealed the following:**

- Lighting:
  - Generally lacking
- Underpasses:
  - Lack of adequate width
  - Blind corners
  - Obstacles within 2 feet of trail edge
  - Hazardous safety barriers
  - Lack of adequate warning signage



# **Analysis also revealed:**

# **Comfort Stations**:

- Distributions gaps.
- Do not meet current accessibility standards.
- Portable units do not accommodate family use.
- •Unheated-unavailable during winter.

# **Pathway Seating:**

- Distributions gaps.
- Do not meet current accessibility standards.



# **Analysis revealed the following:**

- Trail Nodes & Parking
  - Lack of adequate facilities such as:
    - Pavement
    - Drinking Fountains
    - Bike Amenities such as Racks, Air Pumps
    - Seating



# **Analysis also revealed:**

# **Bridges**:

- Inadequate min. clear width.
- Camber which exceeds current accessibility standards.
- Lack of safety barriers at abutments.
- Alignment/Corners.



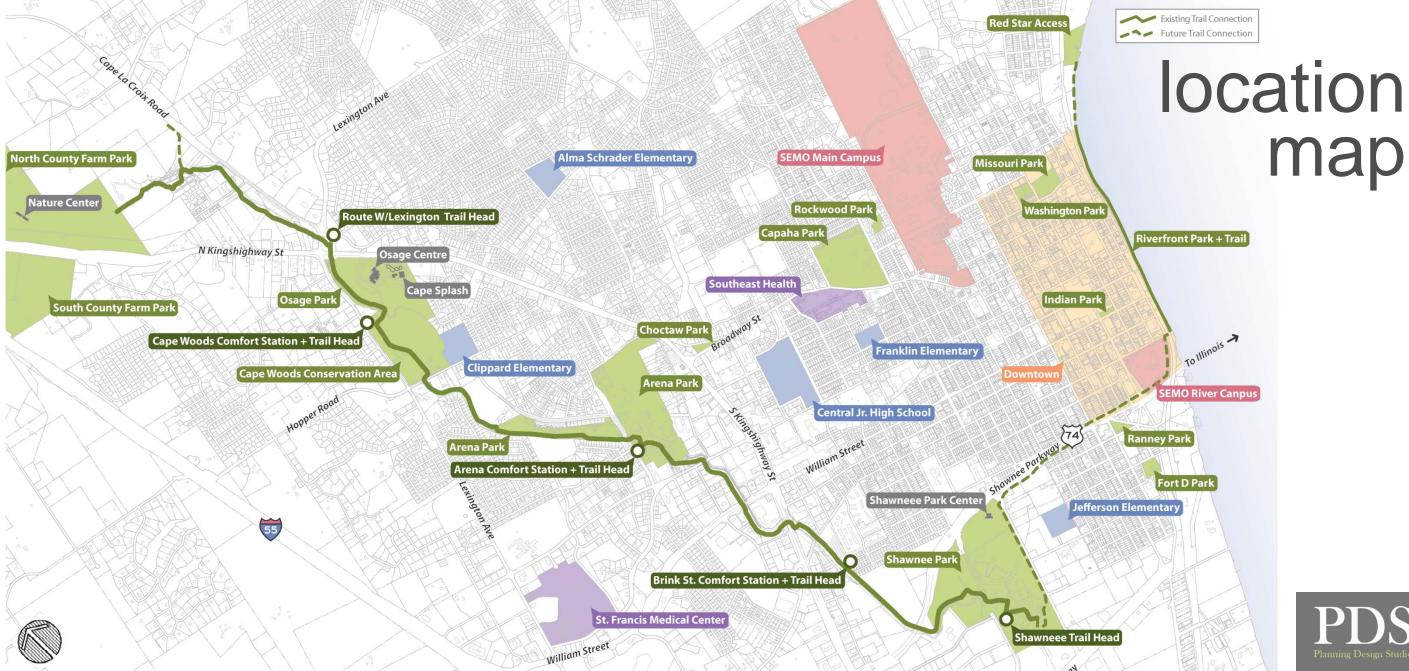
# **Analysis revealed the following:**

# Signage:

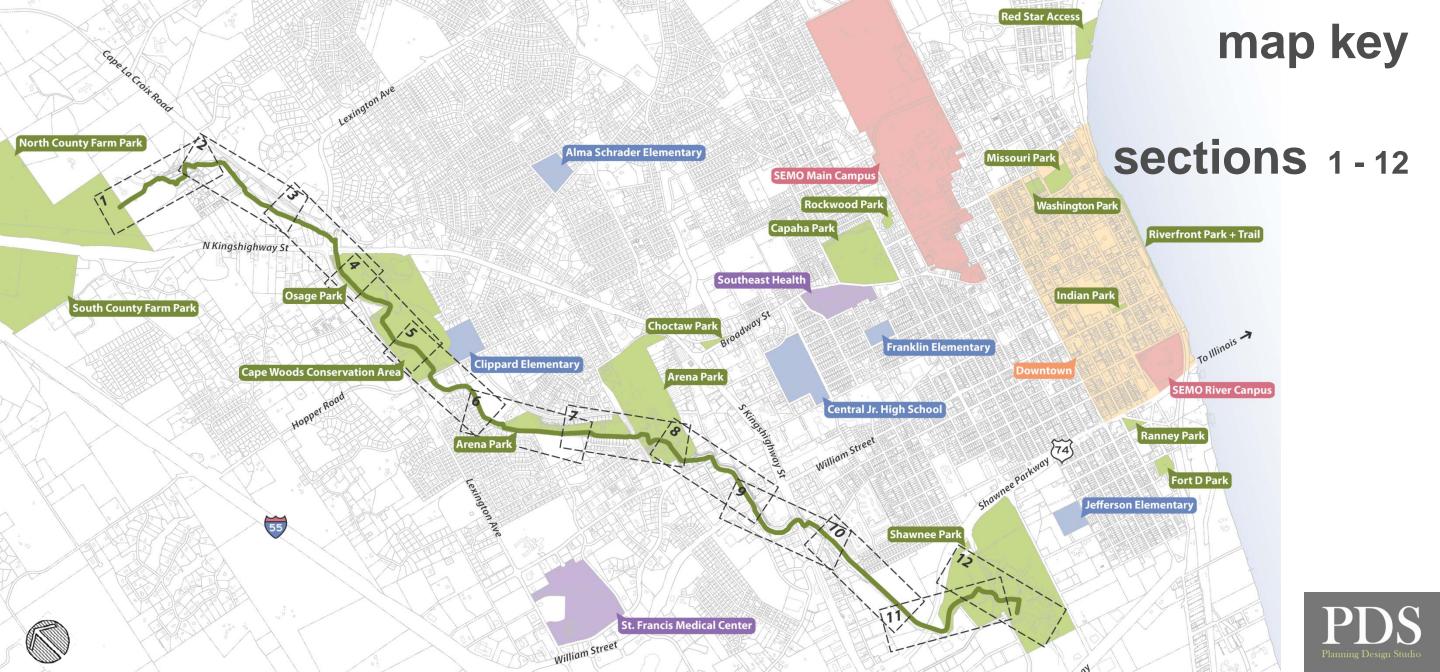
- No consistent theme or unified image.
- Lack of approach/warning signs.
- Lack of signage at grade separated crossings for user orientation.
- Lack of trail rules or etiquette.
- Mile marker chaos











- Connections and linkages to major park and recreation assets in the Cape Girardeau community.
- · Connections to separate community neighborhoods and community uses such as commercial, schools, residential, and industrial.
- Well loved and utilized by citizens and community groups for events.
- Multiple and varied natural environments along the Trail.
- · New connections have allowed the Trail length to expand to nearly 5 miles.
- Varied Visual and Spatial Experiences along the Trail.
- Trail has no road crossings.

#### DEFICIENCIES

- · Substandard Trail design at bridge underpasses, including narrow width, safety rails that pose potential hazard and blind approaches/limited visibility along curves.
- · Obstacles within 2 foot clear zones of trail edges
- · Minimal security level lighting and safety barriers at bridges, and adjoining bridge abutments pose potential safety hazard.
- Lack of appropriate Trail branding and signage creates confusion for some Trail users

#### Functional

- . Narrow Trail width and lack of center lane striping.
- · Lack of ADA accessibility at some locations.
- Substandard number of year round restroom facilities , access to potable water and support amenities such as bike racks. seating, pet amenities, and trail mileage markers.
- Lack of consistent and adequate wayfinding, and signage.

#### Aesthetic

- · Aesthetic improvements should be considered at bridge underpasses.
- · Unattractive safety rails at creek crossings.
- Screen undesirable views of adjacent uses and manhole structures.
- Landscape plantings and native plant material that can reduce operational costs.

#### MASTER PLAN RECOMMENDATIONS

#### Short Term Trail Branding Improvements

 The new Cape La Croix Trail brand is about discovery and natural systems. A new branding and signage system will change the trail into a friendly space which is easy to navigate and enjoyable to

#### **Short Term Trail Amenity Improvements**

· Remove non-accessible and inadequate Trail Amenities with a new pallette of Amenities that complement the new Trail Brand These Amenities will further enhance and enrich the Trail experience (See Trail Amenities section).

#### Long Term Trail Widening

. To bring the existing trail to current American Association of State Highway and Transportation Officials (AASHTO) standards, the existing trail should be widened from eight feet to twelve feet wide to accomodate the growing number of users.

#### Long Term Replacement of Bridges

· All of the existing bridge structures should be widened to twelve feet wide, which will ultimately require replacement.

Long Term Safety Improvements at Bridge Underpasses . To fix blind curves which create safety concerns, the existing retaining walls should be removed and reconstructed further away from the creek channel. Pedestrian and bicycle-compliant railing along the channel side of the Trail should be installed.

#### TRAIL BRANDING

#### Trail Head Roadway Column

 A signature column is proposed to be located at each Trail Head near an adjacent roadway to visually mark the Trail Head.

#### Trail Kiosk/Interpretive Sign

• To be installed at various locations along the Trail to provide Trail System Map on one side and an informational kiosk on the other.

#### Trail Wayfinding/Directional Sign

• To be installed at locations along the Trail which require signage to direct users to various destinations.

#### Trail Mile Marker

 A full circle indicates a full mile interval, and a half-filled circle indicates a half mile interval. To be located on both sides of Trail.

#### Trail Warning Sign

• To be installed at locations along the Trail to communicate a simplified warning, i.e. Warning - Blind Curve Ahead.

#### Trail Underpass Wayfinding Sign

• To be installed to bridge structure with name of the overhead road. This sign serves as orientation and wayfinding for Trail users.



## TRAIL MASTER PLAN **RECOMMENDATIONS**











Roadway Column



Directional Sign

Interpretive Sign

#### Trail Mile Marker Trail Warning Sign Wayfinding Sign

Many of the amenities which currently exist along the Trail are in

need of replacement. However this plan also recommends the

addition of new Trail Amenities including the following:

• Fitness Loop with Outdoor Fitness Equipment

Various proposed Trail Amenities are shown below:

TRAIL AMENITIES

Child Play Node/Rest Stop

Cool Down Spray Mister

Comfort Station

Shade Structures



















- Connections and linkages to major park and recreation assets in the Cape Girardeau community.
- · Connections to separate community neighborhoods and community uses such as commercial, schools, residential, and industrial.
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#### **Functional**

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#### MASTER PLAN RECOMMENDATIONS

#### **Short Term Trail Branding Improvements**

• The new Cape La Croix Trail brand is about discovery and natural systems. A new branding and signage system will change the trail into a friendly space which is easy to navigate and enjoyable to visit.



# TRAIL MASTER PLAN **RECOMMENDATIONS**







### MASTER PLAN RECOMMENDATIONS

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#### Short Term Trail Amenity Improvements

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 These Amenities will further enhance and enrich the Trail experience (See Trail Amenities section).

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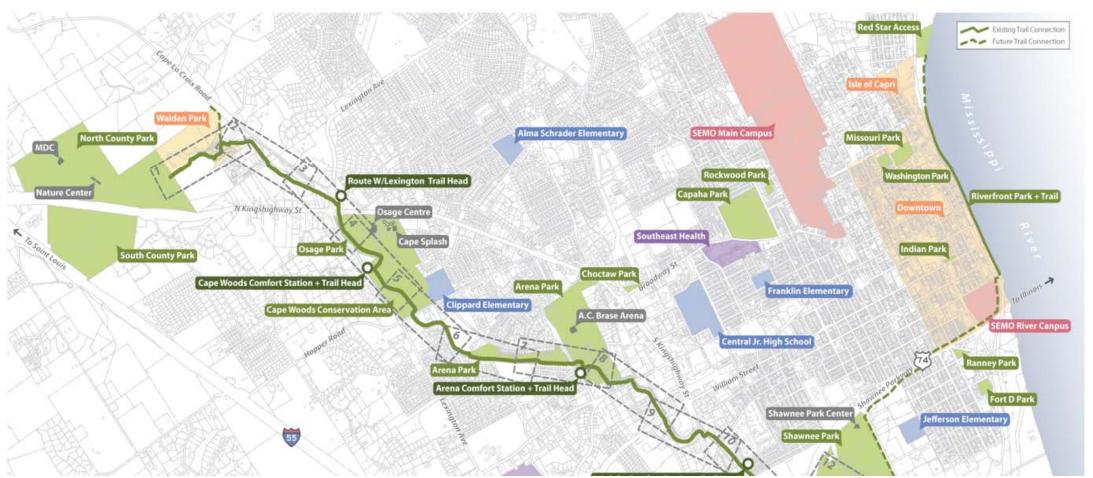


# TRAIL MASTER PLAN **RECOMMENDATIONS**



CITY OF CAPE
GIRARDEAU
PDS





#### TRAIL AMENITIES

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- Child Play Node/Rest Stop
- Fitness Loop with Outdoor Fitness Equipment
- Comfort Station
- Cool Down Spray Mister
- Shade Structures

Various proposed Trail Amenities are shown below:





Paris Manufacturing Premier Bench Paris Manufacturing Trash Receptacle











Landscape Forms Annapolis Bollard Whatley Light Standard and Pole



















Ameristar Fence Echelon II Fence Trail Landscape Plant Material





Most Dependable Fountains MDF-440 Most Dependable Fountains Spray Mister









Trail Head Roadway Column

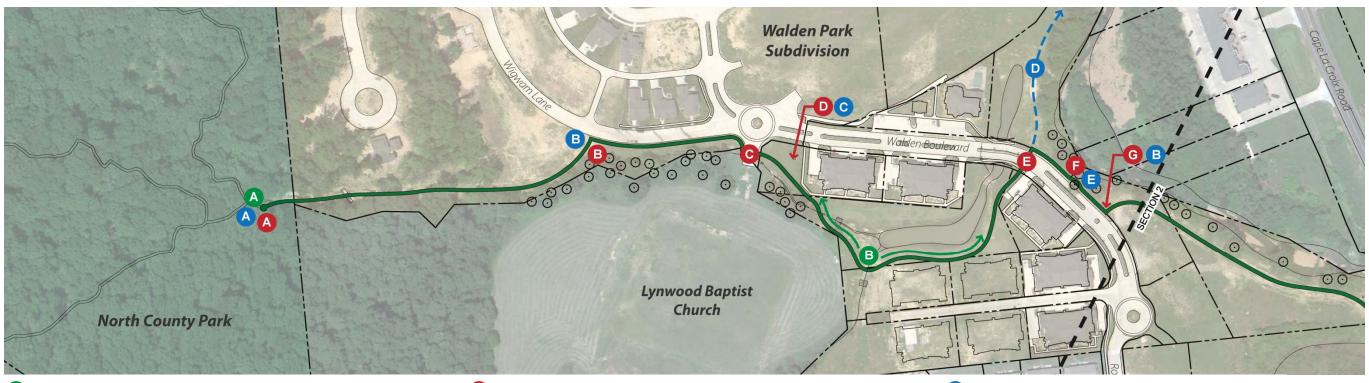
Trail Kiosk/ Interpretive Sign

Trail Wayfinding/ Directional Sign

Trail Mile Marker

Trail Warning Sign

Trail Underpass Wayfinding Sign

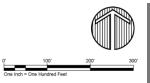


- **A.** Bike rack, park bench, and North County Park wayfinding signage.
- **B.** Newest section completed to enhance connectivity through new development to North County Park and Nature Center.

## DEFICIENCIES

- A. Lack of Cape La Croix Trail wayfinding signage and trash receptacle (when heading east). Termination of paved trail surface bikers must dismount bike and walk or turn-around North County Park trail is steep and unpaved.
- **B.** 90 degree, sharp curve does not meet minimum standard design radius of 60'.
- C. Lack of trail/roadway crossing signage, and 90 degree, sharp curve which does not meet minimum standard design radius of 60'.
- D. Exposed electrical transformer is unattractive.
- **E.** Lack of trail/roadway crossing signage and lighting.
- **F.** Rip-rap along trail shoulder is unattractive.
- **G.** 90 degree, sharp turn does not meet minimum standard design radius of 60'.

- A. Supplement existing Trail Head with trail wayfinding signage/kiosk, trash receptacle and mutt mitt dispenser.
- B. Long Term Recommendation consider trail re-alignment project to correct sub-standard horizontal curve alignment.
- **C.** Consider partnering with private owner to provide landscape screening of electrical transformer.
- D. Future trail connection to Route W.
- E. Add landscape plantings to screen rip-rap along trail shoulder and to improve quality of trail experience.





- A. Prairie/native grass potential opportunity for interpretive educational/informational signage.
- B. Wetland potential opportunity for interpretive educational/ informational signage.

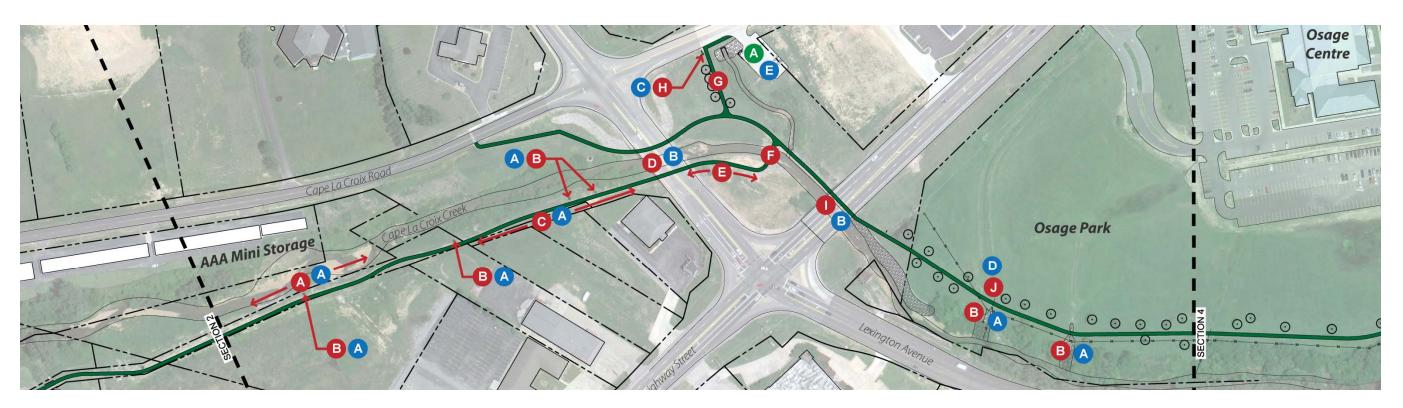
## **DEFICIENCIES**

- A. Sanitary Sewer lift station structure is unattractive.
- B. Exposed electrical transformer is unattractive.
- C. Rip-rap along trail shoulder at underpass and trail narrows at bridge structure; exposed bridge under-structure is unattractive
- **D.** Exposed trash dumpster is unattractive.
- E. Sharp reverse curves do not meet minimum design standard radius of 60'; narrow 8' wide bridge structure - does not meet minimum standard design width of 12'.
- F. RV Park and Highway Commercial land uses are unattractive.
- G. Sanitary Sewer manhole structure is unattractive.
- H. AAA Mini Storage building structure is unattractive.

- A. Add landscape plant buffer to improve quality of trail experience.
- B. Use blank concrete wall for public art opportunity. Add signage to Lynnwood Hills Road bridge structure to improve orientation. Add lighting for improved perceived safety and trail experience. Provide plantings to create edge buffer at rip-rap under bridge.
- **C.** Add signage warning of approaching narrow bridge.







**A.** Lexington/North Kingshighway Trail head parking lot (19 standard stalls, 0 handicap stalls), bike rack, and trash receptacle.

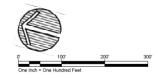
## **DEFICIENCIES**

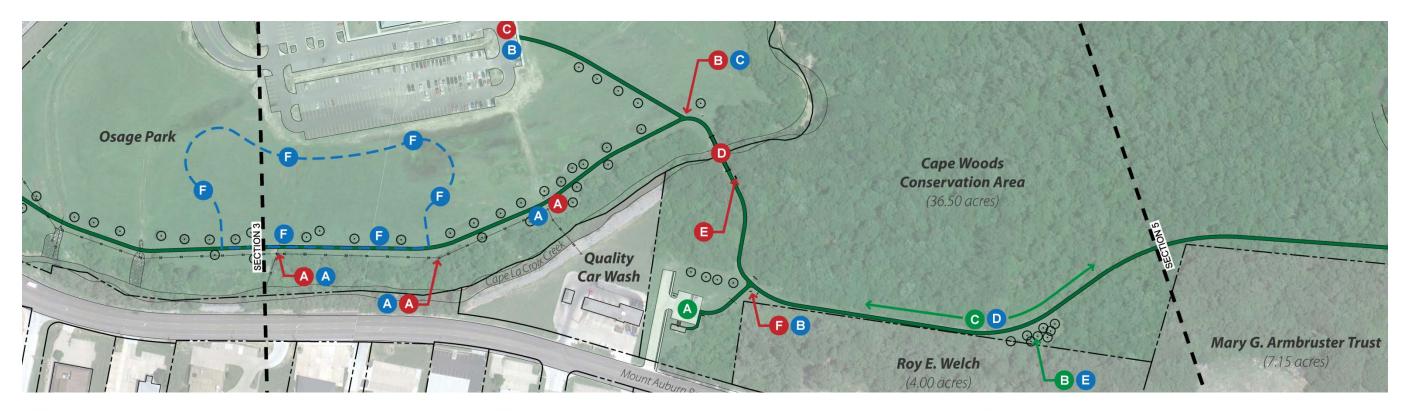
- A. AAA Mini Storage is unattractive.
- **B.** Sanitary Sewer manhole structure is unattractive.
- C. Office Park service area is unattractive.
- **D.** Rip-rap along trail shoulder at underpass is unattractive; exposed bridge under-structure is unattractive.
- E. Sight line issues creates blind corner.
- F. Narrow bridge/culvert structure with no handrail.
- G. 5%+ trail slope exceeds maximum design standard slope of 5.0%.
- H. Outdated trail wayfinding signage.
- I. Bridge deck lacks safety handrail, visual appeal and 8' structure width does not meet minimum design standard width of 12'.
- J. Open drainage swale is unattractive.

- A. Add landscape plant screen to improve quality of trail experience.
- B. Use blank concrete wall space for public art opportunity. Add signage for Lexington Avenue/Kinghighway Street bridge structure for improved orientation. Add lighting for improved perceived safety and trail experience.
- C. Update trail wayfinding signage.
- D. Add native landscape plantings to swale to improve ecological habitat and quality of trail experience.
- **E.** Consider additional amenities such as shade structure, drinking fountain, bicycle air pump, potential vending opportunity at Route W/Lexington Trail Head.









- A. Cape Woods Trail head with parking lot (8 standard stalls, 2 handicap stalls), comfort station, drinking fountain, park bench, bike rack, and trash receptacle; comfort station access ramp at 6% slope exceeds maximum standard design of 5.0%.
- B. Open tree grove which creates an engaging environment.
- C. Pleasant experience through Missouri hardwood forest.

## DEFICIENCIES

- A. Sanitary Sewer manhole structure is unaatractive.
- B. Lack of trail wayfinding signage and poor trail alignment at intersection.
- C. Lack of trail head amenities and no trail wayfinding signage.
- **D.** Narrow 8' wide bridge structure does not meet minimum design standard width of 12'.
- E. Outdated and non-compliant ADA park bench.
- F. Outdated trail wayfinding signage.

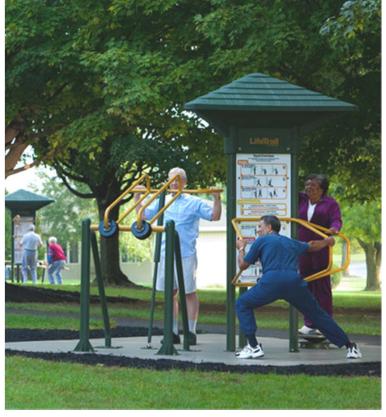
# OPPORTUNITIES

- A. Add landscape plant screen to improve quality of trail experience.
- B. Add/Update trail wayfinding signage.
- **C.** Re-align trail to create a safer 90 degree intersection to improve trail safety.
- **D.** Potential opportunity for interpretive educational/informational signage.
- **E.** Proposed child play node/rest stop.
- **F.** Proposed 1/4 mile fitness trail loop with outdoor fitness equipment.



PARKS & RECREATION DEPARTMENT



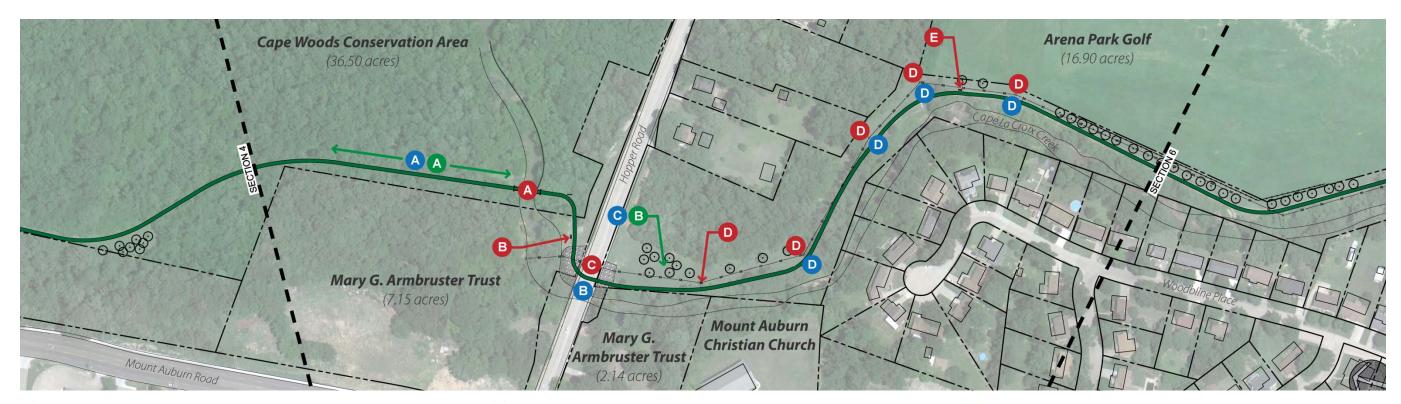












- A. Pleasant experience through Missouri hardwood forest.
- B. Open tree grove which creates an engaging environment.

# DEFICIENCIES

- A. Narrow 8' wide bridge structure does not meet minimum design standard width of 12'.
- B. Outdated and non-compliant ADA park bench.
- C. Rip-rap along trail shoulder at underpass poor sight lines does not meet minimum standard design radius of 60'; bridge lacks visual appeal.
- D. Sanitary Sewer manhole structure is unattractive.
- **E.** Outdated and non-compliant ADA park bench.

- **A.** Opportunity for interpretive educational/informational signage.
- **B.** Add signage for Hopper Road bridge structure for improved orientation. Add lighting for improved perceived lighting and trail experience. Use blank concrete wall for public art opportunity.
- **C.** Opportunity for children activity node and rest stop.
- **D.** Add landscape plant screen to improve quality of trail experience.





- A. Trail connection to local neighborhood encourages travel by foot, reduction of vehicular travel and greater use of trail.
- **B.** Future bridge to connect proposed Senior Housing and Arena Park.

## DEFICIENCIES

- A. Sanitary Sewer manhole structure is unattractive.
- **B.** Narrow 8' wide bridge structure does not meet minimum design standard width of 12'.
- C. Outdated and non-compliant ADA park bench.
- D. Lack of wayfinding trail signage.
- E. Drinking fountain no connection to Trail.

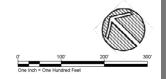
# RECOMMENDATIONS

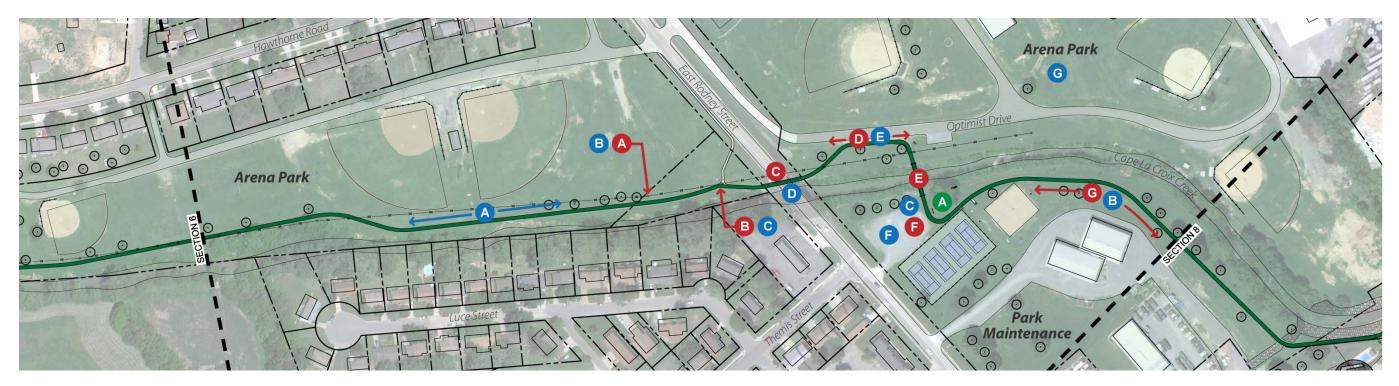
- **A.** Add landscape plant screen to improve quality of trail experience.
- **B.** Add trail wayfinding signage to improve orientation.

Miscellaneous - Consider landscape screening between trail and sport fields to create separation of uses.









# ATTRIBUTES

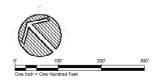
A. Arena Park Trail head with gravel parking lot, drinking fountain, bike rack, non-ADA compliant park bench, trash receptacle and trail wayfinding signage.

# DEFICIENCIES

- A. Sanitary Sewer manhole structure is unattractive.
- B. Lack of wayfinding trail signage.
- C. Rip-rap along trail shoulder at underpass no safety barrier; exposed bridge under-structure is unattractive.
- D. No separation between Optimist Drive and trail creates unsafe condition for Trail users.
- E. Narrow 8' wide bridge structure does not meet minimum design standard width of 12'.
- F. Outdated trail wayfinding signage.
- G. Park Maintenance Facility is unattractive.

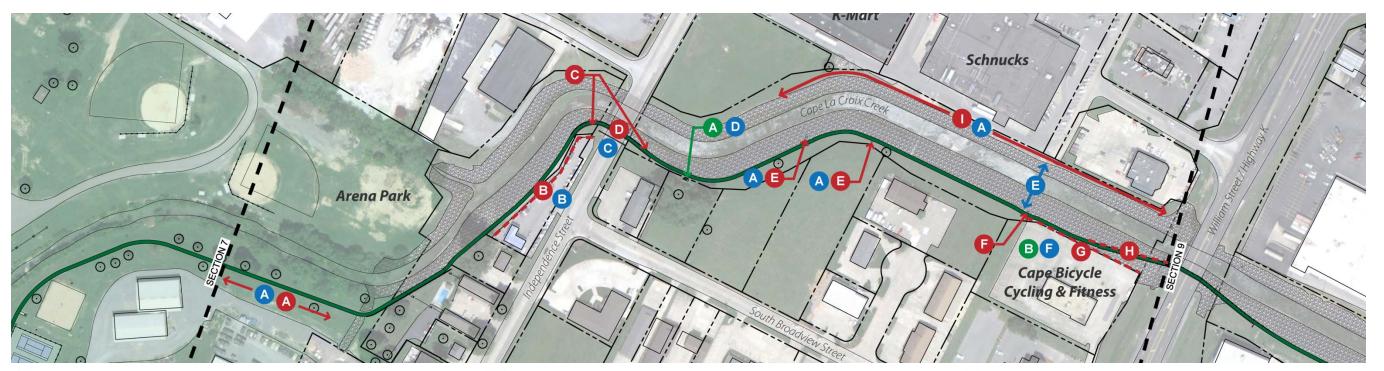
# RECOMMENDATIONS

- A. Consider landscape screening between trail and sport fields to create separation of uses.
- B. Add landscape plant screen to improve quality of trail experience.
- Add/update trail wayfinding signage to improve orientation.
- D. Use blank concrete wall for public art opportunity. Add signage to East Rodney Street bridge structure for improved orientation. Add lighting for improved perceived safety and trail experience.
- E. Add landscape plant buffer and/or bollards to improve trail safety.
- **F.** Consider installing curbs and permeable pavement for parking lot.
- **G.** Consider internal Arena Park trail network.











- **A.** Rest Stop with non-ADA compliant park bench and trash receptacle.
- B. Cape Bicycle store use very compatible with Trail.

# DEFICIENCIES

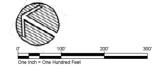
- A. National Guard is unattractive.
- B. Cape Autoplex fencing is unattractive.
- C. Retaining wall blind, tight curve; metal guardrail exposed end segment creates safety hazard.
- **D.** Exposed bridge under-structure is unattractive.
- E. Sanitary Sewer manhole structure is unattractive.
- **F.** Sanitary Sewer manhole structure lid grade difference creates Trail alignment issue and safety hazard.
- **G.** 6" concrete curb barrier for access to Bike Shop.
- H. Metal guardrail exposed end segment creates safety hazard.
- I. Big box store service areas are unattractive.

# OPPORTUNITIES

- **A.** Add landscape plant screen to improve quality of trail experience.
- **B.** Coordinate with owner of Cape Autoplex for alternative fencing and/or landscape screening.
- C. Use blank concrete wall for public art opportunity. Add signage on Independence Street bridge structure for improved orientation. Add lighting for improved perceived safety and trail experience.
- **D.** Provide ADA compliant bench at existing rest stop.
- **E.** Future bridge/connection to retail development.
- F. Oportunity for public/private partnership and/or future Trail Head with amenities, including vending opportunity. Partner with owner for removal of 6" concrete curb to provide access from trail.







# independence st. bridge

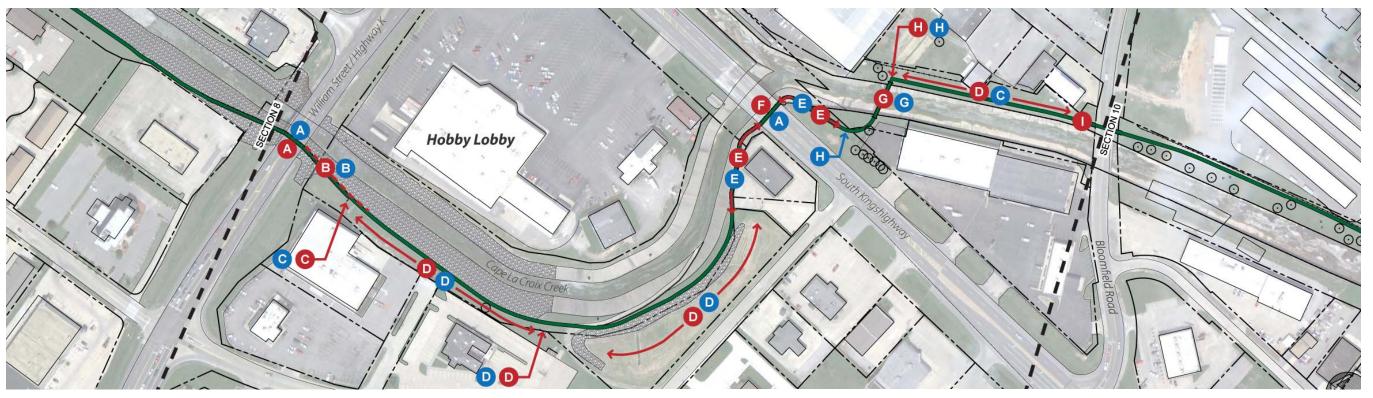






8





# DEFICIENCIES

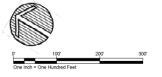
- A. Exposed bridge under-structure is unattractive.
- B. Retaining wall blind, tight curve; metal guardrail exposed end segment creates safety hazard.
- C. Trail signage outdated and non-functional.
- D. Adjacent development is unattractive.
- E. Retaining wall blind, tight curve; metal guardrail exposed end segment creates a safety hazard.
- **F.** Exposed bridge under-structure is unattractive.
- **G.** 8' wide bridge structure does not meet minimum design standard width of 12'.
- **H.** 90 degree, sharp curve does not meet minimum standard design radius of 60′.
- I. 6.5%+ trail slope exceeds maximum design standard profile slope of 5.0%.

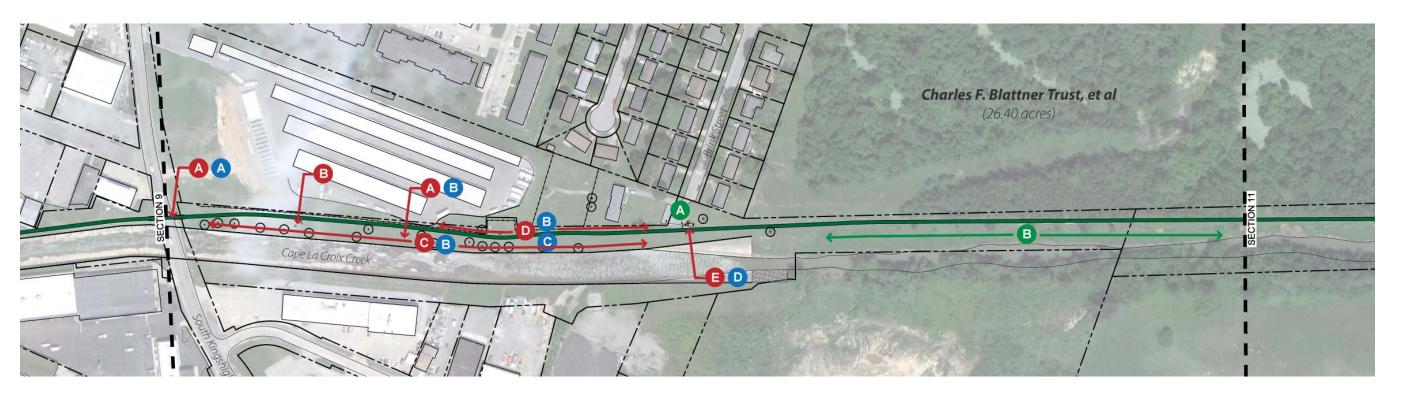
# OPPORTUNITIES

- A. Use blank concrete wall for public art opportunity. Add signage on William Street bridge structure for improved orientation. Add lighting for improved perceived safety and trail experience.
- **B.** Remove existing retaining wall and relocate to provide additional width and improve sight line. Replace railing with safer and bicyle-compliant style.
- C. Update trail warning signage and add permanent integrated trail surface warning system.
- **D.** Add landscape plant screen to improve quality of trail experience.
- E. Remove existing retaining wall and reconstruct south closer to parking area. Remove and replace metal guardrail with bicycle-compliant ornamental fencing.
- F. Provide aesthetic enhancements to bridge under-structure.
- G. Long-term replacement with 12' wide bridge structure.
- H. Provide approach warning signs for sharp curve ahead.









# ATTRIBUTES

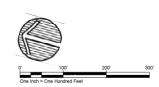
- **A.** Brink Street Trail Head parking lot (5 standard stalls and 0 handicap stalls), temporary restroom facility, drinking fountain, bike rack, park bench, trash receptacle, and trail wayfinding signage.
- B. Natural stream corridor.

# DEFICIENCIES

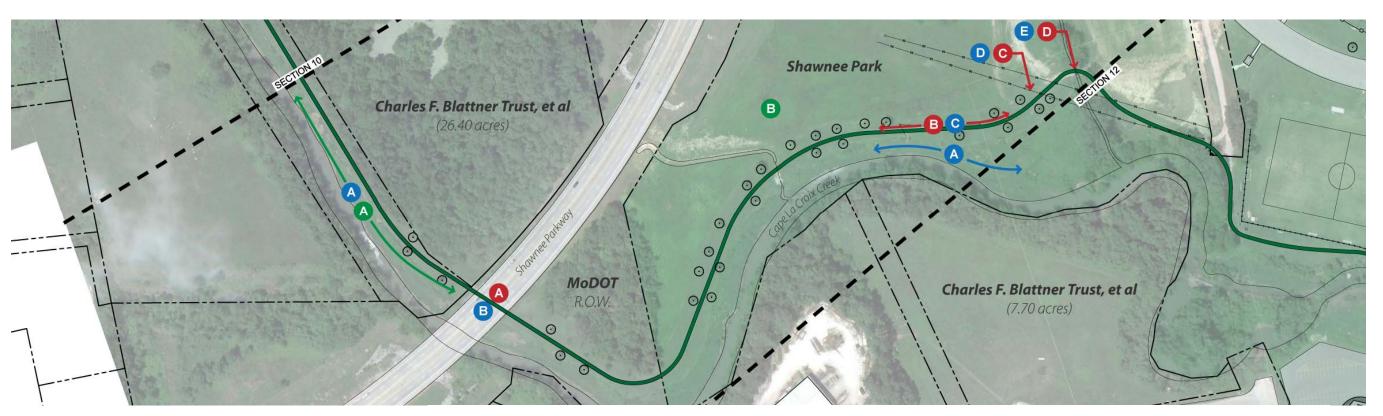
- A. 8' wide underpass structure does not meet standard width of 12' and is unattractive.
- B. Sanitary Sewer manhole structures are unattractive.
- C. Industrial development is unattractive.
- D. Storage facility and stormwater detention facility is unattractive.
- E. Parking lot no barrier between lot and trail; Trail Head inefficeint access and functionality; outdated trail wayfinding signage. ADA access at this location may be restricted due to the slope of the area. Temporary non-ADA compliant portable restroom.

# RECOMMENDATIONS

- A. Use blank concrete wall for painting or public art opportunity. Add signage on South Kingshighway bridge structure for improved orientation. Add lighting for improved perceived safety and trail experience.
- B. Add landscape plant screen to improve quality of trail experience.
- $\textbf{C.} \ \ \mathsf{Add} \ \mathsf{interpretive} \ \mathsf{educational/informational} \ \mathsf{trail} \ \mathsf{signage}.$
- D. Add bollards as barrier between parking area and trail. Reconfigure trail head layout to improve functionality, access, and ADA accessibility. Update trail wayfinding signage. Incorporate a permanent, ADA-compliant comfort station in new layout.









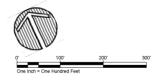
- A. Natural stream corridor.
- B. Native grass prairie.

# DEFICIENCIES

- A. Bridge under-structure storm drains drain directly to creek creates runoff across trail; rock boulders are unattractive.
- B. Trail low elevation of trail allows water to pool on trail.
- C. Sanitary Sewer manhole structures are unattractive.
- **D.** Rip-rap along trail shoulder is unattractive; existing vegetation south of trail creates limited sight distance does not meet minimum standard design lateral clearance for curves of 38.50'.

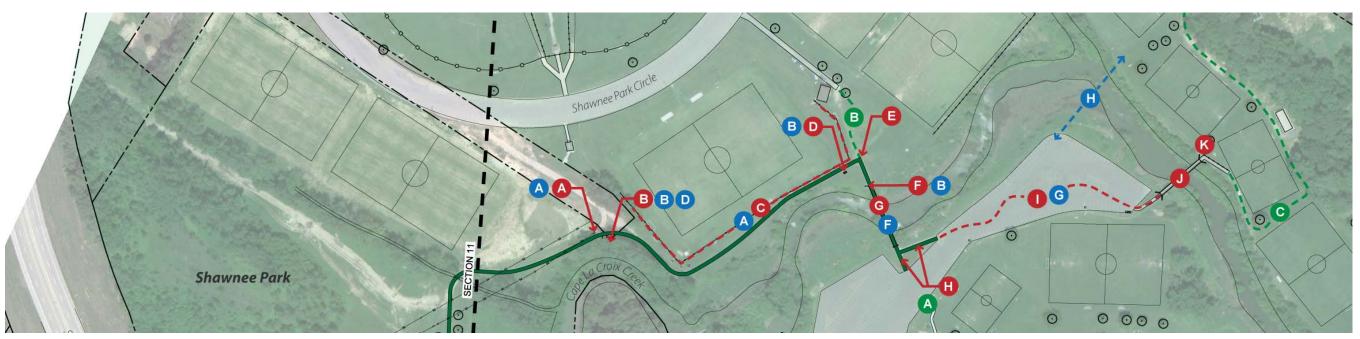
# OPPORTUNITIES

- **A.** Opportunity for interpretive educational/informational signage.
- **B.** Re-direct Shawnee Parkway storm drains to drain directly to creek and re-distribute rock boulders and incorporate native grass plantings.
- C. Raise trail elevation to allow water to drain across trail towards creek.
- D. Add landscape plant screen to improve quality of trail experience.
- **E.** Add landscape plant buffer along trail to improve quality of trail experience and trim back existing vegetation to improve sight distance.









# ATTRIBUTES

- A. Shawnee Park Trail head with concession stand, restrooms, drinking fountain, bike rack, park bench, trash receptacle, and children's playground.
- B. Future access from upper Shawnee Park ballfields to lower southern soccer fields.
- C. Future extension of Cape La Croix Trail to Downtown/Riverfront District.

### DEFICIENCIES

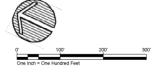
- A. Sanitary Sewer manhole structures are unattractive.
- **B.** Outdated and non-compliant ADA park bench; outdated trail wayfinding signage.
- **C.** Sport field fencing is unattractive.
- D. Non-compliant ADA park bench.
- E. 90 degree, sharp curve does not meet minimum standard design radius of 60'.
- F. Missing bridge warning signage.
- **G.** Narrow 8' wide bridge structure does not meet minimum standard design width of 12'.
- H. 6.5%+ trail slope- exceeds maximum standard design slope of 5.0%.
- I. Parking lot creates un-safe pedestrian and bicycle travel to soccer fields and future Cape La Croix Trail extension.
- J. Narrow 8' wide bridge structure does not meet minimum standard design width of 12'.
- **K.** 90 degree, sharp turn does not meet minimum design standard radius of 60'.

# OPPORTUNITIES

- **A.** Add landscape plant screen to improve quality of trail experience.
- **B.** Add trail wayfinding signage to improve orientation
- **C.** Add buffer planting to reduce visual impact of fence.
- **D.** New ADA compliant bench.
- **E.** Add trail wayfinding signage and stripe path or change surface material from trail to concession stand.
- F. Future long-term bridge replacement to provide 12' width.
- **G.** Re-configure parking lot layout with perimeter trail lane to encourage pedestrian traffic to perimeter and re-configure sub-standard parking lot layout.
- H. Future long-term bridge re-alignment creates shorter length from parking lot to future Trail extension, also improves trail user safety with dedicated travelway.







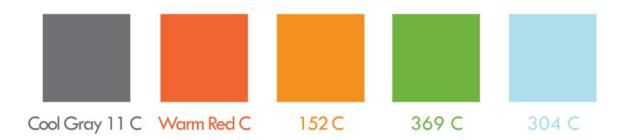
### PARKS & RECREATION DEPARTMENT

# branding











# Osage Park Trail Head Roadway Trail Head



# wayfinding







**Trail Wayfinding** 



Trail Mile Marker





fence



drinking fountain



bike rack





# furnishings palette



bench



mister



recycling/trash

# Man Mari



mutt mit



# furnishings palette





security call boxes



lighting



# priorities

- Considerations:
  - Cost/Benefit
  - Funding Source
  - Safety
  - Function
  - Aesthetics



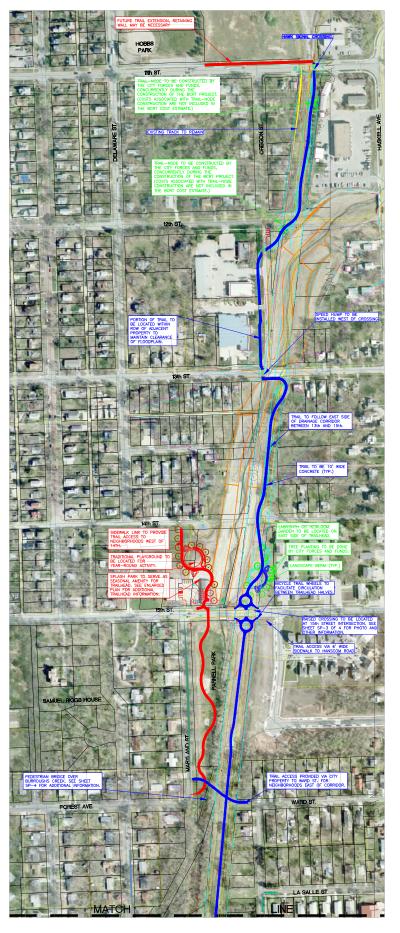


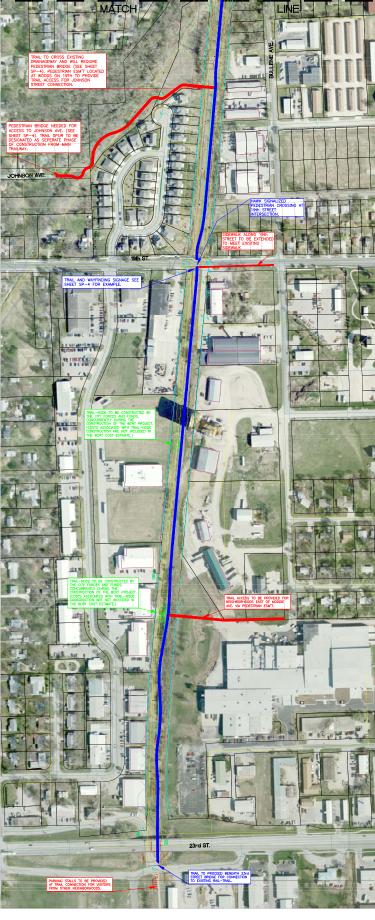
# next steps

- Final Plan Adjustments
- Cost Estimates
- Prioritization
- Final Plan Approval
- Implementation









**Burroughs Creek Rail Trail** 



PROPOSED 2009 BCRT PROJECT

LEGEND

FUTURE TRAIL CONNECTIONS

FUTURE LANDSCAPING AND TRAIL NODES



TRAIL AMENITIES: TRAIL—NODES

ONE BECH (THE) WILL BE LICATED AT EACH TRAIL—NODE ALONG WARDUS INTERNALS OF THE UNDAR PARK.
AUTHOLIDH EXCL STALES AND SPECIFICATIONS HAVE NOT TET BEDN DECIDED, THE ABOVE MAKE SERVES AS A
RESIDEL EXAMPLE.



TRAIL AMENITIES: TRAIL—NODES
TRUSH RESERVACES AND RECOGNING STATIONS WILL BE INCLUDED AT 18th STREET TRAILHEAD AND TRAILS AND SPECIFICATIONS WALE NOT TEL BEDV DECORD. THE ABOVE IMAGES ARE POSSIBLE DAMMES OF EXPR.



TRAIL AMENITIES: TRAIL—NODES

TRAIL-NOS WILL OF LOCATED AT MODES MULTICANS OF A BENCH, TRASH RECEPTACLE AND MODEST LANGUAGE, THESE MODES WILL SERVE AS A RESPITE BETWEEN ETHAT DAD OF THE TRAIL AND THE OBTIGALLY LOCATED TRAILHEAD.





NOT FOR CONSTRUCTION SITE PLAN SUBMITTAL ONLY

S: HISTORICAL SIGNS
E LOCATED AT WARRIUS LOCATIONS ALDING THE ITRAIL
DE LADRIANT INFORMATION REGARDING THE HISTORY
DIS AND THE LAWRENCE COMMUNITY. LAYOUT AND NOTES

HISTORICAL SIGNS WILL BE THIS SIGNAGE WILL PROVID OF LOCAL NEIGHBORHOODS

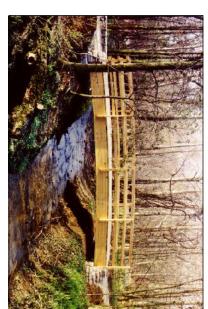
TRAIL AMENITIE



TRAIL AMENITIES: WAYFINDING SIGNS
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LOCAL HISTORION, SIGHTS AND PLACES OF INTEREST.



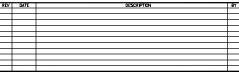
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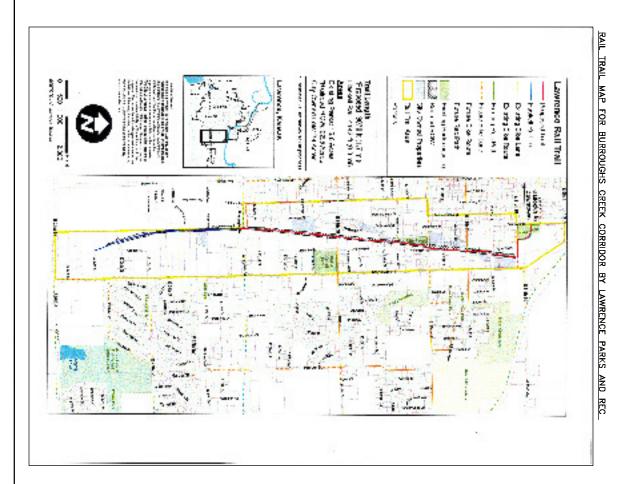


SITE PLAN FOR

LAWRENCE PARKS AND RECREATION DEPARTMENT **BURROUGHS CREEK CORRIDOR PARK & TRAIL PROJECT** LAWRENCE, KANSAS

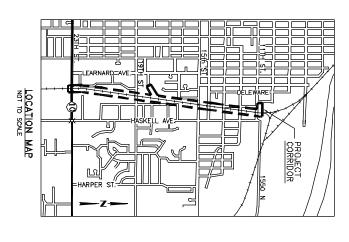






\* exact quantities of planting materials shall be determined at time of planting plan production durng phase one

rophylla var. 'Kareana'



\* PHASE ONE LIMITS HAVE BEEN PROPOSED TO INCLUDE TRAIL CONSTRUCTION AND SEDUNG LAKEAS FROM 17th STREET TO FERRESS ARE PHASE ONE IS ALSO TO INCLUDE TRAILHEAD AMOUNTES AT 15th STREET. PROPOSED LIMITS OF PHASE ONE

LIGHTING TO BE PROVIDED ONLY AT TRAILHEAD LOCATION. SPECIFIC DESIGN DETAILS TO BE SUBMITTED WITH FIRST PHASE CONSTRUCTION. LIGHTING

GENERAL NOTES

1. Existing Zoning: N/A

2. Current User: Railroad Corridor Proposed User: Unser Park and Pedestrian Trail

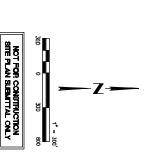
3. Topographic information taken from field survey prepared by Bartlett & West Engineers (TEB./NAE. 2007).

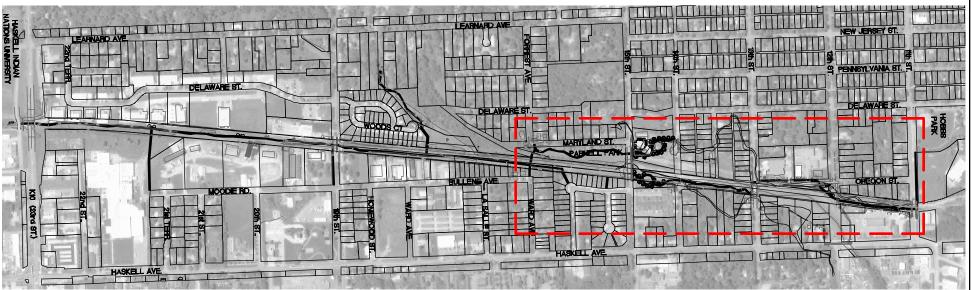
Proposed Parking Information: Parking to be located at Oregon St. trailmade, 15th St. trailment, and 23rd St. trail entrance only. Exact parking specifications shall be determined at time of phase one construction document production.

Proposed trail surface is to be 4" Portland Cement Concrete on compacted subgrade unless otherwise shown. Lighting shall be provided at 15th St. trailinead only. All lighting shall be shielded to prevent glore off-site. This sits plan has been designed to comply with the provisions of the Americans with Disabilities Act Accessibility Guidelines (ADAG) for building and facilities. Appendix A to 28 CFR Part 36. The City of Lawrence shall not be responsible for damage to pavernent due to the weight of refuse vehicles.

Future accessible spaces are to be signed and stenciled per Sec. 20-912.

Upon development of phase one, LPRD shall pursue approval by The Historic Resources Commission for the 15th St. trailhead design located within the 500° environs of the Samuel Riggs House. ADA truncated dome brick ramps will be provided at each sidewalk portion that ends at a public street. Standard ramps will be elsewhere (ours outs into parking lats).





Evergreen Trees

7 Serbion Spruce 
7 Pleas prioritia

8 Ketleer' Juniper

8 Juniperus chinensis 'Kateleeri'

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Physocorpus optidibular 'Summer Wine'
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5 Gal. 2 Gal. 2 <u>Q</u>

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LANDSCAPE SCHEDULE FOR NON-IRRIGATED AREAS

Qty. Size Cond.

2" B&B
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namental Trees
River Bigh
Betula night
Kouse (Chinese) DogwoodComus kouse
RestudCornus kouse

GENERAL SITE PLAN LAYOUT AND NOTES

SITE PLAN LAWRENCE PARKS AND RECREATION DEPARTMENT **BURROUGHS CREEK CORRIDOR PARK & TRAIL PROJECT** LAWRENCE, KANSAS



TRAILHEAD LAYOUT: 1"=50' 14th ST. 14th ST. REMOVE EXISTING

TRAILHEAD LAYOUT: AERIAL VIEW OF PROPOSED DESIGN
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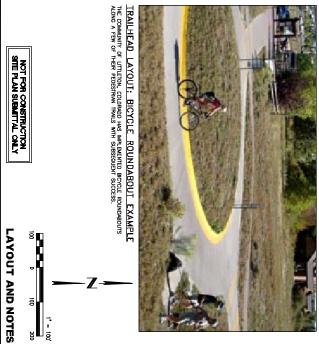
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NEEDS AND ACCESSIBILITY NEEDED BY THE PARKS MAINTENANCE DEPARTMENT.







TRAILHEAD LAYOUT: BIG THE PROPOSED ROUNDABOUTS SERVE I TRAL, BUT ARE ALSO POTENTIAL GATE ENHANCED WITH LANDSCAPING AND TRA ADER. SICYCLE ROUNDABOUT SIGNAGE
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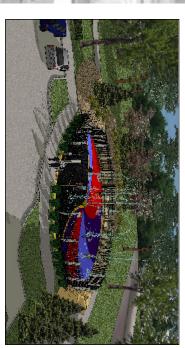


TRAILHEAD LAYOUT: PE
IN ADDITION TO THE SPLASH PARK, A
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HALF OF THE TRALHEAD TO HELP NIN PROPOSED PLAY AREA
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THE YEAR BOTH PLAY AREAS WILL BE ADMACHN TO EACH OTHER ON THE WEST
NINMEZE CONSTANT TRAFFIC BETWEEN THE TWO LOCATIONS.



TRAILHEAD LAYOUT: PR
AS THE PREST SPLASH PARK WITHIN TH
TRALHEAD WILL ATTRACT WANY YOUNG
RESIDENTS DURING THE SUMMER MONTH PROPOSED SPLASH PARK

IN THE COMMUNITY, IT IS MITCHARED THAT THE PARK AT THE 15TH STREET
MONES FAMILIES OF ADJACENT NEIGHBORHOODS AS WELL AS OTHER LAWRENCE
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SITE PLAN FOR
LAWRENCE PARKS AND RECREATION DEPARTMENT **BURROUGHS CREEK CORRIDOR PARK & TRAIL PROJECT** LAWRENCE, KANSAS



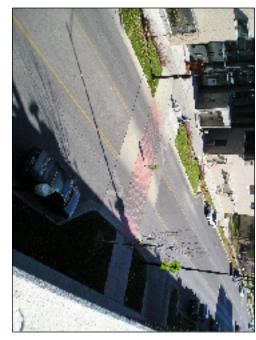
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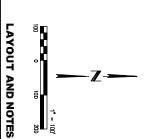
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Figure 4M-3. Example of Sequence for a Pedestrian Beacon





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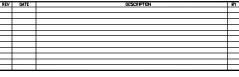




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SITE PLAN FOR
LAWRENCE PARKS AND RECREATION DEPARTMENT **BURROUGHS CREEK CORRIDOR PARK & TRAIL PROJECT** LAWRENCE, KANSAS







# Raymore Community-Wide Trails Plan

ADDRESSING ACTIVE TRANSPORTATION NEEDS

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# Acknowledgements

### **Mayor and City Council**

# iviayor and city countri

### Mayor Peter Kerckhoff Jeffrey Stevens Ward 1 Kevin Kellogg Ward 1 Derek Moorhead Ward 2 Ryan Wescoat Ward 2 Jay Holman Ward 3 Jason Boehner Ward 3 Sonja Abdelgawad Ward 4 Ward 4 Charlene Hubach

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Eric Eastwood	Ward 1
Jennifer Cipolla	Ward 2
Melinda Houdyshell	Ward 2
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Jim Haddock	Ward 4
Michelle Hiles-Seimears	At Large

John Kennedy, Director of Parks and Recreation

Steve Rulo, Park Superintendent

John McLain, Recreation Superintendent



# Introduction

Figure 1. Lucy Webb On-street Signed Bike Route



Figure 2. Shared Use Path



The City of Raymore has developed over 20 miles of trails that provide bicycle and pedestrian connections between homes, schools, churches, commercial areas and parks. The existing system consists of trails within parks, trails along greenways and stream corridors and trails along the existing roadways. In addition to these trail types, there are also on-street bicycle facilities such as the signed bike route on Lucy Webb Road.

As a part of the Community-Wide Trails Plan (CWTP) update, the City wanted to evaluate the existing trails master plan and focus on five key areas.

- 1. Evaluation of the existing trails system.
- 2. Development of a new trail concept for Memorial Park.
- 3. Reaffirmation of existing and proposed connectivity within the community.
- 4. Identification of connections to neighboring communities.
- 5. Identification of a connection to the Rock Island Trail State Park in Pleasant Hill.

The existing trail and greenway system was adopted as a part of the Growth Management Plan. It proposed several additional miles of trail in the future growth area of the City. The majority of the proposed corridors followed low areas along creeks or streams, proposed utility corridors and new roadways.

The Growth Management Plan vision statement of "Raymore Together...a community of active people, quality places and economic opportunity" is a great statement to guide the CWTP. The Plan also outlined a number of goals which directly relate to community trails and active transportation systems:

### Economic Opportunity Goal #1 -

Retain existing businesses and encourage expansion of existing business.

### Quality Neighborhoods - Goal #5 -

Continue development of neighborhood parks.

Figure 3. Existing trail and on-street facilities within the City of Raymore





Figure 4. Pedestrian Crosswalk with Refuge Island



Figure 5. Sidewalk Connection



### **Community Connectivity Goal#2**

Provide connections to existing transportation systems in the Kansas City metropolitan area.

### **Community Connectivity Goal #3**

Continue expansion of the City trail and sidewalk network.

### **Community Connectivity Goal #4**

Assist in creating social connectivity of residents.

In addition to the Growth Management Plan, the Transportation Plan includes a section on trail types which defines specific facilities that could be used in the City. It also defined general categories of bicycle user types: Type A — more advanced or experienced cyclists, Type B — basic or less confident adult cyclists that may also use the bike

Figure 6. On-street "Sharrow" Facility



for transportation and Type C — children that may be riding on their own or with parents. The suggested facility types include 10' wide bike paths and 5' wide bicycle lanes as recommended by the regional MetroGreen Plan.

The City's previous planning through the Growth Management Plan and the Transportation Plan set the stage and illustrate the community's commitment to connectivity. The CWTP update provides the "how and where" for future expansion of the system.

## **Existing Sidewalk Connections**

This map (Figure 7) represents the existing trails network of shared use paths, sidepaths, on-street bikeway and sidewalk connectors. These trails are currently developed and represent approximately 20 miles within the City. Examples of these different existing trails are shown below.





# System Evaluation

### Figure 8. Side Path



Figure 9. Bicycle Lane



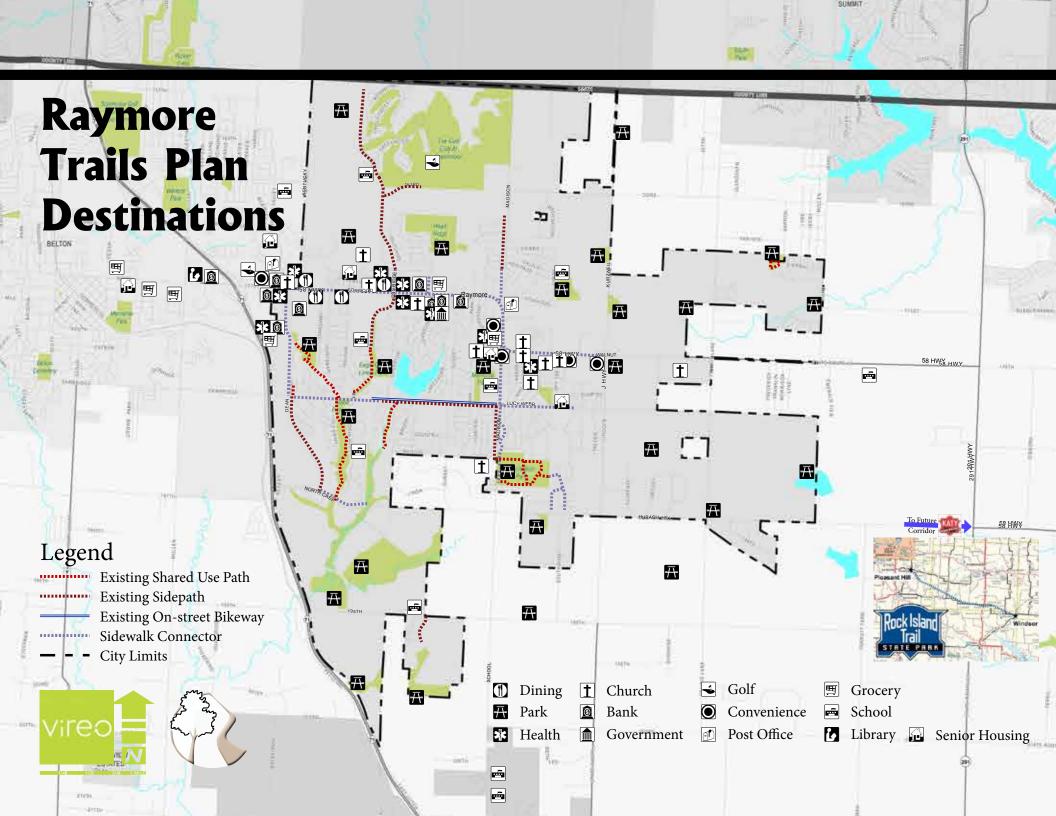
# **Community Destinations**

As a part of the trails plan update, community destination points were identified and compared to existing and future trail connections (Figure 10). Community destinations include:

- dining places
- church facilities
- grocery stores
- parks
- banks
- convenience stores
- schools
- health facilities
- government offices
- post office
- library
- senior housing

The existing system provides for good connectivity to the existing community destinations. As the community expands, the future system should continue to create trail and active transportation connections to destination points.

Figure 10. Map of destinations within Raymore and the connections between them.





# **Evaluation of the existing system**

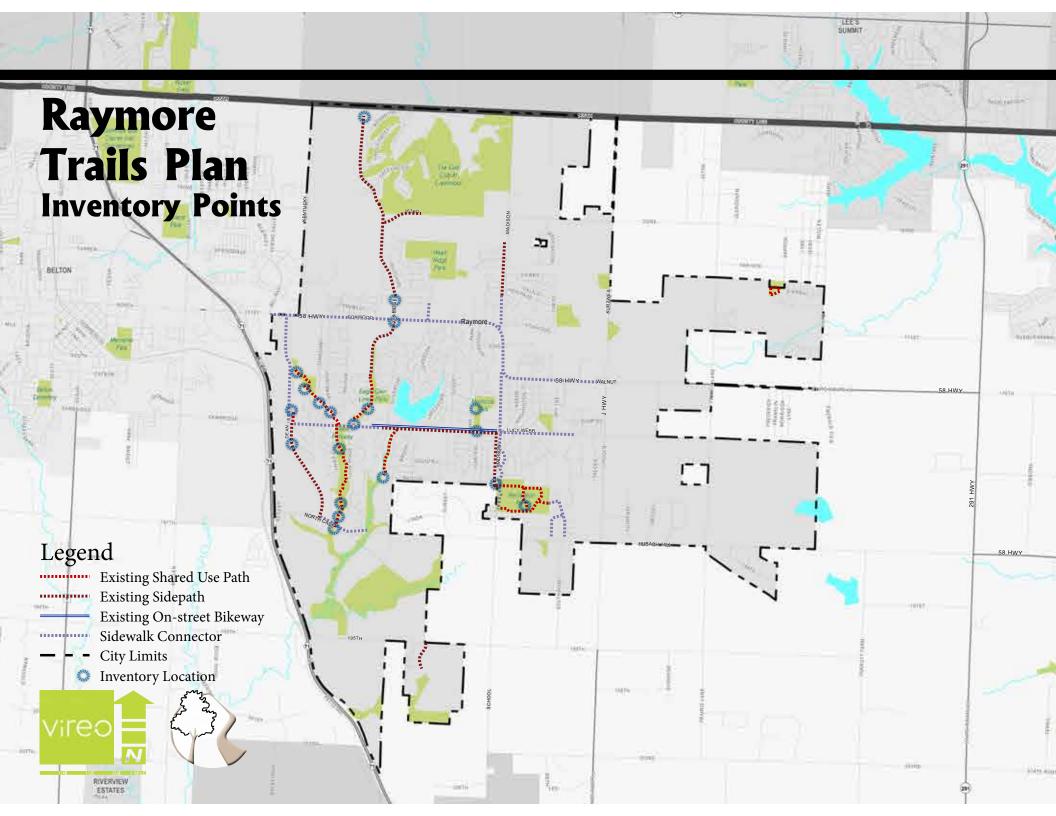
The CWTP update included an evaluation of the existing system (Figure 4) which was done in July of 2014. A number of different conditions were observed and discussed with city staff on August 26, 2014. The existing system was found to be in good condition and many problem areas had recently been fixed by the City. As the system expands, there are a few things to consider while planning for a high quality trail system and active transportation network. These are provided as recommendations and are as follows:

- Provide good connectivity within the system by ending trail segments at a street, sidewalk or other logical end point. Include the necessary curb cuts and ADA detectible warning strips, if warranted.
- Require private developers to construct sections of trail within the city that meet city engineering standards.
- Continue to place trail identification and wayfinding signs at the logical points along the trail system, such as the beginning

point, street crossings and end points to sections of trail.

- Avoid conflicts with sign posts, inlet boxes and mailboxes when trails run along roadways.
- Continue to use the city's current engineering standard trail section in trail renovation projects and new construction.
- Continue to manage stream buffer areas with tall grasses and woody vegetation to support erosion control.
- Continue to inspect the trail system for erosion problems around bridge abutments and low water crossings.
- When constructing concrete trails, saw cut joints to provide a smoother surface for cyclists and strollers.

Figure 11. Dashed circles indicate locations of inventory items discussed in the following pages.





- Consider on street bike facilities when constructing new roadways. A list of different facility types can be found in the Mid-America Regional Council Regional Bikeways Plan.
- Consider realigning and widening the trails within Memorial Park to achieve better connectivity to the neighborhood, the school and recreation amenities within the park. As a part of the realignment plans, consider eliminating the three narrow bridge crossings of the drainage swale with two wider, pre-engineered structures.

# North Foxridge Trail along Foxridge Drive



Trail dead-ends abruptly. Recommendations:

- Advanced warning signage and curb cut at street edge, or
- Complete the trail up to 155th with curb cut.



Example of a private developer constructed/maintained trail. Trail is very attractive and looks smooth, however the constructed cross-section results in a bumpy, jarring ride.

CAMPBELL 13 FOXWOOD

REEKMOOL

163RD

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Ridg Par

Raymore

# North Foxridge Trail along Foxridge Drive



Existing trail identfication signage is well thought-out and helpful to the user.

System-wide: good placement at beginning/end of trails.

Recommendation: Place sign between curb and trail to improve wayfinding from the south. (City staff checked on the location of utilities in this area and believes the sign can be placed as recommended.)



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# North Foxridge Trail along Foxridge Drive



Granada Drive intersection — unclear where to go to get to the trail. Recommendation: wayfinding signage.



Wide sidewalk with a number of obstacles: sign posts, truck bumper, pavement cut-outs, inlet covers and mailboxes. Recommendation: Add curb stop for parking space, fill in missing concrete areas, consider moving mailboxes and sign posts where possible.

Raymore

Hai

Rid Pa

CROSS CREEK

CAMPBELL

15 FOXWOOD

CREEKMOOR

# South Foxridge Trail along Foxridge Drive



Well-appointed crosswalks characterize the City.



Foxridge Trail south of 58 Hwy under re-construction using new City standard.

CAMPBELL

FOXWOOD

CROSS CREAT

CREEKMOOR

163RD

Havk

Rid Pa

Raymore

# LeMor Trail near Dean Avenue

58 HWY

DARROWB

NORTH CAS

17

FOXWOOD

Eagle Glen



Trail is missing identification/wayfinding signage at north end.

Systemwide: many signs are damaged or missing. Parks Dept. is already in the process of replacing them.



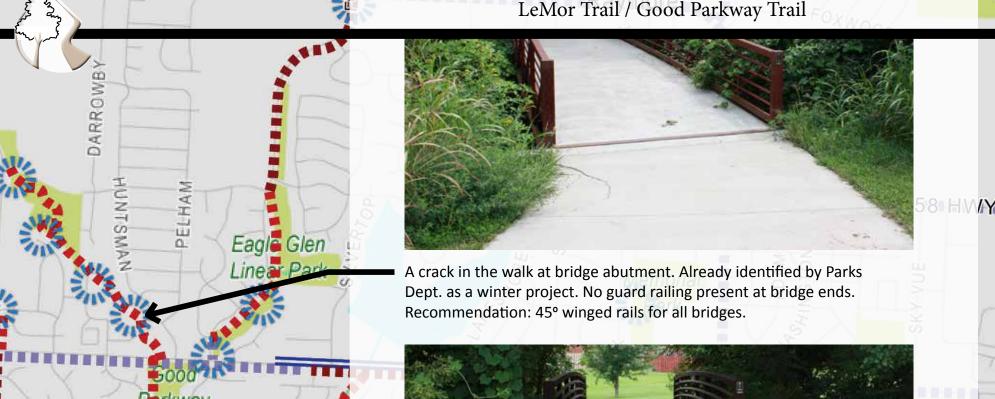
Nice bench and trash receptacle standard is implemented here and on Good Parkway. Recommendation: expand the provision of benches and receptacles to 1/2 mile intervals on all trails.







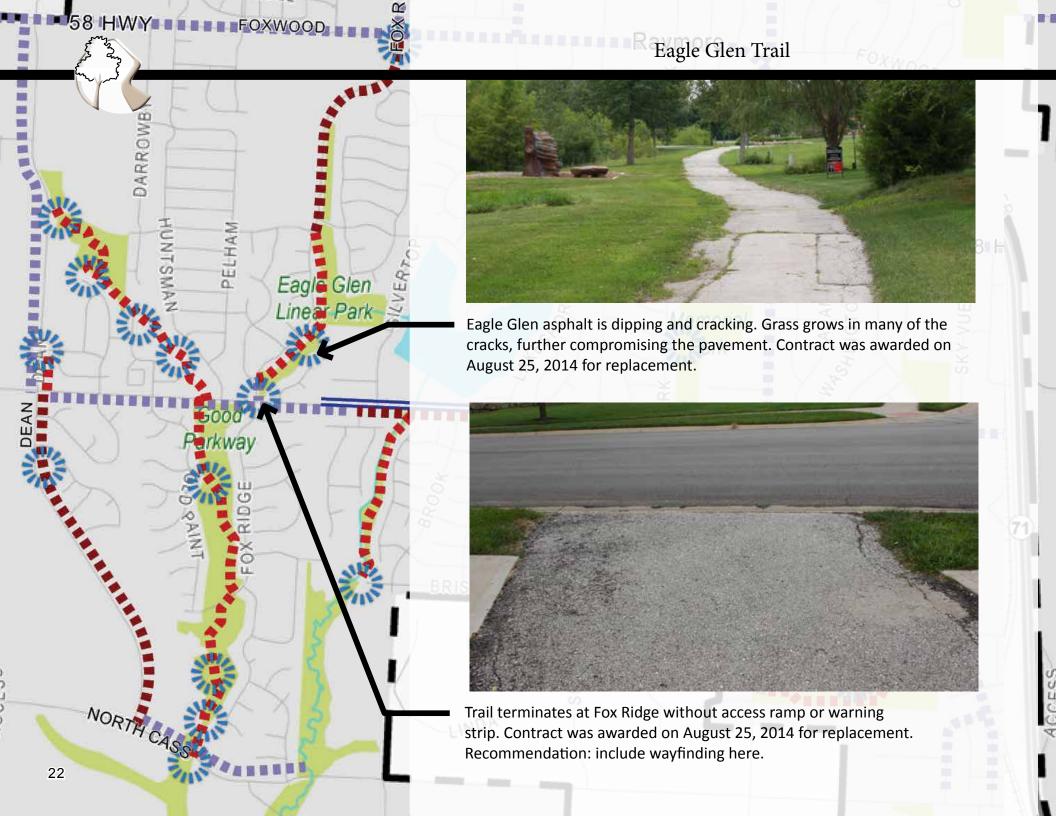
### LeMor Trail / Good Parkway Trail



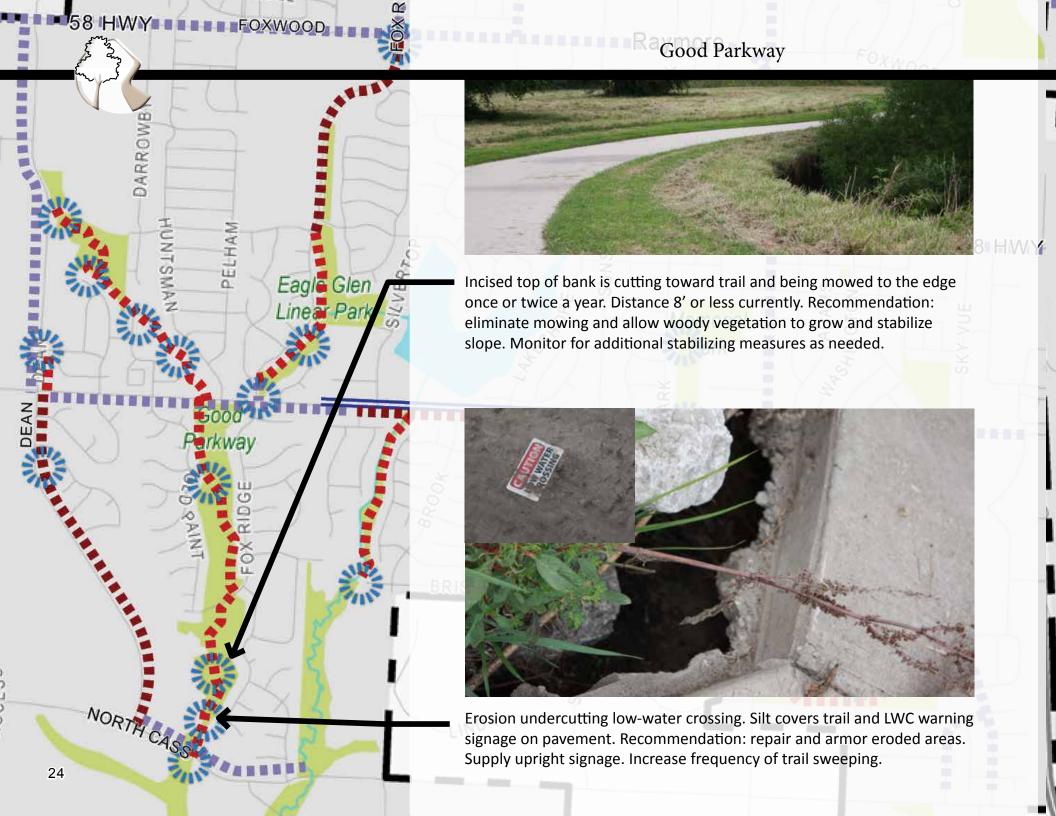


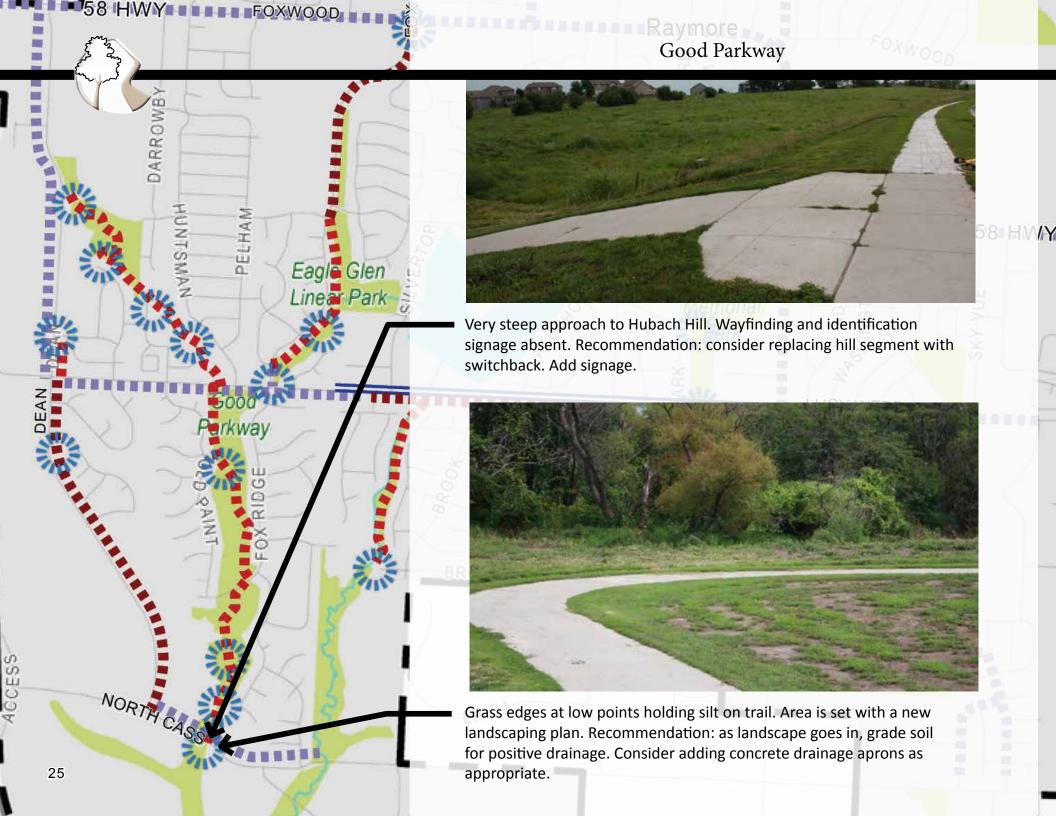
Good Parkway's asphalt is lifting over roots, cracking at culverts and sinking to make this elevation missmatch at a bridge abutment. Elevation adjustment already on Parks' winter project list. Recommendation: Replace Good Parkway asphalt trail segments with new cross-section standard.

NORTH CAS



# 58 HWY FOXWOOD Eagle Glen to Lucy Webb Trail / Brookside Trail DARROWB PELHAM Eagle Glen & Linear Park Wayfinding at this intersection would help users know where to go next. Recommendation: provide signage to illustrate trail users should cross the street to connect with the Lucy Webb Trail. Brookside Trail ends at Bristol Drive, and has no connection to the walks in the neighborhood. Recommendation: provide temporary connection until Brookside extends south. 23





#### South Madison Trail / Recreation Park Trail

HERITAGE

LUCY WEBB

Recreation

FOXWOOD

kaymore

PARK

SUNSET

Lasun26

WOODSON

Memorial

CANTER



Utilities obstruct the trail along South Madison. Recommendation: relocate utilities and correct trail alignment. Add guardrail to top of segmental wall.



Stormwater from parking is overpowering drainage design. Maintenance has this location on their list to be addressed.

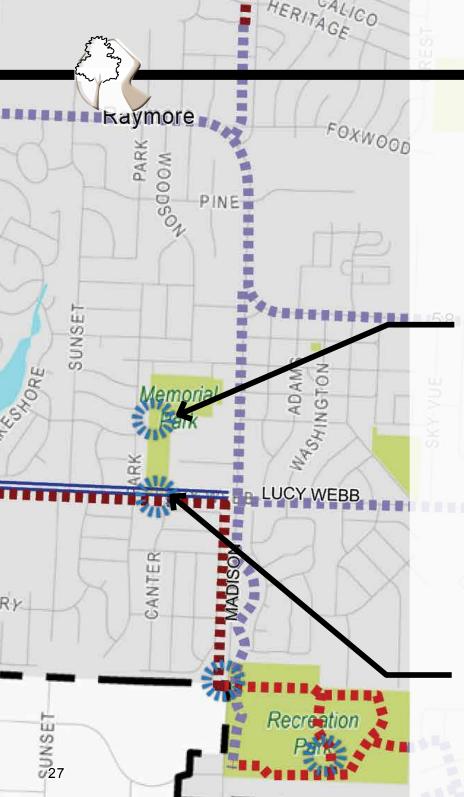
#### Memorial Park Trails



Many trails with none near school or ballfields. Narrow wood bridges with step at ends. Layout is fun, but not supporting all uses, and key connections are missing. Recommendation: start fresh with a connecting loop that serves all park and school uses.



Individuals opt to cross into the park at the street intersection and neglect the trail alignment. Lucy Webb ped crossing a recent, significant investment. Recommendation: serve park users with a logical loop. Adding a second connection across Lucy Webb is not necessary at this time.





## The Proposed Plan

#### **Regional Bikeways**

As a part of the new CWTP the Mid America Regional Council's updated Regional Bikeways Plan was added (Figure 12) to show the overall regional connections to surrounding communities. These include bike corridors along the following:

North Cass Parkway to Hubach Hill Road,

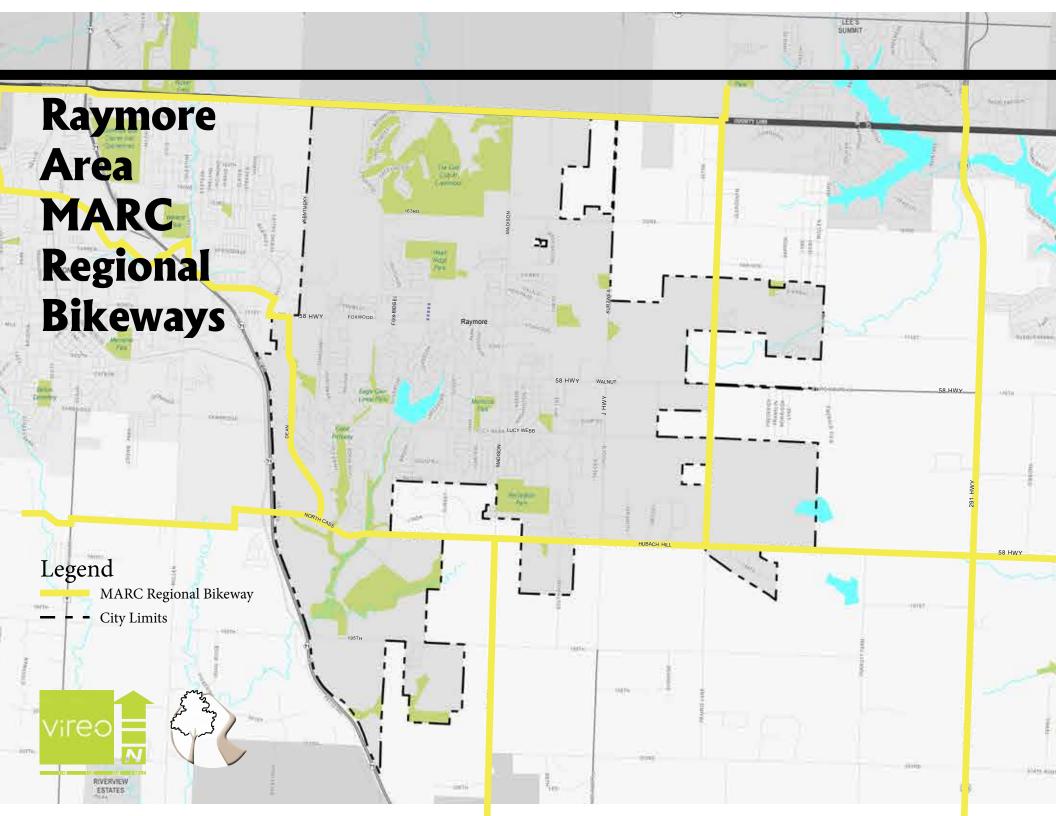
South School Road

Prairie Lane north to Lee's Summit

Dean Avenue

Outer Road to Belton (Mullen Road)

East 155<sup>th</sup> Street





#### **Planned On-Street Facilities**

In addition to the MARC Regional Bikeways, and as the City grows, consider on-street facilities (Figure 13) in Raymore on the following streets:

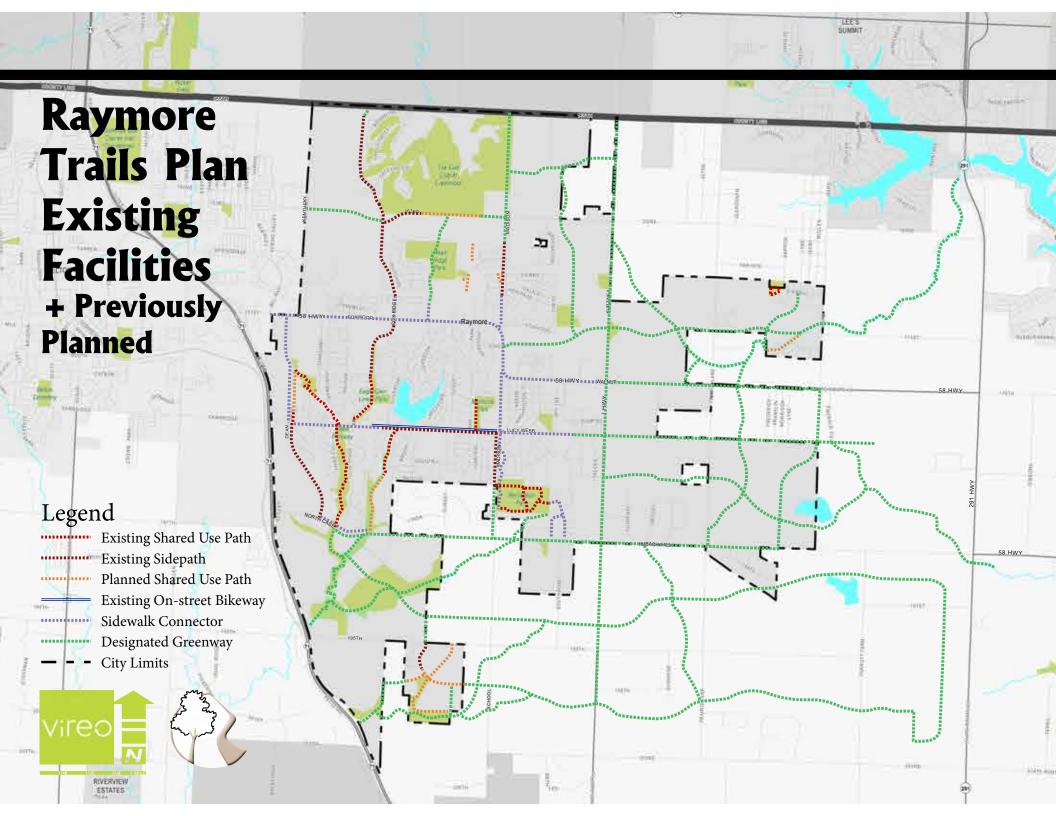
- Madison Street from School Road to East 155th Street
- Lucy Webb Road from Dean Avenue to Prairie Lane
- 163<sup>rd</sup> Street\Gore Road from Prairie Lane to Kentucky Road
- 195<sup>th</sup> Street from 71 Highway to School Road





## Existing and previously planned facilities

The existing system of trails includes shared use paths, sidepaths, sidewalk connectors and an onstreet bikeway (Figure 14). The proposed system includes shared use paths and the designated greenways corridors as part of the Growth Management Plan. The majority of the proposed corridors follow low areas along creeks or streams, or along proposed utility and roadway corridors.





#### **Trails Plan Update**

The CWTP update (Figure 15) recommends the following changes to the current trail plan.

A – Extending Dean Avenue Trail north to the shopping districts on 58 Highway.

B – Increasing connectivity to and through Hawk Ridge Park by making more efficient connections to the neighborhoods with trail or sidewalks and any new street additions.

C – Converting existing sidewalk to side path along 58 Highway from Madison to Kurzweil (J Highway)

D – Reconfiguring the existing paths in Memorial Park as indicated on the plan in this report.

E – Adding to the trail map existing sidewalk connections from the neighborhoods to Recreation Park and improve connectivity to the neighborhoods to the south.

F – Providing a shared use path on the north side of Hubach Hill Road to connect existing and planned greenways, eliminating unnecessary midblock crossings of Huback Hill Road.

These changes reflect discussion with the City staff and also tie back to the Growth Management Plan in the following ways.

#### Economic Opportunity Goal #1 -

## Retain existing businesses and encourage expansion of existing business.

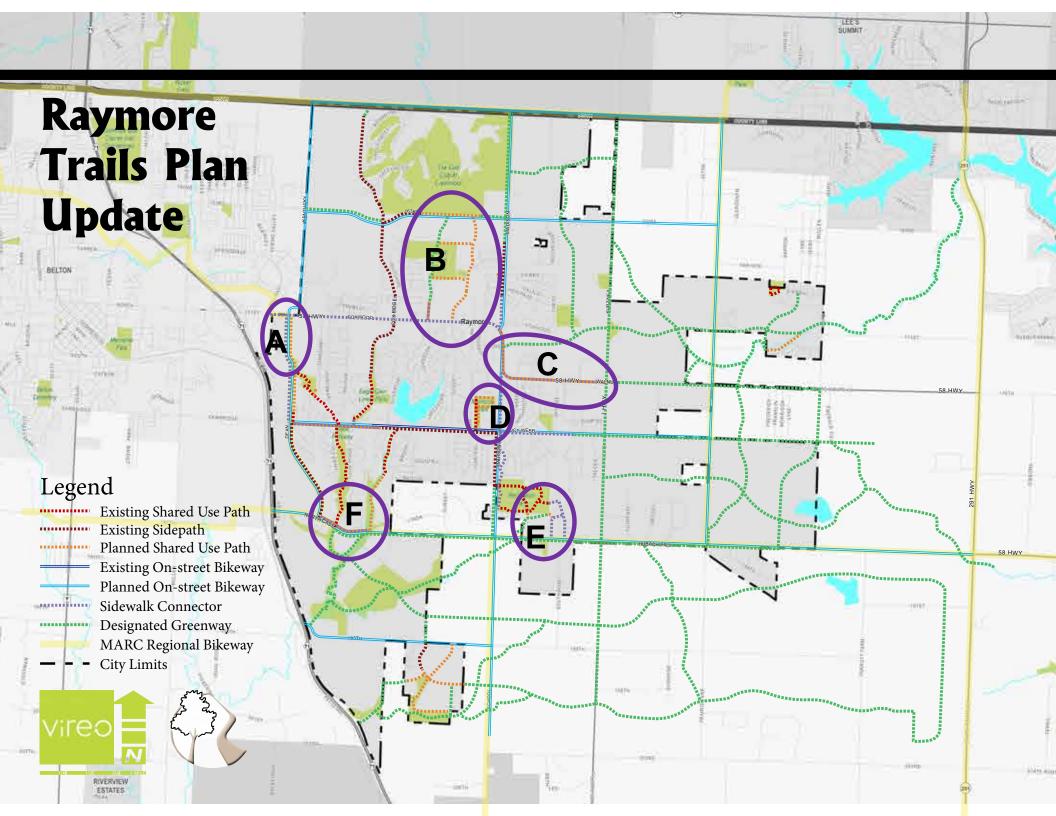
 Creating better access throughout the community with alternative modes of transportation would only help citizens access local businesses.

#### Quality Neighborhoods Goal #5 -

#### Continue development of neighborhood parks.

Neighborhood parks and recreational amenities, such as trails, are a strong component of a quality neighborhood. Efforts to establish neighborhood parks should continue.

Figure 15. Trail Plan update with the changed areas circled





Objective: To provide playgrounds, parks and/or open spaces at the neighborhood level.

- 1. Support continued development of neighborhoods parks where direct access to existing parks is not provided.
- 2. Ensure the park land dedication and provision of park amenities is required for approval of any new residential development.
- 3. Support funding of improvements in the existing and planned neighborhood parks.
- 4. Ensuring parks are connected with each other and the neighborhoods their serve with sidewalks and/or trails.
- These important action steps will help assemble corridors for the CWTP that are key to the implementation of this plan

#### Community Connectivity Goal #2 -

Provide connections to existing transportation systems in the Kansas City metropolitan area.

Provide trail connection link between Raymore and the MetroGreen trails and the extension of the Katy Trail or Rock Island Trail State Park in Pleasant Hill.

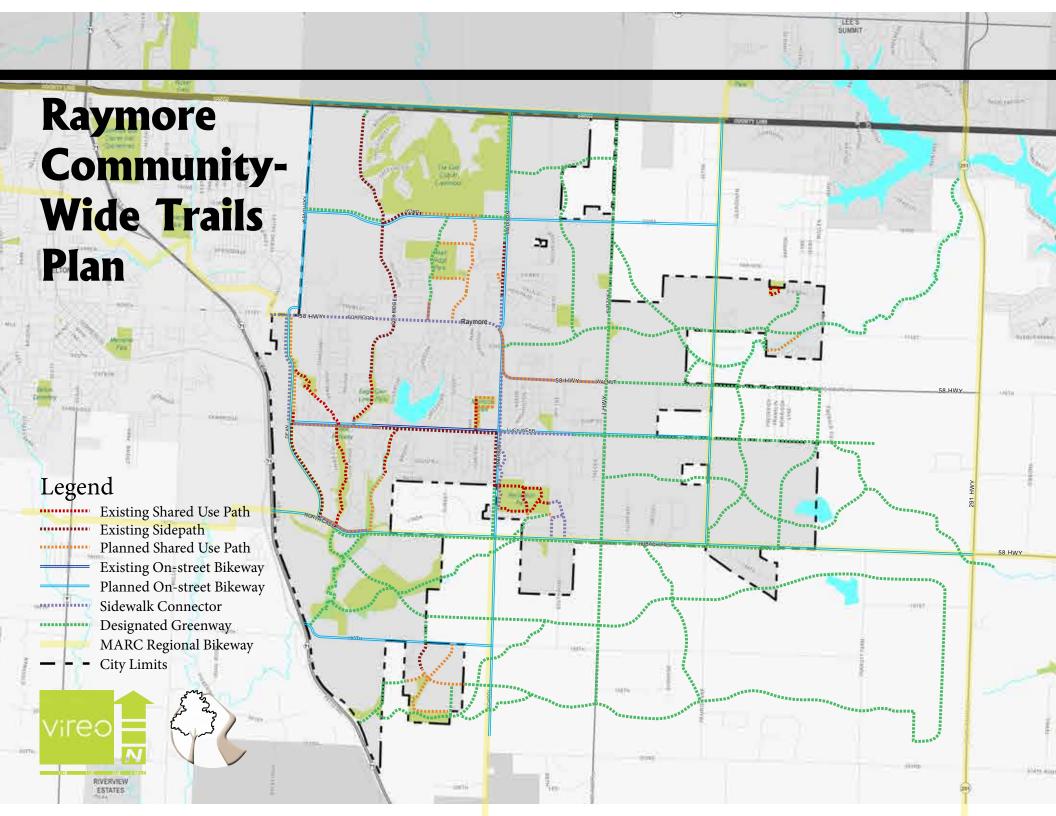
 The CWTP identifies the connection to the Rock Island Trail State Park in Pleasant Hill as the greenway corridors extending toward 291 Highway and 58 Highway or via on-street connections along Huback Hill Road

#### Community Connectivity Goal #3 –

## Continue expansion of the City's trail and sidewalk network.

Significant investment has been made recently in the construction of new sidewalks and trails. This investment should be continued to create interconnectivity between residential neighborhoods, recreational facilities and commercial areas.

Objective: to ensure all residents have pedestrian connectivity with the entire City through use of a trail or sidewalk.





#### Action steps include:

- 1. Support funding for continued expansion of the trail system and sidewalk network throughout the community.
- 2. Provide connectivity to the MetroGreen trail network and to the extension of the Katy Trail, known as Rock Island Trail State Park.
- 3. Publish trail maps and provide signage to identify trail locations
- 4. The CWTP identifies the expansion of the trail system and connectivity to other communities and regional destinations. Continue to implement the plan as growth occurs.

#### Community Connectivity Goal #4 -

#### Assist in creating social connectivity of residents.

Although this doesn't align completely with community-wide trails we believe that a more complete active transportation network would greatly enhance the opportunities for residents to access city facilities, schools, churches and commercial areas.

#### **Memorial Park Trail Plan**

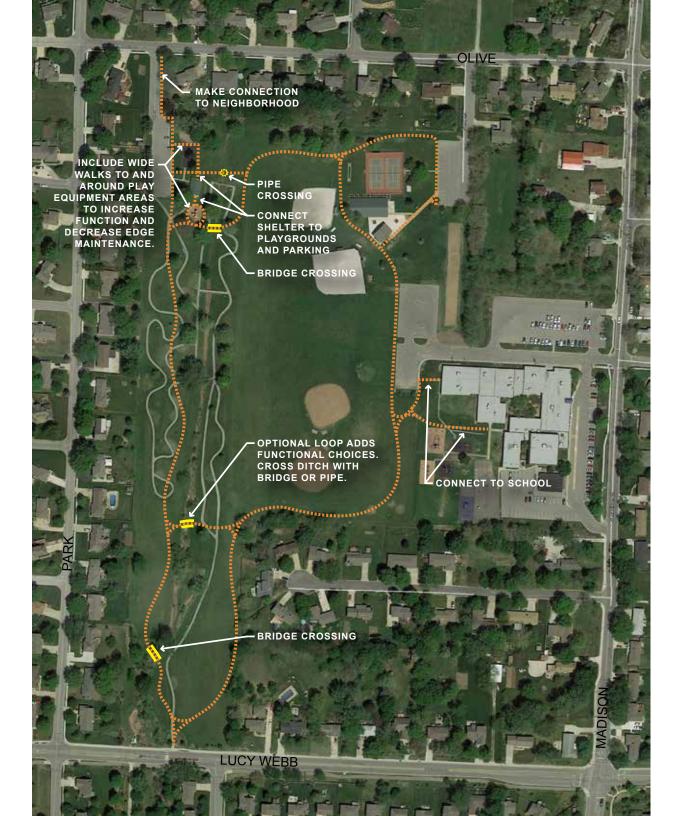
Consider realigning and widening the trails within Memorial Park to achieve better connectivity to the neighborhood, the school and recreation amenities within the park. As a part of the realignment plans, consider eliminating the three narrow bridge crossings of the drainage swale with two wider pre-engineered structures. The map (Figure 17) suggests an alignment option which would better connect the neighborhood to the west and south, as well as provide a loop around the perimeter of the park. This will make it easier to access the school and other recreational amenities.

## Memorial Park Trail Plan

### Legend

Planned Shared Use Path







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