



**KANSAS CITY
MISSOURI**

NōRTH
KANSAS CITY
Virtually Urban. Supremely Suburban.

CITY OF
RIVERSIDE
MISSOURI

MARC
MID-AMERICA REGIONAL COUNCIL

Missouri River North Trail Plan

Public Meeting #2

June 3, 2024

5:30 to 7 p.m

Today's Meeting

What we're here

What we've heard and learned

Refined trail alignments

Questions and answers

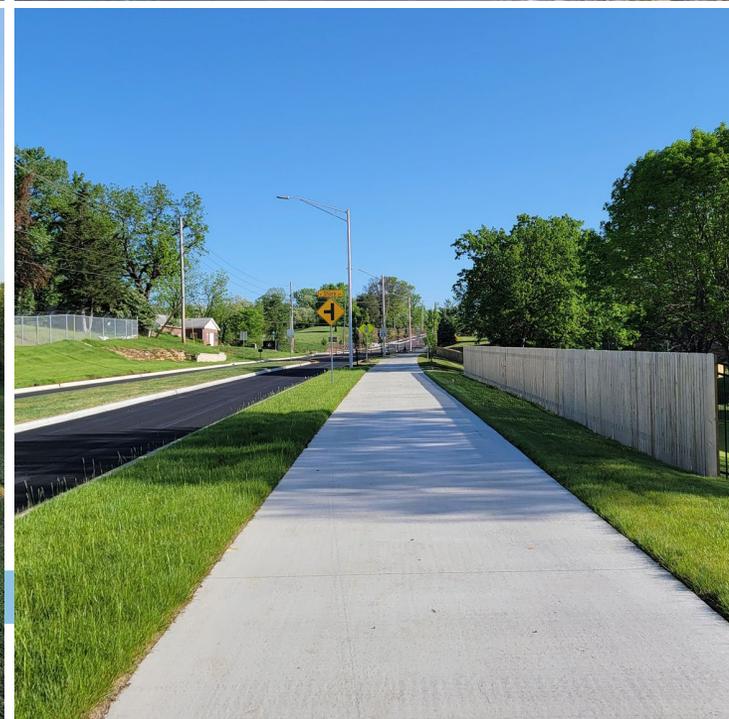
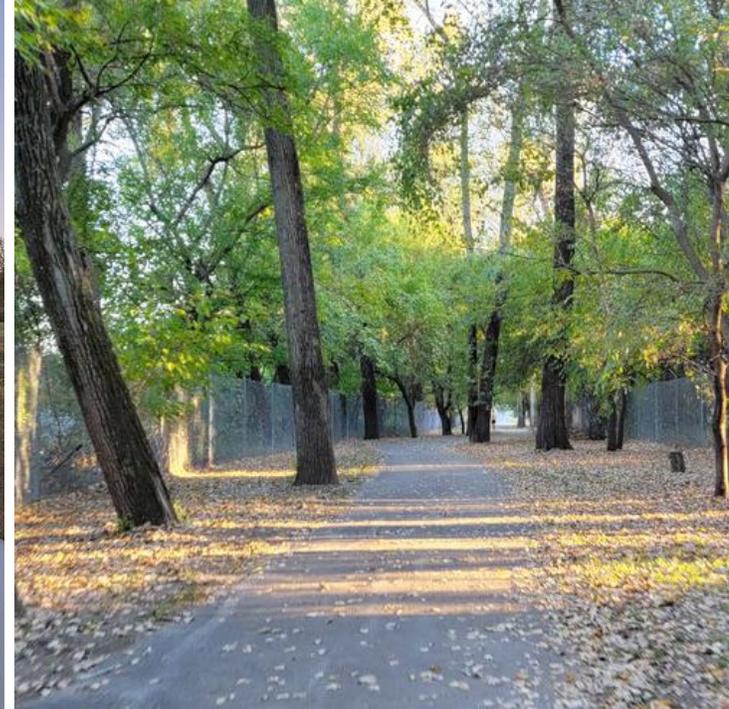


Why We're Here

Project Overview

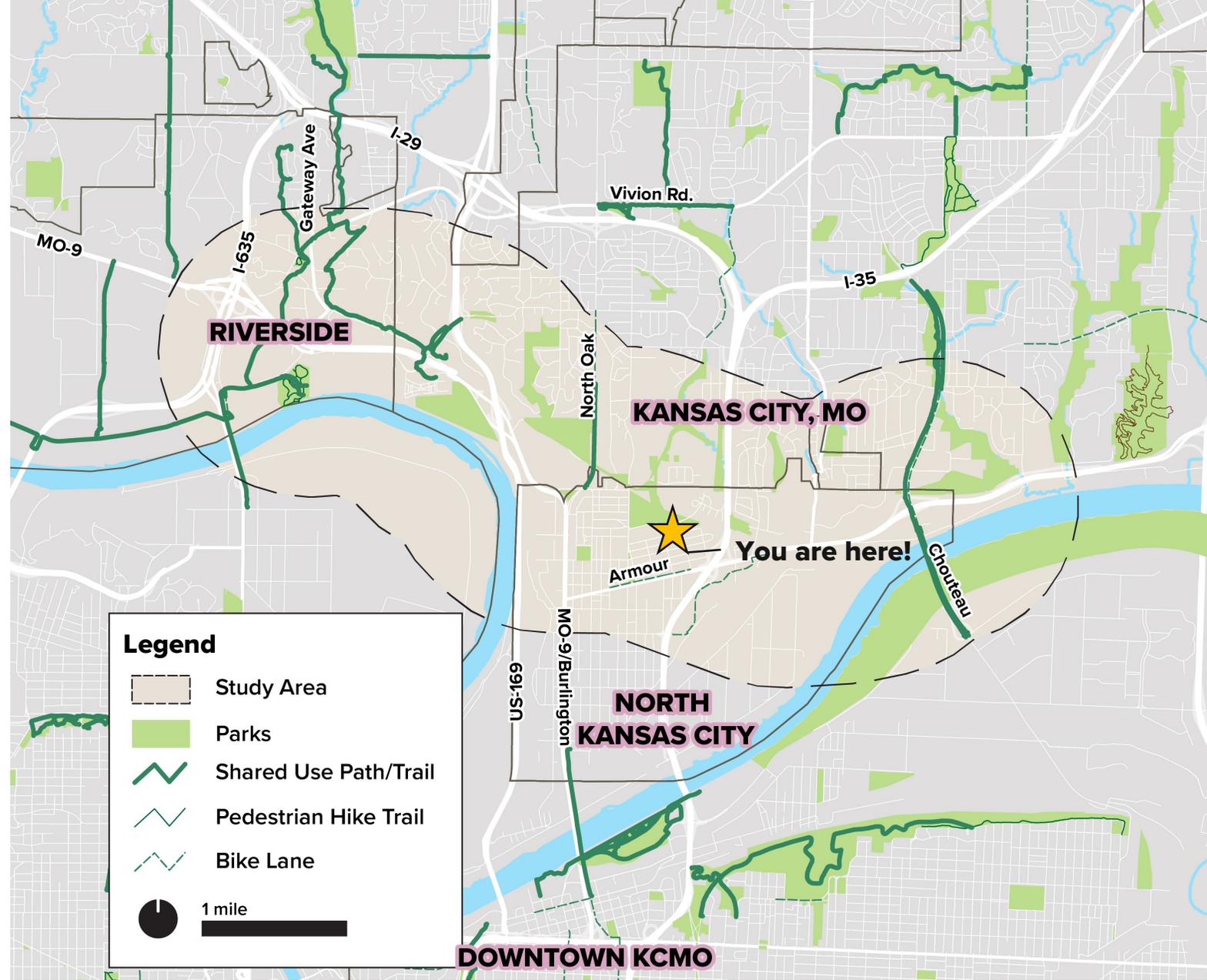
Project Overview

- Provide the final link connecting the existing Northland trail system
- Connect through Riverside, North Kansas City, Kansas City
- Connect trails:
 - Line Creek Trail
 - Interurban Trail
 - North Oak Trail
 - Armour Road Cycle Track
 - Future Burlington Cycle Track
 - Chouteau Trail



Project Area

- North of the Missouri River
- Connecting areas of:
 - Riverside
 - North Kansas City
 - Kansas City



Process & Schedule



Why Make this Trail Connection

Project Importance

Importance of Project

- Aligns with goals in all 3 communities
 - KCMO Spirit Playbook
 - NKC Bike Master Plan
 - Riverside Master Plan
- Follows millions of dollars and dozens of miles in existing trail + bike facility development
- Connects across the Northland (east-west) and the Northland to Downtown
- The missing link that unlocks massive walking & biking trip potential for the region



Bike Ridership Target

Short Term (5 - year)

1% bicycle-mode share 2.5% adults biking daily

Medium Term (10 - year)

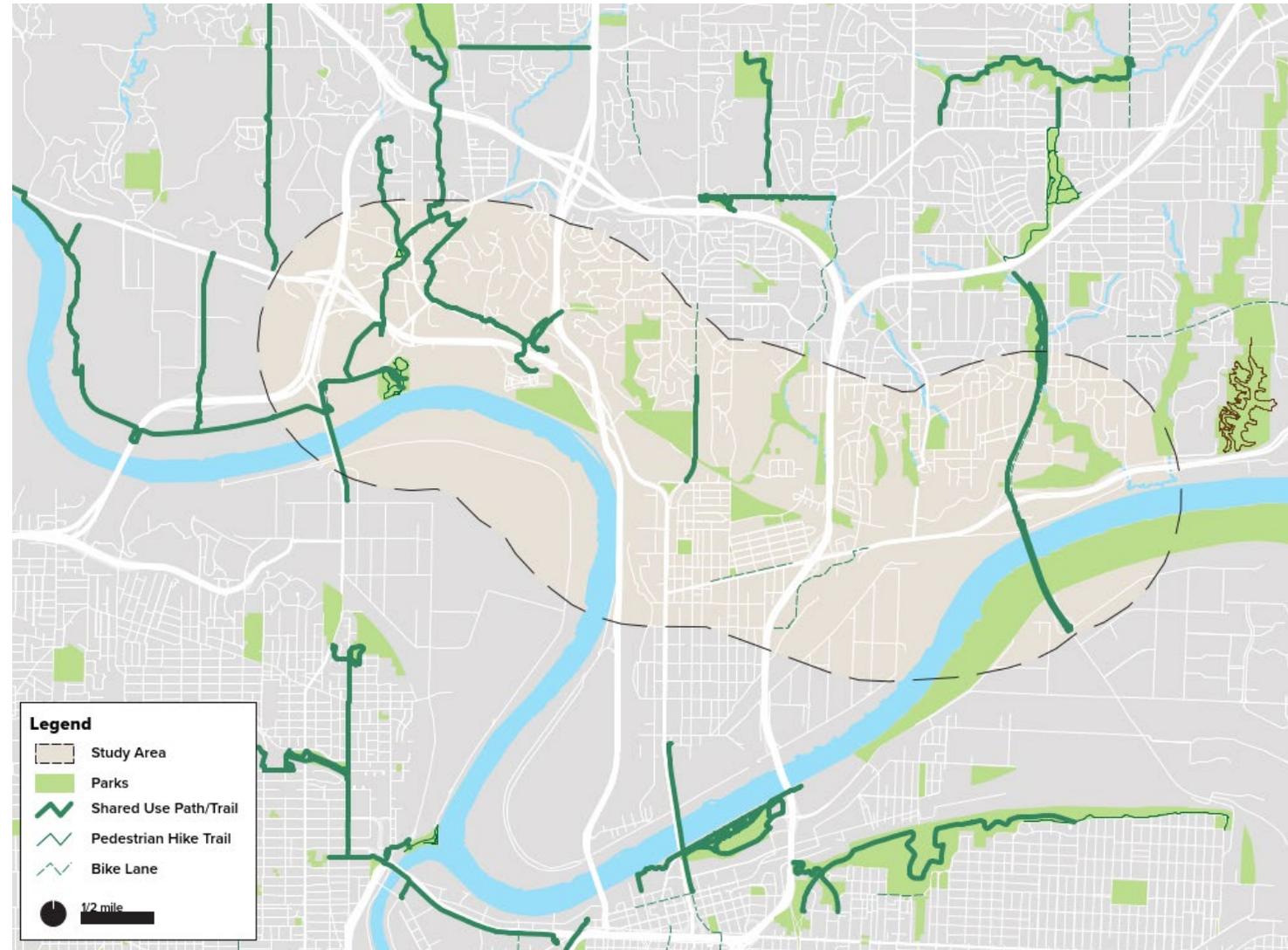
2.5% bicycle-mode share 6% adults biking daily

Long Term (20 - year)

6% bicycle-mode share 15% adults biking daily

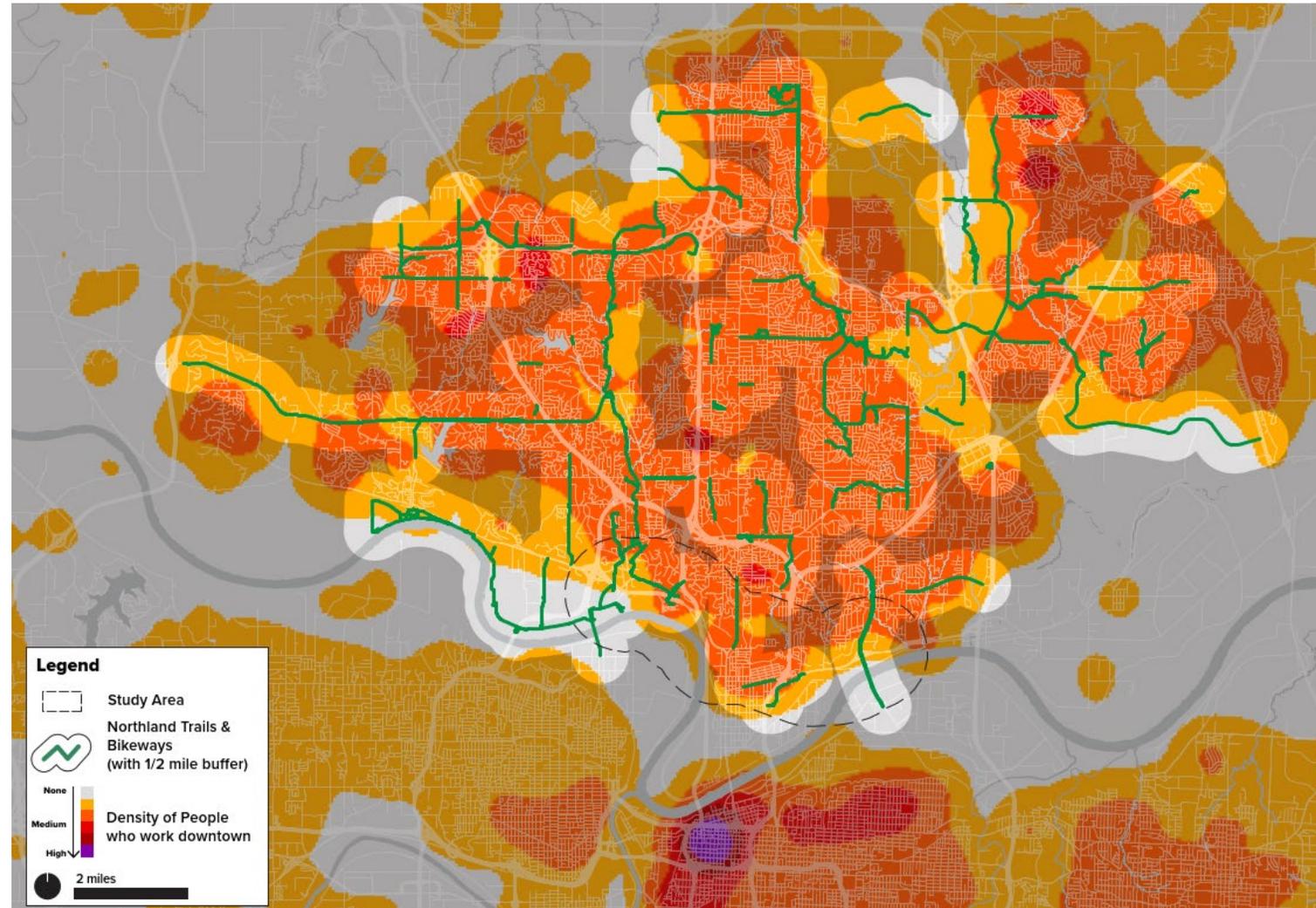
Connecting to Trails & Parks

- 106 miles of trails and protected bicycle facilities in Northland
- 33 miles of trails and protected bicycle facilities
- 570 acres of parks
- Connecting gaps will unlock a broader network of transportation and recreation amenities for the Northland



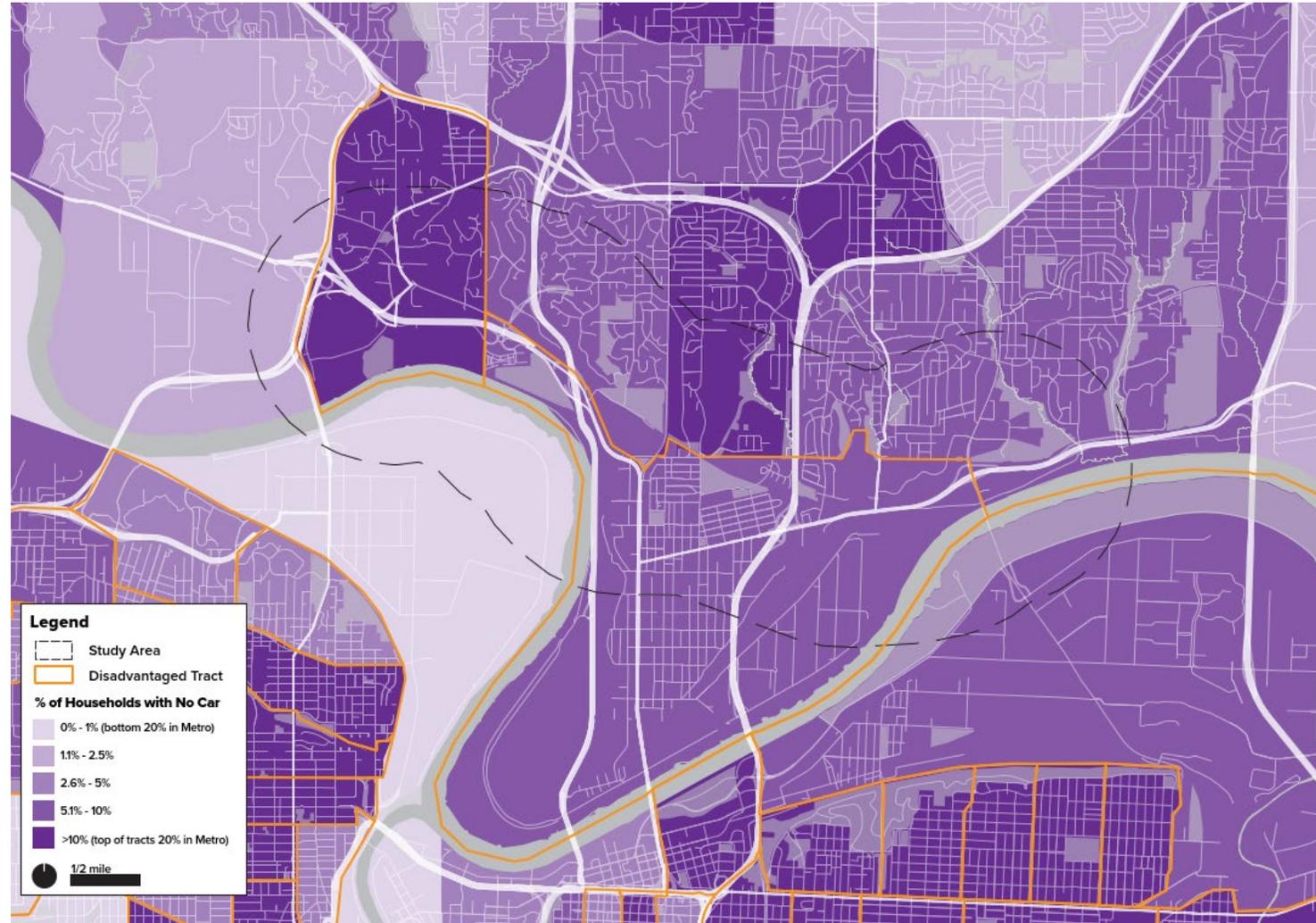
Connecting to Jobs

- 10,000 downtown Kansas City workers live within ½ mile of the Northland trails
- 90,000 jobs and 93,000 workers located within ½ mile of Northland trails
- Connecting gaps in these trails can make bicycling a viable commute choice for more workers.



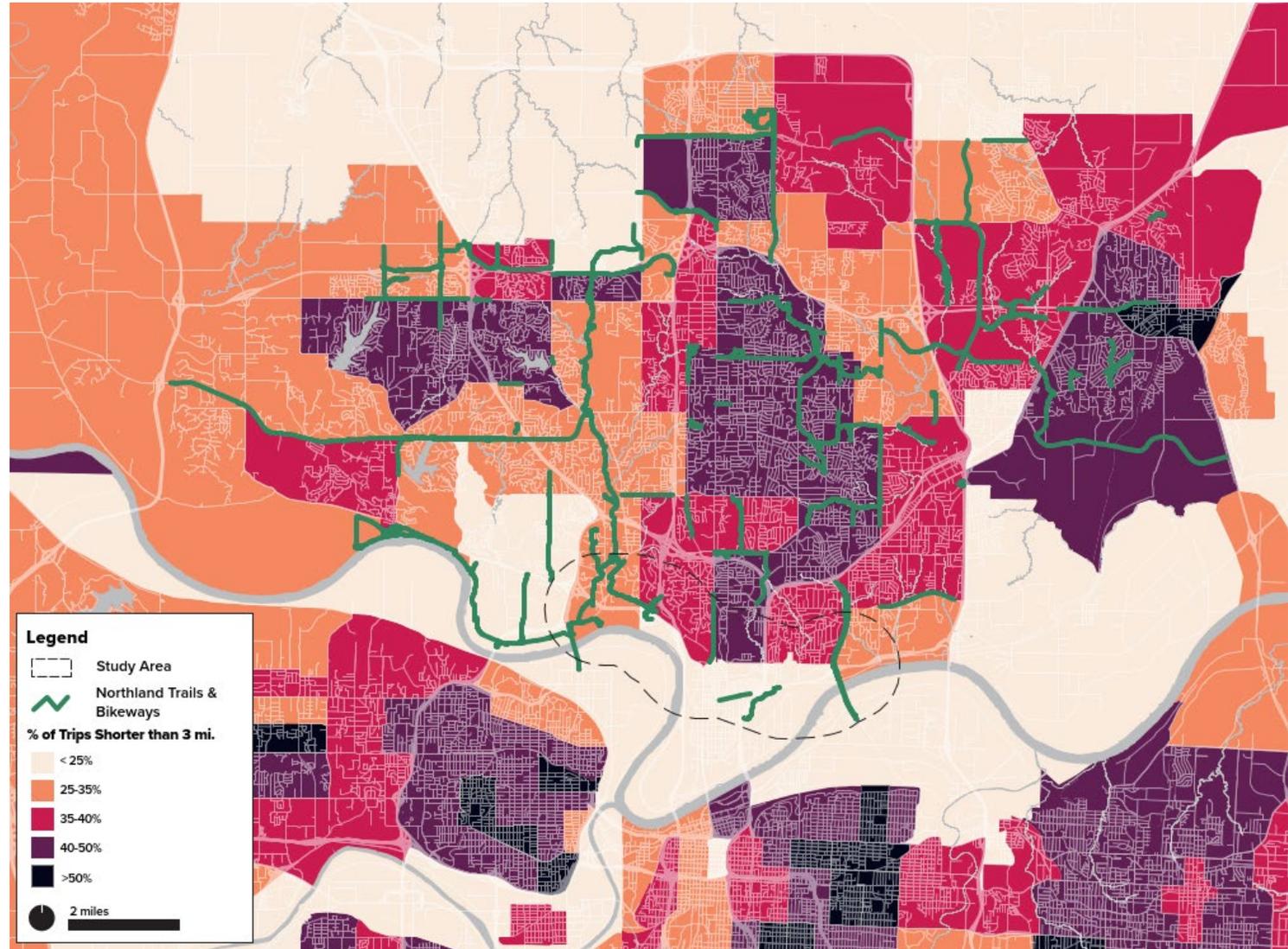
Multimodal Options

- 9% of households in the study area don't have a car
- Trails and bicycle facilities can help extend the impact of public transit and provide a vital link to people who don't have the option of driving.



Completing Trips

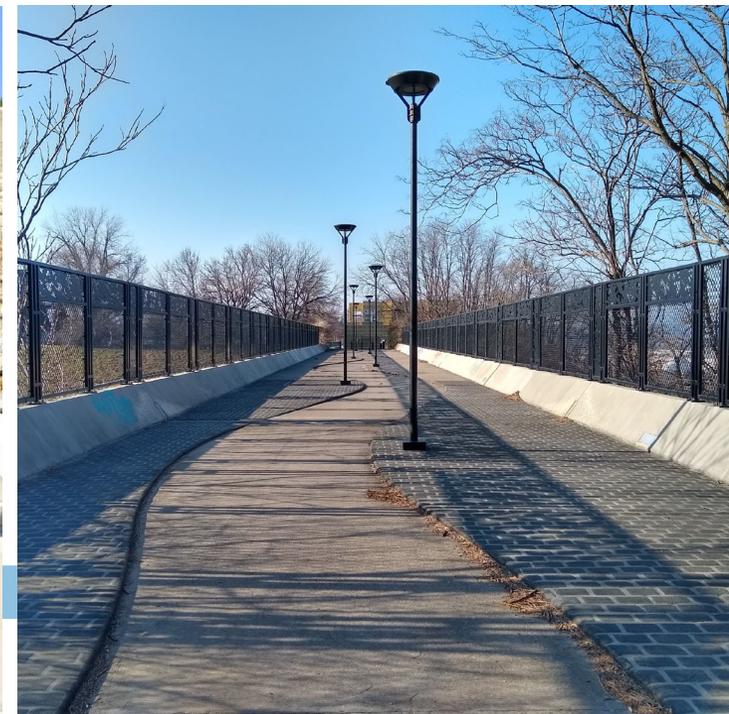
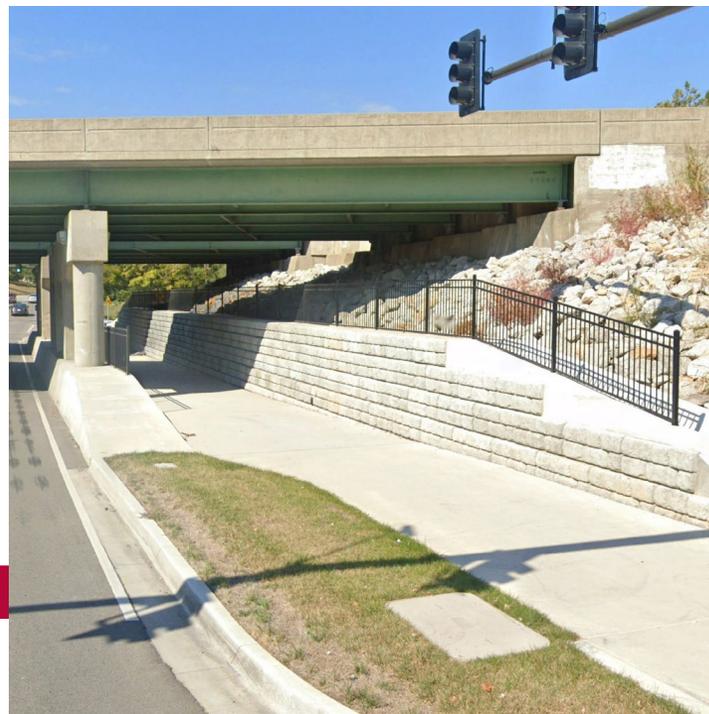
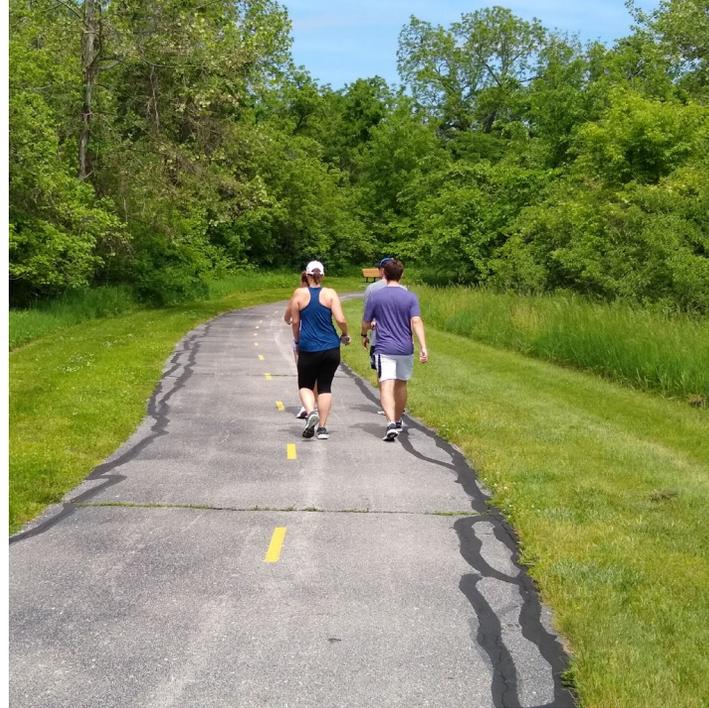
- 40% of trips in our study area are 3 miles or shorter
- By providing safe and convenient options for walking and biking, people will feel more encouraged to reduce driving and increase their physical activity.



Project Goal

Plan high-quality trail connections that:

- Provide recreational opportunity
- Connect residents to parks and amenities
- Connect residents to large employers
- Provide multimodal transportation options



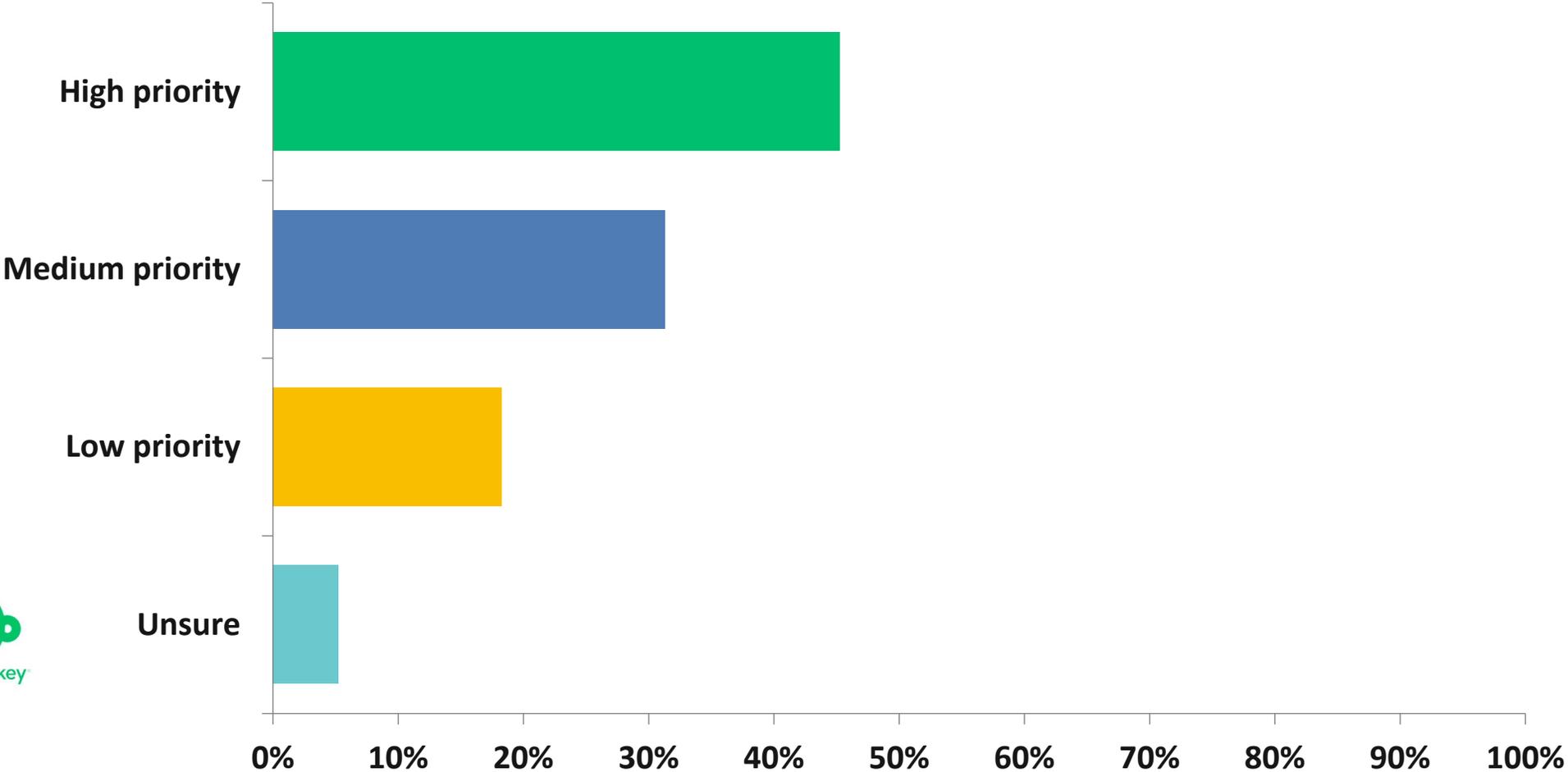
Round 1 Engagement

(Public meeting and opinion survey)

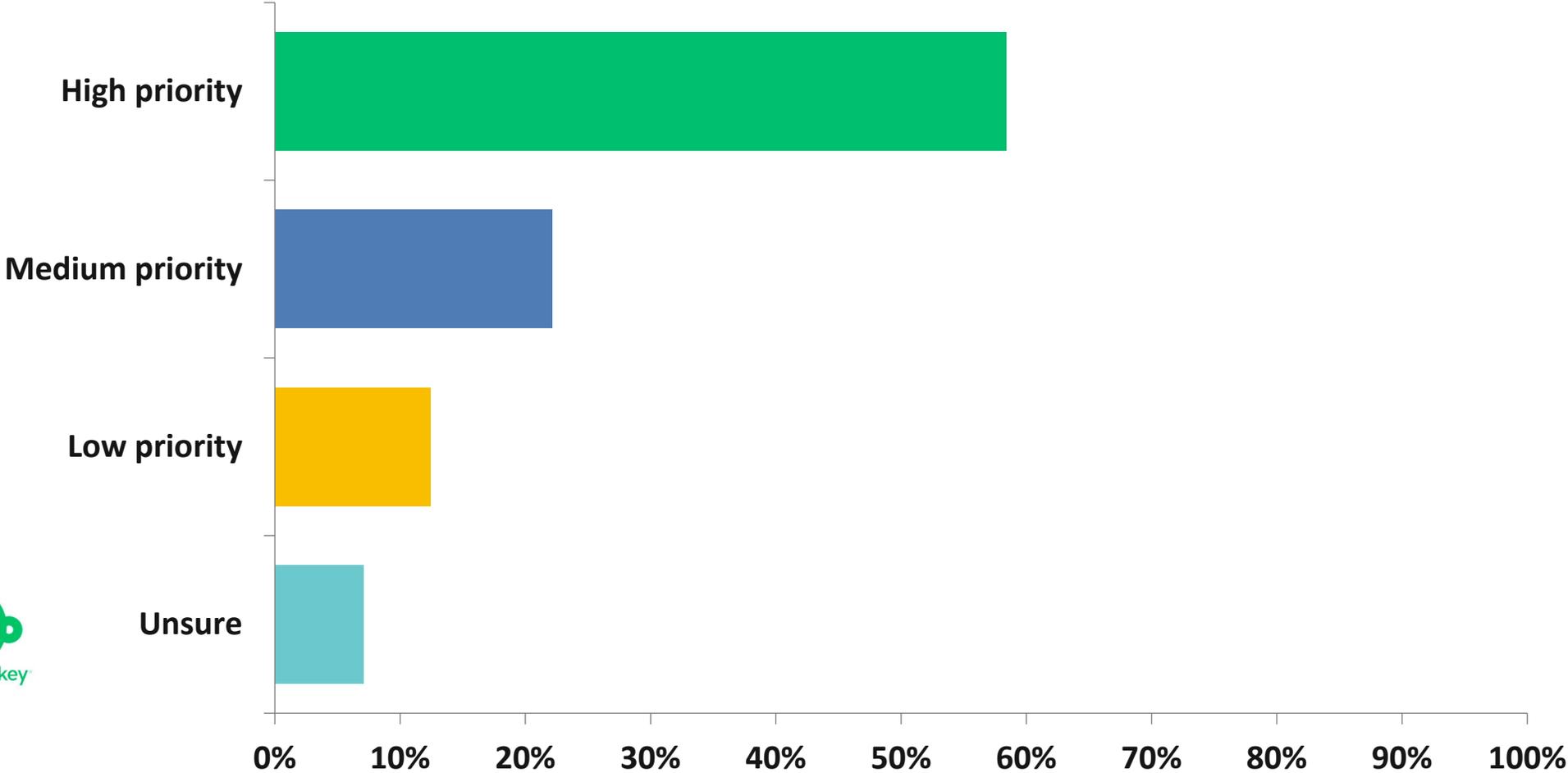
- Public meeting on January 17:
20 participants
- Opinion survey:
117 respondents
- Identified key destinations and
connections for each trail segment
- Identified construction priorities



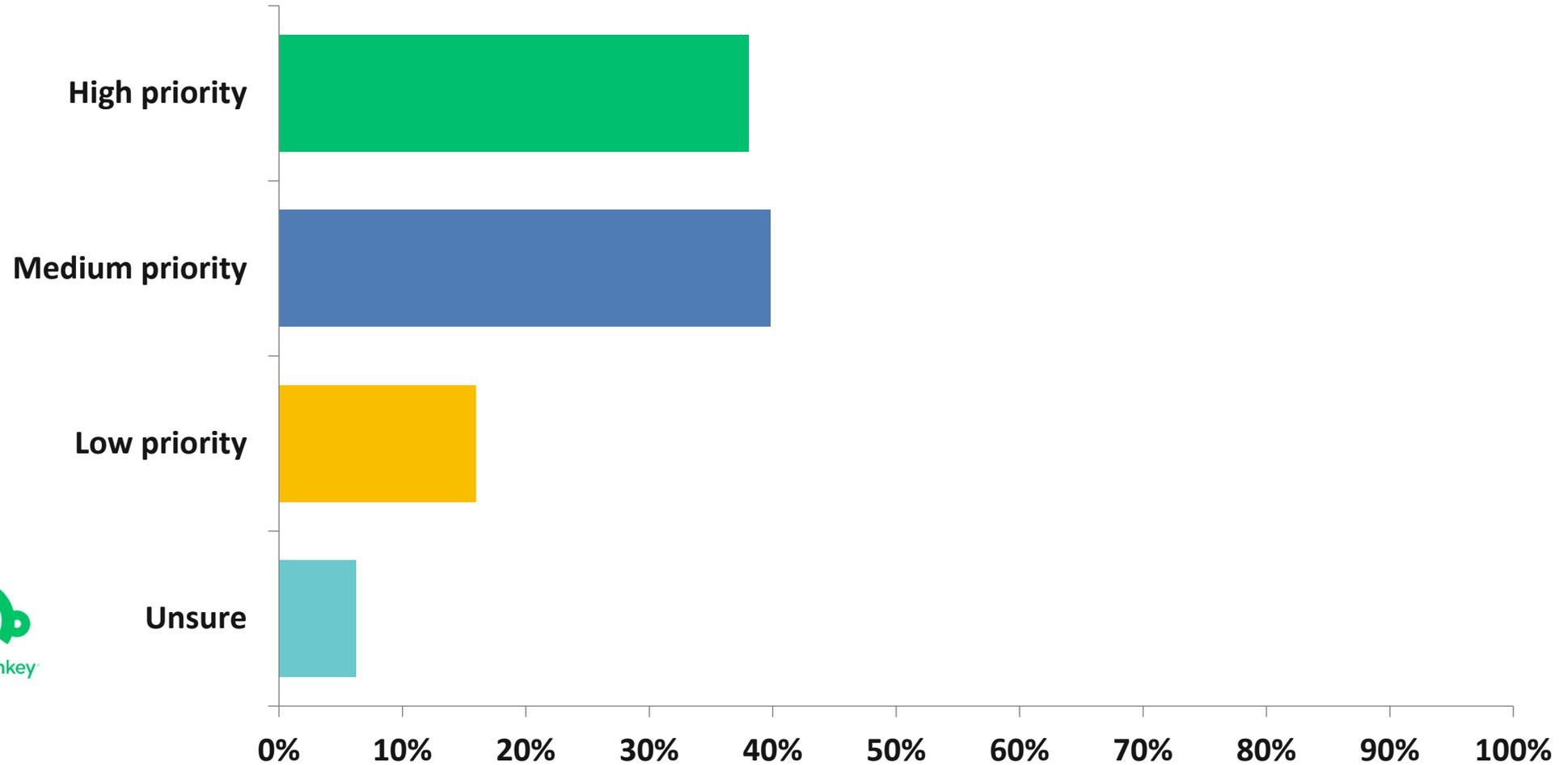
What priority would you give building trail connections in Zone A, which spans from Line Creek to Briarcliff (through Riverside)?



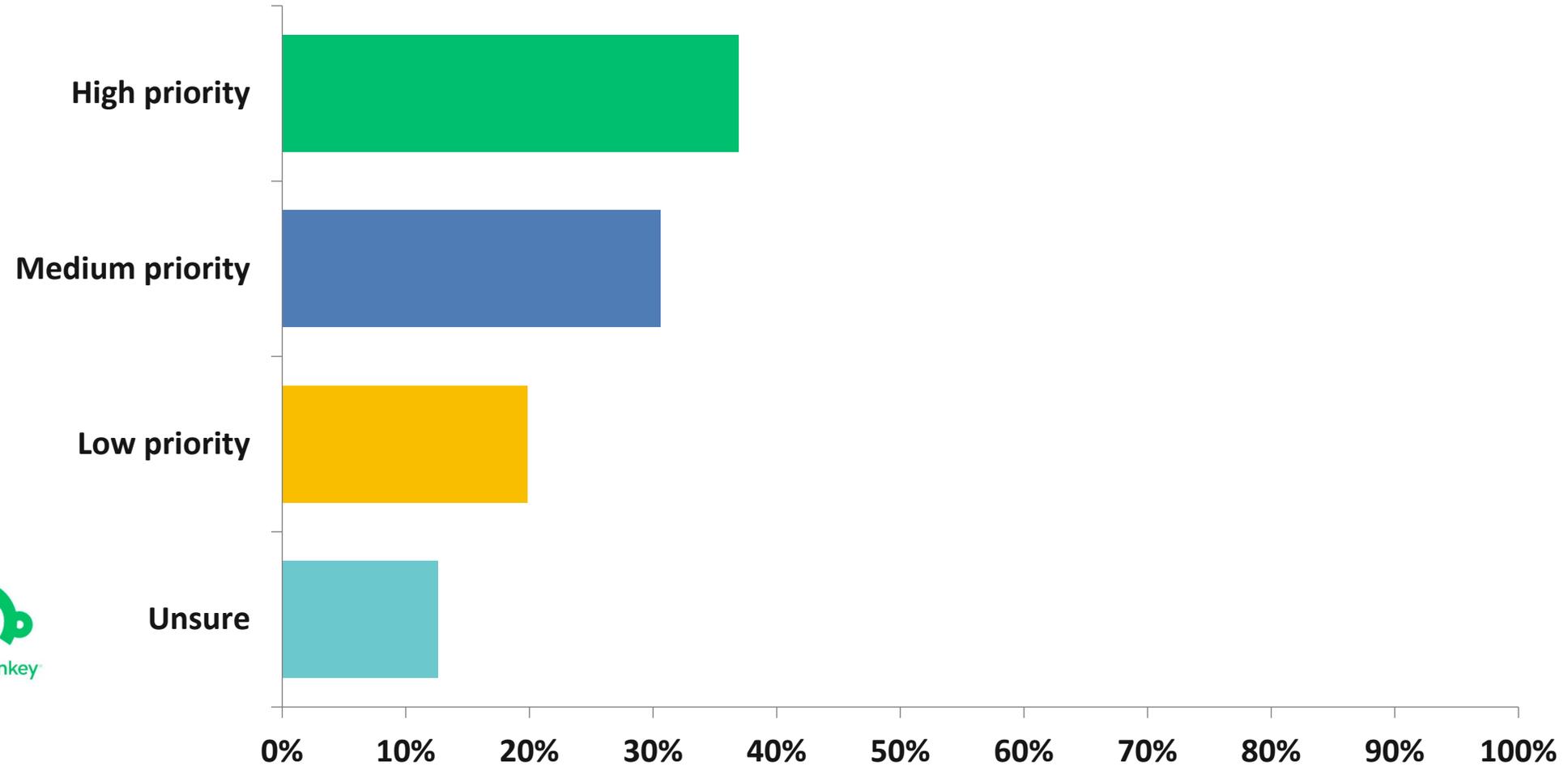
What priority would you give building trail connections in Zone B, which spans from Briarcliff to North Oak Trafficway (crossing US-169)?



What priority would you give building trail connections in Zone C, which spans from North Oak Trafficway to Vernon Street (through North Kansas City)?



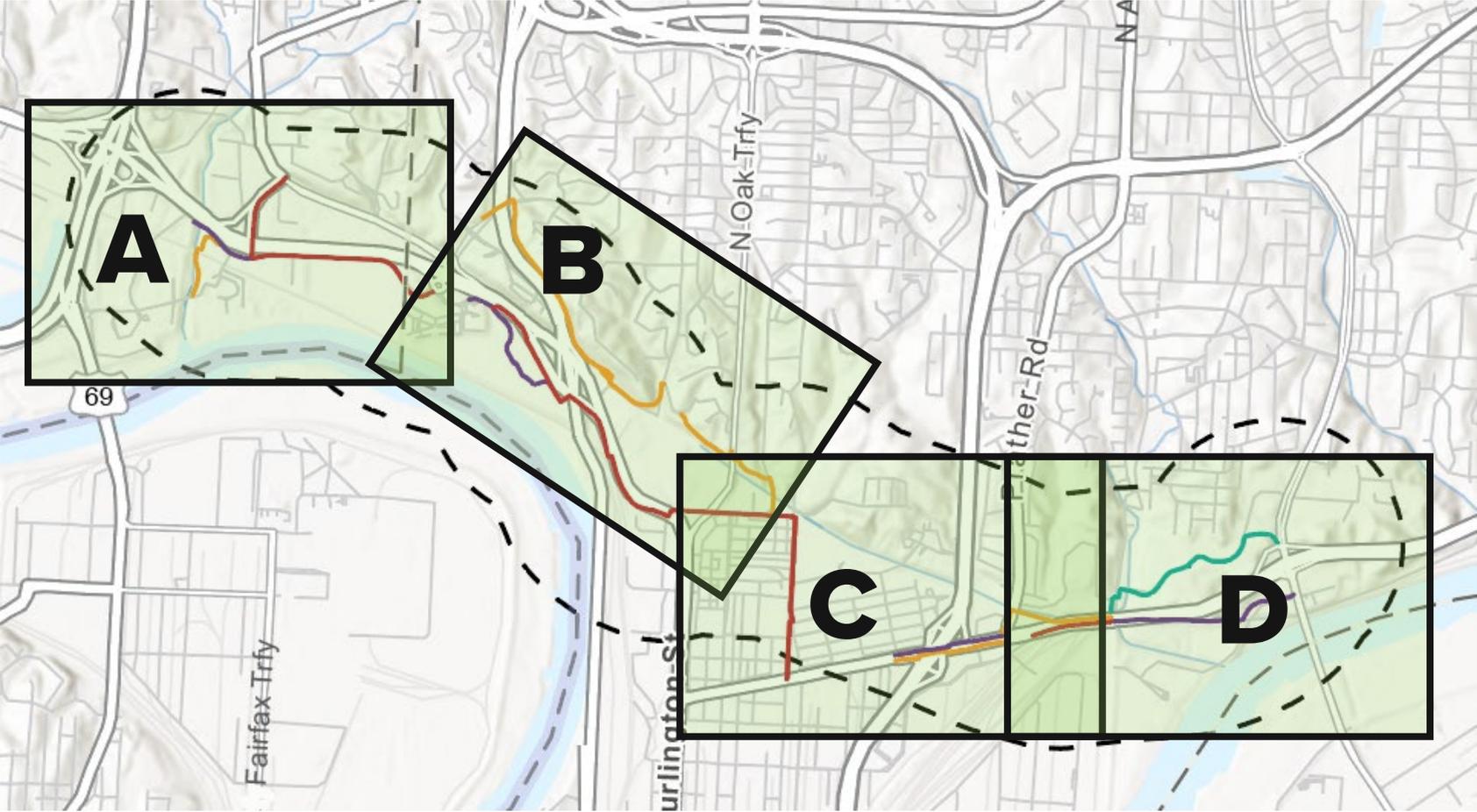
What priority would you give building trail connections in Zone D, which spans from Vernon Street to Chouteau Trafficway (past North Kansas City Hospital and Cerner)?



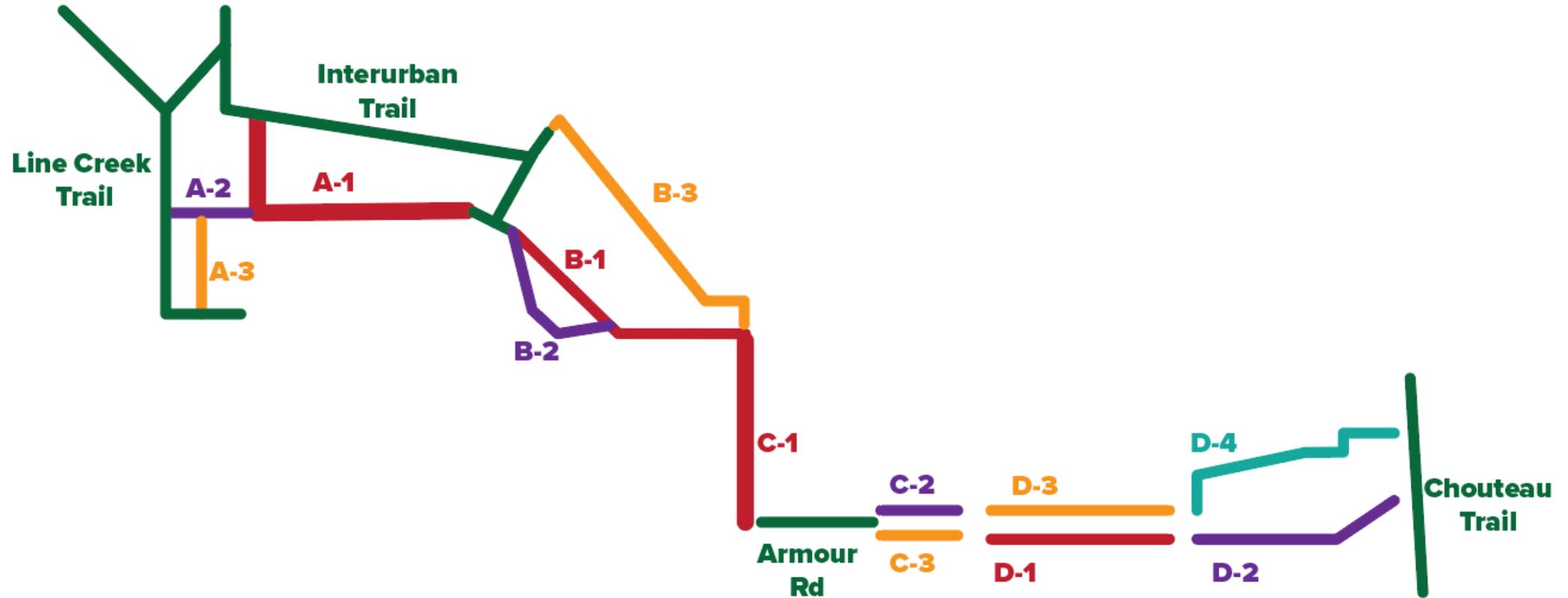
Refined Trail Alignments

Segments A, B, C, and D

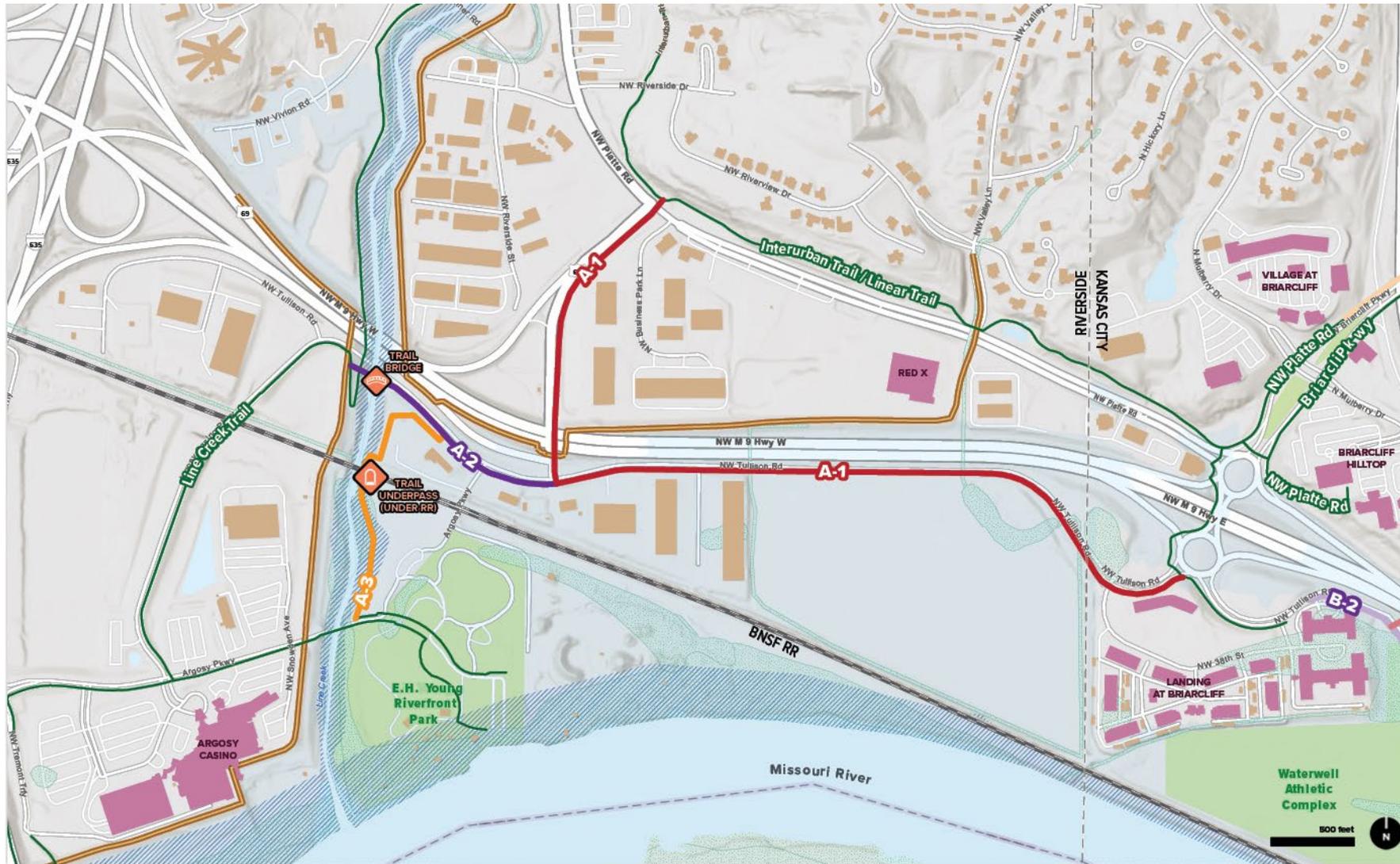
Alignment Zone Map



“Subway” Map



ZONE A ALIGNMENT OPTIONS



AREA CONTEXT



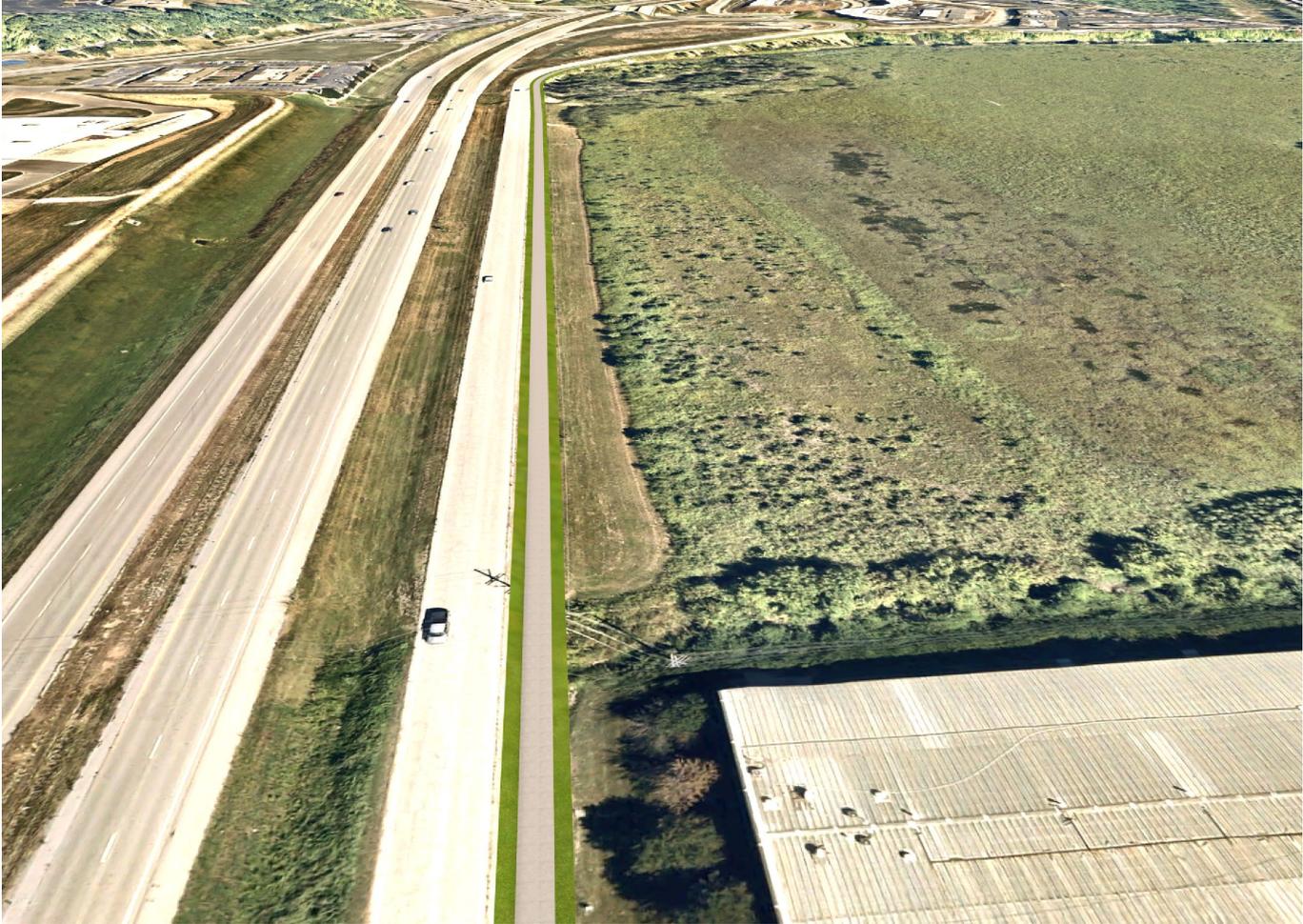
PROPOSED DESIGN OPTIONS



ALIGNMENT A-1: TULLISON ROAD EXISTING CONDITION



ALIGNMENT A-1: TULLISON ROAD TRAIL CONCEPT



ALIGNMENT A-2: LINE CREEK EXISTING CONDITION



ALIGNMENT A-2: LINE CREEK BRIDGE CONCEPT



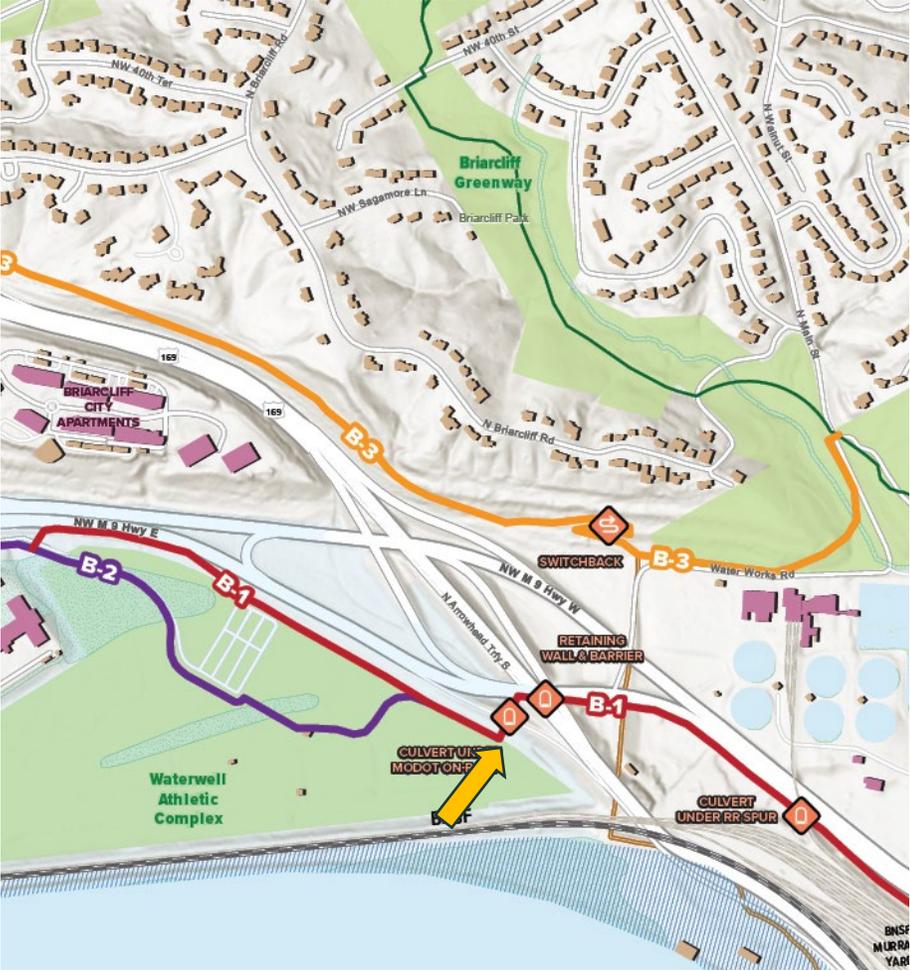
ALIGNMENT A-3: RAILROAD EXISTING CONDITION



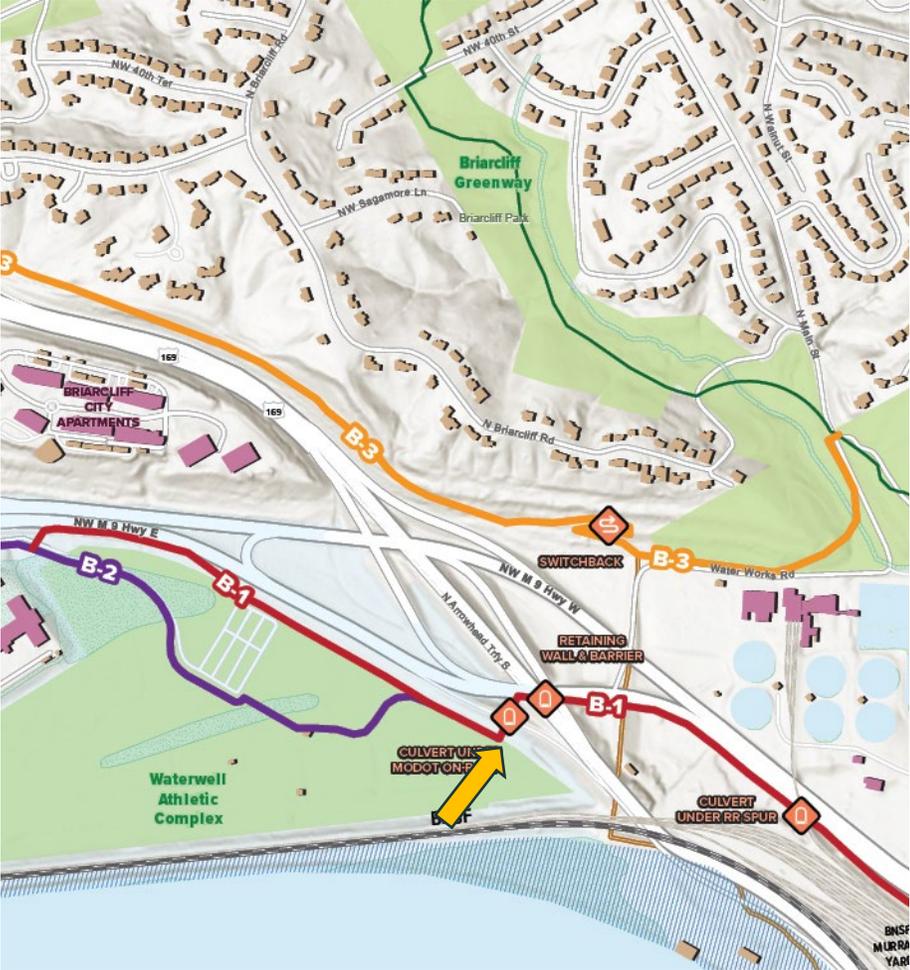
ALIGNMENT A-3: RAILROAD UNDERPASS CONCEPT



ALIGNMENT B-1: EXISTING HIGHWAY ON RAMP + OVERPASS



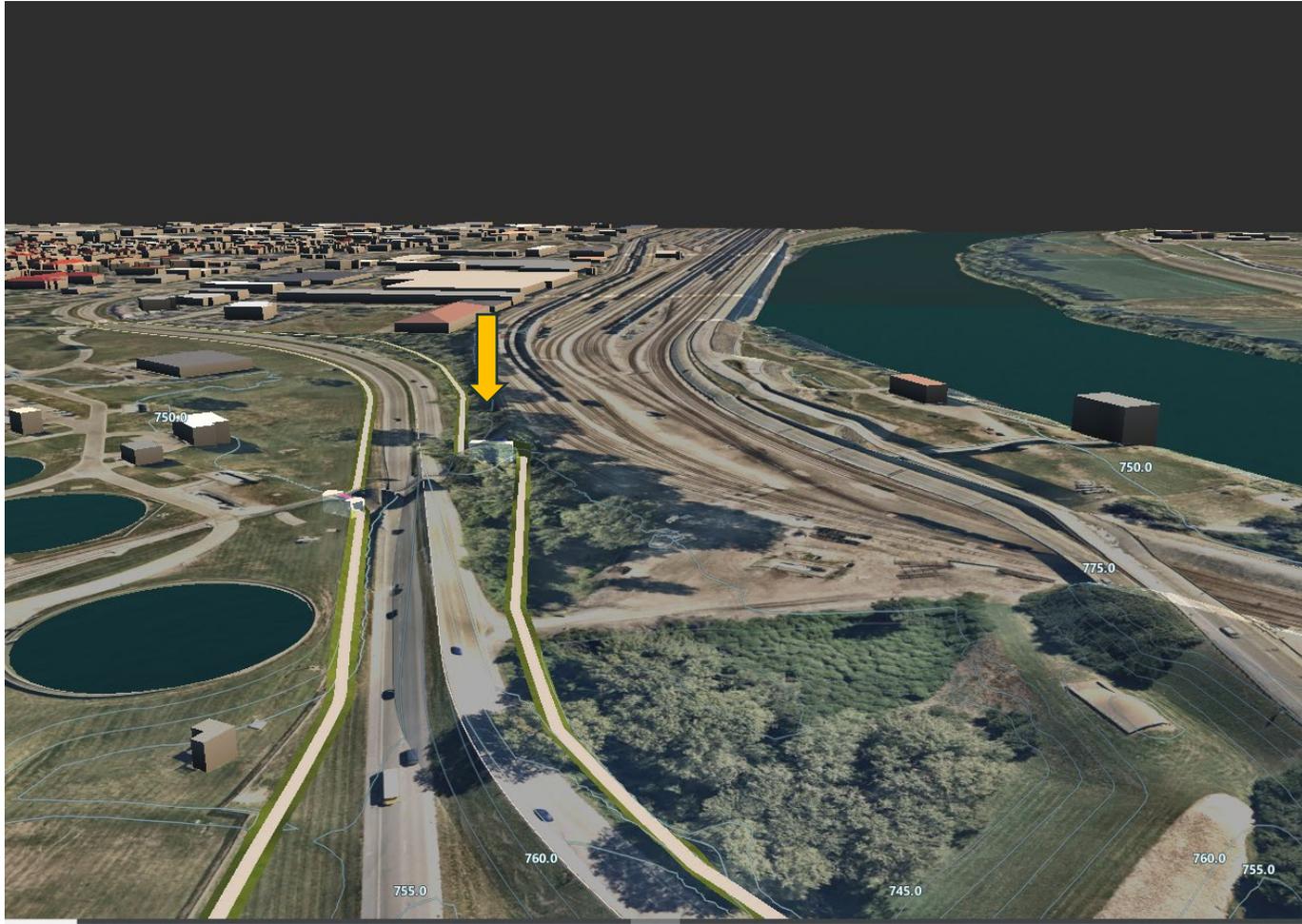
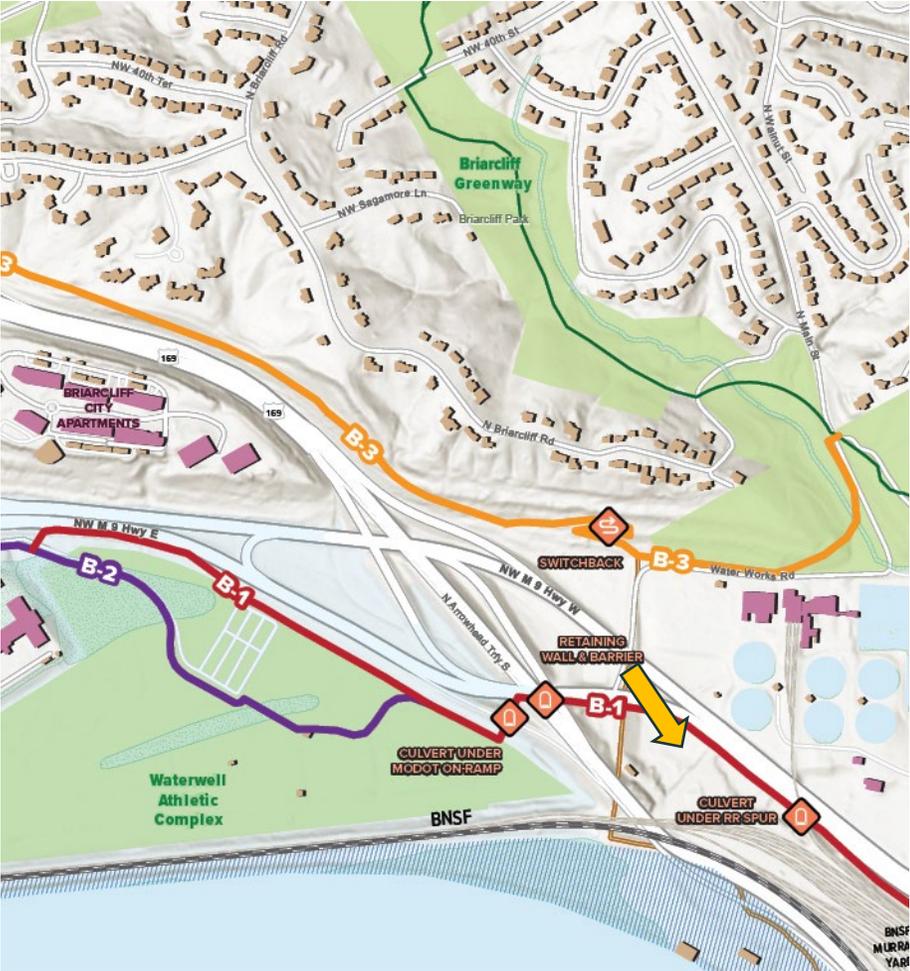
ALIGNMENT B-1: ON-RAMP CUVLERT AND SIDE PATH



ALIGNMENT B-1: RAIL SPUR EXISTING CONDITION



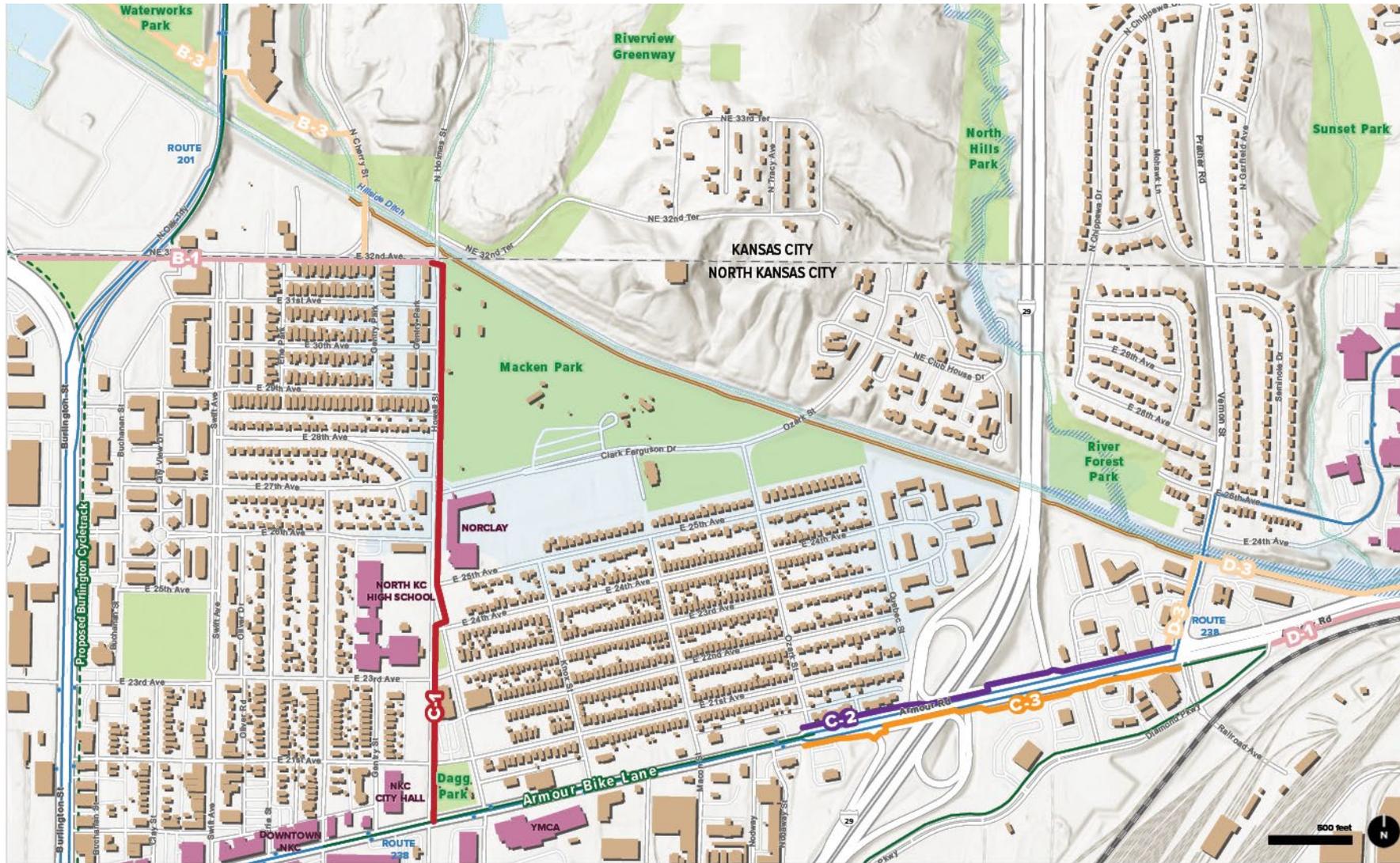
ALIGNMENT B-1: RAIL SPUR CULVERT



ALIGNMENT B-3: MO ROUTE 9 EXISTING CONDITION



ZONE C ALIGNMENT OPTIONS



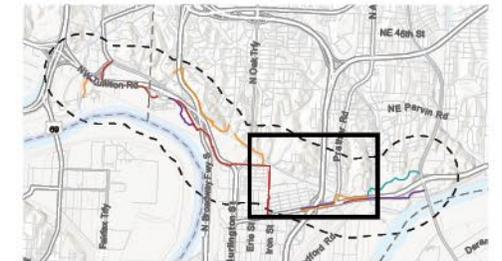
AREA CONTEXT

- | | | | |
|--|----------------|--|-------------------|
| | Existing Trail | | Levee |
| | Proposed Trail | | Railroad |
| | Bus Route/Stop | | Building |
| | Park | | Point of Interest |

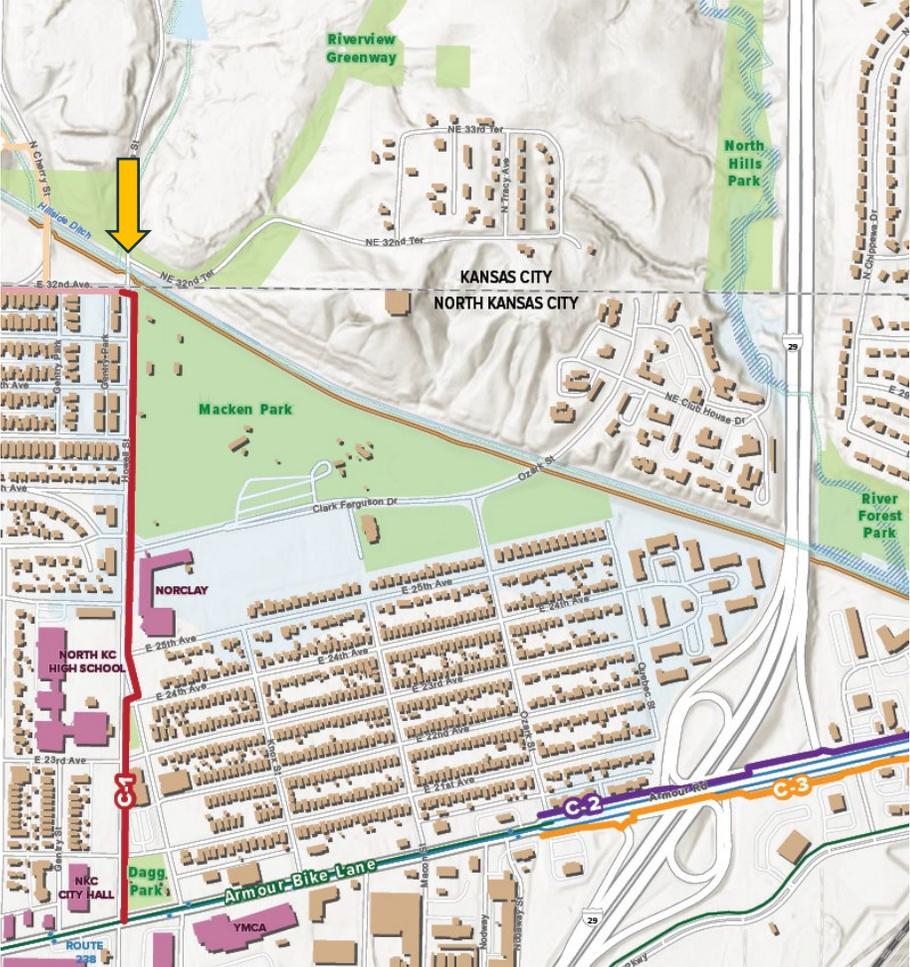
- | | |
|--|------------|
| | Waterway |
| | Floodplain |
| | Floodway |
| | Wetland |

PROPOSED DESIGN OPTIONS

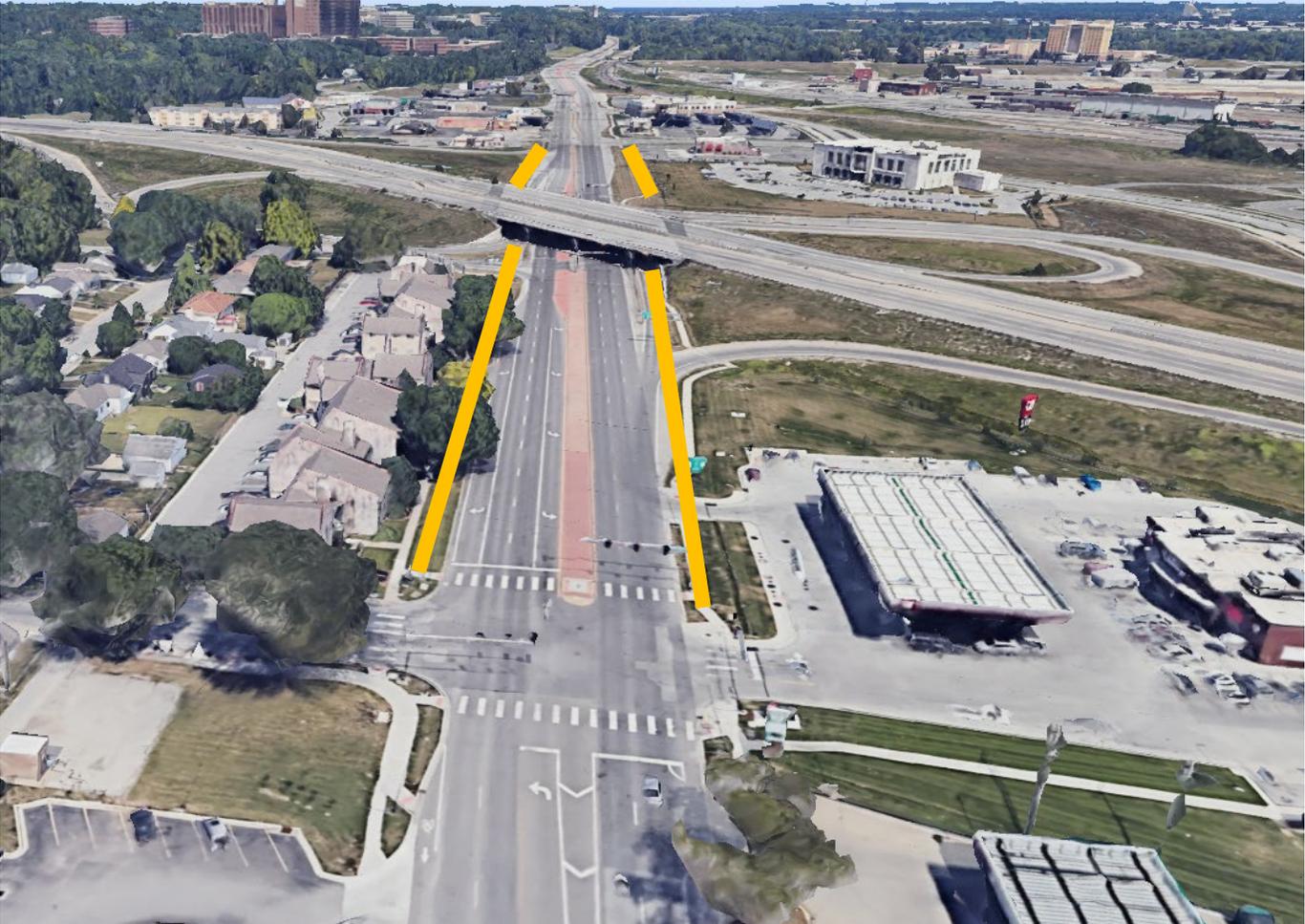
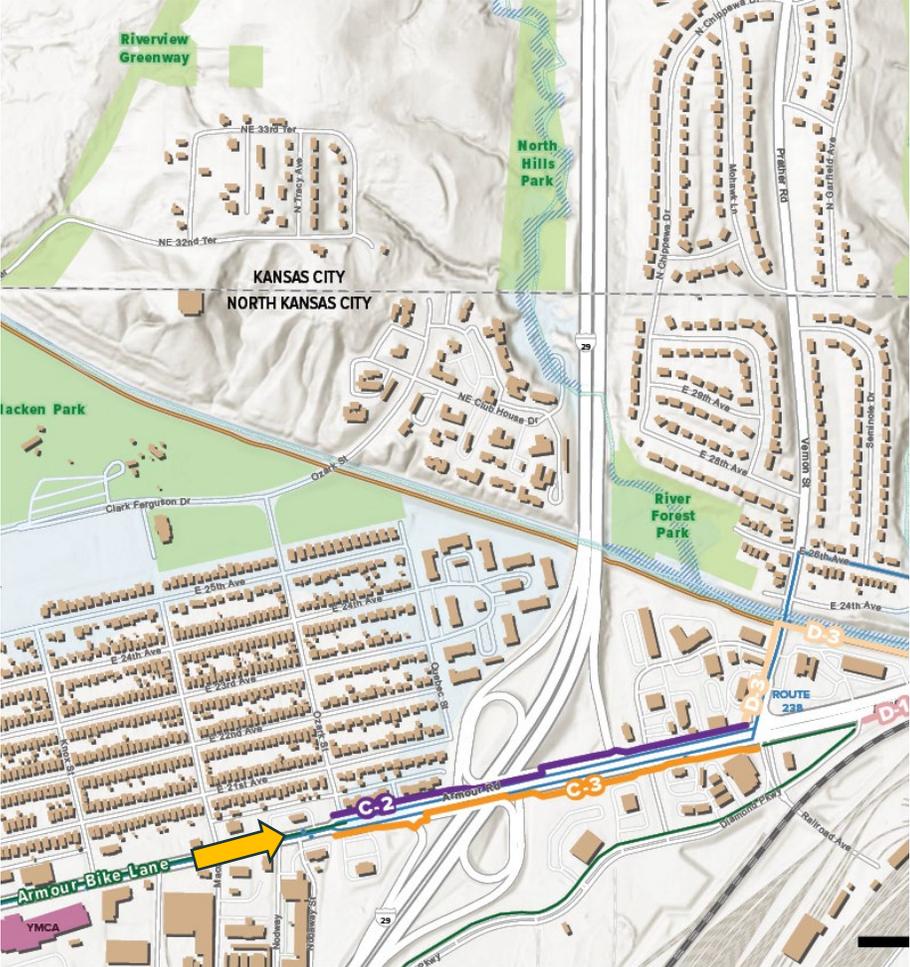
- | | | | |
|--|------------|--|-------------------------|
| | Option C-1 | | Trail Bridge |
| | Option C-2 | | Trail Underpass |
| | Option C-3 | | Switchback |
| | | | Major At-Grade Crossing |



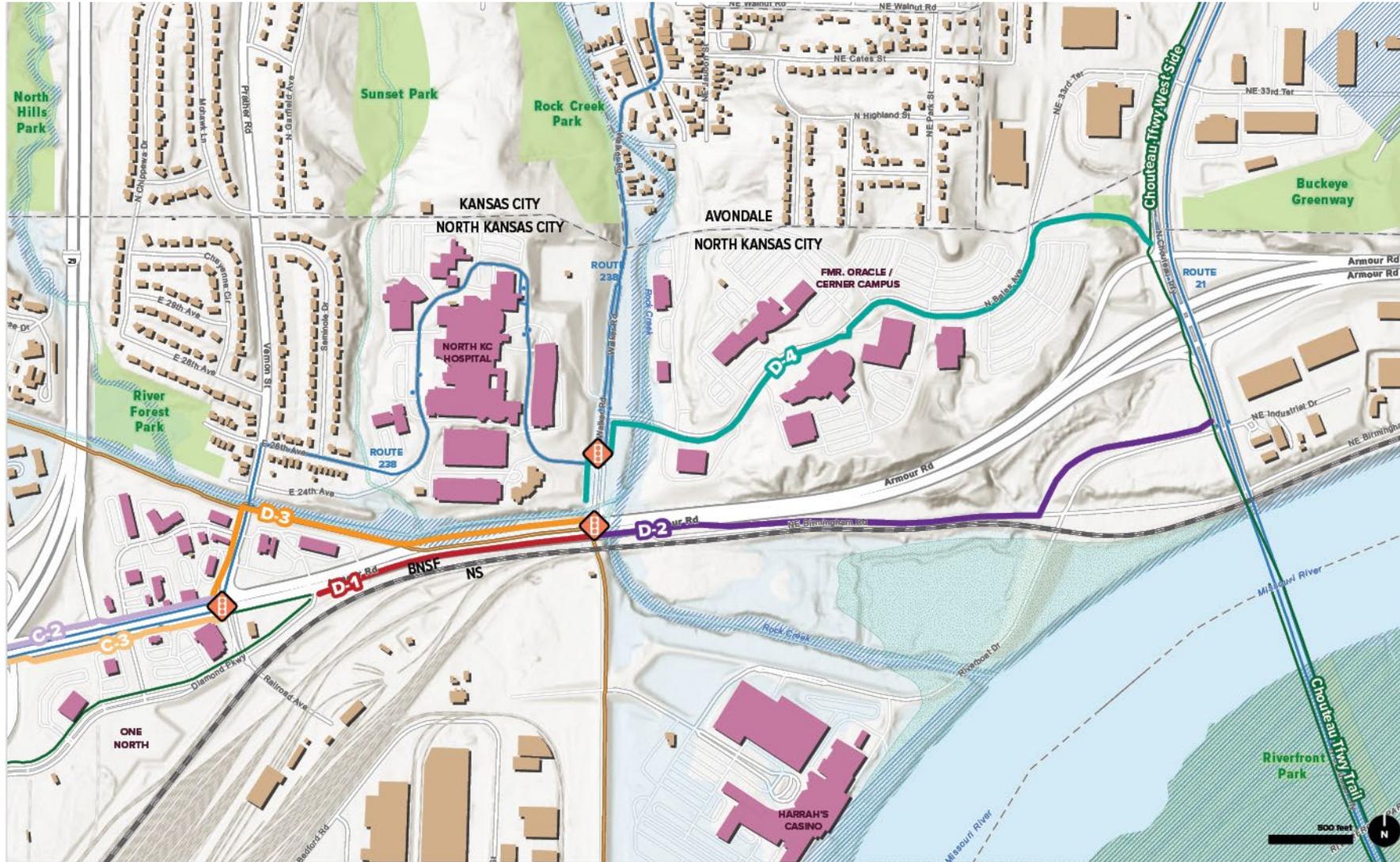
ALIGNMENT C-1: HOWELL STREET



ALIGNMENT C-2/C-3: ARMOUR ROAD EAST



ZONE D ALIGNMENT OPTIONS



AREA CONTEXT

- Existing Trail
- Proposed Trail
- Bus Route/Stop
- Park
- Levee
- Railroad
- Building
- Point of Interest

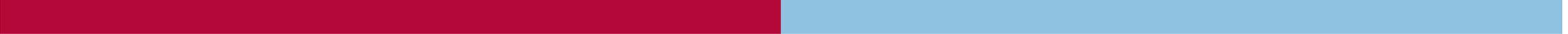
- Waterway
- Floodplain
- Floodway
- Wetland

PROPOSED DESIGN OPTIONS

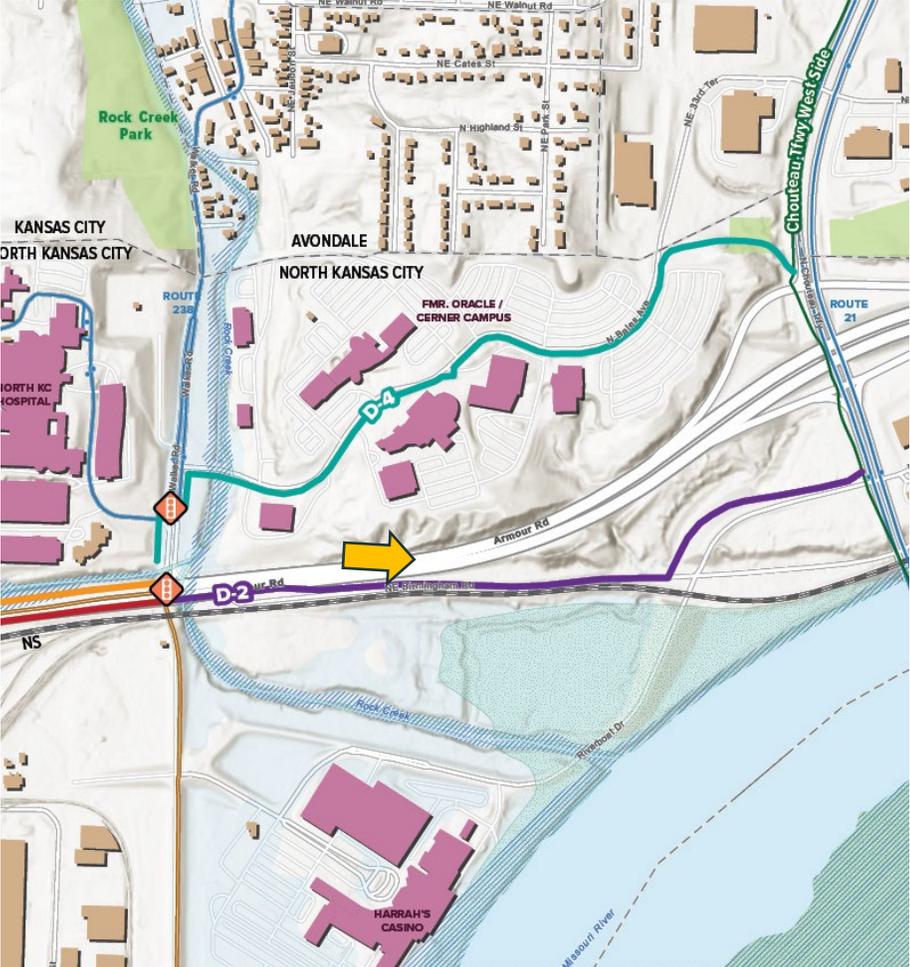
- Option D-1
- Option D-2
- Option D-3
- Option D-3
- Trail Bridge
- Trail Underpass
- Switchback
- Major At-Grade Crossing



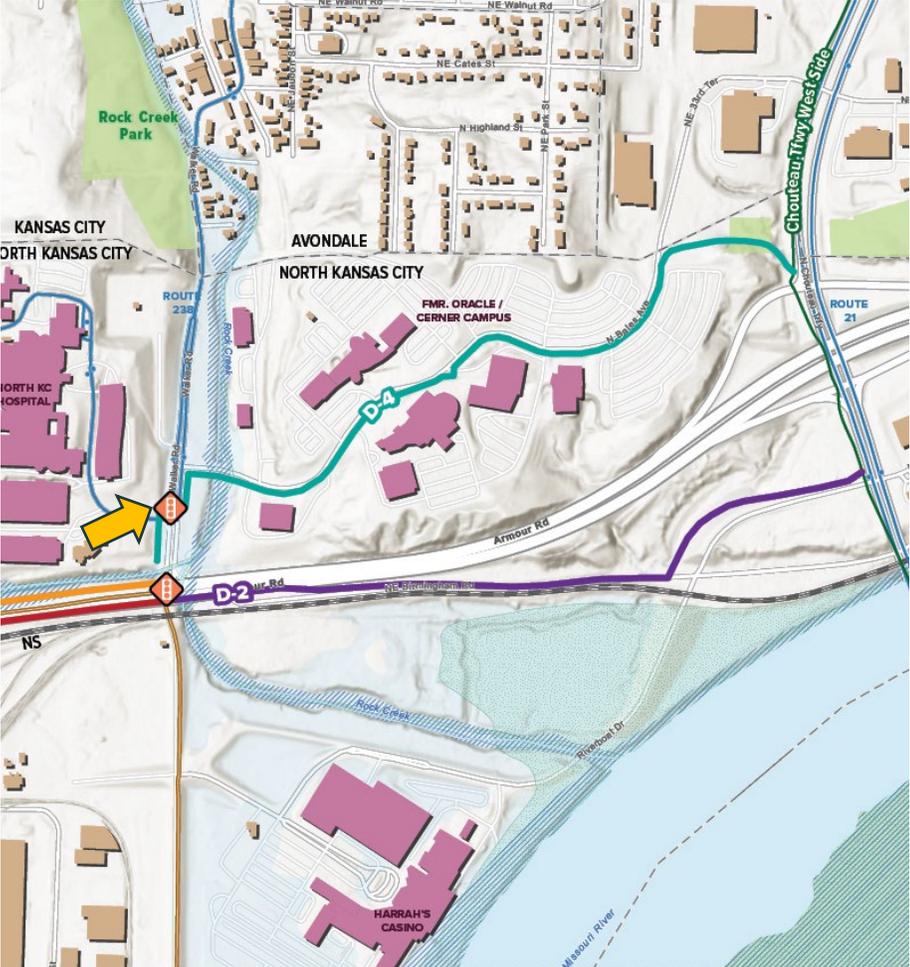
ALIGNMENT D-1/D-3: ARMOUR EAST



ALIGNMENT D-2: BIRMINGHAM ROAD



ALIGNMENT D-4: FORMER ORACLE/CERNER PROPERTY



Screening Criteria: How do we prioritize?

Minimize Feasibility Impacts

- Water/Wetlands/Flooding
- Tree Cover/Forested Areas
- MoDOT ROW
- Railroad ROW
- Levee District ROW
- Private Property
- Costs

Maximize Access to

- Parks
- Commercial Areas
- Schools
- Population/Households
- Jobs
- Low Vehicle Access Areas
- Transit

Screening Criteria: How do we prioritize?

Trail User Suitability

- Directness of route
- Terrain/Topography
- Tree Cover and Shade
- Feeling of safety/visibility
- Usable for all ages and abilities
- Views and Scenery

Other Benefits

- Carbon Reduction/Air Quality
- Congestion Mitigation
- Levee Improvement
- Stormwater/Drainage Improvement
- Safety/Eyes on the Street Improvement

Next Steps

Focus	Timing
Preferred concept and final planning document	Summer to Fall 2024
<ul style="list-style-type: none">• Public Meeting #3• Online commenting• Meetings with key groups, agencies (as needed)	



Contact us and comment!

Project web page:

marc.org/Missouri-River-North-Trail

Joshua Boehm, Project Manager

816-702-4279 and Joshua.boehm@wsp.com

Online commenting is available
through **June 30, 2024:**

www.surveymokey.com/r/MORiverNorthTrail2



Questions?

Comment on the maps:

What would make the refined trail alignments better?



Use sticky notes to comment