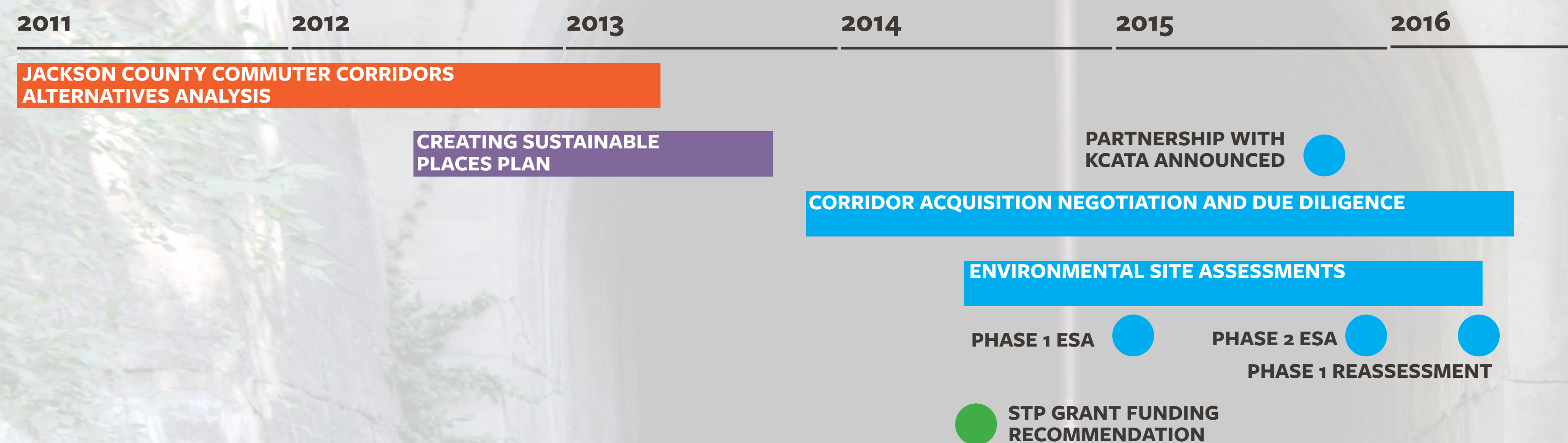


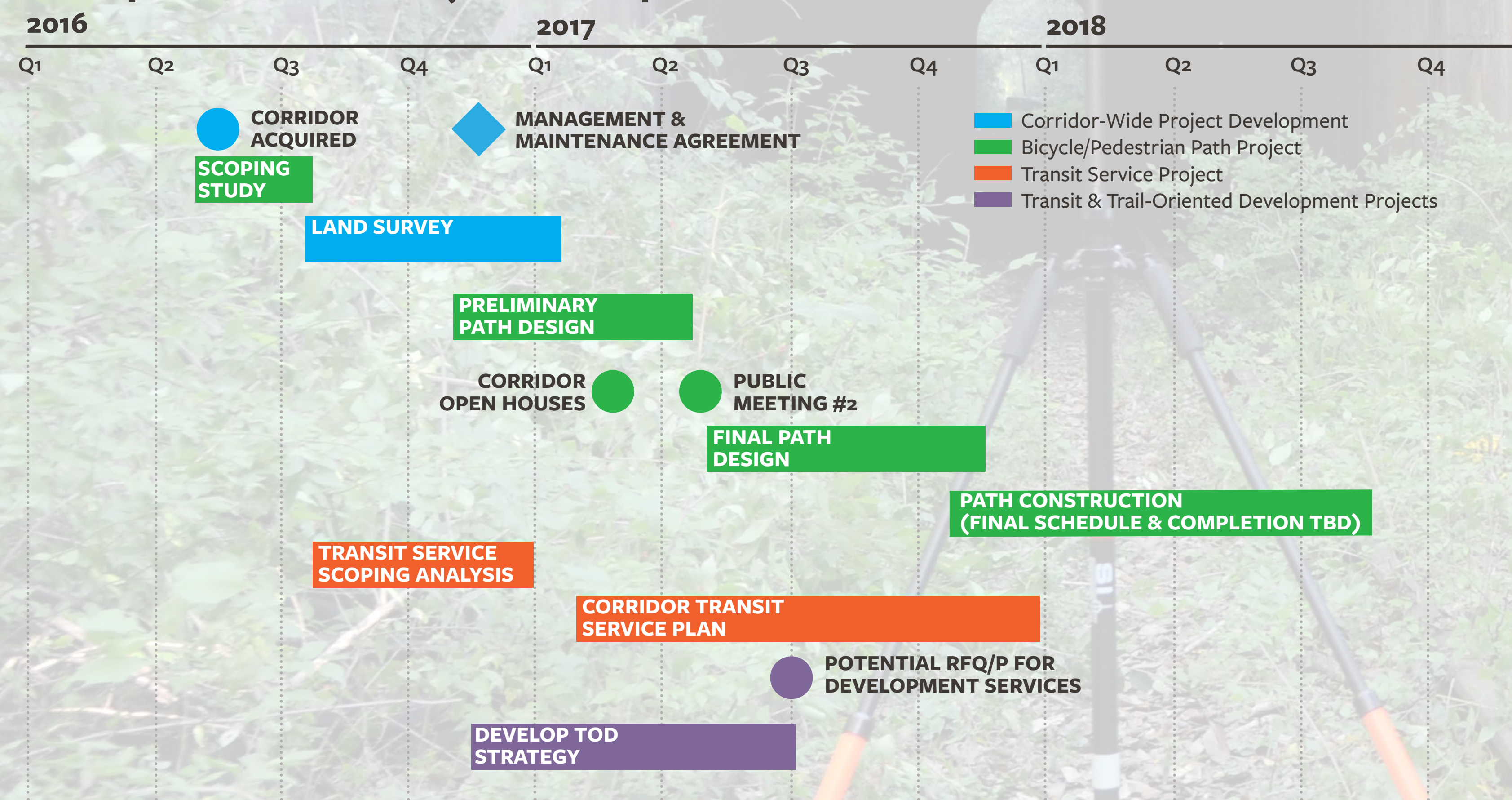
Rock Island Corridor Progress

Where We've Come From



Where We're Going

Anticipated Corridor Project Development Timeline



BY THE NUMBERS: INVESTMENTS IN BICYCLE & PEDESTRIAN CORRIDORS



3.5-11%

RANGE OF HOUSING PRICE PREMIUM
ASSOCIATED WITH PROXIMITY TO
TRAILS²



1.42 x

AVERAGE AMOUNT BICYCLISTS SPEND
COMPARED TO DRIVERS, (EXCLUDING AT
GROCERY STORES)³



\$150

MEDIAN HEALTHCARE COST SAVINGS
FOR SOMEONE WHO TAKES UP CYCLING
(2014\$)⁴



20.38

AVERAGE ADDITIONAL TIME, IN MINUTES,
THAT BICYCLE COMMUTERS ARE WILLING TO
SPEND COMMUTING IF GIVEN OFF-STREET
FACILITIES, LIKE A SHARED USE PATH⁵

NEW JACKSON COUNTY
+ KCATA ACQUISITION:
17.7 miles

TRUMAN
SPORTS
COMPLEX

DOWNTOWN RAYTOWN

WITHIN 1 MILE OF THE CORRIDOR:
56,000+ RESIDENTS
26,000+ JOBS

PARAGON STAR

LEE'S SUMMIT

382.5

MILES OF CROSS-STATE TRAIL

400,000

ANNUAL VISITORS TO THE KATY TRAIL¹

\$18,491,000

TOTAL ECONOMIC IMPACT OF THE KATY TRAIL IN
THE STATE OF MISSOURI IN 2012¹

SOURCES:

1. KATY Trail Economic Impact Report (2012), https://mostateparks.com/sites/mostateparks/files/Katy_Trail_Economic_Impact_Report_Final.pdf
2. Ranier vom hofe and Olivier Parent, Research Finds that Homeowners and City Planners Should "Hit the Trails" When Considering Property Values, (University of Cincinnati Departments of Planning and Economics, October 2011) AND Greg Lindsey, Joyce Man, Seth Payton, and Kelly Dickson, Property Values, Recreational Values, and Urban Greenways, (Journal of Park and Recreation Administration, Fall 2004 Volume 22, number 3 pp. 69-90)
3. Klifton, K.J. Consumer Behavior and Travel Mode Choices http://kellyjclifton.com/Research/EconImpactsOfBicycling/OTRECReport-ConsBehavTravelChoices_Nov2012.pdf
4. NCHRP Guidelines for Analysis of Investment in Bicycle Facilities, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf
5. Ibid

Image: The Atlanta Beltline Trail At Ponce City Market
(Photo Courtesy "Learning to Whistle" Blog)

CONNECTING TO THE KATY

The KATY Trail is a premier destination to Missourians and visitors to our state. One of the longest rail trails in the United States, the KATY will soon be the only rail-trail to cross an entire state. Connecting Kansas City to the KATY trail will unlock great potential for tourism and economic development in our region and across Missouri. The Greenwood Connector is the final piece to this puzzle. Connecting our trails remains a top priority to Jackson County. The Greenwood Connector will require coordination and collaboration with other municipalities, who are undertaking work to build this connection. Pleasant Hill has already built an extension from the Rock Island Spur trailhead, called the MO PAC trail. Below are just three of many options to continue that connection to Jackson County’s portion.

OPTION 1 MO-150 to Ward Rd.

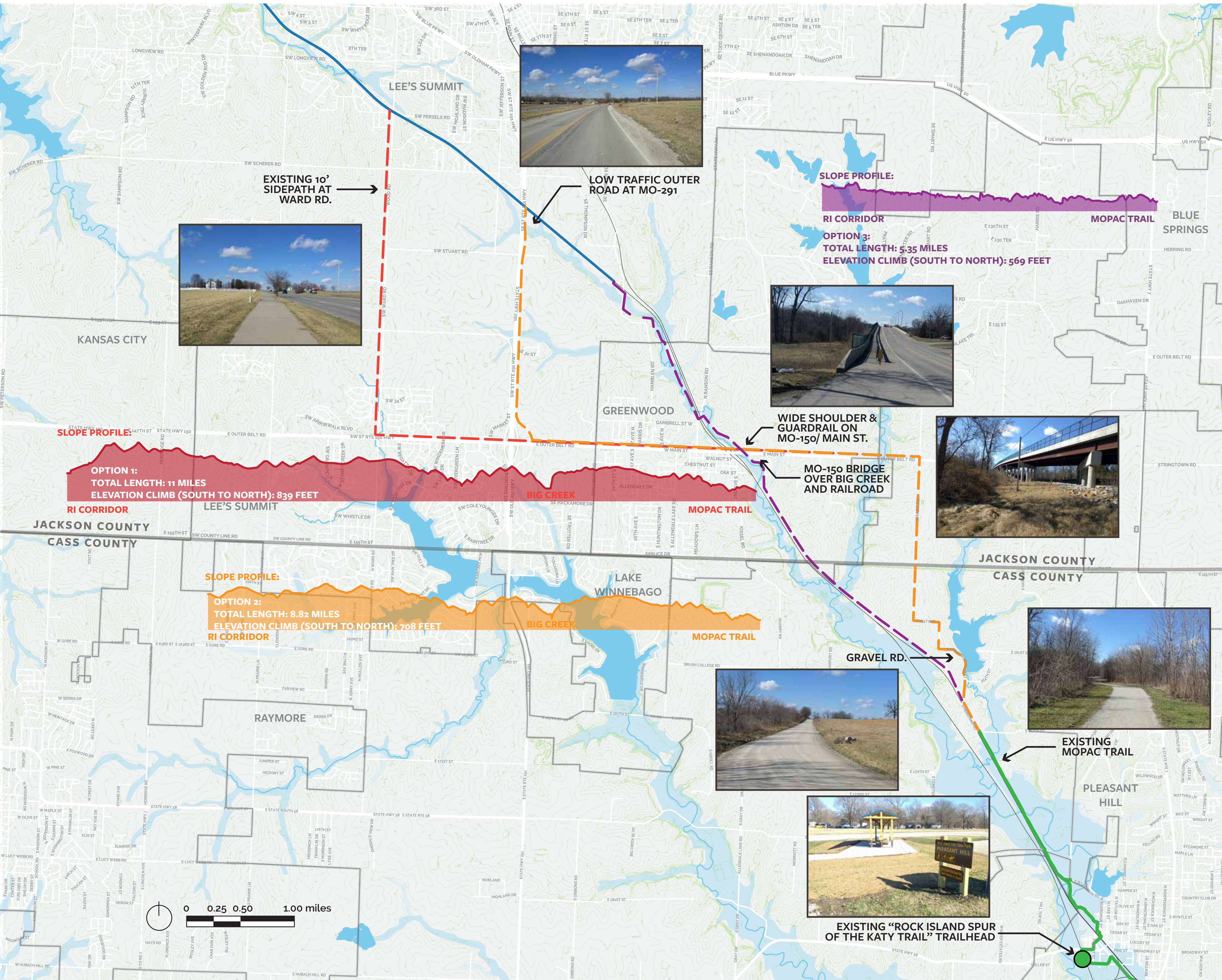
The Pleasant Hill MO PAC trail ends at Smart Road, a gravel roadway in Cass County. Cyclists could use this very low traffic roadway, though paving it and adding a wide shoulder, or adding a side path, would make it much more convenient. Smart Road intersects MO-150, which is also Greenwood’s Main Street. A 10-foot side path or protected bicycle lane through the heart of Greenwood, with its burgeoning antique district, could connect to an existing 10’ side path at Ward Road, which intersects the Jackson County Rock Island path.

OPTION 2 MO-150 to Old 291

Like Option 1, Option 2 would use an improved Smart Road and MO-150 highway. However, it would turn north on the outer road of MO-291 highway, where it could intersect the corridor. This paved, low traffic road has a wide shoulder, which could also be paved or expanded to a 10-foot side path, providing pedestrian access to future potential development.

OPTION 3 Parallel to Railroad Corridor

The most direct and convenient connection from the Jackson County Rock Island Corridor to the KATY trail parallels the old Rock Island line to Pleasant Hill. This section of the Rock Island is not within the ownership of Jackson County. Therefore, right-of-way would have to be acquired from private landowners. This makes this option potentially more costly and time-consuming.

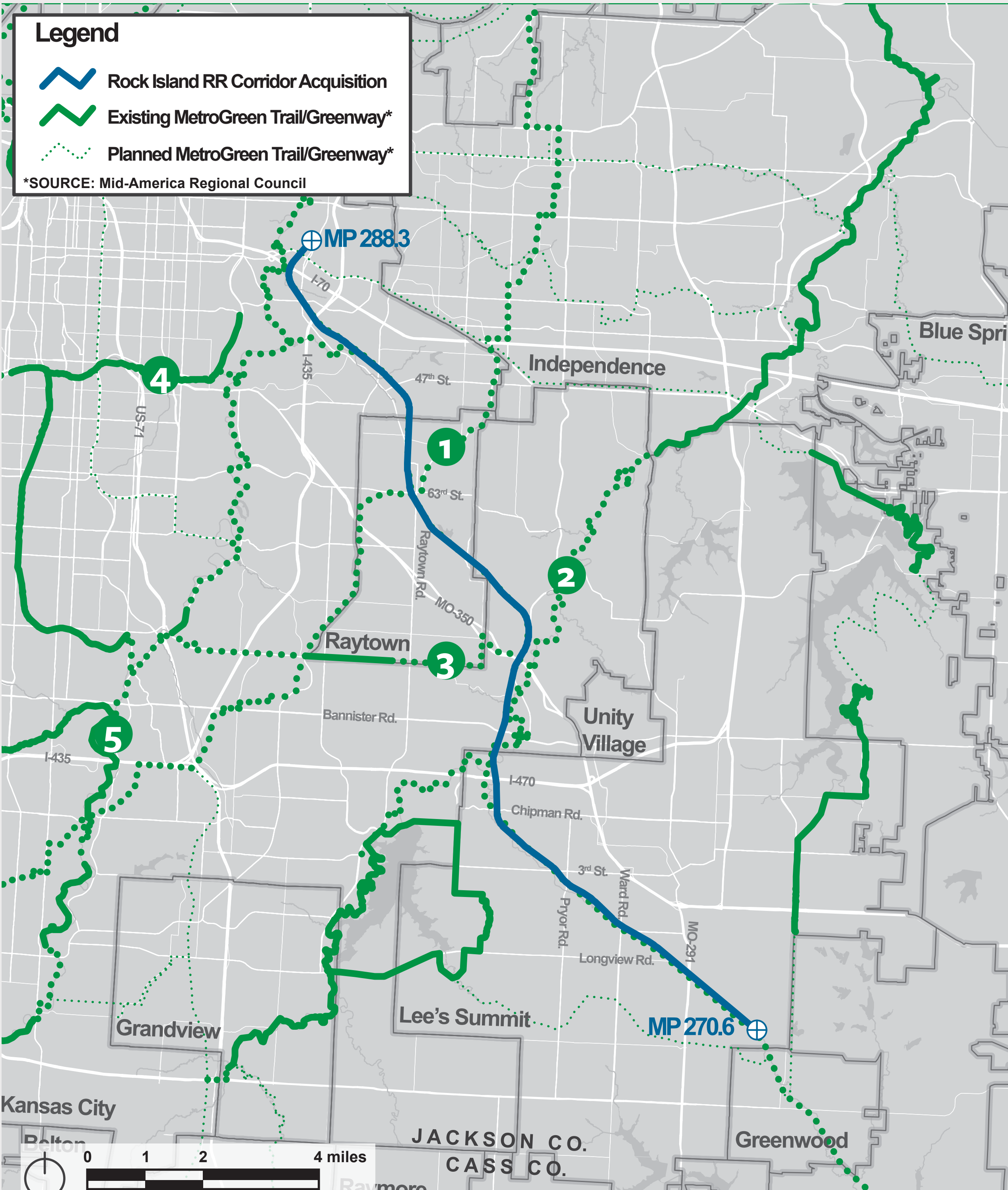


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REGIONAL TRAIL CONNECTIONS

The Jackson County Rock Island Shared Use Path will connect with many of the region’s longest and most popular trails. Most of our region’s trails are built along waterways and ridgelines. The Rock Island crosses many of these waterways, creating many connection points and an ideal “spine” for our region’s trails.



1 Three Trails Retracement Route

In Downtown Raytown users will be able to hop off the Rock Island and see where the California, Oregon and Santa Fe trails crossed before heading west. These paths can be followed north to Independence or west toward Kansas.



2 Little Blue Trace Trail

The partially completed Little Blue Trace trail will take users north from the Rock Island into Independence, and southwest to Longview and ultimately toward Grandview and Belton.



5 Blue River Trail

The planned Blue River Trail system heads north from 40 Highway and will eventually go as far south as 110th and Holmes. This will also connect through the Zoo and eventually to the Indian Creek Trail and the Harry Wiggins Trolley Track Trail.



4 Brush Creek Trail

The Brush Creek trail will connect to the Rock Island near the Truman Stadium Complex. From here users can head west and reach the Country Club Plaza.



3 87th Street Connector

This route will take users west from the Rock Island toward the new Cerner Three Trails office. Further west, it connects to the Blue River and the Harry Wiggins Trolley Track Trail.

SHARED USE PATH DESIGN CRITERIA

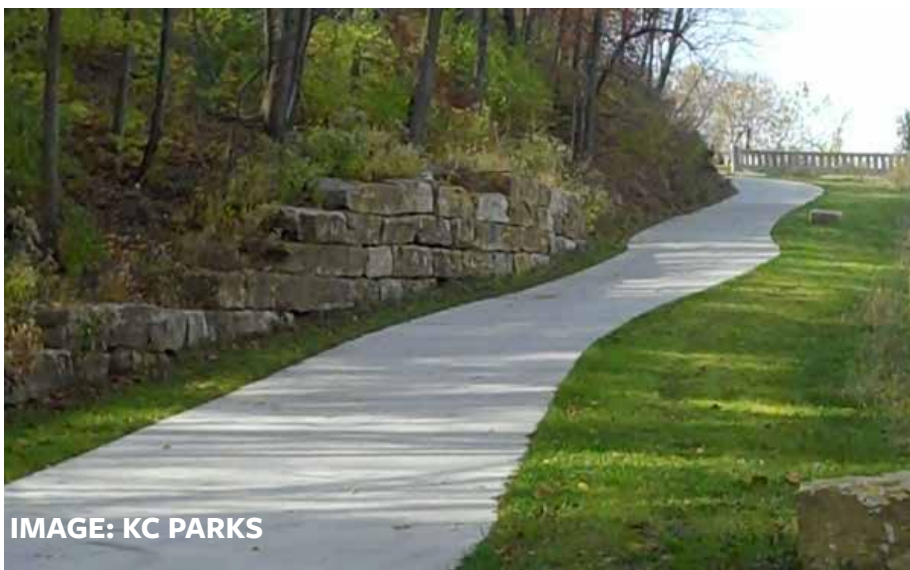
Shared Use Path Alignment

On many rail-trails, the existing, relatively flat “rail bed” is used as the location for the trail or shared use path surface. The Rock Island Corridor shared use path, however, is different. In order to accommodate future transit plans and preserve the national rail network, the trail will be located generally to the west or southwest of the existing rail bed. In areas where transit service is not likely to be implemented in the near future, the share use path will use the existing rail bed. The images to the right show typical sections of the trail location both on and off of the existing rail bed. Retaining walls and 3:1 embankments will be used to create an acceptable shared use path surface in locations off the existing rail bed.

Grade

The slope of the shared use path will vary from place to place on the corridor. In areas where the existing rail bed is used, the typical slope does not exceed 1.5%. In areas where the shared use path is located off the existing rail bed, the maximum slope will typically be 5%, with few exceptions.

Path Surface

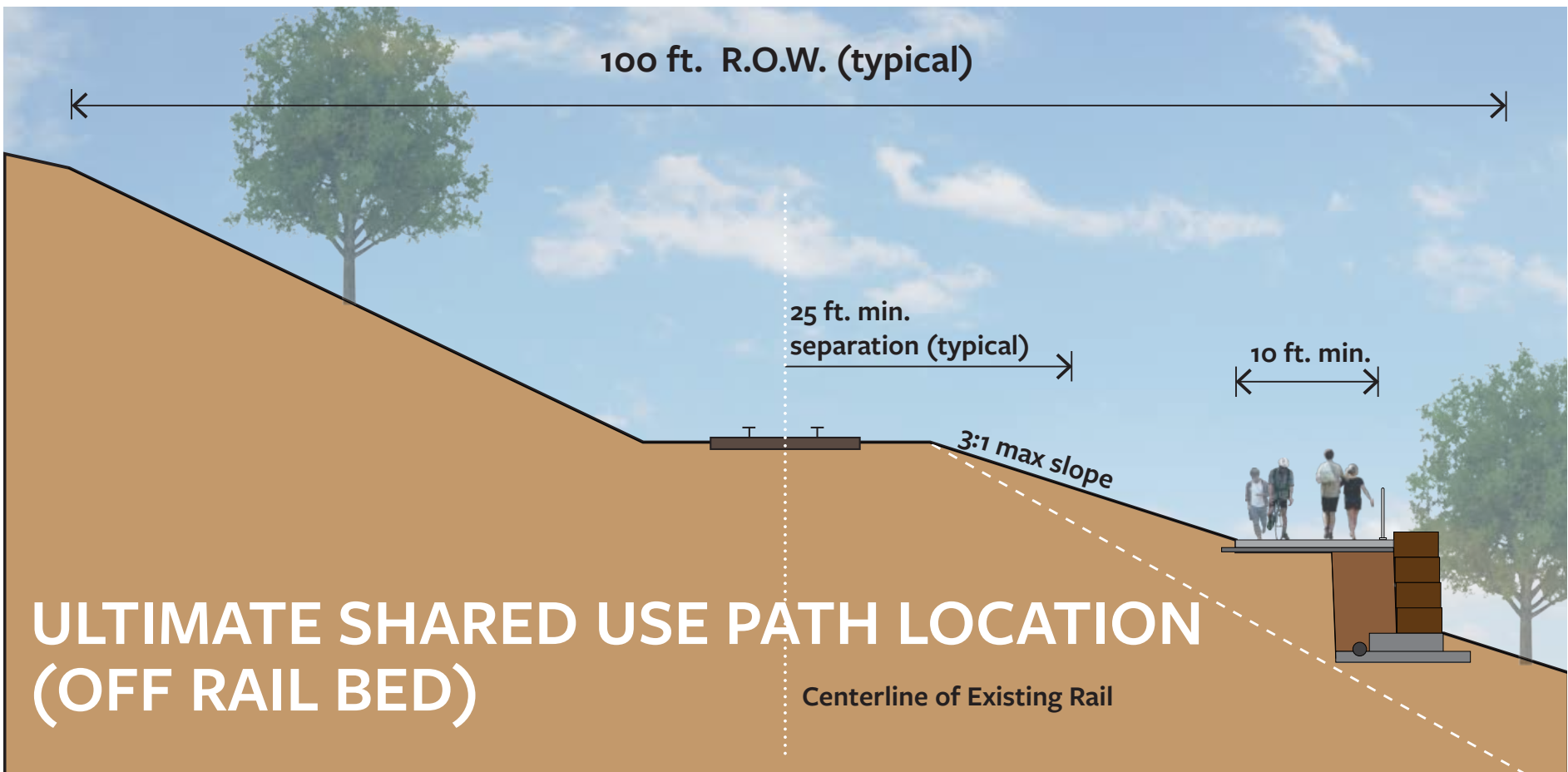
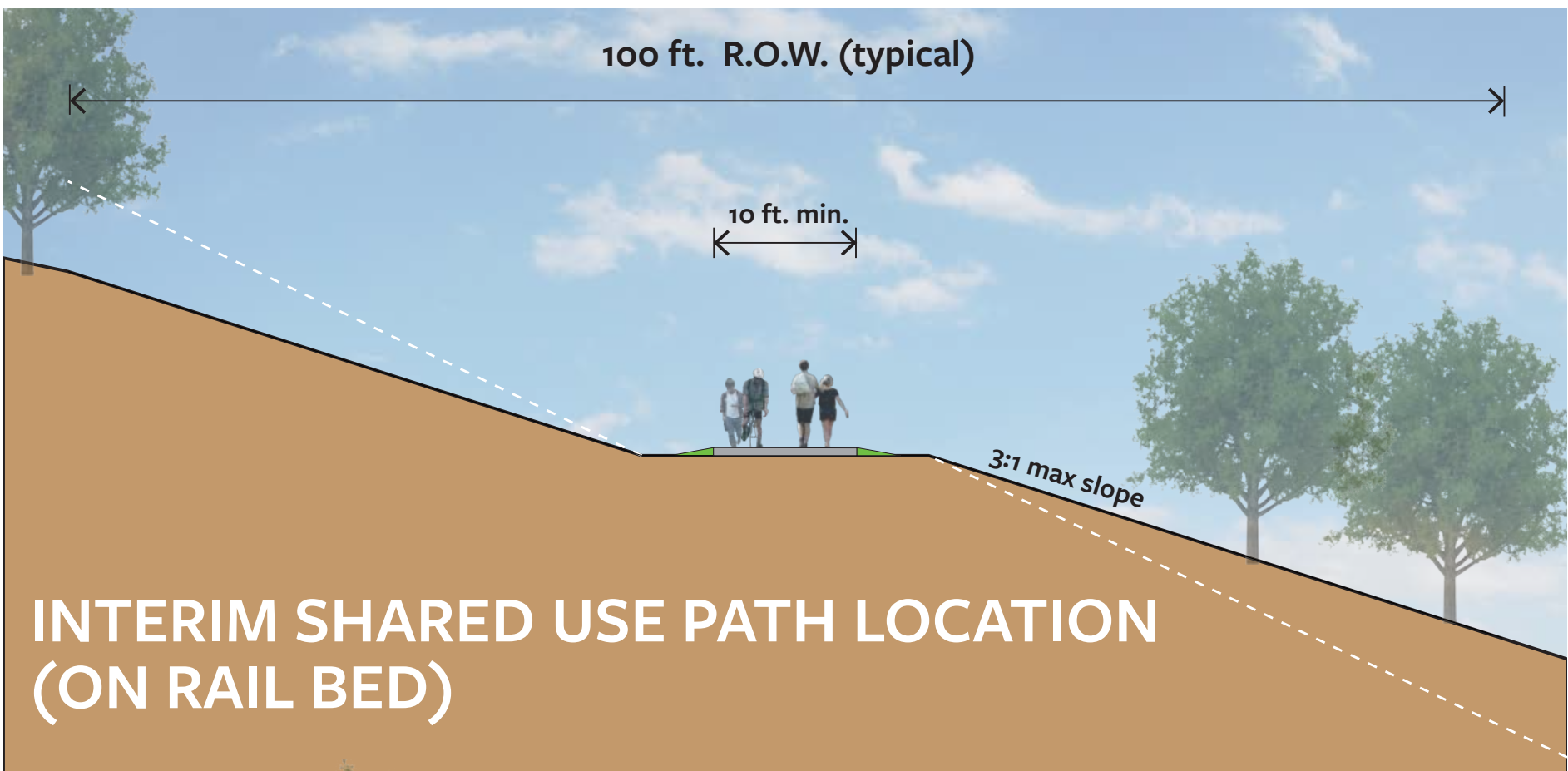


Maintaining a stable surface for the shared use path is critical for the comfort and convenience of bicyclists and pedestrians. Typically, a fine crushed limestone gravel will be used on the corridor, similar to the KATY trail, Little Blue Trace trail, or Trolley Track Trail. However, where the path exceeds a 3% grade or where there are drainage issues, a concrete surface will be used to reduce maintenance costs.

At-Grade Crossings



Although most of the corridor has grade-separated road crossings, allowing for convenient pedestrian travel, there are a few at-grade pedestrian crossings. These crossings will be marked perpendicular to the roadway. Where the amount of traffic warrants it, a rectangular rapid flashing beacon (RRFB) will alert drivers of the pedestrian crossing.



Bridges

Most existing freight rail structures are being re-used in the interim, until the ultimate trail alignment is built. However, new pedestrian bridges will be built over 47th Street, Blue Ridge Cutoff, and Sportsman Drive so that the existing structures can be used for transit when it is implemented.



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SAFETY AND PRIVACY ON THE ROCK ISLAND CORRIDOR

After nearly 40 years of inactivity on the Rock Island Corridor, new bicycle and pedestrian users will occupy the corridor for the first time. Safety for the Shared Use Path’s users as well as the area’s residents and business owners is a top priority for the design of the corridor.

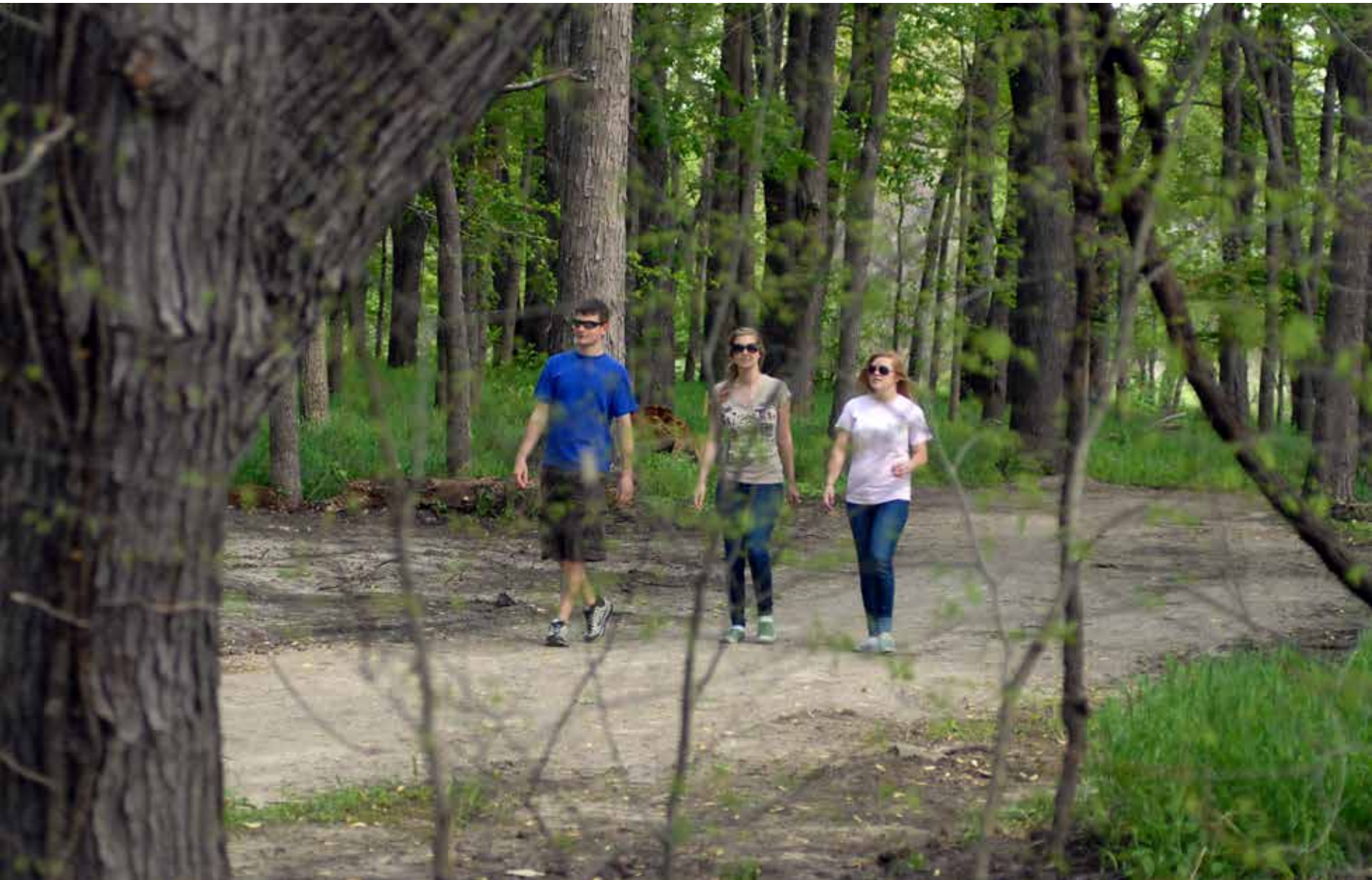
Emergency Response



The Mid-America Regional Council (MARC) has developed an emergency response system for our region’s trail system. All participating regional trails have markers every 1/5 mile with a unique code corresponding to a specific location for use by emergency responders.

We are creating an emergency response plan for the corridor that identifies key points of access for first responders. Access for first responders will be provided at trailheads, at-grade road crossings, and at other key locations. The emergency response plan will be developed in coordination with the municipal police, fire, and EMS, as well as MARC’s public safety communications committees.

Crime Prevention Through Environmental Design (CPTED)



Studies show that areas with trails are safer, on average, than the communities as a whole*. This applies to both urban, suburban, and rural trails. Trails bring both commuters and recreational users to an area, increasing the amount of eyes watching the trail and decreasing the opportunities to commit a crime unnoticed. The Rock Island Corridor Shared Use Path will be designed with CPTED principles in mind. This includes the following standards:

- Creating long, clear sight lines
- Controlling access to the corridor
- Reducing “hiding spots” along the corridor
- Providing lighting in strategic areas, such as trailheads
- Providing adequate wayfinding for users

In addition to these design measures, coordination will take place with local police and the County Sheriff, park rangers, and private security to make sure there is a regular security presence on the corridor.

*Tammy Tracy and Hugh Morris, Rail-Trails and Safe Communities: The Experience on 372 Trails, January 1998, <http://www.railtotrails.org/resourcehandler.ashx?id=3503>.

What about fencing?

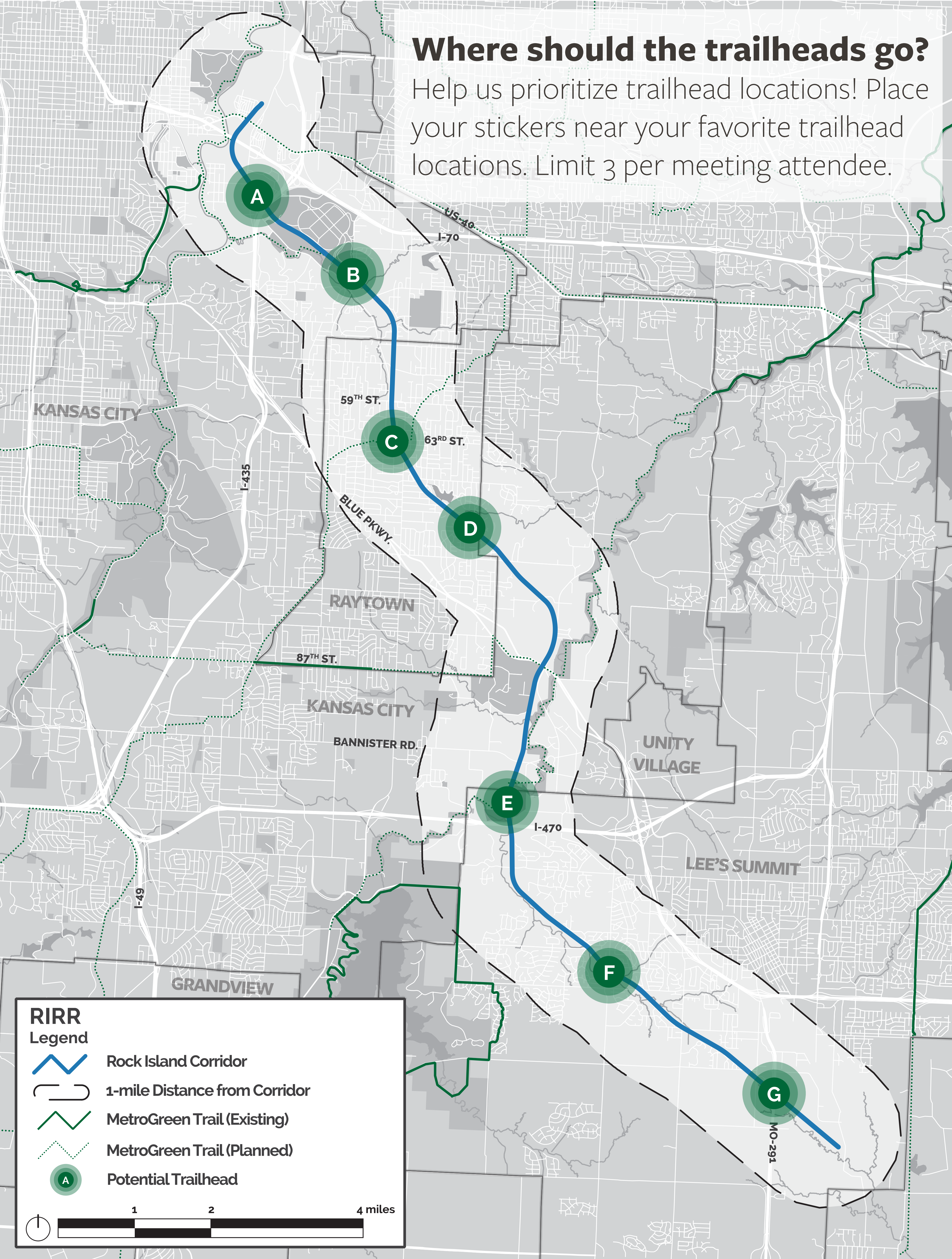


Property adjacent to the Denton Katy Trail. Individual property owners provided different types of fencing, or no fencing at all.

Every individual property owner will have a different expectation for privacy along the Shared Use Path. Some, such as the property owner pictured to the left, will want direct access to the Shared Use Path from their back yards. Others will want a greater degree of privacy. Although property owners are welcome to erect fences and plant trees and shrubs on their property, fencing will only be provided in certain areas to promote user safety.

In many cases, existing vegetation and differences in grade create a natural barrier between the Shared Use Path and adjoining property owners. Efforts will be made to maintain as much of this vegetation as possible, in particular near single-family residential areas along the corridor.

TRAILHEAD SPACING & LOCATIONS

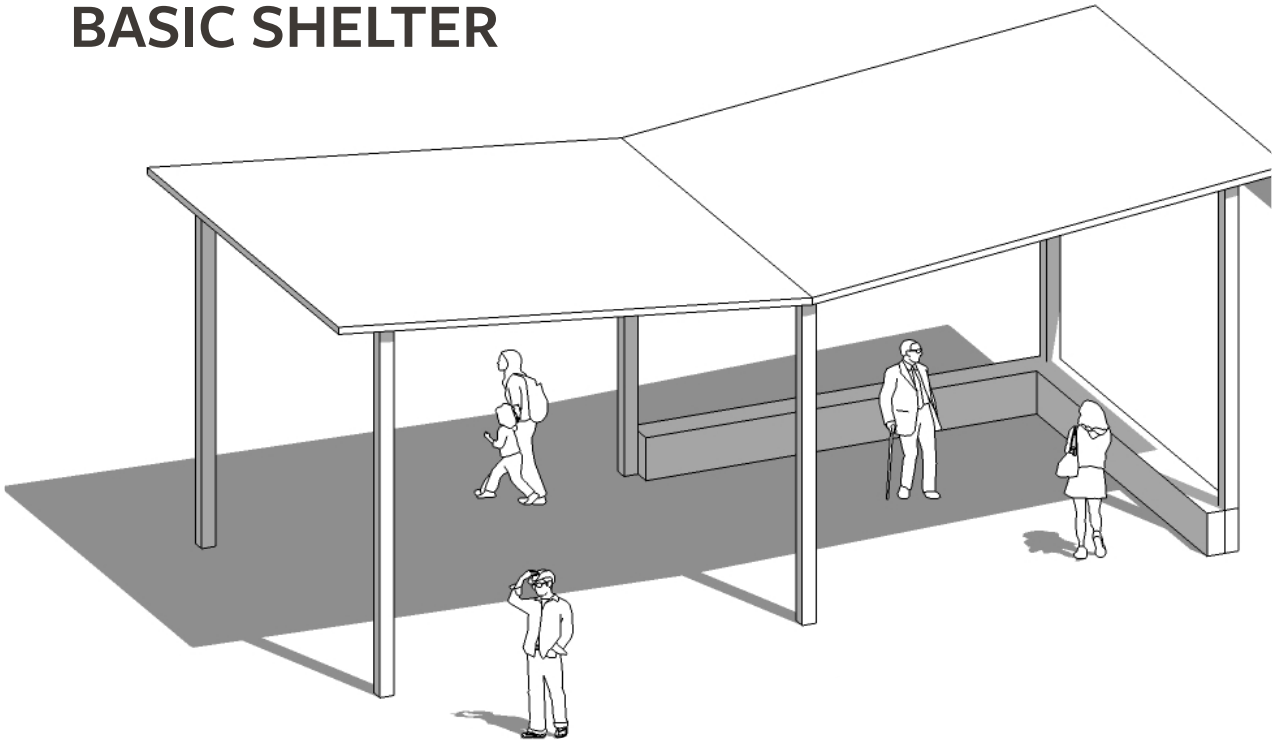


TRAILHEAD DESIGN & AMENITIES

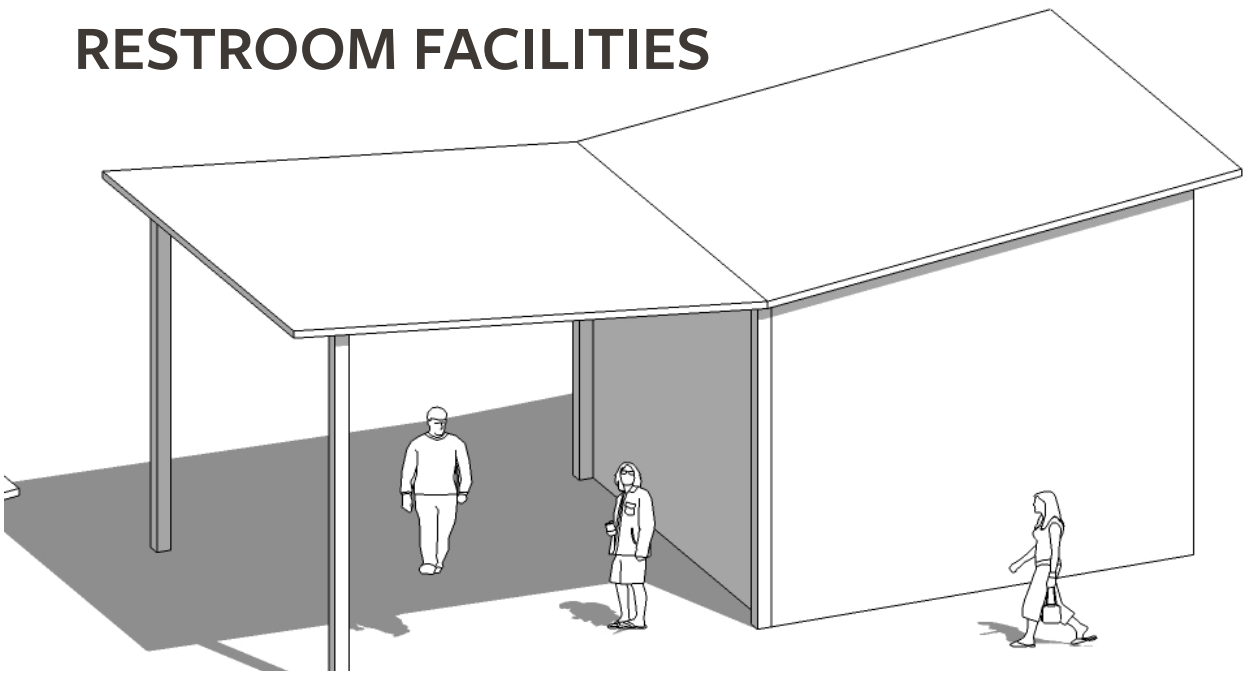
What amenities are most important to you?

Help us identify the types of amenities to include at our trailheads. Place stickers (limit 4) in the grey boxes next to each amenity. If something is missing from our list, let us know!

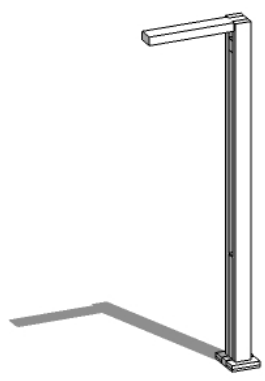
BASIC SHELTER



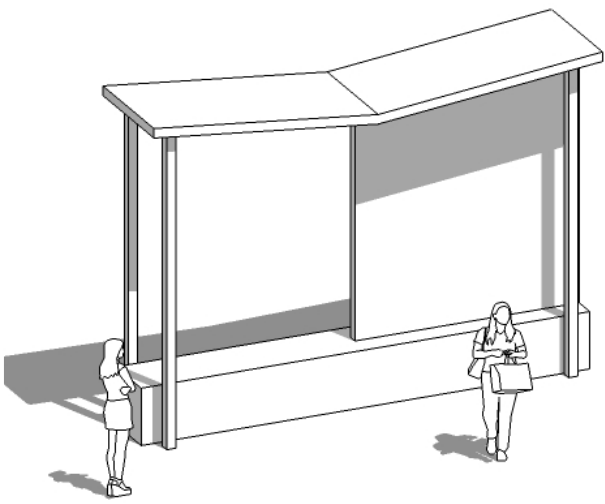
MAJOR SHELTER WITH RESTROOM FACILITIES



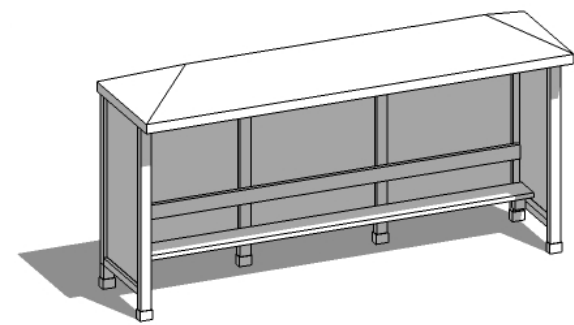
LIGHTING



INFORMATION KIOSK



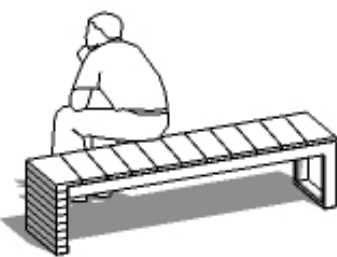
TRANSIT SHELTER



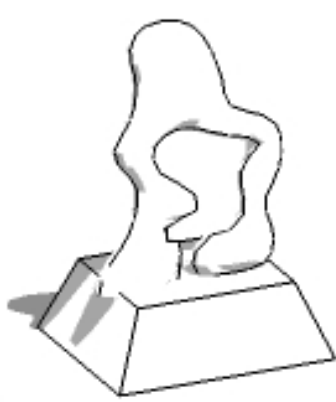
BIKE PARKING



BENCH



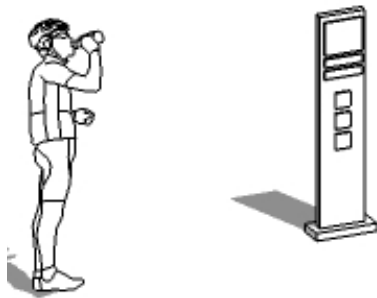
ART



BIKE REPAIR



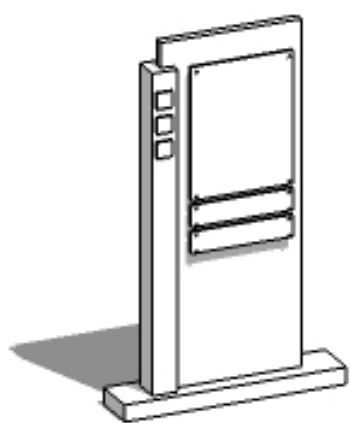
MILEMARKER



TRASHCAN



BASIC SIGN



STAY CONNECTED!

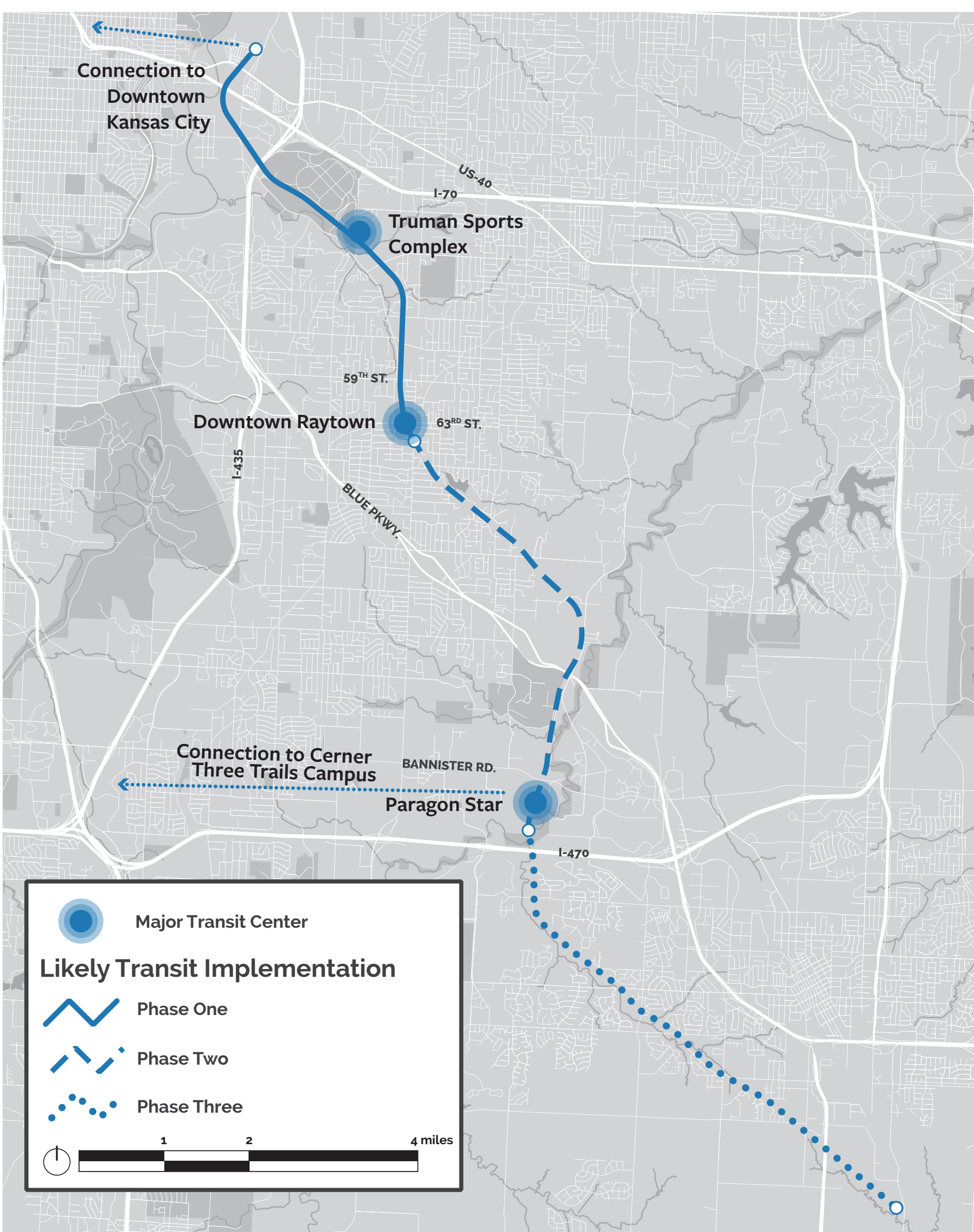
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RideKC

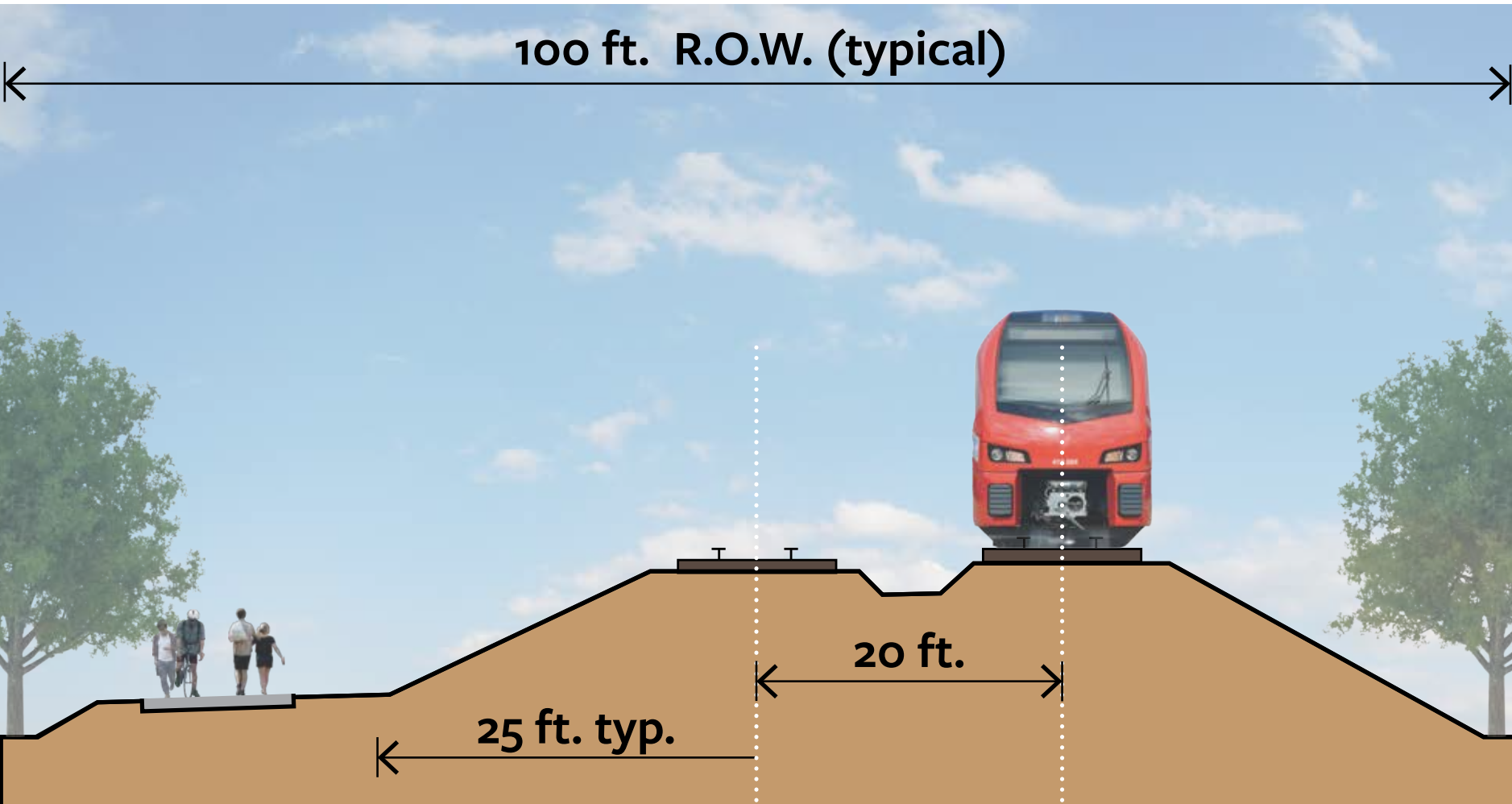


WHAT ABOUT TRANSIT?

The Rock Island Corridor has long been studied as a major transit corridor that could connect Jackson County communities. The ultimate implementation of this will be the KCATA’s responsibility. While the KCATA studies various transit options on the corridor, Jackson County is working to make sure that the corridor can accommodate the shared use path and multi-modal transit within a 100-foot right-of-way, while still preserving the national rail network.

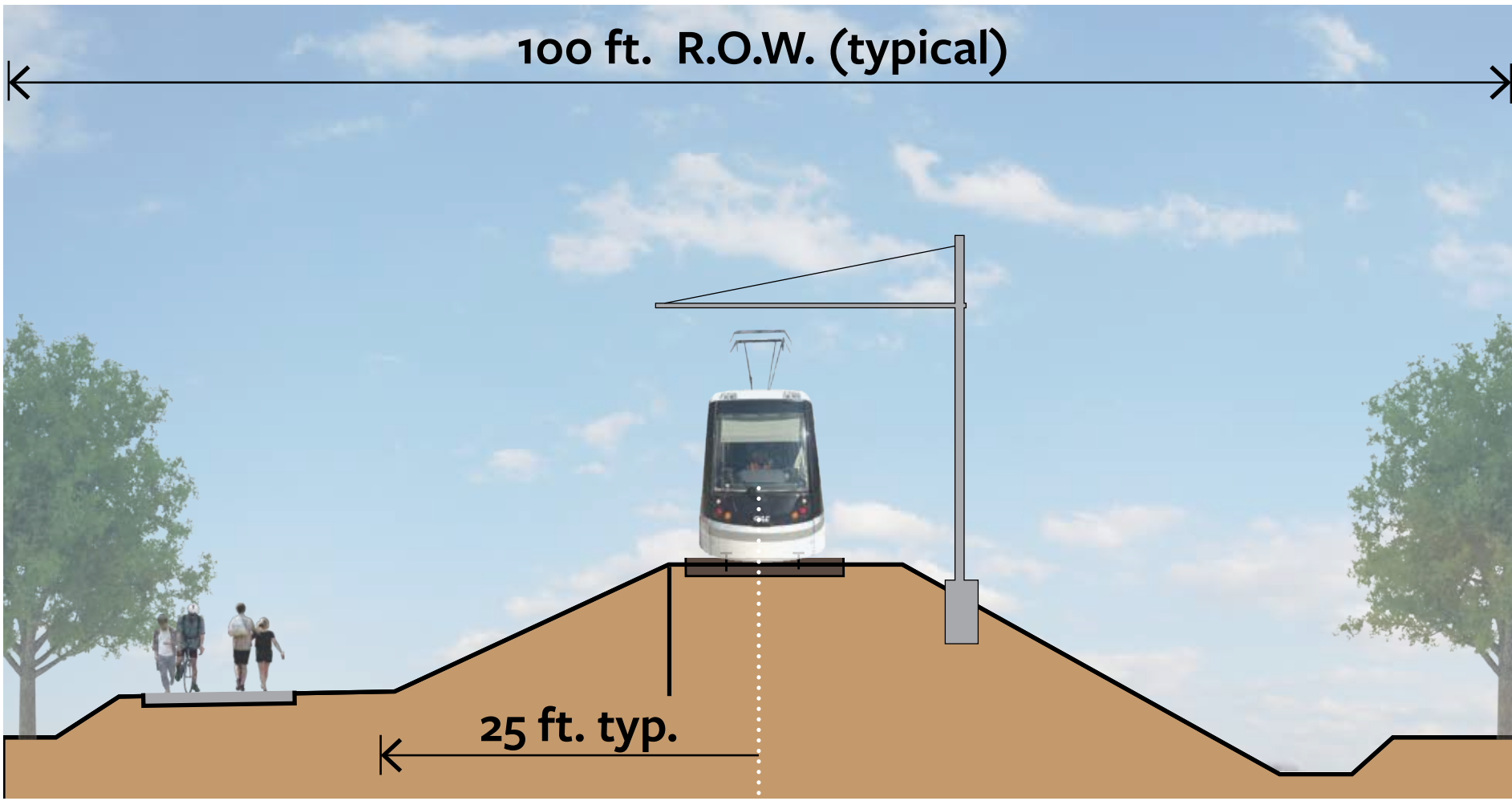


Commuter Rail (DMU)



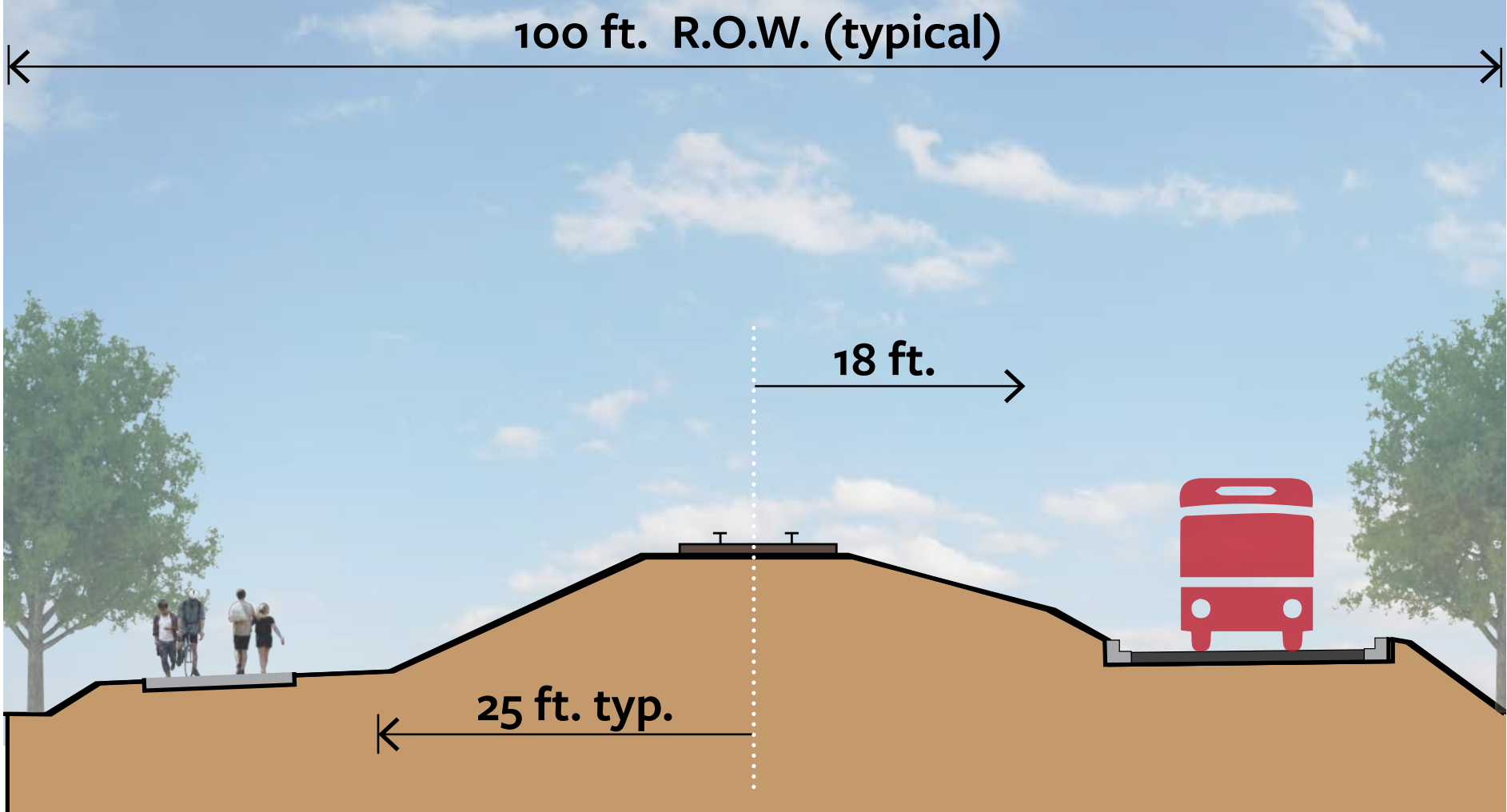
The illustrated cross-section, above, shows how a commuter rail vehicle (in this case, a diesel multiple unit or DMU), could operate safely next to a bicycle and pedestrian path. The photograph below shows the actual implementation of this concept in Denton, TX in a slightly smaller right-of-way.

Light Rail/Enhanced Streetcar



As an alternative to a commuter rail vehicle, the corridor could also accommodate a light rail or enhanced streetcar vehicle, offering some interoperability benefits with the existing streetcar system. Overhead catenary wires and poles would be necessary to power this vehicle.

Bus Rapid Transit or Express Bus



The corridor could also accommodate a one-lane busway as a cost-effective transit solution that could potentially beat existing drive times to downtown.