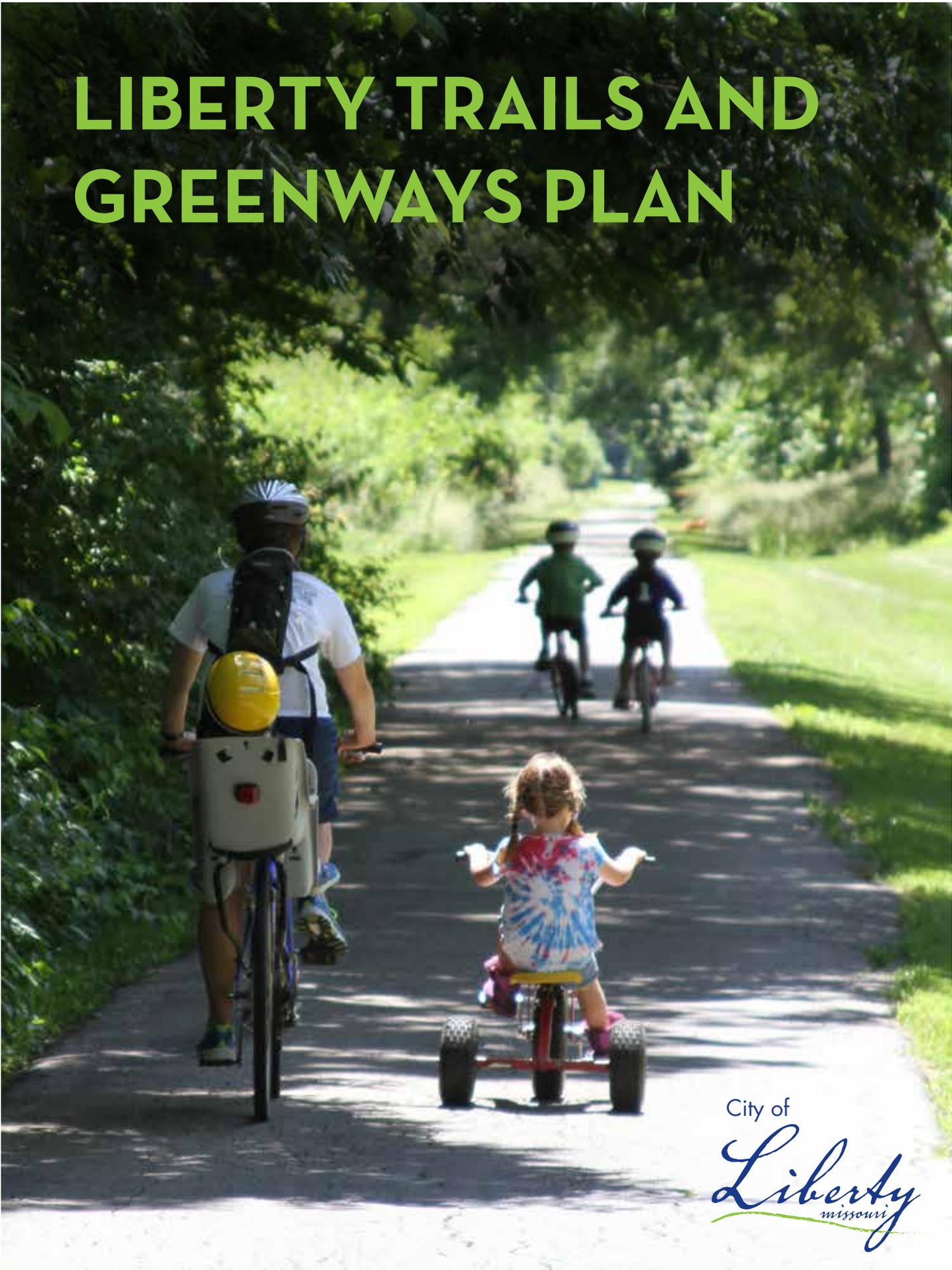


# LIBERTY TRAILS AND GREENWAYS PLAN



City of  
*Liberty*  
missouri

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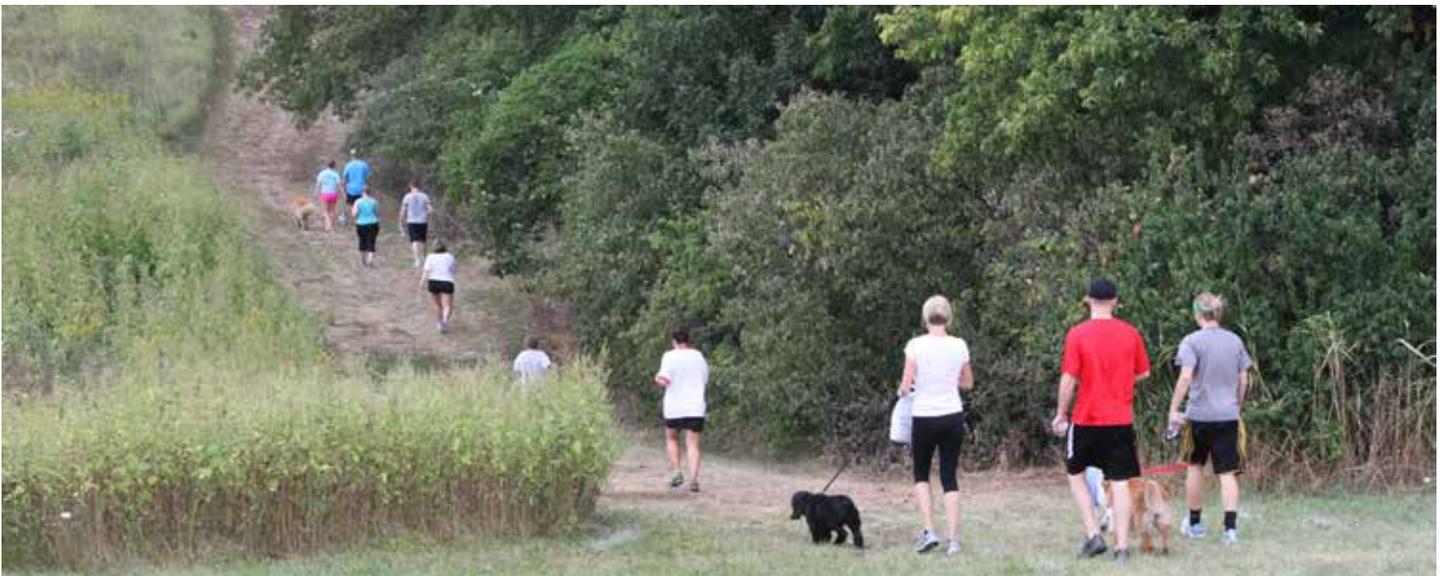
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# EXECUTIVE SUMMARY

The Trails and Greenways Plan serves as a guide to achieving the goal of a citywide, interconnected, multi-use trail system. The Plan was guided by a Staff Advisory Team, informed by previous and ongoing parks and trails planning efforts, and developed through a public participation process consisting of community meetings and online information and feedback.

The purpose of this plan is to establish the framework for a citywide multi-use trail system, enhancing opportunities for accessible recreation and non-motorized transportation for Liberty's citizens.

The implementation of the plan is expected to provide a suite of community benefits, including an overall increase in active outdoor recreation, with the many associated mental and physical health benefits for people of all ages.

The map of the citywide trail system includes nearly 80 miles of trails along streets, streams, upland greenways, former roadways, and within rail corridors and other rights-of-way. This plan includes a discussion of the priorities, processes, and standards to be followed in trail development projects.

Completion of the system of trails and greenways identified in this plan will require new partnerships, funding sources, and construction mechanisms. As the trail system grows across the City, Liberty will become a healthier, greener and better connected community with abundant opportunities for accessible transportation and outdoor recreation.



# PLAN PURPOSE, VISION, GOALS AND BENEFITS

The City of Liberty has developed this Trails and Greenways Plan to provide the framework for a citywide, interconnected, multi-use trail system. The Trails and Greenways Plan is an update to the future trails map in the Parks and Open Space Master Plan<sup>1</sup> completed in 2002.

## PURPOSE

Trails and greenways provide linear corridors of green space that offer scenic beauty along with safe, uninterrupted pedestrian, bicycle or wildlife movement. They provide key linkages between parks, neighborhoods, community services and schools while conserving the ecologically unique areas along streams. By creating access opportunities for citizens across the City, a trail system provides safe opportunities for users to experience nature and the outdoors as part of their everyday lives, thus enhancing community health and wellbeing.

A citizen survey<sup>2</sup> conducted as part of the Parks and Open Space Master Plan found that walking and biking trails were the most important existing facilities, as well as the most important future facility to develop and maintain. Unfortunately, no new trails have been added since the adoption of the Master Plan in 2002. The purpose of this Trails and Greenways Plan is to establish the framework for a citywide multi-use trail system, enhancing opportunities for accessible recreation and non-motorized transportation for Liberty's citizens.

## VISION

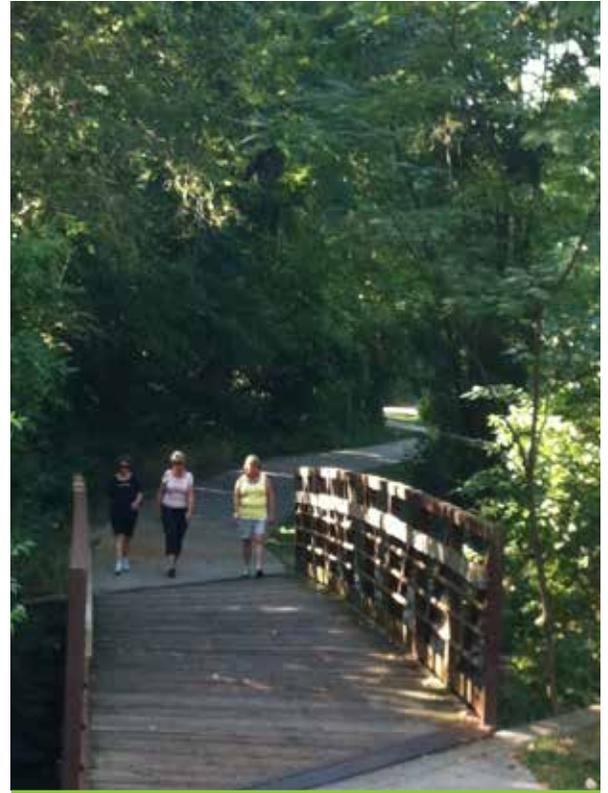
The vision for the Trails and Greenways Plan is a citywide trail system that will provide easily accessible opportunities for safe outdoor recreation and bike/pedestrian transportation by connecting neighborhoods, parks, schools and other public places via greenways and other off-road corridors.

## GOALS

While Liberty currently has more than 10 miles of paved trails, most exist as isolated segments in parks. These trails provide great opportunities for neighborhood recreation, but the vast majority of Liberty's population lives more than a ½ mile from an existing trail. Furthermore, these trail segments are not connected, so they cannot provide a means for alternate transportation.

**The Liberty Trails and Greenways Plan will enhance community health and quality of life by accomplishing three main goals:**

1. Provide safe, easily accessible opportunities for recreation for all Liberty residents.
2. Create an alternate transportation system that gives citizens the option to use nonmotorized transportation for travel within and outside of Liberty.
3. Ensure that our residents can experience nature in their everyday lives by locating trails along streams and other greenway corridors wherever possible.



*Trail users cross a bridge along a trail in Westboro-Canterbury Park.*



**In a citizen survey conducted as part of the Parks and Open Space Master Plan, Liberty residents rated walking and biking trails as the most important parks and recreation facility to their household, as well as the most important new facility to develop and maintain<sup>2</sup>.**

## BENEFITS

Cities and towns throughout the Kansas City metropolitan area are recognizing the multiple benefits of trails in their communities. Trails enhance community health and quality of life by providing easy access to everyday outdoor recreation and interaction with nature. An interconnected trail system provides safe routes for users of all ages to walk, run or bike from home to parks, schools and public places. According to a 2002 study by the National Association of Homebuilders, trails are the top amenity — second only to highway access — cited by potential homeowners when considering a new community<sup>3</sup>.

A connected multiuse trail system can provide a significant economic boost to nearby residential and commercial areas. Trails increase property values by enhancing the perceived quality of life of those that live nearby<sup>4</sup>. Increased property values can increase local tax revenues and help offset trail construction costs. In other communities, trail and greenway systems are providing a pull for home buyers and business owners. Trails are viewed as amenities by residential, commercial and office park developers who, in turn, are realizing higher rental values and profits.

**The completion of the trails and greenways network is expected to provide an array of additional community benefits, including:**

- An overall increase in active outdoor recreation, with the many associated mental and physical health benefits for people of all ages.
- Easy access to parks and trails for more of our citizens.
- The greater availability of a no-cost facility for family oriented activity.
- Greater bicycle usage among children and teens for trips to and from schools and other destinations, with the associated social interaction and physical benefits.
- Better air quality, less traffic congestion, reduced transportation costs, and reduced greenhouse gas emissions due to fewer motorized trips.
- Multiple benefits of maintaining forested greenways, including aesthetic values, stormwater and groundwater retention, habitat conservation, air pollution absorption and water pollution reduction. Greenways that buffer streams can mitigate flooding and reduce streambank damage by slowing and absorbing stormwater runoff. Trees, grasses, leaves and downed logs and limbs can enhance water quality by filtering excess nutrients and pollutants before they reach the stream.

# PLANNING PROCESS

The Trails and Greenways Plan was guided by a Staff Advisory Team and developed through a public participation process consisting of community meetings and online information and feedback. The map was then amended to best fit the vision of the community. The draft plan was reviewed by the Parks and Recreation Board, Planning and Zoning Commission and City Council.

## TRAIL ROUTE SELECTION/MODIFICATION

Updating the trail map began with the trails map from the 2002 Parks and Open Space Master Plan. Staff identified opportunities to connect trails outside of Liberty, specifically routes identified in the Trails KC Plan<sup>5</sup>. Consideration was also given to the MARC MetroGreen regional trails plan<sup>6</sup> and the Northland Trails Vision Plan<sup>7</sup>. Staff reviewed aerial imagery and utilized GIS to identify possible connections. Some connections came from infrastructure projects such as the Flintlock Flyover, which connects vehicles, bicyclists and pedestrians from Liberty to Kansas City. Sewer extension projects also allowed potential future trail connectors to be identified.

Areas of high ecological value, which were identified in the Liberty Community Forest Conservation Assessment<sup>8</sup> were considered for trail development. Completed in 2013, the assessment prioritized forest tracts throughout the City based on the multiple values they provide. Trees play a vital role in absorbing ozone and other air pollution, storing carbon, and mitigating the urban “heat island effect.” Tracts of forest provide important habitat for wildlife, whose presence enhances the experience of the trail user. The conservation priority map that resulted from the study (Appendix A) was used to inform the location of routes for this Trails and Greenways Plan. Additionally, segments of trails shown on the 2002 map that were no longer viable because of development patterns were removed.



The development of the Plan coincided with two other planning efforts that contributed to the plan's vision and goals. The Physical Activities Task Force of the Liberty Community Health Advisory Team recommended addressing walkability and connectivity through the development of more connected sidewalks and trails throughout the City. The Liberty Parks and Recreation Advisory Board developed a strategic planning document that included several key actions related to trails and greenways:

- Create trail connections among neighborhoods, schools, daycares, shopping and parks
- Plan and establish a system of connected greenways to provide opportunities for interaction with nature via hiking, walking and biking

## **PUBLIC PARTICIPATION**

The Trails and Greenways Plan was developed through a collaborative process in which proposed trails were adapted and adjusted based on citizen input. Citizen involvement in the process included citizen participation at two open house meetings that illustrated the framework for an interconnected, multi-use trail system. At the open house meetings, which were held at the Clay County Public Health Center and Liberty City Hall, the proposed trail routes were displayed in a manner that encouraged input from community members.

A traveling display of the proposed Trails and Greenways Plan was exhibited at the Liberty Community Center, Liberty City Hall, Liberty Public Library, Woodneath Public Library, Liberty High School, Liberty North High School and William Jewell College.



*Two open houses were held to get community input on proposed trail routes.*

The display contained a QR code and web address that linked to a citizen survey. The citizen survey allowed for additional public input, inviting residents to express their preferences related to opportunities for outdoor recreation and bike/pedestrian transportation.



## OPEN HOUSE FINDINGS

Discussion at the open house meetings centered on connectivity and the desire of citizens to be able to access trails near their homes. When asked to prioritize trail segments, many participants viewed the connector from the Clay Woods and Clay Meadows area to Stocksdale Park as an important connector. Another identified priority trail was the Midtown connector, specifically the segment along Clayview Drive to the intersection at Kansas Street and 291 Highway near Liberty High School.

One interactive station at the open house asked citizens to identify potential obstacles as well as additional trail segments not included on the draft trails map. They identified 291 Highway as a major obstacle for safe pedestrian and bicycle movement. An additional segment suggested was a “Rail to Trail” segment along the Burlington Northern rail route that runs through Liberty from Kansas City to Kearney.

## SURVEY RESULTS

An online survey was conducted to gain citizen input for the development of the Trails and Greenways Plan. Respondents indicated that the trails will be used most frequently by walkers/hikers, followed closely by runners/joggers. Of the trail routes identified, the respondents selected the Midtown Connector loop (25%) and the Liberty 5K loop (24%) as the highest priority. Survey results indicated that most respondents used trails for exercise (34%) and to enjoy nature (31%). Survey participants also were given the opportunity to provide additional comments on the development of a multiuse trail system in Liberty. Results are attached as Appendix B.

**Greenway trails provide outstanding opportunities for users to experience nature in their everyday lives. Studies show that such experiences can have significant mental health benefits, including stress reduction in adults<sup>9</sup> and reduced anxiety and attention disorders in children<sup>10</sup>.**





# TRAIL TYPES AND USAGE

The Trails and Greenways Plan is intended to encompass an interconnected multiuse trails and greenways network. This network will traverse a variety of environmental and topographical conditions, including neighborhoods, commercial districts, rural areas, forested streams, parks and other green space. Trail type and usage is expected to vary across this network.

Wherever possible, trail routes will lie within an interconnected network of greenways. Greenways are undeveloped natural corridors that may include forest or other conservation areas, but may simply be open green space that buffers trails from surrounding neighborhoods and developed areas. Greenways maintain landscape linkages for people and wildlife, while providing a suite of additional community benefits, including floodwater management, pollution reduction and habitat conservation.

It is important to note that this plan covers only multiuse trails. Bikeways and primitive trails are not addressed in this plan. On-street bikeways are expected to be addressed in a future plan. Primitive trails are specific recreational resources that are considered to be park amenities, and information on these trails can be found in separate parks-specific documents. This plan includes the following types of trails:

## STREAMSIDE GREENWAY TRAIL

Streamside greenways occur along stream corridors, usually within the floodplain of the adjacent stream. The preferred surface for these trails is concrete, since soft surfaces are susceptible to damage from flooding. However, paved surfaces may not be allowed in certain areas due to environmental restrictions, so soft surface trails may be used in these areas. In addition, soft surfaces may be considered as an interim trail type that will allow a trail to be built at a much lower cost. As funding allows, these soft surfaces could later be converted to concrete or another hard surface.

## UPLAND GREENWAY TRAIL

Upland greenways can include a wide range of trails that occur within a “green” corridor, including parkland, private forestland, utility easement, inactive road easement or any other corridor maintained as open space. The surface for these trails may vary depending on the context. Soft surfaces may be preferable for most of these trails due to their lower construction cost, low risk of erosion from flooding, environmental compatibility and preference by many runners. Trees will be preserved and/or planted along these trails wherever possible to enhance the user experience.

## RAILWAY TRAIL

Railroad rights-of-way may serve as routes for future trails. These corridors and their existing railbeds are ideal trails due to their existing infrastructure and established corridor through the heart of Liberty. A rail-to-trail conversion could occur if the existing railroad were to cease operation and abandon the right-of-way. Another possibility is the co-location of a trail alongside the railroad track. In these cases, the trail is generally separated by a fence or other barrier for safety. The future construction of a railway trail will require extensive planning and cooperation with the owners of the rail corridor.

## ROADWAY TRAIL

Opportunities exist to utilize limited-access gated roadways as multi-use trail corridors. Paved roadways that have been taken out of service, such as Southview Drive from Ruth Ewing Road to 7 Hills Road, can re-purposed as trails. Additionally, city-maintained gravel roads that are currently gated to restrict usage (e.g. Birmingham Road south of Ruth Ewing) may also be utilized as trails. These roads may ultimately be paved

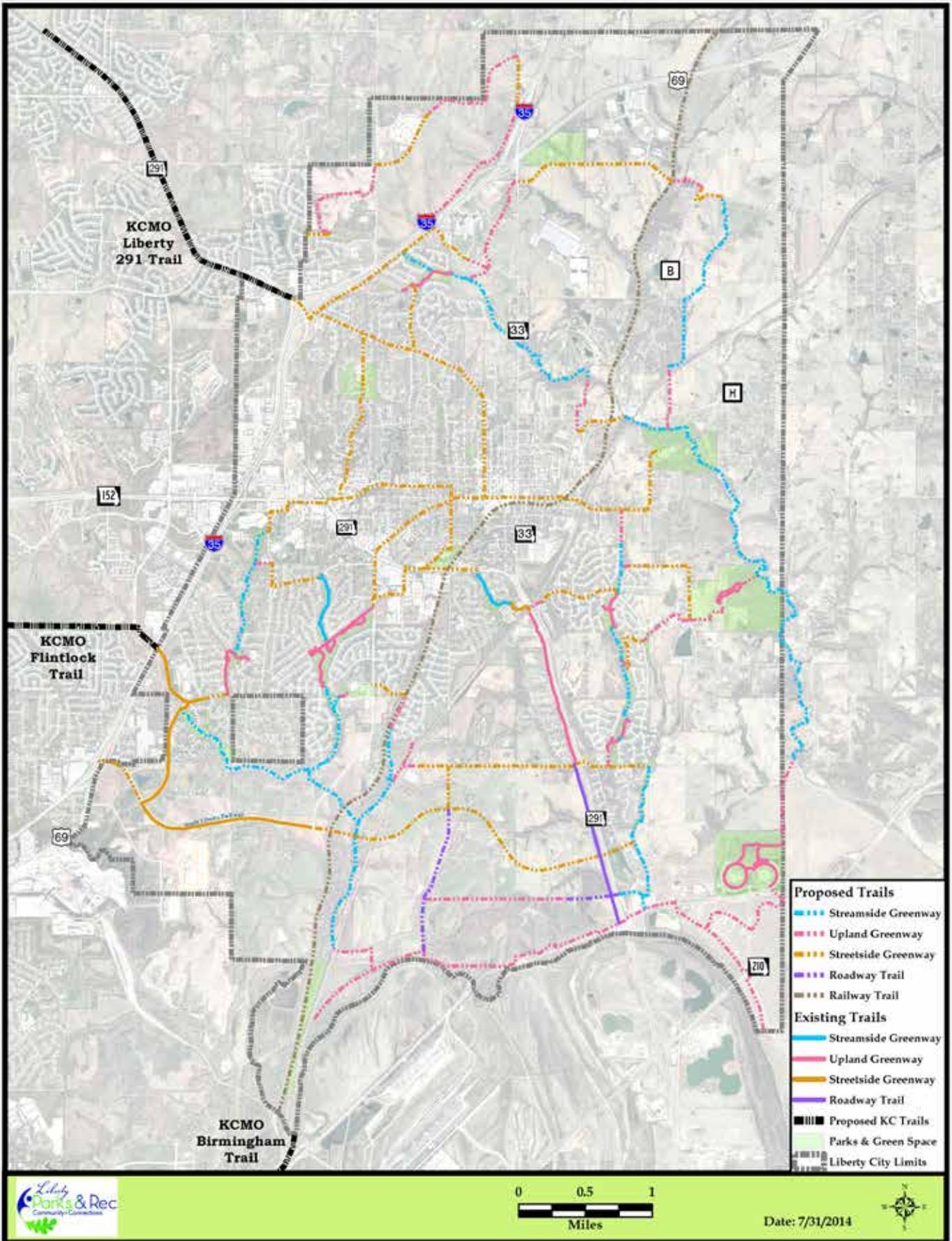


*Greenway trails provide accessible opportunities to experience nature.*

and developed as streets, but they can provide important recreational opportunities in the interim. With future development, trails can be relocated to become streetside trails, or they might be eliminated in lieu of other trail connections. Roadway trails can provide immediate public benefit with relatively little funding requirements. The initial investment in trailhead parking, signage and other appropriate amenities can significantly extend trail miles that would otherwise have been financially prohibitive or would have taken many years to develop.

## STREETSIDE TRAIL

Several trail segments run alongside streets within the right-of-way but outside the roadway itself. These trails are termed “streetside trails”. Streetside trails will serve as important pedestrian transportation corridors to link to off-road trails. The ideal width of streetside trails is 10 feet to accommodate users in two directions. However, existing sidewalks of narrower widths will suffice as an interim trail. In some cases, the context may limit the ultimate width of streetside trails to less than 10 feet. Streetside trails will be separated from the roadway by a narrow planting strip where possible to maximize user safety.



## PROPOSED TRAILS AND GREENWAYS PLAN MAP

The map shows the proposed trails and greenways system for the City of Liberty, Missouri (Figure 1).

**The proposed system encompasses nearly 80 miles of trails, which includes:**

- 17 miles of streamside greenway.
- 22.4 miles of upland greenway.
- 9.3 miles of railway trail.
- 2.7 miles of roadway trail.
- 26.8 miles of streetside trail.

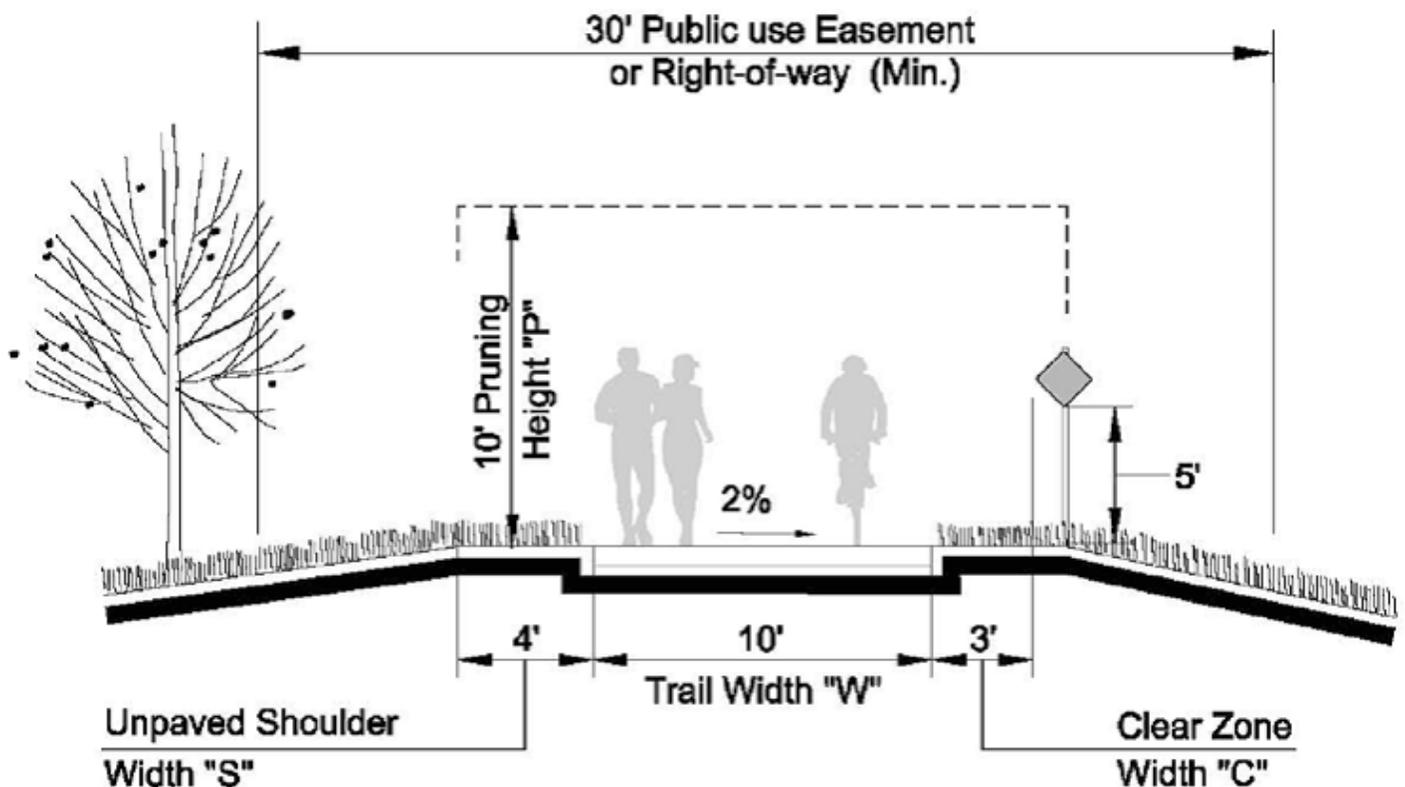
The routes identified on this map should serve as the foundation for the location of trail corridors. Exact location and trail types will be determined at the design phase of each project. Trail routes may change as land is developed to better accommodate the site design while maintaining the overall intended connectivity.

# TRAIL DESIGN STANDARDS

Trail design is intended to meet the requirements for multiple user types across a range of conditions and contexts. The standard trail type will be a 10-foot wide paved surface to allow for two-directional usage by a wide variety of uses with the highest degree of accessibility to people of all abilities. As the trail network develops, high user volumes may necessitate wider trails for some segments. In certain situations, a soft surface trail may be utilized due to lower cost, lower risk of flooding, user demand or environmental context. Because surface types and user desires are expected to change over time, this plan will allow for future flexibility in determining the appropriate surface for any given trail segment.

Design guidelines for all trails will follow the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities<sup>11</sup>, while meeting all requirements of the Americans with Disabilities Act (ADA). Where new trail corridors are being acquired, a 30-foot public use easement should be acquired to allow for the 10-foot wide trail surface, a 4-foot unpaved shoulder, and an additional 6-foot buffer (Figure 2).

FIGURE 2: Trail design standard, from KC Trails Plan



## **TRAIL/STREET CROSSINGS**

Proposed trail routes were located to minimize street crossings, especially at major roadways. However, trails will intersect streets in many locations. Grade-separated crossings via underpasses or bridges are the preferred mode for major roadways. For secondary streets with low traffic volume, at-grade crossings will be utilized.

## **UNDERPASSES**

The trail system crosses several major roadways throughout the City, including Highway 291. To maximize user safety, underpasses will be utilized where appropriate to avoid traffic crossings. Trails will use existing box culvert or pipe underpasses by separating and elevating the trail surface above streambeds. The potential exists to develop shared underpasses with railroad corridors. These parallel paths would be separated from the railroad tracks by barriers or fencing to ensure user safety.

## **BRIDGES**

Trails along streams and floodplains will require stream crossings at multiple locations. Steel bridges with 4-foot rails will be installed at these crossings. Designated trail lanes may be established on vehicular bridges to cross highways, railroads and major streams. Where trails cross major barriers, pedestrian trail bridges may be installed where other options are not available.

## **AT-GRADE CROSSINGS**

Most trail intersections with roadways will use at-grade crossings that will be signed, marked and signalized as determined by engineering

studies. For secondary roadways with low traffic volume, crossings will be signed and marked. Crossings with roadways with multiple lanes, higher speeds, or higher volume may be enhanced with safety features such as flashing beacons, raised crosswalks, or median refuges. Signalized crossings may be required on multi-lane roadways or roadways with higher velocity traffic to further enhance user safety.

## **TRAILHEAD PARKING**

Trailhead parking areas will be established throughout the City to provide optimal access to the trails and greenways system. Parking areas will vary in size based on expected usage. Trailheads will be especially important in areas of town where parks are absent.

## **SIGNAGE**

Trail construction will incorporate informational, safety, interpretive and directional signs to enhance the user experience. Trailside signage will be placed outside a 3-foot buffer from the edge of the trail (Figure 2). As the trail system grows, mileage markers will be established with pavement paint to allow trail users to determine distances and identify locations in case of emergency.

## **TRAIL AMENITIES**

Trail development projects will include the installation of supplementary trail amenities as appropriate, including restrooms, benches, trashcans, drinking fountains, bike racks and lighting. These amenities will vary based on location, trail type, trail volume and other site-specific considerations.

**In a national survey, 90 percent of parents said they are willing to support efforts to provide more places to walk and bike to reduce obesity and encourage healthier lifestyles<sup>12</sup>.**



## **TRAIL IMPLEMENTATION**

### **TRAIL CORRIDOR ACQUISITION AND PUBLIC INPUT**

The proposed trail routes represent opportunities to develop future trails as funding allows. While many trail routes occur on existing public land and right-of-ways, others occur on privately owned land. Trail development will only occur if these corridors are legally acquired from willing landowners.

### **FUNDING STRATEGY**

The implementation of the citywide Trails and Greenways Plan will require new partnerships, funding sources, and construction mechanisms beyond those that currently exist. In the past, trail corridors have been acquired through parkland dedication requirements for new developments. The future acquisition of trails corridors will require the use of a range of new tools, including general CIP funding, payment in lieu of parkland dedication, Parks and Recreation Charitable Fund acquisition, conservation easements, long-term leases, floodplain preservation, and stream setbacks.

Trail construction will require cooperative partnerships with developers, as well as the expansion of funding sources which could include an additional ¼ cent Parks Sales Tax, new sources of state and federal funding, general CIP funding, payment in lieu of parkland dedication, Parks and Recreation Charitable Fund donations, Park Partners donations, crowdsourcing, and other means.

## PROJECT PRIORITIZATION

The Trails and Greenways Plan includes more than 80 miles of trails, the construction of which will be completed over many years.

**Trail corridor and greenway acquisition will be accomplished as opportunities arise based on the following factors:**

- Proximity to existing trails and parkland.
- Opportunity to provide important corridor connectivity.
- Conservation values for natural habitat and wildlife.
- Overlapping benefits for stormwater management, source water protection or other city mandates.
- Parkland dedication with new development.
- Opportunity for land donation as parkland.

**Trail construction projects will be prioritized and implemented according to a number of considerations that include the following:**

- Trail corridor and greenway acquisition.
- Ability to extend an existing trail.

- Number of likely users.
- Opportunity to provide recreation opportunities.
- Potential to cross physical barriers.
- Opportunity to maximize user interaction with nature.
- Potential to enhance safety of non-motorized transportation.
- Opportunity to capitalize on funding availability.
- Partnerships that may assist with implementation or management.
- Connectivity to key destinations or surrounding cities.
- Opportunity to incorporate into city street, utility, or other project.
- Cost per trail mile.

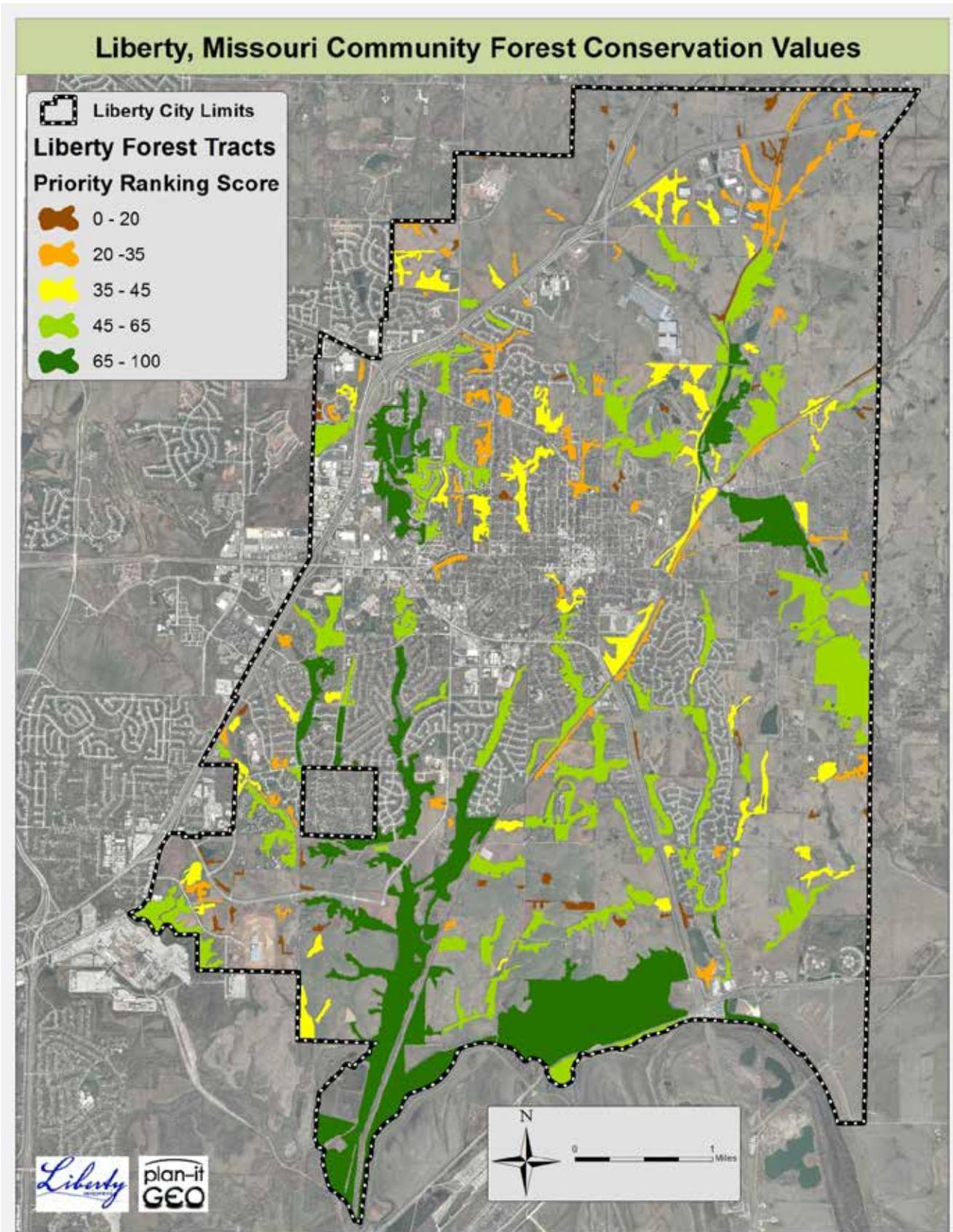
## TRAIL MAINTENANCE

Liberty Parks and Recreation currently maintains all trails within parks, as well as more than three miles of streetside trails along Withers Road and South Liberty Parkway. In the short term, Parks and Recreation will be the lead agency in the maintenance of the trail system. As the trail system grows, additional entities may assume maintenance of some sections of trail.

# REFERENCES

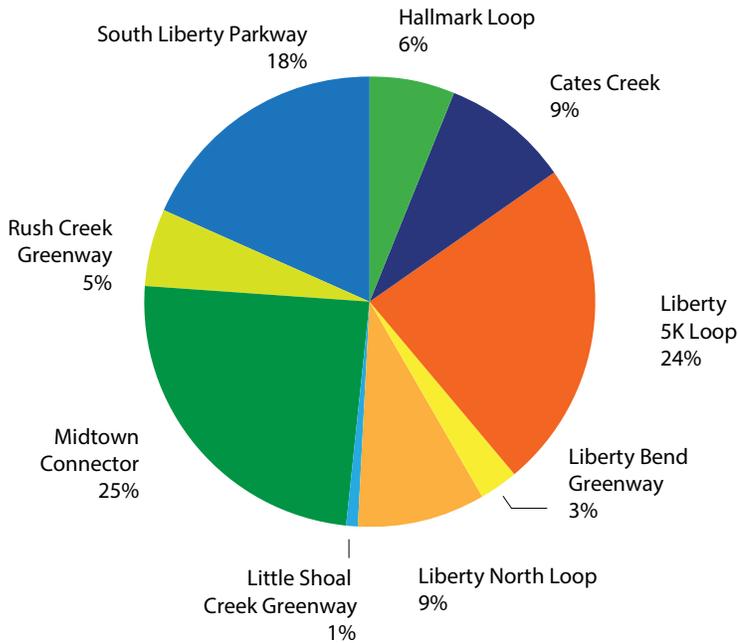
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- <sup>2</sup> Parks and Recreation Citizen Survey, City of Liberty, Missouri. ETC Institute in Association with Patti Banks & Associates. Fall 2001.
- <sup>3</sup> National Association of Homebuilders and National Realtors Association, Home Buyer Survey on the Importance of Community Amenities. 2002.
- <sup>4</sup> Racca, D.P. and A. Dhanju. 2006. Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas. Project Report for Delaware Center for Transportation and Delaware Dept of Transportation. 24pp.
- <sup>5</sup> Trails KC Plan: a comprehensive citywide trail system for Kansas City, Missouri. Adopted November 20, 2008.
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- <sup>7</sup> Northland Trails Vision Plan. 1999. Platte County, Missouri, Parks and Recreation Department, Clay County, Missouri, Economic Development Commission.
- <sup>8</sup> Liberty, Missouri Community Forest Conservation Assessment. Prepared for the City of Liberty. May, 2013. Plan-It Geo LLC.
- <sup>9</sup> Bowler, D. E., Buyung-Ali, L. M., Knight, T. M., & Pullin, A. S. (2010). A systematic review of evidence for the added benefits to health of exposure to natural environments. *BMC Public Health*, 10(1), 456.
- <sup>10</sup> Wells, N.M. 2000. At Home with Nature: Effects of “greenness” on children’s cognitive functioning. *Environment and Behavior* (32), 6, pp 775-795.
- <sup>11</sup> American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 4th Edition. 2012. 200pp.
- <sup>12</sup> Kaiser Permanente Childhood Obesity Prevention Survey. 2013. Field Research Corp.

# APPENDIX A: COMMUNITY FOREST VALUES MAP

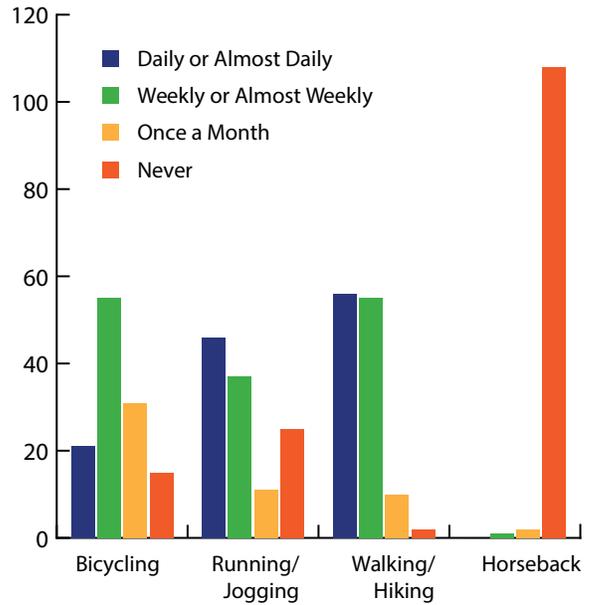


# APPENDIX B: SURVEY RESULTS

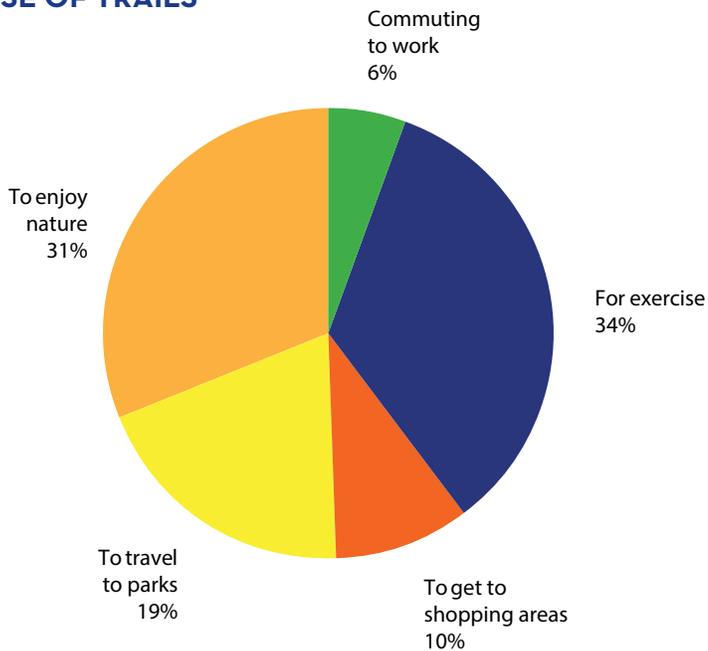
## WHICH TRAIL ROUTE IS MOST CRUCIAL?



## TRAIL USE FREQUENCY FOR RECREATIONAL PURPOSES



## USE OF TRAILS



## SURVEY COMMENTS

Survey participants were also given opportunity to provide additional comments on the development of a citywide trails network. The following is a list of all comments received.

“Marking these trails well is very important.”

“When do we start?”

“Money should go to more important things. I would like to see another I-35 flyover connecting Northwyck to A Hwy for a direct route to Liberty North High School.”

“I would use them much more often if they were closer to campus.”

“I would love to see some more trails here in Liberty. Then I wouldn’t have to drive to other locations in the KC metro area to access decent trail systems like I currently do.”

“I think Glenn Hendren needs a bike trail for safety, especially since it’s the route to Liberty Hospital.”

“I appreciate the idea of using forested streams and natural routes for trails. The riparian corridors along these routes need some type of long term protection as greenways. This will help with stormwater and groundwater retention as well.”

“I am so happy this is a work in progress! Our community needs a better trail system to improve our ability to enhance active lifestyles and health. My family uses the Canterbury trails almost daily. It would be great to extend it further. I would love to see it connected to other trails being planned. Also, I think Canterbury could nicely accommodate 2-3 small soccer fields for practices much closer to home than other facilities.”

“When improving the trails, it is important to take into account the drainage of homeowners’ land. There is a MAJOR drainage issue with a few of the owners back yards along the trail parallel to

Park Ln. Thank you.”

“I love the idea! Can’t wait!”

“I am excited about this project!”

“The trails are a great idea. We would use them often. Thank you for putting together a plan.”

“I’m so glad to see this is becoming a priority. Liberty has severely lagged behind its counterparts in the trail department and limited sidewalks (along 291 to get to the grocery store) make it hard for pedestrians to get around. Thank you for your consideration!”

“My family and I are thrilled that Liberty is planning more trails.”

“The trail along Withersfield subdivision needs to be developed on the second tier down along the creek not right behind property lines. Plenty of room there and much more scenic.”

“Please try to keep the nature trails, i.e. Stocksdale Park bike trails, as natural as possible.”

“As a new resident of Liberty, I am excited that the City is considering ways to expand the trails available for exercise and enjoying nature.”

“Trails are awesome, I support all the City’s efforts to install more. The City of Liberty needs more sidewalks. Additional sidewalks allow more connections to existing and proposed trails. Two examples of recent/upcoming projects where the City failed to take the opportunity to get more sidewalks: 1) Family Tree redevelopment (no sidewalk along Daines); and 2) Liberty Drive redevelopment between 291 and downtown (no sidewalk planned for south side of road in the area of Ridgeview Elementary School). If the wastewater treatment plant bond issue passes, I hope installation/redevelopment of sidewalks is included.”

“Trails are needed in a great community for the health & wellness of our kids & citizens. Thank you.”

“I would love to have a safe way for kids from Liberty High School to cross Kansas Street to get to the other side where so many businesses are located. I know that’s asking a lot, but there just seems to be so much danger and so many accidents associated with Blue Jay Drive and Kansas Street. Thanks!”

“I think expanding the trail systems of Liberty is an excellent idea, not just for those of us that exercise but the commuters as well. I would really enjoy riding my bike to work but more than half of the distance is without sidewalks or trails (either route I travel) and it’s dark when I go to work which makes it very dangerous. I appreciate the work Liberty has done with the trails it has but really hope this expansion goes through.”

“I would like to bike safely from west to east, crossing 291 to go to the Liberty Square. No safe way exists currently.”

“I would love to see a trail that connects Claywoods to the community center.”

“In general, I am excited about this project. I lived in Fort Collins for two years and their isn’t much that I miss from there that Liberty can’t offer, except for their trail system. It is wonderful and I miss it quite a bit. I used them for pushing my baby in his stroller.”

“Having trail segments that surround the city with a few connector trails through the middle of town to start would be ideal. This would make getting to all parts of the city more feasible over just focusing on trail segments in certain parts of the city. Then as funding becomes available add more connector trails within the core of the city to make smaller loops.”

“Can’t wait to see it come to fruition!! It’s going to make Liberty that much more beautiful!!”

“A trail from William Jewell area towards Liberty Hills Country Club area.”

“Would love to see painted markers for mileage, and also more signs about not littering or dumping.”

“My family and I are very excited about this. We use the Westboro greenway all of the time, and would love to have the trail expanded.”

“Especially along South Liberty Parkway, and maybe other trails, it would be nice to have a place (trash containers w/ bags) where people could help pick up trash thrown out by motorists.”

“Great idea and hope to see it happen!”

“More trails would be a significant improvement to the appeal of Liberty as a destination. It’s also a much better use of our city’s land instead of allowing more industrial or retail property. We are over built. I miss the Liberty of the past. Bring back the small town neighborly feel and appearance. Keep our air clean.”

“Offer more chances to get healthy.”

“Stocksdale rules. We need more of it.”

“Though we prefer rustic trails, we do have safety concerns for some outlying, little used areas. For example when we walk in Walnut Woods Conservation Area, if danger arises there is no way out except by a long circuitous trail with little likelihood of summoning help. The shortest way to an exit is not always clear. Trail markers are far and few between and not always readily understood. Maps take some study and quite frequently are not available. Bottom Line: Safety should be a priority. In accordance with the safety protocol, dogs should be required to be on a leash on all trails.”

“The trail that starts off broad more lane along park lane needs a connecting sidewalk from the Westboro neighborhood so people and their children don’t have to walk into the street to get to the sidewalk that leads to the trail.”

“Thanks so much for bringing more trails to Liberty.”

“I would love to see a trail that connects Withersfield subdivision to the Community Center!!!”

“A trail that connects Woodneath Farms to east side of Hwy 35 near Ferrellgas.”

"I think trails are important and Glad we are doing them. If there is any option to further the trails at Stocksdale that would also be wonderful. We use them for Mountain Biking!"

"The city has many areas that need to be repaired or replaced before wasting more money on trails. Fix infrastructure, not trails."

"I would like to see the trails provide a safe way for cyclists to travel through Liberty to schools, work, and to shop. I would also like to see long trails that would allow the local cross country and track teams places to run without being on the roads. Furthermore, I would like to see a joint effort with Kearney to convert the existing railroad that connects the two cities via a packed gravel trail similar to the Katy Trail. It would be wise to form a group that could volunteer to help maintain the trails as well."

"Additional mountain bike trails at Stocksdale."

"I would like to see more primitive trails in Liberty. One of the things I like about Liberty is the amount of parks, trees and farmland in and through the city and I don't want to see that disrupted."

"Completing the parkway loop from Bent Oaks subdivision to Wiltshire Blvd would be nice. I'm looking forward to the connector on the Flintlock Flyover to the existing trails along Shoal Creek Parkway and beyond. Being able to cross 291 from the south side to the east and north sides would be fantastic. I almost feel like 291 separates us into 2 cities. Good luck! I'm excited about more trails in the city."

"I think this project is VERY exciting. I would love to see more primitive trails. Perhaps a more direct route from Liberty Corners to downtown would encourage walking instead of driving."

"I live off of the Square and would like to see a trail going down Glenn Hendren and up 33 Highway back to the Square."

"On a recent visit to San Diego I was blown away by the number of bike lanes and trails. I grew up in area that had no sidewalks or trails. They

have since added both and I am amazed at the number of people who use them now. Trails and sidewalks are a key reason I moved to Liberty in the 90s and I was disappointed when the initiative fizzled in the 00s."

"I would LOVE to see interconnected trails all across the city."

"I hope that the city will be able to develop connecting trails to existing greenways."

"The use of trails should be promoted once in place because once people use them they have a tendency to use them again."

"Asphalt or concrete trails would be ideal for the trail system. People could walk or ride bikes after it rains and not get muddy. This type of trail system would last longer if it was concrete though. I have walked many of the existing trails in Liberty and have observed that the concrete trail in Canterbury that connects to Liberty Drive has stood up well over the asphalt ones, which need repair or replacement."

"There is a big disconnect between the East side of Liberty (S 291 Highway to Ruth Ewing Road) and the West side. It seems development would be enhanced if there was at least a walking trail (if not also a street) that connects from the trail along 291 to Manor Hill and the Library without having to follow 291 all the way. What about a connection behind Creekwood? I'm thrilled that this project is underway, more trails are long overdue. Thank you!"

"Priority should go to the longest, most uninterrupted trail that can be built in Liberty regardless of location as that can help to make Liberty a recreation destination. All else being equal, I'd prefer something in South Liberty."

"I'm glad work is being done to improve trails in the Liberty area. We definitely need these!"

"Thank you! We need more running trails!"

# LIBERTY TRAILS AND GREENWAYS PLAN



City of  
*Liberty*  
missouri