

Liberty Trail Alignment

The Future of Liberty Trails
Planning Report | 2017

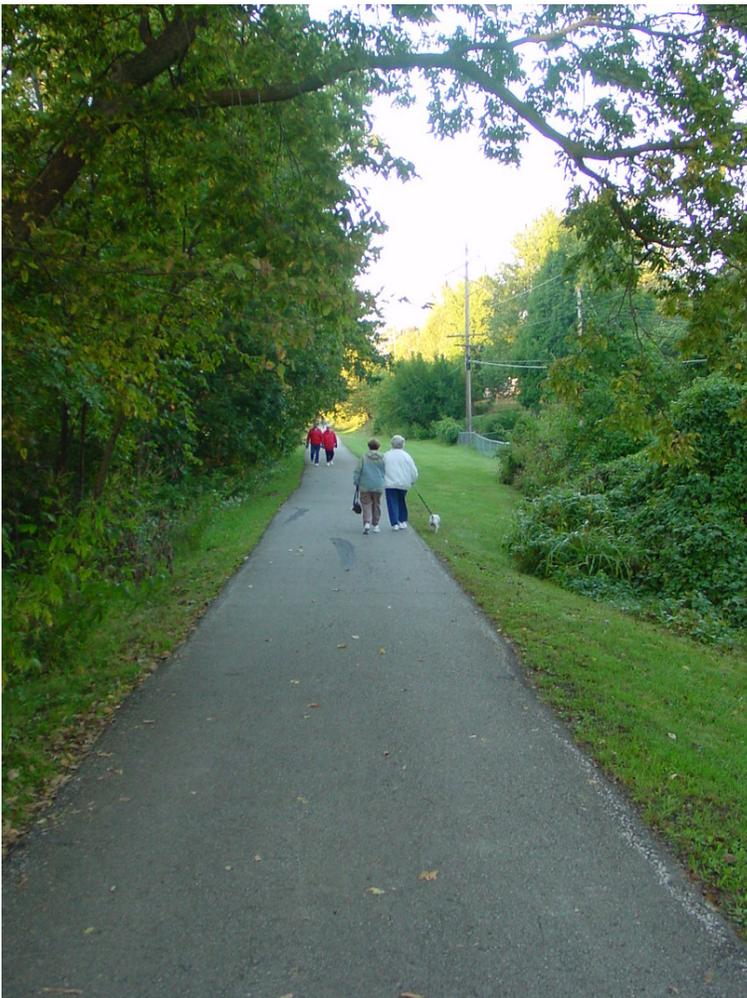
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*A pedestrian >>
bridge along
the existing
Westboro
Canterbury
Greenway.*

*The existing >>
trail and
playground
along Wilshire
Boulevard.*



*< A section
of Liberty's
existing trail
network.*

*<< A section of
the existing
Westboro-
Canterbury
Greenway south
of Broadmoor
Lane.*



*< The Westboro-
Canterbury loop
trail around the
playground and
shelter.*



Liberty's existing trail network extends over ten miles and is used every day by the growing community.

Trails benefit communities in several ways and can be designed to fit the needs of a growing community. A local trail network creates an opportunity to link to a larger, regionally-significant trail system. Expanding Liberty's existing trail network - as proposed in this document - can offer the following advantages to surrounding neighborhoods.

Economic Benefits

Trails located near homes provide an amenity for homeowners, thereby increasing property values.

Health Benefits

Trails promote walking, biking, and active recreation for communities wanting to live healthy lifestyles.

Environmental Benefits

Multi-use trails encourage alternative modes of transportation and reduce air pollution. Nature trails also invite people to appreciate natural environments that are sometimes forgotten. Trails can also preserve and link wildlife habitat, protect scenic and/or historic routes, mitigate flooding, reduce erosion, and improve air quality. Trails that follow stream corridors, particularly those that are part of a greenway, can aid in protecting riparian corridors from encroaching development. Trails are one of the few acceptable uses within stream setbacks and floodplains, areas that would otherwise remain unprogrammed.

Community Benefits

Trails provide a way for people to connect with one another, not only via a network of walkable and bikable linkages, but also through the activities the trail supports.

Safety Benefits

First and foremost, trails foster a safe environment by increasing activity in public areas, thereby adding more "eyes on the community." Trails also promote safety by increasing connectivity, limiting isolation, and supporting a vibrant, active atmosphere. They allow users to safely walk, run, or cycle from home to and from parks, school, work, and/or shopping centers.

The Liberty Trail Alignment Planning Report builds on the vision of the Trails and Greenways Plan to create an interconnected trail network and expand recreational activities and transit options.



< A wetland area along the corridor.

<< Standing along the banks of Little Shoal Creek.



< Existing utility corridors can create opportunities to leverage previously-cleared areas for easier trail construction.



< A meandering section of stream.

<< A characteristic clearing along one of Liberty's greenways.



○ *The proposed Westboro Canterbury Trail would connect the existing Westboro Canterbury Greenway to the recently-built Homestead Trail.*

Establishing a Plan

In 2015, the City of Liberty, Missouri created a plan that recognized the importance of local multi-use trails and set forth goals to create a stronger trail network for the growing community. This document builds on that vision.

The Liberty Trail Alignment Planning Report paves the way for future trail alignments and identifies “shovel-ready” projects to successfully link neighborhoods and existing trails with areas of community interest.

Creating Connections

The trail alignments described in this document provide better access to nearby resources and areas of activity by connecting critical gaps in the existing trail system and providing extensions of existing trails. The proposed Little Shoal Creek alignment connects residents in the Bent Oaks and Whitehall neighborhoods to the Discover/South Valley Middle Schools Campus and points west via the Flintlock Flyover bridge.

The proposed extension of the Westboro Canterbury trail from the Liberty Community Center south to the recently-constructed Homestead Trail completes a critical gap in the trail system at that location, providing better access to nearby resources and areas of activity, while also unlocking the full potential of the land set aside along the Westboro Canterbury tributary. Little Shoal Creek South trail, extending south along the Union Pacific rail line, creates an opportunity for a future connection to the Birmingham Bottoms area and a link to the Kansas City, Missouri trail system. The proposed Liberty Landing trail lays the groundwork for a future extension of the trail system to the Fountain Bluff Sports Complex east of 291 Highway.

In addition to filling gaps and providing local linkages, this expanded network of trails increases alternative transportation options for Liberty’s non-motorized travelers, providing safe connections to the regional MetroGreen corridors and creating a continuous loop trail system around Liberty.

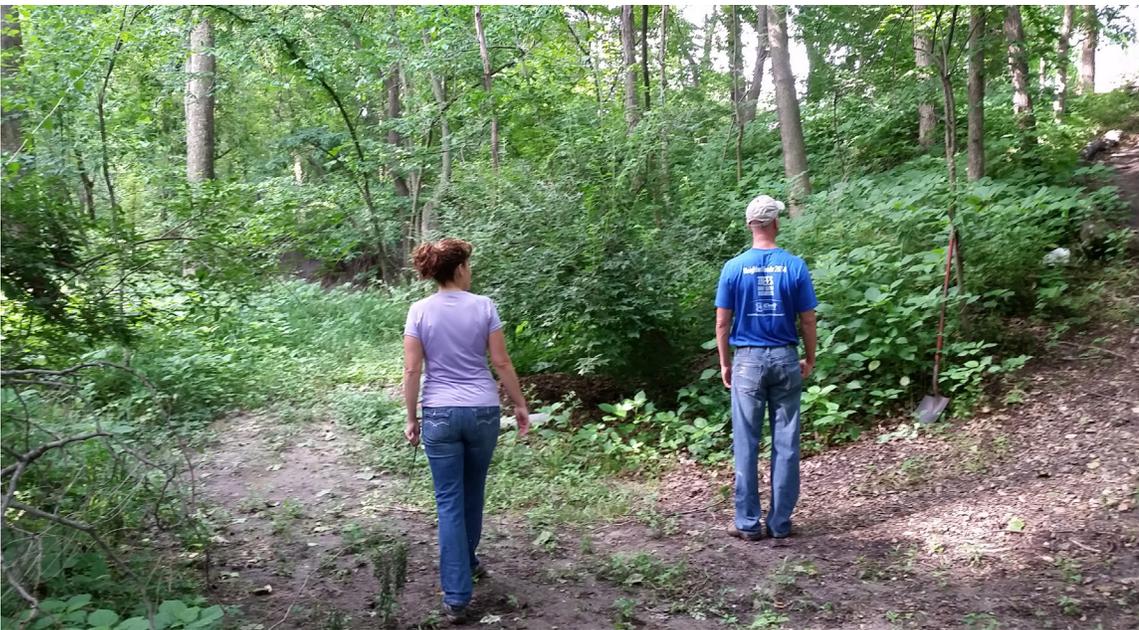
Permitting Considerations

Although this study strives to identify the best and most constructible alignments for the trail segments outlined herein, it should be noted that no detailed investigation has been completed regarding required permitting for trail construction, particularly related to construction within floodways, floodplains, and railroad ROW. Among the permits that could be required for some or all of the trails proposed in this document are:

- No-Rise Certification
- Nationwide 404 Permit, including Threatened & Endangered Species
- Bat Habitat/Migratory Bird Permit
- Land Disturbance Permit
- Section 106 Cultural & Historic Permit



< Collecting data points using Vireo's cloud-based data collection tool.



< Liberty's Parks and Recreation Director Janet Bartnik and staff conducting preliminary field work.

Taking photographs along the Westboro-Canterbury Greenway. ↗

Janet Bartnik speaking at one of the two Open House events at the Liberty Community Center. >

Field Study Investigation

In May of 2016, the project kicked off with field investigation of Little Shoal Creek and Westboro-Canterbury Creek. During this multi-day process, the design team walked each of the corridors and identified a preliminary route for each trail to ensure constructability and the best possible experience for future trail users. Using a unique cloud-based field inventory and data collection tool, the design team noted points of interest, potential challenges, critical creek crossing locations, and took dozens of photographs along the way. This report includes many of the photographs taken while navigating these creeks and tributaries, as they highlight the existing beauty and potential of Liberty's parks.

A potential route around the Liberty Landing neighborhood was also explored to provide much needed connections for the surrounding residents.

Gathering Input and Adjusting the Plan

The initial alignments identified in the field were then reviewed and adjusted on maps with the help of Parks staff. After several presentations and discussions with Liberty Parks & Recreation staff and City Council members, the final preliminary trail alignments and potential alternate routes were then presented to the general public at two Open House events held at the Liberty Community Center in March 2017. The feedback received during these events was mostly positive and the residents of Liberty provided a number of suggestions related to connectivity and various public improvements for the City of Liberty to consider moving

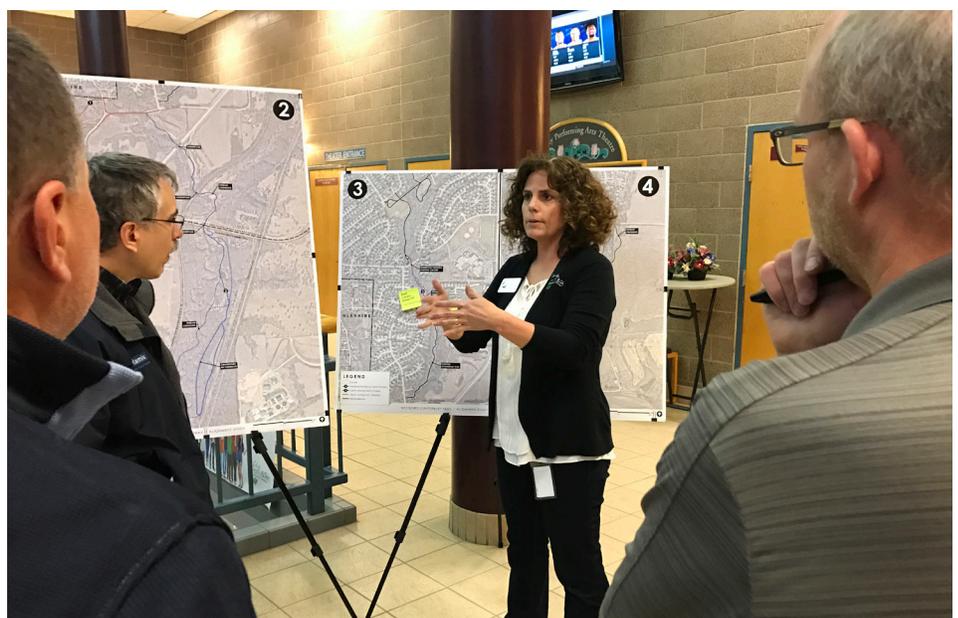
forward. A full accounting of these comments and suggestions can be found in Appendix A.

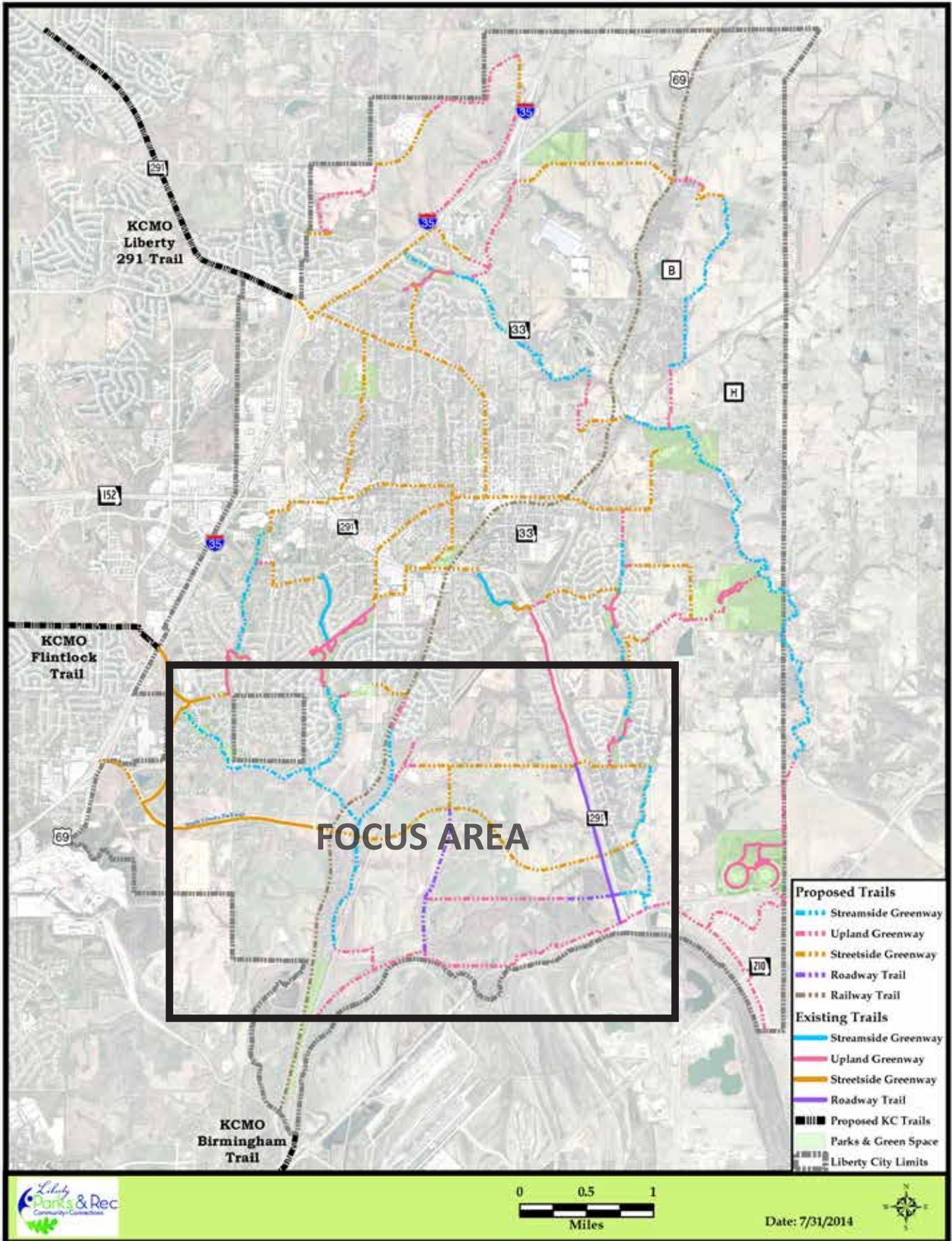
Best Practices for Trail Design

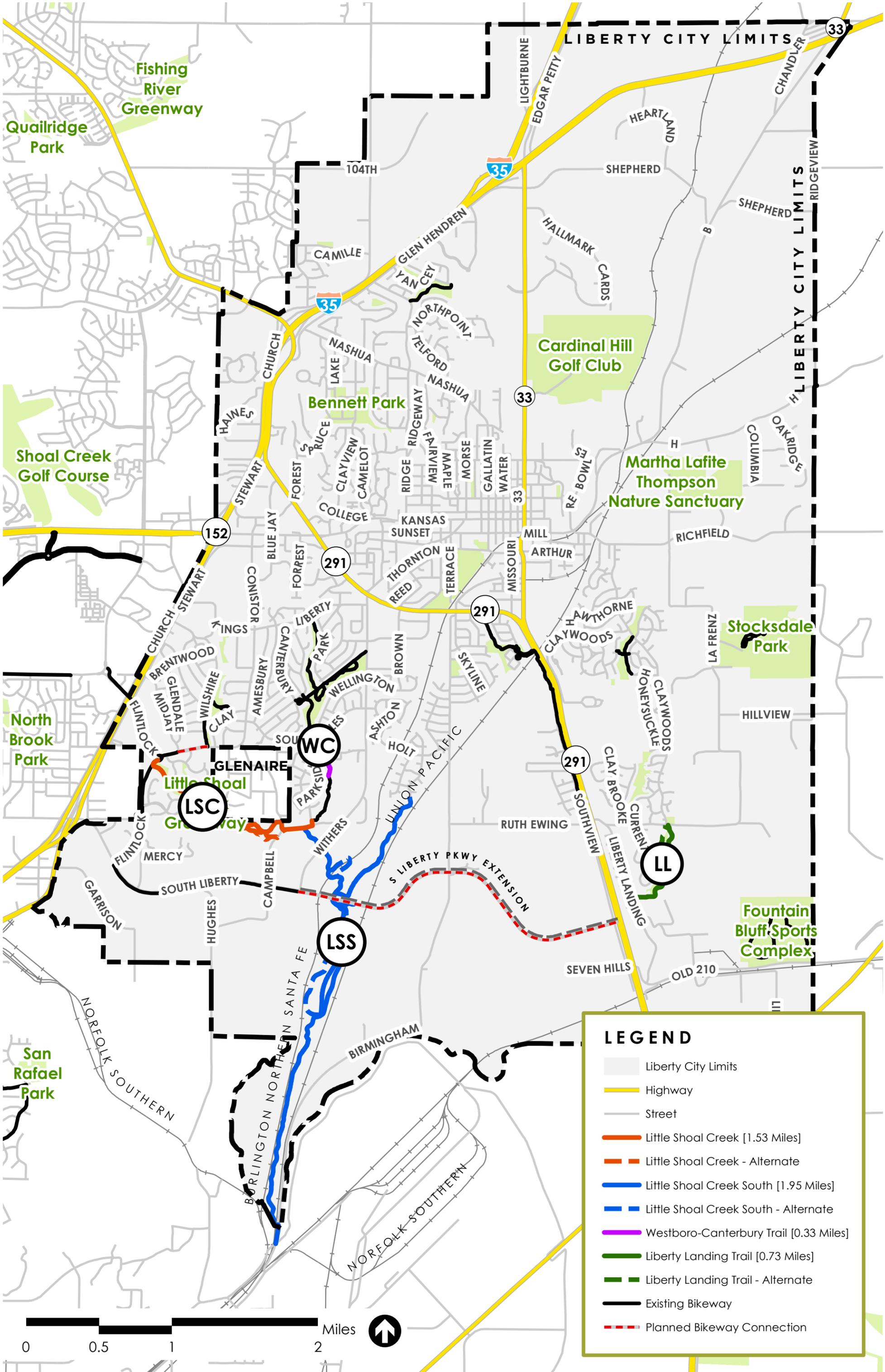
As with any well-built trail, the Liberty Trails system is designed to provide maximum service to those walking, jogging, biking or using any form of non-motorized transit and adheres to best practice design standards set forth by the American Association of

State Highway Transportation Officials (AASHTO).

The trails described in this plan are therefore assumed to be a minimum of ten feet wide with standard two foot shoulders on either side and 4:1 maximum side slopes. These design standards, coupled with other best practices related to trail design, aim to provide a safe, accessible, and equitable trail experience for all users.







LEGEND

- Liberty City Limits
- Highway
- Street
- Little Shoal Creek [1.53 Miles]
- Little Shoal Creek - Alternate
- Little Shoal Creek South [1.95 Miles]
- Little Shoal Creek South - Alternate
- Westboro-Canterbury Trail [0.33 Miles]
- Liberty Landing Trail [0.73 Miles]
- Liberty Landing Trail - Alternate
- Existing Bikeway
- Planned Bikeway Connection



The trail segments described in this document have been designed to connect gaps in Liberty's existing trail system, while serving as many Liberty residents as possible.

The various segments are designed to provide a broad range of experiences for trail users, with some sections of trail meandering through densely wooded riparian corridors and others utilizing abandoned rail corridors or traversing open prairie landscapes.

< *Liberty's Trails & Greenways Plan Map. This study focuses on implementation within the outlined area.*

^
Checking vertical clearance at the proposed railroad underpass location.

^^
An existing utility corridor near Segment B of the proposed Shoal Creek South trail alignment.

^^
An abandoned railroad corridor west of the active Union Pacific line could accommodate a trail in the future.

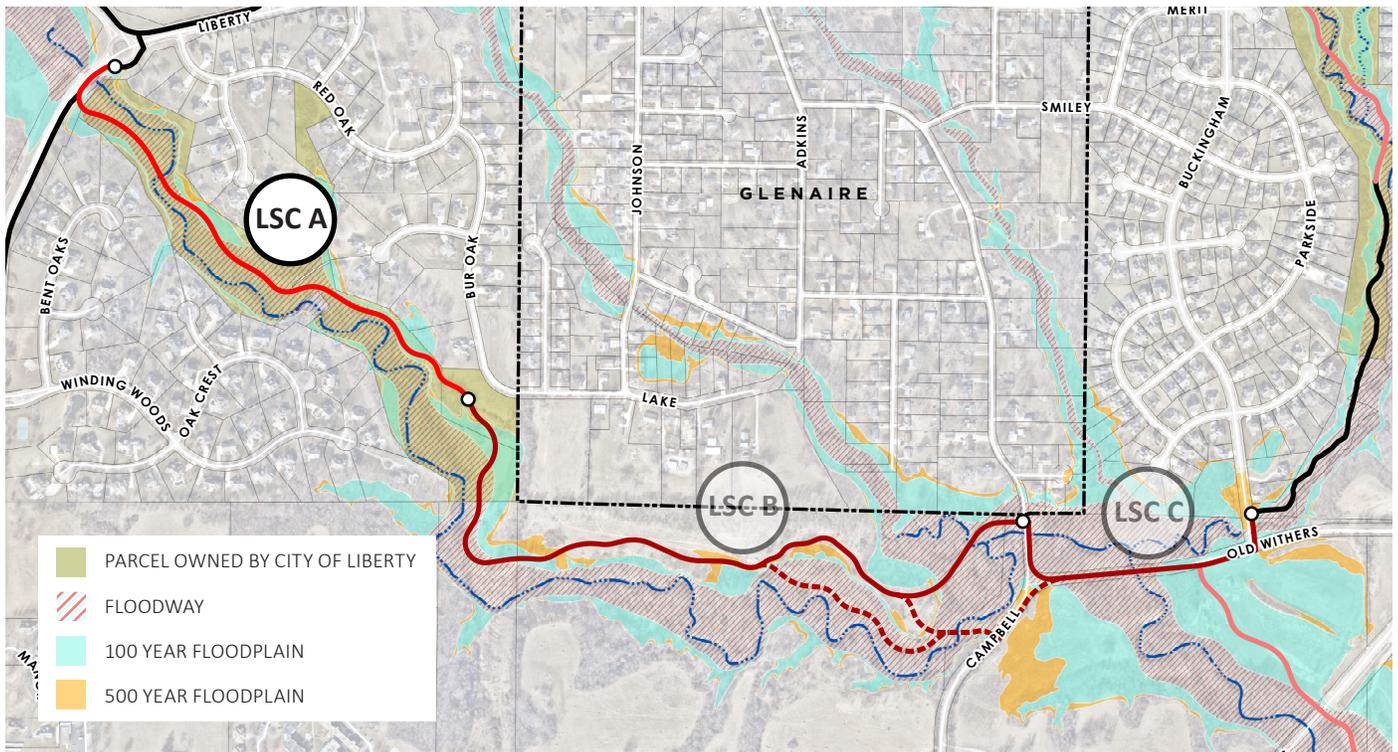
^
Another view of the abandoned rail corridor.



< Tallgrass dominates a clearing at the woodland edge.

<< Existing trail connecting to adjacent neighborhoods.

< A mowed path adjacent to the riparian corridor.



See Appendix B for preliminary plan & profile information.

Location and Extents

- 2,750 feet or 0.52 miles long
- N Flintlock Road / Liberty Drive to southwest corner of Glenaire City Limits
- Generally follows Little Shoal Creek
- Maximum grade: 7.60%
- Distance at maximum grade: 195 Ft

Significance

- Connects to existing multi-use trail along N Flintlock Rd, providing access to points west, including neighborhoods in Pleasant Valley and Kansas City, Missouri.
- Provides access from Discover/ South Valley Middle School Campus and Flintlock Flyover bridge to surrounding neighborhoods
- Links to Bent Oaks and Whitehall neighborhoods, among others

Corridor Experience

- Tree-lined corridor provides a fair amount of shade
- Riparian character with numerous mature trees
- Meanders near stream corridor with one proposed stream crossing
- Multiple opportunities to engage trail users with scenic views and the sights & sounds of wildlife

Potential Challenges

- Trail located primarily in floodway

Estimate of Probable Construction Cost

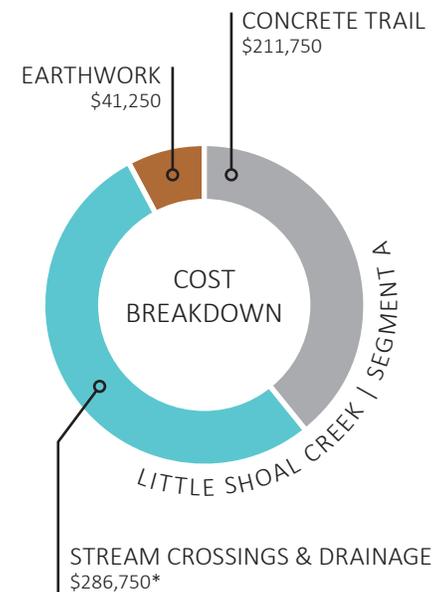
- \$539,750

Contingency Cost (15%)

- \$37,950

Estimate of Design, Engineering & Administration Cost

- \$80,963



ESTIMATED TOTAL COST
\$658,663

*Stream crossings & drainage estimate includes separate 25% contingency



< Plenty of shade along the proposed alignment.

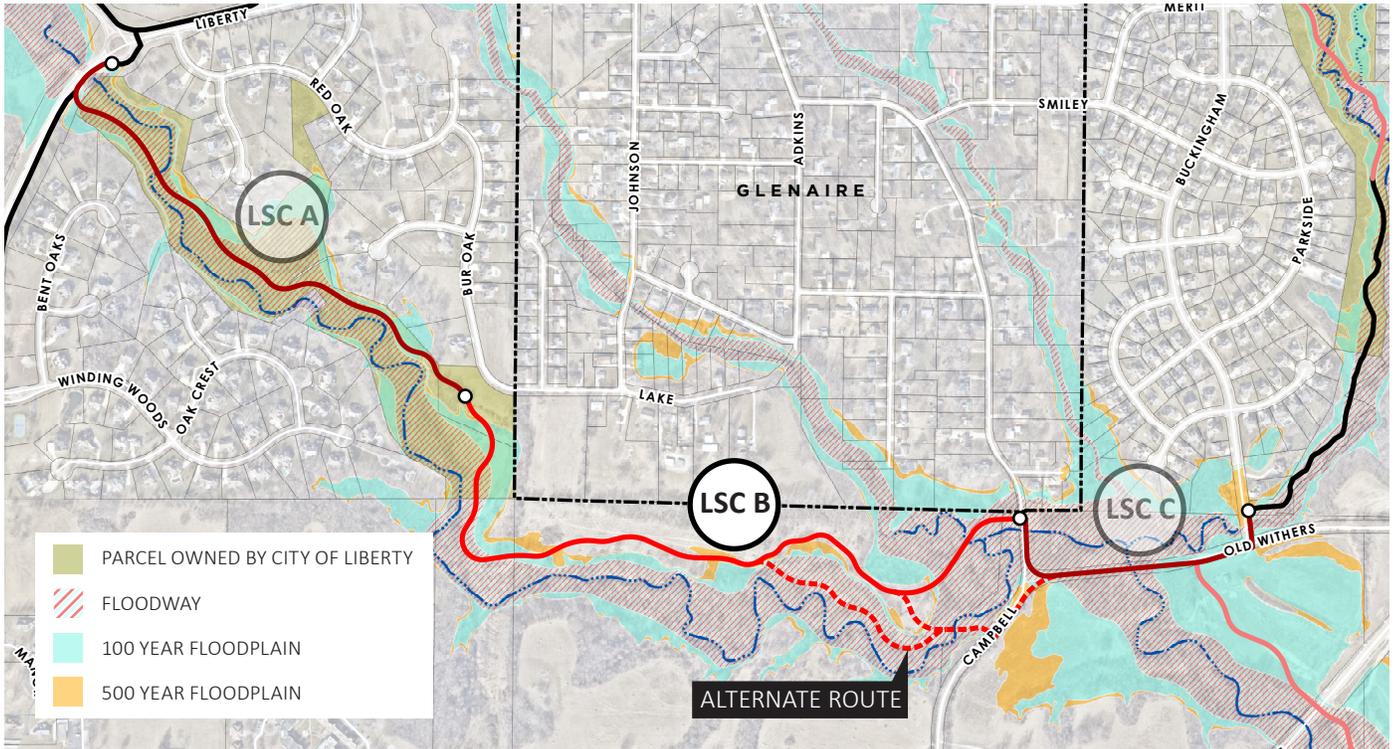
« The utility corridor adjacent to the proposed trail alignment.



< Another view of the existing utility corridor.



< Looking north along Campbell Drive where the proposed trail will continue to the east.



See Appendix B for preliminary plan & profile information.

Location and Extents

- 3,965 feet or 0.75 miles long
- Southwest corner of Glenaire City Limits to Campbell Drive
- Generally follows Little Shoal Creek
- Maximum grade: 8.20%
- Distance at maximum grade: 170 Ft

Significance

- Provides access from southwest corner of Glenaire to Campbell Drive
- Links to Bent Oaks and Whitehall neighborhoods and City of Glenaire
- Links residential areas within Liberty and connects to other proposed and existing trails
- Easy access from S Liberty Parkway along Campbell Drive

Corridor Experience

- Predominately open prairie landscape character with few shaded areas
- Meanders near stream corridor with one proposed stream crossing
- Expansive areas of tallgrass prairie offer opportunities for birdwatching and other wildlife observation.

Potential Challenges

- Some areas of trail located in floodway

Estimate of Probable Construction Cost

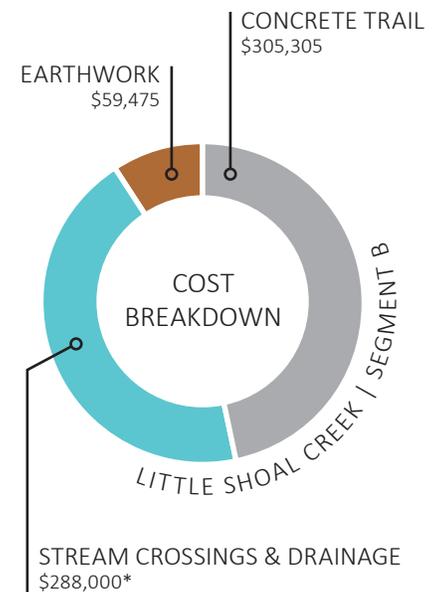
- \$652,780

Contingency Cost (15%)

- \$54,717

Estimate of Design, Engineering & Administration Cost

- \$97,917

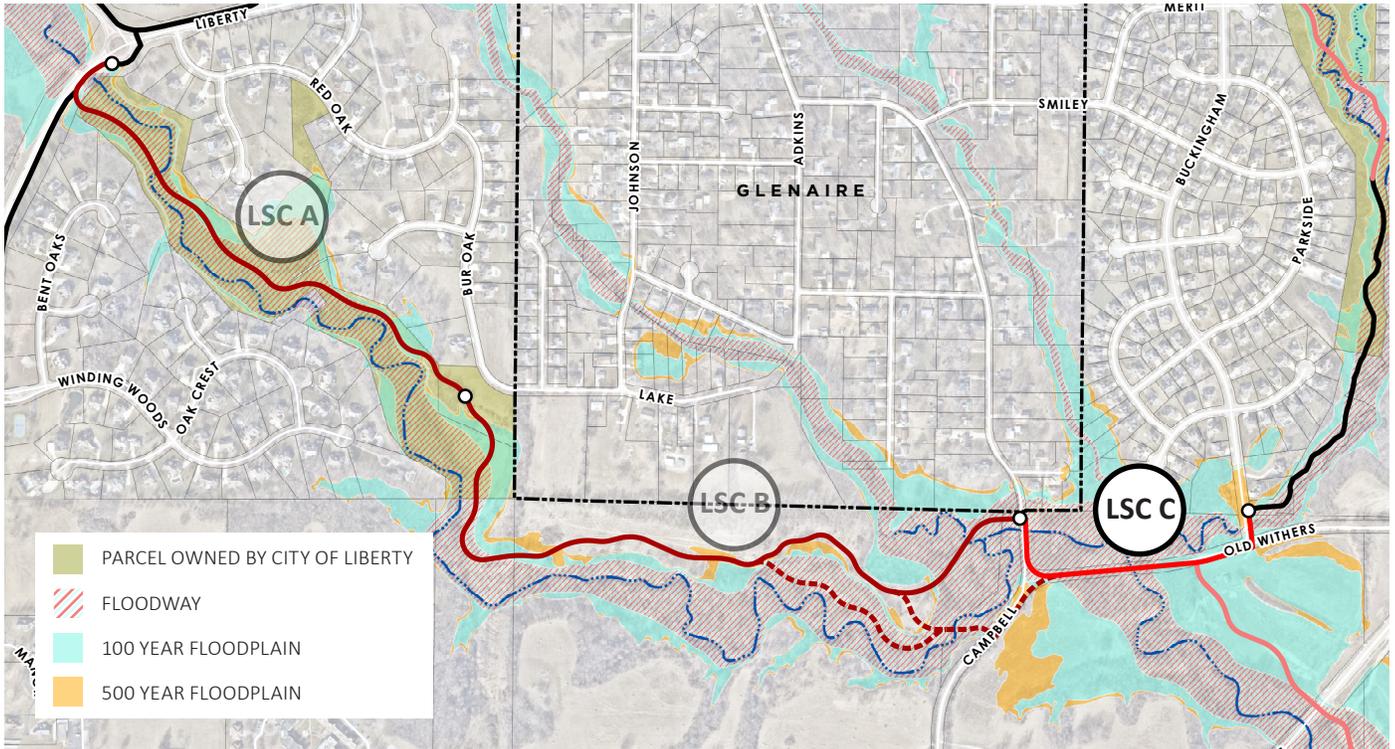


ESTIMATED TOTAL COST
\$805,414

*Stream crossings & drainage estimate includes separate 25% contingency



< *The right-of-way from an abandoned section of Old Withers Road is a clear choice for the proposed trail alignment.*



See Appendix B for preliminary plan & profile information.

Location and Extents

- 1,379 feet or 0.26 miles long
- Campbell Drive to Buckingham Drive
- Follows former and existing right of way along Old Withers Road
- Maximum grade: 8.11%
- Distance at maximum grade: 92 Ft

Significance

- Links to Liberty Community Center, Liberty Middle School, and City of Glenaire
- Links residential areas within Liberty and connects to other proposed and existing trails
- Easy access from S Liberty Parkway and S Withers Road

Corridor Experience

- Tree-lined corridor provides a fair amount of shade
- Riparian character with numerous

- mature trees
- Existing clearing from former roadway (Old Withers Rd) provides an open pathway with only one stream crossing needed east of Campbell Drive.

Potential Challenges

- Trail located primarily in floodway

Estimate of Probable Construction Cost

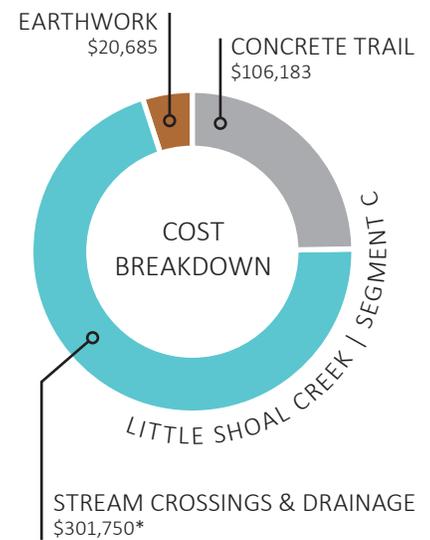
- \$428,618

Contingency Cost (15%)

- \$19,030

Estimate of Design, Engineering & Administration Cost

- \$64,293



* Cost estimate excludes construction cost of a separate crossing (pedestrian bridge) adjacent to Campbell Drive bridge. Construction costs may vary depending on timing of proposed improvements to existing Campbell Drive bridge.



ESTIMATED TOTAL COST
\$511,941

*Stream crossings & drainage estimate includes separate 25% contingency



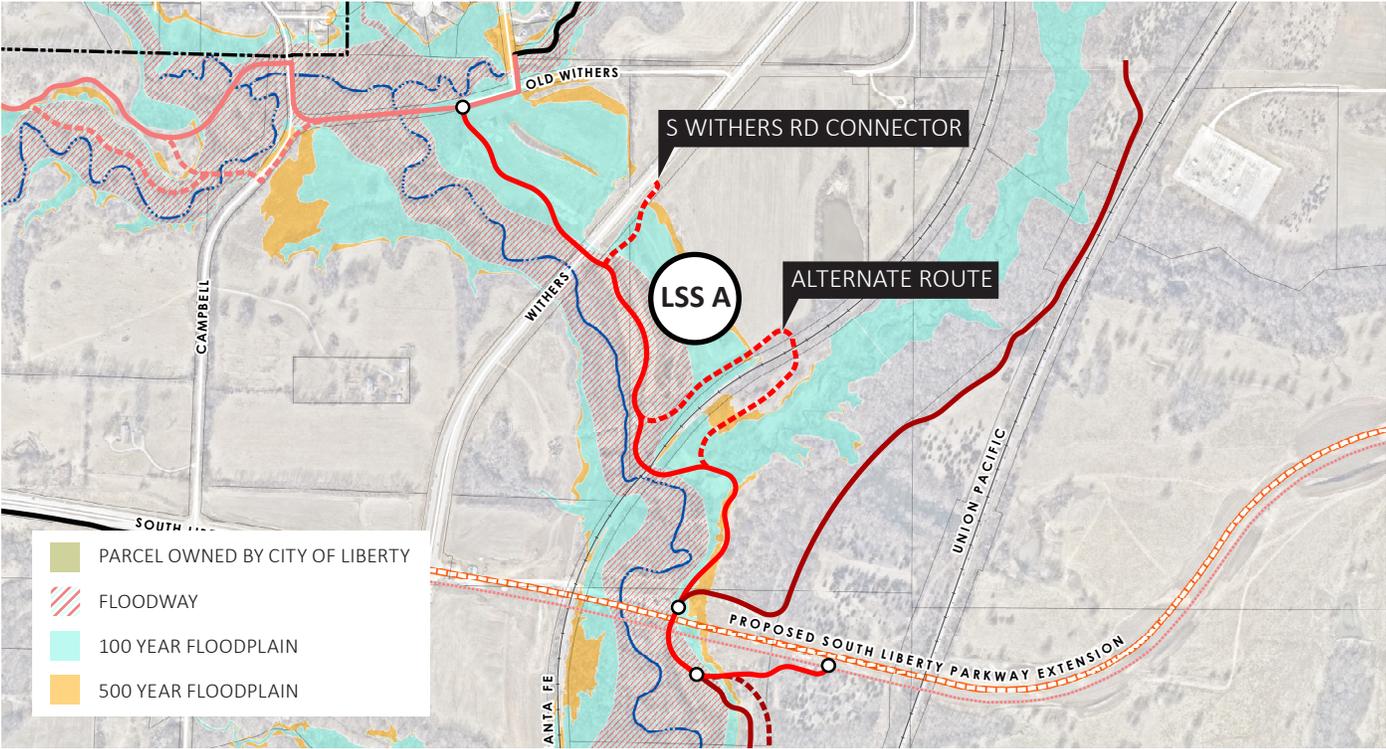
< A characteristic clearing along the proposed Little Shoal Creek South trail alignment.



< Disturbance around the existing S Withers Rd overpass related to recent sewer improvements.



< The proposed railroad underpass location; clearance is approximately 8'-6".



See Appendix B for preliminary plan & profile information.

Location and Extents

- 3,700 feet or 0.70 miles long
- Old Withers Rd to South Liberty Pkwy (under construction)
- Generally follows Little Shoal Creek
- Maximum grade: 8.14%
- Distance at maximum grade: 90 Ft

Significance

- Connects to S Liberty Pkwy trail
- Provides access from residential areas within Liberty to wooded areas and to other proposed or existing trails
- Easy access from S Liberty Parkway and S Withers Road
- Future access to Birmingham Rd

Corridor Experience

- Tree-lined corridor provides a fair amount of shade
- Riparian character with numerous mature trees

- Meanders near stream corridor with one proposed stream crossing
- Multiple opportunities to engage trail users with scenic views and the sights & sounds of wildlife

Potential Challenges

- Right-of-way acquisitions required
- Trail located primarily in floodway
- Extensive negotiations required for railroad crossing
- Limited clearance beneath railroad (required canopy will incur additional cost, while alternate route with at-grade crossing may or may not be acceptable to railroad company)

Estimate of Probable Construction Cost

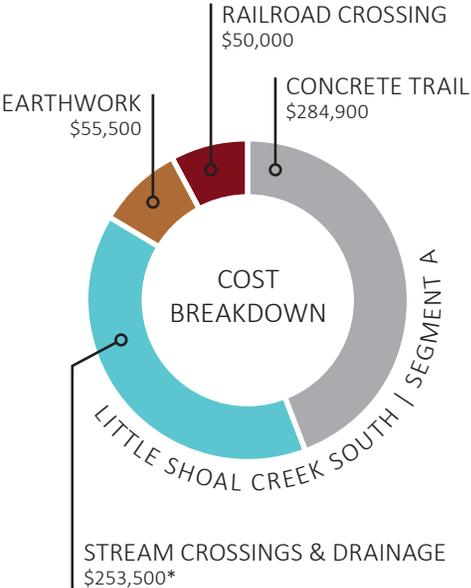
- \$643,900

Contingency Cost (15%)

- \$58,560

Estimate of Design, Engineering, Right-of-Way & Administration Cost

- \$257,560



ESTIMATED TOTAL COST
\$960,020

*Stream crossings & drainage estimate includes separate 25% contingency



< Dense undergrowth near the proposed trail alignment.

<< Existing woodland character.

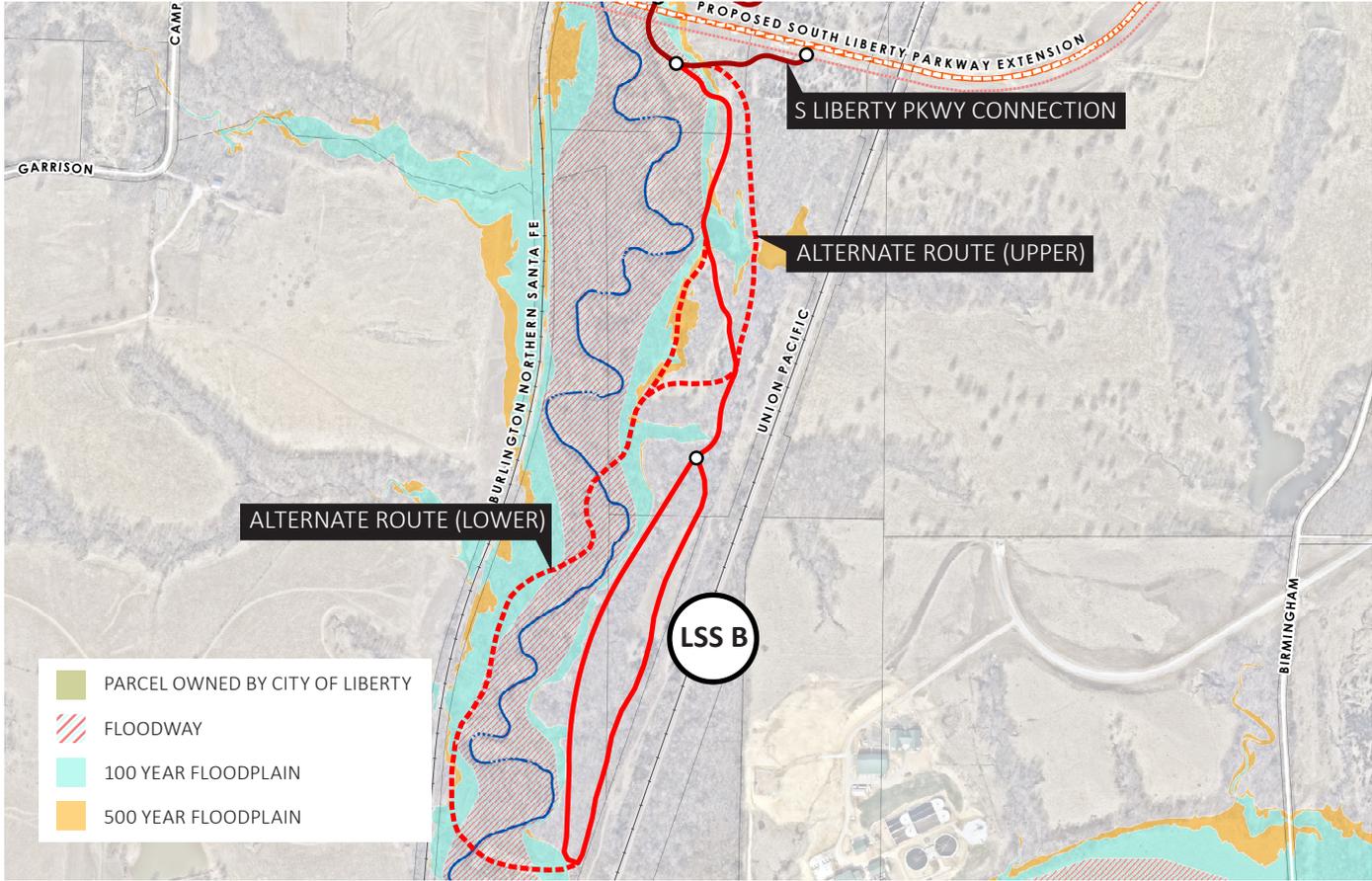


< A partially shaded section near the proposed trail alignment.



< Abandoned rail corridor along Segment B.

See Appendix B for preliminary plan & profile information.



Location and Extents

- 6,381 feet or 1.21 miles long
- Located within private property
- South Liberty Pkwy (under construction) to loop along Burlington Northern railroad line
- Generally follows Little Shoal Creek, utilizing an abandoned rail corridor for a section of the loop near the end of the alignment
- Maximum grade: 8.22%
- Distance at maximum grade: 116 Ft

Significance

- Provides access from residential areas within Liberty to wooded areas and to other proposed or existing trails
- Easy access from S Liberty Parkway and S Withers Road
- Future access to Birmingham Rd

Corridor Experience

- Tree-lined corridor provides a fair amount of shade
- Meanders near stream corridor without any proposed stream crossings
- Multiple opportunities to engage trail users with scenic views and the sights & sounds of wildlife

Potential Challenges

- Right-of-way acquisitions required

Estimate of Probable Construction Cost

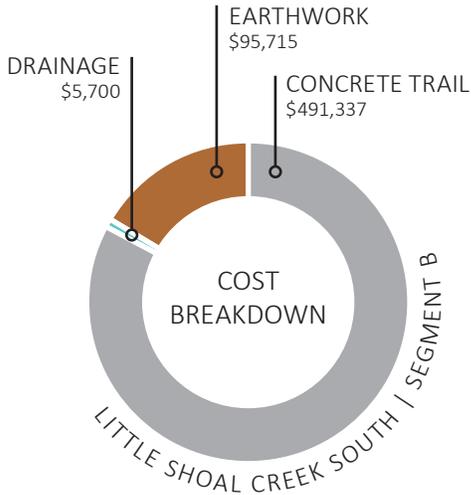
- \$592,752

Contingency Cost (15%)

- \$88,058

Estimate of Design, Engineering, Right-of-Way & Administration Cost

- \$237,101



ESTIMATED TOTAL COST
\$917,911

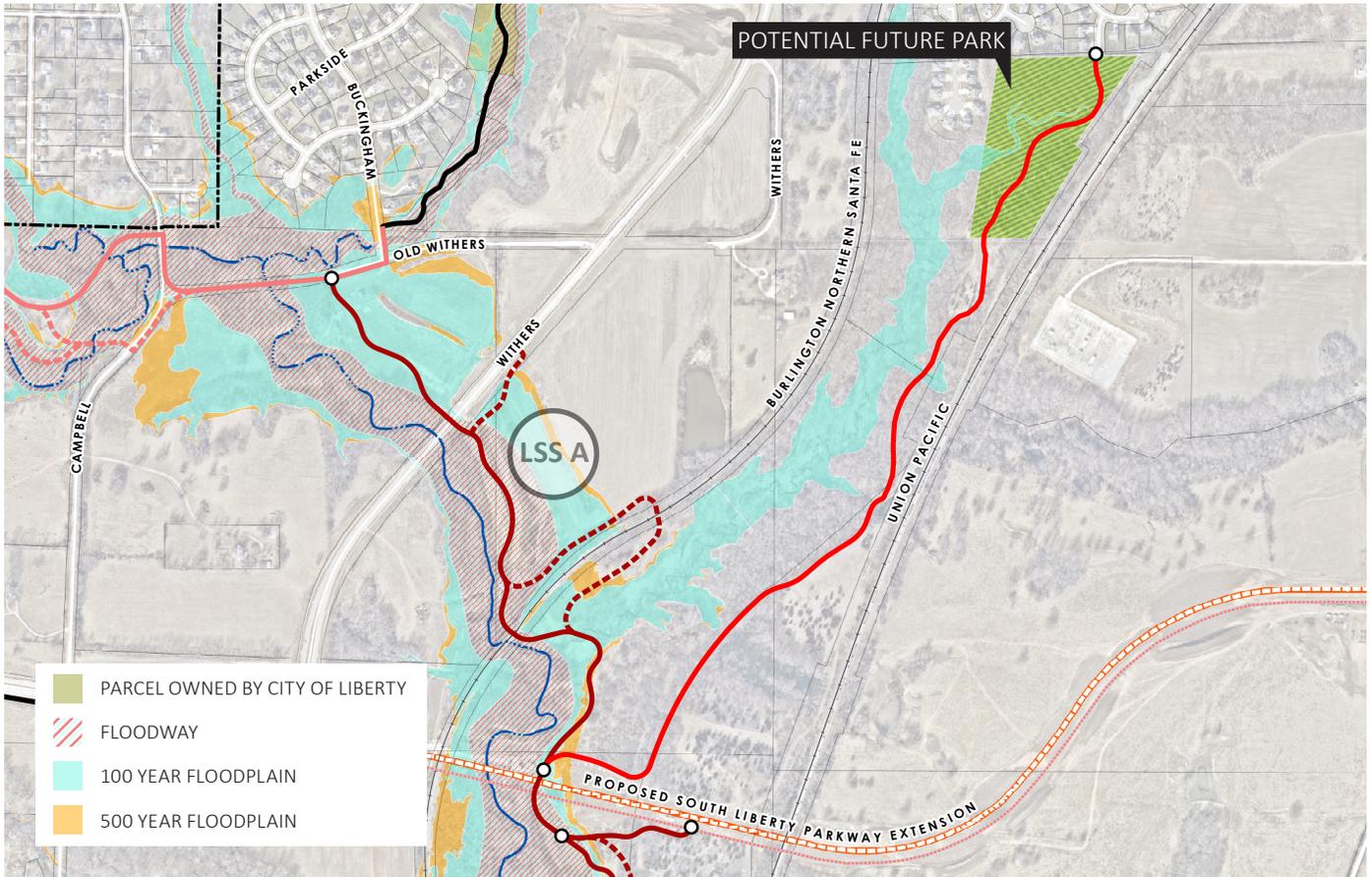


< *Visibility through the existing vegetation increases during the winter months.*

<< *A wetland environment has taken hold near the stream corridor.*

< *Standing water near the proposed trail.*

< *The raised bed of the abandoned rail corridor is an ideal starting point for implementing the proposed trail.*



Location and Extents

- 3,938 feet or 0.70 miles long
- Located within private property
- South Liberty Pkwy to site of potential future park southeast of Liberty Community Center

Significance

- Provides a safe connection from White Tail Pond subdivision to South Liberty Pkwy, thereby linking to wooded areas and other proposed or existing trails
- Easy access from S Liberty Parkway and S Withers Road
- Future access to Birmingham Rd

Corridor Experience

- Primarily utilizes abandoned railroad corridor

- Several opportunities to engage trail-goers with views and sounds of wildlife

Potential Challenges

- Right-of-way acquisitions required

Estimate of Probable Construction Cost

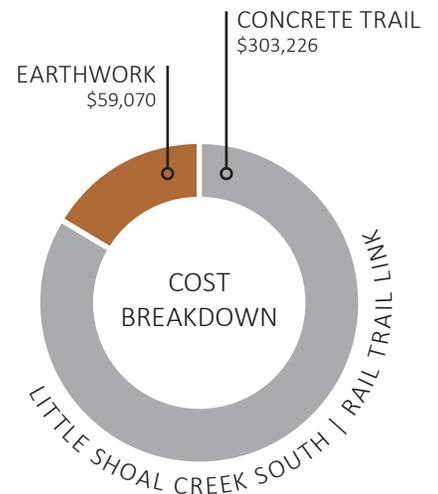
- \$362,296

Contingency Cost (15%)

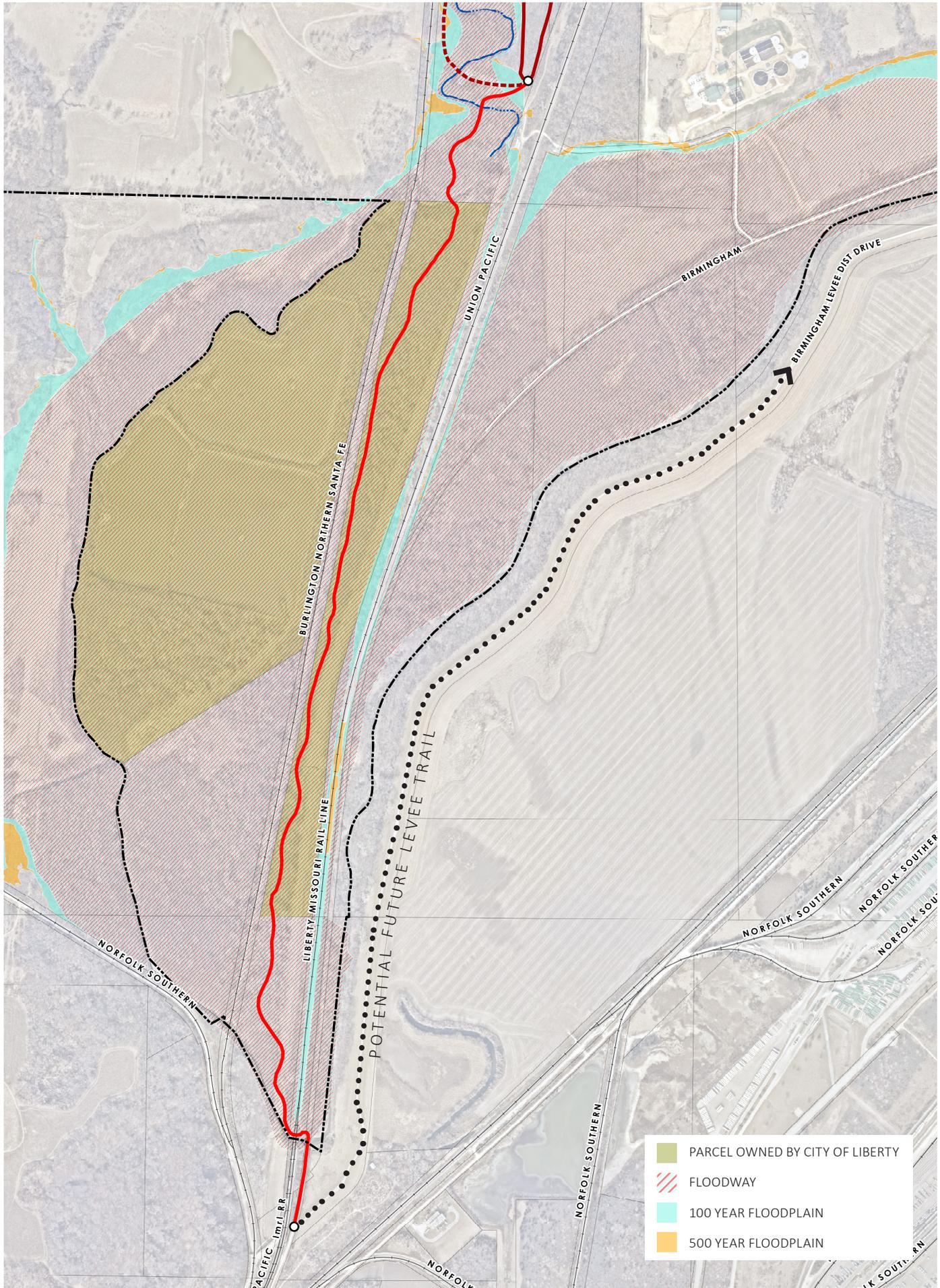
- \$54,344

Estimate of Design, Engineering, Right-of-Way & Administration Cost

- \$144,918



ESTIMATED TOTAL COST
\$561,558



Location and Extents

- 9,211 feet or 1.75 miles long
- Located primarily within City of Liberty property
- Southern end of Little Shoal Creek South Segment B to future Birmingham Bottoms levee trail

Significance

- Provides a direct connection from Liberty to Birmingham Bottoms and the future levee trail system along the Missouri River
- Connects Liberty residents to the Kansas City, Missouri trail system

Corridor Experience

- Occupies land-locked area between Union Pacific and Burlington Northern Santa Fe rail lines.
- Meanders through wooded corridor, providing a comfortable experience for trail users

Potential Challenges

- Extensive negotiations with multiple railroad companies will be needed to complete this connection, particularly given the proposed underpass beneath the Union Pacific line (required canopy will also incur additional cost)
- Trail located primarily in floodway

Estimate of Probable Construction Cost

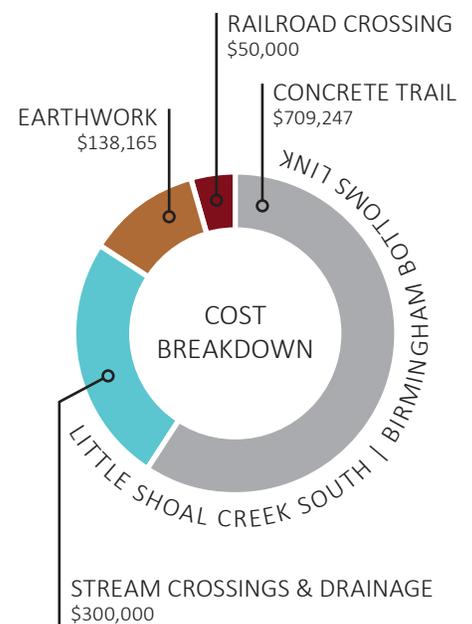
- \$1,197,412

Contingency Cost (15%)

- \$179,612

Estimate of Design, Engineering, Right-of-Way & Administration Cost

- \$622,654



ESTIMATED TOTAL COST
\$1,999,678



< The terminal loop of the existing Greenway.



<< Walking the Westboro Canterbury Greenway.



< A fallen tree lies across the stream.



<< Mottled shade.



<<< Rocky underbrush.



< The eastern cell of the box culvert.



<< A path worn through a section of the woods.



<<< Tall grass near the edge of the wooded area.



< Dense understory.

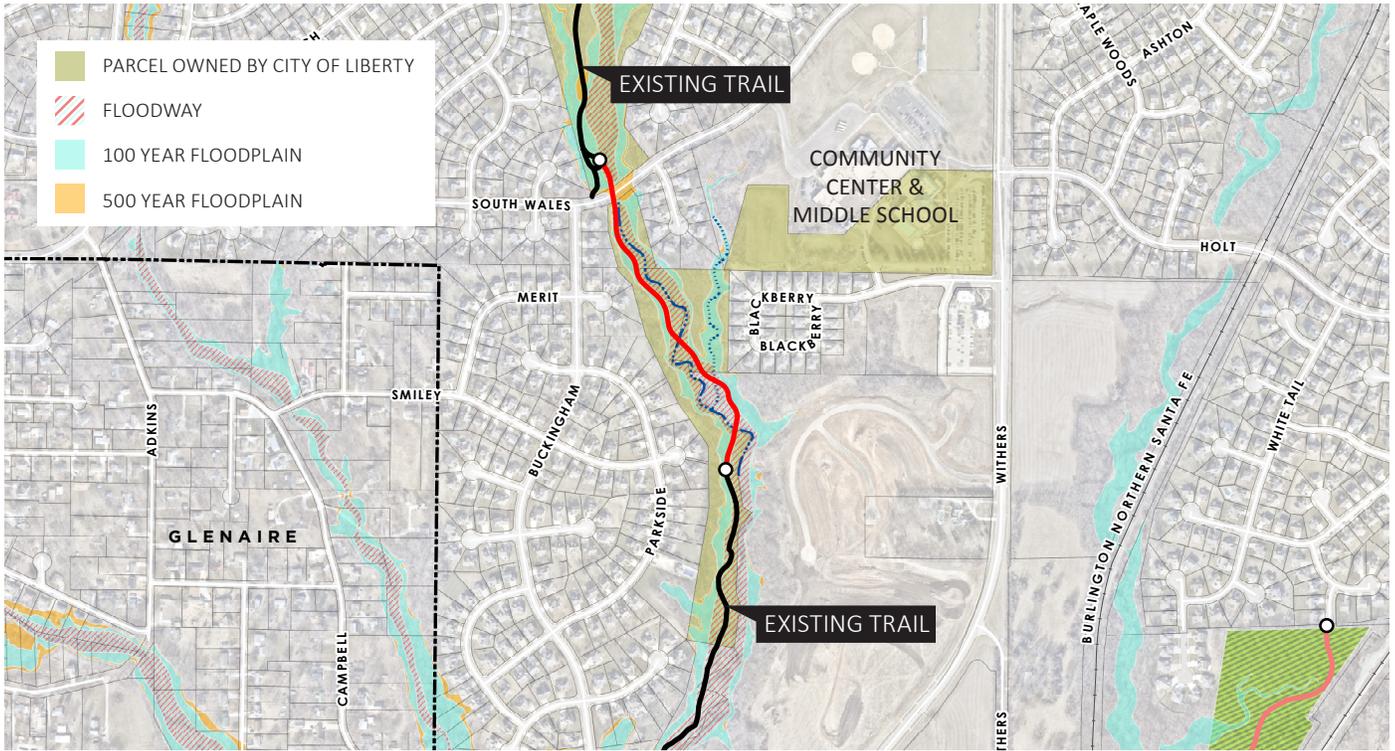


<< Large boulders within an area near the proposed trail.



<<< Measuring the existing box culvert beneath Wales St.

WESTBORO CANTERBURY TRAIL (WC)



See Appendix B for preliminary plan & profile information.

Location and Extents

- 1,730 feet or 0.33 miles long
- Located almost completely within City-owned property
- Existing Westboro-Canterbury Greenway south to recently-constructed Homestead Trail
- Follows tributary channel to Little Shoal Creek
- Maximum grade: 8.03%
- Distance at maximum grade: 50 Ft

Significance

- Provides access from residential areas to Westboro Canterbury Greenway walking trails, play fields, and other park amenities
- Links to Wellington and Canterbury South neighborhoods, among others
- Access from S Wales Street

Corridor Experience

- Wooded corridor with ample shade

- Meanders along the stream corridor with three proposed stream crossings
- Utilizes the westernmost cell of an existing concrete box culvert to cross beneath S Wales St and connect to the existing Westboro Canterbury Greenway
- Quiet atmosphere away from noisy roads or intersections

Potential Challenges

- Trail located almost entirely within floodway
- High number of stream crossings
- Retaining wall needed south of Wales St, approaching box culvert

Estimate of Probable Construction Cost

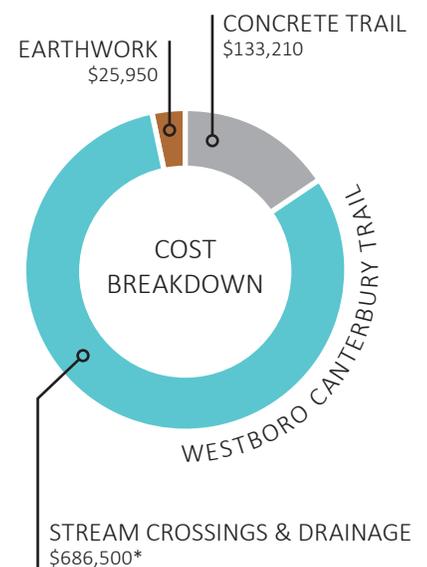
- \$845,660

Contingency Cost (15%)

- \$23,874

Estimate of Design, Engineering & Administration Cost

- \$126,849



ESTIMATED TOTAL COST
\$996,383

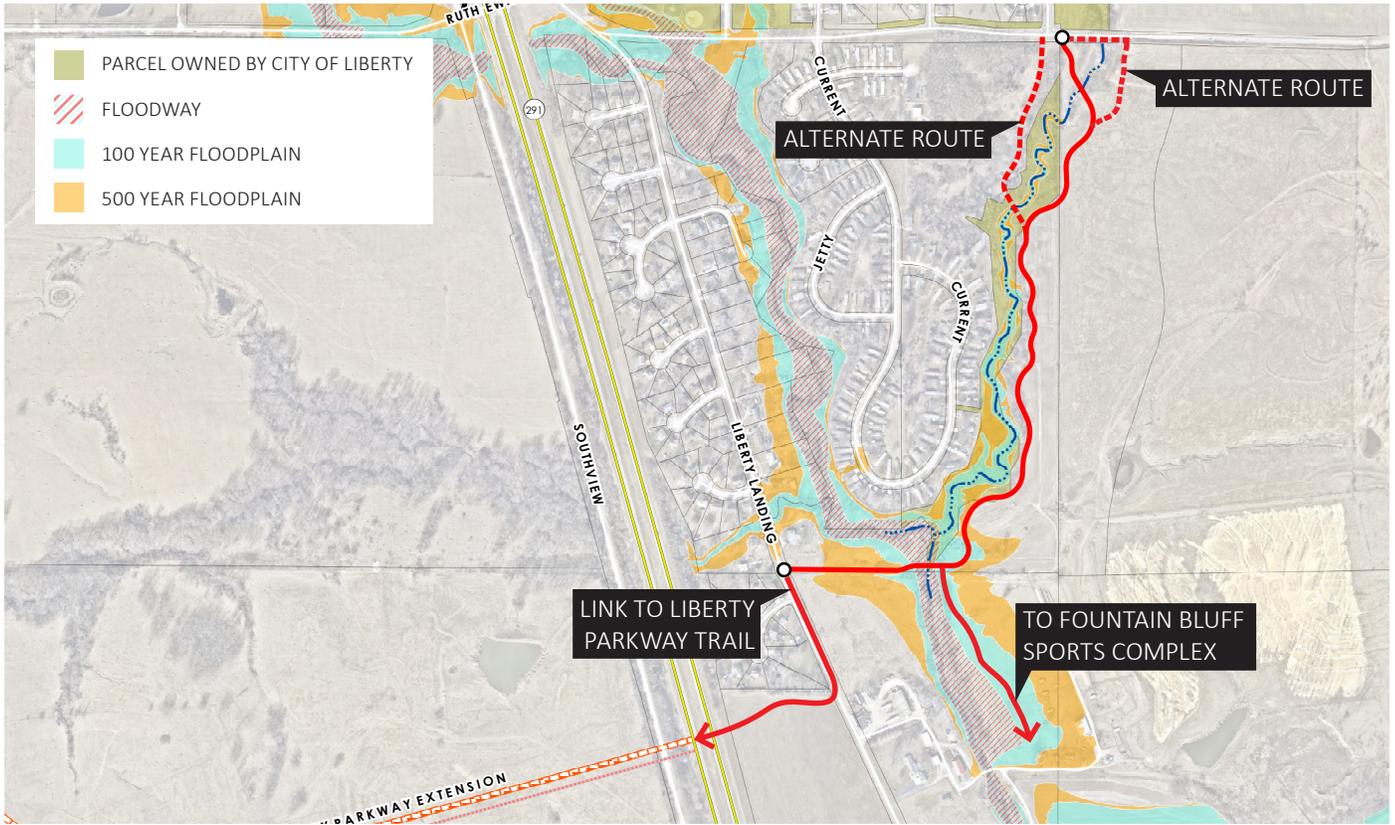
*Stream crossings & drainage estimate includes separate 25% contingency



< *Running water in the tributary channel.*



< *Dense undergrowth dominates the area around the proposed trail.*



See Appendix B for preliminary plan & profile information.

Location and Extents

- 3,873 feet or 0.73 miles long
- Liberty Landing Road to East Ruth Ewing Road
- Follows a tributary channel to Town Branch Creek.
- Maximum grade: 7.22%
- Distance at maximum grade: 86 Ft

Significance

- Provides access from residential areas to Fountain Bluff Sports Complex
- Links to Liberty Landing and Clay Meadows neighborhoods, among others
- Connects to Clay Ridge Park amenities and walking trail
- Further connections to Stocksdale Park and Walnut Woods Conservation Area

- Easy access from MO-291

Corridor Experience

- Tree-lined corridor provides a fair amount of shade
- Riparian character with numerous mature trees
- Meanders along the stream corridor with three proposed stream crossings
- Multiple opportunities to engage trail users with scenic views and the sights & sounds of wildlife

Estimate of Probable Construction Cost

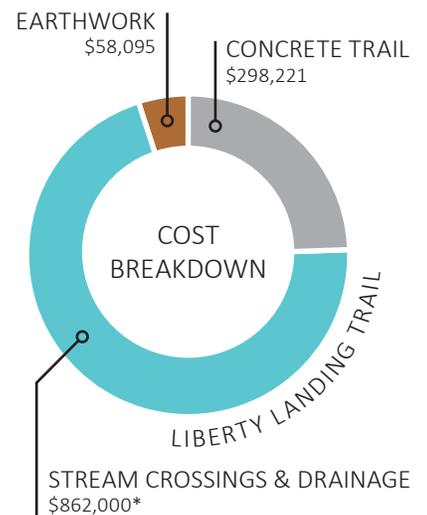
- \$1,218,316

Contingency Cost (15%)

- \$53,447

Estimate of Design, Engineering & Administration Cost

- \$182,747



ESTIMATED TOTAL COST
\$1,454,510

*Stream crossings & drainage estimate includes separate 25% contingency

SEGMENT NAME	LENGTH (FT)	LENGTH (MILES)	CONSTRUCTION COST	PRIORITY RANKING	POTENTIAL FUNDING STRATEGIES	COMMENTS
Little Shoal Creek Segment A (LSC A)	2,750	0.52	\$ 539,750	2	TAP/STP	
Little Shoal Creek Segment B (LSC B)	3,965	0.75	\$ 652,780	4	TAP/STP/CMAQ	Negotiate/acquire easement(s) with property owner(s) prior to pursuing funding
Little Shoal Creek Segment C (LSC C)	1,379	0.26	\$ 428,618	5	RTP	
Little Shoal Creek South Segment A (LSS A)	3,700	0.70	\$ 643,900	3		Old Withers Rd to Withers Rd & Withers Rd to RR: Negotiate/partner with private developer
Little Shoal Creek South Segment B (LSS B)	6,381	1.21	\$ 592,752	FP*	Upper section: RTP; lower section: RTP/local funding	
Little Shoal Creek South Rail Trail Link	3,938	0.70	\$ 362,296	FP*		Negotiate/acquire easement(s) with property owner(s) prior to pursuing funding
Little Shoal Creek South Birmingham Bottoms Link	9,211	1.75	\$ 1,197,412	FP*		
Westboro Canterbury Trail (WC)	1,730	0.33	\$ 845,660	1	TAP/STP	Due to potential for extensive agency review process, may be advisable to pursue local funding strategy
Liberty Landing Trail (LL)	3,873	0.73	\$ 1,218,316	FP*		Negotiate/partner with private developer
TOTAL CONSTRUCTION COST			\$ 6,481,484			*FP: Future planned (construct as funds become available)
CONTINGENCY COST (15%)			\$ 569,592			
DESIGN, ENGINEERING, RIGHT-OF-WAY, & ADMINISTRATION			\$ 1,815,002			Abbreviations TAP: Transportation Alternatives Program, STP: Surface Transportation Program, CMAQ: Congestion Mitigation and Air Quality, RTP: Recreational Trail Program
TOTAL COST			\$ 8,866,078			
TOTAL TRAIL MILES		6.95				

Table 1.1 Liberty Trails Cost Summary

*Construction cost estimates based on 10-ft wide concrete trail

PROJECT SCHEDULE

Project start-up and base mapping | May 2016

Field walks along proposed corridors | June-July 2016

Park Board meeting to review preliminary alignments | August 2016

Public meetings | March 15 and 29, 2017

Final alignments/field checks | March 2017

Concept plans and preliminary cost estimates | April-August 2017

Draft plans submitted for City comments | August 2017

Final plan and report | September-October 2017

Now that the preliminary planning effort is nearing completion, a number of steps will now need to be completed before the City of Liberty can begin construction on any of the trail alignments described in this document.

1. Retain design consultant services to include plans, specifications and construction estimates
2. Identify grant opportunities and/or potential federal match funds for trail construction
3. Complete preliminary trail plans
4. Complete ROW acquisition for areas outside Liberty City Limits
5. Begin railroad negotiations
6. Begin permitting process
7. Finalize trail design
8. Complete railroad negotiations
9. Secure all required permits
10. Construction

PUBLIC MEETING COMMENTS FROM MARCH 15 & 29, 2017

Trees needed behind our home near the trail.

If the trail could be moved a bit closer to the stream near our home that would be better; (see changes in map).

Thank you.

I like it. Nice your thinking of crossing to the east side of M291.

I'm assuming this would be a "hard-surface" trail system and not a soft surface - (mulch, grass)

Looks like 1,2 &3 use a lot of existing city own R/W. good use of land.

Bravo! So happy to see the city of Liberty investing in its long term future! Excellent choice!

The trailhead access in Whitehall might be better at Liberty Drive and Red Oak using the Public Water District lot.

More visible from Lib. Drive and reduces car traffic thru neighborhood.

I am very much in support of the linear park system.

If the access using Liberty Park Land on Bur Oak is best, the Whitehall HOA would probably be glad to let the City take possession of the lot across the street with the power line towers. The City gets additional parking, and the HOA doesn't have to mow an otherwise unusable lot.

I support #3. It provides a safe connection from my neighborhood to the Canterbury Greenway.

I am an advocate for trails and would love to travel Liberty w/o a car.

I am also very interested in a rails-to-trails project on the Burlington-Northern/Kaw River Railroad. Please connect to Kearney and provide safe passage over RT-291 and trail access to the Square & Jewell. More trails - less cars.

Trash [receptacles] along the way, as well as bags for dog poop.

Benches that can't get much graffiti maybe logs cut in half something natural.

mile markers made of stone or something.

The City also needs to put a ped. crossing at the intersection of (Westboro) Old Minor Rd. + W. Liberty Drive - and eventually a circle - to slow the traffic down and provide a safe crossing for persons trying to cross this busy street - children have almost been hit because there is no sidewalk from Liberty Drive up into Westboro - Please pay attention to upgrading this intersection - Thank you!

Great idea.

Would be nice if you could join current trails together. (Clayridge/Claymeadows)

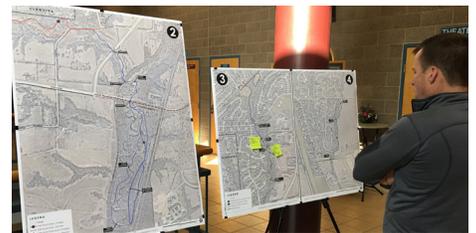
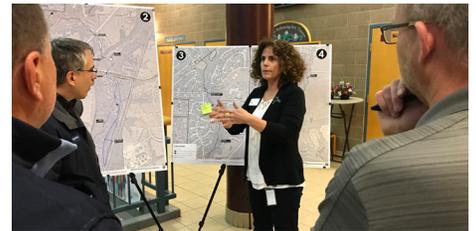
I prefer the trail does not connect the two existing trails

Mostly concerned about crime increase and excessive traffic on the trail

I think the trail system is a great idea, except for the lack of restroom facilities. As it stands right now, my family is limited in how far we can stray from Westboro-Canterbury. This will not be any better with expanded trails.

I am against the walking trail for the following reasons:

1. A trail will bring in more people and dogs who will scare the deer and other wildlife away.
2. It may destroy the habitats of many animals.
3. We already have enough walking trails.
4. Crime could increase along the new trails, in wooded areas especially. Women have been hurt and killed on wooded trails.
5. Potential flooding
6. Less privacy along the trail for homeowners.
7. More noise from people and dogs passing by



In March 2017, Vireo and the Liberty Parks and Recreation Department held two Open House events to answer questions and collect comments related to the proposed trail alignments described in this document. Comments were collected at each event via comment card. A summary of these comments is included on the facing page.





The trail plan & profile sheets that follow are preliminary only and are not to be used for construction. Horizontal alignments are generalized and future trail design efforts related to the proposed alignments described in this document should take into consideration existing high value trees to be preserved, optimal stream crossing locations, and other field conditions not available without a field survey. Vertical alignments are based on Geographic Information System (GIS) topography and are intended to provide only general information regarding areas of steep grades, etc.

Refer to Appendix C for more detailed information regarding proposed stream crossings and drainage improvements.



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An example of the type of prefabricated bridge that could be used to span the various tributaries along the proposed trail corridors.