

WELCOME!

ABOUT THE PROJECT

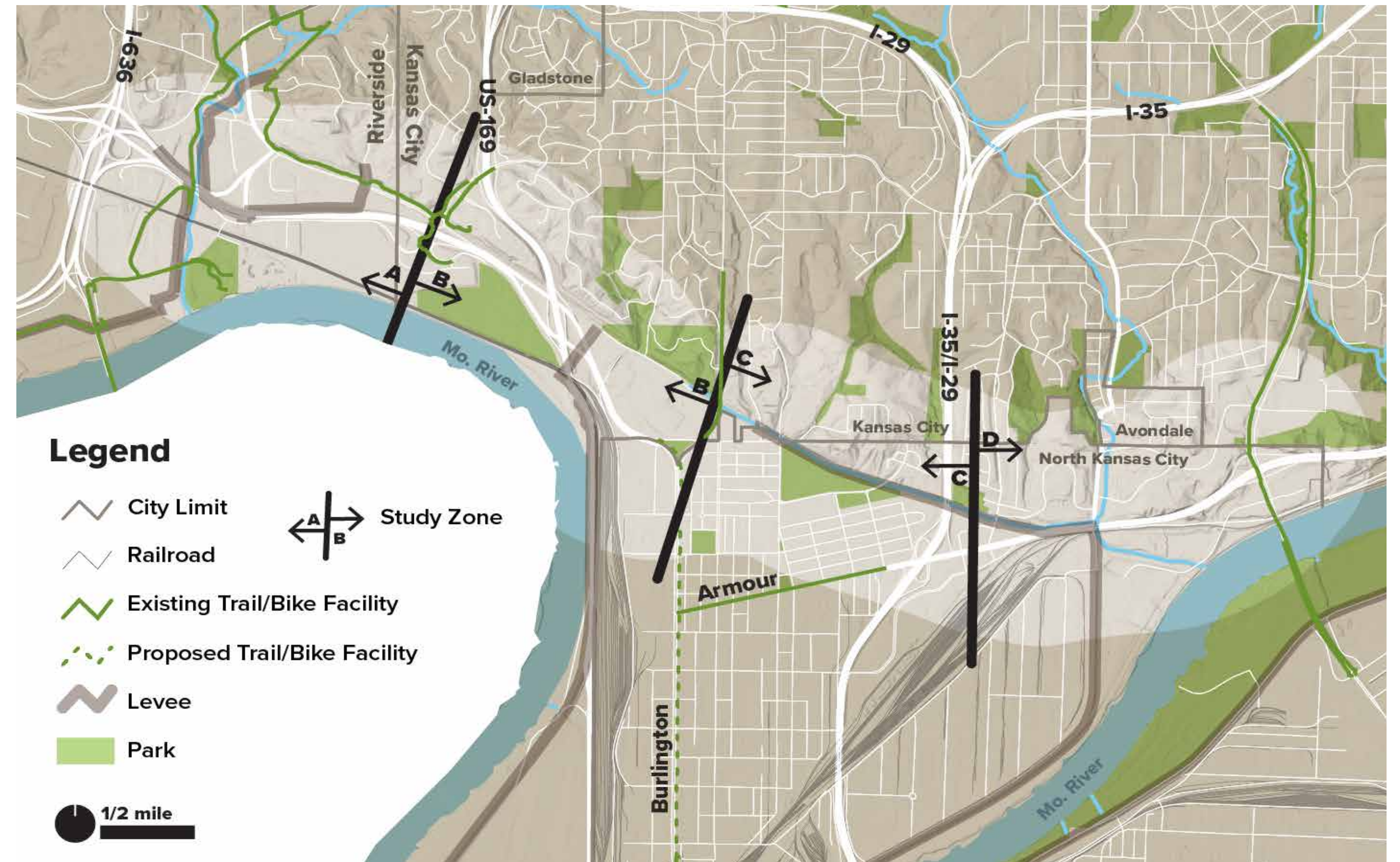
The goal of the Missouri River North Trail project is to determine how to connect the existing trails in Platte, Clay, and Jackson Counties. The project will also provide residents with access to parks, employment centers, and other destinations in the area. Your feedback will help shape priorities and recommendations.



PROCESS AND SCHEDULE



PROJECT ZONES



Due to the large size of the study area, the project has been divided into four zones, labeled **A to D** traveling from **West to East**.

Each zone has its own table with information and maps for you to learn more and provide comments.

WE WANT YOUR FEEDBACK!



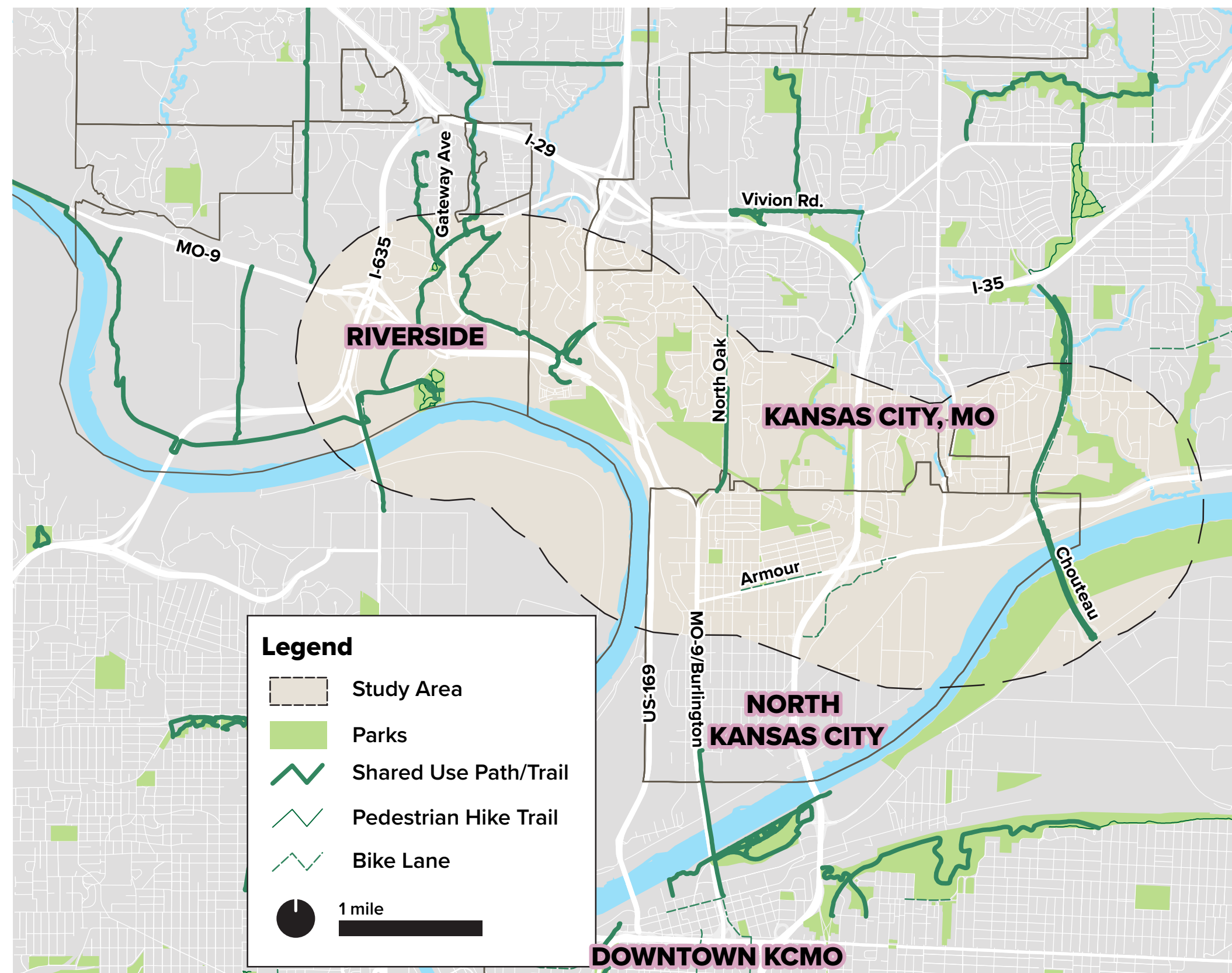
We want to know which proposed trail alignments you prefer, and ways that we can improve all of these concepts.

Take this survey by **June 30, 2024**, and share with a friend!

WHY DO WE NEED MULTIMODAL CONNECTIONS?

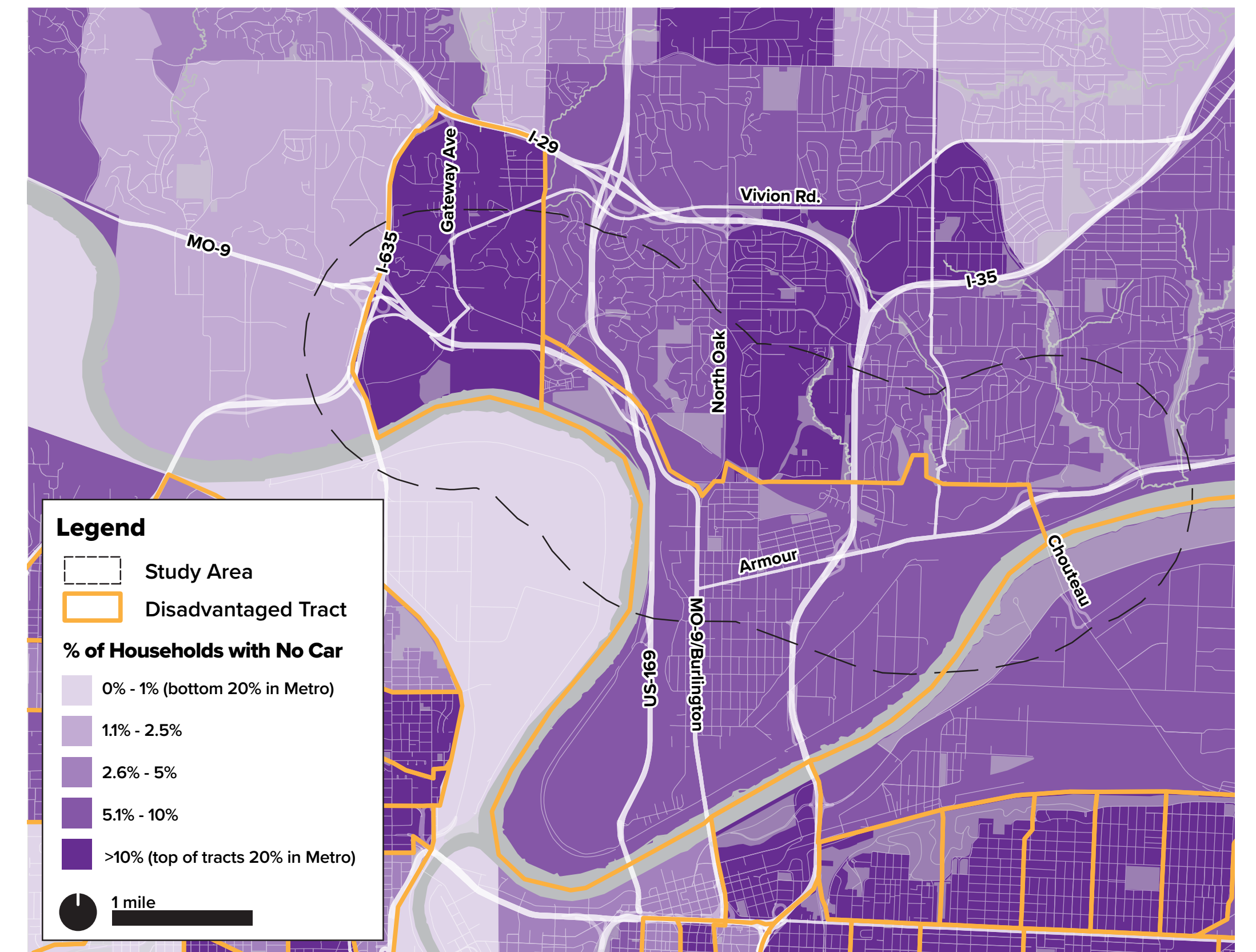
CONNECT OUR TRAILS AND PARKS

There are 33 miles of trails and protected bicycle facilities within the study area and over 570 acres of parks. The broader northland has a network of 106 miles of shared use paths and protected bicycle facilities. Connecting gaps will unlock a broader network of transportation and recreation amenities for the Northland.



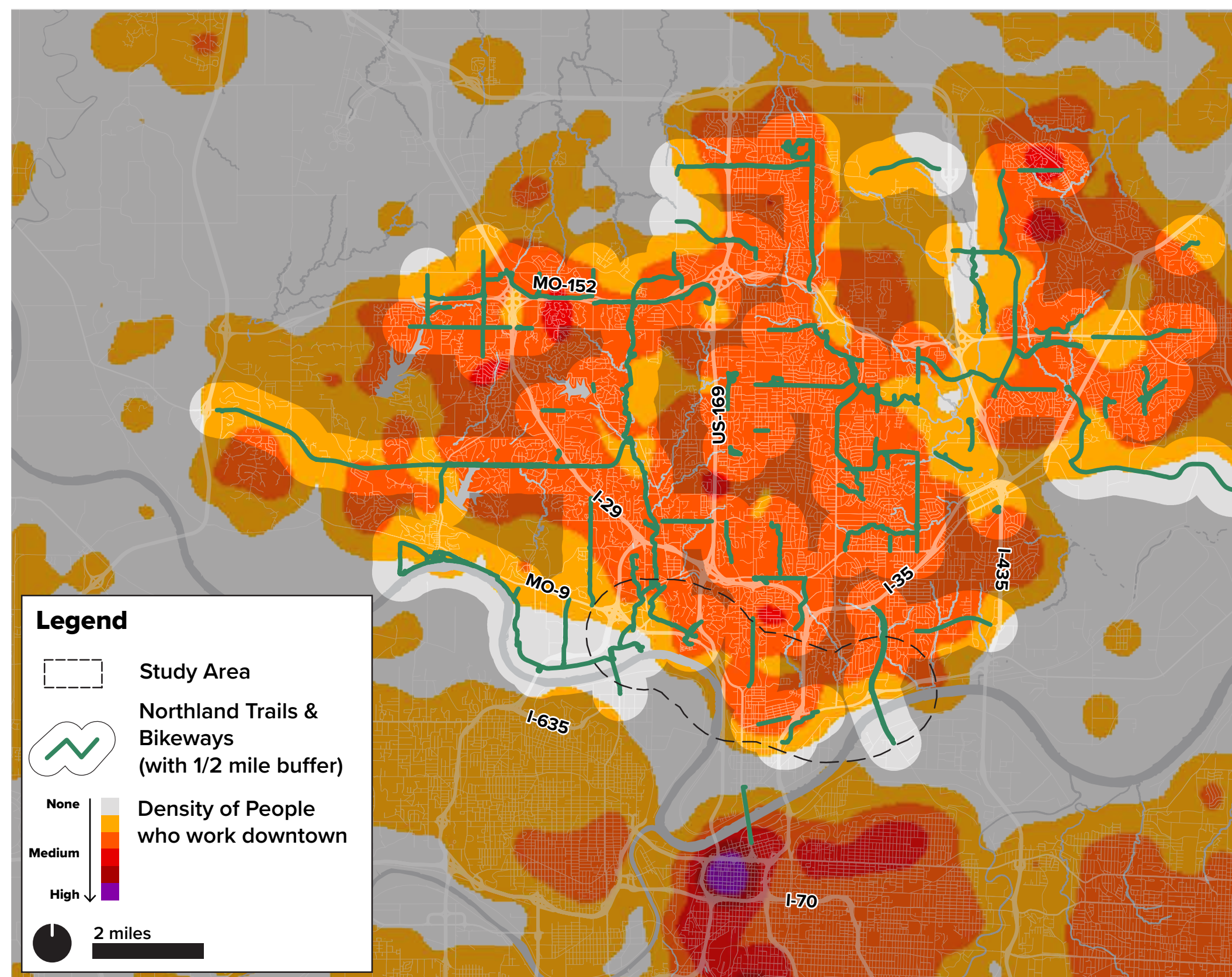
SERVE PEOPLE WITH MOBILITY NEEDS

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



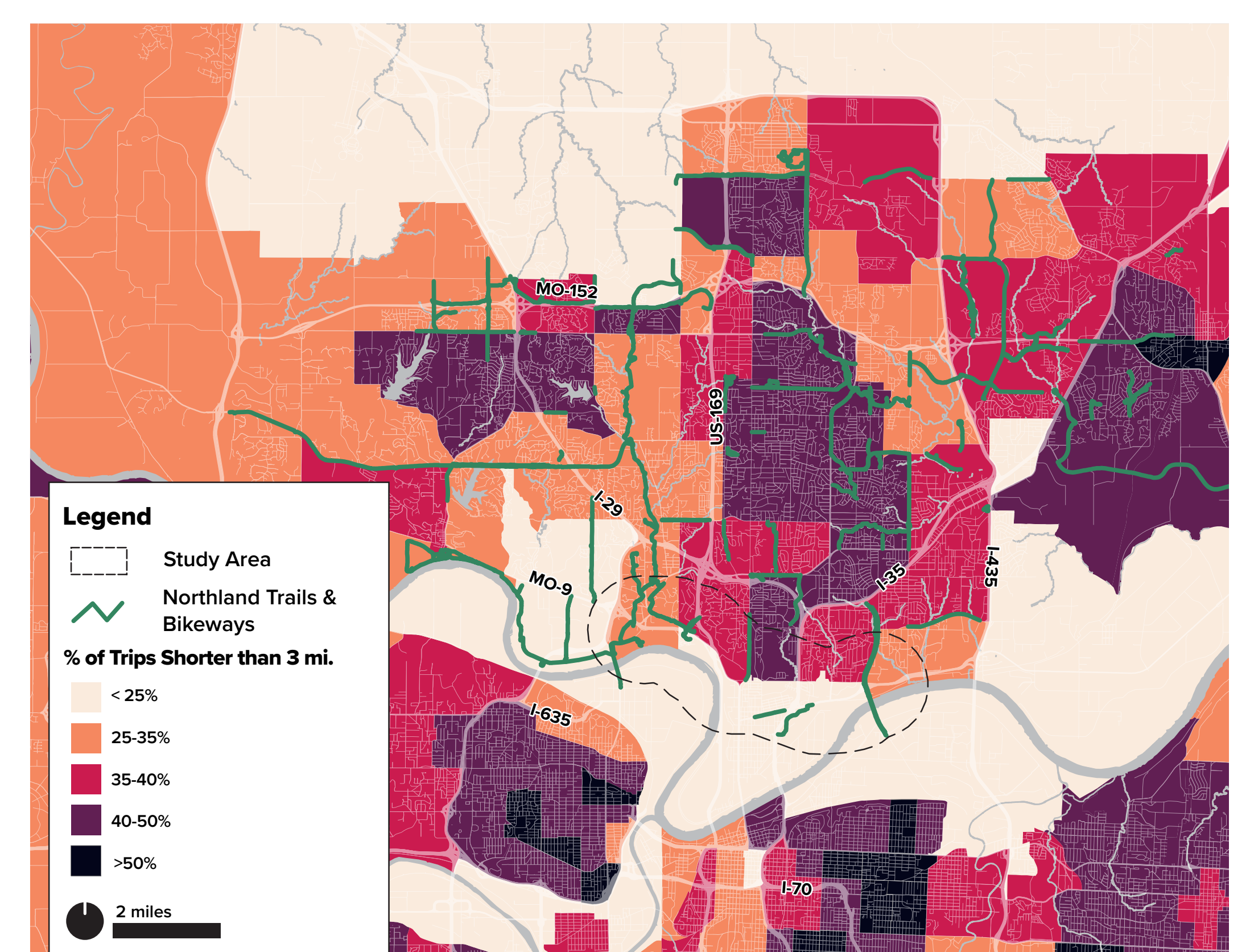
CONNECT OUR WORKFORCE TO JOBS

There are over 10,000 downtown Kansas City workers that live within a half mile of the Northland's existing trails and bikeways. There are also 90,000 jobs and 93,000 workers that live within a half mile of Northland trails and bike facilities. Connecting gaps in these trails can make bicycling a viable commute choice for more workers.

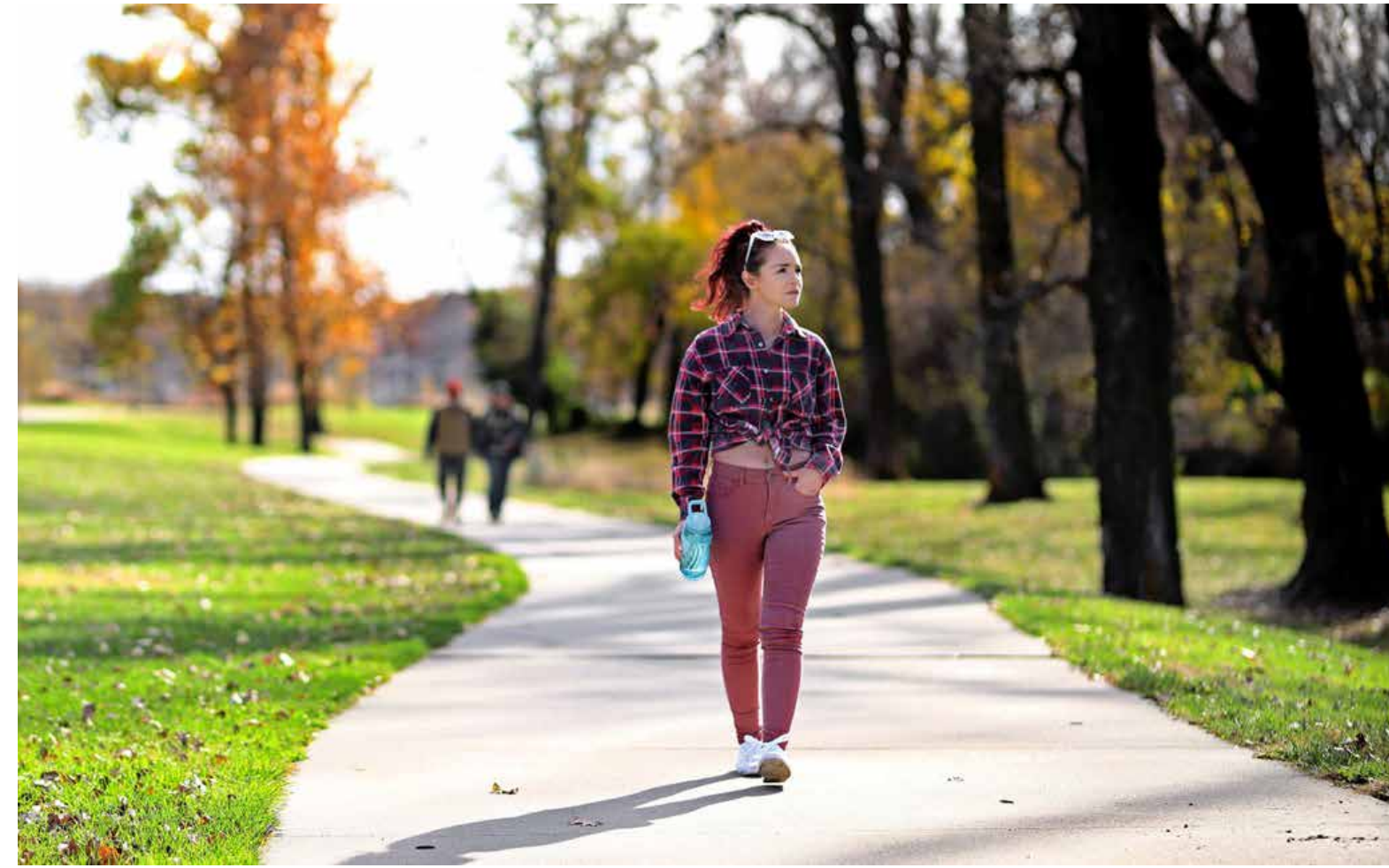


ENCOURAGE WALKING AND BICYCLING

2 out of every 5 trips in our study area is 3 miles or shorter. By providing safe and convenient options for walking and biking, people will feel more encouraged to reduce driving and increase their physical activity.



BUILDING A VITAL REGIONAL CONNECTION



CHOUTEAU TRAIL



MISSOURI RIVERFRONT TRAIL



LINE CREEK TRAIL



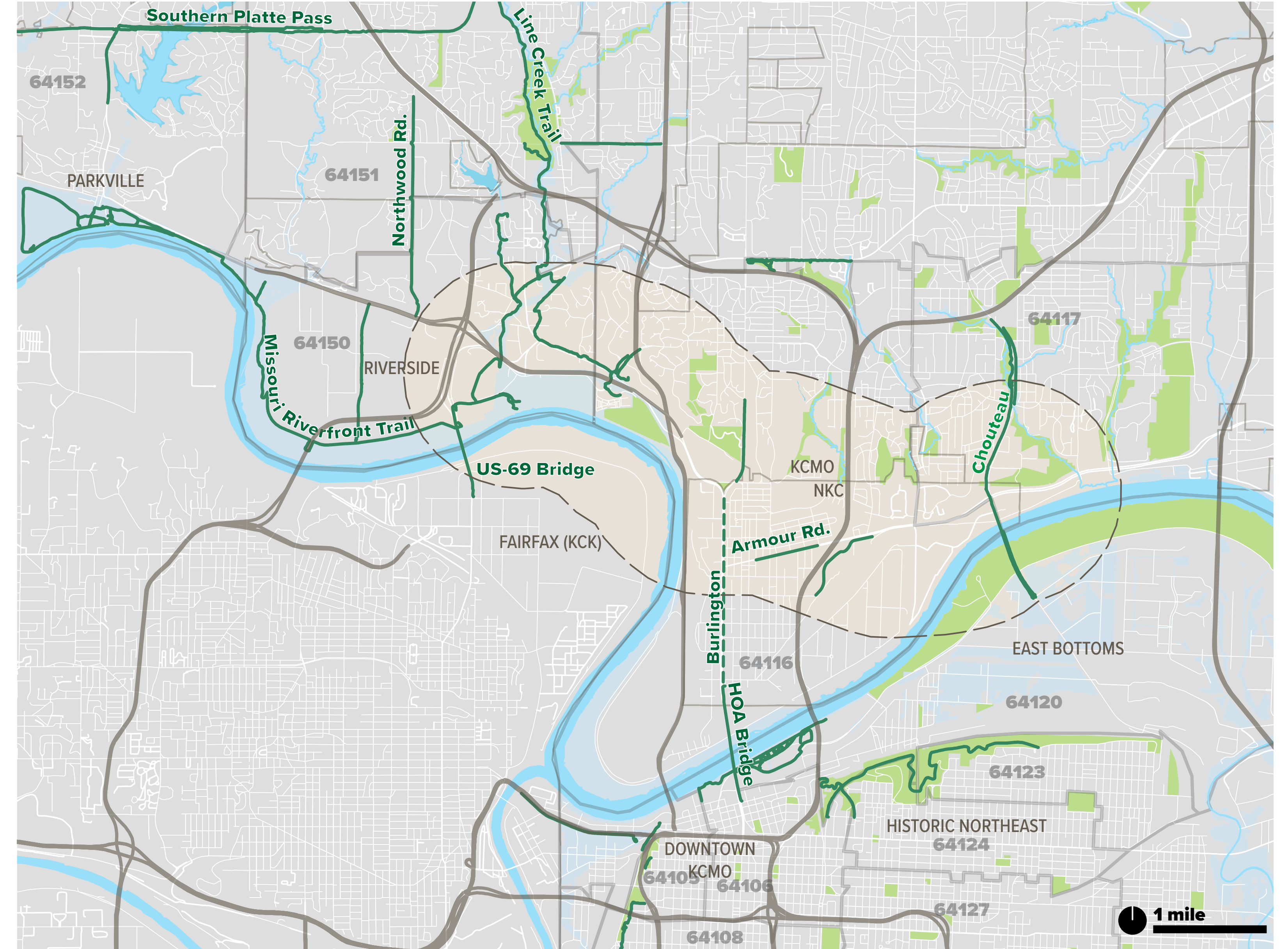
ARMOUR ROAD



US-69 BRIDGE



RIVERFRONT HERITAGE TRAIL



HEART OF AMERICA BRIDGE



BURLINGTON CYCLE TRACK

ZONE A OVERVIEW

Line Creek Trail to Briarcliff Parkway

ALIGNMENT OPTIONS

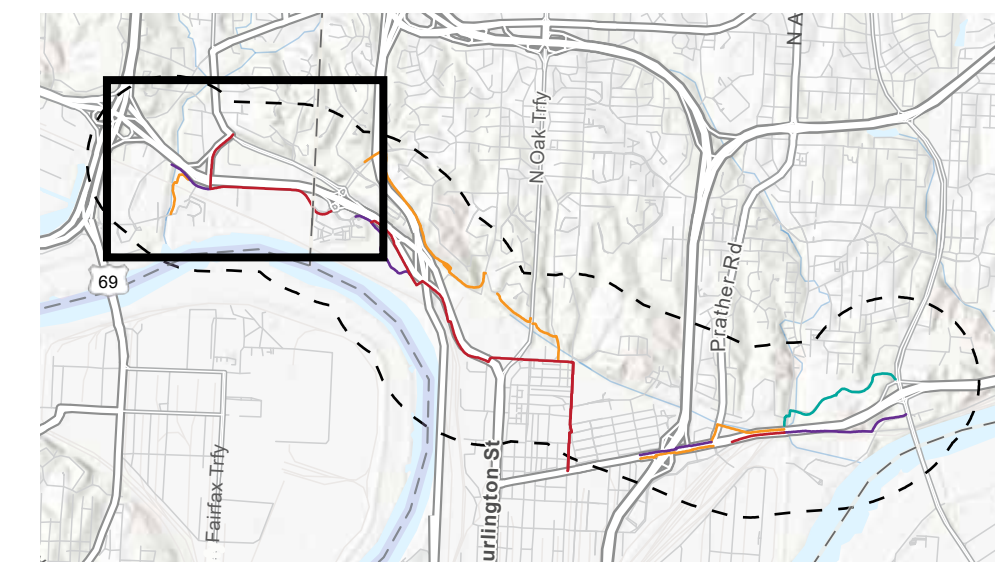


AREA CONTEXT

- Existing Trail
- Proposed Trail
- Bus Route/Stop
- Park
- Levee
- Railroad
- Building
- Point of Interest
- Waterway
- Floodplain
- Floodway
- Wetland

PROPOSED DESIGN OPTIONS

- Option A-1
- Option A-2
- Option A-3
- Trail Bridge
- Trail Underpass
- Switchback



OPTION A-1

A-1 is the primary east-west connection in this zone and could be paired with alignment A-2, alignment A-3, or both. It would travel along Riverway Blvd (US-69) and Tullison Rd.

Begin	NW Platte Rd
End	Briarcliff Pkwy
Length	1.2 miles
Terrain	Flat
Connections	Interurban Trail, Briarcliff Parkway Trail
Destinations	Village at Briarcliff, Briarcliff Apartments
Feasibility Considerations	US-69 highway ROW, MO-9 underpass, Wetlands, Floodplain

OPTION A-2

OPTION A-2

A-2 would connect to the A-1 alignment at Riverway Blvd and the Line Creek Trail by bridging over Line Creek.

Begin	Riverway Blvd
End	Argosy Casino Pkwy
Length	0.3 miles
Terrain	Mostly flat
Connections	Line Creek Trail
Destinations	Argosy Casino Pkwy
Feasibility Considerations	Line Creek crossing

OPTION A-3

A-3 would connect to alignment A-2 at Tullison Rd, travel under the existing BNSF bridge over Line Creek, and connects to the Missouri Riverfront Trail.

Begin	Tullison Rd
End	Argosy Pkwy
Length	0.3 miles
Terrain	Mostly flat
Connections	Missouri Riverfront Trail
Destinations	Argosy Casino, EH Young Riverfront Park
Feasibility Considerations	BNSF Railroad Underpass, Line Creek

ZONE B OVERVIEW

Briarcliff Parkway to Howell Ave

ALIGNMENT OPTIONS

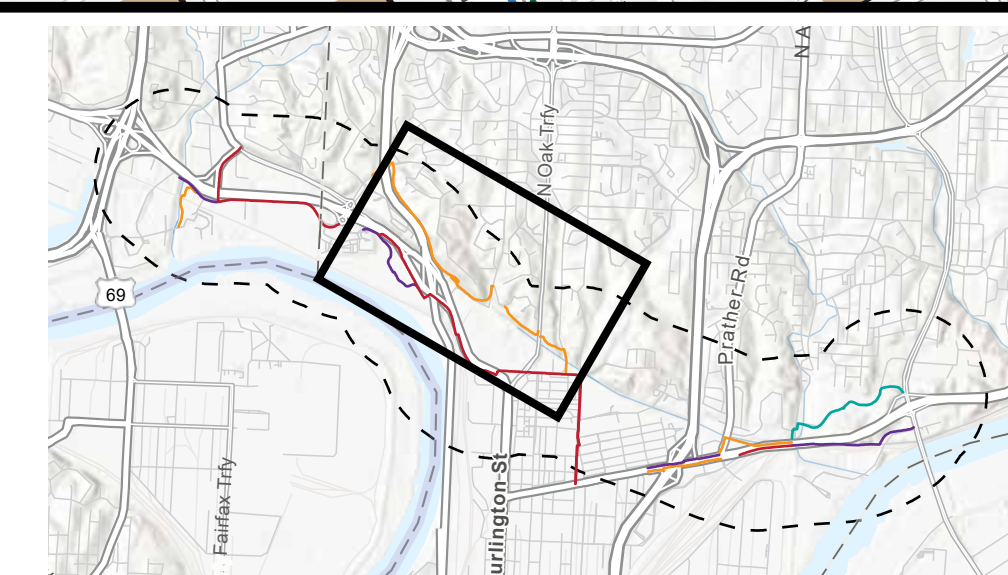


AREA CONTEXT

- Existing Trail
- Proposed Trail
- Bus Route/Stop
- Park
- Levee
- Railroad
- Building
- Point of Interest
- Waterway
- Floodplain
- Floodway
- Wetland

PROPOSED DESIGN OPTIONS

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



OPTION B-1

Option B-1 follows the MO-9 right of way using a box culvert (tunnel) to pass under an existing on-ramp and a retaining wall to travel adjacent to highway right of way. A tunnel connects beneath the Railroad Spur to the KCMO Water Treatment Plant.

Begin	NW Tullison Rd
End	NE 32nd Ave & Howell St
Length	1.7 miles
Terrain	Some hills
Connections	Briarcliff Parkway Trail, RideKC Route 201, Proposed Burlington Cycletrack
Destinations	Briarcliff Apartments, Waterwell Athletic Complex, Northgate
Feasibility Considerations	MO-9/US-169, NKC Levee, Railroad Spur, MO-9 Crossing, N. Oak Crossing

OPTION B-2

Option B-2 is an alternate pathway that would run through the center of the Waterwell Athletic Complex for more direct connections to the ballpark facilities, built in conjunction with other components of alignment B-1.

Begin	NW Tullison Rd
End	Waterwell Athletic Complex
Length	0.6 miles
Terrain	Mostly flat
Connections	Briarcliff Parkway Trail
Destinations	Briarcliff Apartments, Waterwell Athletic Complex
Feasibility Considerations	Wetlands

OPTION B-3

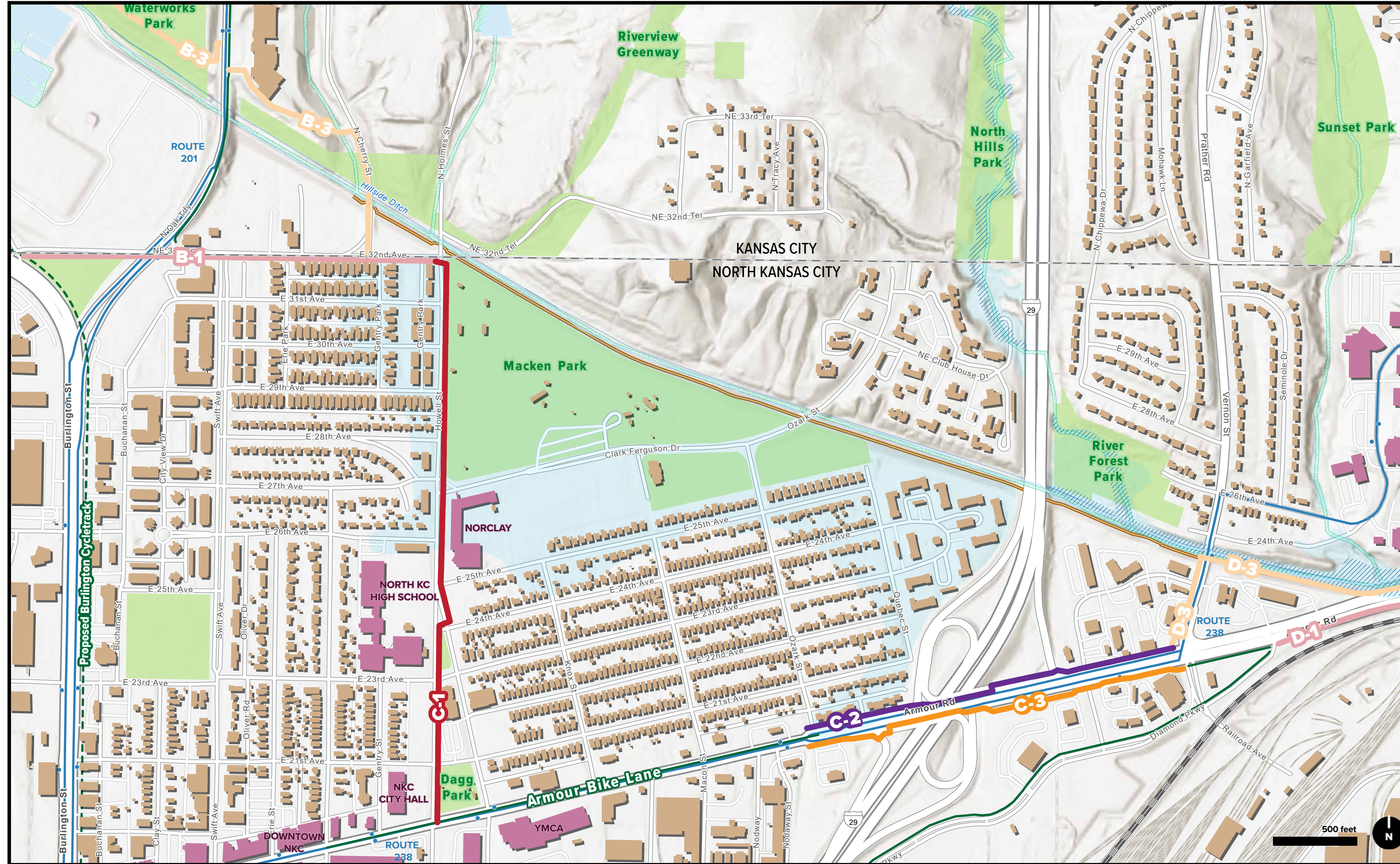
Option B-3 is an alternative to options B-2 and B-3. It would travel along Briarcliff Parkway and use existing highway right-of-way along US-169. Occasional switchbacks would be required to navigate steep grade changes.

Begin	Briarcliff Pkwy
End	Cherry St & 32nd Ave
Length	2.0 miles
Terrain	Quite hilly
Connections	Briarcliff Parkway Trail, Briarcliff Trails
Destinations	Waterworks Park, Briarcliff Village, Northgate
Feasibility Considerations	Topography, At-grade crossings

ZONE C OVERVIEW

Howell Street to Vernon Street

ALIGNMENT OPTIONS

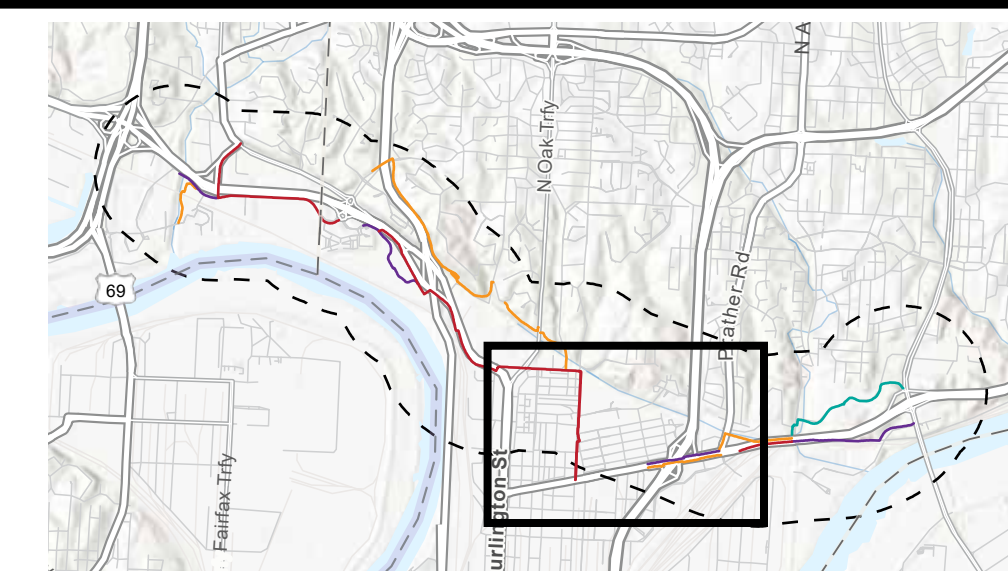


AREA CONTEXT

- Existing Trail
- Proposed Trail
- Bus Route/Stop
- Park
- Levee
- Railroad
- Building
- Point of Interest
- Waterway
- Floodplain
- Floodway
- Wetland

PROPOSED DESIGN OPTIONS

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



OPTION C-1

Option C-1 is a shared use path on the east side of Howell Street, connecting from 32nd Avenue to Armour Road's protected bicycle facilities.

Begin	32nd Ave
End	Armour Rd
Length	0.7 miles
Terrain	Mostly flat
Connections	Armour Road protected bike lanes RideKC Route 238
Destinations	Downtown NKC, NKC High School, Norclay School building, Macken Park
Feasibility Considerations	Howell ROW width and utilities

OPTION C-2

Option C-2 is an off-street shared use path on the NORTH side of Armour Road.

Begin	Ozark St
End	Vernon St
Length	0.4 miles
Terrain	Mostly flat
Connections	Armour Road protected bike lanes RideKC Route 238
Destinations	One North, Armour Road Retail
Feasibility Considerations	MoDOT ROW, I-35 / I-29 interchange

OPTION C-3

Option C-3 is an off-street shared use path on the SOUTH side of Armour Road.

Begin	Ozark St
End	Vernon St
Length	0.4 miles
Terrain	Mostly flat
Connections	Armour Road protected bike lanes RideKC Route 238
Destinations	One North, Armour Road Retail
Feasibility Considerations	MoDOT ROW, I-35 / I-29 interchange

ZONE D OVERVIEW

Vernon Street to Chouteau Trafficway

ALIGNMENT OPTIONS

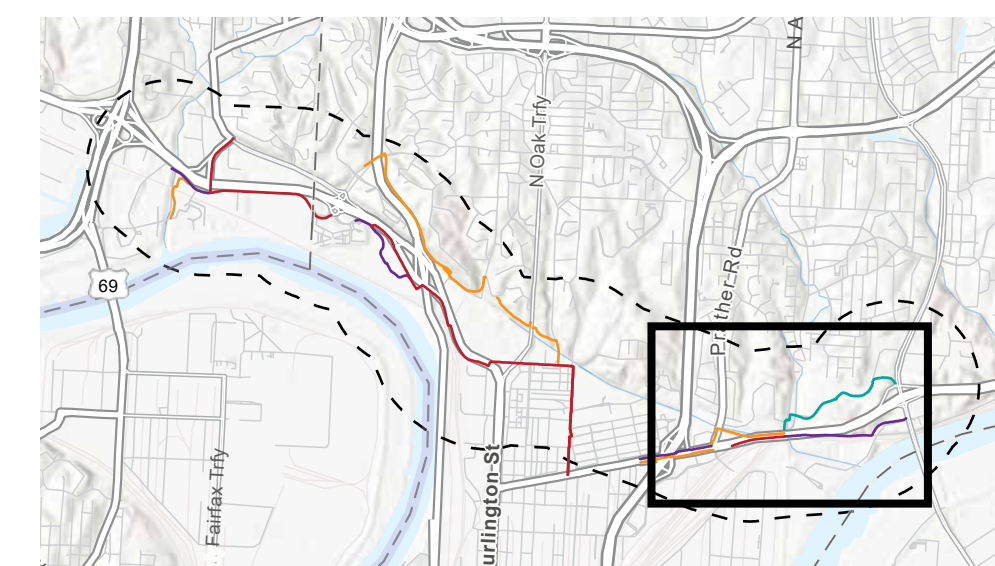


AREA CONTEXT

- Existing Trail
- Proposed Trail
- Bus Route/Stop
- Park
- Levee
- Railroad
- Building
- Point of Interest
- Waterway
- Floodplain
- Floodway
- Wetland

PROPOSED DESIGN OPTIONS

- Option D-1
- Option D-2
- Option D-3
- Option D-4
- Trail Bridge
- Trail Underpass
- Switchback
- Major At-Grade Crossing



OPTION D-1

D-1 would run along the south side of Armour Road (MoDOT Highway 210) in an off-street shared use path.

Begin	Diamond Pkwy
End	Walker Rd
Length	0.3 miles
Terrain	Mostly Flat
Connections	Diamond Pkwy Cycletrack
Destinations	One North
Feasibility Considerations	MODOT ROW NKC Levee District

OPTION D-2

D-2 would follow Armour Road and transition to the old Birmingham Road ROW, following Riverboat Drive to the Chouteau Trail.

Begin	Walker Rd
End	Chouteau Trfy
Length	0.8 miles
Terrain	Some hills
Connections	Chouteau Trail
Destinations	Harrah's Casino
Feasibility Considerations	MODOT ROW BNSF RR ROW NKC Levee District

OPTION D-3

D-3 would use Vernon Street ROW to travel north to the NKC hillside levee and use the hillside levee to build a trail to Walker Road.

Begin	Vernon St
End	Walker Rd
Length	0.5 miles
Terrain	Some hills
Connections	Route 238 Diamond Pkwy Cycletrack
Destinations	One North, NKC Hospital, River Forest Park
Feasibility Considerations	Vernon St ROW width, NKC Levee District, MoDOT ROW

OPTION D-4

D-4 would cross Walker Road and travel through the former Oracle/Cerner campus along Bales Ave.

Begin	Vernon St
End	Walker Rd
Length	0.9 miles
Terrain	Some hills
Connections	Route 238 Chouteau Trail
Destinations	NKC Hospital, future Oracle/Cerner site redevelopment
Feasibility Considerations	Bales Ave private ownership