

# Trails KC Plan Update

## Introduction

Resolution 220702, signed on September 15, 2022, called for an update to the 2008 Trails KC Plan. This memo will examine the trails from the previous plan which have not been built. Those trails are then scored and prioritized, using a metric established during discussion of the resolution. This memo details the methodology used in the scoring, the results of that scoring, and proposed additions to the plan which account for other changes since 2008.

## Methodology

As stated above, the goal of the update to this plan is to examine the recommended trails from the 2008 Trails KC plan that were not built and then apply a score to prioritize them. The score reflects 2023 priorities for multimodal infrastructure.

The following scoring methodology was set during debate of the resolution:

ATTRIBUTE	POINTS
Connect to Proposed Trail	1 Point
Connect to Existing Trail	1.5 Points
Demand Analysis	1.5 Points
Area Plan Recommendation	1.5 Points
High Injury Network (HIN)	1.5 Points
Connect to MARC Mobility Hubs	1.5 Points
Transportation Disadvantaged Census Tract	2 Points
Households Without Vehicle Census Tract*	2 Points
Transit Connection	2 Points

Each of these attributes were assigned points commensurate with their relative priority in the overall analysis. The following is a brief explanation of how each attribute fits into the overall analysis.

### Connection to a Proposed Trail

This attribute is meant to give priority to trails that will help build out the eventual trail network. 82% of trail segments analyzed connect to a proposed trail.

### Connect to an Existing Trail

This attribute gives importance to trail segments that expand the existing network of trails. 47% of trail segments analyzed connect to an existing trail.

## Demand Analysis

One of the goals of this update was to assign priority to trails that serve areas with higher population density and more diverse land uses. As such, this attribute is an approximation of the land use context of each trail segment. Since several other plans and studies produced by the City over the past five to ten years have used similar analyses to examine demand in the same way, this update relied on those pre-existing data sets as well. The demand analysis in question was produced by Bike Walk KC and previously employed for the Bike KC Master Plan from 2018. Trail segments with a score above the average score for every trail segment were awarded 1.5 points. 40% of trail segments analyzed scored above average.

## Area Plan Recommendation

Originally, this aspect of the analysis was meant to ensure that the trail segment in question had been vetted by community engagement. A look into the area plans revealed that the Trails KC Plan was so heavily used during the area planning process – and that every Area Plan has been updated since the adoption of the 2008 Trails KC Plan – that every trail segment is recommended by an area plan. Since this attribute provides no difference between trails, it does not do anything to distinguish the trails from one another. 100% of trails were recommended in an Area Plan.

## High Injury Network (HIN)

This attribute helps give weight to trails that can provide multi-modal mobility in areas with dangerous roadway conditions for people walking and people on bikes. If a segment was within one-quarter mile of an HIN roadway it was given points for this attribute. Just under one-third, 28%, of the trails analyzed were within a quarter mile of an HIN roadway.

## Connect to MARC Mobility Hubs

A key aspect of the 2017 Smart Moves 3.0 plan produced by the Mid-America Regional Council, the MARC Mobility Hubs are defined as “central places or districts that act as converging points for public transit and an integrated suite of mobility services, scaled for their respective environments and functions. Mobility hubs are also areas where there is an intensive concentration of working, living, shopping and/or playing in the form of mixed-use development. Mobility hubs serve three critical roles in the new Smart Moves 3.0 system: origin, destination and transfer point.”

Trails located within one -quarter mile of a planned MARC Mobility Hub location were given 1.5 points in this analysis. Coordinating trail access with Mobility Hub locations will improve access between modes of transportation, opening up a wider range of mobility options city wide.

## Transportation Disadvantaged Census Tract (TDCT)

This attribute is an index developed by the Department of Transportation using several demographic and economic data points. To qualify as a TDCT, a tract must exceed the 50<sup>th</sup> percentile across at least four of the following six transportation disadvantage indicators:

1. **Transportation Access Disadvantage:** communities and places that spend more, and longer, to get where they want to go

2. **Health Disadvantage:** communities with adverse health outcomes, disability, and environmental exposure
3. **Environmental Disadvantage:** communities with disproportionate pollution burden and inferior environmental quality
4. **Economic Disadvantage:** areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality
5. **Resilience Disadvantage:** communities vulnerable to hazards caused by climate change
6. **Equity Disadvantage:** communities with a high percentile of persons (age 5+) who speak English "less than well."

Over one-third, 38%, of the trail segments analyzed were located in Transportation Disadvantaged Census Tracts.

#### Households Without a Vehicle Census Tract

Providing safe, comfortable multimodal access to households without access to a motor vehicle was prioritized in this analysis. Trails running through block groups with a higher than city-wide rate of zero car households (11.2%) according to the US Census Bureau American Community Survey 2015-2019 data. Just over one-third (35%) of the trail segments pass through a block group with a rate of households without a vehicle that is lower than the citywide rate.

#### Transit Connection

The use of trails as means to increase the reach of the transit network is a significant part of the vision for Kanas City’s trail network into the future. In this analysis, a transit connection was judged to be present where a transit stop or transit line was within one-quarter mile of a trail segment. Of the 184 trail segments, 100 (54%) were within one-quarter mile of a transit line, and 80 (43%) were within one-quarter mile of a transit stop.

### Results & Analysis

The average score of the 184 trail segments analyzed is 6.94 points. Just over half, 54% (n=100), of the trail segments scored below average. The median score was 6.5 points showing little variation between the two measures. When separated into four tiers, the highest scoring trail segments were part of the Vivion Road, Choteau, Trolley Track Trail, and Blue River Trails in the 11 to 16 point range. These trails – accounting for 56.6 miles - all scored high on equity, activity, and connectivity measures. A table of all trail segments scores is available in Appendix A.

*Table 1 Unbuilt Trails Tier, Cost, Mileage*

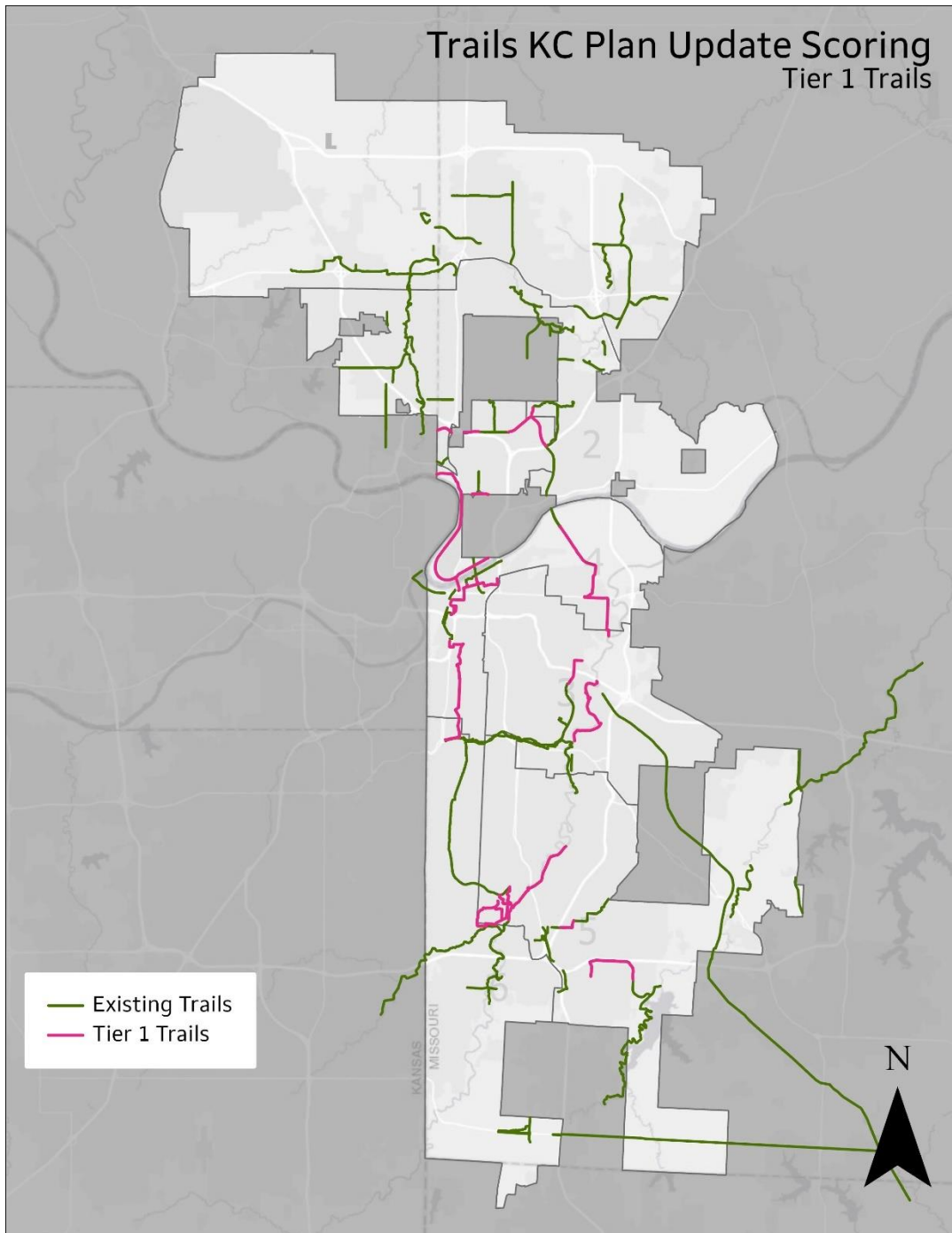
<b>Tier</b>	<b>Cost</b>	<b>Mileage</b>
Tier 1	\$ 73,599,152.15	56.6
Tier 2	\$ 37,513,562.70	28.9
Tier 3	\$ 44,486,640.45	34.2
Tier 4	\$ 94,817,467.14	72.9
<b>Total Cost</b>	<b>\$ 250,416,822.44</b>	192.6

#### Cost Projection

According to a survey of KCMO staff working in project implementation, the current cost for building off street trails is \$1.3 million per mile.

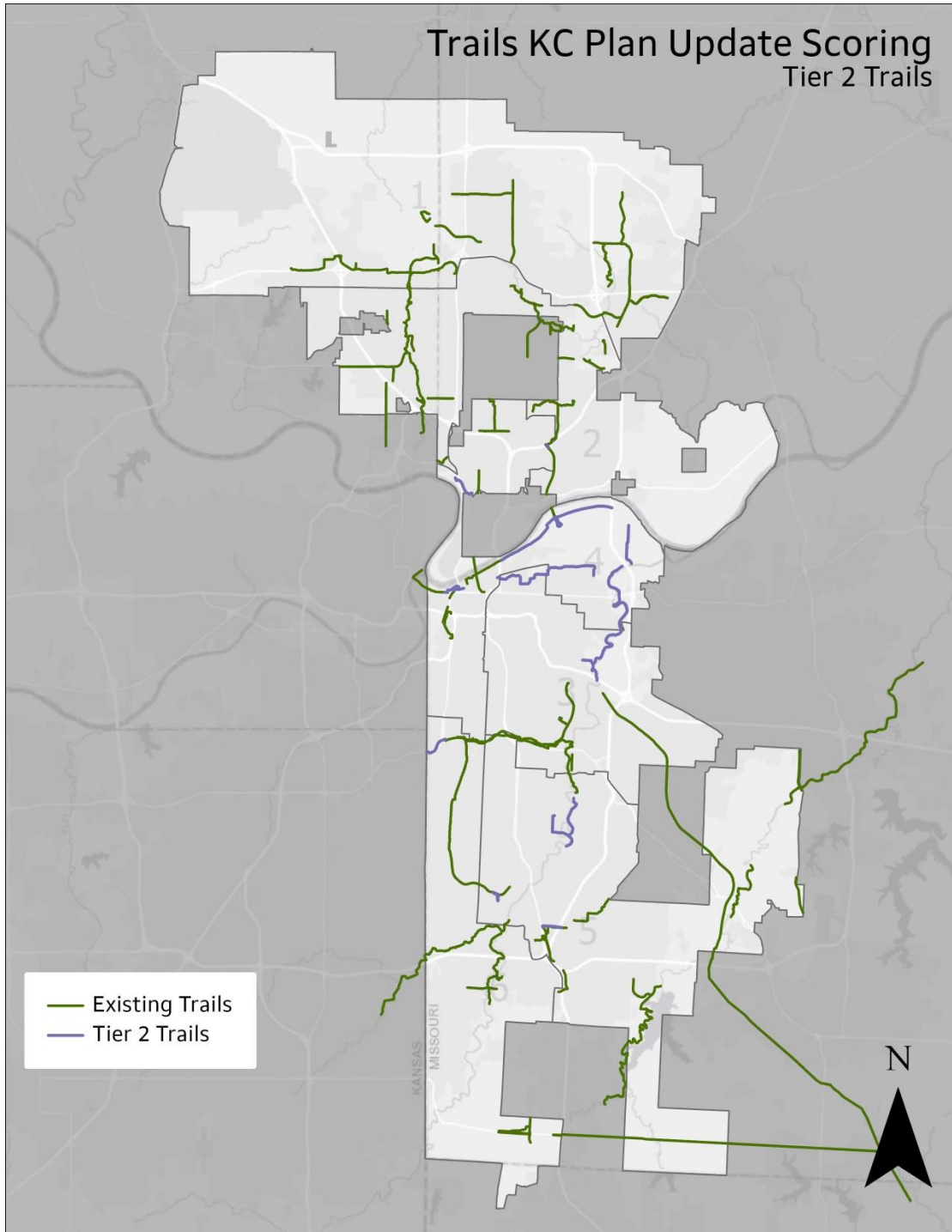
## Tier 1

The highest scoring tranche of trail segments is those with scores ranging from 11.5 to 16 points. This group accounts for over one-fourth, 27% (56.6 miles), of the unbuilt trail total. As expected, these trails score well in nearly all domains featuring full transit connectivity and nearly all of them connect to existing facilities and provide parallel service to roadways on the City's High Injury Network of roadways. A strong majority of these trail segments score well on the TDCT equity index and provide service to areas with a high share of zero car households. The total cost of Tier 1 trails combined was just over \$73.5 million.



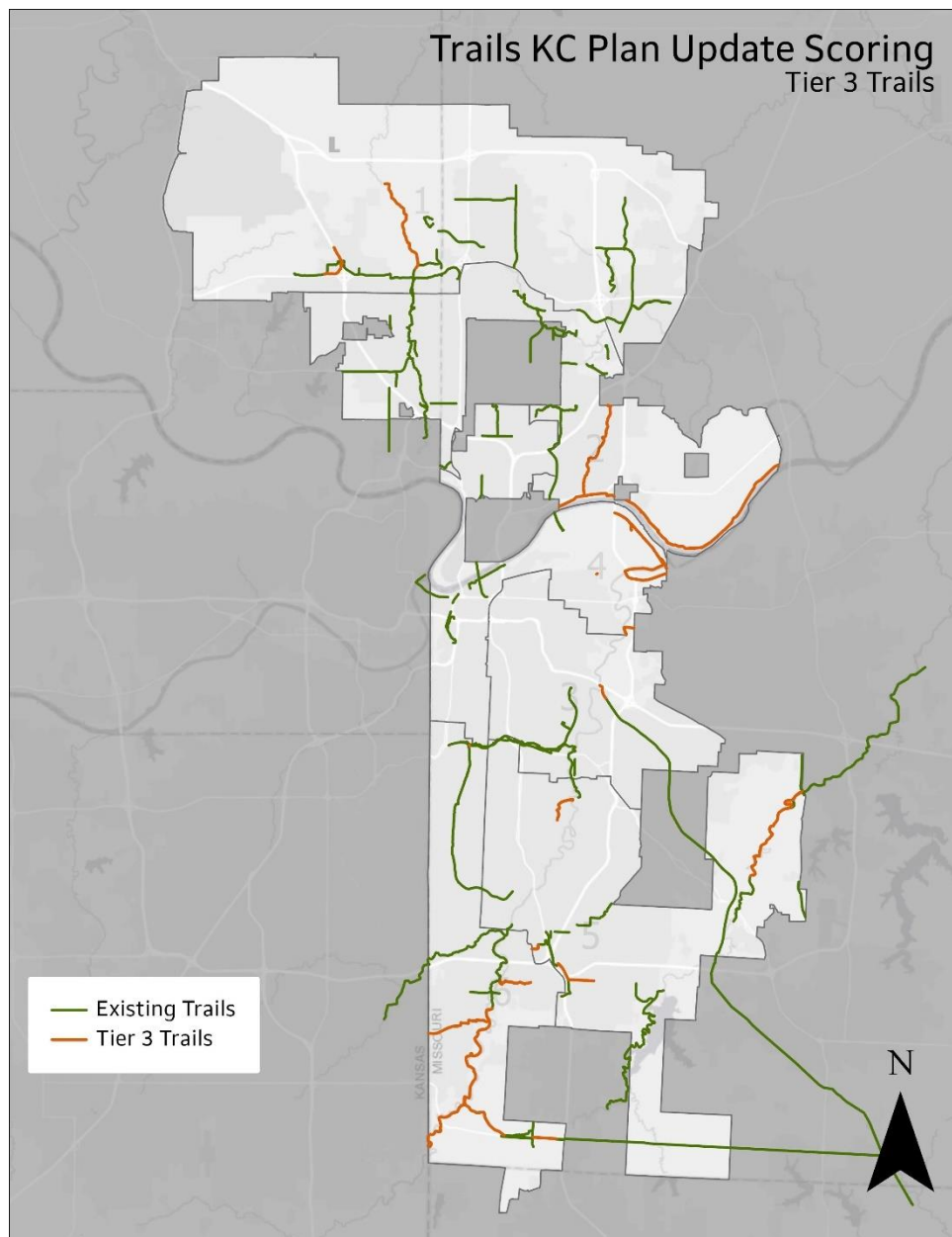
## Tier 2

The second highest scoring tranche of trails is those with scores ranging from 8.5 to 11.49 points. This group accounts for about 16% of the unbuilt trails, 28.9 miles. In general, these score well in terms of connectivity to other proposed trails, transit, and providing alternatives to HIN corridors. Most of these trail segments score well on the TDCT equity index but they are typically lacking in that they are not located in areas with high activity scores or areas with a high share of zero car households. The total cost for Tier 2 trail buildout is \$37.5 million.



### Tier 3

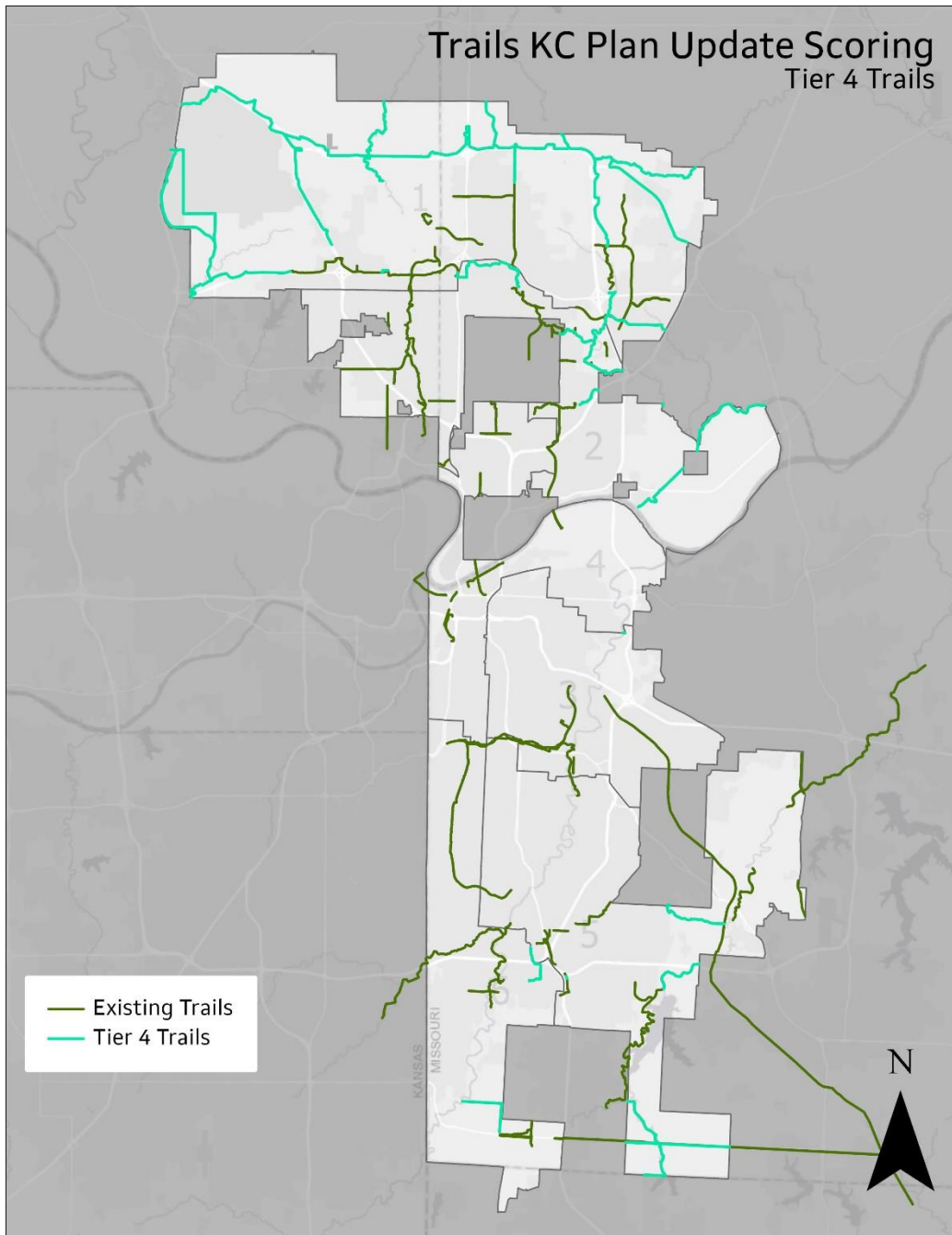
The second lowest scoring tranche of trail segments is those with scores ranging from 5.1 to 8.49 points. This groups accounts for 34.2 miles of unbuilt trail total. In general, these trail segments can be characterized as shorter segments that appear to be either parts of larger trailer systems or connections between two longer trails – a potential reason why the scores are not very high, yet they are adjacent to high scoring facilities. Though most of these segments connect to other proposed trails and transit lines and stops, these trail segments typically are not located in areas with high activity scores or locations with a large share of zero car households. Just over half connect to existing trails and relatively few provide parallel access adjacent to HIN corridors. Despite their low scores, these trail segments should not be dismissed on score alone as they may be key additions to the overall trail network despite scoring lower on this analysis. Total cost for Tier 3 buildout is \$44.4 million.





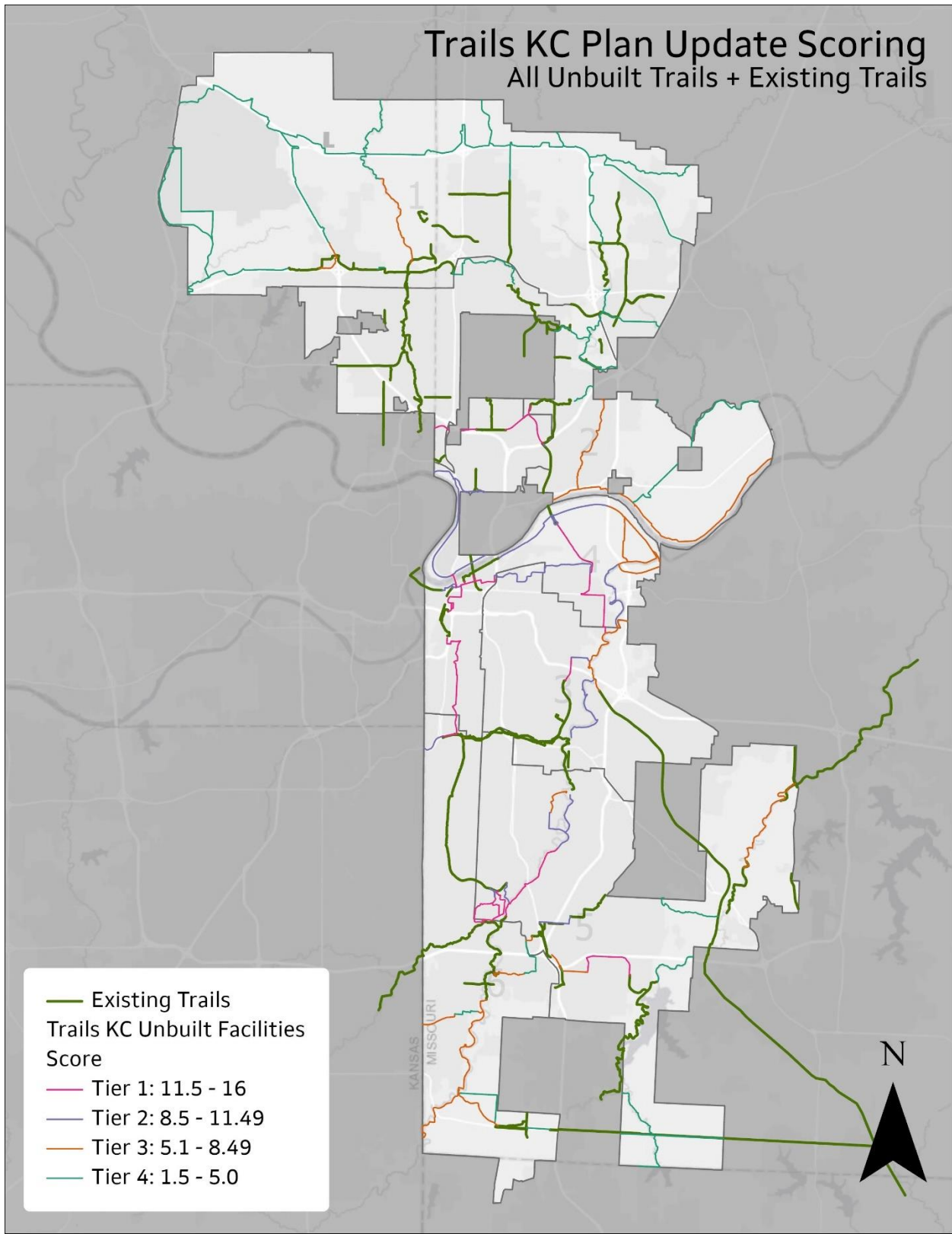
#### Tier 4

The lowest scoring tranche of trail segments, those with scores ranging from 1.5 to 5 points, accounts for just under 73 miles of trails. There is no discernable geographic pattern associated with this set of low scoring trails as they are widely present in all areas of the city. Almost none of these segments provided parallel service to a High Injury Network Road or were within one-quarter mile of a transit stop. They were also mostly located in areas of below average demand on both the Bike Walk KC and MARC demand analyses. From an equity perspective, these trails are also not located in TDCTs or areas with a higher than average share of zero car households. Total cost for Tier 4 buildout is just under \$95 million.



# Trails KC Plan Update Scoring

All Unbuilt Trails + Existing Trails





## Trail Gaps

Purely data driven analyses are never perfect and it is common practice to account for flaws using local knowledge and professional judgement. The scoring for this Trails KC Plan update reveal a set of trail segments that are low scoring but warrant a closer inspection. This set of trail segments all have scores that land them in Tier 3 or Tier 4, yet they connect two existing trails and would provide a level of network connectivity and continuity that make them more useful than the data suggests. This set includes 15 trail segments at a total of just under 18 miles, nine of which are less than one mile in length. These segments are recommended to be completed within the next ten years to provide a connected alternative transportation system to help the City achieve its transportation carbon reduction goals under the climate protection plan.

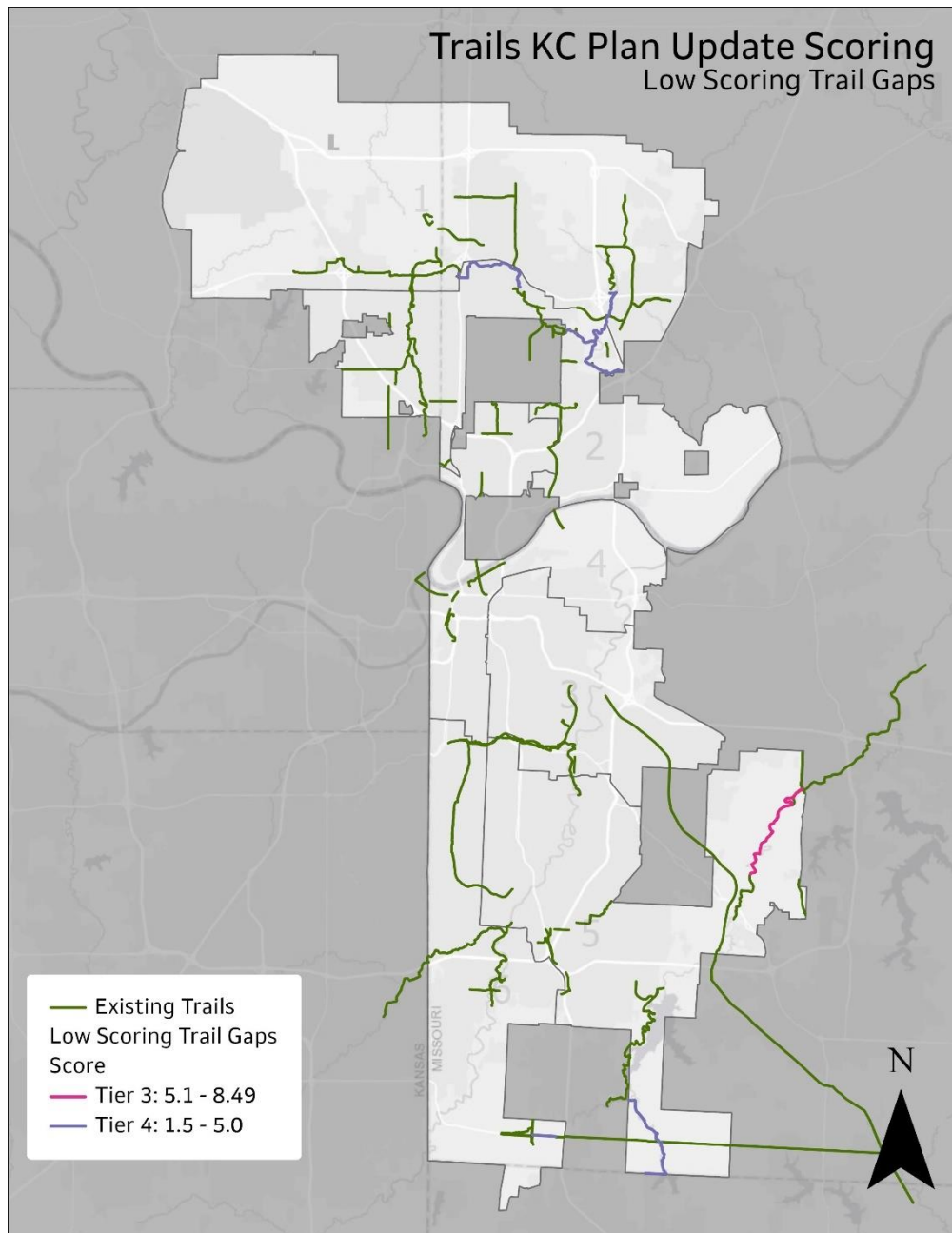


Table 2 Low Scoring Trail Gaps

ID	Trail Name	Score	TIER	Miles
7	Claycomo Trail	4	4	1.44
12	Little Blue Trace Trail	8	3	4.25
49	Shoal Creek Trail	3	4	0.87
54	Claycomo Trail	4	4	0.79
90	152 Trail	4.5	4	1.06
91	152 Trail	4.5	4	0.65
92	152 Trail	3	4	0.44
93	Shoal Creek Trail	4	4	1.07
94	Hodge-Smithville Trail	4	4	1.11
95	Hodge-Smithville Trail	2.5	4	0.34
135	Lumpkins Fork Trail	4	4	3.81
144	Hodge-Smithville Trail	4	4	0.56
151	Hodge-Smithville Trail	4	4	0.46
152	152 Trail	4.5	4	0.39
184	150 Trail	5	3	0.73

### New Trail Initiatives

An additional reassessment of the future trail network, and associated priority, is warranted due to many changes in the fifteen years since the Trails KC plan was originally passed. Pushed by many factors, including growth of the city’s trail network, interest in multimodal infrastructure has greatly increased since Trails KC Plan publication in 2008. The value of trails as low-stress, high comfort infrastructure for active transportation has increased to the point where trails are an integral aspect of the transportation network of the future. Several potential trails have been explored during a wide range of planning processes and infrastructure discussions. This update features additional trail segments from:

- KCMO’s 18 Area Plan documents
- Greenline KC trail alignment
- Linwood Complete Streets Plan

### Trails from Area Plans

Kansas City, Missouri is divided into 18 geographic areas for which area plans are prepared. Area plans recommend strategies to help realize the community’s long-term vision for the future and provide a comprehensive framework to guide public decision making on a range of subject, including transportation. Nearly every area plan has a recommendation to implement the 2008 Trails KC Plan and many, but not all, include recommended additions to the 2008 Trails KC Plan. The following Area Plans recommended additional trail segments update and were subject to the same geospatial analysis and prioritization scoring:

- Briarcliff-Winwood
- Country Club-Waldo
- Greater Downtown

- Heart of the City
- Hickman Mills
- KCI
- Little Blue Valley
- Red Bridge
- Shoal Creek

In total, Area Plan recommended trails account for just over 44 miles of proposed infrastructure with a total cost of \$57.5 million.

*Table 3 Area Plan Trail Recommendations Tier, Cost, Mileage*

<b>Tier</b>	<b>Cost</b>	<b>Mileage</b>
Tier 1	\$ 7,979,386	6.14
Tier 2	\$ 8,484,945	6.53
Tier 3	\$ 19,974,070	15.36
Tier 4	\$ 21,115,876	16.24
<b>Total Cost</b>	<b>\$ 57,554,279</b>	<b>44.27</b>

In general, Area Plan recommendations feature short trail segments, median length just over 0.6 miles, that provide access between planned or existing trails and residential areas or parks. Given the extensive engagement commitment in the Area Plan process and the close alignment with the Trails KC Plan it is recommended that these sections be adopted in the update. A table of all Area Plan recommended trail segments is available in Appendix B.

#### *Area Plan Trails Scoring Results*

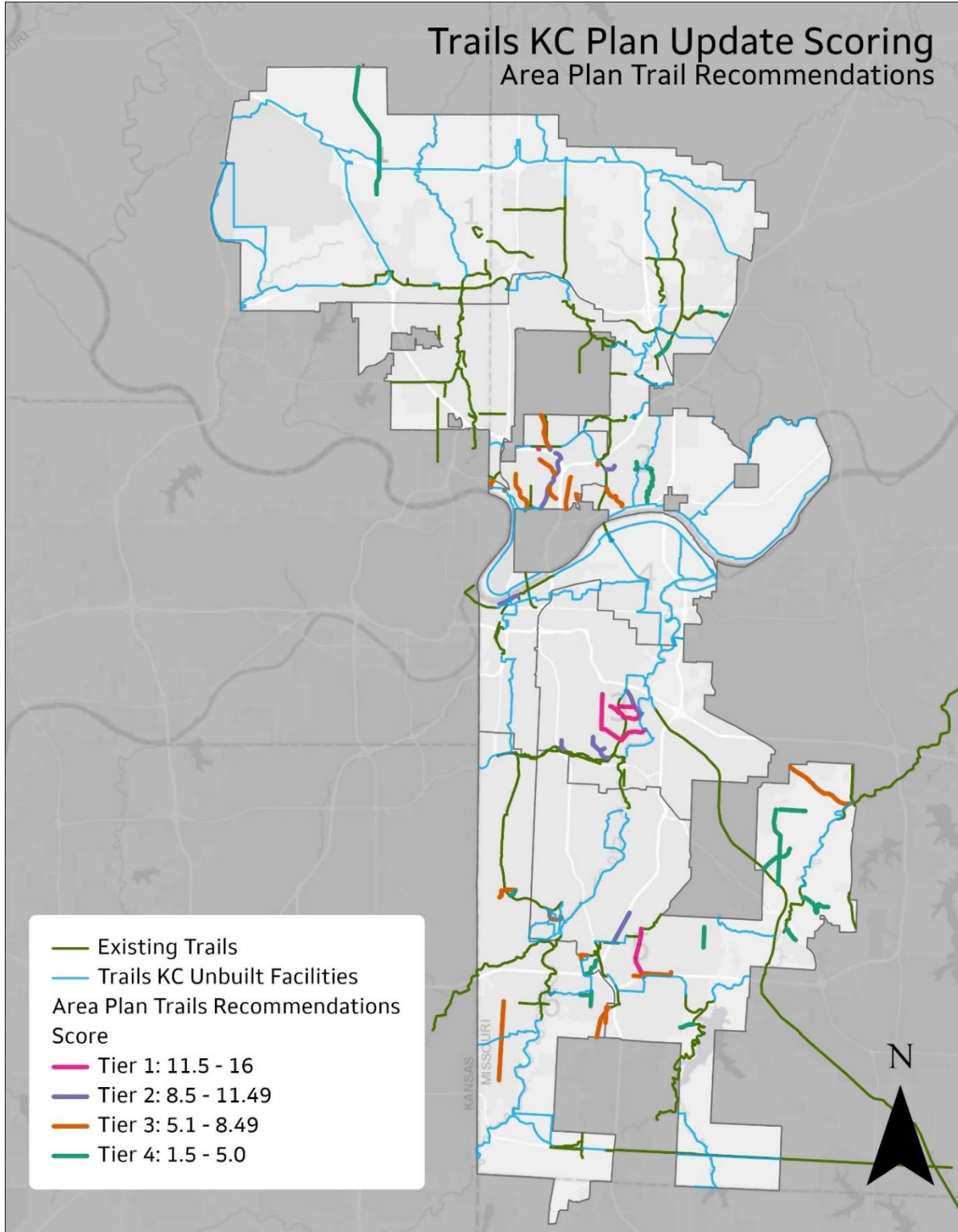
The 53 trail segments recommended in Area Plans had a lower average score (5.95) than the unbuilt segments from the 2008 Trails Plan segments but equal median score of 6.5. The highest score was 11, the lowest was zero, and the most common score was 1 point. The scoring breakdown of these trail segments showed that relatively few (12.6 miles) scored high enough to be included in the top two tiers.

Area Plan trail segments with a below average rating scored low in connectivity measures. Generally, they did not achieve points for the remainder of the attributes. Segments with above average scores scored well on equity measures but lacked the activity scores and transit access measures. This is likely due to the intended purpose of these segments being neighborhood connectivity. Overall, these sections should be considered as part of the larger trail segments they are meant to extend into residential areas.

#### *Linwood Corridor Trail*

A major component of the Linwood Corridor Complete Streets Plan (2020), a trail from 33<sup>rd</sup> St and Pennsylvania Ave, down Linwood Ave connecting to the Rock Island Trail via Stadium Dr, would also be a useful addition to this plan. To remain faithful to the study, funded by Mid-America Regional Council through the Planning Sustainable Places program, this trail was analyzed as a whole. The trail achieved

the highest possible score of 16 points. The cost of this facility has not been included in this document because the trail itself is part of a larger corridor redevelopment project.

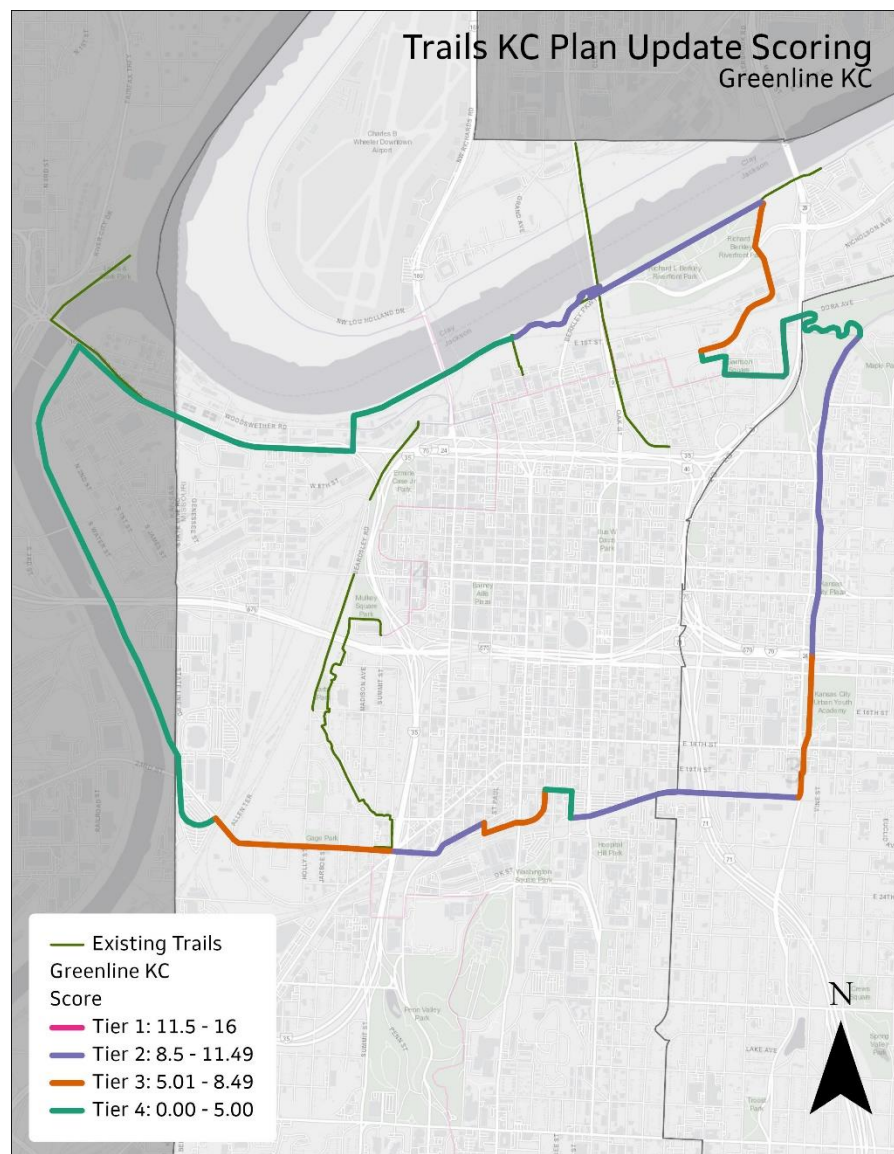


## Greenline KC

According to the project website, “Greenline KC is a proposed 10-mile urban loop around greater downtown, connecting neighborhoods, showcasing art, and encouraging discovery.” With a study underway and significant support from the Downtown Council of Kansas City, inclusion of the Greenline in this analysis aligns well with the priorities set forth by the City.

For analysis, the 10-mile Greenline was divided into 18 Sections averaging just over 0.6 miles in length. Section breaks were chosen by existing facility type, location context, and jurisdiction. Each section was also scored using the same metric as the Trails KC Plan and Area Plan trail additions. The average score for the Greenline trail segments was roughly in line with the Area Plan segments (5.6) but the median score was lower (5), as was the highest score (9). A table of Greenline KC section scores is available in Appendix C.

Going forward, if the Greenline project is meant to be taken as a whole the associated project implementation would have a separate process from the rest of the trails. If the Greenline is intended to be in the same group of potential trail projects with the other two groups – unbuilt Trails KC facilities and additions coming from Area Plans – a separate decision making process should be considered.





## Appendix A – Trails KC Plan Scoring

ID	Trail Name	Miles	Score	Tier	Cost
99	Vivion Road Trail	0.592128	16	1	\$ 769,766.04
149	Potential TT IC Alternative	0.870355	16	1	\$ 1,131,461.18
3	Chouteau	3.562243	14.5	1	\$ 4,630,915.55
27	Riverfront Heritage - HAB	4.249214	14.5	1	\$ 5,523,978.56
34	Fifth Street	5.385899	14.5	1	\$ 7,001,669.25
26	Trolley Track Connector	1.499659	14	1	\$ 1,949,557.25
41	Trolley Track Connector	0.818942	14	1	\$ 1,064,625.04
100	Vivion Road Trail	3.283083	14	1	\$ 4,268,007.29
154	Chouteau	0.308798	14	1	\$ 401,437.97
17	Chouteau	3.422419	13	1	\$ 4,449,144.93
45	Van Brunt	1.918695	13	1	\$ 2,494,303.27
132	Blue River Trail	0.633134	13	1	\$ 823,074.55
142	Trolley Track Tail Connector - Underpasses	0.701427	13	1	\$ 911,854.50
145	Trolley Track Trail Connector Alternative	0.24636	13	1	\$ 320,268.60
180	Broadway Bridge	0.207579	13	1	\$ 269,852.76
182	Blue River Trail	0.272641	13	1	\$ 354,432.69
1	Riverfront Heritage Trail	0.226581	12.5	1	\$ 294,555.43
28	Vivion Road Trail	0.643951	12.5	1	\$ 837,136.55
38	Riverfront Heritage Trail	0.7402	12.5	1	\$ 962,260.62
39	Riverfront Heritage Trail	1.388097	12.5	1	\$ 1,804,526.38
42	Riverfront Heritage Trail	0.079282	12.5	1	\$ 103,066.92
43	Riverfront Heritage Trail	0.316826	12.5	1	\$ 411,874.23
44	Riverfront Heritage Trail	0.153197	12.5	1	\$ 199,155.51
155	Trolley Track Trail Connector Alternative	0.196224	12.5	1	\$ 255,091.13
179	Vivion Road Trail	0.732241	12.5	1	\$ 951,913.93
13	Katy Connector Trail	2.298595	12	1	\$ 2,988,172.95
25	Trolley Track Connector Trail	1.325338	12	1	\$ 1,722,939.81
37	Brush Creek Trail	0.059567	12	1	\$ 77,437.50
101	Vivion Road Trail	1.233829	12	1	\$ 1,603,977.33
15	Kansas City North Trail	4.369036	11.5	1	\$ 5,679,746.88
18	Blue River Trail	8.678518	11.5	1	\$ 11,282,073.60
46	Van Brunt	0.643965	11.5	1	\$ 837,154.23
56	Sixth District Trail	0.544375	11.5	1	\$ 707,686.92
57	Kansas City North Trail	0.994662	11.5	1	\$ 1,293,060.37
102	Toe Levee Trail	0.907135	11.5	1	\$ 1,179,275.85
131	Blue River Trail	1.686963	11.5	1	\$ 2,193,052.22
147	Trolley Track Trail Connector	0.143149	11.5	1	\$ 186,093.39
177	Sixth District Trail	0.636778	11.5	1	\$ 827,811.17
178	Sixth District Trail	0.643646	11.5	1	\$ 836,739.81



ID	Trail Name	Miles	Score	Tier	Cost
16	Chouteau	0.014254	11	2	\$ 18,529.82
53	South Missouri Riverfront Trail	1.072328	11	2	\$ 1,394,026.55
2	South Missouri Riverfront Trail	2.226805	10.5	2	\$ 2,894,846.18
23	Riverfront Heritage Trail	3.302013	10.5	2	\$ 4,292,616.88
32	Riverfront Heritage Trail	2.401296	10.5	2	\$ 3,121,684.92
36	Brush Creek Trail	0.847373	10.5	2	\$ 1,101,585.26
120	Northeast Trail	0.821701	10.5	2	\$ 1,068,210.84
143	Old Road - Alternative Route	0.788446	10.5	2	\$ 1,024,979.40
146	Trolley Track Trail Connector Alternative	0.459289	10.5	2	\$ 597,075.06
47	Sixth District Trail	0.250258	10	2	\$ 325,335.00
48	Sixth District Trail	0.952664	10	2	\$ 1,238,463.61
103	Toe Levee Trail	0.31401	10	2	\$ 408,213.21
104	Toe Levee Trail	0.417128	10	2	\$ 542,265.77
123	Northeast Trail	0.128257	10	2	\$ 166,733.88
124	Northeast Trail	0.456812	10	2	\$ 593,855.92
162	Blue River Trail/Katy Trail Extension	0.330172	10	2	\$ 429,224.10
183	Sixth District Trail	0.520416	10	2	\$ 676,541.28
33	Van Brunt Trail	0.95572	9.5	2	\$ 1,242,436.11
98	Chouteau	3.811091	9.5	2	\$ 4,954,417.74
119	Northeast Trail	0.582431	9.5	2	\$ 757,159.98
150	South Missouri Riverfront Trail	0.261997	9.5	2	\$ 340,595.56
153	Chouteau	0.341325	9.5	2	\$ 443,722.25
166	Blue River Trail	0.164254	9.5	2	\$ 213,529.99
167	Blue River Trail Alternative	0.097208	9.5	2	\$ 126,370.83
168	Blue River Trail Alternative	0.593834	9.5	2	\$ 771,984.54
169	Blue River Trail Alternative	4.349027	9.5	2	\$ 5,653,734.71
121	Northeast Trail	0.438554	9	2	\$ 570,120.48
122	Northeast Trail	0.914695	9	2	\$ 1,189,103.13
106	South Missouri Riverfront Trail -alternative	0.008463	8.5	2	\$ 11,002.45
165	Blue River Trail/Katy Trail Extension	1.034767	8.5	2	\$ 1,345,197.25
12	Little Blue Trace Trail	3.254712	8	3	\$ 4,231,125.57
19	Katy Connector Trail	0.731365	8	3	\$ 950,774.41
30	Santa Fe Trail	0.714405	8	3	\$ 928,726.66
35	Brush Creek Trail	0.44152	8	3	\$ 573,975.42
125	Katy Trail	0.46498	8	3	\$ 604,474.03
148	Santa Fe Trail	1.882555	8	3	\$ 2,447,321.80
170	Blue River Trail Alternative	0.038002	8	3	\$ 49,403.14
171	Blue River Trail Alternative	0.242532	8	3	\$ 315,291.12
172	Blue River Trail Alternative	0.052677	8	3	\$ 68,480.73
173	Blue River Trail Alternative	0.514593	8	3	\$ 668,970.44
174	Blue River Trail Alternative	1.128535	8	3	\$ 1,467,094.88

ID	Trail Name	Miles	Score	Tier	Cost
88	152 Trail	0.326222	7.5	3	\$ 424,088.32
89	152 Trail	0.47195	7.5	3	\$ 613,534.38
105	South Missouri Riverfront Trail	0.91237	7.5	3	\$ 1,186,081.31
134	Blue River Trail	0.187479	7	3	\$ 243,722.96
175	Blue River Trail Alternative	0.450706	7	3	\$ 585,917.72
4	South Missouri Riverfront Trail	1.412921	6.5	3	\$ 1,836,796.71
10	North Missouri Riverfront Trail	0.465186	6.5	3	\$ 604,741.69
29	Santa Fe Trail	2.310818	6.5	3	\$ 3,004,063.99
118	Northeast Trail	1.335642	6.5	3	\$ 1,736,335.15
156	South Missouri Riverfront Trail- alternative	1.012758	6.5	3	\$ 1,316,584.85
157	South Missouri Riverfront Trail - alternative	2.015095	6.5	3	\$ 2,619,623.38
158	Southern Missouri Riverfront Trail - Alt (L&C)	0.07292	6.5	3	\$ 94,795.73
159	Blue River Trail/Katy Trail Extension	1.309083	6.5	3	\$ 1,701,807.98
163	Blue River Trail/Katy Trail Extension	0.51876	6.5	3	\$ 674,388.36
164	South Missouri Riverfront Trail	1.357281	6.5	3	\$ 1,764,465.51
9	Searcy Creek Trail	0.238194	6	3	\$ 309,651.89
21	Blue River Trail-alternate	1.287113	6	3	\$ 1,673,247.20
24	Blue River Trail-alternate	0.190432	6	3	\$ 247,561.50
55	Sixth District Trail	0.716986	6	3	\$ 932,082.05
78	Line Creek Trail	0.566475	6	3	\$ 736,417.84
107	I-29 Trail	0.401864	6	3	\$ 522,423.06
133	Blue River Trail	0.061785	6	3	\$ 80,320.91
161	150 Trail	0.30262	6	3	\$ 393,406.57
137	Sixth District Trail	2.144429	5.5	3	\$ 2,787,757.12
139	Katy Connector Trail	3.1291	5.5	3	\$ 4,067,829.76
140	Katy Connector Trail	0.317456	5.5	3	\$ 412,692.85
31	Santa Fe Trail	0.333848	5	3	\$ 434,002.75
184	150 Trail	0.905124	5	3	\$ 1,176,660.71
14	Sixth District Trail	1.435171	4.5	4	\$ 1,865,722.06
20	Blue River Trail	0.531237	4.5	4	\$ 690,608.16
40	Sixth District Trail	3.348416	4.5	4	\$ 4,352,940.91
90	152 Trail	0.264324	4.5	4	\$ 343,621.81
91	152 Trail	0.182213	4.5	4	\$ 236,877.45
108	I-29 Trail	0.374725	4.5	4	\$ 487,142.29
110	152 Trail	1.460038	4.5	4	\$ 1,898,049.18
116	I-29 Trail	0.804164	4.5	4	\$ 1,045,412.75
117	I-29 Trail	0.396223	4.5	4	\$ 515,089.70
152	152 Trail	0.720359	4.5	4	\$ 936,466.14
160	Grandview Connector Trail Alternate	0.786128	4.5	4	\$ 1,021,966.45
5	Hodge-Smithville Trail	3.840187	4	4	\$ 4,992,242.82
7	Claycomo Trail	0.523843	4	4	\$ 680,996.46

ID	Trail Name	Miles	Score	Tier	Cost
22	Little Blue Trace Trail	0.440439	4	4	\$ 572,571.15
50	152 Trail	1.057668	4	4	\$ 1,374,968.24
51	76th Street Trail	0.651386	4	4	\$ 846,801.58
52	Katy Connector Trail	0.439741	4	4	\$ 571,663.73
54	Claycomo Trail	1.110736	4	4	\$ 1,443,957.28
86	KCI Airport Trail	0.484459	4	4	\$ 629,796.99
93	Shoal Creek Trail	2.209965	4	4	\$ 2,872,955.02
94	Hodge-Smithville Trail	0.256951	4	4	\$ 334,035.76
109	152 Trail	0.167221	4	4	\$ 217,387.28
111	152 Trail	1.12486	4	4	\$ 1,462,318.50
112	152 Trail	0.369605	4	4	\$ 480,485.98
113	Liberty 291 Trail	0.556307	4	4	\$ 723,198.69
126	Shoal Creek Trail	0.394	4	4	\$ 512,200.23
135	Lumpkins Fork Trail	1.482866	4	4	\$ 1,927,725.48
136	150 Trail	1.230627	4	4	\$ 1,599,814.65
144	Hodge-Smithville Trail	2.656216	4	4	\$ 3,453,080.20
151	Hodge-Smithville Trail	0.143815	4	4	\$ 186,959.10
181	Shoal Creek Trail	3.410261	4	4	\$ 4,433,339.49
115	I-29 Trail	0.201199	3.5	4	\$ 261,559.32
6	87th Street Trail	0.156568	3	4	\$ 203,537.86
49	Shoal Creek Trail	0.687183	3	4	\$ 893,338.26
92	152 Trail	0.082828	3	4	\$ 107,676.20
96	Vivion Road Trail	3.083063	3	4	\$ 4,007,982.27
97	Vivion Road Trail	3.099264	3	4	\$ 4,029,043.49
127	Vivion Road Trail	0.081029	3	4	\$ 105,337.30
8	KCI Airport	0.256953	2.5	4	\$ 334,038.65
11	Rocky Branch Trail	2.344488	2.5	4	\$ 3,047,834.28
58	I-29 Trail	0.344927	2.5	4	\$ 448,405.72
59	I-29 Trail	0.212436	2.5	4	\$ 276,166.90
60	I-29 Trail	0.523262	2.5	4	\$ 680,240.11
61	I-29 Trail	0.022472	2.5	4	\$ 29,213.29
62	I-29 Trail	0.246629	2.5	4	\$ 320,617.65
63	I-29 Trail	0.600455	2.5	4	\$ 780,590.92
64	I-29 Trail	0.299696	2.5	4	\$ 389,605.05
65	435 Trail	0.536521	2.5	4	\$ 697,477.39
66	435 Trail	0.701933	2.5	4	\$ 912,513.40
67	Hodge-Smithville Trail	0.16493	2.5	4	\$ 214,408.88
68	Hodge-Smithville Trail	0.597799	2.5	4	\$ 777,138.98
69	435 Trail	1.316992	2.5	4	\$ 1,712,090.05
70	435 Trail	0.567082	2.5	4	\$ 737,206.32
71	435 Trail	0.582955	2.5	4	\$ 757,841.53

ID	Trail Name	Miles	Score	Tier	Cost
72	435 Trail	0.420965	2.5	4	\$ 547,254.80
73	435 Trail	0.255264	2.5	4	\$ 331,842.77
74	Hodge-Smithville Trail	1.543085	2.5	4	\$ 2,006,010.21
75	435 Trail	0.987023	2.5	4	\$ 1,283,130.15
76	435 Trail	3.847643	2.5	4	\$ 5,001,935.80
77	435 Trail	1.528812	2.5	4	\$ 1,987,455.67
79	Line Creek Trail	0.447288	2.5	4	\$ 581,474.99
80	Line Creek Trail	2.590958	2.5	4	\$ 3,368,244.95
81	Line Creek Trail	0.79377	2.5	4	\$ 1,031,900.80
82	Line Creek Trail	0.030846	2.5	4	\$ 40,099.95
83	435 Trail	0.203366	2.5	4	\$ 264,375.66
84	435 Trail	0.72323	2.5	4	\$ 940,199.40
85	KCI Airport Trail	0.423779	2.5	4	\$ 550,912.26
87	KCI Airport Trail	1.962366	2.5	4	\$ 2,551,075.42
95	Hodge-Smithville Trail	2.546773	2.5	4	\$ 3,310,804.70
114	435 Trail	0.846318	2.5	4	\$ 1,100,213.51
129	Birmingham Trail	0.693697	2.5	4	\$ 901,806.24
130	Birmingham Trail	0.073099	2.5	4	\$ 95,028.12
138	Sixth District Trail	1.845384	2.5	4	\$ 2,398,999.55
141	Line Creek Trail	0.471049	2.5	4	\$ 612,363.93
176	KCI Airport Trail Alternative	0.049287	2.5	4	\$ 64,072.54
128	Claycomo Trail	1.087697	1.5	4	\$ 1,414,006.38

## Appendix B – Area Plan Trails Scoring

ID	Trail Name	Area Plan	Score	Tier	Miles	Cost
14	French Tract Rail Trail	Hickman Mills	12	1	1.61	\$ 2,092,923.16
40	Anita B. Gorman Park	Briarcliff Winwood	12	1	0.04	\$ 47,235.37
16	Stadium Dr Cleaver II Neighborhood Connector	Heart of the City	12.5	1	0.50	\$ 653,901.43
28	Stadium Dr Elmwood Ave Neighborhood Connector	Heart of the City	12.5	1	1.24	\$ 1,606,367.89
37	Linwood Blue River Neighborhood Connector	Heart of the City Area Plan	12.5	1	2.75	\$ 3,578,958.97
41	Town of Kansas West Bottoms Connector	GDAP	8.5	2	0.66	\$ 853,970.31
42	Winwood Park Connector	Briarcliff Winwood	8.5	2	0.36	\$ 462,648.79
44	Cleveland Kensington Neighborhood Connector	Heart of the City	9	2	0.17	\$ 219,200.90
109	87th to Bannister Connector	Hickman Mills	9	2	1.08	\$ 1,401,664.58
117	Vivion Rd Gorman Park Connector	Briarcliff Winwood	9.5	2	0.13	\$ 174,064.76
58	Stadium Dr Neighborhood Connector	Heart of the City	10	2	0.91	\$ 1,184,952.17
116	Cleveland Brush Creek Neighborhood Connector	Heart of the City Area Plan	10	2	0.94	\$ 1,216,463.14
119	Brooklyn Ave Brush Creek Neighborhood Connector	Heart of the City Area Plan	10	2	0.32	\$ 409,563.96
43	Davidson Rd Connector	Briarcliff Winwood	10	2	1.70	\$ 2,210,326.26
39	Anita B. Gorman Park	Briarcliff Winwood	10.5	2	0.27	\$ 352,090.91
29	Choteau Neighborhood Connector	Briarcliff Winwood	5.5	3	0.88	\$ 1,141,187.90
30	Englewood Park Connector	Briarcliff Winwood	5.5	3	1.05	\$ 1,358,852.86
2	Briarcliff Parkway Connector	Briarcliff Winwood	5.5	3	0.23	\$ 299,392.99
107	Oakwood Country Club Connector	Red Bridge	5.5	3	0.39	\$ 500,656.87
24	Briarcliff Rd Connector	Briarcliff Winwood	6	3	1.24	\$ 1,609,115.32

34	Rock Creek Park Connector	Briarcliff Winwood	6	3	0.19	\$ 242,714.48
36	Holmes Rd Connector	Briarcliff Winwood	6	3	0.70	\$ 904,832.42
51	470 Connector	Hickman Mills	6.5	3	1.27	\$ 1,653,483.34
19	Waterwell Park	Briarcliff Winwood	6.5	3	0.03	\$ 42,755.79
23	Red Bridge - Blue Ridge Connector	Red Bridge	6.5	3	2.50	\$ 3,245,133.45
32	TTT Neighborhood Connector	Red Bridge	6.5	3	0.11	\$ 148,372.79
15	N Lydia Ave Connector	Briarcliff Winwood	7	3	0.48	\$ 622,088.19
18	N Prather Rd Connector	Briarcliff Winwood	7	3	1.04	\$ 1,355,686.05
62	83rd St TTT Connection	CCW	7.5	3	0.73	\$ 950,234.69
114	Chaumiere Park	Briarcliff Winwood	7.5	3	0.14	\$ 185,836.74
31	Legacy East Park Neighborhood Connector	Red Bridge	7.5	3	0.60	\$ 775,348.41
35	Katy Neighborhood Connector	Little Blue Valley	8	3	2.31	\$ 2,999,685.71
1	Grandview Rd Trail	Red Bridge	8	3	0.45	\$ 590,924.86
26	Red Bridge Rd - Santa Fe Trail Connector	Red Bridge	8	3	1.04	\$ 1,347,767.16
83	White Oak Park Trail	Hickman Mills	0	4	0.66	\$ 853,198.17
38	Timber Valley Park Neighborhood Connector	Little Blue Valley	0	4	0.90	\$ 1,167,459.56
56	Longview Rd	Hickman Mills	1	4	0.43	\$ 556,334.27
110	Greatlife-Vivion Rd Connector	Briarcliff Winwood	1	4	0.07	\$ 95,890.80
3	435 Trail - Interurban Connector	KCI Area Plan	1	4	4.28	\$ 5,565,229.51
27	Norfleet Rd to Rock Island Neighborhood Connector	Little Blue Valley	1	4	1.54	\$ 2,007,576.21
9	Rock Island Neighborhood Connector	Little Blue Valley	1	4	1.12	\$ 1,450,617.08
13	Little Blue Trace 350 Neighborhood Connector	Little Blue Valley	1	4	0.50	\$ 644,839.27
22	Sixth District Trail Neighborhood Connector	Red Bridge	1	4	0.36	\$ 462,421.07
4	Shoal Creek Trail Connector	Shoal Creek	1	4	0.58	\$ 751,064.33
8	Jackson Ave Trail	Red Bridge	2.5	4	0.47	\$ 615,301.34



10	82nd St Barry Rd Crossing	Shoal Creek	2.5	4	0.19	\$ 243,337.65
20	82nd St Trail Extension	Shoal Creek	2.5	4	0.25	\$ 326,989.61
33	Little Blue Trace Neighborhood Connector	Little Blue Valley	3	4	1.35	\$ 1,756,549.72
12	Norfleet Nolan Neighborhood Connector	Little Blue Valley	4	4	0.81	\$ 1,053,072.15
21	42nd Terr Connector	Briarcliff Winwood	4.5	4	0.30	\$ 389,008.78
5	BW_Connector210	Briarcliff Winwood	4.5	4	1.49	\$ 1,941,082.35
6	South Oak Park TTT Connection	CCW	5	4	0.26	\$ 341,339.88
7	Scott Park Connector Trail	Red Bridge	5	4	0.69	\$ 894,564.93

## Appendix C – Greenline KC Scoring

<b>ID</b>	<b>Section Name</b>	<b>Score</b>
<b>1</b>	Kansas River Trail	3.5
<b>2</b>	Rail Road ROW Section	9
<b>3</b>	Paseo South Section	7.5
<b>4</b>	Paseo Middle Section	9
<b>5</b>	Paseo North Section	9
<b>6</b>	Cliff Dr Trail	5
<b>7</b>	Columbus Park Lower Section	5
<b>8</b>	Columbus Park to Berkley Riverfront	6.5
<b>9</b>	Berkley Riverfront Trail	9
<b>10</b>	Riverfront Trail West Section	5
<b>11</b>	Riverfront to Lewis & Clark Connector	1
<b>12</b>	Lewis and Clark Trail - Missouri Section	2.5
<b>13</b>	American Royal Dr	0
<b>14</b>	Avenida Cesar Chavez	7
<b>15</b>	22nd St	8.5
<b>16</b>	Parking Lot Section	5
<b>18</b>	Lewis and Clark Trail - Kansas Section	3.5
<b>20</b>	20th and McGee Section	5