

CITY OF GRAIN VALLEY TRAILS MASTER PLAN

Adopted:

A cooperative effort by:

City of Grain Valley Residents

Trails Master Plan Committee

Park Board

Parks & Recreation Department

Public Works Department

Administrative Department

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Acknowledgments

Grain Valley Mayor and City Alderman:

David Halphin, Mayor	Mike Scully, Alderman
Mike Todd, Alderman	Bob Headley, Alderman
Terry Beebe, Alderman	Chuck Johnston, Alderman
Dale Arnold, Alderman	

Grain Valley Park Board:

TJ Parra, President	Stephanie Roach, Vice President
Don Caslavka, Secretary	Norm Combs
Rock Outland	Emily Fisher
Jeff Ingram	Larry Haley
Kim Compton	

Trails Master Plan Committee:

Norm Combs – Park Board Member	Don Caslavka – Park Board Member
Mike Coon – Resident	Shawn Brady – Grain Valley School District
Pam Coon – Resident	Shannon Davies – Parks and Recreation Department
Nathan Hays – Resident	Ken Murphy – Public Works Department
Sarah Earley -- Resident	

City of Grain Valley Staff:

Gary Bradley, City Administrator	Jeff Fisher, Public Works Director
Rick Arroyo, Engineer	Shannon Davies, Parks and Recreation Director
Ken Murphy, Planner	
Geographic Information Systems Department	

Local Partnerships and Organizations:

Grain Valley School District
Jackson County

Executive Summary

Trails Master Plan

Background

Located in eastern Jackson County on Interstate 70, Grain Valley is among the fastest growing communities in the Kansas City metropolitan area. Just twenty years ago, nearly every home in the community was a safe, short walk away from commercial areas, parks, and schools. With increased traffic flow, residential neighborhoods constructed further away from the commercial areas, and new facilities constructed on the outskirts of what had been the City's boundaries, connectivity and safety of bicycle or pedestrian traffic are substantially less than they had been in the past, while the residents who have chosen to move to Grain Valley have increased expectations for services provided by the community.

Initial efforts to provide recreational walking and biking opportunities in the community have been limited to small trails located entirely within existing parks, and have done little to ensure connectivity of neighborhoods with parks, schools, or commercial areas. Recently, there has been a strong showing of support on the part of the residents of Grain Valley for the addition of a comprehensive trail system that improves the quality of life in the community. Local support for a trails initiative was indicated by the response of residents in the 2007 Citizen Survey, in which 69 percent of respondents who expressed an opinion indicated that they would support or strongly support a sales tax for the development of a parks and recreation trails system, and three times as many respondents identified parks and recreation trails as their highest priority for improvements to the system.

The Trail Master Plan is prepared based on planning principles and standards, which are generally accepted in the field, and on best planning practices, such as "smart growth." The American Planning Association describes the national "*Smart Growth*" initiative as follows:

High rates of growth have prompted concern over cost of services, adverse impacts on the environment and quality of life, and the balance between the natural environment and housing. At the end of the 20th century, *we also have a different view of land*. People no longer believe, as they did in the 19th century, that land is merely a commodity to be bought and sold. We now also regard land as resource.

Where we once encouraged the filling in and development of swamps, we now regard those same wetlands to be a vital part of nature's system of flood control and important for wildlife and their habitats. Land has qualities that should be protected for the benefit of future generations. We see vacant, developable land as having competing social values — it can be used for the construction of affordable housing or for the continuation of agriculture. There is also a more challenging legal environment for planning. Land-use controls are being employed to solve or prevent environmental problems, maintain open space, exact public improvements for schools and roads, parks, and trails and the natural environment.

Thus, the planning basis for our development decisions becomes even more significant. Smart Growth principles are summarized as follows:

- A recognition that every level of government, federal, state, regional and local, plays an important role in adopting and implementing policies that support Smart Growth.
- A regional view of community developed through regional planning process and implementation. Smart Growth recognizes the interdependence of neighborhoods and municipalities in a metropolitan area and promotes balanced, integrated regional development.
- Integration of land use and transportation planning to provide increased transportation choice.
- Transportation planning should include alternatives to the automobile, such as public transportation, bicycles and walking.
- Development must be pedestrian friendly. Land use planning must support the success of non-automotive transportation modes.
- Protection of environmental and cultural resources: Smart Growth protects the natural processes that sustain life, preserves agricultural land, wildlife habitat, and cultural resources; integrates ecological system into the fabric of development; encourages innovative storm water management; is less consumptive and more protective of natural resources; and ensures air quality and water quality and quantity for future generations.
- Planning processes and regulations at multiple levels that promote diversity, equity and Smart Growth principles. Local governments have long been principal stewards of land and infrastructure resources through their guidance of land-use policy. Smart Growth respects that tradition and recognizes the important leadership and partnership role that Federal and State governments play in the advancing Smart Growth principles among local governments. State and federal policy structure and programs that supports compact development and land conservation.
- Increased citizen participation in all aspects of the planning process and at every level of government to ensure that planning outcomes are based in collective decision-making.

Benefits of Trails

Nationwide, trails are consistently one of the most requested public projects. Trails provide a recreational opportunity that is non-discriminatory in nature. Anyone regardless of age, race, sex, level of income, level of fitness, or level of mobility can utilize trails. Trails can be used for both recreational and transportation purposes; a system of safe, interconnected trails allow residents the opportunity to walk or bike to work, school, parks and other destinations all the while providing residents the opportunity to exercise, reduce fuel consumption and related pollution, and alleviate stress.

Why Trails and Greenways Are Good For The Community:

1. Alternative transportation to relieve congestion
2. Provide connectivity between homes, schools, parks, and commercial areas
3. Improve recreational opportunities
4. Improve health through exercise and lower health care costs
5. Reduce stress
6. Provide stream buffers and protect water quality
7. Preserve wildlife travel corridors
8. Increase property values
9. Increase economic viability and business opportunities
10. Reduce air and noise pollution
11. Provide natural classrooms for children
12. Can be utilized by those of all ages, physical abilities, and economic standing
13. Create safe, livable communities
14. Establish a sense of place and trust in each other and provides a great place to meet your neighbors
15. Water features located along trails/greenways can provide recreational opportunities as well as aid in stormwater management.

Overview

A Trails Master Plan (TMP) is essential for accomplishing the community trails Vision, which is to provide Grain Valley with ***“A diverse network of trails that connects homes, schools, parks, downtown, and surrounding areas.”*** The TMP will identify key parcels and corridors for purchase or easements, prioritize acquisition and funding, and facilitate meaningful public involvement. This plan has been developed from a public process conducted throughout Grain Valley and, therefore, reflects local desires and concerns.

It addresses, principally, Grain Valley’s lack of a current trail system and creates a network of non-motorized routes or trails for walking, running and biking. Additionally, it contains recommendations for future expansion of the trail system while connecting neighborhoods, business districts, parks, schools, public facilities, and environmental features. The TMP should be seen as a dynamic document that will evolve over time.

One of the plan's key goals is to create a system of trails that interconnects people to places that are used in everyday life. Since trails will be developed to a level appropriate to their surroundings, not all trails will be open for all uses. Trail use may include, but is not limited to, those walking or running, and those on bicycles, non-motorized scooters, roller skates, in-line skates, other wheeled devices such as electric-assist bicycles, and wheelchairs.

Chapter 1: Trail Master Plan Process

Establishment of a Trail Master Plan Committee

The Trails Master Plan TMP Committee was formed in May 2007. Through analysis by City Staff and the results of the citizen survey, it was recognized that the City of Grain Valley was not only lacking in trails, greenways and pedestrian walkways but that there was also a need by residents to have this recreational opportunity available to them. The Park Board concurred with this belief and began focusing on the research and implementation of trails and bikeways.

Mission

The committee finalized its mission in October of 2007:

- Describe a system of trails for pedestrians and non-motorized vehicles on public lands and privately granted easements;
- Increase trail connectivity between Grain Valley's neighborhoods and its varied environments, including downtown, commercial, educational, and recreational areas;
- Enhance Grain Valley's quality of life through improved recreation, health, and transportation opportunities;
- Establish appropriate trail standards based on approved uses, site opportunities, and constraints.
- Identify construction costs to complete the trail system.
- Identify phases of construction for each segment of the trail system through designation of a timeline.
- Provide recommendations for the following:
 - Sources of funding for the project
 - Sales tax initiative
 - Contractual services for design/construction
 - Management of the project criteria

Vision

A DIVERSE NETWORK OF TRAILS THAT CONNECTS HOMES, SCHOOLS, PARKS, DOWNTOWN, AND SURROUNDING AREAS.

Building on public input, best practices, and trail systems implemented in other communities, the trails committee identified the following goals and objectives in support of the Vision:

- To provide opportunity for improved health, wellness and exercise.
- To reduce negative impacts on the environment from vehicle usage.
- To increase property value.
- To enhance the community's livability.
- To provide alternative modes of transportation.
- To protect wildlife areas.
- To assist in the management of storm water.
- To protect our river/stream corridors.
- To provide increased opportunity for recreation.
- To provide a connection among locations of interest within the community.

Mapping

City Staff began its work by researching undeveloped street right-of-ways, public easements, and potential trails within and outside the city limits of Grain Valley. Staff identified four major trail corridors that together will create an interconnected trail system throughout the City. In addition, regional external linkages outside the city limits were identified. This trail system was adopted by the Board of Alderman and the Planning and Zoning Commission in the 2008-2012 Capital Improvements Program. The four trail corridors are:

- 1) Swiney Creek West
- 2) Swiney Creek East
- 3) Blue Branch West
- 4) Blue Branch East

An In-depth Look at the Grain Valley Trail System

Route Description

The focus of the Grain Valley Trail System is 'Connectivity.' The proposed trail system will have a network of trails both running east to west and north to south with connections allowing trail users access to either side of one of the nations' biggest thoroughfares, Interstate 70. Most of the trail routes will run along creek corridors and water/sewer easements providing trail users the opportunity to experience the natural

environment away from the urban setting. The system is a 23-mile trail that connects residents to neighborhoods, schools, commercial business, downtown and recreational areas. It is the intent that Grain Valley’s Trail System will be considered by many as one of the most connected and accessible, municipal trail systems in the Kansas City metro area.

Several of the parks along the route shall provide support facilities such as restrooms, parking, drinking water, picnicking areas, benches, and wildlife viewing areas. Some of these parks shall serve as trailheads. Additional trailheads and support facilities shall be added as additional trail segments are constructed. Interpretive sites shall exist along the route where applicable. These sites help create a sense of connection to the land and its past.

Linkages

When completed, Grain Valley’s Trail System will connect to six schools, fourteen parks, the downtown area, the majority of the City’s residential areas, and a whole host of businesses. The following separates the trail system into four trail corridors. Within each corridor, a detailed list of resident destinations is provided.

SWINEY CREEK WEST		
Schools	Neighborhoods	Parks
Prairie Branch Elementary	Woodbury	Lake Remembrance
	Woodbury Villas	Landahl Park
	Woodbury Village	
	Rosewood	
	Whitney Hills	
	Whispering Park	
	Willow Key Estates	
	Eagle Ridge	
	Larkin Estates	
	Valley Ridge	
	Wingate	

SWINEY CREEK EAST		
Schools	Neighborhoods	Parks
Matthews Elementary	Greystone	Greystone Park
	Breezeway	
	Wyatt Estates	
	Creekside Village	

BLUE BRANCH EAST		
Schools	Neighborhoods	Parks
	Gates City Plaza	Monkey Mountain Park
	Downtown	Football Field Complex
		Monkey Mtn. Nature Reserve
		Armstrong Park
		G.V. Community Center

BLUE BRANCH WEST		
Schools	Neighborhoods	Parks
Sni-A-Bar Elementary	Downtown	Cross Creek Park
Stoney Pointe Elementary	Sni-A-Bar Farms	Clover Park
Grain Valley Middle School	Sni-A-Bar Crossing	Eagle Park
Grain Valley High School	Sni-A-Bar Meadows	Kirby Park
	Sni-A-Bar West	Farmington Meadows Lake
	Estates of Sni-A-Bar	Winding Creek Park
	Valley Hills	Retention Pond
	Valley Woods	
	Valley Heights	
	Cross Creek	
	Savannah Heights	
	South Willow Gardens	
	Christie Meadows	
	Blue Meadow	
	Blue Branch	
	Winding Creek	
	Creekside Landing	
	Ryan Meadows	
	Ryan Estates	
	Twin Creeks Ranch	
	Tyler Estates	
	Shorthorn	
	STG Estates	
	Grazing Slopes	
	Countryside	
	Rockhill	
	Farmington Meadows	
	Farmington Acres	
	Lakes at Farmington	
	ABAR	
	Brigadoon	

Expected Users

Users include bicyclists, pedestrians, runners, skaters, wheelchairs, and maintenance and emergency vehicles. Equestrian use is expected to be outside city limits on the already established Monkey Mountain Nature Reserve Trails in which Grain Valley's Trail System will have a connection.

MetroGreen Regional Greenway

MetroGreen promotes a comprehensive and extensive system of greenways, trails and open spaces. MetroGreen defines the critical relationship between environmental stewardship and urban growth management. The plan also articulates a future development strategy that will be based on the cooperative efforts of the seven counties and the municipal governments included within the plan.

MetroGreen proposes preservation and restoration of important natural streamways and environmental resources; auto-alternative travel for area residents commuting from home to work or school; it heightens awareness of recreation facilities throughout the region and improves access to them; it unifies the seven counties in the metropolis; and it connects economic, cultural and historic destinations throughout the region.

This MetroGreen Regional Greenway Initiative provides a greenprint for a metropolitan system joining urban and rural green corridors throughout the seven-county Kansas City region.

Coordination with Other Plans and Reports

In developing the Trails Master Plan, the following plans, guidelines, and handbooks were consulted:

- City of Grain Valley Comprehensive Plan, adopted 2001.
- Main Street Corridor and Adjacent Neighborhoods Plan, adopted July 2006.
- Economic Development Plan, adopted September 2006.
- 2008 – 2012 Capital Improvements Program, adopted July 2007.
- Kansas City Metro Green
- USGS Floodway/Floodplain Study
- Development Plans for Local Areas
- Long-Range Plan for I-70 Corridor Improvements

Public Process

Through analysis by City Staff and the results of the citizen survey, it was recognized that the City of Grain Valley was not only lacking in trails, greenways and pedestrian walkways but that there was also a need for residents to have this recreational opportunity available to them. The results of the citizen survey validated that need. Sixty-nine percent of the public who responded to the citizen survey said they were in favor of a parks sales tax, to help with the creation of things like a trail system.

The Trails Master Plan Committee was formed in May 2007. This committee includes members of the Park Board, City Staff, school representatives and residents of Grain Valley. The focal point when organizing the committee was to find a group of Grain Valley residents with diverse backgrounds, characteristics, and interests. The hope was that the TMP Committee's needs would be a representative sample of the community's needs as a whole.

Several community forums were offered to the public to afford them with an opportunity to provide feedback about the City's proposed TMP. Results from those forums were considered by the TMP committee and City Staff.

City Staff also provided information regarding the TMP in local newspapers, on the City's website, and on City 7.

Chapter 2: Trails Master Plan Vision, Goals, and Objectives

Vision

***A DIVERSE NETWORK OF TRAILS THAT CONNECTS
HOMES, SCHOOLS, PARKS, DOWNTOWN, AND
SURROUNDING AREAS.***

Overview

The Grain Valley Trails Vision has associated goals that resulted from a compilation of public input and City Staff oversight. Each goal has a series of objectives that will support the successful implementation of the TMP. Collectively, the goals and objectives will define Grain Valley's present and future trail development and maintenance direction. Based on these goals and objectives, recommendations were developed and a plan for implementation created.

"Recommendations and Implementation" ([Chapter 3](#)) adds a plan of action to each goal that will be reviewed and approved by the Grain Valley Park Board and ultimately the

Grain Valley Board of Alderman. Each “Recommendation” will be accompanied with a “Management Action Plan” (MAP) to ensure implementation efficiency and effectiveness.

Each objective will coincide to the City’s performance measures to ensure successful implementation of the TMP. Further, the Public Works Department will flag relevant components of the planning regulations and permit processes to ensure that trail consideration is given full attention during the City’s comprehensive planning process.

GOALS AND OBJECTIVES

A. Trail Access & Connectivity

Goal A: A continuous network of trails easily identifiable and readily accessible throughout the City.

Objective A1: To provide trails that are readily accessible from all neighborhoods, schools, parks, and the downtown area.

Objective A2: To provide parking at major trailheads.

Objective A3: To provide cross-town connectivity and links to trail systems in the surrounding public lands and communities.

Objective A4: To provide appropriate trail signage and traffic control devices throughout the trail system.

B. Transportation

Goal B: Trails are an inherent part of Grain Valley’s transportation system.

Objective B1: To provide pedestrian and bicycle commuter routes throughout Grain Valley.

Objective B2: To provide a diversity of trail types for a diversity of users.

Objective B3: To provide safe routes to schools.

Objective B4: To provide a beneficial, alternative mode of transportation.

C. Natural Environment & Citizens’ Rights

Goal C: Stewardship of the natural environment, and rights and concerns of citizens are addressed.

Objective C1: To consider aquatic, plant, and wildlife habitat and needs when designating trail locations.

Objective C2: To address the concerns of residents and property owners on or near the trail corridors in planning, construction, and trail management.

Objective C3: To address stormwater concerns that could negatively impact the trail system.

Objective C4: To create and promote a “trail etiquette” protocol.

Objective C5: To create and promote a “safety awareness” protocol.

D. Planning for Trails

Goal D: Trail planning is thoroughly integrated with City planning and vice versa.

Objective D1: To determine the mechanisms for funding for land acquisition, trail construction and maintenance.

Objective D2: To identify and make contact with private landowners effected by the proposed trail routes.

Objective D3: To create planning guidelines for new trails in subdivisions and rezoned properties, including the creation of a system for flagging parcels of land for trails.

Objective D4: To create privacy guidelines for trails.

Objective D5: To publish details of legal implications of trail right-of-way across private property, and legal implications of trespass on private land.

E. Trail Management

Goal E: Trail Management is an integral part of the City’s responsibilities.

Objective E1: To provide resources for trail maintenance and management.

Objective E2: To continue development of trail maintenance, safety and quality guidelines.

Objective E3: To adopt trail management guidelines.

Objective E4: To create a “Trails Ambassadors” or “Adopt-A-Trail” Program of citizen volunteers to ensure implementation of maintenance and guidelines.

Objective E5: To ensure the trails are well marked throughout the trail system.

F. Recreation & Leisure

Goal F: Trail usage, recreation and fun go hand-in-hand.

Objective F1: To provide trail amenities that offer convenience and fun.

G. Partners and Collaborators

Goal G: The City of Grain Valley encourages and promotes collaborative partnerships regarding trails planning, implementation, management, and maintenance.

Objective G1: Develop trail partnerships with Federal, State, and Local jurisdictions, businesses, public schools, and citizens.

Chapter 3: Recommendations & Implementation

Recommendation & Implementation #1 (Trail Layout & Design)

The focus of the Grain Valley Trail System is “inter-connectivity.” The design is based on connecting people with neighborhoods, parks, retail, schools and downtown. These places are where a community conducts their day-to-day activities and acquire the necessities of daily living. Through the implementation of a trail system, residents have access to these areas without the need to drive there.

Most of the trail system will be located parallel with the City’s creek corridors and over City water and sewer lines. Several portions of the trail system will tie into existing right-of-way areas along the City’s streets. There are a few areas where the trail system crosses private property. Those landowners will be identified and contacted about the possibility of an easement or donation granted to the City.

The trail system will have several trailheads with parking for access. Most of the trailheads will be located within parks operated by the City of Grain Valley. With the trail system

being inter-connected in nature, the need for trailheads is diminished. The trail surface will be ADA accessible.

Trailside amenities will be placed strategically throughout the system for the safety and convenience of the user. Amenities include benches, picnic tables, directional and interpretive signage, water fountains, and trash receptacles. Safety amenities include, crosswalks, traffic control devices, and trail etiquette signage. All City ordinances pertaining to public use of parks will apply within the trail system.

Recommendation & Implementation #2 (Trail Segment Phases/Timeline)

The Grain Valley Trail System will be constructed in phases. Certain sections of the trail shall be completed during a specified year based on available funding and staffing. The following table illustrates the scheduled completion phases for the trail system and is based on the Capital Improvements Program for 2008-2012 developed by City Staff:

PHASE	CORRIDOR	DESCRIPTION	PROJECTED COST
(1) 2008	Swiney Creek West	Connection from Prairie Branch Elem. west to Adams Dairy Parkway along Duncan Road.	\$419,784
	Blue Branch West	Connection from SW Eagles Parkway north to 40 Highway along EE Kirby Rd.	
(2) 2009	Swiney Creek West	Connection from Prairie Branch Elementary southeast to Greystone Park along Swiney Creek.	\$1,064,872
	Blue Branch West	Connection from Sni-A-Bar Elem. & High School to the Sni-A-Bar neighborhoods through Cross Creek Park.	
	Blue Branch West & East	Connection from Cross Creek Park east to Monkey Mountain Park along Blue Branch Creek.	
(3) 2010	All 4 Corridors	Connection from Blue Branch Creek north to Swiney Creek along Buckner-Tarsney Road.	\$799,236
	Blue Branch West	Connection from Buckner-Tarsney Road west to SW Eagles Parkway along Sni-A-Bar Blvd.	
	Blue Branch West	Connection from Cross Creek Park south to Grain Valley Middle School along Cross Creek Drive.	
(4) 2011	Swiney Creek West	Connection from Duncan Road south to Jefferson Road along Tyer Road.	\$491,014

	Blue Branch West	Connection from EE Kirby across 40 Highway to retention pond with trail outlining perimeter of water feature.	
	Blue Branch West/East	Connection from SW Eagles Parkway south to Sni-A-Bar Blvd. Along Buckner-Tarsney Road.	
(5) 2012	Blue Branch West	Connections from 40 Highway and Winding Creek east to Buckner-Tarsney Road along SW Eagles Parkway.	\$641,546
Beyond	Swiney Creek West	Connection from Buckner-Tarsney Road northwest to Landahl Park along Swiney Creek.	\$2,126,955
	Swiney Creek East/Blue Branch East	Connection from Buckner-Tarsney Road southeast to Football Field Complex along Swiney Creek and under I-70.	
	Swiney Creek West/Blue Branch West	Connection from Jefferson Road south and across I-70 to 40 Highway along Tyer & Barr Roads	
TOTAL:			\$5,543,407

Recommendation & Implementation #3 (Sales Tax Initiative)

Recently, there has been a strong showing of support on the part of the residents of Grain Valley for the addition of a comprehensive trail system that improves the quality of life in the community. Local support for a trails initiative was indicated by the response of residents in the 2007 Citizen Survey, in which 69 percent of respondents who expressed an opinion indicated that they would support or strongly support a sales tax for the development of a parks and recreation trails system, and three times as many respondents identified parks and recreation trails as their highest priority for improvements to the system.

Due to the overall costs of a trail system of this magnitude, a parks and recreation sales tax would be critical to its success. A half-cent sales tax initiative is set to go before the Park Board and Board of Alderman in the month of November 2007 for approval. The initiative would be placed on the April 2008 ballot. A promotional campaign from non-city members on the TMP committee is critical for its successful passage. City staff will provide community forums to the public to provide information regarding the sales tax initiative and the trail system. Several, informative press releases will be sent to area newspapers and the Trails Master Plan will be available on the website to Grain Valley residents.

Recommendation & Implementation #4 (Alternative Sources of Funding)

For the implementation of the City's trail system to be a success, funding measures have to be in place so the project maintains momentum with the scheduled timelines. Completion of each phase of the trail system is solely dependent on the funding dollars available for the project. With that in mind, the need to search and apply for alternative sources of funding is imperative.

Currently, there are several funding opportunities available to municipalities for trails. "Safe Routes to Schools" and "Transportation Enhancements" grants by the Missouri Department of Transportation and "Recreational Trails" grants by the Missouri Department of Natural Resources to name a few. These grants are available each year, and sometimes even more than once in a given year. The key for the City is to seize the opportunity and apply for these grants when feasible.

Chapter 4: Management Action Plans

The purpose of a Management Action Plan (MAP) is to provide an outline or blueprint of how a project is to be completed. A MAP provides the following:

- Who is responsible for completing each action.
- What actions need to be taken to accomplish the project.
- When the action must be completed. A timeline.
- Where funding for the project is coming from.
- How the funding will be acquired.

Within the MAP, strategies on completing the project are created and from each of those strategies, action steps are developed. The MAP keeps a project on schedule and holds those involved accountable.

The following MAP's were developed in 2006 to set the foundation for a Grain Valley Trails Master Plan and provide a means by which the funding for this project would be acquired. For each phase and/or section of trail planning and construction, new MAP 's will be developed to oversee the successful project completion.

MANAGEMENT ACTION PLAN 2.5

DEVELOP AND IMPLEMENT A TRAILS MASTER PLAN

DESIRED OUTCOME: DEVELOP AND IMPLEMENT A TRAILS MASTER PLAN.

Strategies:

- Use existing resources from neighboring communities and the internet in order to avoid the duplication of work
- Complete all analysis, recommendations, and public information materials in-house in order to avoid consulting fees
- Identify and acquire sections of land not currently accessible by the City to complete the trail system
- Seek alternative sources of funding to complete the trail system minimizing the impact on the annual budget

Action Steps:

- Research and review materials from other communities to develop a template for a Greenway Master Plan (Public Works & Parks and Recreation – September – October 2006). **(COMPLETE)**
- Identify what sections of the trail system are currently accessible and not accessible to the City to link the sections of the trail system. (Public Works & Parks and Recreation – September – October 2006). **(In Progress)**
- Create a trail committee/task force to assist with the planning and development of the trail system. (Parks & Recreation – October 2006). **(COMPLETE)**
- Present framework and time-line to Task Force for their consideration. (Parks & Recreation – November 2006). **(In Progress)**
- Identify costs for the trail system development to include amenities. (Parks & Recreation – November – December 2006). **(COMPLETE)**
- Conduct Planning Sessions with Task Force to develop a draft Trails Master Plan (Parks & Recreation –December 2006 – May 2007). **(In Progress)**
- Seek alternate funding mechanisms like grants, cooperative agreements with landowners, donations, etc. to acquire the needed funds to complete the portions of the trail system currently under City Control (Parks and Recreation – Ongoing). **(In Progress)**
- Construct sections of the trail when available with the intent to link all sections together (Parks and Recreation – TBD)
- Acquire the needed sections of land that are currently not under the City's control to complete the trail system loop. (Public Works & Parks & Recreation – TBD).
- Develop a Management Action Plan for additional improvements to the trail system to include trailside amenities. (Parks and Recreation – TBD)

MANAGEMENT ACTION PLAN 2.7

DEVELOP AND IMPLEMENT A PLAN FOR THE ADOPTION OF A PARKS AND RECREATION SALES TAX

DESIRED OUTCOME: DEVELOP AND IMPLEMENT A PLAN FOR THE ADOPTION OF A PARKS AND RECREATION SALES TAX.

Strategies:

- Utilize local groups, i.e. Chamber, Friends of the Park, Optimists, etc. to build support for the sales tax.
- Use a sunset clause to ensure accountability.
- Leverage local tax dollars to increase return on community investment.

Action Steps:

- Identify requirements for passage at each election date and identify time to be placed on ballot (Parks & Recreation – September – October 2006). **(COMPLETE)**
- Provide potential revenue projections from the sales tax (Finance – October 2006). **(COMPLETE)**
- Identify projects to be funded and the project costs (Parks & Recreation – October 2006). **(COMPLETE)**
- Present potential projects, revenue projections, and potential election dates to Park Board for consideration (Parks and Recreation – November 2006). **(COMPLETE)**
- Present potential projects, revenue projections, and potential election dates to Board of Aldermen for consideration (Parks and Recreation – November 2007).
- Select an election date and direct staff to prepare an ordinance (Board of Aldermen – TBD).
- Prepare an ordinance with ballot language as directed by the Board of Aldermen (Public Works – TBD).
- Seek alternate funding mechanisms such as grants, fund-raisers, donations, etc. to supplement the sales tax. (Parks and Recreation – Ongoing).
- Provide ballot language to election board (Administration – TBD).
- Provide sales tax information to local groups (Parks & Recreation – TBD).
- Provide presentations to all community groups as a means to inform. (Parks & Recreation – TBD).

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Chapter 5: Appendix

Trail Safety Etiquette

- Please be courteous to other trail users.
- Always yield to equestrians. Allow other trail users to pass. When in a group, avoid blocking the trail.
- Stay alert. Horses and slower moving individuals may be startled by faster moving trail users.
- Announce yourself when approaching another visitor, especially from behind.
- Prevent injury to yourself and damage to natural resources by staying on designated trails.
- Observe the 15-mph trail speed limit; 5-mph when passing.
- Bicyclists must wear helmets.