CITY OF
LOUISBURG
KANSAS • EST. 1868

Louisburg Master Trail Plan

Louisburg, Kansas

12.18.2017

Acknowledgements

Steering Committee Members
Dr. Brian Biermann
Dennis DeShazer
Lauren Dunn
Ernie Reinhardt
Mid-America Regional Council (MARC)
Kaitlyn Service
City of Louisburg
Nathan Law - City Administrator
Jean Carder - Communication Coordinator
Design Team
Cale Doorbos - SWT Design
Chris Sanders - SWT Design
Paul Toenjes - SWT Design
Lisa Koch - Groundswell Consulting

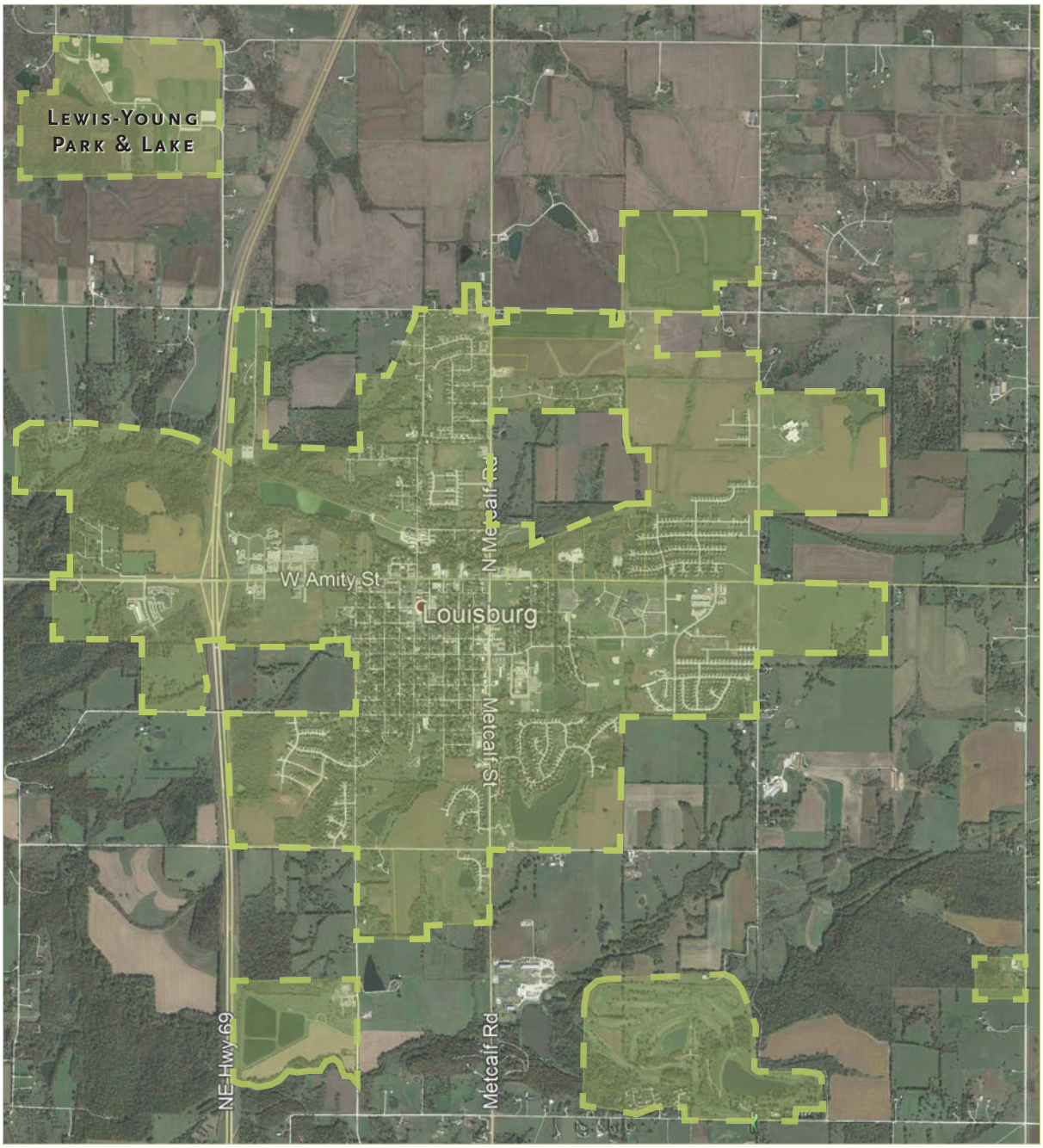
"A well-connected park is more than green space in the midst of a concrete jungle—it makes a city lovable and livable."

-unknown author

Table of Contents:

Plan prepared by: SWT DESIGN

In collaboration with : GROUNDSWELL CONSULTING



Project Boundary Map

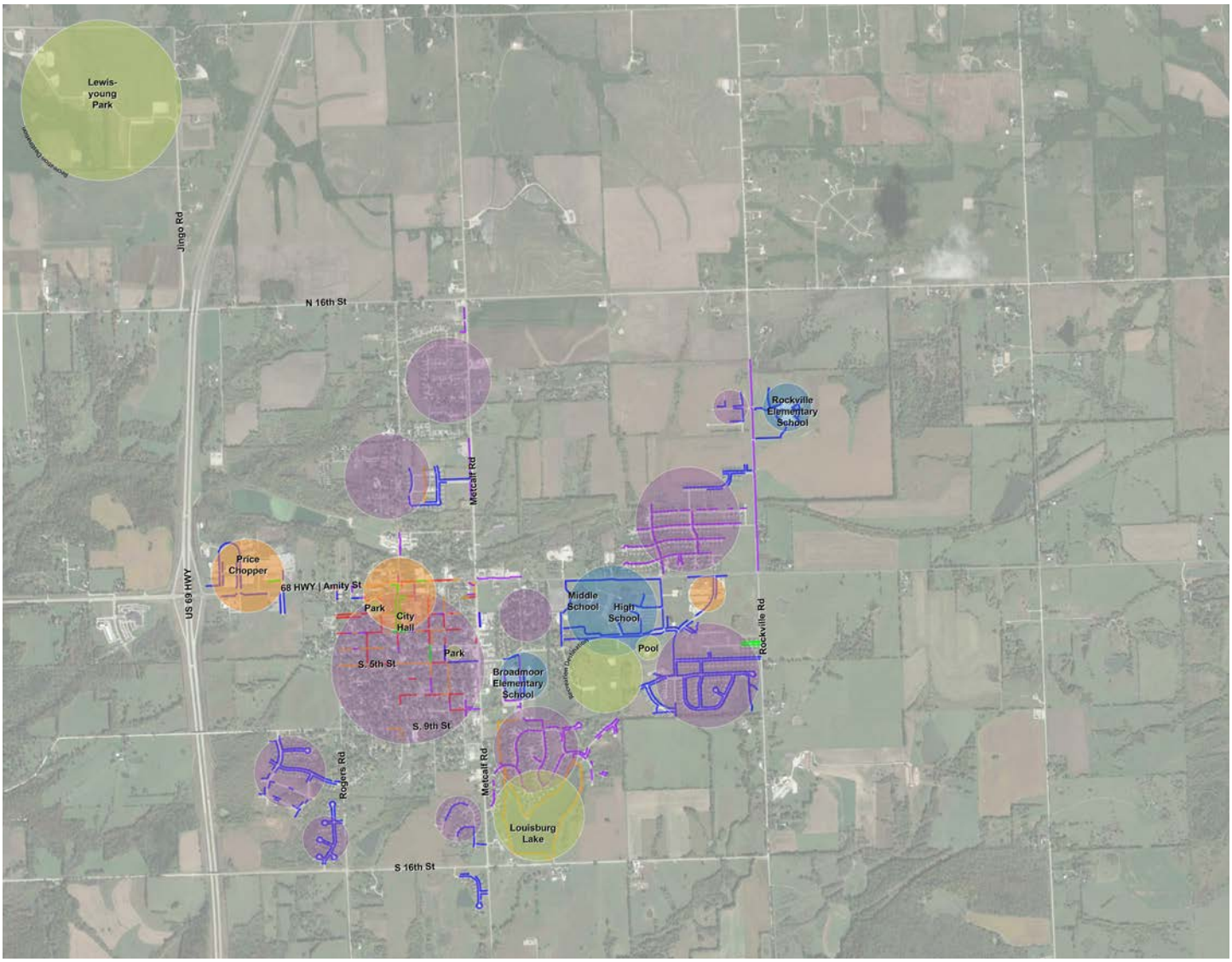
INTRODUCTION

Purpose

The purpose of this study is to provide an assessment of Louisburg's current sidewalks, trail and bike routes providing current conditions of existing sidewalks and trails, identifying gaps in the network, gathering public input on community priorities and developing a final map that shows sidewalk & trail prioritized gaps. The study area is the City of Louisburg, Kansas - city limits.

Process

A dynamic process was utilized in the development of this plan. This process will be explained in length over the coming pages. In summary the process included five key milestones. The process began by examining the existing conditions within the City of Louisburg. Inventory was coupled with a robust public engagement strategy. The data collected in the inventory and public engagement segments was analyzed in depth. With analysis in hand, a plan was developed to accomplish the goals of the document. These findings were then evaluated for impact and prioritized with preliminary cost accompaniment.



LEGEND

- Population Centers
- Recreation Destinations
- Education Destinations
- Civic & Commercial Destinations

EXISTING CONDITIONS

Site Inventory

A sound understanding of the existing conditions is paramount in developing an effective planning document. In order to understand the existing conditions in Louisburg, the design team spent several weeks on site performing a site inventory. During the inventory a few observations were made in regards to the existing infrastructure and the state of bicycle and pedestrian connectivity within the city. First, clear zones of development with similar infrastructure conditions became evident. These areas were identified as the *Downtown Core, The Education Core, and the Peripheral Developments.*

Downtown Core

Identified as the area generally bordered by Amity St. and South 9th St. on the north and south and Rogers Rd. and Metcalf on the west and east. This area is the older heart of Louisburg and features a very regular gridded development pattern with intermittent sidewalks of varying condition. Generally this area is plagued by accessibility challenges and incomplete pedestrian connections. Over the years the repaving of streets in this area coupled with obsolete or nonexistent curb ramp infrastructure has created an accessibility barrier at nearly every intersection or street crossing. Any projects undertaken in this core will need to address curb ramp & crosswalk accessibility. This area also has the highest concentration of aging sidewalks with significant deferred maintenance. It is important to note that the City has made recent investments to pedestrian connectivity on Broadway in the downtown district. These improvements should be seen as a catalyst for future improvements in the Downtown Core.

Educational Core

The area east of Metcalf Rd. and south of Amity St. contains Louisburg High School, Louisburg Middle School and Broadmoor Elementary School. This area has been identified as the educational core. Here, there is concentration of new infrastructure within school property and adjacent developments. However, where individual properties remain undeveloped or in areas where no development has occurred, critical connections between schools and residences are missing. Priority investment in this area should focus on creating those connections.

Peripheral Developments

Louisburg has several neighborhoods that have been developed over the last 20 years around the Downtown and Educational Cores. Sidewalk conditions within these neighborhoods vary, with sidewalks in older developments nearing necessary replacement. Newer neighborhoods lack continuous sidewalk because undeveloped lots interrupt connectivity. Also, sidewalks do not extend beyond the extents of the neighborhood developments, thus limiting connectivity to the rest of the community. Furthermore, many of the peripheral developments open onto streets with no sidewalks, effectively isolating residents to internal circulation only. Connecting these neighborhoods to greater Louisburg is critical.

Existing Conditions Ratings

During this process the existing conditions of every walk and trail in town was inventoried and cataloged. All existing walks and trails were evaluated based on a five point rating scale. The rating scale was developed to apply consistent and measurable evaluations to the walks in Louisburg with a "0" rating representing no sidewalk and a "5" rating representing a newly constructed, fully accessible walk. The existing conditions ratings are explained in depth on the coming pages. Information gathered during the existing conditions inventory was used to create an existing conditions geodatabase. This geodatabase is intended to be a "living" platform for the City to continue to document and address bicycle and pedestrian infrastructure within the City of Louisburg.

Rating - Zero

'0' ratings indicate areas with no sidewalk or trail present. '0' ratings may indicate a need for walks or simply an area that does not have a walk and does not have a specific need for a walk. These areas will be distinguished in the recommendations based on whether priority projects are identified for these areas.

Rating - One

Inaccessible walks or trails:

Ratings of '1' indicate severe degradation of the walk or trail. These walks are in need of replacement in order to be functional for pedestrian circulation. Walks and trails with a rating of '1' are not accessible and pose a public safety risk. These walks and trails should be prioritized when planning capital improvement projects. '1' ratings are indicative of crumbling pavement, large cracks, overgrown vegetation, vertical heaving.

Rating - Two

Occasional accessibility challenges:

Walks and trails with a '2' rating are a mix of serviceable pavement and inaccessible pavement. These walks and trails present accessibility issues for children, wheelchairs, and strollers. Moderate public safety risk exists on these walks and trails. '2' rated walks and trails should be considered priority repair projects. Examples of this category include root heaved pavement, lack of accessible ramps, and pavement cracks.

Rating - Three

'3' ratings are indicative of aging infrastructure that will fall into a '1' or '2' rating in the near future. This infrastructure has met or exceeded its material lifecycle and is still performing as an acceptable pavement surface. '3' ratings should be considered for replacement if located within priority project areas. '3' rated pavement outside of priority improvement areas should be monitored and planned for replacement in near term budgeting.

Rating - Four

'4' ratings are pavements that fall into the designed lifecycle of the material and are still fully accessible. Examples of these pavements would be 1-10 year old concrete sidewalks with accessible curb ramps and no accessibility barriers. There is no need for improvement to '4' rated walks and trails. Once these areas fall into a '3' rating they should be identified as improvement projects.

Rating - Five

'5' Ratings are given to newly installed pavement that meets all current accessibility guidelines.

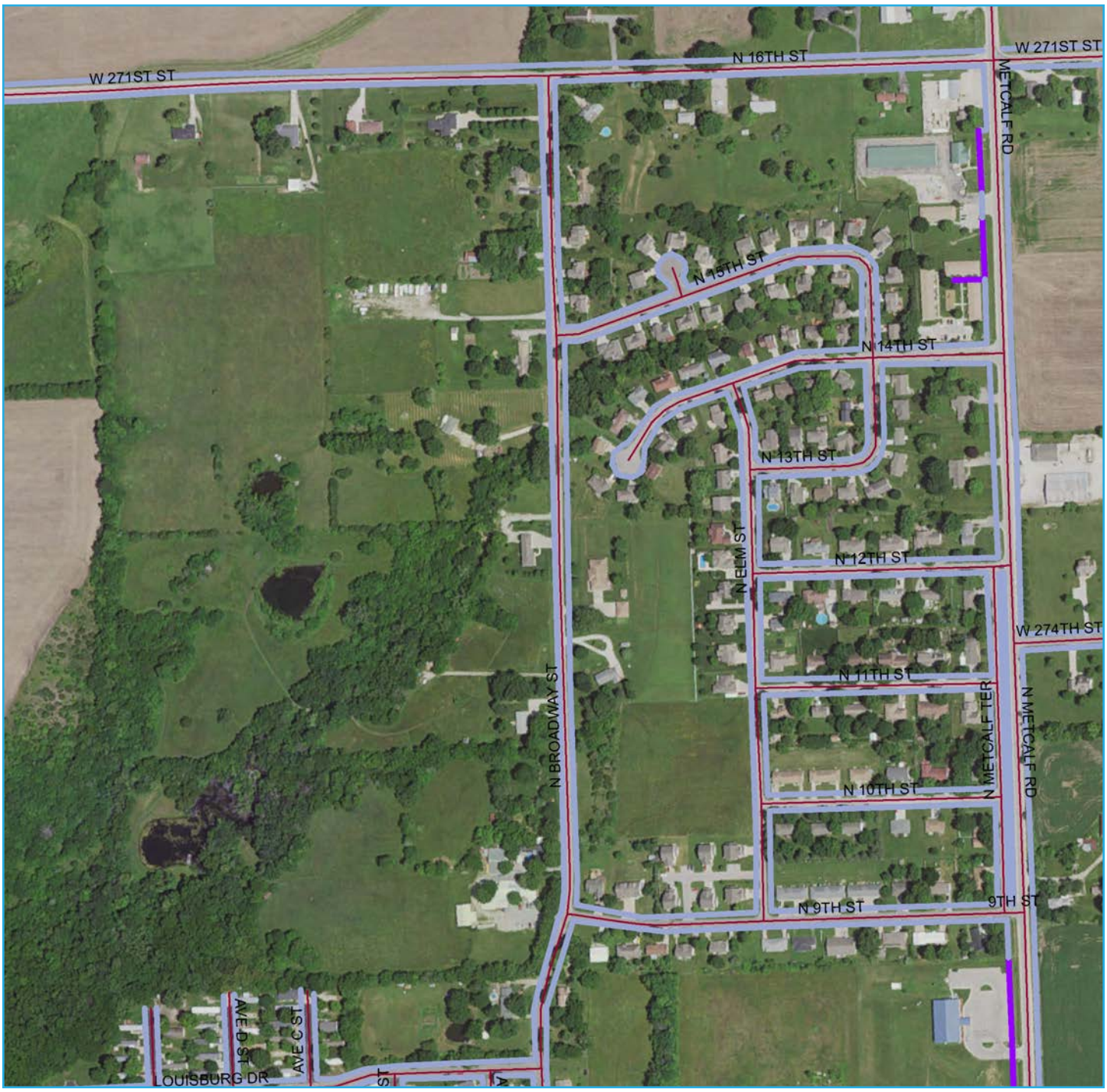
Existing Conditions

LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Description

'0' ratings may indicate a need for walks or simply an area that does not have a walk and does not have a specific need for a walk. These areas will be distinguished in the recommendations based on whether priority projects are identified for these areas.



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Sidewalk Conditions

LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

LEGEND

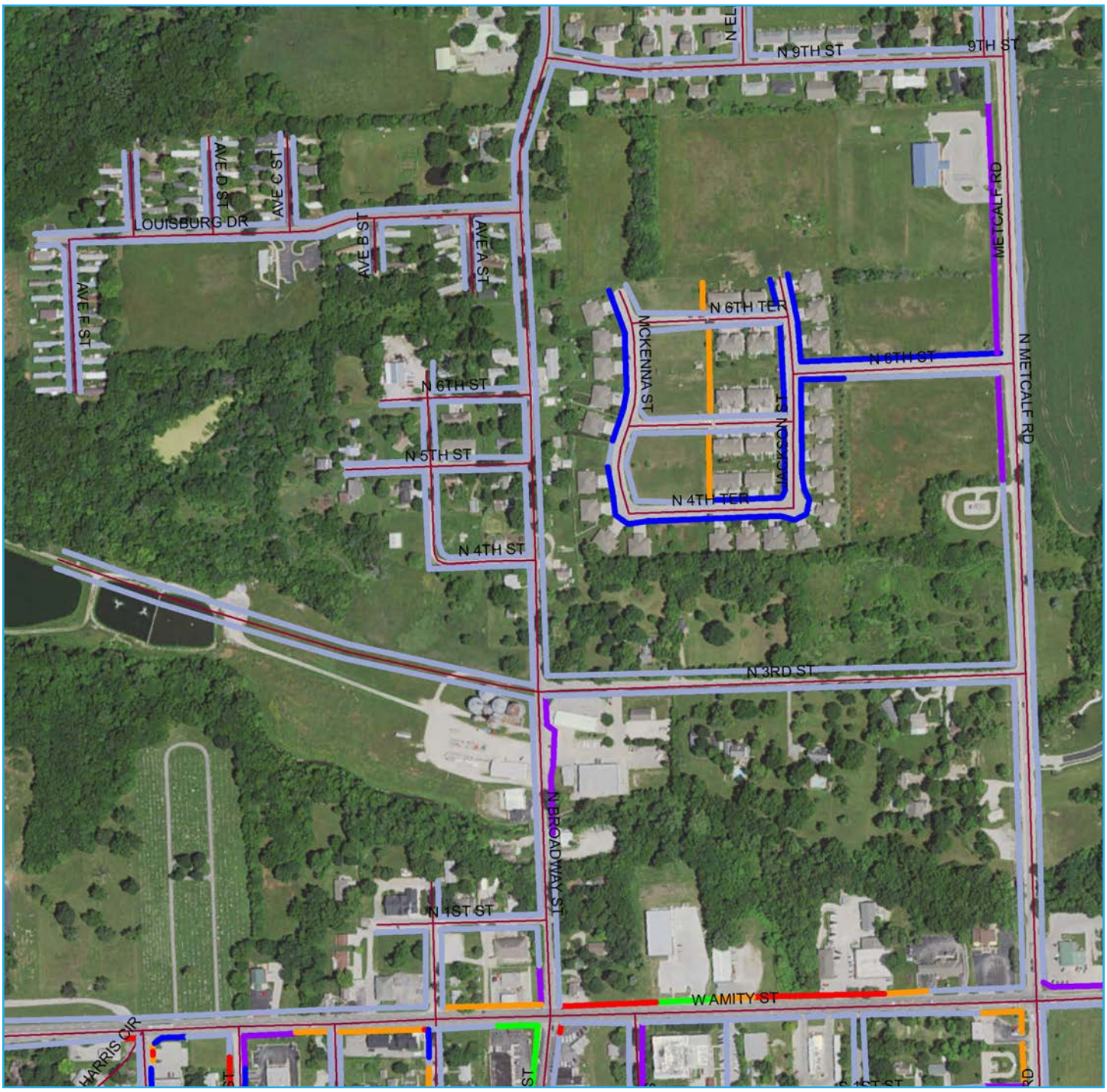
- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Sidewalk Conditions

LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

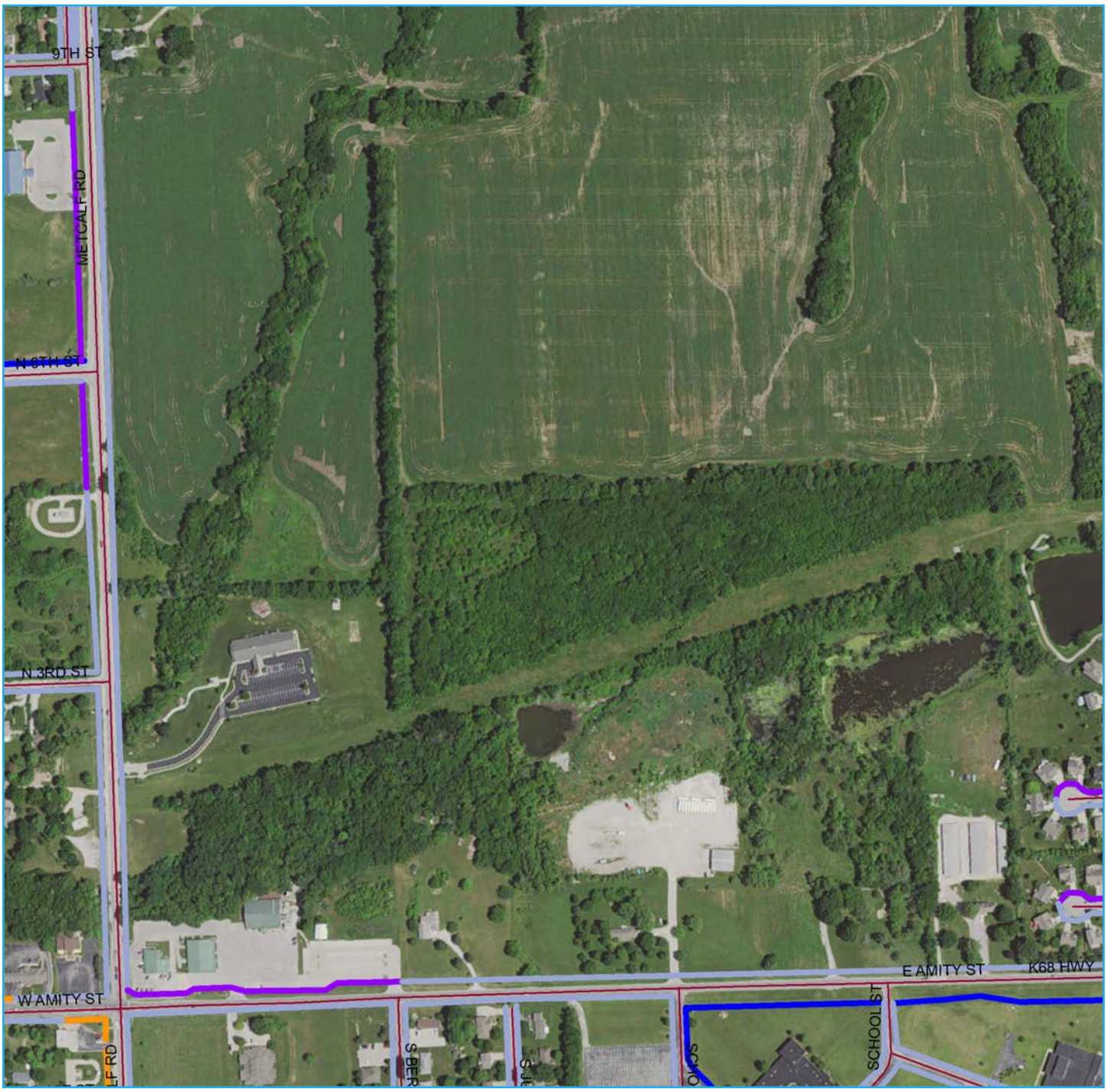
Sidewalk Conditions



LEGEND

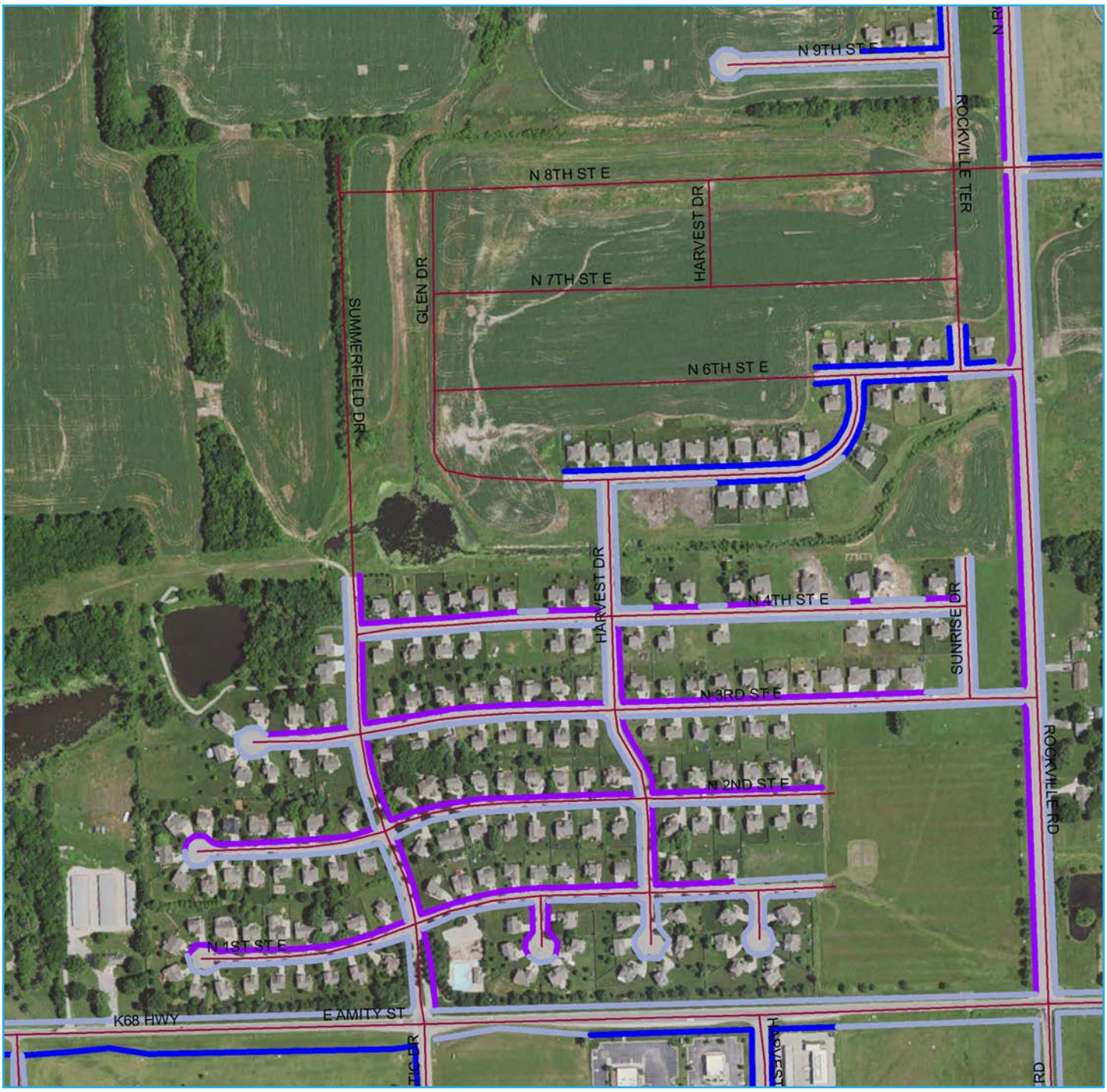
- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Sidewalk Conditions



LEGEND

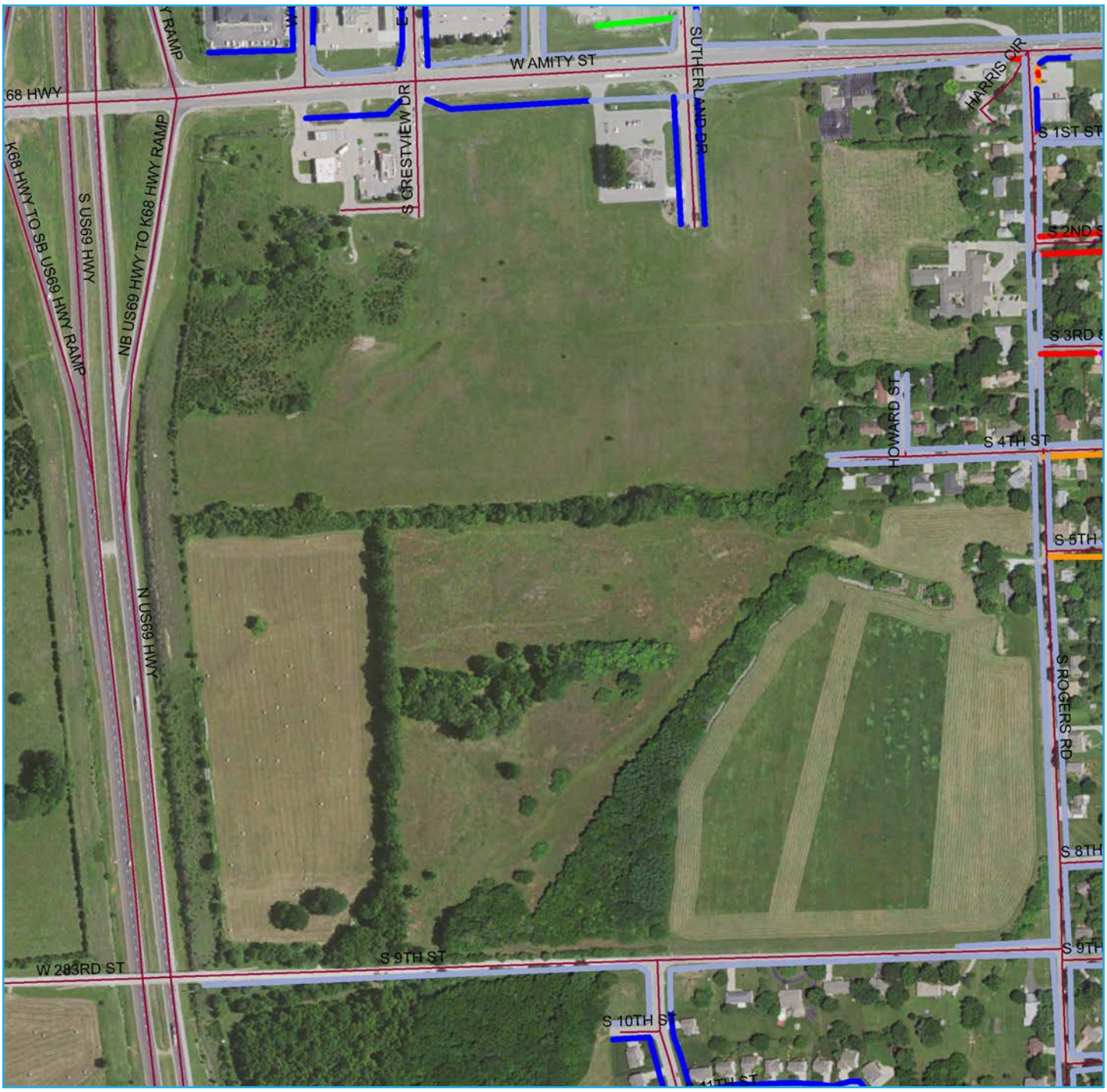
- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

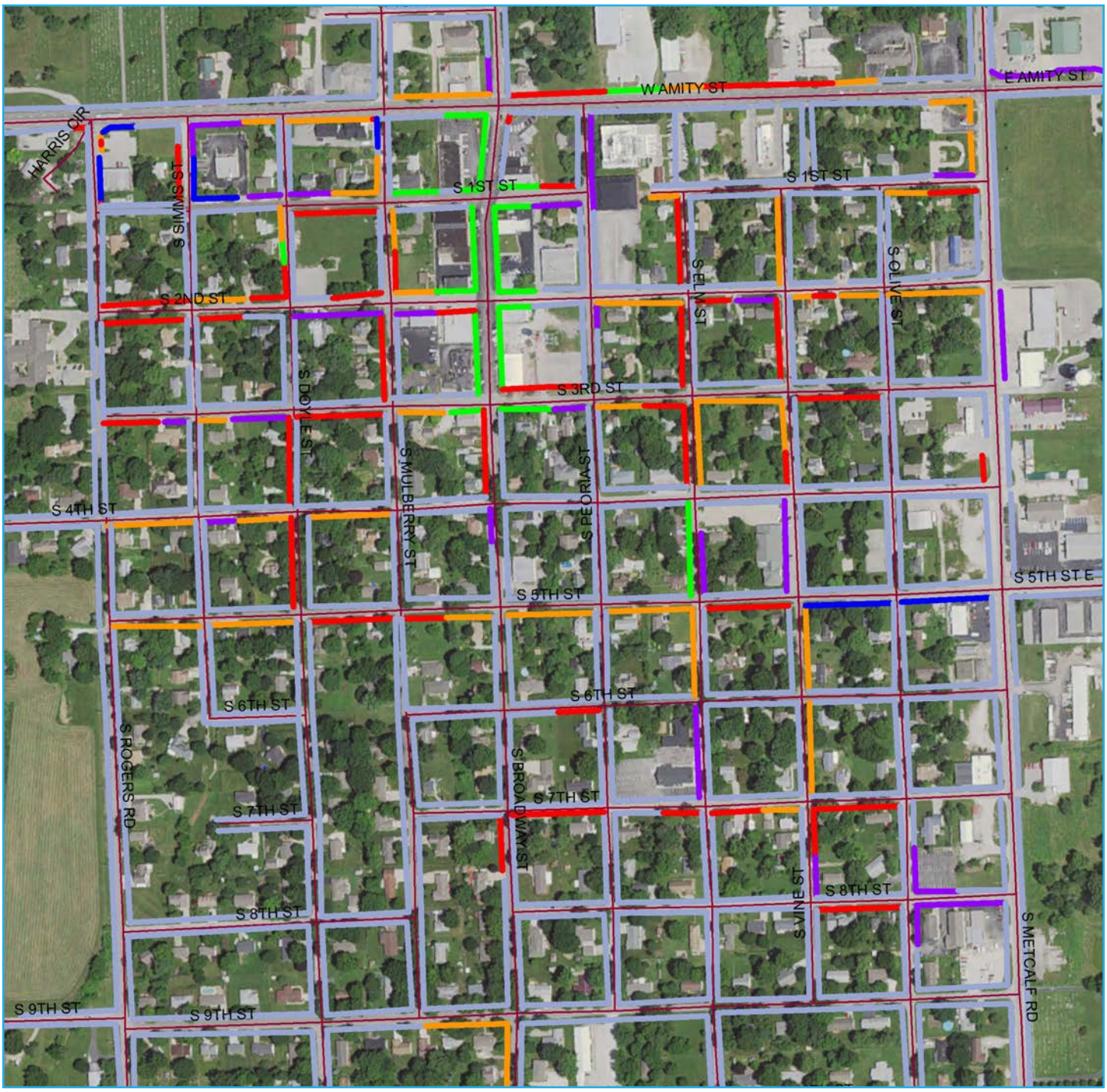
Sidewalk Conditions



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

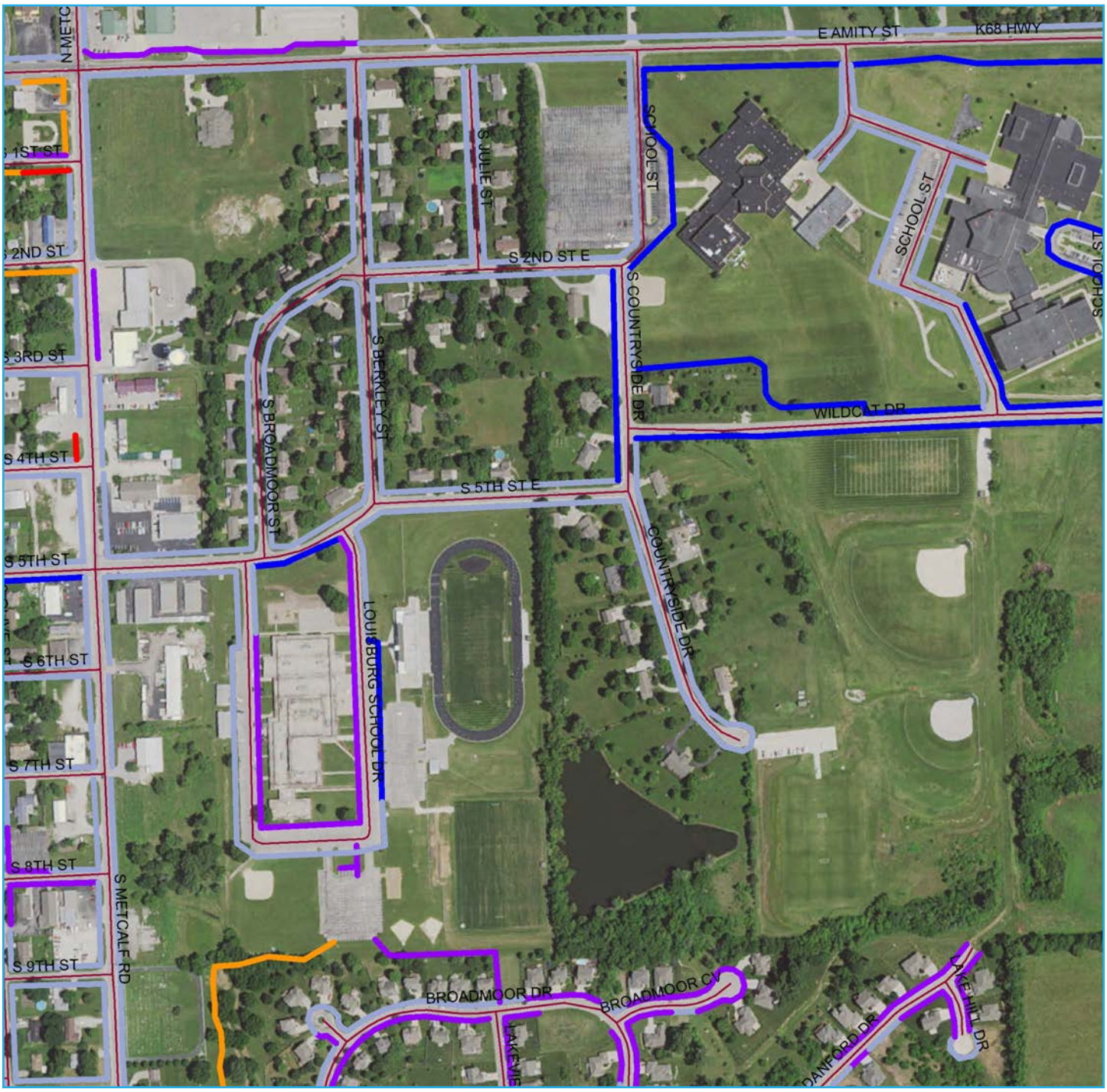
Sidewalk Conditions



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

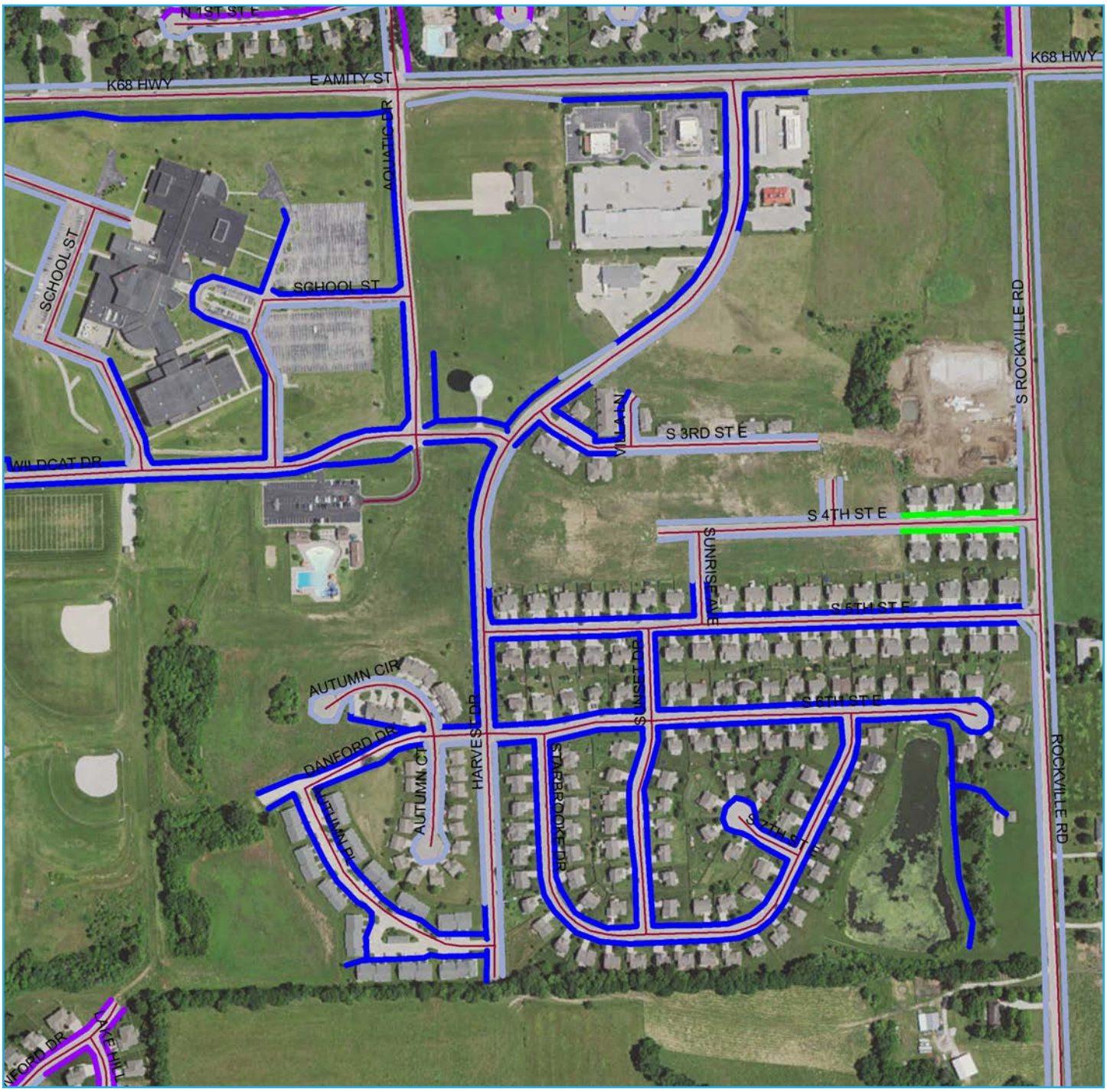
Sidewalk Conditions



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

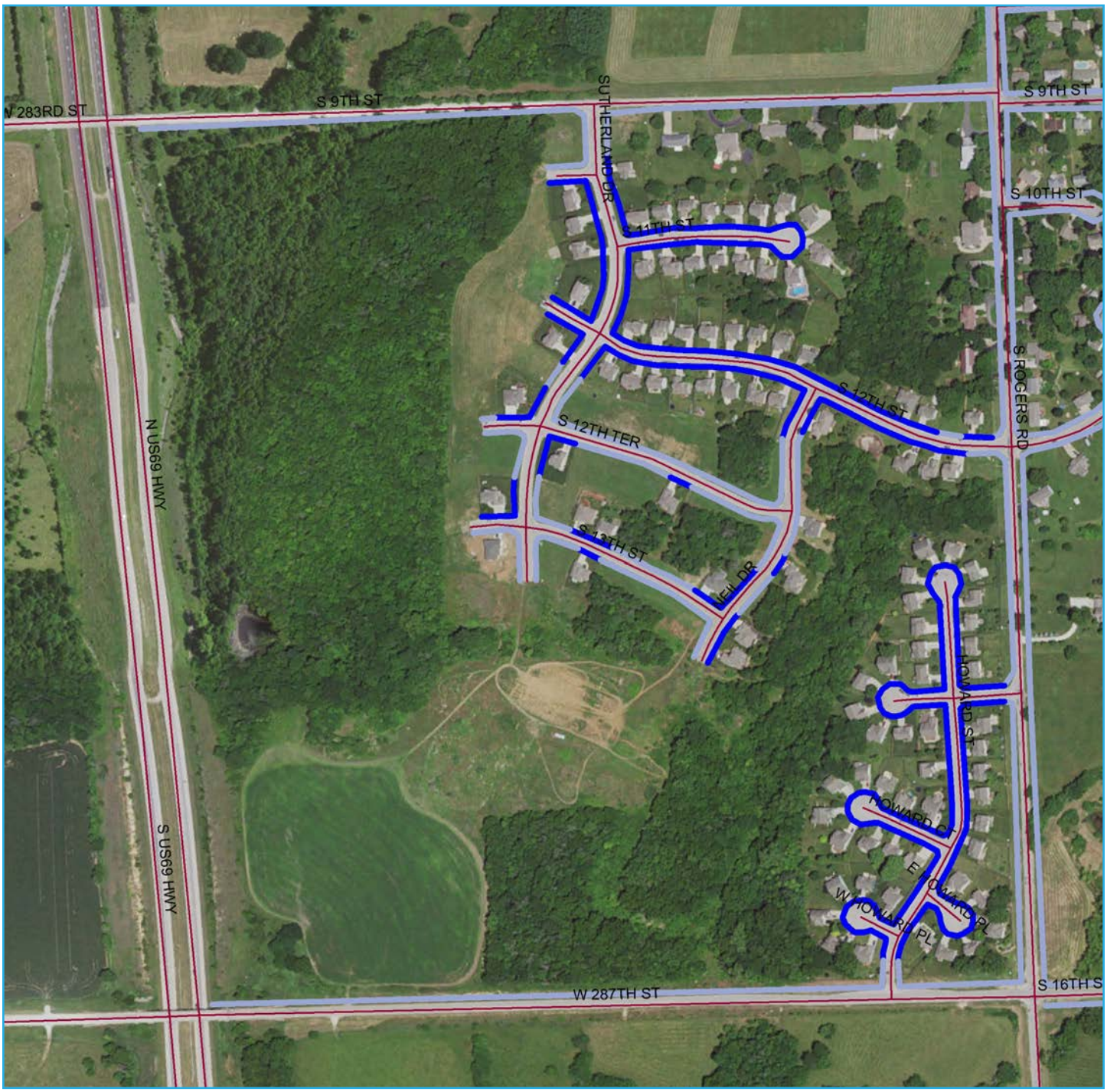
Sidewalk Conditions



LEGEND

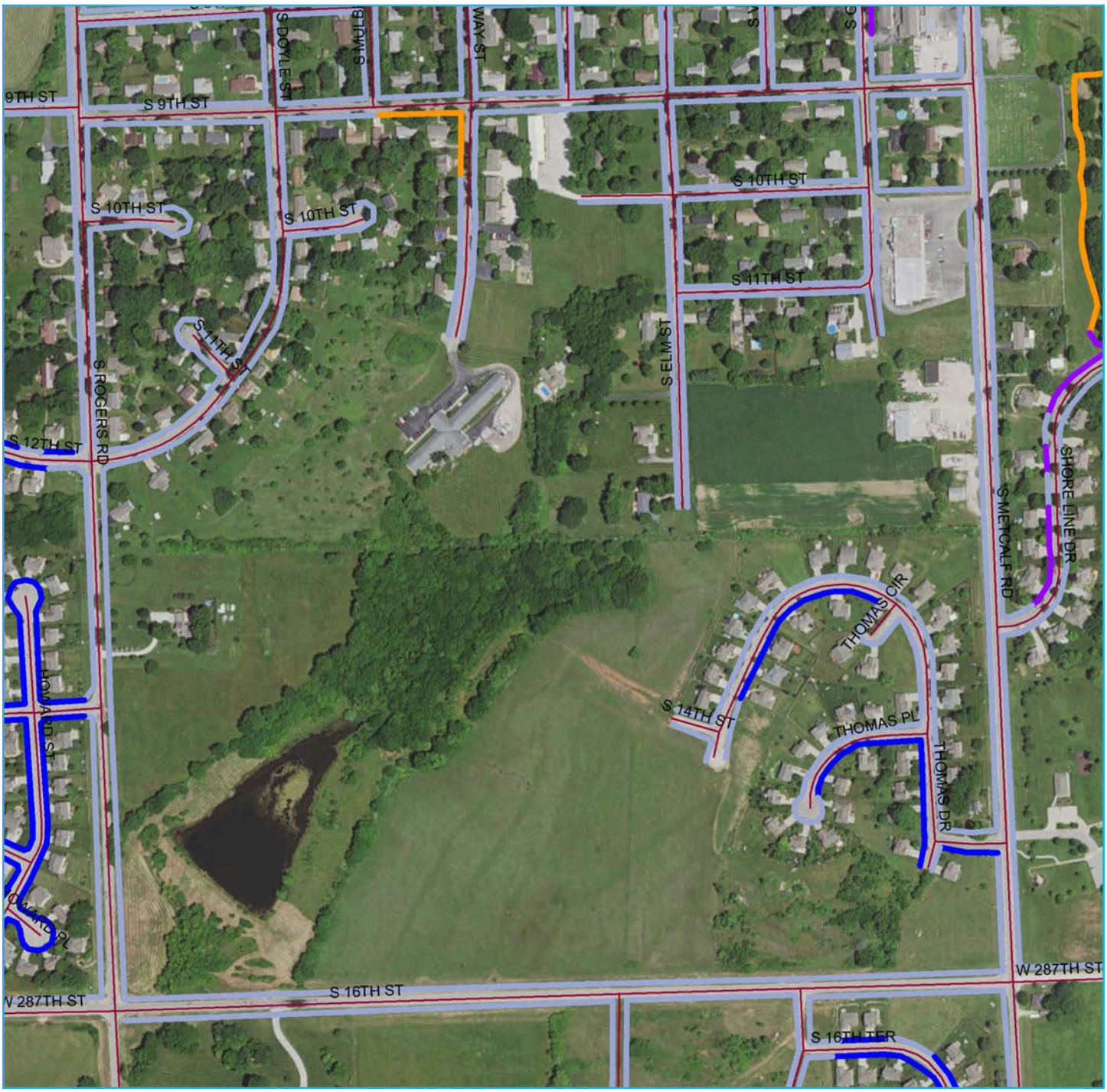
- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Sidewalk Conditions



LEGEND

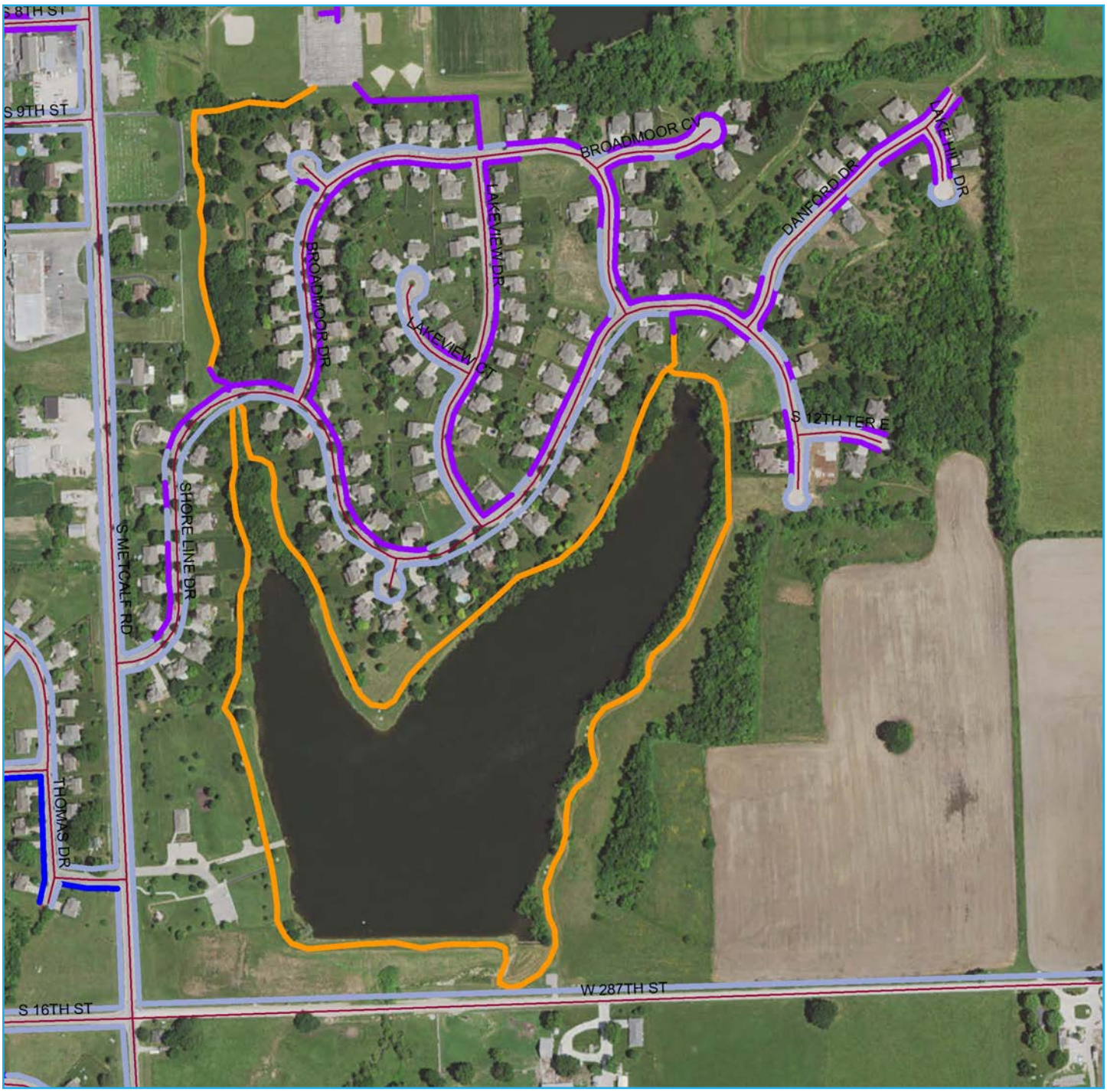
- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

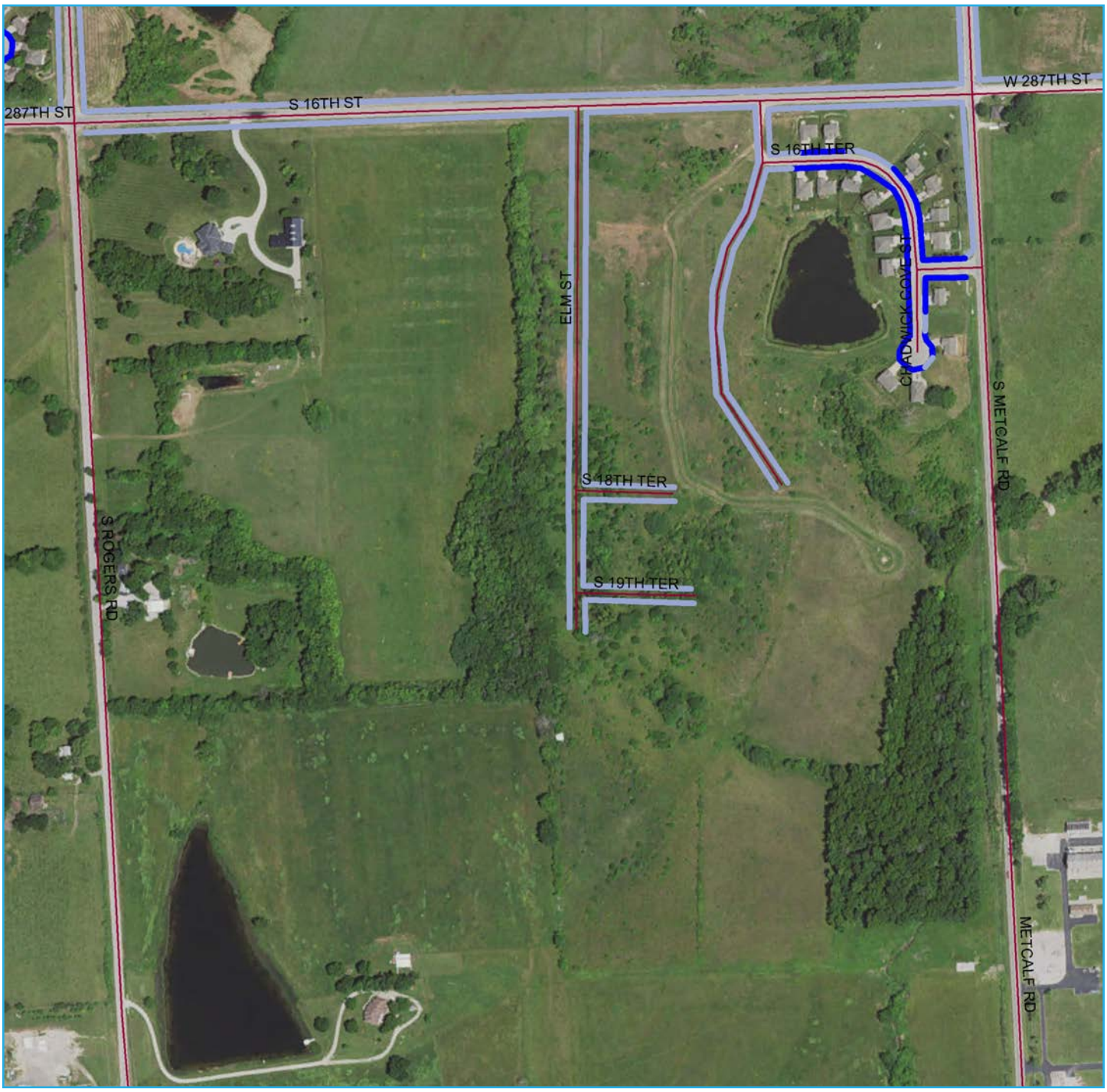
Sidewalk Conditions



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Sidewalk Conditions



LEGEND

- 5 Rated Existing Walks
- 4 Rated Existing Walks
- 3 Rated Existing Walks
- 2 Rated Existing Walks
- 1 Rated Existing Walks
- 0 Rated Existing Walks

Community Engagement

Value of Engagement

Community Engagement is a necessary companion to technical analysis in bicycle and pedestrian planning. While technical analysis is the appropriate means of determining availability and condition of facilities, as well as the propensity for potential use, it is feedback from community engagement that identifies the community's interest in bicycle and pedestrian investment, willingness to pay for those investments and the prioritization of goals or specific projects.

A technical advisory committee was developed at the beginning of the process to provide guidance throughout the study phase. Membership of the committee included City staff, school district leadership, a member of the City Park Board and members of the general public. At the first meeting, members participated in a goal setting process. The main goals for the project were:

- Positively impact all user groups and ability types through connectivity
- Prioritize locations that need safety improvements
- Consider opportunities for regional connectivity

The committee also identified the need to identify projects in appropriate constructible segments and pair those projects with funding types. They noted the importance of focusing on connectivity between the older areas of town and the newer areas of town, especially to schools and other area attractions. It was through the three main goals, and other considerations, that the technical and engagement process was developed.

Community Engagement Process

Labor Day Bike - Decorating Contestants

In coordination with the technical analysis, the City sought information from the public regarding the Master Trails Plan. The engagement process for the Master Trails Plan coincided with the end of the Louisburg Bright Future Comprehensive Plan. Public engagement was a key component of the Comprehensive Plan process and as such the engagement for the Master Trails Plan started by incorporating feedback from that plan. Because the community had participated in a thorough engagement process through the Comprehensive Plan, the goal for the preliminary engagement for the Master Trails Plan used tactical engagement. The types of feedback needed from the public in the preliminary engagement included:

- The locations where residents currently travel
- The locations where residents would travel if conditions would improve
- The reasons why residents don't currently walk or bike
- The priorities of residents for use of their tax dollars

Labor Day - Bike Decorating Winners

The City, Advisory Committee and Consultant Team used two mechanisms for seeking feedback from the public at the beginning of the study process: a survey and a traveling table exercise with three questions for public response.

Surveys were available at Louisburg City Hall, and at the School District Back to School week. 46 surveys were completed. The surveys had the following questions:

1. Are you a Louisburg resident?
2. Do you walk or bike? If so, how frequently?
3. What are your primary destinations?
4. What are your priorities for making Louisburg more walk/bike friendly?
5. Do you have any additional comments?

Labor Day - Community Feedback

City staff, Advisory Board Members, and Consultants sat at tables at the following events:

- Louisburg High School Football Game
- Labor Day
- Chamber Connections Meeting
- Senior Center
- Price Chopper

The table included a large map with dots. Participants were asked to place dots that coincided with the following locations:

Blue: Where you live
Green: Where you currently walk/bike
Yellow: Where you would walk/bike if you could
Red: Hot spots where walking or biking are challenging

Labor Day - Community Feedback

A prioritization exercise asked residents to rank the following priorities by importance.

Community Feedback Results Process

Below is a compilation of community feedback

Halloween on Broadway - Community Feedback

Green was of highest importance, yellow was of moderate importance and red was of least importance. The priorities are as follows:

- Positively impact all community members through connectivity
- Bike and pedestrian connectivity between east and west Louisburg
- Invest funding in safety enhancements to high traffic areas
- Connect to the great Kansas City regional trail system

On a comment board, residents were asked to complete the sentence, "walking and biking in Louisburg is challenging because..."

A second engagement event period was implemented near the end of the of the process. The focus of this event was:

- Review the evaluation process
- Provide the map of priority projects for review and comment

A series of posters were made available at City Hall for the public to review during the last week of October, 2017. These maps were posted on the sidewalk outside City Hall during the downtown's Halloween party. While adults accompanied children for candy distribution, they were able to learn about the project. Hundreds of people participated and learned about the project prior to consideration of the plan by City Council in December.

Halloween on Broadway - Community Feedback

Halloween on Broadway - Community Feedback

Halloween on Broadway - Community Feedback

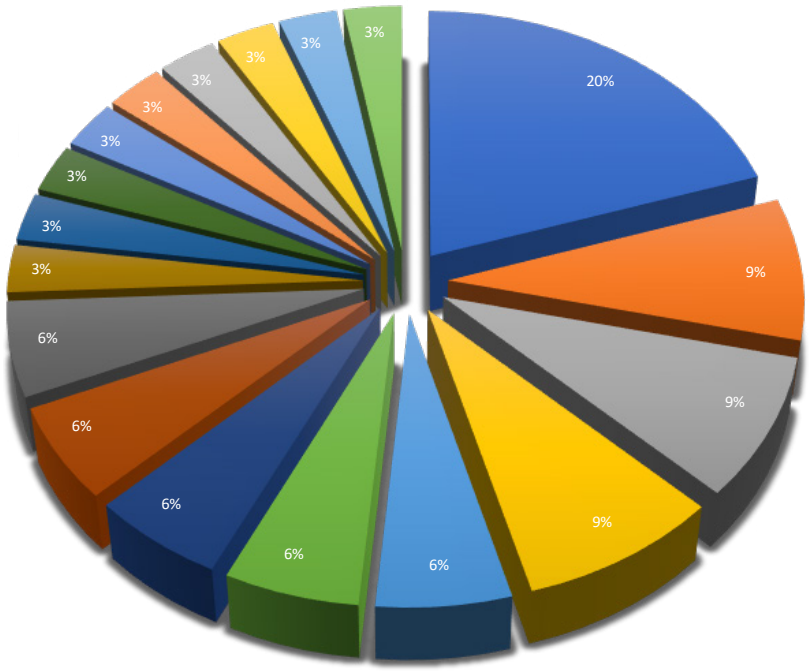
Community Feedback Results

Below is a compilation of community feedback

KEY DETERRENTS TO WALKING/BIKING

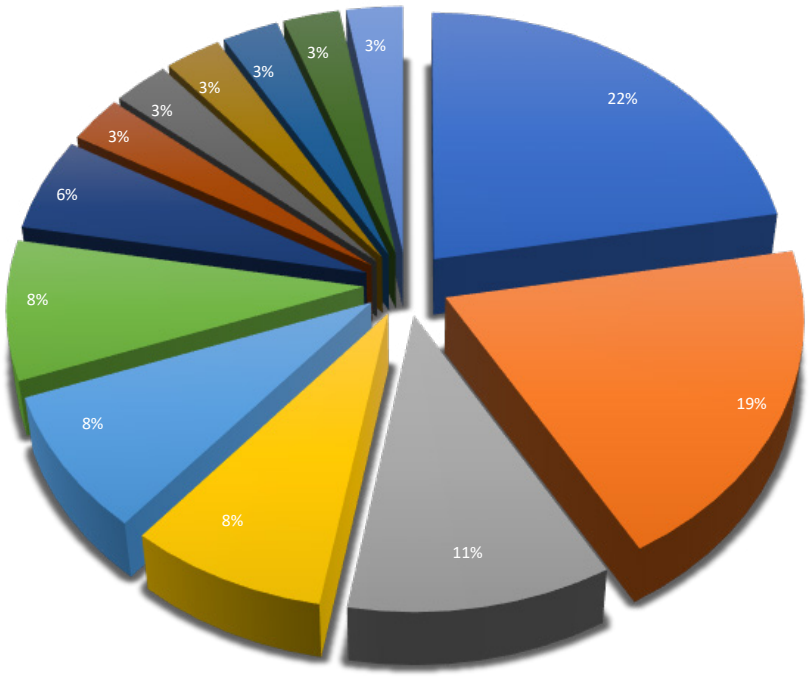
Apparent discrepancies are due to rounding

- Limited sidewalks
- Lack of sidewalks on Amity
- Improve crossings on Amity
- Lack of sidewalks to Price Chopper
- Lack of sidewalks on Rockville
- Sidewalks have cracks
- Lack of sidewalks along Metcalf
- Fix bridge at 263rd near Lewis - Young Park
- Muddy trails
- Lack of perimeter trail at Lewis - Young Park
- Drainage ditches in some critical areas make it difficult to build sidewalks
- Widen bike paths
- Enforce speed on Amity on east end of town
- Condition of sidewalks in old town
- Sidewalks do not connect
- Benches and more start and stop places
- Traffic on 68/Summerfield Dr
- Limited trails



PRIORITY IMPROVEMENTS

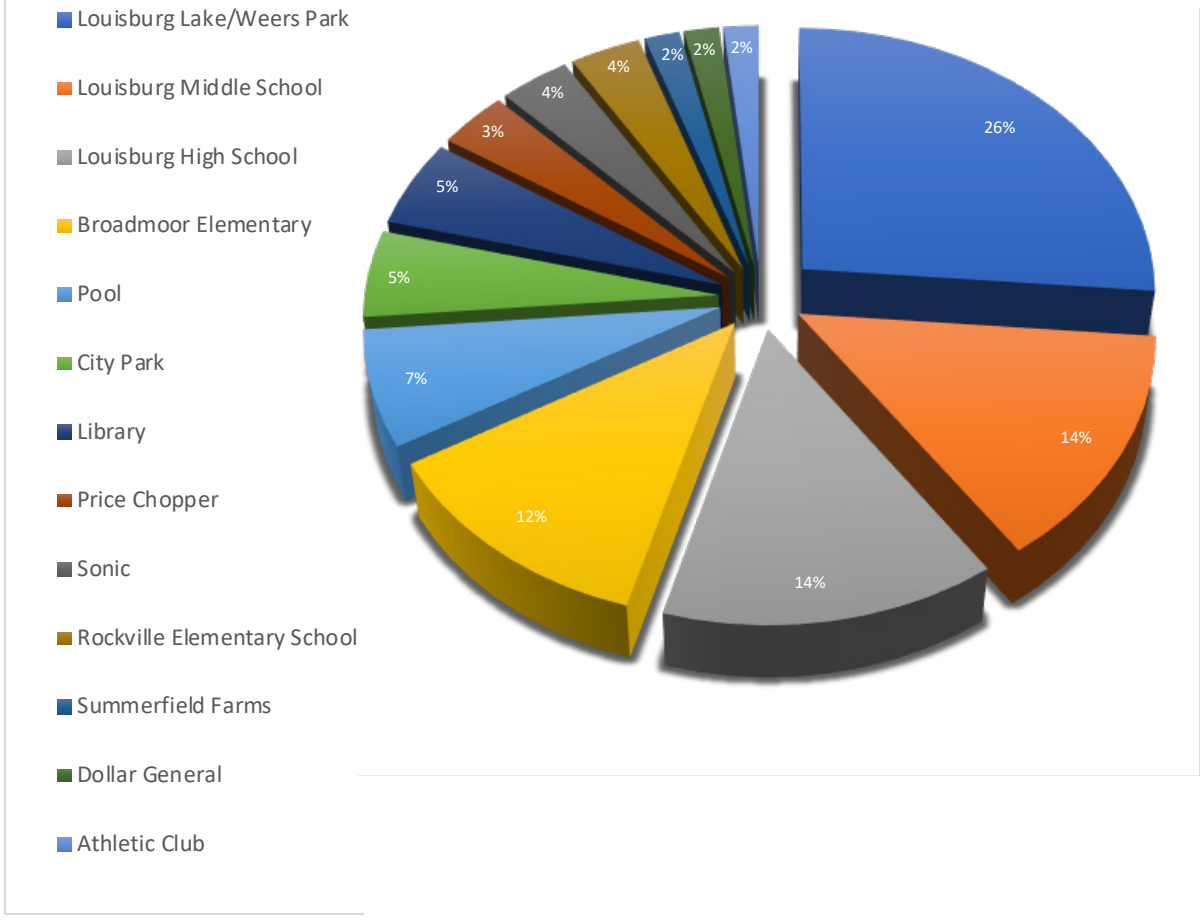
- More sidewalks
- Extend trails
- Fix existing sidewalks
- Bike lanes
- Marked crosswalks
- Bigger shoulders
- Bike lane along Amity
- Driver education
- Signs
- Bike lane along Metcalf
- Travel from south to nort on Metcalf
- Sidewalks on Amity
- Stop signs

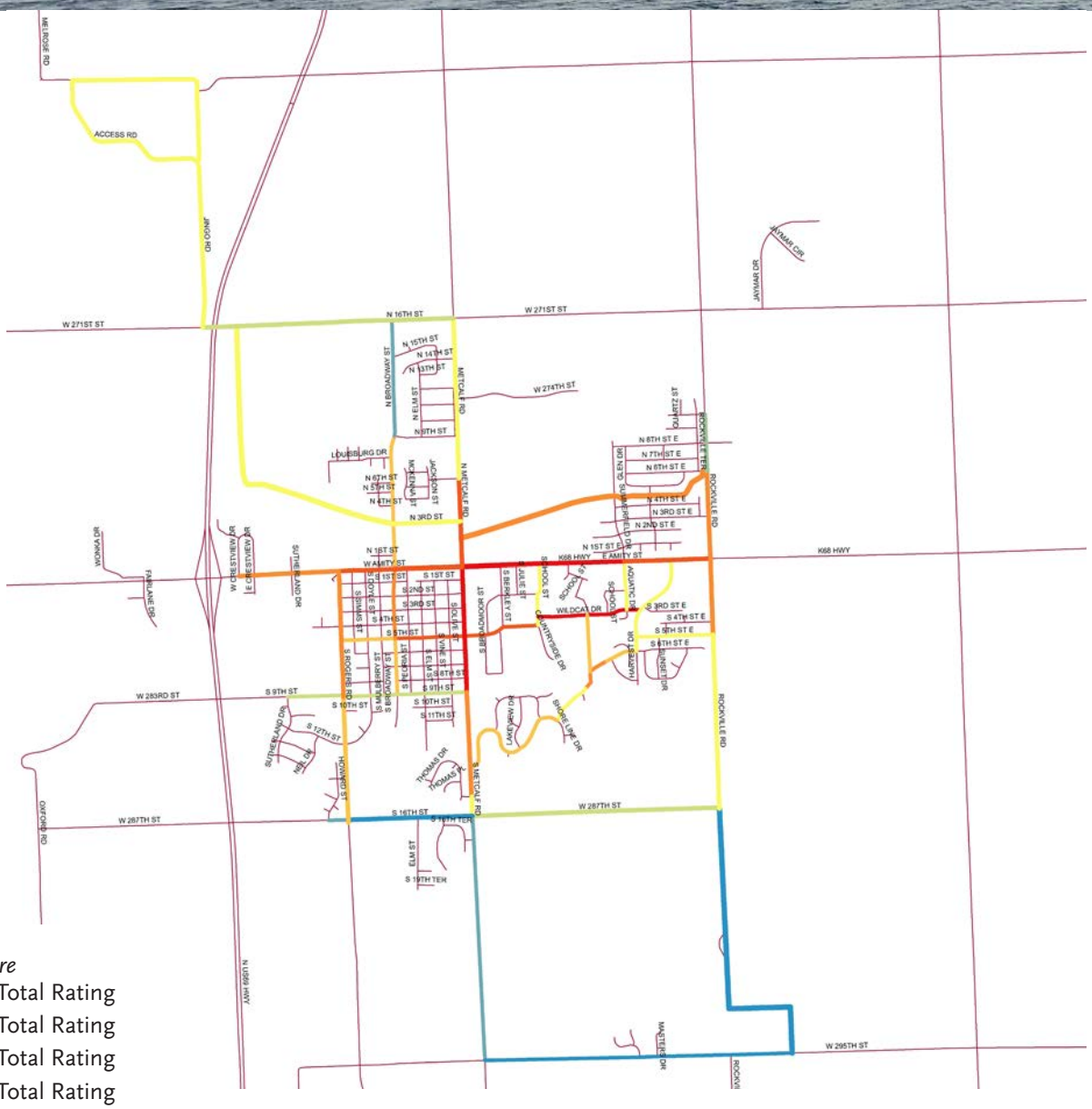


Community Feedback Results

Below is a compilation of community feedback

WALKING AND BIKING DESTINATIONS





LEGEND

Priority Rating Score

- 0 - 1 Total Rating
- 1.1 - 2 Total Rating
- 2.1 -3 Total Rating
- 3.1 - 4 Total Rating
- 4.1 - 5 Total Rating
- 5.1 - 6 Total Rating
- 6.1 - 7 Total Rating
- 7.1 - 8 Total Rating
- 8.1 - 9 Total Rating

ANALYSIS

Analysis

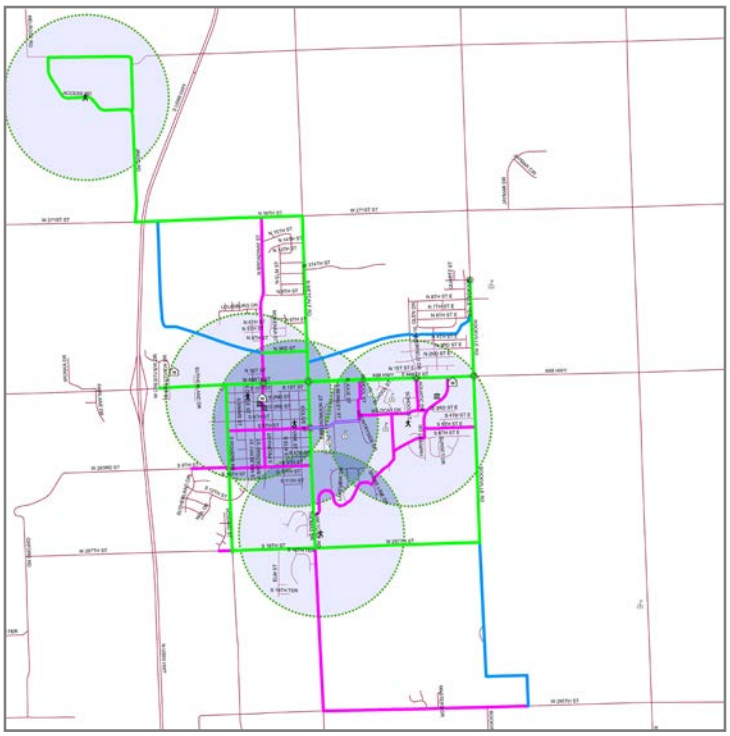
The analysis undertaken for the Louisburg Master Trails Plan was aimed at determining the impact to safety, proximity to destinations and connectivity within the community. The analysis is used to determine priority of projects based on impact to community safety and connectivity.

Process

Identified projects were evaluated based on three categories; Community Impact, Community Connectivity, and Community Demand. Each of these categories are described below. Each of these evaluation categories were rated on a scale of 1 to 3, giving each improvement a maximum possible score of 9. Improvements receiving a score between nine and seven are classified as high priority or short-term projects. Scores between 6 and 4 are classified as mid priority or mid-term projects. Lastly, scores between 3 and 0 are designated low priority or long-term projects. Short-term projects identified in the plan should be targeted for implementation within one to three years due to importance. Mid-term projects should be planned for implementation in the four to six year time frame. Long-term projects should be targeted for the seven to 10 year time-frame. After 10 years we would recommend the reevaluation of the Master Trails plan and a new set of project and priority ratings based on existing conditions at that time.

Community Impact

Community impact was determined based on four factors; recreation destinations, civic destinations, commercial destinations, and educational destinations. Each of these four categories was represented by pertinent destinations with 1/2 mile walking buffers. Community impact was calculated by determining the number of destination walking buffers each proposed project fell into. This number was then averaged based on the four categories to give each project a final community impact score. Community Impact is the only score to be averaged due to the number of potential inputs and is represented in decimal form.

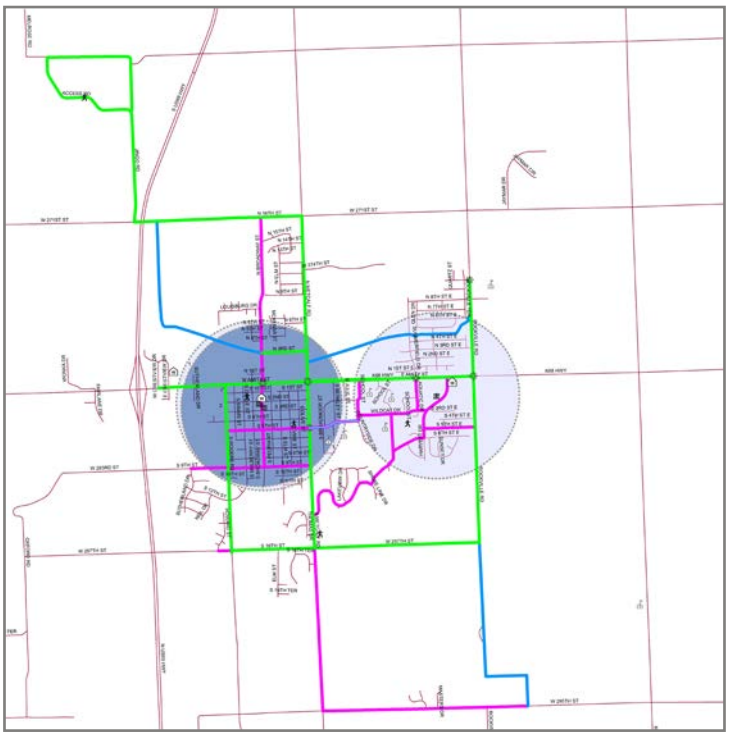


Recreation Destinations

Description

Recreation destinations include:

- City Park
- Farmers Market
- Swimming Pool
- Louisburg Lake | Weers Park
- Lewis-Young Park

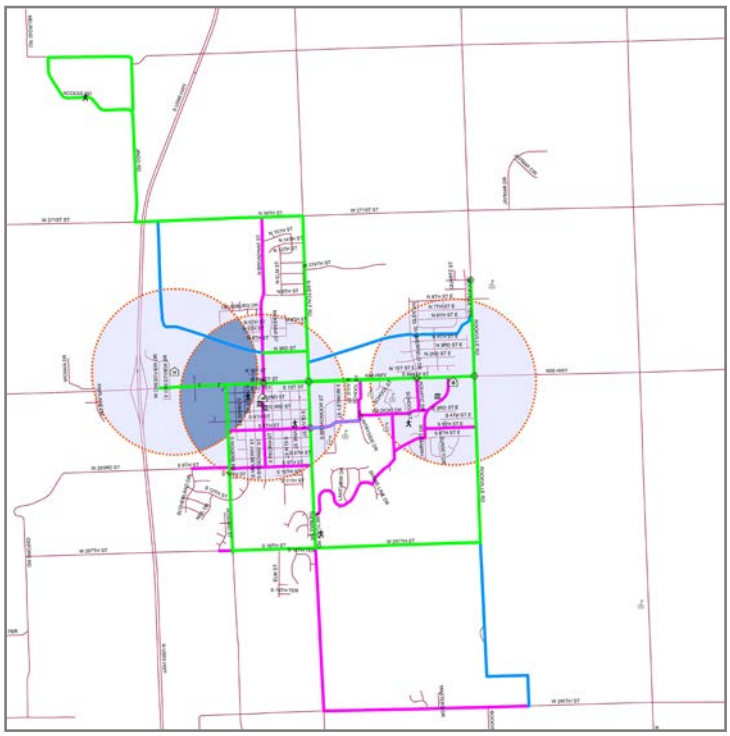


Civic Destinations

Description

Civic destinations include:

- Louisburg Library
- City Hall
- Post Office

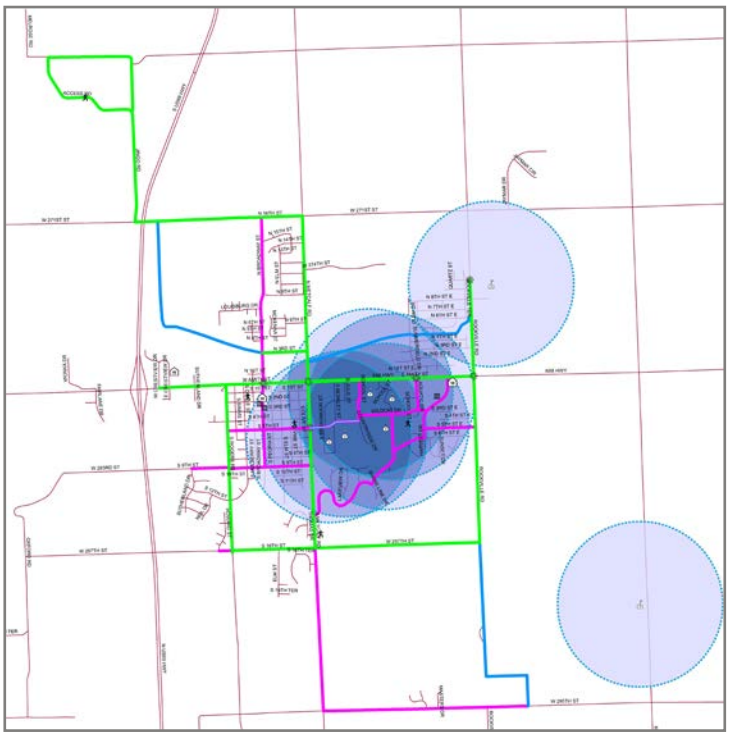


Commercial Destinations

Description

Commercial destinations include:

- Price Chopper Development
- Broadway Street Shopping District
- Harvest Drive Commercial Development



Educational Destinations

Description

Educational destinations include:

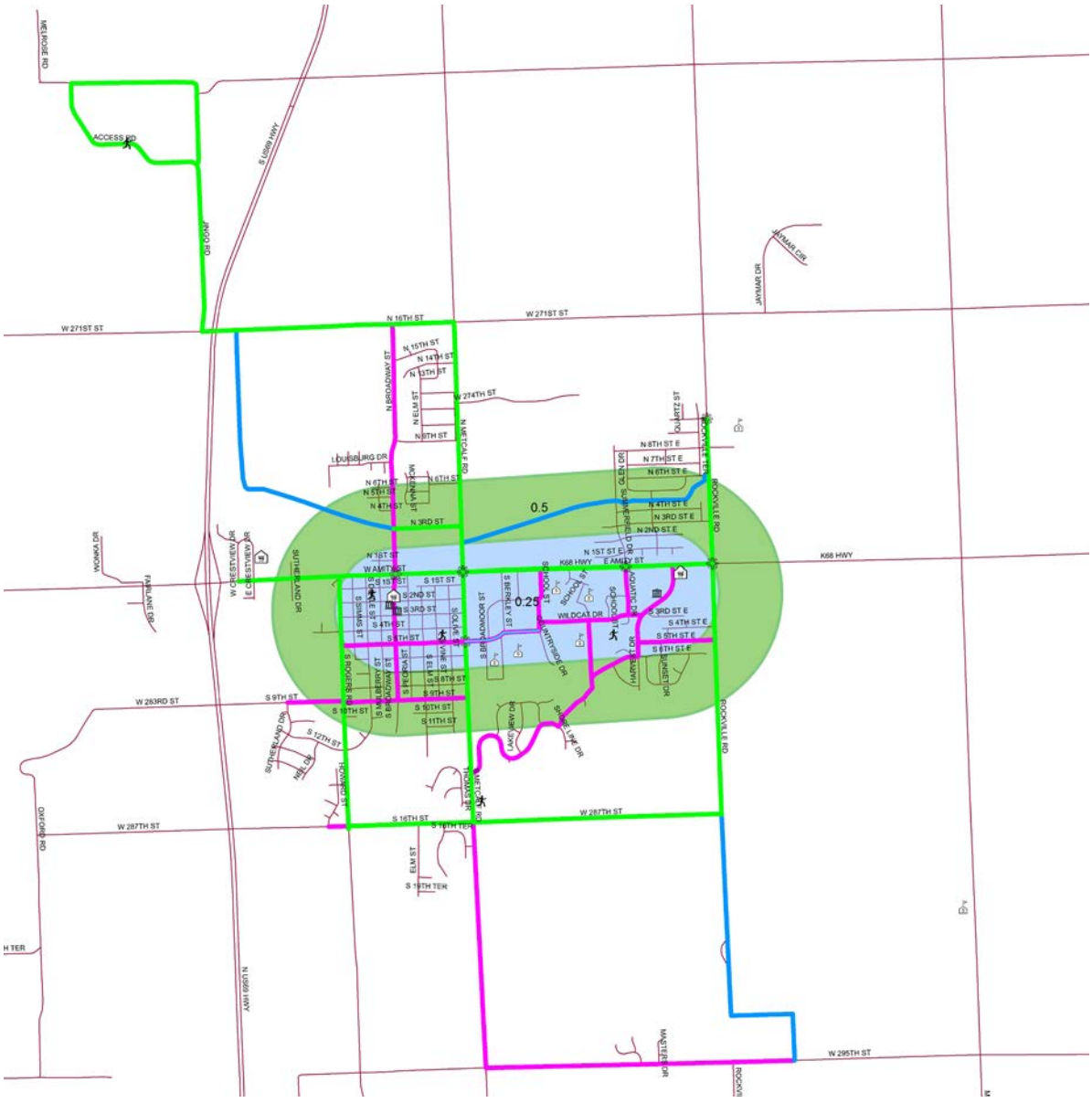
- Louisburg High School
- Louisburg Middle School
- Broadmoor Elementary School
- Rockville Elementary School
- Circle Grove Elementary School
- Louisburg Sports Complex

LEGEND

- 1 - Rated Project
- 2 - Rated Project
- 3 - Rated Project
- 4 - Rated Project
- 5 - Rated Project

Community Connectivity

Community connectivity was determined based on proximity to the core of Louisburg. Based on community input and field analysis the design team determined the walking and biking core of Louisburg to fall on a datum line between City Hall and the Post Office. From this line, 15 minute (1/2 mile) and 30 minute (1 mile) walking buffers were created. Projects falling within the 1/2 mile buffer were given a score of 3, meaning they had the most potential to impact community connectivity. Projects within the 1 mile buffer received a score of 2. All other projects received a score of 1. Unlike community impact, all projects received a score for community connectivity as all improvements will have an opportunity to connect people to places within Louisburg.

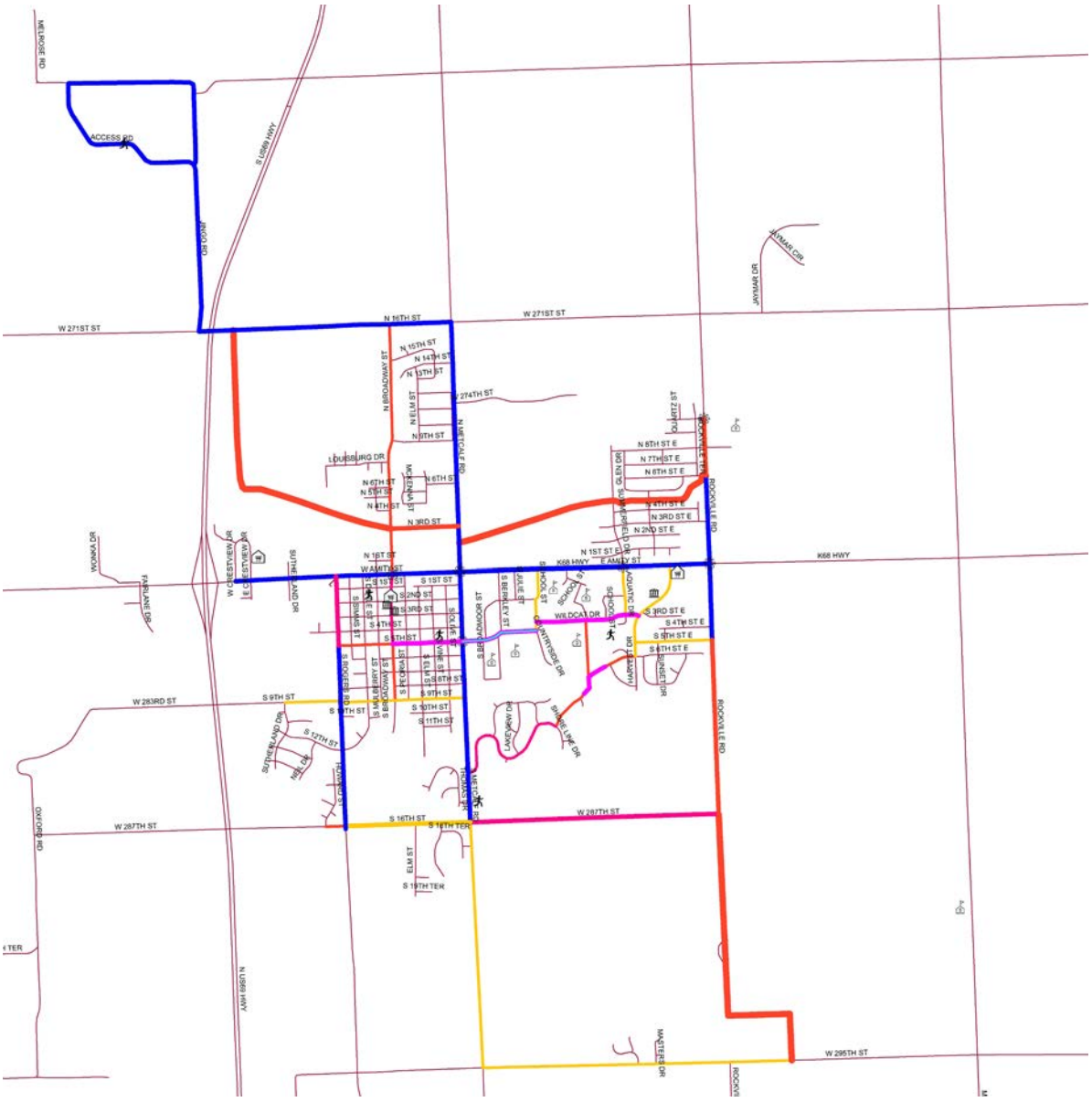


LEGEND

- 1/4 Mile Buffer (1/2 mile across)
- 1/2 Mile Buffer (1 mile across)

Community Demand

Community demand was directly influenced by data gathered during our community engagement exercises. In keeping with the three point rating system, community demand was classified based on number and type of input received. Projects that were identified by community members at least once but no more than five times received one point. Projects identified by the community more than five times received two points. Projects specifically identified by the community as a barrier or safety hazard were awarded an additional point for importance. Projects not identified received a score of zero. The maximum points available were three and the minimum is zero.



LEGEND

- 0 - Rated Project
- 1 - Rated Project
- 2 - Rated Project
- 3 - Rated Project

Analysis Results

Tabulation of the analysis ratings and results are shown below and on the following pages. The total rating identified represents the cumulative score of the three rating categories (Community Impact, Community Connectivity, and Community Demand). Total ratings were used to determine the prioritization and timeline of the proposed improvements presented in the Louisburg Master Trails Plan.

Bicycle and Pedestrian Improvements										
Street Name	**Segment Start**	**Segment End**	**Total Rating**	**Recreation Rating**	**Education Rating**	**Commercial Rating**	**Civic Rating**	**Community Demand Rating**	**Community Connectivity Rating**	**Community Impact Rating**
East Amity Street / K68	Metcalf Road	School Street	8.5	2	5	1	2	3	3	2.5
South Metcalf	Amity Street	South 5th Street	8.25	2	4	1	2	3	3	2.25
East Amity Street / K68	School Street	Aquatic Drive	8.25	2	5	1	1	3	3	2.25
South Metcalf Road	South 5th Street	South 9th Street	8.25	2	4	1	2	3	3	2.25
West Amity Street / K68	Broadway Street	Metcalf Road	8	2	3	1	2	3	3	2
North Metcalf Road	North 6th Street	Amity Street	8	2	3	1	2	3	3	2
West Amity Street / K68	Rogers Road	Broadway Street	7.75	2	1	2	2	3	3	1.75
East Amity Street / K68	Aquatic Drive	Rockville Road	7.5	1	3	1	1	3	3	1.5
South Rockville Road	Amity Street	South 5th Street East	7	1	1	1	1	3	3	1
Rockville Road	North 6th Street	Amity Street	7	1	1	1	1	3	3	1
South Metcalf Road	South 9th Street	Thomas Drive	7	2	3	1	2	3	2	2
West Amity / K68	Crestview Drive	Rogers Road	6.5	2	0	2	2	3	2	1.5
South Rogers Road	South 5th Street East	South 9th Street	6.5	2	0	2	2	3	1.5	2
South Rogers Road	Amity Street	South 5th Street	6.5	2	0	2	2	2	1.5	3
South Rogers Road	South 9th Street	South 16th Street	6	1	0	1	2	3	1	2
North Metcalf Road	North 16th Street	North 6th Street	5	0	0	0	0	3	0	2
North 3rd Street	Broadway Street	Metcalf Road	4.5	2	1	1	2	1	1.5	2
Rockville Road	South 5th Street East	West 287th Street	4.5	1	3	1	1	1	1.5	2
Access Road	West 263rd Street	Jingo Road	4.25	1	0	0	0	3	0.25	1
West 263rd Street	Access Road	Jingo Road	4.25	1	0	0	0	3	0.25	1
Jingo Road	West 263rd Street	Access Road	4.25	1	0	0	0	3	0.25	1
Jingo Road	Access Road	North 16th Street	4.25	1	0	0	0	3	0.25	1
South Metcalf Road	Thomas Drive	South 16th Street	4.25	1	0	0	0	3	0.25	1
North 16th Street	Broadway Street	Metcalf Road	4	0	0	0	0	3	0	1
North 16th Street / West 271st Street	Jingo Road	Broadway Street	4	0	0	0	0	3	0	1
West 287th Street	Metcalf Road	Rockville Road	3.25	1	0	0	0	2	0.25	1
Rockville Road	North 10th Street East	North 6th Street	2.5	0	1	1	0	1	0.5	1
South 16th Street	Rogers Road	Metcalf Road	1.25	1	0	0	0	0	0.25	1
Metcalf Road	South 16th Street	West 295th Street	1.25	1	0	0	0	0	0.25	1
W 295th Street	Metcalf Road	Rockville Road	0	0	0	0	0	0	0	0

Pedestrian Improvements										
Street Name	**Segment Start**	**Segment End**	**Total Rating**	**Recreation Rating**	**Education Rating**	**Commercial Rating**	**Civic Rating**	**Community Demand Rating**	**Community Connectivity Rating**	**Community Impact Rating**
South Berkley Street	Amity Street	South 5th Street	8.5	2	5	1	2	3	3	2.5
South 2nd Street East	Berkley Street	Countryside Road	8.5	2	5	1	2	3	3	2.5
Wildcat Drive	South Countryside Road	Harvest Drive	8.25	2	5	1	1	3	3	2.25
South 3rd Street	Broadway Street	Metcalf Road	8.25	2	4	1	2	3	3	2.25
South Broadway Street	Amity Street	South 5th Street	7.75	2	2	1	2	3	3	2.75
Aquatic Drive	Amity Street	Aquatic Drive	7.75	1	4	1	1	3	3	1.75
South 5th Street East	Metcalf Road	Countryside Road	7.5	2	5	1	2	2	3	2.5
South 5th Street	Broadway Street	Metcalf Road	7.25	2	4	1	2	2	3	2.25
Danford Drive	Danford Drive	Danford Drive	7	1	5	1	1	3	2	2
South 3rd Street	Metcalf Road	Berkley Street	6.75	3	5	1	2	1	3	2.75
Sports Complex	Wildcat Drive	Danford Drive	6	1	5	1	1	1	3	2
Danford Drive	Danford Drive	Harvest Drive	6	1	5	1	1	1	3	2
South 5th Street	Rogers Road	Broadway Street	6	2	2	2	2	1	3	2
South Broadway Street	South 5th Street	South 9th Street	5.75	2	2	1	2	1	3	1.75
North Broadway Street	North 9th Street	Amity Street	5.25	2	0	1	2	1	3	1.25
Shoreline Drive	Metcalf Road	Danford Drive	5.25	2	3	0	0	2	2	1.25
South Countryside Drive	South 2nd Street	South 5th Street	5	2	5	0	1	0	3	2
School Street	Amity Street	South 2nd Street	5	2	5	0	1	0	3	2
Danford Drive	Shoreline Drive	Danford Drive	5	2	5	0	1	1	2	2
Harvest Drive	Amity Street	South 6th Street	4.75	1	4	1	1	0	3	1.75
South 5th Street East	Harvest Drive	Rockville Road	4.75	1	4	1	1	0	3	1.75
South 9th Street	Broadway Street	Metcalf Road	4	3	2	1	2	0	2	2
South 9th Street	Rogers Road	Broadway Street	3.5	2	1	1	2	0	2	1.5
South 9th Street	Sutherland Drive	Rogers Road	3.25	2	0	1	2	0	2	1.25
North Broadway	North 16th Street	North 9th Street	2	0	0	0	0	1	1	0
West 287th Street	Howard Street	Rogers Road	2	0	0	0	0	1	1	0

Greenway Improvements										
Description	**Segment Start**	**Segment End**	**Total Rating**	**Recreation Rating**	**Education Rating**	**Commercial Rating**	**Civic Rating**	**Community Demand Rating**	**Community Connectivity Rating**	**Community Impact Rating**
Summerfield Greenway	Metcalf Road	Rockville Road	6.5	2	4	2	2	1	3	2.5
3rd Street Greenway	North 16th Street	Broadway Street	4.5	2	0	2	2	1	2	1.5
Rockville Road Greenway	Rockville Road	West 295th Street	1	0	0	0	0	1	0	0

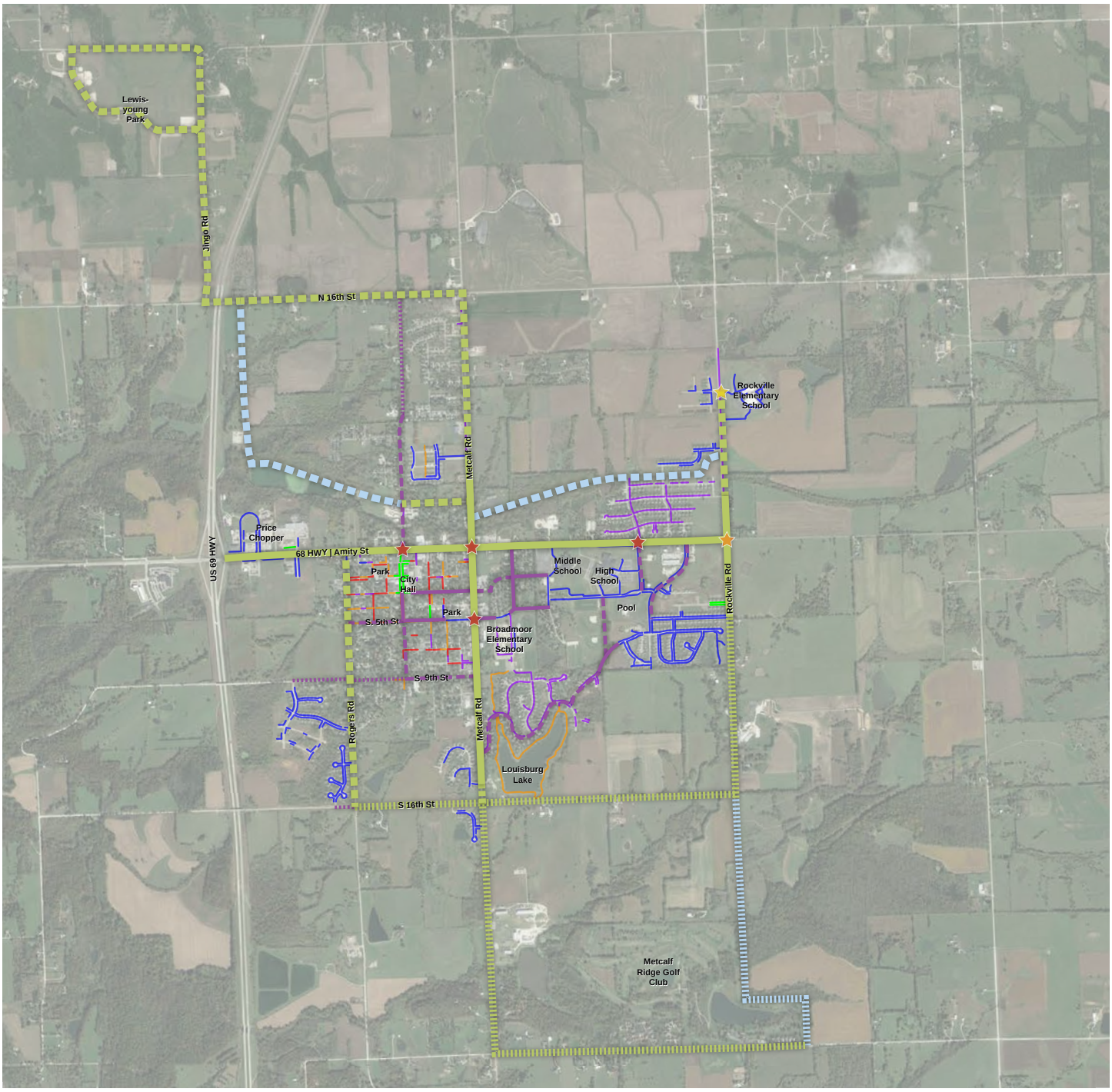
FINDINGS

Master Trails Plan

Based on the results of the existing conditions and analysis phases of this study, the design team has developed a comprehensive trails plan for the City of Louisburg. This plan represents four key types of improvements: Bicycle + Pedestrian, Sidewalks, Greenway Trails and Intersection Improvements. The primary goal of this plan is to create safe and accessible connections between population centers and destinations for pedestrians and cyclists within the City of Louisburg.

It is important to note that opportunities for additional improvements exist outside of the designated alignments shown on the overall plan. Areas outside of the designated improvements are addressed in a later section of this document. It is also important to note that this plan is not intended to be static. While general timelines for the designated improvements are spelled out in terms of priority, as new development occurs within Louisburg and necessities fluctuate, it is important to reevaluate and address these improvements over time. The following pages describe the pedestrian and bicycle improvements recommended by the Louisburg Master Trails Plan.

Overall Plan



Legend

- Short-term Bike/Ped Routes
- Mid-term Bike/Ped Routes
- Long-term Bike/Ped Routes
- Short-term Sidewalk Routes
- Mid-term Sidewalk Routes
- Long-term Sidewalk Routes
- Mid-term Greenway Routes
- Long-term Greenway Routes
- Short-term Intersection Improvements
- Mid-term Intersection Improvements
- Long-term Intersection Improvements
- 5 Rated - Existing Walk
- 4 Rated - Existing Walk
- 3 Rated - Existing Walk
- 2 Rated - Existing Walk
- 1 Rated - Existing Walk

Bicycle and Pedestrian Routes

The core of the Louisburg Master Trails plan is an extensive network of bike and pedestrian infrastructure. The proposed alignments were identified to provide safe circulation and access for both cyclists and pedestrians along high traffic vehicular thoroughfares. These routes act as arterial streets gathering not only high volumes of vehicular traffic but also concentrations of cyclists and pedestrians from adjacent population centers as they make their way to popular destinations within the City of Louisburg.

Sidewalk Connections

Sidewalk connections serve as collector routes for pedestrian traffic in the framework of the Louisburg Master Trails Plan. Sidewalks have been designated along routes identified by the community. These sidewalk connections provide critical linkages between destinations and the bike/ped routes along major thoroughfares. While ideally, sidewalks would be implemented on both sides of all roadways, the connections identified by the Master Trails Plan represent the key corridors for facilitating pedestrian movements throughout the City.

Greenway Trails

Greenway trails represent a unique element within the Master Trails Plan. While a majority of the improvements provide critical linkages for pedestrians and cyclist within the City, greenways primarily serve a recreational function. They offer opportunities for off-street recreation in scenic areas within close proximity to the Louisburg core. Furthermore, greenways provide off-street access to destinations such as Lewis-Young Park and serve as the basis for the connection of Louisburg to larger regional trail systems.

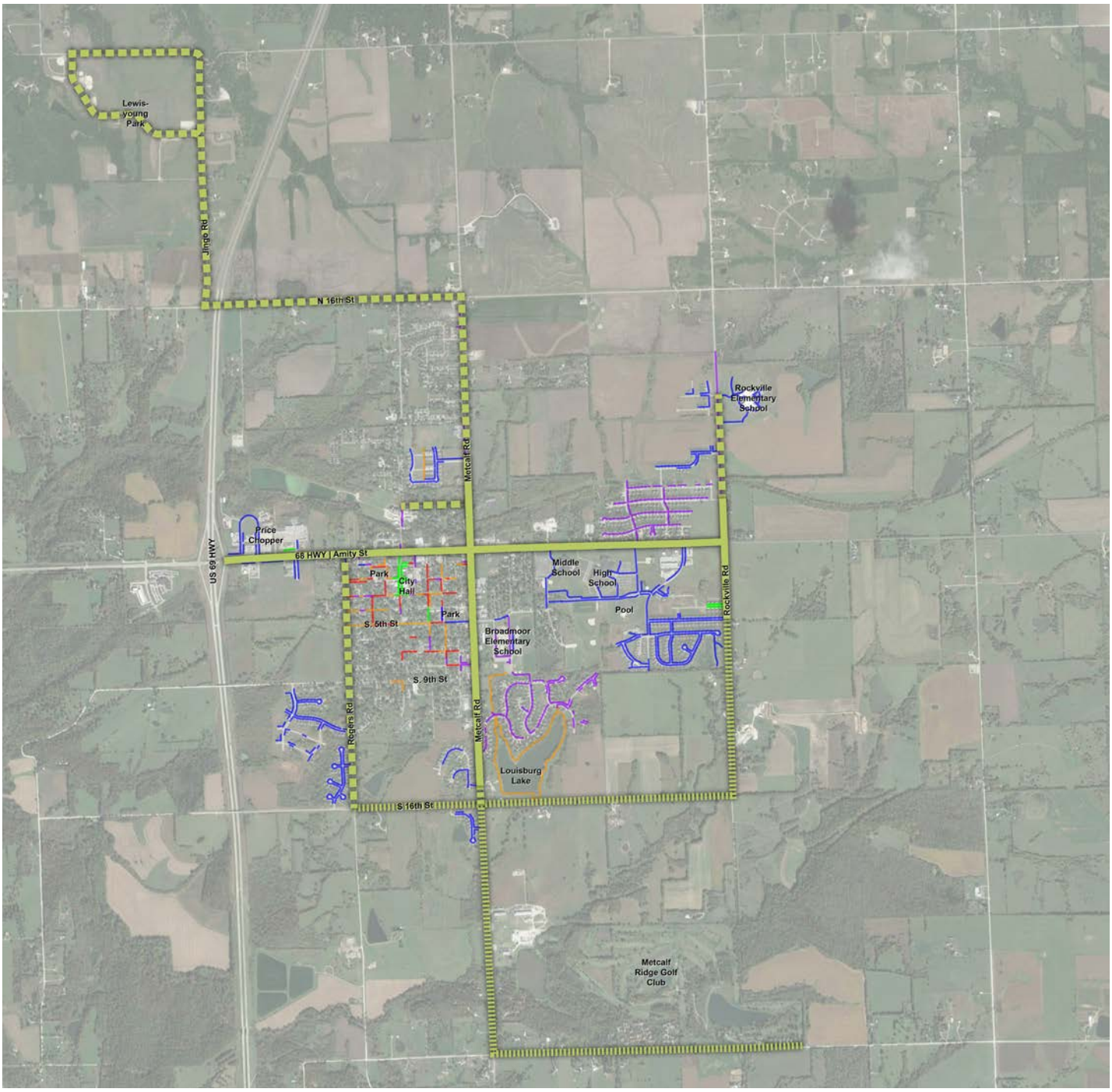
Intersection Improvements

Intersections are one of the most significant barriers to pedestrian and cyclist safety and accessibility. The dynamic interaction between drivers, cyclists and pedestrians make intersections inherently dangerous. Therefore, it is important for intersections to be designed with safety in mind and to bring awareness to the presence of pedestrians and cyclists. Several strategies can be taken at intersections depending on the specific interactions. These are described further in the following pages.

Additional Improvements

As mentioned above, other improvements outside those outlined in this plan would be beneficial for the community. While the Master Trails Plan focuses primarily on circulation routes and connections to serve the community, smaller scale improvements can drastically improve safety and accessibility on a block by block basis. It is critical for the City to continue to monitor block level infrastructure within the city and ensure safety and accessibility throughout. The development of specific plans to address these improvements are recommended.

Bicycle and Pedestrian Routes



Legend

- Short-term Bike/Ped Routes
- Mid-term Bike/Ped Routes
- Long-term Bike/Ped Routes
- 5 Rated - Existing Walk
- 4 Rated - Existing Walk
- 3 Rated - Existing Walk
- 2 Rated - Existing Walk
- 1 Rated - Existing Walk

Improvement Key

- Amity Street *[Crestview Dr. to Rockville Rd.]* = **Buffered Bicycle Lane**
- Rogers Road *[Amity St. to S. 16th St.]* = **Standard Bicycle Lane**
- S. 16th Street *[Rogers Rd. to Metcalf Rd.]* = **Standard Bicycle Lane**
- Metcalf Road *[S. 16th St. to N. 6th St.]* = **Standard Bicycle Lane**
- Metalf Road *[N. 6th St to N. 16th St.]* = **Sharrow**
- N. 16th Street *[Metcalf Rd to Jingo Rd.]* = **Sharrow**
- Jingo Road *[N. 16th St. to Lewis - Young Park]* = **Sharrow**
- Metcalf Road *[S. 16th St. to W. 295th St.]* = **Designated Bicycle Route**
- S. 16th Street *[Metcalf Rd to Rockville Rd.]* = **Designated Bicycle Route**
- W. 295th Street *[Metcalf Rd to Rockville Rd.]* = **Designated Bicycle Route**
- Rockville Road *[S. 16th St. to N. 10th St.]* = **Designated Bicycle Route**

Pedestrian Improvements

All bicycle and pedestrian routes should include sidewalk infrastructure for pedestrian circulation in addition to the bicycle infrastructure described below. Additional information on sidewalk infrastructure can be found on page 47.

Buffered Bicycle Lane

Buffered bicycle lanes improve safety for cyclists and provide increased separation from faster-moving cars. Bicycle lanes allow less experienced cyclists to feel comfortable navigating busier streets. The buffer can be between the bicycle lane and the car lane, or between the bicycle lane and parked cars. Painted bicycle symbols show the lanes are reserved for the exclusive use of cyclists. Buffered bicycle lanes provide additional comfort for cyclists on higher speed, higher volume streets, and should be used whenever space allows. Buffers are particularly important where roads are being narrowed to accommodate bicycle lanes, as they help to further define the space for bicycles and discourage cars from traveling in the bicycle lane.

Buffered bicycle lanes should be 5' or wider. They are defined by solid white lines with bicycle markings and arrows placed in the lanes. The buffer should be defined by two parallel white lines; if the buffer is wider than 3' the space should be filled with diagonal stripes placed at 20' intervals. Buffers should be delineated by white break-away channelizer post placed in the center of the buffer at 60' intervals. Bike lanes can be continued through intersections using dotted lines. At right turn lanes, the bike lane should remain adjacent to the outermost travel lane, between the travel lane and the right turn lane. For greater visibility, many cities are utilizing colored green or blue traffic paint in the bicycle lane. Bike warning signs should be posted just before major intersections to make right-turning drivers aware of the presence of the bike lane.

Standard Bicycle Lanes

Bike lanes designate a space on a city street for bicycles. Bicycle lanes allow less experienced cyclists to feel comfortable navigating busier streets. Painted bicycle symbols show the lanes are reserved for the exclusive use of cyclists. Standard bicycle lanes are most useful on streets with volumes under 3,000 annual average daily traffic (ADT and speed limits under 35 mph). Bicycle lanes should be 5' minimum width. They are defined by solid white lines with bicycle markings and arrows placed in the lanes. Bike lanes can be continued through intersections using dotted lines. At right turn lanes, the bike lane should remain adjacent to the outermost travel lane, between the travel lane and the right turn lane. For greater visibility, many cities are utilizing colored green or blue traffic paint in the bicycle lane. Bike warning signs should be posted just before major intersections to make right-turning drivers aware of the presence of the bike lane.

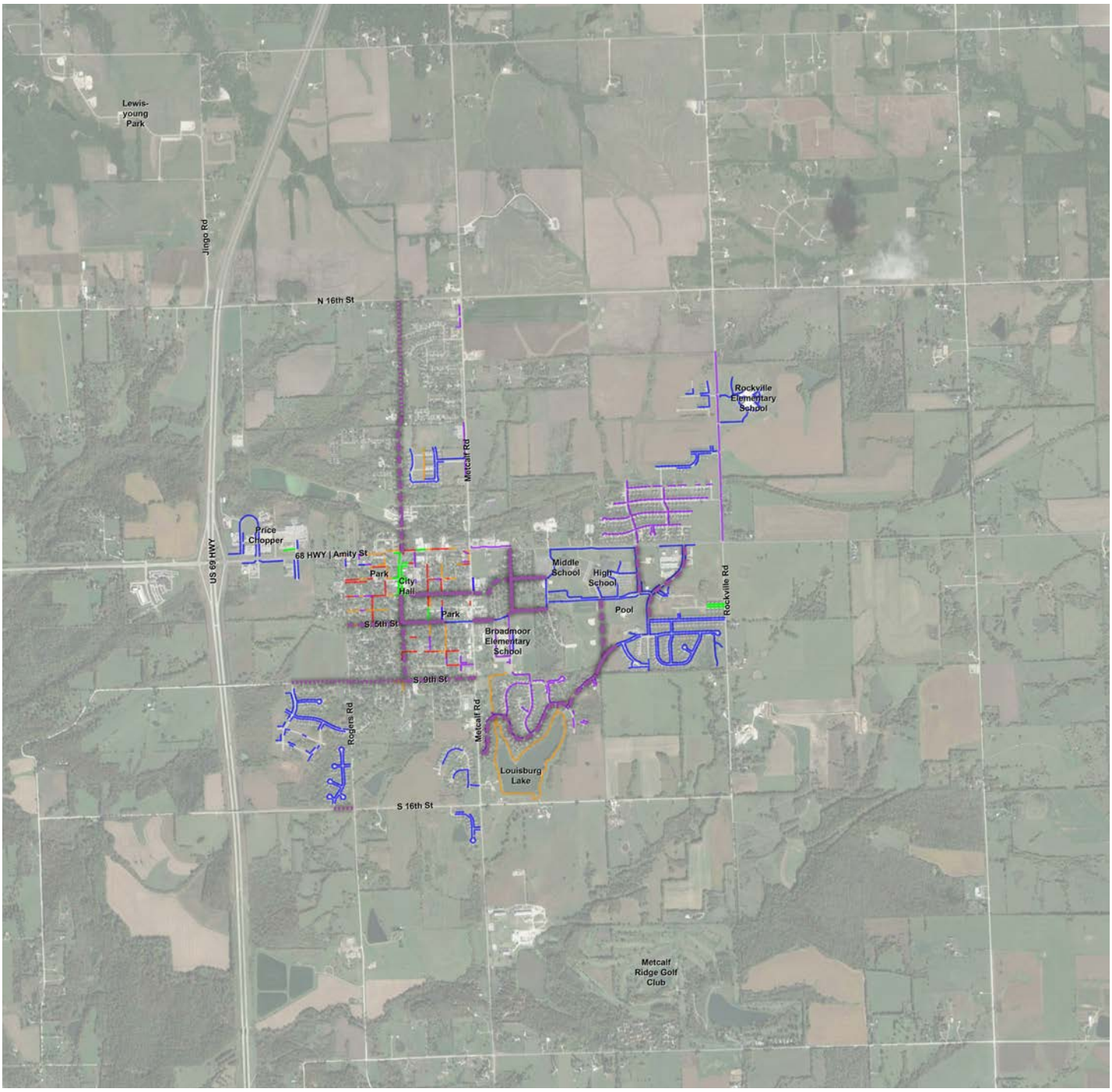
Sharrow

Shared lane markings alert drivers to the presence of cyclists. The markings indicate proper lane position to cyclists and to drivers. A white bicycle and two chevron arrows are painted in the middle of the traffic lane. Motorists should give cyclists room to operate safely. If there is no opposing traffic, they may pass on the left, giving cyclists at least 3 feet of passing distance. Cyclists should position themselves over the shared lane markings to increase safety, visibility, and predictability. The shared lane markings are applied along the entire bicycle route to help guide cyclists. Shared lane markings should be used on street with speeds under 30 mph and with less than 3,000 ADT. The Manual on Uniform Traffic Control Devices (MUTCD) recommends shared lane markings be placed every 250 feet. More frequent placing is used to guide cyclists along higher traffic routes or as wayfinding along routes with frequent turns.

Designated Bicycle Route

Like shared lane markings, designated bike route signage serves to make drivers more aware of bicycles on the roadway. They are used along roadways, primarily outside the core of the city, where cyclists are common. They also serve as wayfinding elements for cyclists. Bike route signage can be standard green and white signs, as recommended by MUTCD, or can be incorporated into the community's branded signage that include information on popular destinations and distances to amenities. Well-designed signs can enhance the aesthetics and sense of place. The frequency of signs depends on the number of turns in the designated route. At a minimum, signs should be placed before and after every major intersection to ensure cyclists are able to navigate the routes.

Sidewalk Connections



Legend

- Short-term Sidewalk Connections
- Mid-term Sidewalk Connections
- Long-term Sidewalk Connections
- 5 Rated - Existing Walk
- 4 Rated - Existing Walk
- 3 Rated - Existing Walk
- 2 Rated - Existing Walk
- 1 Rated - Existing Walk

Improvement Key

- Broadway Street *[N. 16th St to S. 9th St.]* = **Sidewalks on Both Sides of Road**
- S. 5th Street *[Rogers Rd. to Countryside Dr.]* = **Sidewalks on Both Sides of Road**
- S. 9th Street *[Rogers Rd. to Metcalf Rd.]* = **Sidewalks on Both Sides of Road**
- S. 3rd Street *[Broadway St. to Metcalf Rd.]* = **Sidewalks on Both Sides of Road**
- Danford Dr. *[Shoreline Dr. to Danford Dr.]* = **Sidewalks on Both Sides of Road**
- Harvest Dr. *[S. 5th St. to Amity St.]* = **Sidewalks on Both Sides of Road**
- S. Berkley Street *[Amity St. to S. 5th St.]* = **Sidewalks on at Least One Side**
- Shoreline Dr. *[Metcalf Rd. to Danford Dr.]* = **Sidewalks on at Least One Side**
- S. 9th Street *[Sutherland Dr. to Rogers Rd.]* = **Sidewalks on at Least One Side**

Sidewalks

Sidewalks provide pedestrians safe walking areas alongside roadways. Sidewalks should follow ADA guidelines. Street furniture or light posts should be placed to preserve at least a 48" continuous through path. Each intersection should have a sidewalk ramp (see ADA guidelines for more information). When possible, sidewalks should be on both sides of the street. If it is only possible to provide sidewalks on one side of the street, it is important to ensure that the sidewalk is provided on the same side along the length of the street. Each time a pedestrian crosses the street, it increases inherent danger.

Louisburg Downtown Core

In the heart of Louisburg, sidewalks are an essential community asset. Recent Broadway redevelopments have made an important first step in reconnecting this portion of the city on a pedestrian level. Three remaining improvements are essential near-term projects to continue that momentum: Completion of the Broadway corridor to South 5th Street, connection of South 3rd Street from Broadway to Metcalf, and connection of South 5th Street from Broadway to Metcalf. These linkages will provide vital access to both the Broadway downtown district and the school zones to the east. These improvement corridors should provide full sidewalks on both sides of the street to facilitate ease of access.

In mid- and long-terms, completion of the Broadway corridor from South 5th Street to South 9th Street, completion of South 5th Street from Rogers to Broadway, and connection of South 9th Street from Rogers to Metcalf will complete the primary access routes to and from Louisburg Core. These improvements should include continuous, accessible sidewalks on at least one side of the streets. With open air culverts and inconsistencies in elevations between sidewalks and intersections, all improvements in the downtown core will require extensive design and engineering.

Educational Core

East of downtown, the educational core of the city features many of the schools and all of the athletic facilities in Louisburg. It is vital that accessible pedestrian connections be made from the downtown core and the surrounding neighborhoods into each of the school properties. This is one of the most heavily pedestrian trafficked areas in Louisburg and a large majority is students travelling to and from school, sports or the Louisburg Swimming Pool facility. Several stretches of quality sidewalk are installed on and around school property, but it is important to connect these sidewalks to the surrounding community. This plan calls for connections to be made from the west via South 3rd Street and South 5th Street, connecting the educational core to the downtown core. Connections from the north via Summerfield Drive and south via Harvest Drive will tie two major neighborhoods into the educational core. It is important to note that this area has quite a few partial sidewalk segments that could easily be connected to create larger, more meaningful pedestrian routes.

Louisburg Lake and Danford Drive

Louisburg Lake is an important recreational area in the community, and the surrounding neighborhood is a major residential center as well. It is important to connect this amenity and neighborhood to the core of Louisburg, not only to facilitate use of the lake/park but to create better neighborhood access. Two primary connections would improve Louisburg Lake pedestrian connectivity:

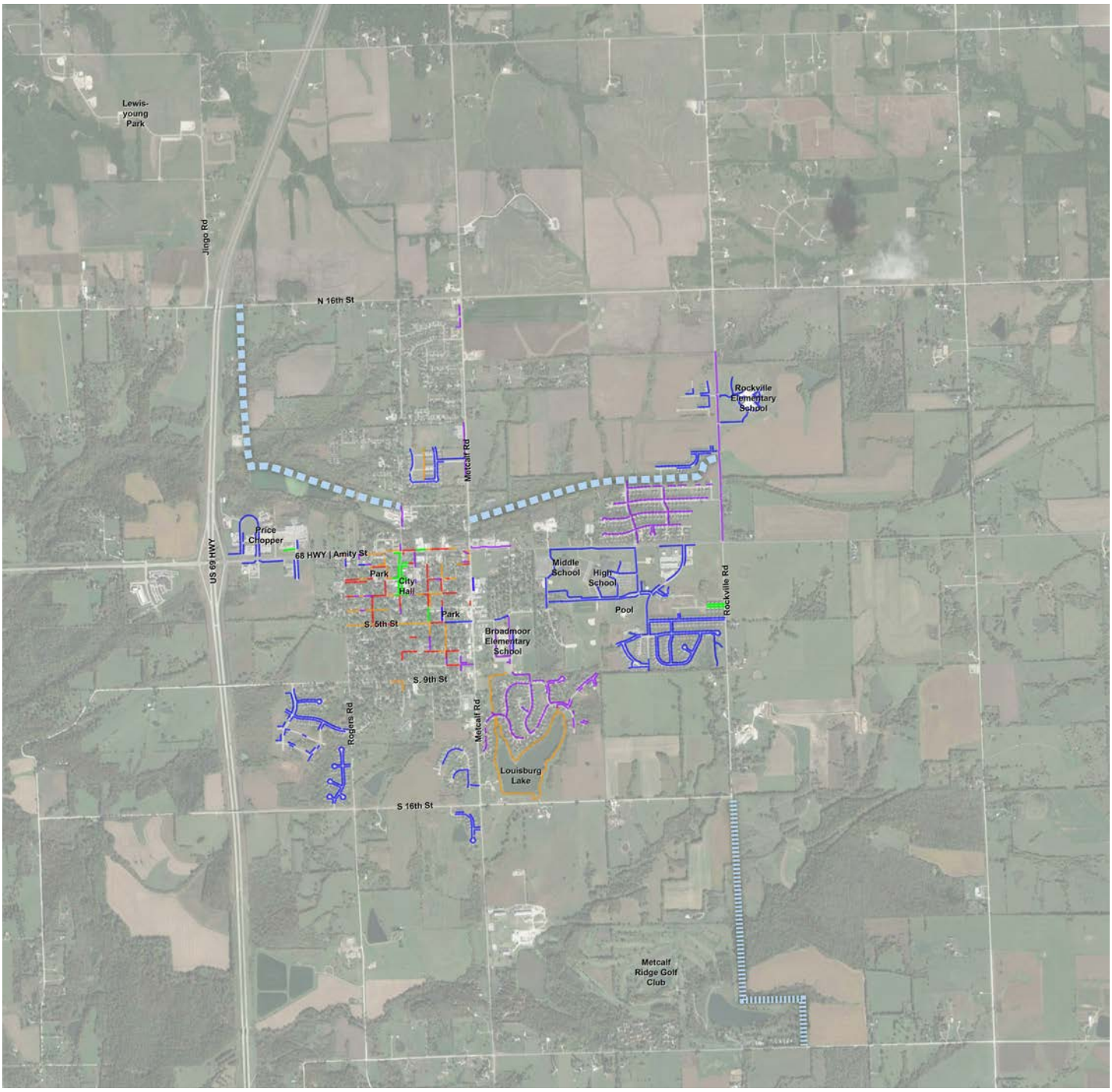
Completion of the connection of Danford Dr. between the Lake neighborhood and the spur of Danford Drive to the northeast. This connection provides access from the northeastern portion of Louisburg to the lake and allows Lake residents to access the educational core and athletic facilities.

Completion of sidewalk gaps in the Lake neighborhood - There are incomplete sidewalk connections within the neighborhood where undeveloped lots interrupt the sidewalk network, creating accessibility challenges.

North Broadway

Currently a large portion of northern Louisburg is isolated from the core of the city due to a lack of pedestrian infrastructure. While development patterns in these northern neighborhoods has not included internal sidewalks, vehicular traffic does not present a critical barrier for pedestrians internally. However, connecting these neighborhoods south along Broadway Street is critical, but Broadway Street presents a hazard to pedestrians due to high speed, high volume vehicular traffic. Given the recent investment in pedestrian infrastructure on South Broadway, this study recommends the connection of North Broadway to South Broadway with sidewalks on both sides of the street from North 16th Street to Amity Street.

Greenway Trails



Legend

- Mid-term Greenway Routes
- Long-term Greenway Routes
- 5 Rated - Existing Walk
- 4 Rated - Existing Walk
- 3 Rated - Existing Walk
- 2 Rated - Existing Walk
- 1 Rated - Existing Walk

Greenway Trails

A greenway trail is a place where residents can walk or bike for recreational purposes with limited interaction with cars. These are situated in areas with natural features, and serve to connect regional destinations, like parks.

The greenway trail will typically be a 10' asphalt trail with trailside amenities. These amenities may include:

- Seating areas at approximately every 800' interval
- A trailhead at each end of a major segment, which may include parking, drinking fountains, litter receptacles and bike racks.
- Scenic overlooks and pavilions at points of interest.

At roadway crossings, wide high-visibility cross walks should be used.

North 3rd Street Greenway

The North 3rd Street Greenway is located North of Amity Street and connects North 3rd St. and North 16th St. This 1.25 mile greenway is proposed east-west along the route of a service road servicing the community waste stabilization ponds, then swings north along the service road for the electrical substation. This route allows the trail to follow relatively flat terrain in a scenic setting. The long-term plan is for the waste ponds to be decommissioned, this will further incentivise the proposed routing and present a long-term opportunity for community green space and recreation. The North 3rd Street Greenway will serve as a link between the City of Louisburg and Lewis-Young Park. While this connection is not complete, it will allow a majority of the trip to be taken off street and along a scenic route. North 3rd Street Greenway should be considered a priority greenway improvement.

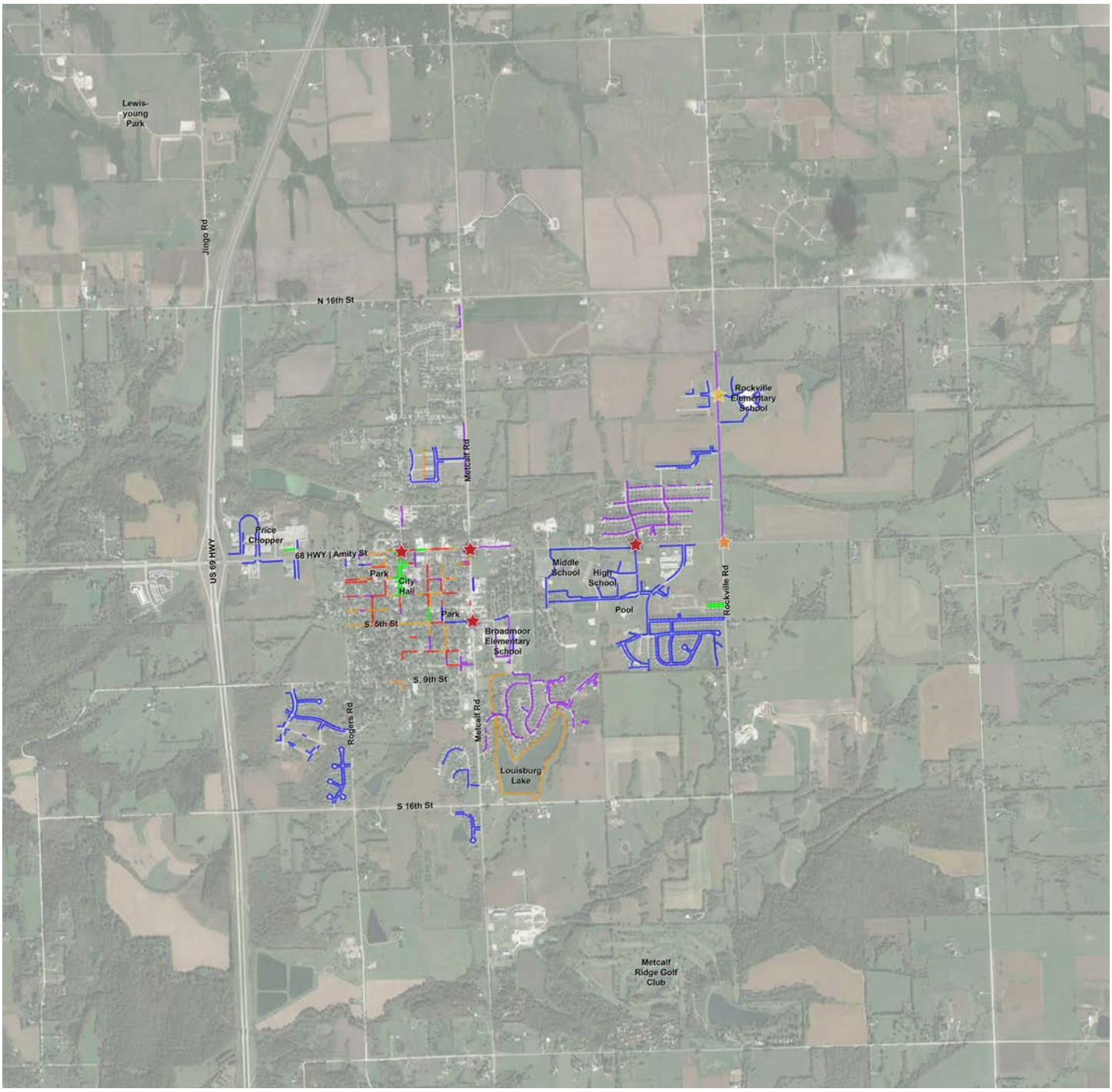
Summerfield Greenway

The Summerfield Greenway is 1.1 miles long, oriented generally east-west between Metcalf Rd. and Rockville Rd. An old rail bed is utilized as the route for this section of greenway. Former rail line routes are uniquely qualified for greenway trails due to their gentle slopes and established Right-of-Way. This section of greenway trail will provide readily available access to scenic off street recreation within close proximity to residential development. Anchored by the Louisburg United Methodist Church on the west and the Summerfield Farms Pond on the east, the Summerfield Greenway offers a diverse user experience. Along with the North 3rd Street Greenway, Summerfield Greenway should be considered a priority greenway improvement.

Rockville Road Greenway

Rockville Road Greenway is roughly 1.25 miles long as proposed, and falls in the decommissioned road bed of old Rockville Road. With a good portion of the greenway bordering Metcalf Ridge Golf Club and the remainder of the greenway bisecting farmland, the Rockville Road Greenway offers another great off street scenic recreation experience. The proposed routing would connect the intersection of Rockville Rd. and W. 287th St. with W. 295th St. This route would allow recreational users a circuitous loop from Louisburg Lake around Metcalf Ridge Golf Club and back, with both on and off street portions. Due to its location on the peripheral of Louisburg and distance from population centers, Rockville Road Greenway is the lowest priority of the three proposed greenways. However, due to its potential for historic identity thanks to the relic of Rockville bridge and the unique rural experience it offers, the Rockville Greenway should be pursued in conjunction with Summerfield and North 3rd Street Greenways if possible.

Intersection Improvements



Legend

- Short-term Intersection Improvements
- Mid-term Intersection Improvements
- Long-term Intersection Improvements
- 5 Rated - Existing Walk
- 4 Rated - Existing Walk
- 3 Rated - Existing Walk
- 2 Rated - Existing Walk
- 1 Rated - Existing Walk

Intersection Improvements

At intersections, the combination of people walking, biking, and driving creates inherent danger. The complexity of intersections requires a careful design approach that takes into account the needs and safety of all users.

Six intersections have been identified by the community and the team as priorities for pedestrian and bicycle safety improvements.

- **Amity St. + Broadway St.** is a critical junction between one of the most vibrant pedestrian areas of Louisburg and one of the most heavily trafficked roads in the community. Balancing pedestrian, cyclist, and vehicular interaction at this intersection is critical for community connectivity and safety.
- **Amity St. + Metcalf Rd.** is an intersection of two of the busiest streets in the City of Louisburg. Making drivers more aware of pedestrians and cyclists in an area predominantly designed for vehicular circulation is critical for community connectivity and safety.
- **Metcalf Rd. + S. 5th St.** is an intersection of a neighborhood street with a very busy commercial thoroughfare. This intersection is frequented by children in the community when walking to and from the educational core and the downtown core. Given the large numbers of children on foot, pedestrian safety in this location is paramount to community connectivity.
- **Amity St. + Summerfield Dr.** was identified by the community as the intersection with the greatest numbers of conflicts between pedestrians and vehicular traffic. Located on a truck route and state highway, this intersection is the primary crossing for a large number of children walking to and from Louisburg High, Louisburg Middle school, Broadmoor Elementary School and athletic facilities. Pedestrian safety should be addressed here with utmost urgency.
- **Amity St. + Rockville Rd.** While less frequented than the *Amity + Summerfield* intersection, this intersection falls along the route of pedestrians and cyclists commuting to and from school and community amenities such as Louisburg Swimming Pool. Intersection improvements to enhance pedestrian safety are strongly recommended at this location.
- **Rockville Rd. + N. 10th St.** is the least traveled of the identified intersections. However, this intersection serves as a link between adjacent residential developments and Rockville Elementary School. Due to the safety concerns involving children, this intersection is recommended for improvements.

The following treatments are recommended as potential solutions for intersections in Louisburg.

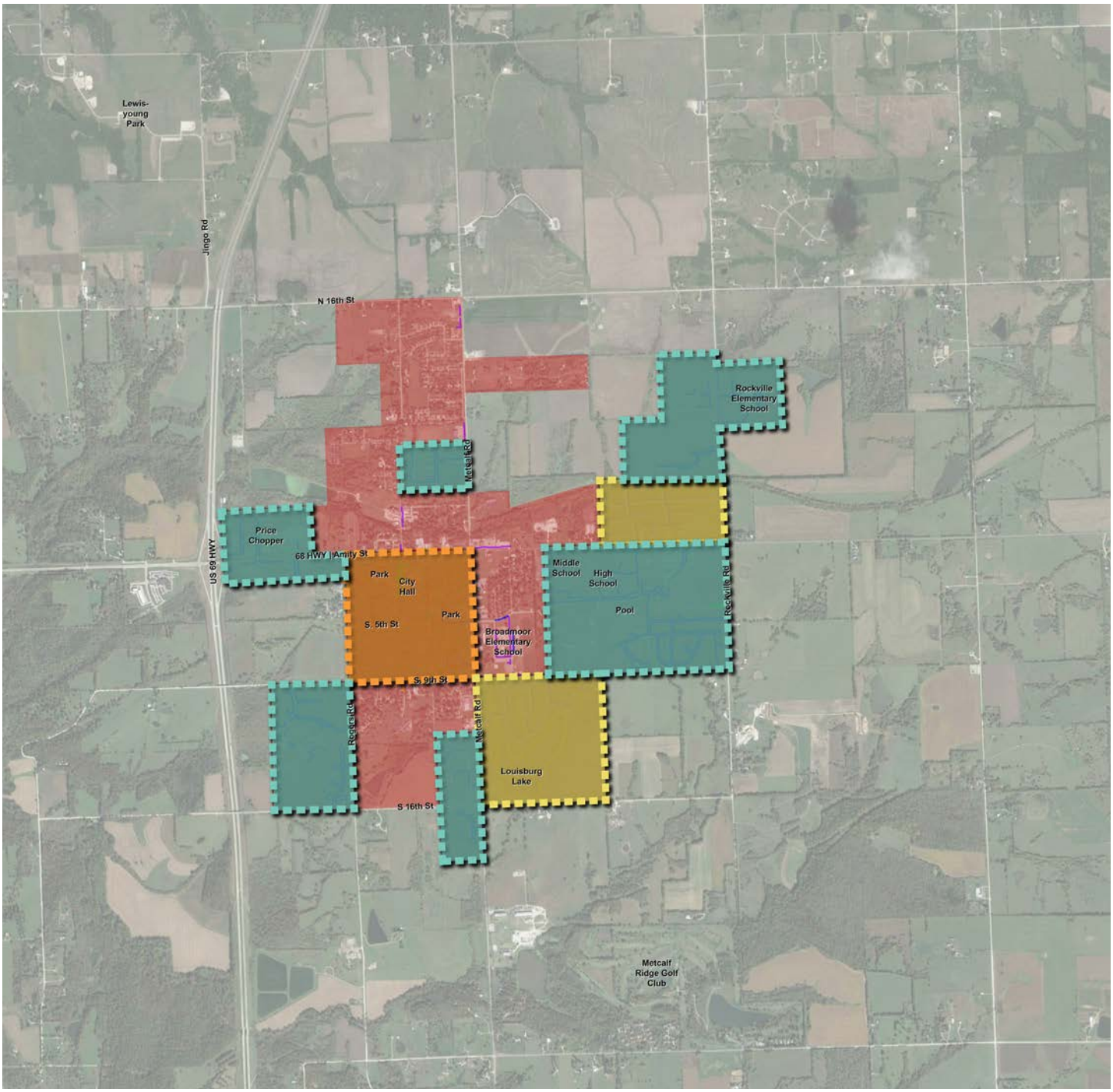
High Visibility Crosswalks

Crosswalks with wide stripes perpendicular to the pedestrian's path, as opposed to the traditional parallel lines, increase visibility. High visibility crosswalks are appropriate for any location. High visibility crosswalks are especially critical near schools and other destinations that draw a high volume of pedestrians. High visibility crosswalks are a must at signalized intersections, at mid-block crossings, and at stop-controlled intersections. On streets with more than three lanes, or with high vehicular volumes or speed, crosswalks alone will not improve safety.

Pedestrian Safety Islands

On streets with more than two lanes, pedestrian safety islands, or medians, can enhance safety and allow pedestrians to cross the street in two stages. Safety islands are especially important for intersections nears schools, childcare facilities, and retirement homes, or other locations that are likely to attract pedestrians that may walk more slowly than the general population. Medians can also help to calm traffic by narrowing the lane width. The pedestrian safety island should be defined by concrete curbs, but the area where the pedestrians stand should be level with the roadway.

Additional Improvements



Legend

- Aging Core
- Aging Peripheral Developments
- Newer Peripheral Developments
- Developments Lacking Pedestrian Infrastructure

What are additional Improvements?

While this document details essential pedestrian and bike connections that will positively impact Louisburg, it is important to mention the areas outside of these specific recommendations that will need future attention. In general these improvements fall into one of four categories; Aging Core, Aging Peripheral Developments, Newer Peripheral Developments and Developments Lacking Pedestrian Infrastructure.

Aging Core

The aging core of Louisburg can roughly be defined as Amity Street south to South 9th Street and Rogers Road east to Metcalf Road. Predominantly residential, save for the Broadway area, this area has a regular grid and irregular sidewalks. The inclusion of sidewalks in this area appears to be proportional to the age of the development: while the older developments north of South 5th Street have a high number of sidewalks, slightly newer developments south of South 5th street have a less regular sidewalk pattern. Ideally, sidewalk infrastructure in this area will be renovated and expanded to include accessible walks throughout. The key circulation should be getting people safely from their residences to the proposed primary routes on Broadway, South 3rd Street, and South 5th Street. Equally important is getting pedestrians and cyclists safely from their residences to the proposed perimeter routes on Amity Street, Rogers Road, Metcalf Road and South 9th Street. This area of Louisburg lends itself well to sidewalks on both sides of the street, however, priority should be placed on providing an accessible route on at least one side of each street within this zone. The accessibility of curb ramps and street crossings are especially critical within the aging core. Due to years of asphalt maintenance and the lack of curb and gutter, many crossings are well below street level and are not accessible. Also, roadside ditches are a considerable barrier to sidewalk development in this zone.

Aging Peripheral Developments

Louisburg Lake and Summerfield Farms represent developments outside of the downtown core where pedestrian infrastructure is beginning to show signs of aging. While a majority of the infrastructure in these developments is still accessible and functional, there are signs of pavement failure and occasional accessibility issues that are beginning to occur. It is important to formulate a redevelopment plan and budget for the repair and replacement of this pedestrian infrastructure while it is still functional in order to avoid greater problems from deferred maintenance. Both the Lake and Summerfield feature sidewalks on one side of the street, but both sides should be considered for more equitable access. Due to incomplete development of these neighborhoods, there are also gaps in the sidewalk infrastructure. It is recommended that the City of Louisburg evaluate the current City development code in regards to residential sidewalk requirements in order to prevent this in future development. A reasonable goal would be for developers who have sold more than 80% of the lots in a given development to complete the sidewalk infrastructure ahead of the development of the remaining 20%. This would allow for continuous pedestrian connections earlier and avoid the risk of stalled development limiting residents' access. In instances where the burden is no longer on the developer or where current regulations may technically be met, it is recommended that the City plan to complete these connections.

Newer Peripheral Developments

Newer peripheral developments are found throughout Louisburg and represent the largest land area of any of the identified development types. These areas have been predominantly developed within the last 15 years and are currently functioning at a higher level from a pedestrian infrastructure perspective than other zones. These areas should be monitored for circulation issues and tied into new infrastructure as needed to complete the town-wide circulation system. It is important to note that these developments will likely move from a 4 and 5 point rating into the 2 and 3 categories over the next 10 years. Creating a plan to fund the redevelopment of this infrastructure ahead of its obsolescence will aid the city in addressing future connectivity issues as they arise.

Developments Lacking Pedestrian Infrastructure

There are a number of areas within the City Limits of Louisburg that lack pedestrian infrastructure altogether. Not all of these areas are critical for the development of pedestrian infrastructure, but it is important on a case by case basis to evaluate the addition of pedestrian infrastructure in future development of these areas. It is critical to all areas that pedestrian infrastructure tie into proposed circulation routes identified in this document

Proposed Project Tables - Short Term Projects (1-3 Yrs)

Bicycle and Pedestrian Improvements

Street Name	Segment Start	Segment End	Length	Status	Priority	Improvement Type	Unit Cost (LF)	Estimated Cost	Total Rating
East Amity Street / K68	Metcalf Road	School Street	1621.30	None	Short-term	Buffered Lane	$150.00	$243,195.59	8.5
South Metcalf	Amity Street	South 5th Street	1467.25	None	Short-term	Bike Lane	$125.00	$183,405.76	8.25
East Amity Street / K68	School Street	Aquatic Drive	1813.64	None	Short-term	Buffered Lane	$150.00	$272,045.83	8.25
South Metcalf Road	South 5th Street	South 9th Street	1196.89	None	Short-term	Bike Lane	$125.00	$149,611.35	8.25
West Amity Street / K68	Broadway Street	Metcalf Road	1431.08	None	Short-term	Buffered Lane	$150.00	$214,662.19	8
North Metcalf Road	North 6th Street	Amity Street	1874.85	None	Short-term	Bike Lane	$125.00	$234,356.70	8
West Amity Street / K68	Rogers Road	Broadway Street	1199.86	None	Short-term	Buffered Lane	$150.00	$179,978.48	7.75
East Amity Street / K68	Aquatic Drive	Rockville Road	1836.21	None	Short-term	Buffered Lane	$150.00	$275,432.17	7.5
South Rockville Road	Amity Street	South 5th Street	1605.61	None	Short-term	Designated Route	$60.00	$96,336.34	7
Rockville Road	North 6th Street	Amity Street	1866.19	None	Short-term	Designated Route	$60.00	$111,971.49	7
South Metcalf Road	South 9th Street	Thomas Drive	2227.94	None	Short-term	Bike Lane	$125.00	$278,491.89	7
West Amity / K68	Crestview Drive	Rogers Road	2129.42	None	Short-term	Buffered Lane	$150.00	$319,412.55	6.5

Sidewalk Improvements

Street Name	Segment Start	Segment End	Length	Status	Priority	Improvement Type	Unit Cost (LF)	Estimated Cost	Total Rating
South Berkley Street	Amity Street	South 5th Street	1310.40	None	Short-term	Single Walk	$50.00	$65,519.78	8.5
South 2nd Street East	Berkley Street	Countryside Road	757.10	None	Short-term	Double Walk	$50.00	$37,855.23	8.5
South 3rd Street	Broadway Street	Metcalf Road	1486.47	Partial	Short-term	Double Walk	$100.00	$148,647.19	8.25
South Broadway Street	Amity Street	South 5th Street	1476.21	Partial	Short-term	Double Walk	$100.00	$147,620.77	7.75
South 5th Street East	Metcalf Road	Countryside Road	1612.50	Partial	Short-term	Single Walk	$50.00	$80,624.91	7.5
South 5th Street	Broadway Street	Metcalf Road	1476.88	Partial	Short-term	Double Walk	$100.00	$147,688.48	7.25
Danford Drive	Danford Drive	Danford Drive	819.08	None	Short-term	Double Walk	$100.00	$81,908.28	7

Priority Projects. Costs do not include engineering & design fees, stormwater improvements, or utilities.

Proposed Project Tables - Mid Term Projects (3-6 Yrs)

Bicycle and Pedestrian Improvements

Street Name	Segment Start	Segment End	Length	Status	Priority	Improvement Type	Unit Cost (LF)	Estimated Cost	Total Rating
South Rogers Road	South 5th Street	South 9th Street	1201.73	None	Mid-term	Bike Lane	$125.00	$150,216.87	6.5
South Rogers Road	Amity Street	South 5th Street	1473.80	None	Mid-term	Bike Lane	$125.00	$184,224.62	6.5
South Rogers Road	South 9th Street	South 16th Street	2683.30	None	Mid-term	Bike Lane	$125.00	$335,412.40	6
North Metcalf Road	North 16th Street	North 6th Street	3412.29	None	Mid-term	Sharrow	$70.00	$238,860.44	5
North 3rd Street	Broadway Street	Metcalf Road	1434.37	None	Mid-term	Bike Lane	$125.00	$179,295.96	4.5
Rockville Road	South 5th Street	West 287th Street	3703.32	None	Mid-term	Designated Route	$60.00	$222,198.92	4.5
Access Road	West 263rd Street	Jingo Road	3350.31	None	Mid-term	Bike Lane	$125.00	$418,788.58	4.25
West 263rd Street	Access Road	Jingo Road	2654.52	None	Mid-term	Sharrow	$70.00	$185,816.51	4.25
Jingo Road	West 263rd Street	Access Road	1720.74	None	Mid-term	Sharrow	$70.00	$120,451.79	4.25
Jingo Road	Access Road	North 16th Street	3958.80	None	Mid-term	Sharrow	$70.00	$277,115.76	4.25
South Metcalf Road	Thomas Drive	South 16th Street	411.81	None	Mid-term	Bike Lane	$125.00	$51,476.31	4.25
North 16th Street	Broadway Street	Metcalf Road	1309.51	None	Mid-term	Sharrow	$70.00	$91,665.68	4
North 16th Street / West 271st Street	Jingo Road	Broadway Street	4038.08	None	Mid-term	Sharrow	$70.00	$282,665.95	4

Sidewalk Improvements

Street Name	Segment Start	Segment End	Length	Status	Priority	Improvement Type	Unit Cost (LF)	Estimated Cost	Total Rating
South 3rd Street	Metcalf Road	Berkley Street	916.93	Partial	Mid-term	Single Walk	$50.00	$45,846.64	6.75
Sports Complex	Wildcat Drive	Danford Drive	1215.96	None	Mid-term	Single Walk	$50.00	$60,798.24	6
South 5th Street	Rogers Road	Broadway Street	1150.07	Partial	Mid-term	Double Walk	$100.00	$115,007.05	6
South Broadway Street	South 5th Street	South 9th Street	1196.42	Partial	Mid-term	Double Walk	$100.00	$119,641.71	5.75
North Broadway Street	North 9th Street	Amity Street	2828.46	Partial	Mid-term	Double Walk	$100.00	$282,846.36	5.25
Shoreline Drive	Metcalf Road	Danford Drive	3164.18	Partial	Mid-term	Single Walk	$50.00	$158,209.14	5.25
School Street	Amity Street	South 2nd Street	665.75	Partial	Mid-term	Single Walk	$50.00	$33,287.31	5
Danford Drive	Shoreline Drive	Danford Drive	936.37	Partial	Mid-term	Double Walk	$100.00	$93,637.46	5
Harvest Drive	Amity Street	South 6th Street	2234.97	Partial	Mid-term	Double Walk	$100.00	$223,497.33	4.75
South 9th Street	Broadway Street	Metcalf Road	1477.27	Partial	Mid-term	Double Walk	$100.00	$147,726.63	4

Greenway Improvements

DESCRIPTION	Segment Start	Segment End	SHAPE_ Length	STATUS	Priority	Improvement Type	Unit Cost (LF)	Estimated Cost	Total Rating
Summerfield Greenway	Metcalf Road	Rockville Road	5660.90	None	Mid-term	Greenway	$200.00	$1,132,180.72	6.5
3rd Street Greenway	North 16th Street	Broadway Street	6623.40	None	Mid-term	Greenway	$200.00	$1,324,679.73	4.5

Priority Projects. Costs do not include engineering & design fees, stormwater improvements, or utilities.

Proposed Project Tables - Long Term Projects (7-10 Yrs)

Bicycle and Pedestrian Improvements									
Street Name	**Segment Start**	**Segment End**	**Length**	**STATUS**	**Priority**	**Improvement Type**	**Unit Cost (LF)**	**Estimated Cost**	**Total Rating**
West 287th Street	Metcalf Road	Rockville Road	5257.84	None	Long-term	Designated Route	$60.00	$315,470.35	3.25
Rockville Road	North 10th Street	North 6th Street	1205.55	None	Long-term	Designated Route	$60.00	$72,332.85	2.50
South 16th Street	Rogers Road	Metcalf Road	2642.20	None	Long-term	Designated Route	$60.00	$158,532.17	1.25
Metcalf Road	South 16th Street	West 295th Street	5212.40	None	Long-term	Designated Route	$60.00	$312,744.25	1.25
W 295th Street	Metcalf Road	Rockville Road	6547.49	None	Long-term	Designated Route	$60.00	$392,849.53	0.00

Sidewalk Improvements									
Street Name	**Segment Start**	**Segment End**	**Length**	**Status**	**Priority**	**Improvement Type**	**Unit Cost (LF)**	**Estimated Cost**	**Total Rating**
South 9th Street	Rogers Road	Broadway Street	1154.80	Partial	Long-term	Double Walk	$100.00	$115,480.33	3.50
South 9th Street	Sutherland Drive	Rogers Road	1190.15	None	Long-term	Single Walk	$50.00	$59,507.41	3.25
North Broadway	North 16th Street	North 9th Street	2466.72	None	Long-term	Double Walk	$100.00	$246,671.55	2.00
West 287th Street	Howard Street	Rogers Road	420.28	None	Long-term	Single Walk	$50.00	$21,014.17	2.00

Greenway Improvements									
DESCRIPTION	**Segment Start**	**Segment End**	**Length**	**STATUS**	**Priority**	**Improvement Type**	**Unit Cost (LF)**	**Estimated Cost**	**Total Rating**
Rockville Road Greenway	Rockville Road	West 295th Street	6556.08	None	Long-term	Greenway	$200.00	$1,311,216.49	1.00

Priority Projects. Costs do not include engineering & design fees, stormwater improvements, or utilities.

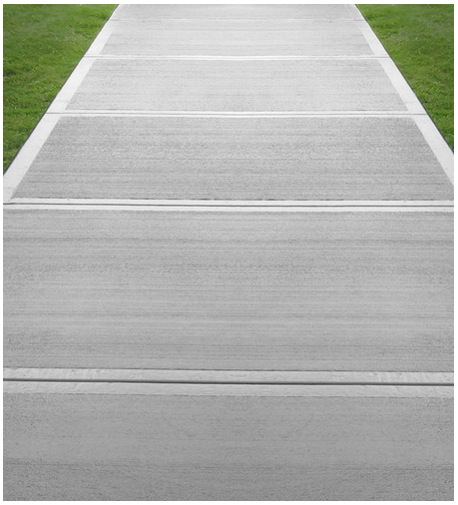
Buffered Bike Lane

Designated Bike Lane

Designated Route Signage

Sharrow

Signalized Crossings



Accessible Sidewalk Pavement

Accessible Crossings

Greenway Trail

Trail System Signage

NEXT STEPS

GIS

A component of the Louisburg Master Trails Plan effort was to develop a digital GIS database for the city to build on moving forward. It is important to understand this database and add to it/update it moving forward. GIS is a powerful tool and can help the city make informed decisions moving forward. However, it is important to understand that GIS can only be as useful as the quality of the information being put into the system. Training or staffing for GIS management is a critical next step for the city.

Implementation

Implementation is the most rewarding next step for the city and its residents once the Louisburg Master Trails Plan is adopted. Implementation of the planned improvements will happen in multiple forms. First, integration of proposed improvements into annual capital improvement budgets will allow short-term implementation of priority projects. While this is the most rapid and tangible implementation process, it is limited by available funding. The second implementation strategy to be explored is grant funding. Grants are available for a myriad of different project types and scales. However, in the context of the Master Trails Plan, it would be recommended that grant funding be pursued for the greenway trails. Grants for recreational trails are available at the state and national level through KDWPT and the Land and Water Conservation Fund as well as others. In addition to grant funding the use of donor recognition is a compelling option for the funding of recreational trail elements. Donor engagement is a good way to instill community pride in the improvements and a sense of individual involvement. For improvements that are important to the community but beyond the abilities of current funding streams, the evaluation of additional community infrastructure taxes should be considered.

Future Study

A critical component of any planning study is the refreshment of the ideas proposed once the realities of a community evolve. This is no different for the Louisburg Master Trails Plan, while the recommendation in the document span the coming decade, it is important to know that these proposals have a shelf life. Each plan is different and it is hard to accurately predict the lifespan of a planning document. It is recommended that this plan be reviewed annually and revised as needed to address any future developments that may impact the plan.

APPENDIX

- Field Inventory Form
- Community Engagement

Results

Labor Day Parade Flyer

Project Info Sheet

Community Survey

Community Input Boards

Community Information Boards

Field Inventory Form

Existing Infrastructure Inventory

Ratings:

- ☐ **0** - No Sidewalk or Trail Exists
- ☐ **1** - Pedestrian pavement is impassible in a wheelchair or has significant access barriers. In critical need of replacement.
- ☐ **2** - Pavement with occasional accessibility challenges. Selective replacement required.
- ☐ **3** - Aging pavement that is nearing its lifecycle yet still accessible.
- ☐ **4** - 5 to 10 year old pavement that is in good condition and accessible.
- ☐ **5** - New fully accessible pavement.

Condition Narrative:

LEGEND:

- 0
- 1
- 2
- 3
- 4
- 5

Community Engagements Results - Survey

Louisburg Written Survey Responses

RESIDENT?	CURRENTLY WALK?	HOW FREQUENTLY?	PRIMARY DESTINATIONS	PRIORITIES
Yes	Yes	2-3 times/ week	Louisburg Lake, Summerfield Farms	Extended trails
Yes	Yes	6 times this summer	We lives south of town, our family walks and bikes around Louisburg Lake	Make sure there is a bike lane/shoulder
Yes	Yes	Everyday	We walk and ride bikes to school and to Louisburg Lake. Running from one end of the city to the other, however there are no sidewalks to do so. Too dangerous to run on 68	More sidewalks or bike/running paths
Yes	Yes	More or less	The Lake since we live near it	Any improvements are welcome
Yes	Yes	Daily	To school, crossing 68 from Summerfield to schools	
No	Yes	One time a month		Trail without school traffic
Yes	Yes	3-4 times per week	Just walk for exercise, no particular destination. Use trails around the lake.	Better sidewalks or at least bigger shoulders
Yes	Yes	Daily	my husband and I walk daily and my 3 kids bike to school. Broadmoor and LMS. We would ride more often to Dollar General or Price Chopper if there were more sidewalks	More sidewalks. More marked crosswalks
Yes	Yes	Sometimes	We live on N 12th St and there is not a lot of areas on that side of town to walk without being concerned about cars	I would love wide roads and larger shoulders for safe walking
Yes	Yes	About once a month	Cold Water Rd, Sonic	Bike Lane along Metcalf/Amity
Yes	Yes	Almost every day	I go to City Lake, run around town in the evenings or at night or head out on the gravel roads. The only thing I don't like is the malfunctioning streetlights.	More off-street trails
Yes	Yes	Often during the summer	Metcalf - not safe to ride, along 68 east of High school	Just want to be able to bike around in Louisburg safely with my children. Find that we don't bike at times because it is not safe
Yes	Yes	1-2 times per week	Weers Park, Sonic	Car driver education, signs, bike lanes
Yes	No		Health issues	More sidewalks
No	No			
Yes	No		Schools	
Yes	No		School kid access	
Yes	Yes	Daily	Library, schools, pool, lake, streets	Crosswalks (safe ones), sidewalks, bike trails
Yes	Yes	Weekly	Drive to the lake to walk. There is no safe way to walk from North 14th to anywhere else in town	Enjoy family time outside safely
Yes	Yes	Daily	Library, BES, City Hall, Park at the lake, Park on 4th Street, Aquatic Center, Sometimes Price Chopper	Sidewalks for people to use that aren't broken up
Yes	Yes	5-6 times per week	Lakes trails/sidewalks, Broadmoor Elementary School, Athletic Club, Pool, High School (make the connection south of Broadmoor to HS concrete	Safer for pedestrians, travel from south metcalf to north. Lake to library
Yes	Yes	Daily	From 1st addition of hidden creek east on 16th street to metcalf then north on metcalf to crosswalk to louisburg lake	I would love to see a sidewalk/walking path along 16th street to keep walkers out of the street when walking to the lake
Yes	Yes	3-4 times per week	Lake, south of town	More trails away from traffic
Yes	Yes	3-5 times per week	Walk and bike riding in street with children riding around parking cars	
Yes	Yes	Daily	Work and convienience stores. The big hill on Broadway from N 5th Street to Amity is my biggest challenge	Safety with traffic

Louisburg Written Survey Responses

RESIDENT?	CURRENTLY WALK?	HOW FREQUENTLY?	PRIMARY DESTINATIONS	PRIORITIES
Yes	Yes	A lot	But biking is an issues for school aged kids because of a lack of sidewalks and bike lanes. We go to the pool, library, Broadmoor, middle school and high school, city park, BP, Rockville, but crossing 68 is a huge issues not during school but in general.	We need more sidewalks along 68 from Rockville Rd through to Summerfield. Need extended sidewalks on ease side of Harvest Dr from 6th St E north to Pizza Hut. Need Sidewalks along Metcalf 68 intersection south to city lake. Bike lanes would be awesome along Rockville/Metcalf. Basically North/South Main Roads.
Yes	Yes	Daily	Schools and parks. There is currently no path north of amity on metcalf	Safer paths for parks and schools
Yes	Yes	Often	Sonic, schools, park pool, lake	More sidewalks and stop signs
Yes	Yes	Everyday unless bad weather	School and home (Rockville Ridge Apartments)	Easy safe route for my son.
Yes	Yes	Yes	I run all over Louisburg for Cross Country.. I walk to the track from the middle school. In May for the last four years I have done bike to schoool with RES. Week meet at Weers Park, City Park, BES and the subdivision north from LHS	More sidewalks and paths
Yes	Yes	Daily	Around the lake	Sidewalks
Yes	Yes	1 or more times per week	Normally walk or roller blade around lake but hard to get to the lake trails by roller blade through back way behind school	Make it safer for small children to ride/rollerblade
Yes	Yes	3-4 times per week	Library, schools, park	More trails/bike lanes, especially through town
Yes	No		Pool	Bike trails
Yes	Yes	Frequently	Often scared because no path or trail or sidewalks. Metcalf, or around/along 68	Metcalf north of 68, 271st street and up rockville to current sidewalk, all along 68 around Louisburg
Yes	No	Live too far away		
Yes	Yes	Frequently	Schools, pool	Sidewalks on 68, speed enforcement on side streets
Yes	Yes	3-4 times per week	Around louisburg lake, around LHS/LMS	Trail/road connection from south side of pool. Harvest drive to lake. Better sidewalk at stupid three way stop by middle school
Yes	Yes	Daily	School, library, park	Updated sidewalks, sidewalks on busier streets such as Amity and Metcalf
Yes	No			Sidewalk from 68 to north part of town. Sidewalk along 68 from schools to dollar general
No	No			
Yes	Yes	Run everyday	More gravel is needed between the lake and the southwest corner of the BES parking lot. I have to run on streets on Rogers and 287th and Metcalf.	We need sidewalks everywere that are not overgrown and broken concrete
No	No			
Yes	Yes	A few times a month	Grocery store, but there are no sidewalks	Sidewalks and safer crossing at 68/amity. Would be happy to pay higher taxes for more walking trails and safer for kids going to school.
Yes	Yes	0-2 times per week		68-north part of town
Yes	Yes	2-3 times/ week	Mainly old town, west of Metcalf, most of the sidewalks are in less than good shape. Some very bad. Plus cars park on the sidewalk. Plus trees and bushes overlap on the sidewalks	Fix the sidewalks we already have. They don't need to be wider, just fixed where they aren't broken up and damaged for old people.

Community Engagements Results - Project Priorities Exercise

Louisburg In Person Prioritization Exercise- Football Game			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	50	4	1
Bike and pedestrian connectivity between east and west	54	4	3
Invest funding in safety enhancements to high traffic areas	46	3	1
Connect to the greater KC regional trail system	7	18	24
Louisburg In Person Prioritization Exercise- Labor Day Parade			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	1	0	0
Bike and pedestrian connectivity between east and west	3	0	0
Invest funding in safety enhancements to high traffic areas	2	0	0
Connect to the greater KC regional trail system	2	1	0
Louisburg In Person Prioritization Exercise- Senior Center			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	11	0	0
Bike and pedestrian connectivity between east and west	12	0	0
Invest funding in safety enhancements to high traffic areas	16	0	0
Connect to the greater KC regional trail system	6	5	3
Louisburg In Person Prioritization Exercise- Chamber Connections			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	6	0	0
Bike and pedestrian connectivity between east and west	7	0	0
Invest funding in safety enhancements to high traffic areas	6	0	0
Connect to the greater KC regional trail system	6	3	1
Louisburg In Person Prioritization Exercise-Price Chopper			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	10	0	0
Bike and pedestrian connectivity between east and west	15	0	0
Invest funding in safety enhancements to high traffic areas	12	0	0
Connect to the greater KC regional trail system	4	5	3
Louisburg In Person Prioritization Exercise-Total of All Engagement			
Item	**Green**	**Yellow**	**Red**
Positively Impact all community members through connectivity	78	4	1
Bike and pedestrian connectivity between east and west	91	4	3
Invest funding in safety enhancements to high traffic areas	82	3	1
Connect to the greater KC regional trail system	22	32	31

Legend

Green = High Priority

Yellow = Medium Priority

Red = Low Priority

Community Engagements Results - Football Game

Louisburg In Person Mapping Exercise- Football Game				
Location	**Blue**	**Green**	**Yellow**	**Red**
Lewis and Young Park	0	1	6	2
271st Street and US 69	2	0	0	3
271st between US69 and Metcalf	1	0	0	2
Rockville Rd South of 271st	0	0	0	1
Rockville Elementary	0	0	1	0
N. 14th West of N. Metcalf	1	1	0	0
N Metcalf - Amity to 271st	0	0	1	8
N. 11th West of N. Metcalf	2	0	0	0
N. Elm West of N. Metcalf	1	0	0	0
N. 10th West of N. Metcalf	1	0	0	0
Price Chopper	0	0	2	0
N 3rd Street East, West of Rockville	1	1	0	0
N. 2nd Street East, West of Rockville	3	0	0	0
N. 1st Steet East, West of Rockville	2	0	0	0
Rockville/Amity Intersection	0	0	0	1
Summerfield/Amity Intersection	0	0	1	4
Amity Road from US 69 to City Limits (non clustered)	0	0	0	12
Louisburg High School Complex	0	5	1	0
Amity/West High School Driveway	0	1	0	3
Amity and Berkley	0	0	0	1
Amity Between Berkley & Metcalf	0	0	1	1
Amity and Vine	0	1	0	0
Amity and South Elm	0	1	0	0
S. 1st and Peoria	0	0	1	0
Amity and Broadway	0	0	0	3
Amity and Crestview (South)	0	1	0	1
Broadway between S 2nd and S 3rd	0	1	1	0
Broadway between S 4th and S 5th	0	0	0	2
Broadway and S 6th	1	0	0	0
Elm and S 5th	0	0	0	1
Elm and S 6th	1	0	0	0
Olive and S 5th	1	0	0	0
Broadmoor Curve	3	1	0	3
Broadmoor & S 5th	0	0	2	0
Louisburg Elementary	0	9	0	0
S. Metcalf and S. 4th	0	1	0	0
Greenspace/Wildcat Drive South of Louisburg High School	0	0	0	2
Sunset Drive	1	0	0	0
Broadmoor Drive	1	0	0	0
Shoreline Drive	1	0	0	0
Louisburg Lake	0	1	3	0
Thomas Place and Metcalf	0	1	0	0
S. Metcalf North of 287th Street	0	2	0	0
11th Street	1	0	0	0
South Metcalf past the city limits	0	1	1	3
Southeast edge of map	1	0	0	1

Legend

Blue = Where do you Live

Green = Walking/Biking Destinations

Yellow = Destinations you would like to walk or bike to but currently cannot

Red = Barriers or Safety Hazards

Community Engagements Results - Chamber Connections

Louisburg In Person Mapping Exercise- Chamber Connections				
Location	**Blue**	**Green**	**Yellow**	**Red**
Lewis and Young Park	0	0	1	0
271st between US69 and Metcalf	0	0	1	0
Rockville Rd South of 271st	0	0	1	1
Rockville Elementary	0	1	0	0
Louisburg High School Complex	0	2	0	0
Broadmoor Drive	0	1	0	0
Louisburg Lake	0	1	0	0
Vine & S 8th Street	1	0	0	0
Chadwick Cove	1	0	0	0

Legend

Blue = Where do you Live
Green = Walking/Biking Destinations
Yellow = Destinations you would like to walk or bike to but currently cannot
Red = Barriers or Safety Hazards

Community Engagements Results - Labor Day Event

Louisburg In Person Mapping Exercise- Labor Day				
Location	**Blue**	**Green**	**Yellow**	**Red**
Lewis and Young Park	0	2	2	0
Lewis and Young and 263rd Street Bridge	0	0	0	1
271st between US69 and Metcalf	1	0	0	2
Rockville Elementary	0	0	1	1
N Metcalf - Amity to 271st	0	0	0	2
N 3rd Street East, West of Rockville	0	0	0	1
Louisburg High School Complex	0	3	2	5
Amity Between Berkley & Metcalf	0	0	0	1
Louisburg Elementary	0	1	1	0
Broadmoor Drive	0	1	0	1
Louisburg Lake	0	4	0	0
N. 5th Street	1	0	0	0
Broadway & N. 4th Street	0	1	0	0
N. 4th West of Rockville	3	0	1	0
Glen Drive	1	0	0	1
Rockville Drive (Amity to School)	0	1	0	2
N. 10th Street E	1	0	0	0
Rogers and S 2nd	0	0	0	1
Vine and S. 8th	1	0	0	0
S. Metcalf from S. 5th to S. 8th	0	0	1	2
S. 4th and Rockville	1	0	0	0
S.6th Street East	1	1	0	0
Autumn Circle	0	1	0	0
Rogers from S. 5th to South of town	0	0	0	3
W.287th West of Rogers	0	0	0	1
Howard Court	1	0	0	0

Legend

Blue = Where do you Live

Green = Walking/Biking Destinations

Yellow = Destinations you would like to walk or bike to but currently cannot

Red = Barriers or Safety Hazards

Community Engagements Results - Price Chopper

Louisburg In Person Mapping Exercise- Price Chopper				
Location	**Blue**	**Green**	**Yellow**	**Red**
271st between US69 and Metcalf	1	0	0	4
Rockville Rd South of 271st	0	0	0	1
Rockville Elementary	0	0	1	0
N Metcalf - Amity to 271st	0	0	3	0
Price Chopper	0	0	2	0
N. 1st Steet East, West of Rockville	1	1	0	0
Rockville/Amity Intersection	0	1	1	2
Summerfield/Amity Intersection	0	0	0	4
Amity Road from US 69 to City Limits (non clustered)	0	0	9	0
Amity/West High School Driveway	0	0	1	0
Amity and Vine	0	2	1	0
Amity and South Elm	0	0	2	0
S. 1st and Peoria	0	1	0	0
Amity and Broadway	0	0	0	3
Broadway between S 2nd and S 3rd	1	0	0	0
Broadway between S 4th and S 5th	0	0	0	2
Broadway and S 6th	0	1	1	0
Olive and S 5th	0	1	1	0
Broadmoor Curve	0	0	0	1
Broadmoor & S 5th	0	1	1	0
Louisburg Elementary	0	1	0	0
S. Metcalf and S. 4th	0	1	0	0
Greenspace/Wildcat Drive South of Louisburg High School	0	5	4	0
Broadmoor Drive	0	1	3	1
Shoreline Drive	0	0	0	1
Louisburg Lake	0	11	0	0
Thomas Place and Metcalf	2	0	0	0
S. Metcalf North of 287th Street	0	0	1	1
11th Street	1	0	0	0
N. 4th West of Rockville	0	0	1	3
Rogers and S. 2nd	0	0	0	2
S. Metcalf from S. 5th from S. 8th	0	1	0	1
S. 6th Street East	1	2	0	0
Autumn Circle	1	1	0	0
Rogers from S. 5th to South of town	0	5	3	0
N. Broadway from 271st to N. 3rd	0	0	6	0
Mulberry & N. 1st	0	0	1	0
S. 1st and Vine	1	1	0	0
Doyle and S. 2nd	0	1	0	0
Vine and S. 3rd	0	1	0	0
Metcalf and S. 3rd	0	1	0	0
Howard and S. 4th	1	0	0	0
Rogers and S. 4th	0	1	1	0
Doyle and S. 4th	0	0	1	0
Mulberry and S. 4th	1	0	0	0
Peoria and S. 4th	2	1	0	0
Vine and S. 4th	0	1	0	0

Legend

Blue = Where do you Live
Green = Walking/Biking Destinations
Yellow = Destinations you would like to walk or bike to but currently cannot
Red = Barriers or Safety Hazards

Community Engagements Results - Price Chopper (cont.)

Louisburg In Person Mapping Exercise- Price Chopper				
Location	**Blue**	**Green**	**Yellow**	**Red**
Mulberry and S. 5th	0	1	0	0
Doyle and S. 5th	0	1	0	0
Simms and S. 6th	0	1	0	0
Doyle and S. 6th	0	1	0	0
Olive and S. 7th	0	0	1	0
Doyle and S. 8th	0	2	0	0
Mulberry and S. 8th	0	1	1	0
Peoria and S. 8th	0	1	0	0
Olive and S. 8th	0	1	0	0
N. 3rd Street East	1	0	0	0
North 4th Street East	0	1	0	0
North Star Drive	1	2	0	0

Legend

Blue = Where do you Live
Green = Walking/Biking Destinations
Yellow = Destinations you would like to walk or bike to but currently cannot
Red = Barriers or Safety Hazards

Community Engagements Results - Written Feedback

Louisburg In Person "Walking and Biking is Challenging Because"
Football Game
Limited sidewalks
Rockville road should connect 295th street to 287th street. Bridge is present, old road not maintained and washed out. Would make great bike and hike path
9th and Metcalf
Sidewalks on Rockville Road
Sidewalks on Amity
One way street in front of FBC Louisburg and City Park. One sign says both ways travel, one sign says one way.
Sidways extend through new light north/south at Metcalf/68
Sidewalks along Metcalf/68/Amity
Need sidewalks and trails - develop for people, not for cars
Widen bike paths
Sidewalks have cracks and are unsafe
Sidewalks do not connect
Sidewalks in bad condition
Not enough sidewalks
There are no trails
Dangerous crossing 68 going n to south in town
Sidewalks
Need sidewalks along 68 and all along Metcalf
City needs to be connected with sidewalks and paths
Need a walking/run/bike trail along perimeter of L/Y park
I need a sidewalk to RES
Stop light needed at 68 & Metcalf

Labor Day
Drainage ditches in some critical areas make sidewalks to expansive to build
Park in north end of town
Safe place to run and bike long distance
Metcalf needs bike lanes/trails
Fix bridge at 263rd near L/Y park
Asphalt trails are preferable to concrete for running
Some unpaved would be great for running and biking
Speed on Amity on east end of town
Malfunctioning streetlights fixed/add a few lights to sidewalk north of schools

Senior Center
3rd and 4th St sidewalks near Broadway
No sidewalks on 5th street in old town west of Broadway
Bike paths on Metcalf
Sidewalks on Berkley
Sidewalks on Rogers Road
Sidealks to Price Chopper
Eliminate "fake" lane turning right on Aquatic Drive
Lower speeds at Amity/Broadway
Benches/more stop/start places
Walking over biking

Community Engagements Results - Written Feedback (cont.)

Louisburg In Person "Walking and Biking is Challenging Because"
Chamber Connections
Washed out trails
Safety for school walkers
Muddy trails
Traffic 68/summerfield drive
Lack of sidewalks/trails

Price Chopper
Awesome tennis courts!
Sidewalks to Price Chopper
No good way to get north 68 from s amity
Sidewalks along S. Metcalf to downtown
Bike trails from Rockville to schools/lake
2nd grader riding through town
No good way to get north from amity
Lives at S 9th & Rogers and children bike all over neighborhood/old town
Sidewalks along Metcalf to Amity & city park
Missing bike paths in Harvest Glen area
Walk in street in old part of town because lack of sidewalks
Education - teach kids which side of street to bike or walk
Sidewalks - more please
Price Chopper
Need bike lanes along highly traveled routes
No sidewalks on 68 to Amity
Sidewalks from old town (4th/Broadway) to lake
Hard to travel on Rogers (walk/bike/run) have to get in ditch
Have to walk in people's yards
Speeds of traffic in neighborhoods

Walk/Bike Louisburg

Fill out and return
this survey today
on walking & biking in Louisburg
to assist the City with a master trails plan

Win this bike!

Decorate your bike and ride
in the Labor Day parade.
Best decorated bike wins
this 24" mountain bike,
courtesy of Price Chopper

Pick up the flyer for details!

For more information, contact Jean Carder at City Hall

Louisburg Master Trails Plan

WHAT WE'RE DOING...

This purpose of this study is to provide an assessment of Louisburg's current sidewalks, trails and bike routes providing current conditions of existing sidewalks and trails, identifying gaps in the network, gathering public input on community priorities and developing a final map that shows sidewalk/trail prioritized gaps. The study area is the City of Louisburg, KS – city limits.

KEY DATES

Labor Day Parade 09/04/2017

Public Open House 10/04/2017

City Council Presentation 11/06/2017

Please join us at our booth after the Labor Day Parade to discuss the community vision for the project!

CITY OF LOUISBURG KANSAS • EST. 1868

SWTDESIGN

GC GROUNDSWELL CONSULTING

City of Louisburg, Kansas

MASTER TRAILS PLAN
COMMUNITY INPUT SURVEY

The City of Louisburg is currently developing a master trails plan. The plan will inventory the city's current sidewalks, trails, and bike routes, assess current conditions of existing sidewalks and trails, and identify gaps in the network. A plan will then be developed that includes digital a map prioritizing sidewalk/trail improvements.

Your thoughts regarding the master trails plan for the city are very important in our effort to ensure the vision for trail and sidewalk improvements meets the needs and desires of the community. We would appreciate it if you would take the time to answer the following questions and return the completed questionnaire at this event or return to Jean Carder at City Hall no later than Friday, September 8th.

1. **Are you a resident of Louisburg?**

   ☐ **Yes**

   ☐ **No**

2. **Do you or someone in your family currently walk or cycle in the city of Louisburg? If yes, how often?**

   _____

   _____

   _____

3. **If you do walk/cycle in the city, what are your primary destinations? If not, what are the primary obstacles to doing so? (you can also mark the map on the other side of this survey)**

   _____

   _____

   _____

4. **What are your priorities for making Louisburg more pedestrian/cycle friendly?**

   _____

   _____

   _____

5. **Additional comments related to pedestrian and cycling connectivity in Louisburg?**

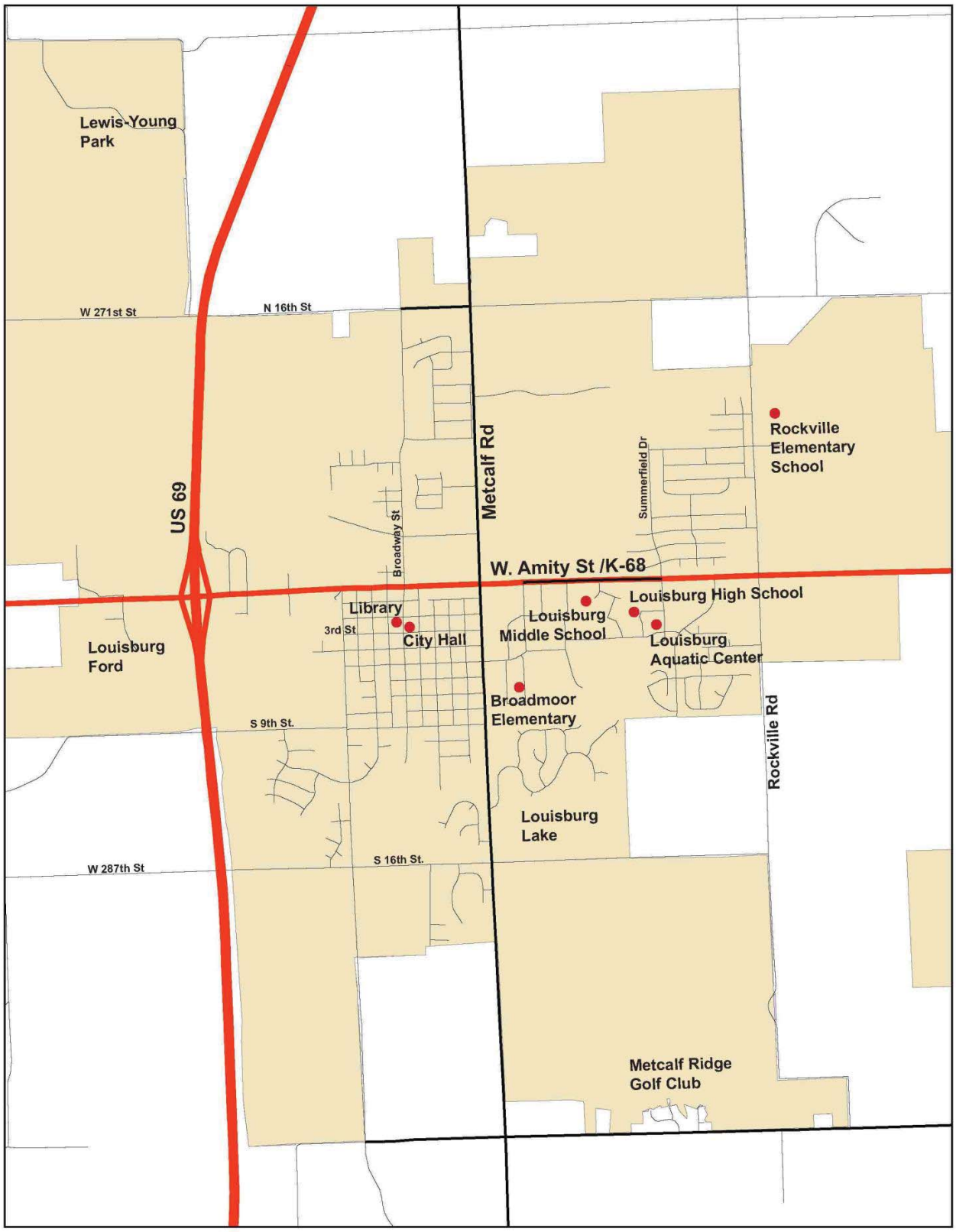
   _____

   _____

   _____

Thank you for taking the survey!

CITY OF LOUISBURG
KANSAS • EST. 1868



Community Engagement Boards

The following pages include the boards that were shown at the public engagement events listed below.

- Football Game

- Labor Day

- Price Chopper

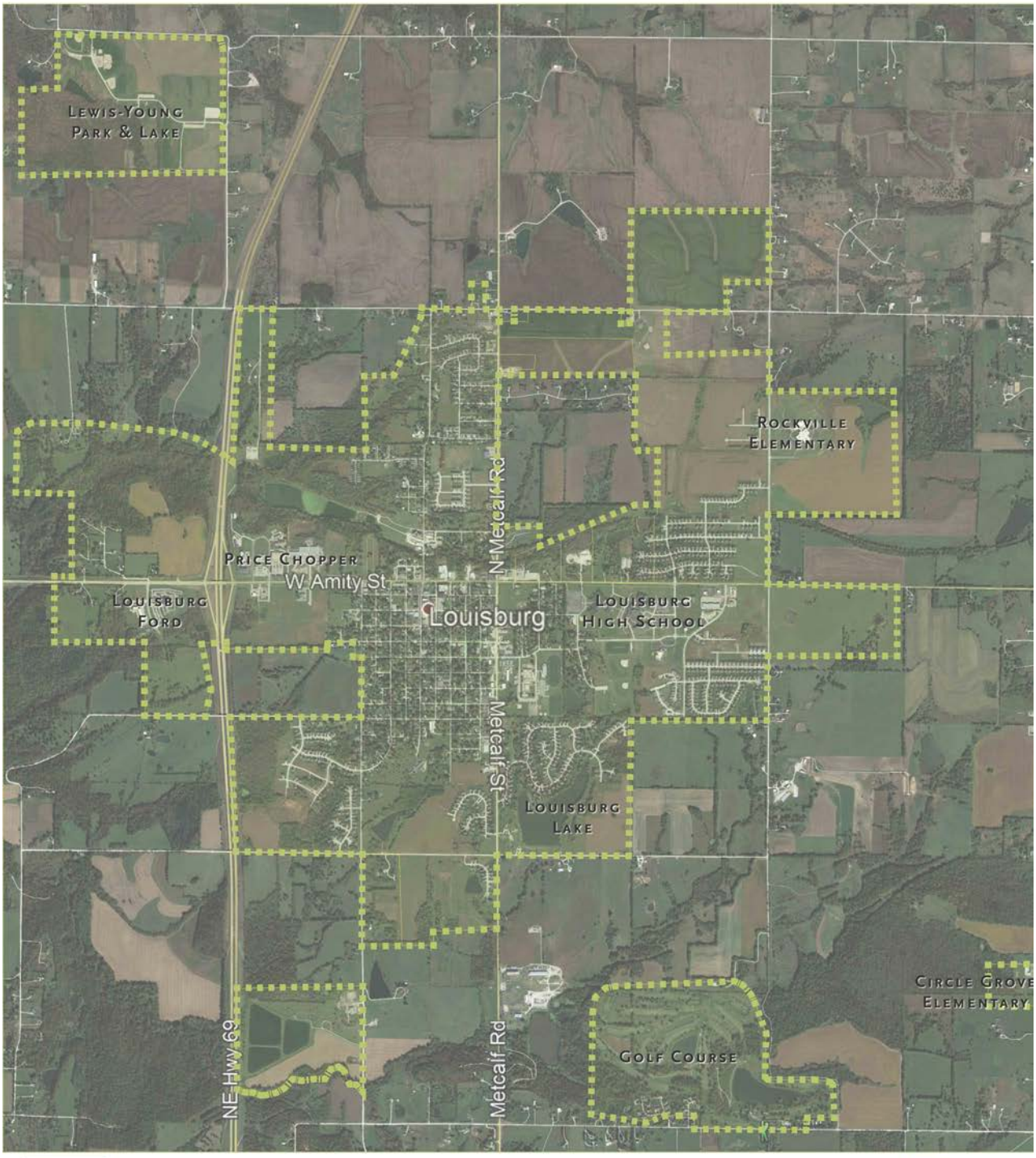
- Senior Center

- Back to School Night

- Halloween (pgs 82-85)

MAPPING EXERCISE (PLACE DOTS ON THE FOLLOWING LOCATIONS):

- WHERE DO YOU LIVE? (Blue Dot)
- PRIMARY DESTINATION WHEN WALKING OR BIKING? (Green Dot)
- DESTINATION YOU WOULD LIKE TO WALK TO BUT CURRENTLY CANNOT? (Yellow Dot)
- PRIMARY CONFLICT POINTS FOR WALKING OR BIKING? (Red Dot)



COMMUNITY INPUT
Louisburg Master Trail Plan

September 2017 SWTDESIGN

Community Engagement Boards

COMMENT BOARD (FILL IN YOUR THOUGHTS):

WALKING AND BIKING IN LOUISBURG IS CHALLENGING BECAUSE...

PRIORITIES (PLACE DOTS ACCORDINGLY):

RANK THE FOLLOWING STATEMENTS BY IMPORTANCE:

(Green = High, Yellow = Mid, Red = Low)

- Positively impact all community members through connectivity

- Bike and pedestrian connectivity between east and west Louisburg

- Invest funding in safety enhancements to high traffic areas

- Connect to the greater Kansas City region trail system

What are we doing?

This purpose of this study is to provide an assessment of Louisburg's current sidewalks, trails and bike routes providing current conditions of existing sidewalks and trails, identifying gaps in the network, gathering public input on community priorities and developing a final map that shows sidewalk/trail prioritized gaps. The study area is the City of Louisburg, KS – city limits.















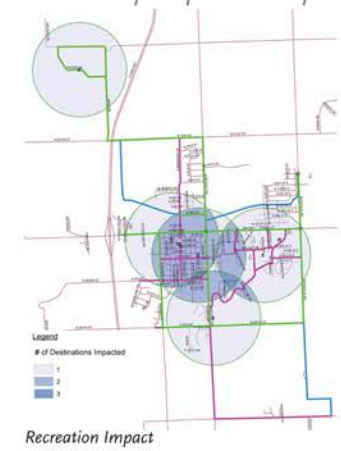


Existing Conditions Inventory

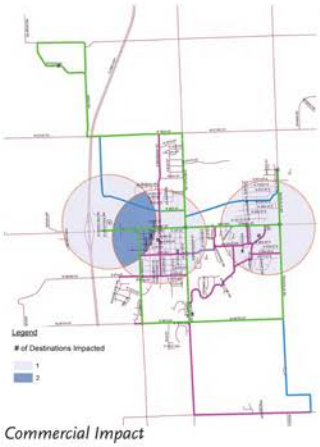
City of Louisburg Master Trails Plan

What have we done?

Community Impact Analysis



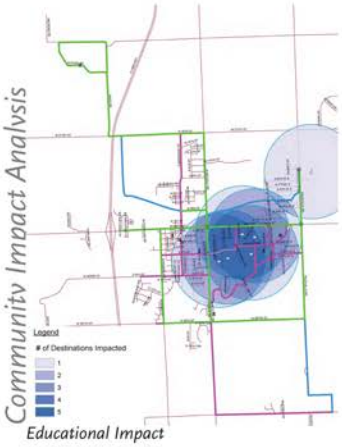
Recreation Impact



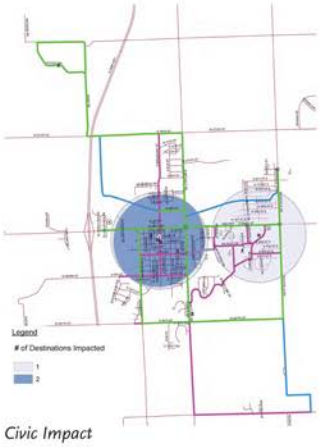
Commercial Impact

The Process – In order to ensure the most impactful trail plan possible, the design team evaluated three categories of project impact. First, community impact evaluated the proximity of each sidewalk or trail to community attractions such as parks, shopping, schools, and civic buildings. Next the proximity of the project to the core of the city was evaluated for community connectivity. Lastly, the community demand for specific projects was analyzed. Demand analysis is based on feedback received during an extensive community feedback effort. Each of these categories (Impact, connectivity and demand) was given a rating between 0 and 3 based on project location. Summation of these ratings resulted in an overall rating that placed a project within one of three categories. Short-Term, Mid-Term, and Long-Term projects. Short-Term projects are critical and should be pursued and executed within one to three years. Mid-Term projects are highly desirable and should be pursued in the next 4 to 6 years. Long-Term projects are needed but less critical than near and mid term projects, these should be unertaken within 7 to 10 years.

Community Impact Analysis

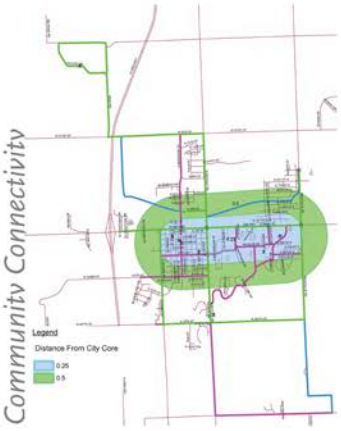


Educational Impact

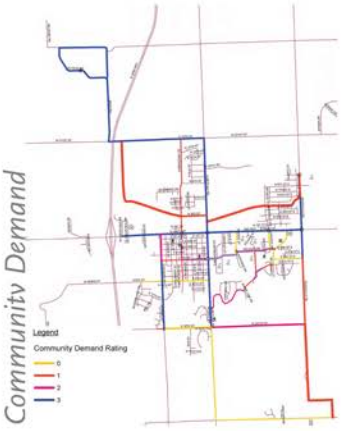


Civic Impact

Community Connectivity



Community Demand



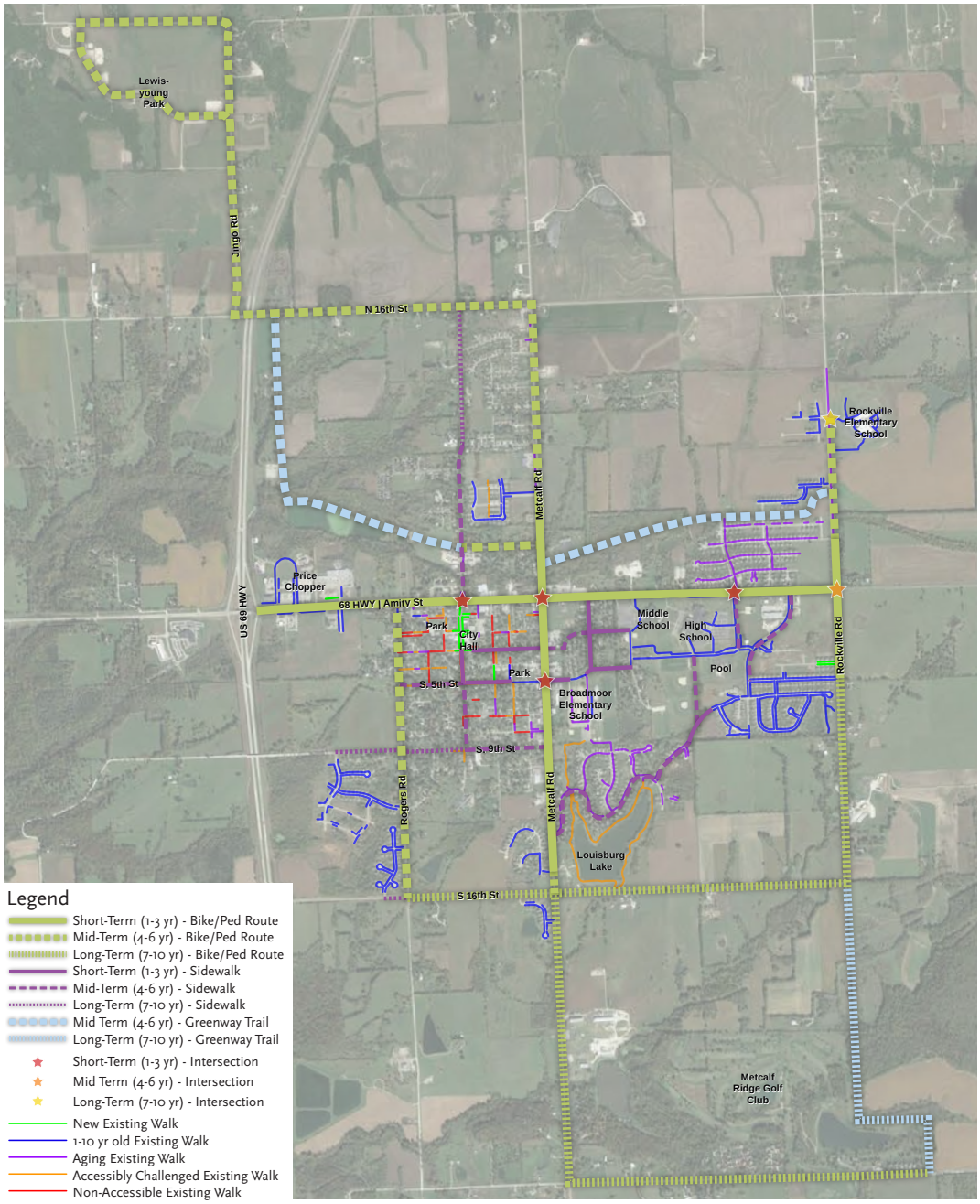
Identified Project Segments

City of Louisburg Master Trails Plan

Community Engagement Boards

What have we found?

Draft Trails Plan



City of Louisburg Master Trails Plan

What can it be?

Bike/Ped Route

Designated Bike Lane

Signage

Protected Bike Lanes

Sidewalks

Accessible Curb Ramps

Signaled Crossings

Accessible Pavement

Greenways

Paved Trail

Crushed Stone Trail

Sign Standards

City of Louisburg Master Trails Plan