SEMPO

SOUTHEAST METROPOLITAN PLANNING ORGANIZATION

REGIONAL TRAIL CONNECTION STUDY

JULY 2025

ACKNOWLEDGMENTS

The successful completion of the SEMPO Regional Trail Connection Study was made possible through the dedication and invaluable contributions of community leaders, residents, elected officials, SEMPO Technical Planning Committee, SEMPO Board of Directors, and SEMPO staff. Their collaboration with the planning team helped shape a shared vision for a more connected and accessible future for the region.

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ACKNOWLEDGEMENTS

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PLANNING DESIGN STUDIO

LOCHMUELLER GROUP

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Figure 1.1 - Image of the northern terminus of the Cape La Croix Trail at the Cape Girardeau County North Park property.

PROJECT OVERVIEW:

The 2018 Regional Bicycle and Pedestrian Plan created a roadmap for future biking and walking investments in the SEMPO region. This Regional Trail Connection Study expands on that report by studying different alignments connecting Cape Girardeau and Jackson with a multi-use trail.

The project began in the spring of 2024 and included three phases: Data Collection, Trail Corridor Options and Analysis, and Trail Recommendations and Implementation.

The project's Vision and Goals followed those developed for the 2018 Regional Bicycle and Pedestrian Plan. The overall vision is to "Provide a path towards creating a safe and practical comprehensive transportation network grounded in a combination of infrastructure and education. The network will connect local and regional attractions, and be accessible for all ages, abilities, and incomes."

EXECUTIVE SUMMARY

THE PLANNING PHASES

1 DATA COLLECTION

This was a multi-faceted approach to establishing an understanding of the existing conditions and community context. Information gathered included demographics, natural resources, cultural resources, transportation infrastructure, existing trails, previous studies, Geographical Information Services (GIS) data, land use, employment centers, and topography. This phase also included a community survey that allowed the public to suggest greenway connections and destinations.

2 TRAIL CORRIDOR OPTIONS AND ANALYSIS

This phase included a map-based analysis of the different destinations and connection options between the two cities. After identifying three potential routes, an evaluation matrix was developed and applied to compare each option effectively.

3 TRAIL RECOMMENDATIONS AND IMPLEMENTATION

The final phase developed a recommended corridor and divided it into smaller segments that are easier to implement. A master plan-level cost estimate and a list of potential funding sources were also developed. Finally, recommended design details were selected to help guide future stages of the project.

EXECUTIVE SUMMARY

COMMUNITY INPUT

August 2024 Community Meetings

Public Meeting Locations:

- City of Cape Girardeau - Osage Center
- City of Jackson - Civic Center

At the first set of public meetings in August, the public was introduced to the project and given a summary of the data the design team collected to guide alignment development. The Middle and South Alignments were discussed, and the public shared their likes and dislikes regarding each option.

The public was asked several questions during the presentations about trail amenities and alignment options and provided the following feedback below:

December 2024 Community Meetings

Public Meeting Locations:

- City of Cape Girardeau - Osage Center
- City of Jackson - Civic Center

In the December set of public meetings, the public was given a detailed explanation of all three alignment options. They were able to provide feedback on each option and also vote on their favorite alignment using green or blue dots on a board.

At both public meetings in Cape Girardeau and Jackson, the public input identified for the North Alignment as the clear favorite.

May 2025 Public Comment Period:

A draft report was posted to the SEMPO website for public input during the month of May. During that time, input was received suggesting an alternative to the middle alignment which would eliminate the need for a pedestrian bridge over Highway 55. The merits of that suggestion are explored in the Trail Recommendations and Implementation section of this report.

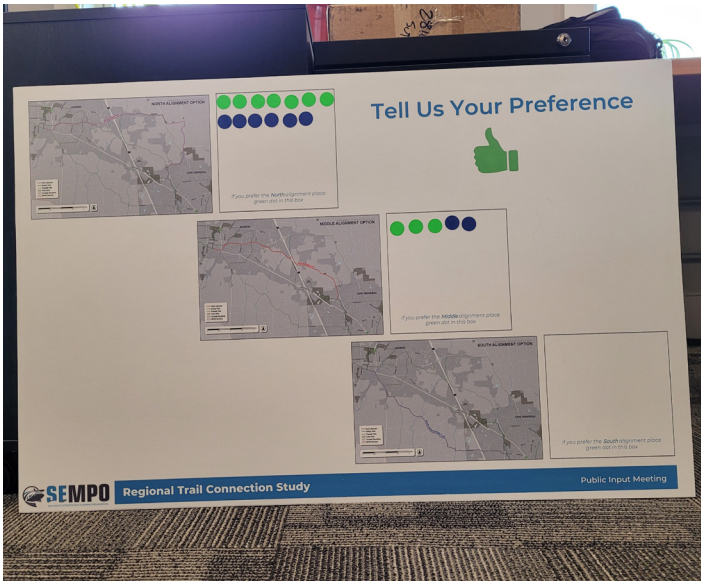

Figure 1.2 - Image of community preference for the three alignments from the community meetings

Figure 1.3 - Image from the City of Jackson Public Meeting

EXECUTIVE SUMMARY

TRAIL CORRIDOR OPTIONS

The planning team reviewed collected data and developed three potential trail alignments connecting the Cape La Croix Trail in Cape Girardeau to the West Jackson Blvd. path in Jackson, each following different road corridors and crossing I-55 at varying points.

Alignment Descriptions

The North Alignment begins at Walden Park Village and follows Cape La Croix Creek along Boutin Dr. and County Rd. 621, then heads west on CR 618, Highway W, and Lasalle Ave. After passing under I-55, it continues on E Main St. and the railroad corridor to reach the West Jackson Blvd. path near South Hope St.

The Middle Alignment also starts at Walden Park Village, following County Rd. 620 north, crossing I-55 at Route 306, and continuing west on Old Orchard and Bainbridge Roads before connecting with East Main St. and following the North Alignment to the West Jackson Blvd. path.

The Middle Alignment Alternative follows the same initial route as the Middle Alignment but instead of crossing I-55 at Route 306, it continues north on Route 618 to Lasalle Ave., then turns west and joins the North Alignment.

The South Alignment starts farther south at Cape Woods Conservation Area, follows Hopper Rd. west across I-55, and continues on County Roads 314 and 318 to South Hope St., where it turns north to connect to the West Jackson Blvd. path.

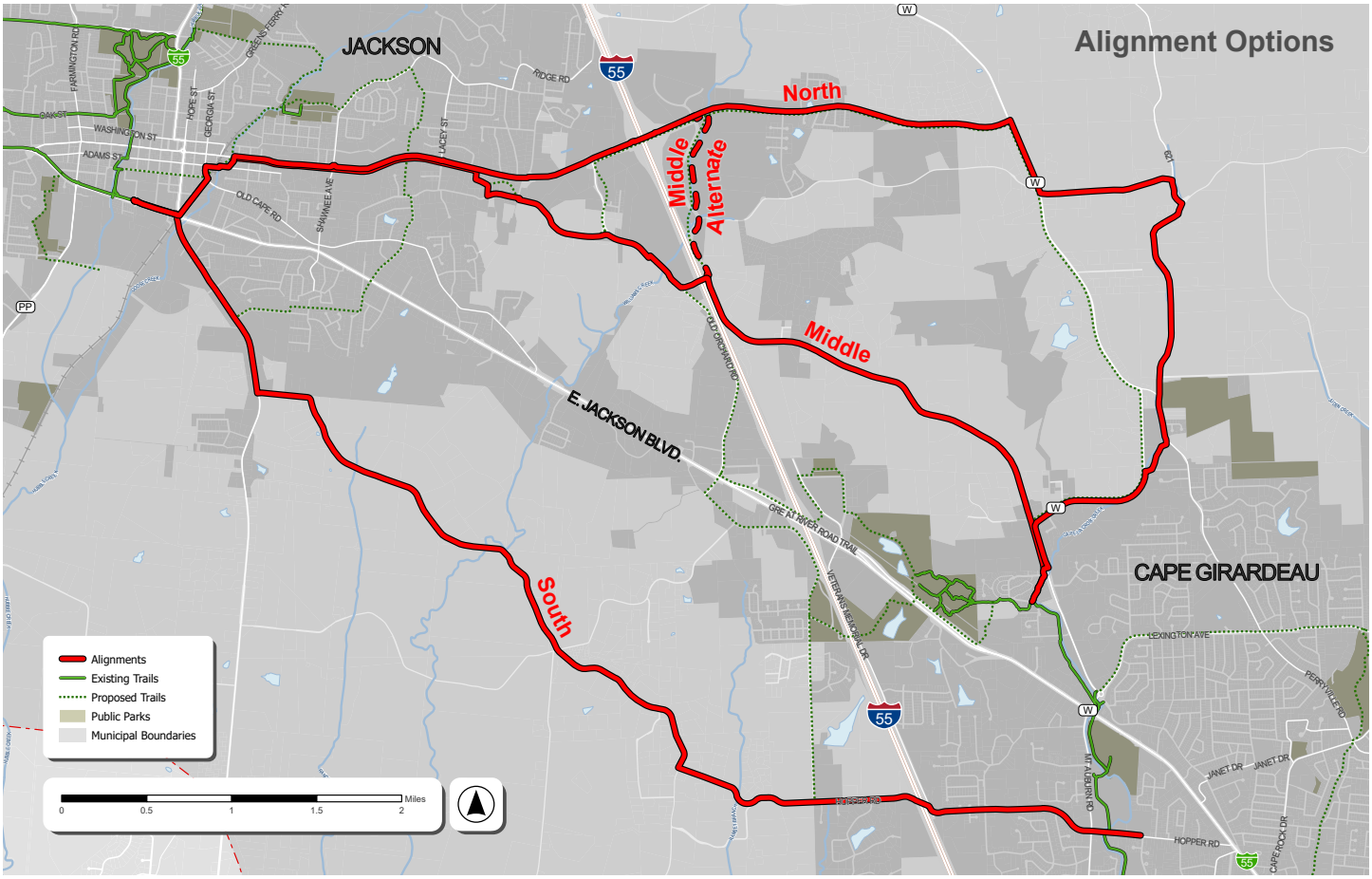

Figure 1.4 - Map showing the three trail alignment options developed to connect Cape Girardeau and Jackson.

EXECUTIVE SUMMARY

EXAMPLE ALIGNMENT PHASING - NORTH

Segment Phasing

This example illustrates a possible phasing strategy for trail development along the North Alignment, though the same principles can be applied to the Middle Alternative Alignment, given the similarities in context and corridor characteristics.

Phasing trail segments over time requires thoughtful consideration of local capacity, funding opportunities, planned roadway improvements, private development, and other influencing factors. Prioritizing segments with strong potential for near-term use—especially those that connect to existing trails, neighborhoods, and key destinations—can maximize early impact and support community buy-in.

The table on the opposite page outlines a sample phasing approach that prioritizes near-term segments extending existing trails and serving current populations. Mid-term segments support anticipated growth along the East Main Street/Lasalle Avenue corridor and further extend the Cape La Croix Recreation Trail north to Cypress Drive near the Cape Jaycee Municipal Golf Course. Long-term segments (Segments 5 and 6) complete the connection between the trail and the East Main Street/Lasalle Avenue corridor and widen existing infrastructure, such as the East Main Street sidewalk (Segment 2), to accommodate shared use. Since a portion of Segment 2 was recently constructed as a standard sidewalk, upgrading it to a wider sidepath in the near term would not be cost-effective.

If the City of Jackson and community stakeholders wish to pursue a connection between Segments 1 and 3 in the near or mid-term, alternate alignments and facility types should be explored.

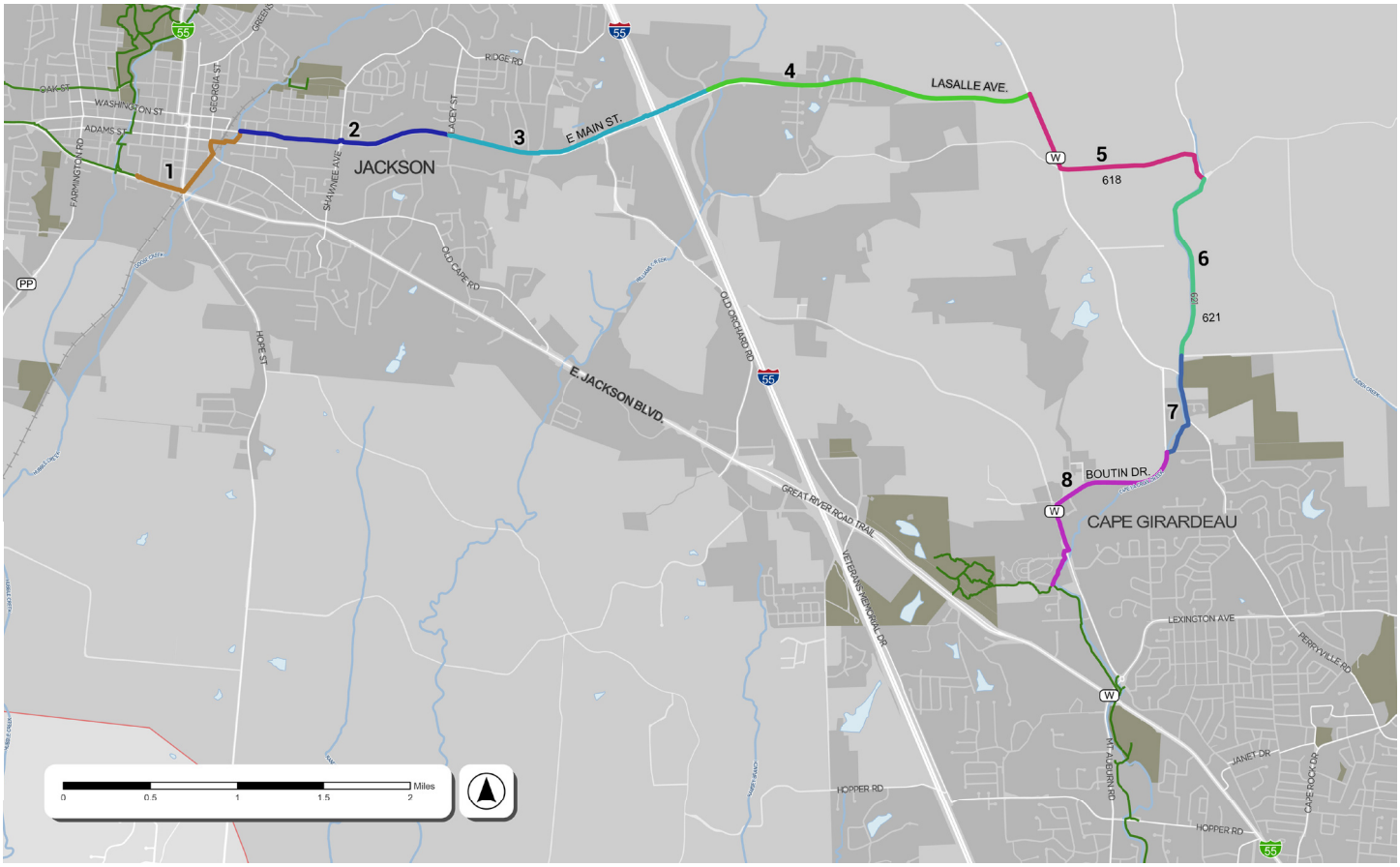

Figure 1.5 - Map showing an example of phasing for the North Alignment option developed to connect Cape Girardeau and Jackson. Project segments are also identified to assist with phasing.

EXECUTIVE SUMMARY

EXAMPLE ALIGNMENT PHASING - NORTH

Example Alignment Phasing Plan

PHASE NUMBER	TIMELINE	SEGMENT ID	SEGMENT NAME
Phase 1	Near	Segment 1	Jackson High School to Main Street
Phase 2	Near	Segment 8	Cape LaCroix Recreation Trail Extension
Phase 3	Mid	Segment 7	Cypress Drive to Boutin Drive
Phase 4	Mid	Segment 3	Lacey Street to Veterans Memorial Drive
Phase 5	Mid	Segment 4	Veterans Memorial Drive to Highway W
Phase 6	Long	Segment 6	County Road 618 to Cypress Drive
Phase 7	Long	Segment 5	Lasalle Avenue to Route 638
Phase 8	Long	Segment 2	Goose Creek to Lacey Street

Figure 1.6 - Example implementation phasing of the North Trail Alignment.

The multi-use trail experiences many different conditions throughout its 10-mile corridor. The most common condition is a sidepath running parallel to a roadway.

Sidepaths

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

Pathway

Like shared use paths, sidepath width impacts user comfort and path capacity. As user volumes or the mix of modes increases, additional path width is necessary to maintain comfort and functionality. The minimum recommended pathway width is 10 feet, though in low-volume situations and constrained conditions, an absolute minimum width is 8 feet may be allowed.

Lateral Clearance

A minimum of 2 feet clearance between the path and signposts or vertical elements should be provided.

Roadway Separation

Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way. The preferred separation between the path and the roadway is 6.5 feet or greater, with a minimum separation distance of 5 feet. On high-speed roadways, a separation width of 16.5–20 feet is recommended for proper positioning at crossings and intersections.

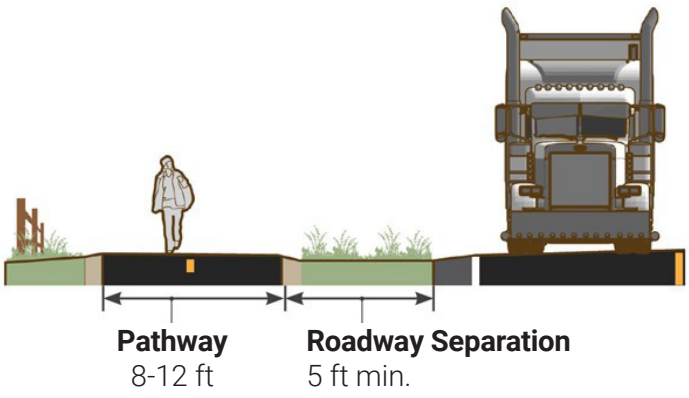

Figure 1.7 - Typical sidepath section (Source: FHWA Small Town and Rural Multimodal Networks Guide)

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INTRODUCTION

INTRODUCTION

DOCUMENT ORGANIZATION

The SEMPO Regional Trail Connection Study document is divided into four sections as outlined below:

Introduction

Introduces the project and outlines the planning process.

Data Collection

Discusses the project's first phase results. In this phase, the planning team gathered information on the context and existing conditions in the SEMPO region that could affect the study area. This section also discusses feedback received from the first public survey.

Trail Corridor Options and Analysis

Explains the development and analysis of three trail corridor options. It provides Pros and Cons for each option and presents a corridor evaluation matrix that compares and assesses each option.

Trail Recommendations and Implementation

The final section presents the recommended corridor and provides phasing options and budget cost estimates. It also gives funding opportunities, trail design recommendations, and trail maintenance guidelines.

INTRODUCTION

SEMPO OVERVIEW

Metropolitan Planning Organizations (MPOs) are federally mandated and funded policy-making organizations that oversee multi-modal transportation planning and coordination for all urbanized areas larger than 50,000 people. The Southeast Metropolitan Planning Organization (SEMPO) is an MPO that covers the Cape Girardeau-Jackson urbanized area that includes:

- City of Cape Girardeau
- City of Jackson
- Portions of Cape Girardeau County, MO
- Portions of Scott County, MO
- Portions of the Village of East Cape Girardeau, IL
- SEMO Port and Cape Girardeau Regional Airport

SEMPO is responsible for conducting regional planning studies and managing federal funding for transportation projects in the area. While SEMPO doesn't physically build the projects, it plays a crucial role in creating a vision for the region, developing policies and strategies to support that vision, and helping local areas prioritize projects.

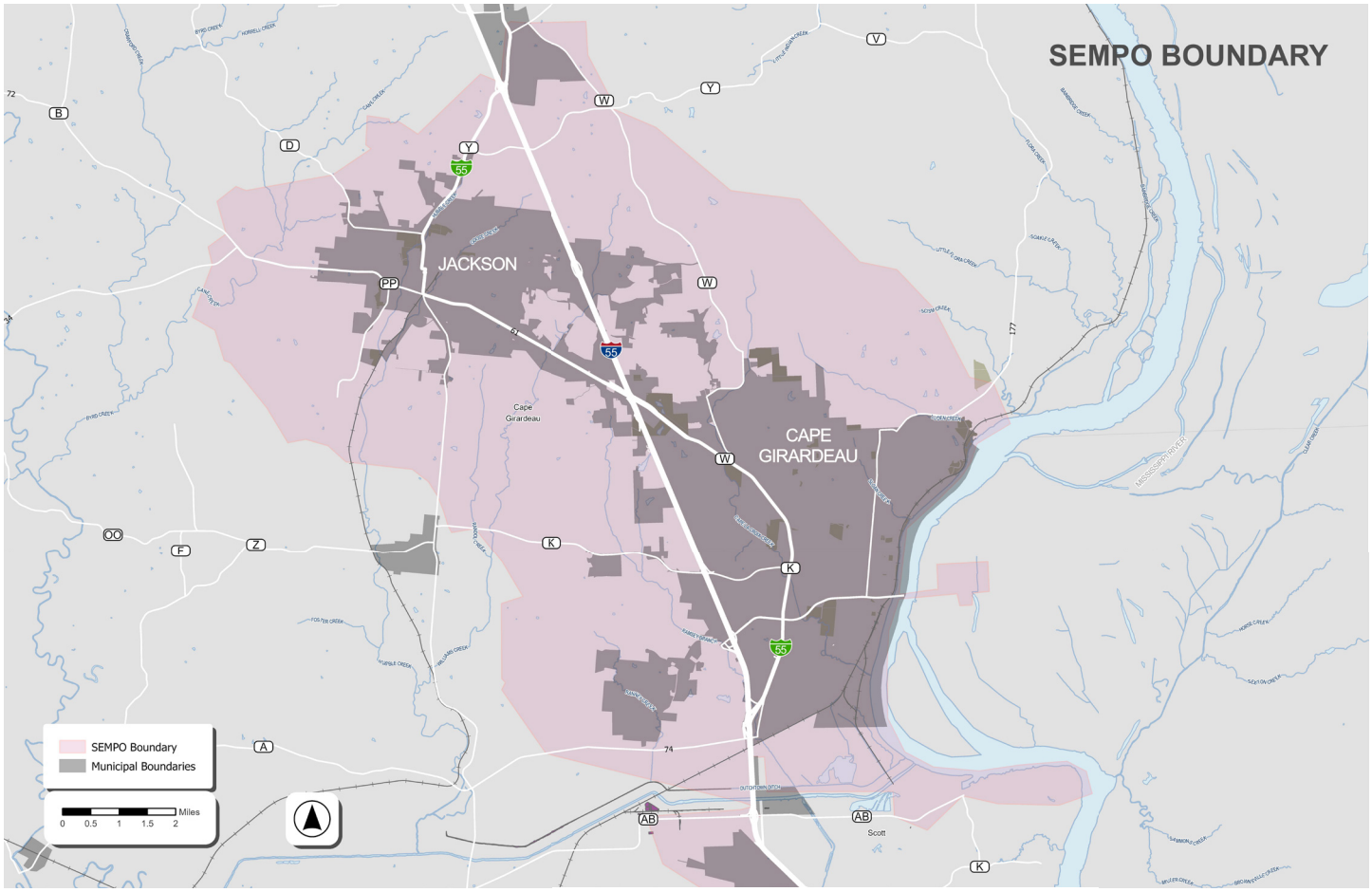

Figure 2.1 - Map of SEMPO Boundary

INTRODUCTION

BACKGROUND - 2018 SEMPO BIKE AND PEDESTRIAN PLAN

The SEMPO Regional Bicycle and Pedestrian Plan is a roadmap for future biking and walking investments in the SEMPO region. It emphasizes the health, safety, economic, and environmental benefits of active transportation. By creating a balanced transportation system, the plan ensures safe options for pedestrians and cyclists while addressing drivers' needs.

The plan offers recommendations for infrastructure, policies, and programs aimed at creating a connected biking and walking network. It prioritizes projects that benefit disadvantaged communities and connect Cape Girardeau and Jackson.

Key Infrastructure Recommendations

- Developing a network of trails and sidepaths for pedestrians and cyclists.
- Creating on-street bicycle facilities, such as bike lanes and bike boulevards, particularly in urban areas.
- Prioritizing sidewalk improvements, especially along major roadways.
- Constructing trailheads with amenities for users.
- Employing consistent branding and wayfinding across the network.
- Implementing traffic calming measures to reduce vehicle speeds.
- Improving pedestrian and bicycle crossings at intersections and mid-block locations.
- Integrating bicycle and pedestrian best practices into subdivision policies and new roadway designs.
- Prioritizing rural route improvements to accommodate cyclists on county and state roads.

Non-infrastructure Recommendations

- Education and encouragement programs targeting various user groups and addressing safety concerns.
- Enforcement strategies to promote safe behaviors among all road users.
- Evaluation methods to assess the plan's implementation and make necessary improvements.
- Ensuring equity by prioritizing projects in areas with low-income households, high student populations, and zero-vehicle households.

The plan features an evaluation scorecard to rank proposed routes according to different criteria. It also outlines potential funding sources for carrying out the projects. Finally, the plan presents a prioritized list of routes, categorized as high, medium, or low priority, along with a separate list specifically for sidewalk projects.

Figure 2.2 - Example pages from the 2018 Regional Bike Plan Report

INTRODUCTION

PROJECT GOALS AND VISION

The SEMPO Regional Trail Connection Study, which aims to connect Cape Girardeau and Jackson, follows the same vision and goals created for the 2018 SEMPO Regional Bicycle and Pedestrian Plan.

The Vision Statement for both plans is:

> "The Plan will provide a path towards creating a safe and practical comprehensive transportation network grounded in a combination of infrastructure and education. The network will connect local and regional attractions, and be accessible for all ages, abilities, and incomes."

The overall Goals from the 2018 plan are:

1. Identify existing deficiencies and develop a priority list to improve safety on existing infrastructure and multi-modal crossings
2. **Improve and expand the existing system of on- and off-road facilities connecting local and regional destinations.**
3. **Promote the use of the transit network by providing accessible connections between non-motorized transportation infrastructure and transit routes.**
4. Implement education and encouragement campaigns to inform the public of the health, social, and economic benefits of active transportation.
5. Pursue funding opportunities for both multi-modal infrastructure improvements and education campaigns.

Goals #2 and #3 apply the most to this study and are the two that shaped how the alignments should connect both cities.

Figure 2.3 - Image of Cape Girardeau Public Meeting

INTRODUCTION

PROJECT PARTNERS AND PLANNING TEAM

The planning team and SEMPO's Technical Planning Committee collaborated throughout the planning process. The Technical Planning Committee provided guiding direction for the project, information about their communities that could aid the project, and a point of contact between the planning team and each community. The Technical Planning Committee members are listed to the right.

The planning team included a group of consultants led by landscape architects at **Planning Design Studio**. They were responsible for project leadership/management, overall trail alignment planning and feasibility, public/stakeholder engagement, implementation cost and strategies/phasing, and report preparation.

The team also included planners and transportation engineers at **Lochmueller Group**. They assisted with trail alignment planning, focusing on traffic analysis, calming elements at on-street crossings, facilities/signals, concepts addressing drainage or grade-separated crossings, and any required natural, cultural, and environmental services.

SEMPO Technical Planning Committee Members:

- City of Cape Girardeau
- City of Jackson
- City of Scott City
- Village of East Cape Girardeau
- Cape Girardeau County
- Scott County
- Alexander County
- Cape Special Road District
- Cape Girardeau County Transit Authority
- SEMU University
- SEMU Port Authority
- Cape Girardeau Regional Airport
- SEMO RCP
- Bootheel RCP
- SEMO REDI
- MoDOT
- IDOT
- FHWA (Illinois & Missouri)
- FTA (Region 5 & 7)

Figure 2.4 - Image of Jackson Public Meeting

INTRODUCTION

PUBLIC ENGAGEMENT

ENGAGEMENT STRATEGY

Input and collaboration with the community are integral to SEMPO planning projects. In this project, the community provided feedback through an online survey and at four open-house events split between Jackson and Cape Girardeau. The survey and open-house meetings were advertised on project partners' websites and on signs along greenways and public parks.

Figure 2.6 - Image from the Jackson Public Meeting where the public learned about the project and answered questions using the phones.

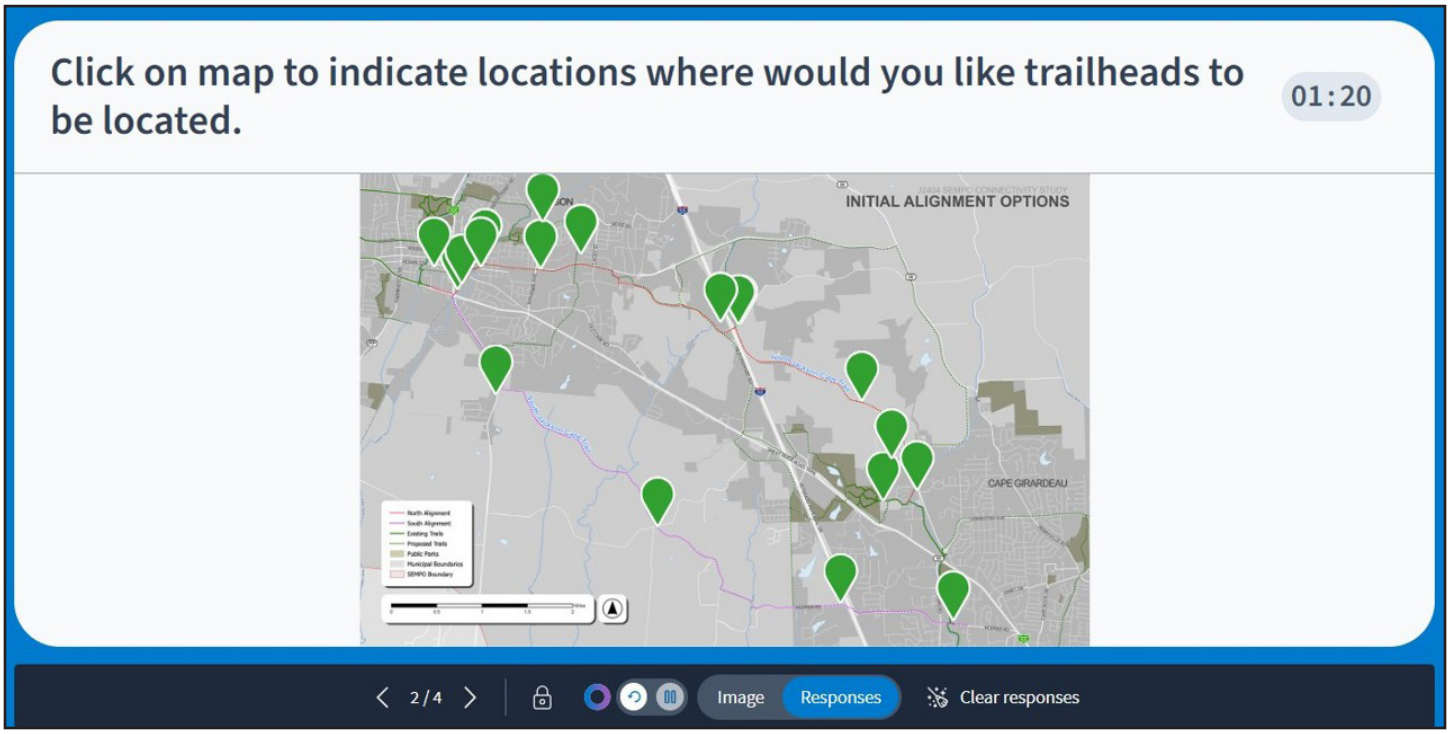

Figure 2.7 - Image of the interactive trailhead location map from the Jackson Public Meeting the public used to indicate where they would like trailheads to be located.

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DATA COLLECTION

DATA COLLECTION

OVERVIEW

DATA COLLECTION PHASE OVERVIEW

The first phase of the study, which began in April 2024, focuses on data collection. This phase involves gathering contextual information about the SEMPO region, specifically the area between Jackson and Cape Girardeau. The planning team met with SEMPO project partners to kick off the project and to discuss the data collection process. During these meetings, the team reviewed the project's vision and goals and key aspects of current conditions, including:

- Population Density
- Land Use
- Rivers, Creeks, and Floodways
- Parks and Destinations
- Traffic Volume and Incident Locations
- Existing and Proposed Bike Facilities

In addition to gathering data about the area, the design team also reached out to the community with a survey. In that survey, the public shared how they use existing trails, important destinations they want to connect with, what they like and don't like about the existing trail system, and what roads and intersections between Jackson and Cape Girardeau they are most concerned about.

Figure 3.1 - Image of planning team member investigating alignment opportunities along Cape La Croix Rd.

DATA COLLECTION

CURRENT CONDITIONS

LAND USE

Studying the future land use plans developed by each city is essential when planning future regional trails. Both cities are changing, and the current land use may change in the future. The trail alignment should account for these changes.

Much of the land between Cape Girardeau and Jackson is open farmland. However, each city continues to grow towards each other and expand into the farmland. The future land use plans show this development is uneven, with most of the new residential land being built on the north side of E. Jackson Blvd / Kingshighway.

The map below is a merged combination of Jackson's and Cape Girardeau's future land use plans. The colors used by each city are slightly different, but in general, the main land uses are represented by the following colors:

- Yellow = Residential
- Red = Commercial
- Purple = Industrial
- Light Green = Agricultural
- Dark Green = Parks & Open Space

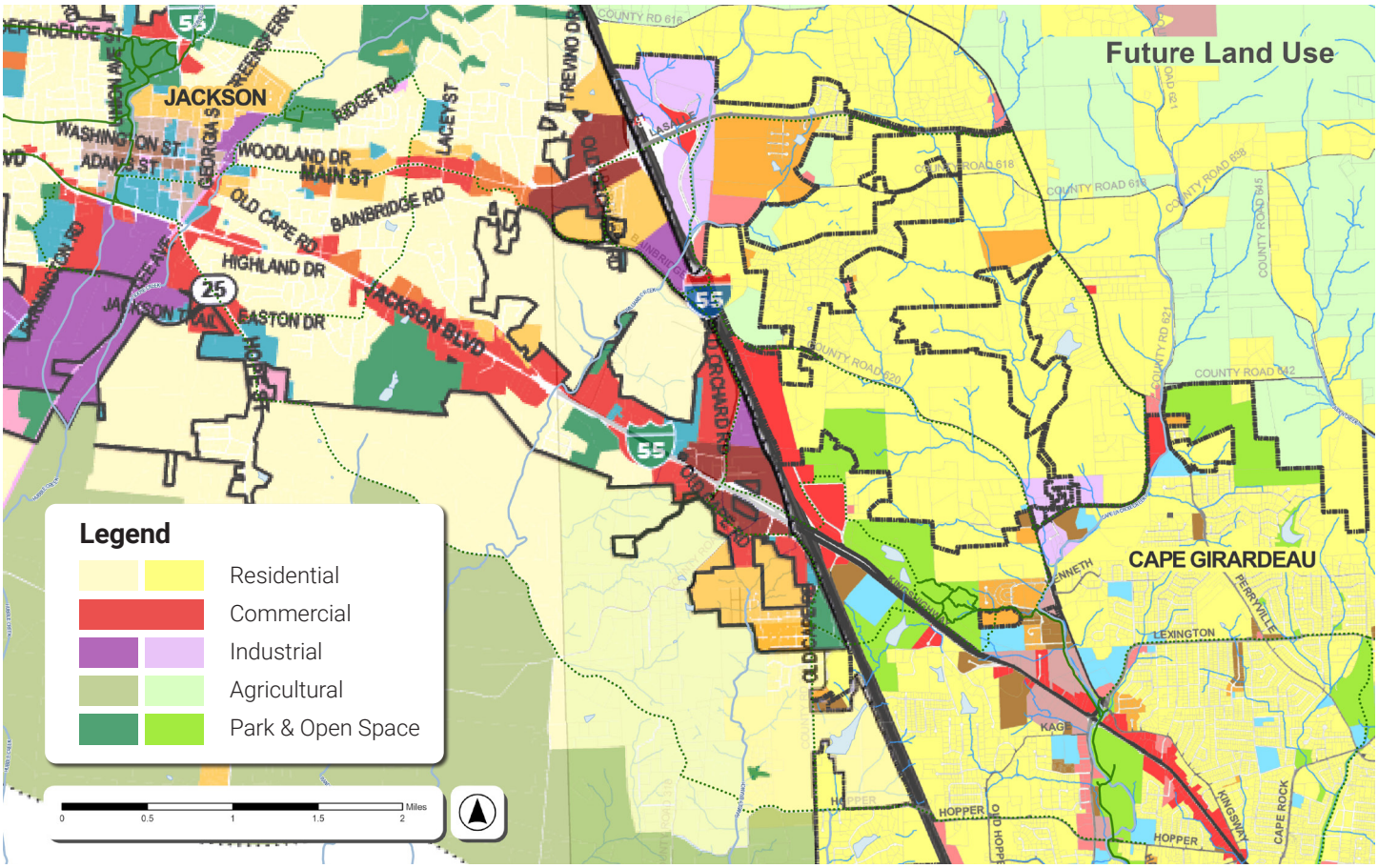


Figure 3.2 - Combined future land use map from the cities of Jackson and Cape Girardeau.

DATA COLLECTION

CURRENT CONDITIONS

RIVERS, CREEKS, AND FLOODWAYS

Identifying locations of rivers, creeks, and floodways was included in the data collection phase. The purpose of this inventory and analysis was to identify waterway areas that influence trail alignment corridors to either avoid or connect to. Based upon the analysis the waterways within the study area have limited potential impact to the alignment options in terms of flooding and limited value in terms of a potential east-west corridor to use for an alignment to connect Jackson and Cape Girardeau.

The USA Flood Hazard Areas show:

- The Floodway Location
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard

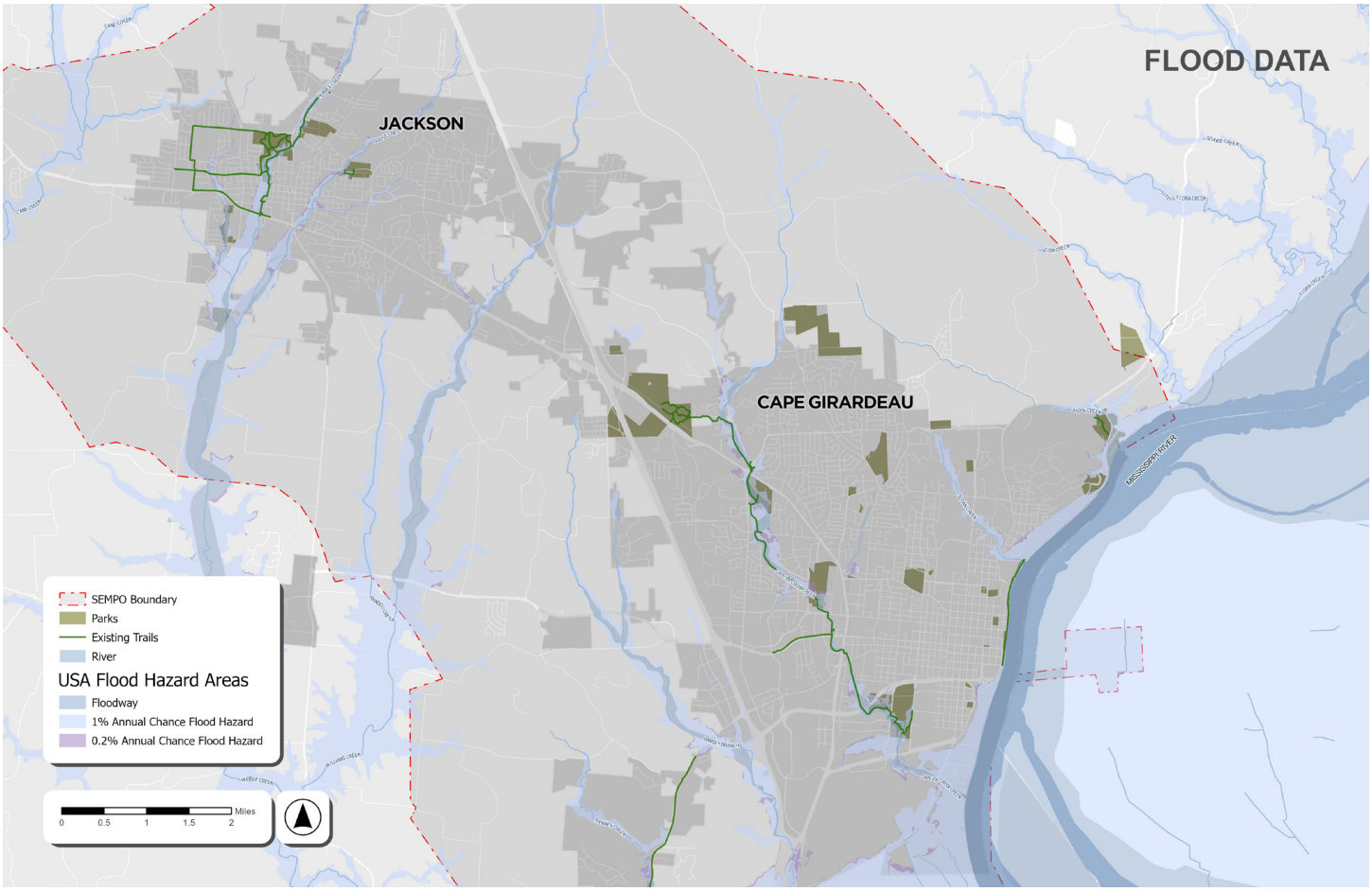


Figure 3.3 - Map of Rivers, Creeks , and Floodways within the study area.

DATA COLLECTION

CURRENT CONDITIONS

PARKS AND DESTINATIONS

Developing an inventory of destinations such as parks, schools, trails and other community assets is a key activity to assist with developing potential trail alignment corridors. One of the goals of the study is to make connections to destinations. Input from the public regarding preferred destinations is a valuable resource that was used to fine tune the inventory information gathered.

The Map of Parks and Destinations shows:

- Existing Schools
- Libraries
- Hospitals
- Shopping Destinations
- Museums and Nature Centers
- Parks
- Southeast Missouri State University
- Existing Trails

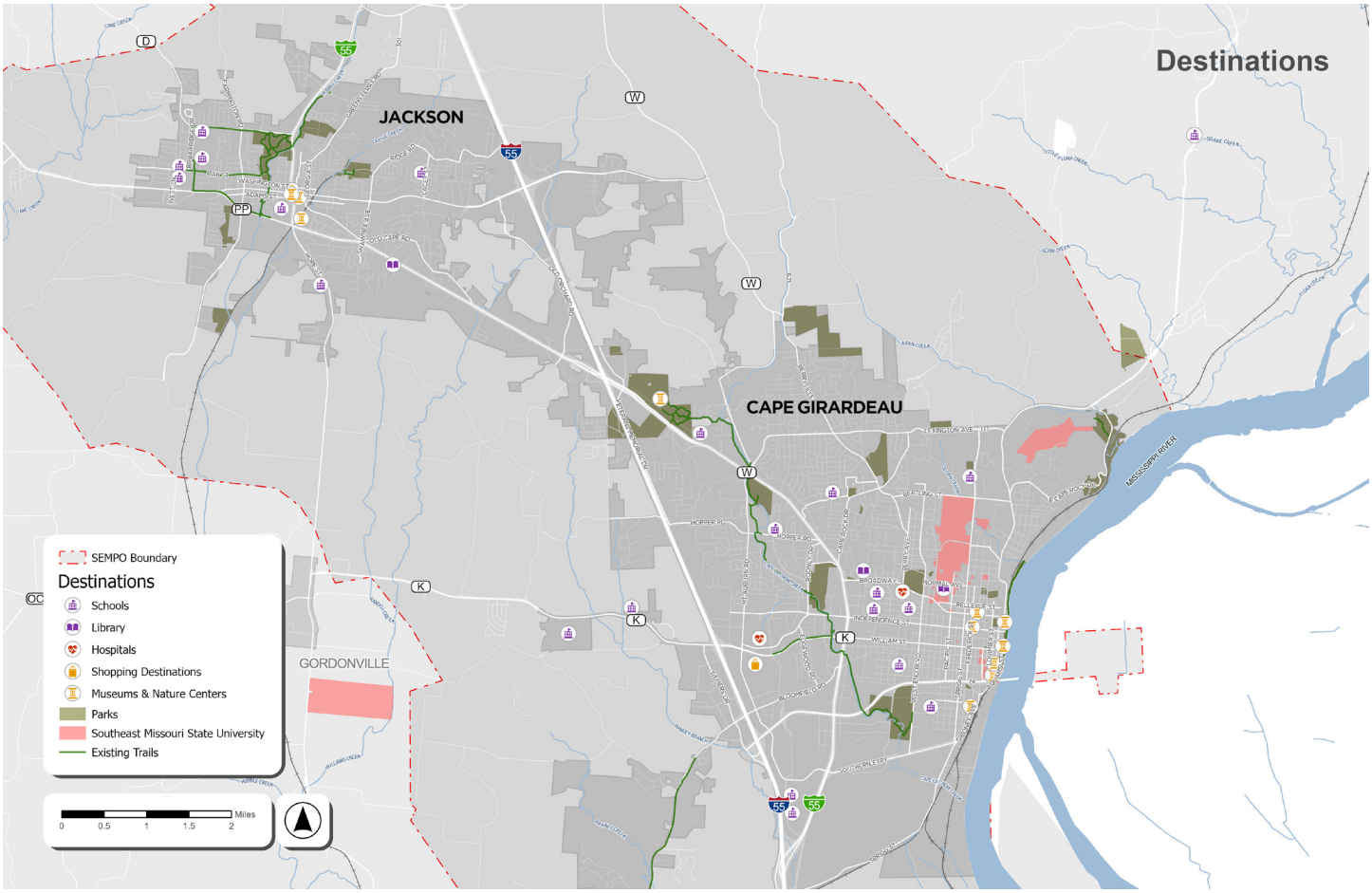


Figure 3.4 - Map of Destinations

DATA COLLECTION

CURRENT CONDITIONS

EXISTING AND PROPOSED TRAILS

An understanding of existing and proposed trails helps to guide decisions regarding new alignments. The map below is based upon available information in the 2018 Regional Bicycle and Pedestrian plan and investigations completed by the planning team.

The Map of Existing and Proposed Trails shows:

- Existing Trails
- Proposed Trails from 2018 SEMPO Regional Bicycle and Pedestrian Plan
- Parks

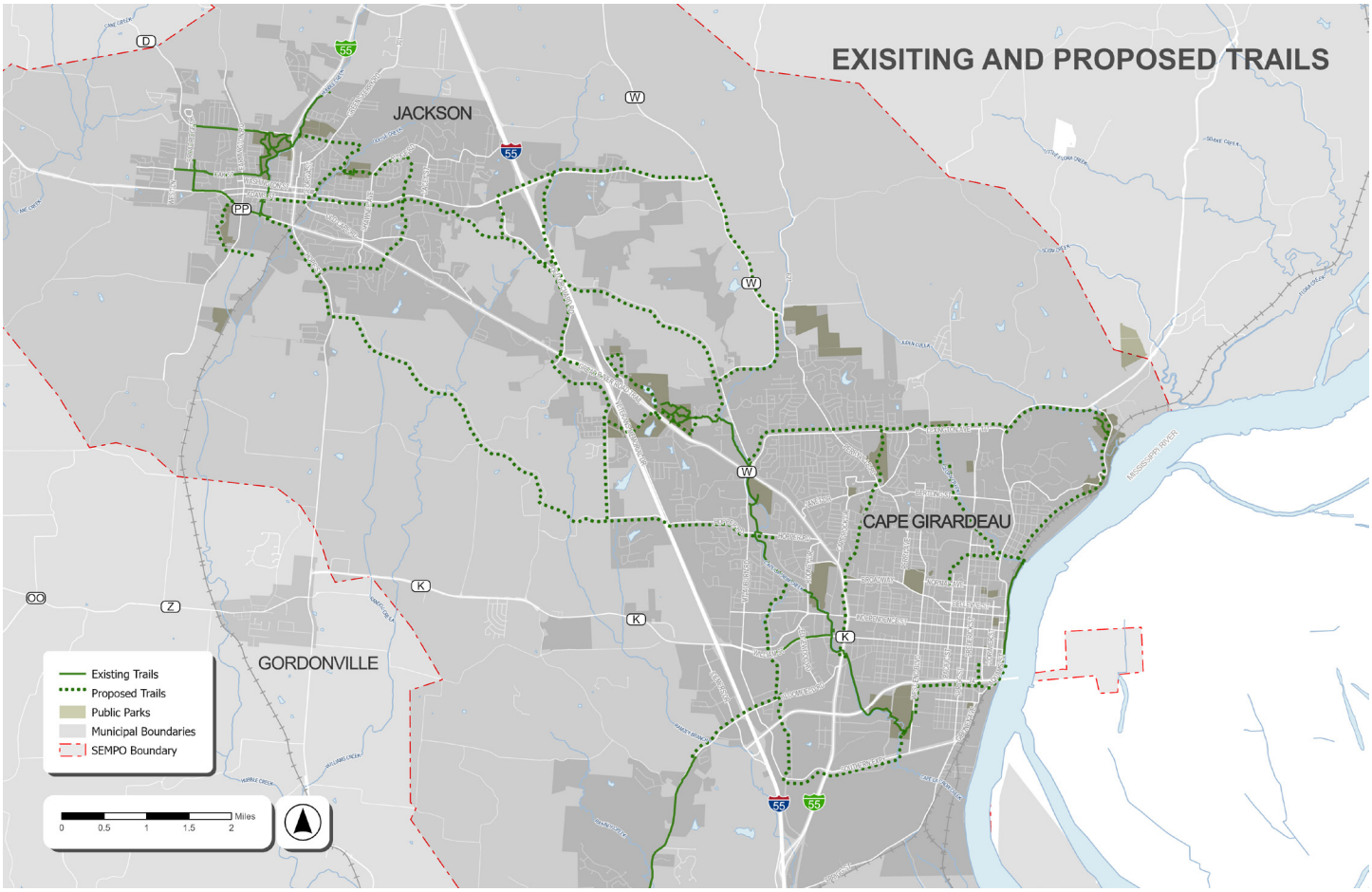


Figure 3.5 - Map of Existing and Proposed Trails

DATA COLLECTION

CURRENT CONDITIONS

POPULATION DENSITY

The population density information gathered as part of the data collection activities help with guiding decisions for alignments by furthering the understanding of where there are larger pools of people in an area and population growth areas. Trails developed in more populated and growing areas of communities are more likely to be used. In the SEMPO study area the areas north and east of HWY 55 have higher population density and growth.

The Map of Population Density includes:

- SEMPO boundary
- Parks
- Existing Trails
- Population Density Measured From Low Density to High Density

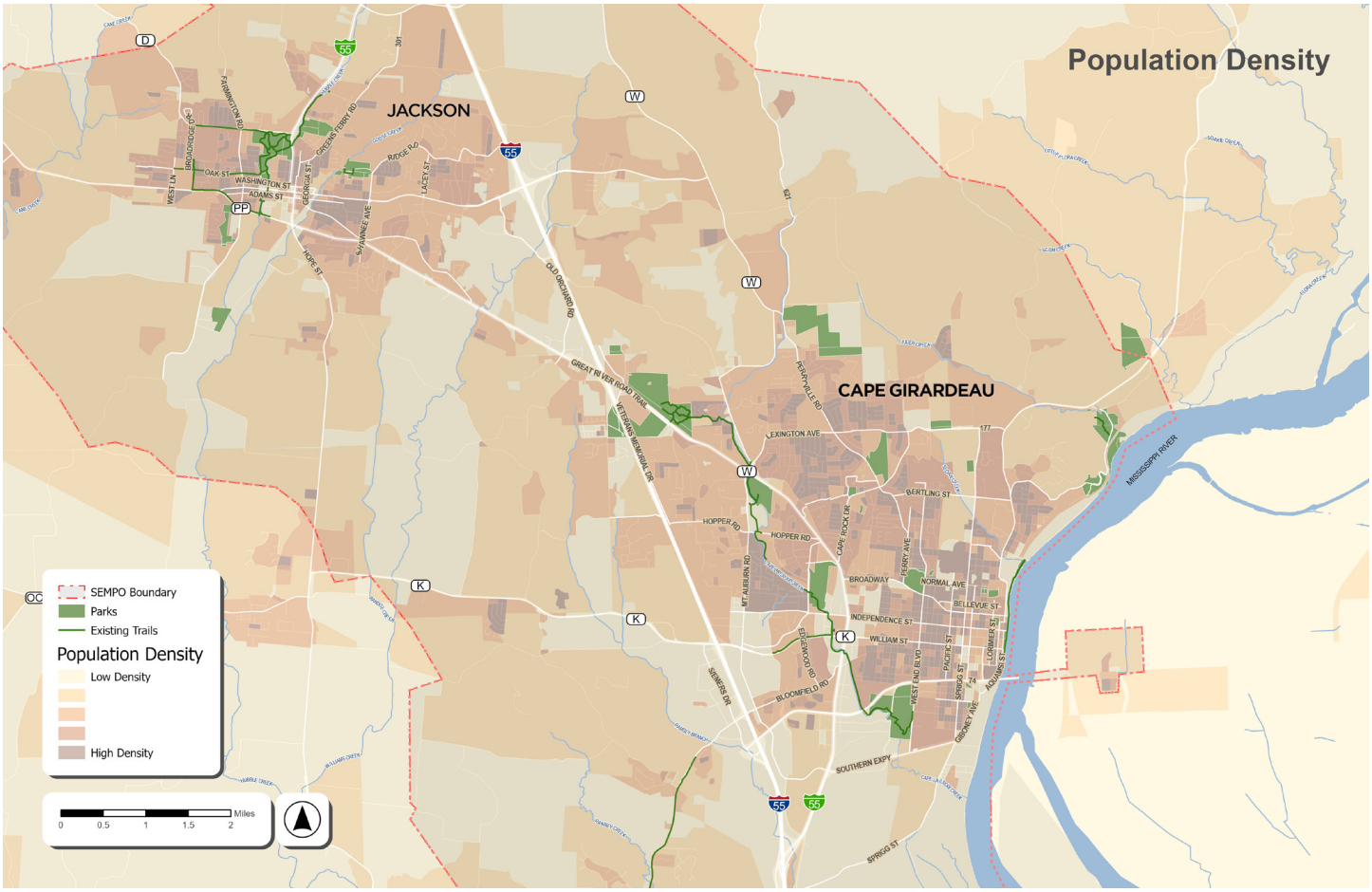


Figure 3.6 - Map of Population Density

DATA COLLECTION

CURRENT CONDITIONS

TRAFFIC VOLUME

As part of the surface transportation system, trails inevitably intersect and often parallel the roadway network, creating the potential for conflict between trail users and motor vehicles. The presence of motor vehicle traffic at trail crossings and adjacent to sidepaths can influence trail user safety and comfort. As motor vehicle volumes increase, so too does the potential for conflict.

As the map below illustrates, many of the region's major arterials and collectors carry significant volumes of motor vehicle traffic. Major multi-lane arterials like Kingshighway St (US 61), East Jackson Blvd, and William St carry over 20,000 vehicles per day, creating challenging and stressful conditions for pedestrians and bicyclists crossing or traveling along these roads.

Other corridor that carry more than 10,000 vehicles per day include MO Route K, Shawnee Pkwy, Lexington Ave, Mt Auburn Rd, Siemers Dr, Hope St, and W Jackson Blvd.

While some of these high-volume corridors may have then potential to support parallel trail development, it will be important to integrate appropriate design features that promote safe and efficient movement and minimize potential conflict between roadway and trail users.

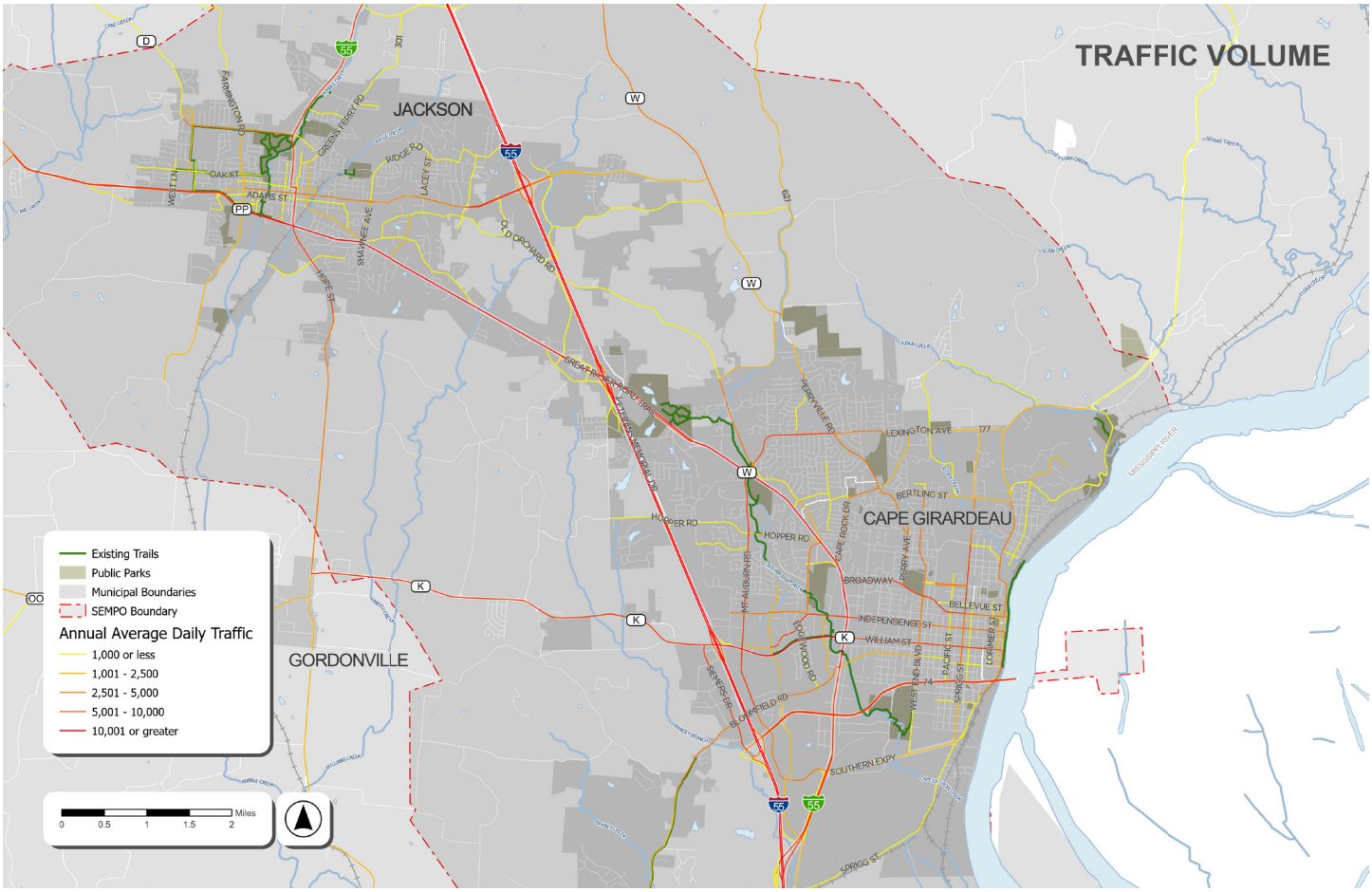


Figure 3.7 - Map of Daily Usage and Traffic Volume

DATA COLLECTION

CURRENT CONDITIONS

PEDESTRIAN AND BICYCLIST CRASHES

An evaluation of recent crash history involving people walking and bicycling can shed light on active travel patterns, risks, and crash trends. For this study, the project team explored a six-year period of crashes in the SEMPO Metropolitan Planning Area (MPA) to identify pedestrian- and bicyclist-involved crash trends and characteristics.

As the map below illustrates, the majority (81%) of the 123 pedestrian- and bicyclist-involved crashes that occurred in the MPA from 2018 through 2023 occurred in Cape Girardeau. Two fatal crashes occurred during this time period: one at the intersection of Lexington Ave and Abbey Rd involving a bicyclist, and one at the intersection of Shawnee Pkwy and Sprigg St. Both involving a pedestrian, both at night under dark conditions.

Compared to motor vehicle drivers and passengers, people walking and bicycling are more likely to be seriously injured or killed in a crash. KSI crashes, those that result in a fatality or serious injury, represent 26% of all pedestrian- and bicyclist-involved crashes from 2018 through 2023.

In contrast, as the SEMPO Comprehensive Safety Action Plan notes, KSI crashes represent less than 2% of all crashes that occurred in the region.

This crash data highlights the need for due care in the planning and design for active transportation facilities, particularly where these facilities interact with motor vehicle traffic.

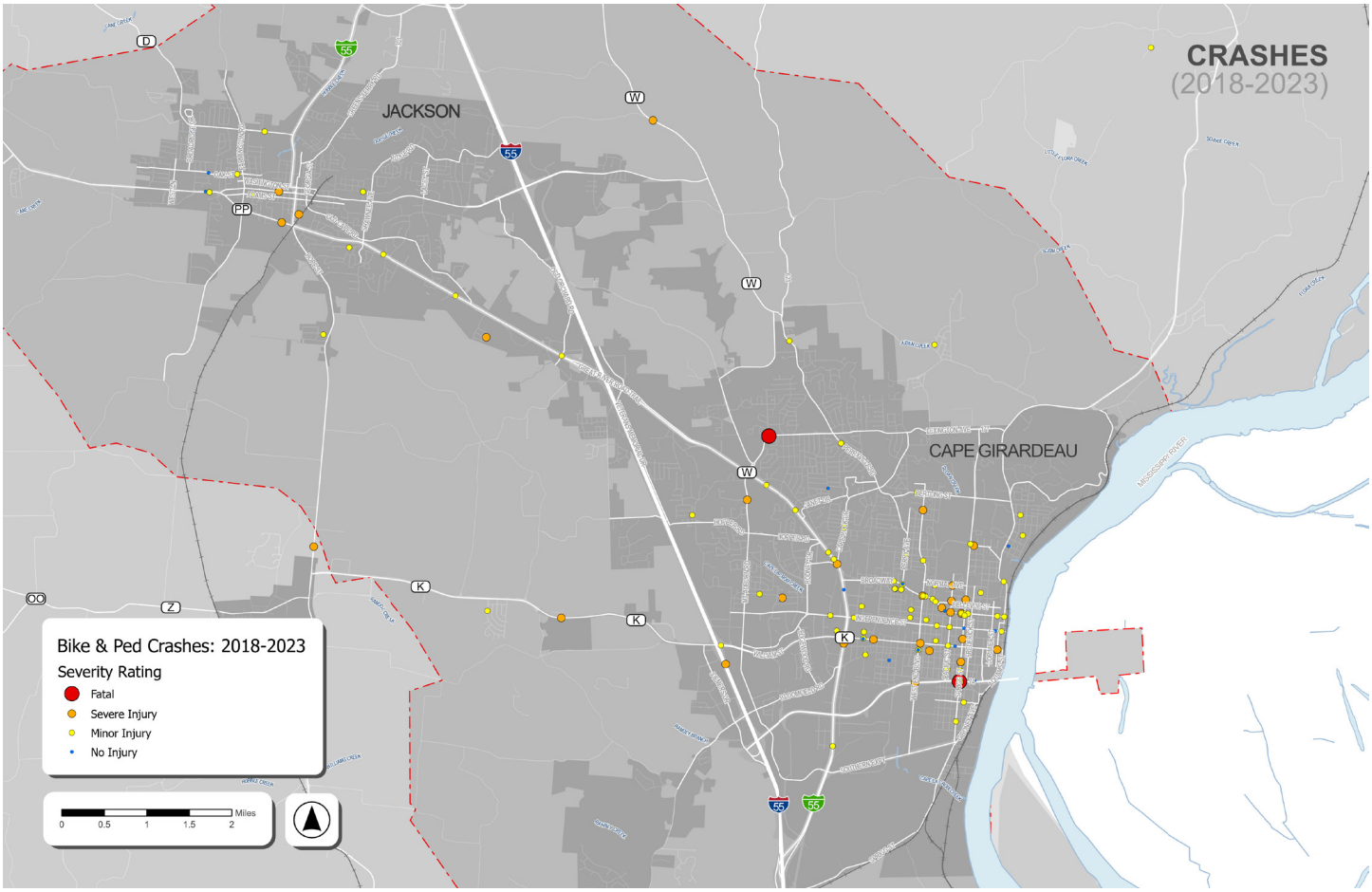


Figure 3.8 - Map of Daylight Incidents by Severity

DATA COLLECTION

CURRENT CONDITIONS PUBLIC ENGAGEMENT SURVEY

228

RESPONSES

Survey From (06/17/2024-08/19/2024)

Community outreach using an online survey played a big role in helping the planning team understand how the public uses the existing trail system and what they like and dislike about it. This information helped guide the team in analyzing each potential corridor.

47% **USE THE TRAILS SOLO**

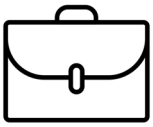
34% VISIT TRAILS WITH FAMILY

19% VISIT TRAILS WITH FRIENDS

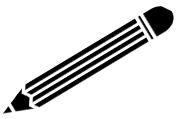
WHY DO YOU VISIT TRAILS?

Exercise.....65%

Enjoy The Outdoors.....16%



Travel To Work 5%



Travel To School.....1%

Travel to Parks and Recreational Facilities 3%

TRAIL DISTANCE (ROUNDTRIP)

<1 MILE	1 - 5 MILE	6 - 10 MILE	11 - 20 MILE	>20 MILE
2%	61%	21%	10%	6%

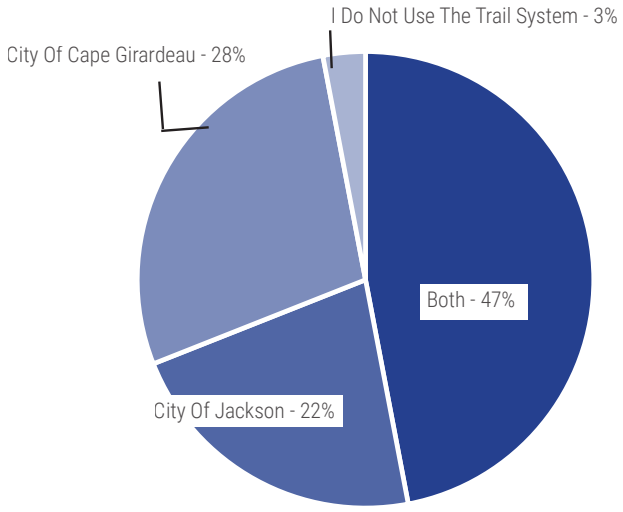
WHERE DO YOU LIVE?

City Of Cape Girardeau	36%
City Of Jackson	44%
Unincorporated Cape Girardeau County	21%

DATA COLLECTION

CURRENT CONDITIONS PUBLIC ENGAGEMENT SURVEY

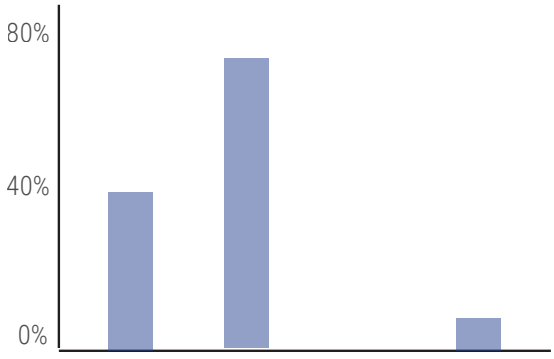
TOP TRAILS USED



AGE GROUPS PER HOUSEHOLD

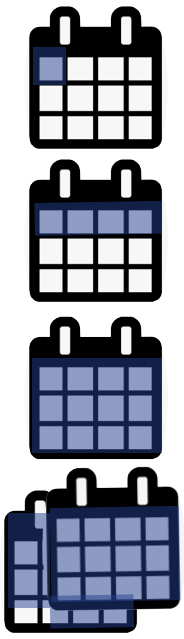
12 and under	20%
13 - 19	15%
20 - 29	16%
30 - 39	17%
40 - 49	29%
50 - 59	26%
60 - 69	26%
70 +	12%

HOW DO YOU ACCESS TRAILS?



Directly from my Neighborhood	40%
Drive	72%
Public Transit	0%
Other Please Specify	6%

HOW OFTEN DO YOU VISIT TRAILS?



Daily.....56%

A Few Times A Week.....51%

A Few Times A Month.....15%

A Few Times A Year.....4%

Other.....4%

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TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS AND ANALYSIS

CORRIDOR DEVELOPMENT

The Trail Corridor Options and Analysis step involved assessing the data gathered in the previous stage to develop multiple potential trail corridors. Each corridor was then analyzed using an evaluation matrix to evaluate and compare it to the others.

DESTINATION ROUTE DEVELOPMENT

The primary goal of this study is to connect the cities of Jackson and Cape Girardeau. This connecting trail should expand the existing trail network. As a result, existing trails in each city serve as the endpoints for each potential option.

CAPE GIRARDEAU

Cape Girardeau's longest and most popular trail is the Cape La Croix Trail, which runs North/South along the Cape La Croix Creek. It is over five miles in length and directly runs through city, county, and state park and conservation areas. The trail also connects to a community center, nature center, bicycle shop, and several commercial corridors across the city.

Connecting the new trail to the Cape La Croix Trail is the most logical endpoint in the city and would significantly increase the value of the whole system.

Figure 4.1 - Image of users on the Cape La Croix Trail

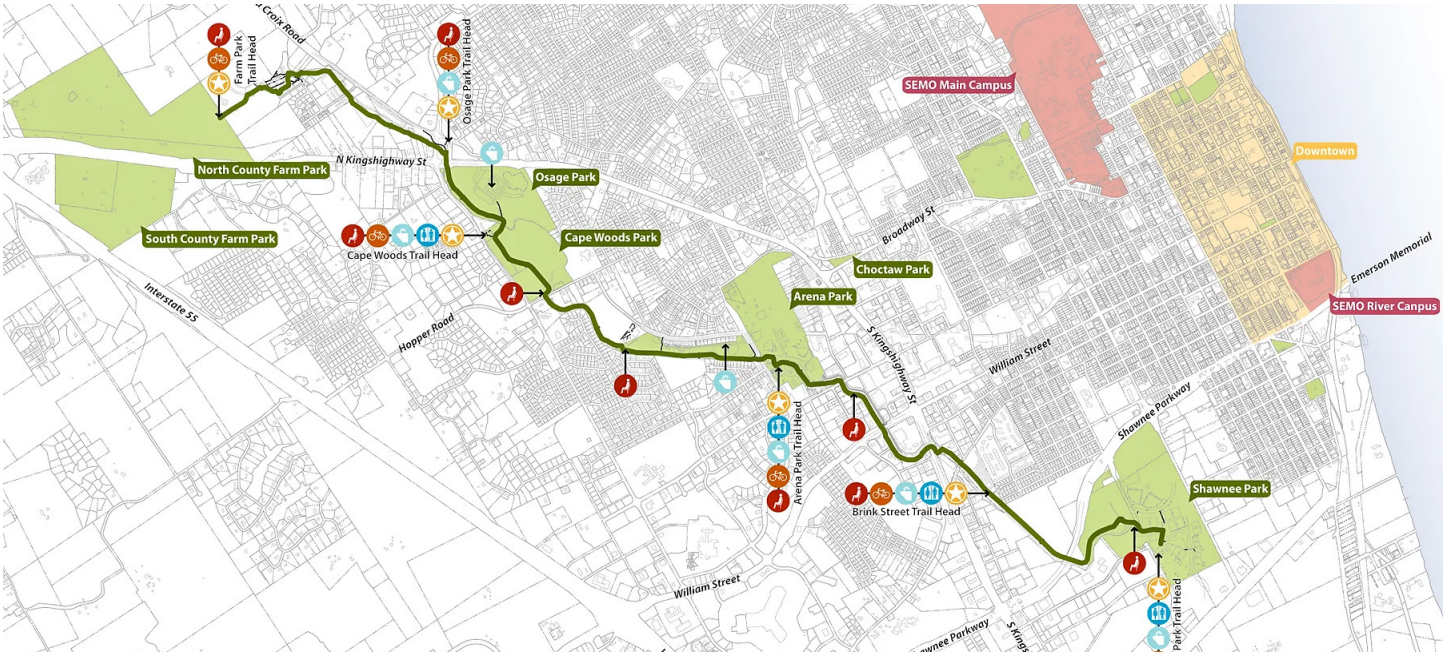


Figure 4.2 - Map of the Cape La Croix Trail in Cape Girardeau.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

CORRIDOR DEVELOPMENT

CITY OF JACKSON

Jackson's trail network is built around the Hubble Creek Trail, which runs most of the city's length from W Jackson Blvd in the south to Deerwood Drive in the North. Several other trails branch off along the way, including at Oak St., Jackson City Park, and Brookside Park.

Due to the steep hill in Jackson's city center and preexisting urban development, the most accessible connection from Cape Girardeau into Jackson's existing trail network is connecting to the W Jackson Boulevard multi-use path near Hope Street.

CROSSING I-55

I-55 is the most significant barrier separating the two cities, and all reasonable trail crossing options need to use one of the five existing crossings shown in Figure 4.4 below. While utilizing one of these crossings will be expensive, trying to build an entirely new crossing location was found to be too costly and impractical.

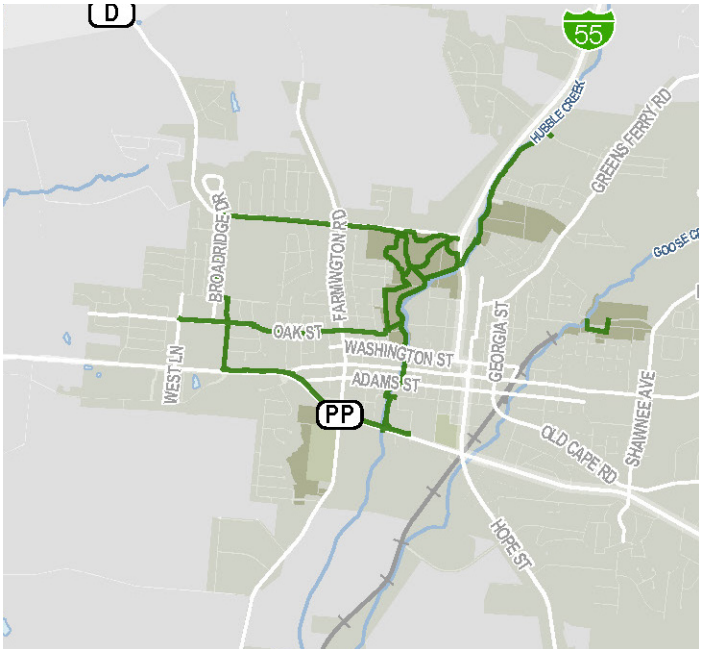


Figure 4.3 - Map of the current trails in Jackson

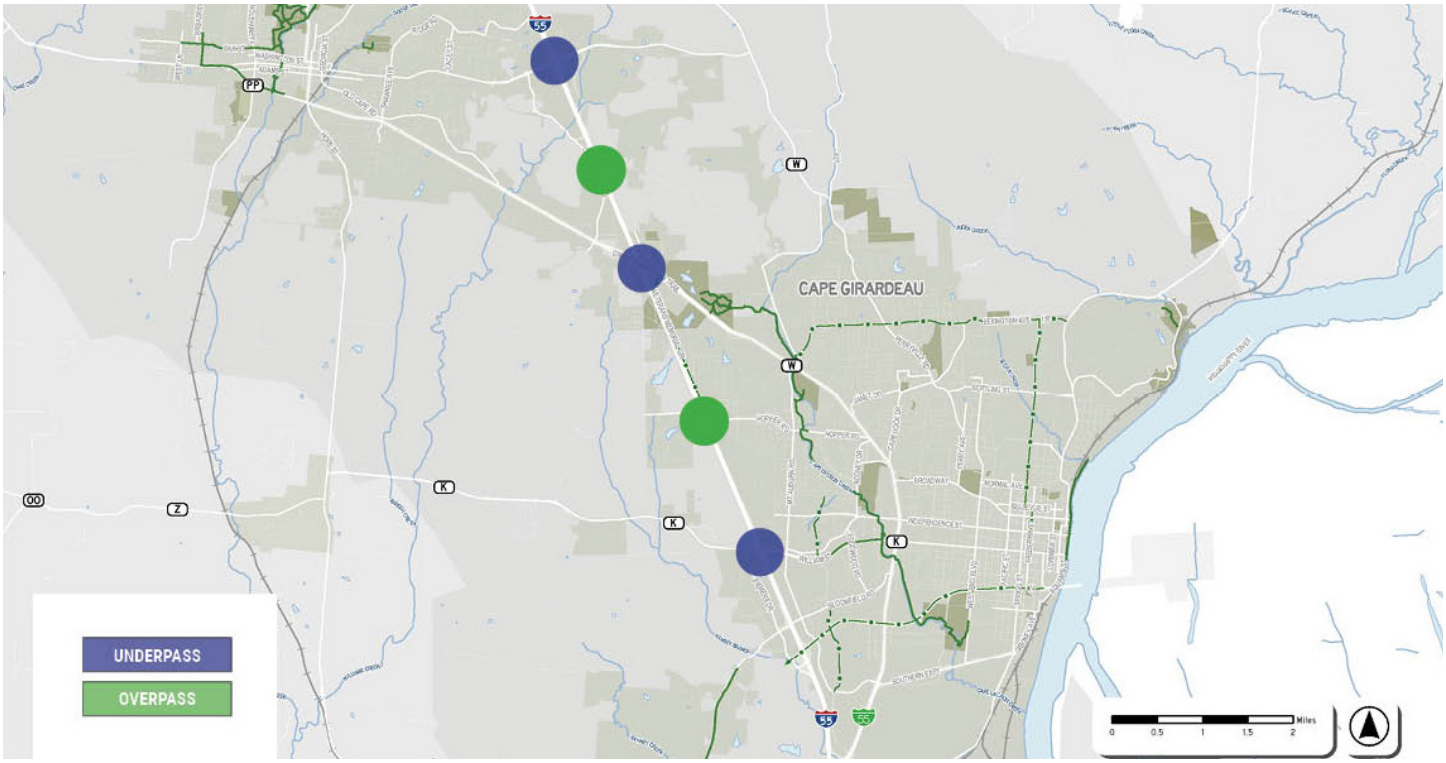


Figure 4.4 - Map showing the five current crossings of I-55.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS

The planning team gathered all the information from the data collection stage and developed three potential trail alignment options. These alignments start and end at the Cape La Croix Trail in Cape Girardeau and the W Jackson Blvd. multi-use path. Each alignment follows different road corridors and crosses I-55 at different locations.

North Alignment
In Cape Girardeau, the alignment branches off the Cape La Croix Trail in Walden Park Village and follows the Cape La Croix Creek north along Boutin Dr. and County Rd. 621. It then turns west and follows 618, Highway W, and Lasalle Avenue. Passing under I-55, it continues westward on E Main Street to Goose Creek. After following the railroad corridor, it connects to the W Jackson Blvd. multi-use path just west of S Hope Street.

Middle Alignment
In Cape Girardeau, the alignment starts in the same location as the north alignment but follows County Rd. 620 north. At 306, it crosses over I-55 and continues west along Old Orchard Rd and Bainbridge Rd. From there, it skips over to E Main St. and then continues on the same path as the north alignment to the W Jackson Blvd. multi-use path.

Refer to the Trail Recommendations and Implementation section of this report for more information on the Middle Alternate Alignment.

South Alignment
In Cape Girardeau, this alignment branches off the Cape La Croix Trail further south at the Cape Woods Conservation Area. It follows Hopper Rd. west, bridging across I-55, and continues along County roads 314 and 318 until it reaches S Hope St in Jackson. From there, the corridor turns north and joins up with the W Jackson Blvd. multi-use path.

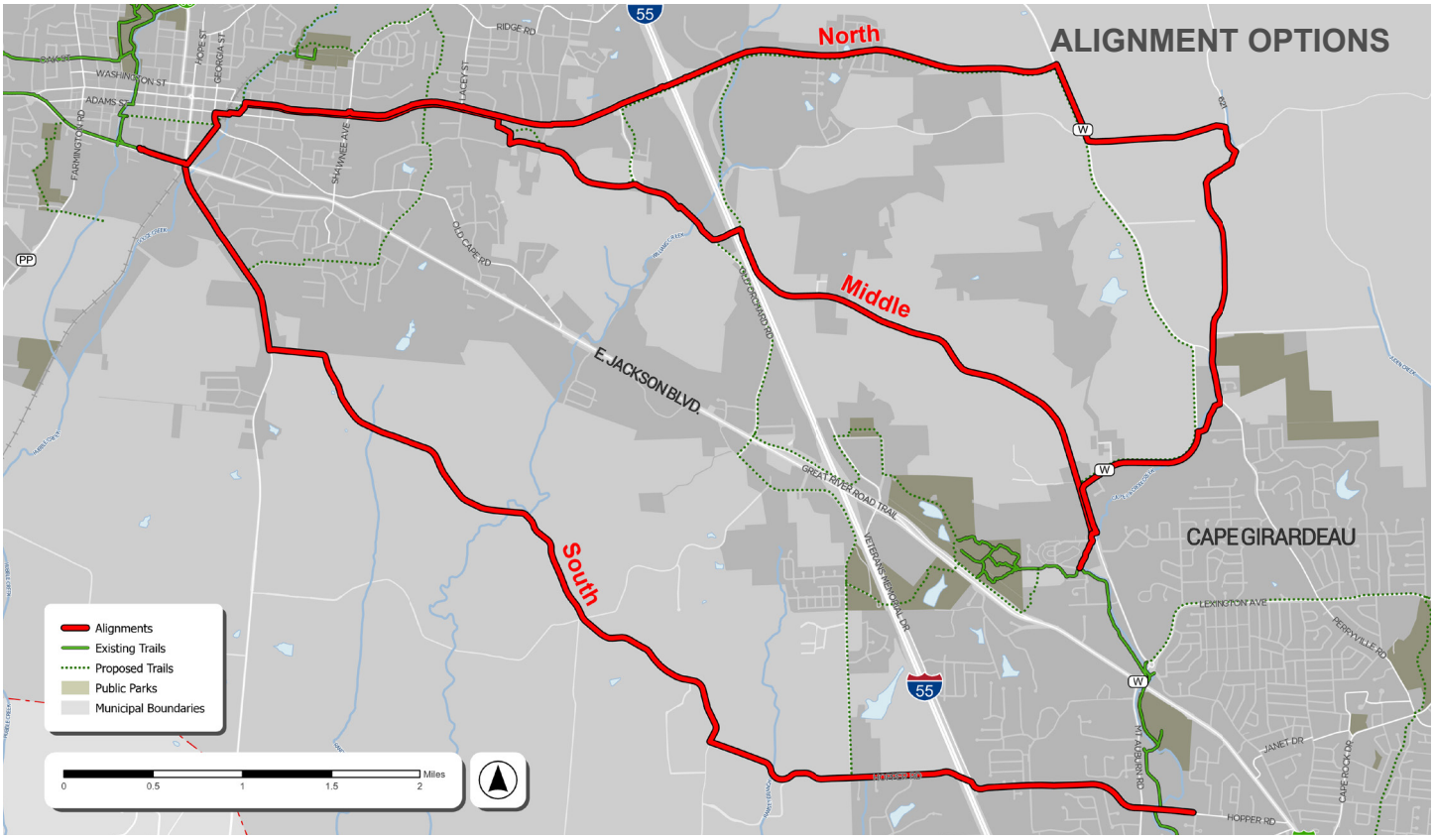


Figure 4.5 - Map showing the three trail alignment options developed to connect Cape Girardeau and Jackson.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - NORTH ALIGNMENT

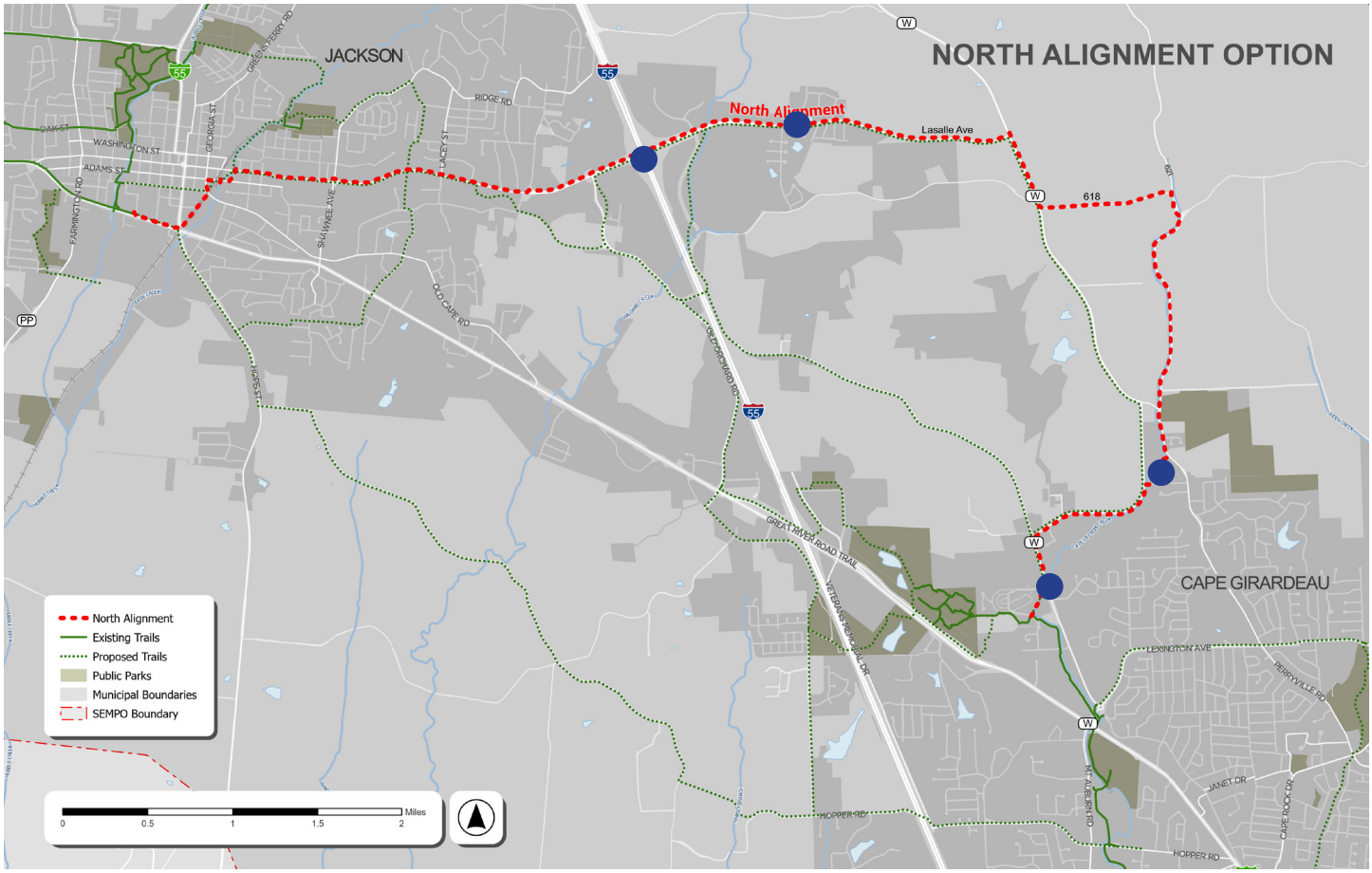


Figure 4.6 - Image of the North Alignment option

The North Alignment is the longest of the three options. However, it is the only alignment that partly runs near a stream corridor and has the fewest steep slope segments. This option also passes by more residential areas than the other two options.

Alignment Statistics:

Total length: 10.0 miles long

Adjacent to 111 parcels

- 55 Residential Land Use
- 26 Agricultural Land Use
- 19 Commercial Land Use
- 11 Institutional (Exempt)

Crossings/Bridges (3 total)

- 2 new bridges, 1 use existing bridge
- At-Grade Roadway Crossings (26 total – 2.6 crossings per mile)

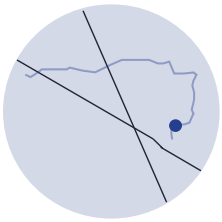
6 Current/Future Signalized Intersections

- 16 Stop-controlled side street crossings
- 1 Roundabout
- 3 Midblock

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - NORTH ALIGNMENT

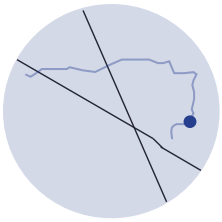
Figure 4.7 - Image of Cape La Croix Rd. bridge over Cape La Croix Creek.



Cape La Croix Creek and Cape La Croix Road:

As the north alignment exits the Walden Park neighborhood and follows the Cape La Croix Creek, it should cross the road by passing under the Cape La Ca Croix Road bridge. There is more than enough space under the bridge for a trail, and this will help avoid conflicts between trail users and vehicles.

Figure 4.8 - Image of Cape La Croix Creek near The Landing Point RV Park and Perryville Road.



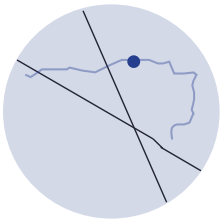
Cape La Croix Creek & The Landing Point RV Park:

When the Cape La Croix Creek nears Perryville Rd, a large hill rises on the south, and a side tributary feeds into it. The trail needs to cross the creek in this area, leaving two potential options. One is for the trail to stay close to The Landing Point RV Park and cross over to Perryville Rd north of the creek confluence. The other option is to cross earlier and run up and over the hill, closer to the Hanover Lutheran Church.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - NORTH ALIGNMENT

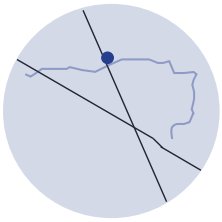
Figure 4.9 - Image of Lasalle Ave looking east near Orange Bowl Dr.



Lasalle Ave near Orange Bowl Dr.

Lasalle Avenue is a faster and potentially busier road than most routes. However, many residential neighborhoods are being built along it, adding more users to any future trail. There is also a lot of ROW space on each side of the road to easily accommodate a new multi-use trail.

Figure 4.10 - Image of I-55 underpass crossing for Lasalle Ave./E Main St.



I-55 Crossing Lasalle Ave./E Main St.

The I-55 underpass crossing for Lasalle Ave./E Main St. is the easiest and cheapest of the three corridor options. The concrete embankment can be cut back on the north side of the bridge columns, and a new retaining wall is added to make space for the trail.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - MIDDLE ALIGNMENT

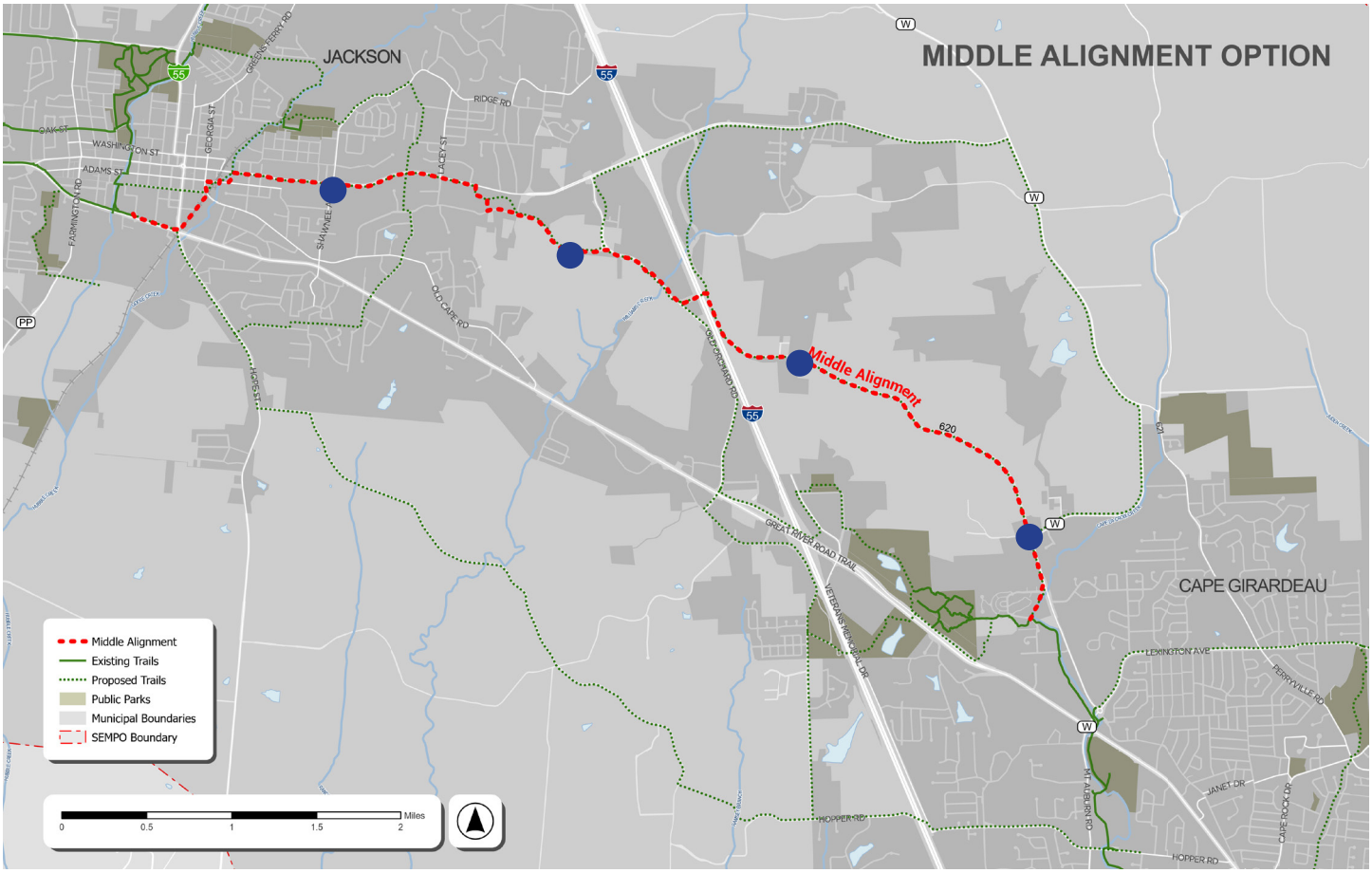


Figure 4.11 - Map of Middle Alignment Option

The Middle Alignment is the shortest of the three options. On the east side of I-55, the alignment passes through more rural land use, while on the west side towards Jackson, the land use transitions to more suburban development.

Alignment Statistics:

Total length: 7.12 miles

Adjacent to 43 parcels

- 26 Residential Land Use
- 10 Agricultural Land Use
- 2 Commercial Land Use
- 5 Institutional (Exempt)

Crossings/Bridges (5 total)

- 1 New structure over I-55 adjacent to County Road 306
- 2 stream crossings in Cape La Croix Watershed
- 1 stream crossing on Old Orchard
- 1 stream crossing on Bainbridge Rd

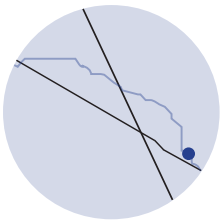
At-Grade Roadway Crossings (20 total – 2.8 crossings per mile)

- 3 Signalized Intersections
- 11 Stop-controlled side street crossings
- 1 Roundabout
- 5 Mid-block

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - MIDDLE ALIGNMENT

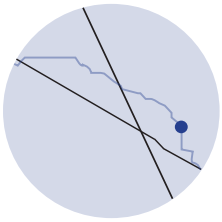
Figure 4.12 - Image of natural areas in Walden Park Village



Walden Park Village

Both the North and Middle Alignments connect to the same location of the Cape La Croix Trail in Walden Park Village. The new trail branches off near the neighborhood clubhouse on the east side of the stormwater pond. From there, it travels north to Cape La Croix Road.

Figure 4.13 - County Rd 620



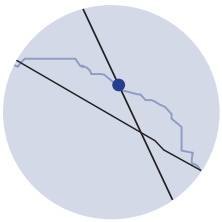
County Rd 620

The Middle Alignment travels north along the west side of County Road 620, passing by farms and large residential estates. In some locations, small bridges or culverts are needed to cross over a drainage channel that crisscrosses the road a few times.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - MIDDLE ALIGNMENT

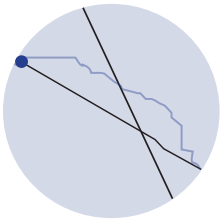
Figure 4.14 - County Rd 306 and I-55 Crossing



County Rd 306 and I-55 Crossing

The alignment crosses I-55 using the County Rd 306 bridge. This narrow bridge is still in good condition and will likely not be upgraded by MODOT for a long time. Since there is no space on the existing bridge for the trail, a parallel span is likely needed for the trail to cross at this location.

Figure 4.15 - W Jackson Blvd & S Hope St. Intersection



W Jackson Blvd & S Hope St. Intersection

Both the North and Middle Alignments approach the W Jackson Blvd and S Hope St intersection from the north side. This side of the intersection is easier to work with since it already has existing pedestrian crossing facilities that only need minor upgrades. In addition, the trail passes by the nearby St Louis Iron Mountain & Southern railway station, a local historic tourist destination. This railway station is an excellent location for a trailhead and would benefit both facilities.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - SOUTH ALIGNMENT

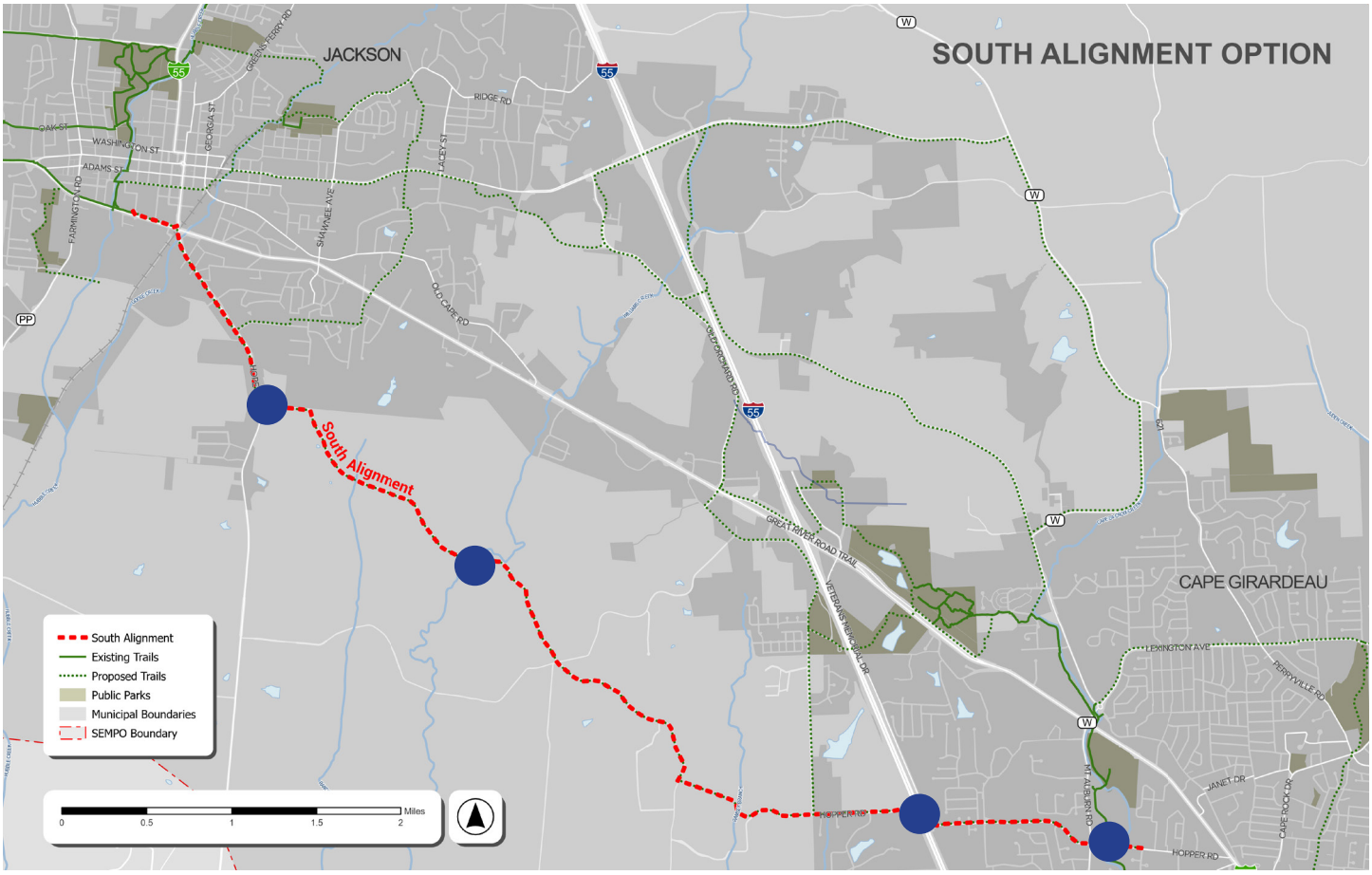


Figure 4.16 - Map of South Alignment Corridors

The South Alignment connects to a different location further south on the Cape La Croix Trail than the other two options. From there, more than half the corridor runs on rural roads surrounded by rolling farmland. Of the three options, this one feels the most remote and furthest removed from where people live and travel.

Alignment Statistics:

Total length: 8.01 miles long

Adjacent to 95 parcels

- 46 Residential Land Use
- 33 Agricultural Land Use
- 8 Commercial Land Use
- 6 Institutional (Exempt)
- 2 (No Data)

Crossings/Bridges (5 total)

- 1 New structure over I-55 adjacent to County Road 314 (Hopper Rd)
- 1 Stream crossings over Ramsey Branch between Dena Ln and County Rd 314 (Bridge)
- 1 Stream crossing over Williams Creek (Bridge)
- 1 Stream crossing over Randol Creek (Small Box Culvert)
- 1 Stream crossing over Goose Creek @ S Hope and W Jackson Blvd intersection (Bridge)

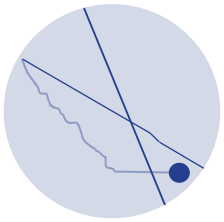
At-Grade Roadway Crossings (20 total – 2.5 crossings per mile)

- 3 Signalized Intersections
- 16 Stop-controlled side street crossings
- 1 Midblock

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - SOUTH ALIGNMENT

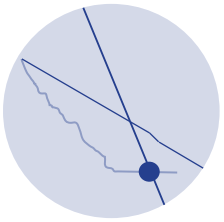
Figure 4.17 - Image of County Rd 318 & Williams Creek



Hopper Rd & Cape La Croix Trail

The South Alignment connects to the Cape La Croix Trail at Hopper Rd, next to the Cape Woods Conservation Area and Clippard Elementary School. An existing accessible path runs from Hopper Rd down to the Cape La Croix Trail. In addition, The Hopper Road bridge over the Cape La Croix Creek is wide and can accommodate a new multi-use path.

Figure 4.18 - Image of Hopper Rd (County Rd 314) & Hwy 55 crossing



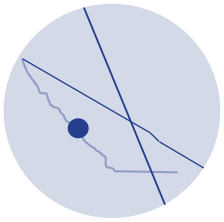
Hopper Rd (County Rd 314) & I-55 crossing

The South Alignment uses the Hopper Rd bridge to cross I-55. Because of its length and need for its own bridge, this is the most expensive of the three alignment I-55 crossings. The existing bridge is narrow and cannot accommodate the extra trail width. Due to its poor condition, MoDOT expects to replace the road deck in about 10 years.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS - SOUTH ALIGNMENT

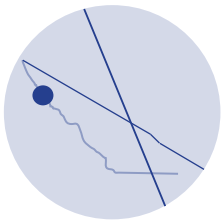
Figure 4.19 - Image of Country Road 318 bridge over Williams Creek



Country Road 318 & Williams Creek

On County Road 318, the trail crosses several creeks, the largest of which is Williams Creek. The existing road bridges on all these crossings are narrow and cannot accommodate the trail. New pedestrian bridges will need to be constructed for each of these crossings.

Figure 4.20 - Image of S Hope St. and Country Rd 318 intersection



S Hope St. and Country Rd 318

Cars on S Hope St drive very fast. The intersection crossing with County Road 318 has limited sight distances, which require special design considerations for trail users to stay safe.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

TRAIL CORRIDOR OPTIONS

NORTH ALIGNMENT

Pros:

- Fewer steep slopes
- 1/3 of alignment is along stream corridor
- Easiest crossing of I-55 out of the 3 alignment options.
- Opportunity to incorporate trail development into future residential development.

Cons:

- Longer Route
- Numerous parcels potentially Impacted
- More at-grade crossings than other alignments

MIDDLE ALIGNMENT

Pros:

- Shortest route
- More connections to Jackson neighborhoods than South Alignment.
- Fewer right-of-way constraints/acquisition
- Fewer structures/stream crossings

Cons:

- New bridge to span I-55
- Several areas of steep slopes

SOUTH ALIGNMENT

Pros:

- Rural environment is beautiful and quieter
- Connected to the middle part of Cape Girardeau.

Cons:

- New bridge to span I-55
- Lots of steep slopes
- More crossings/stream crossings
- More right-of-way constraints/acquisition
- Alignment serves the smallest population

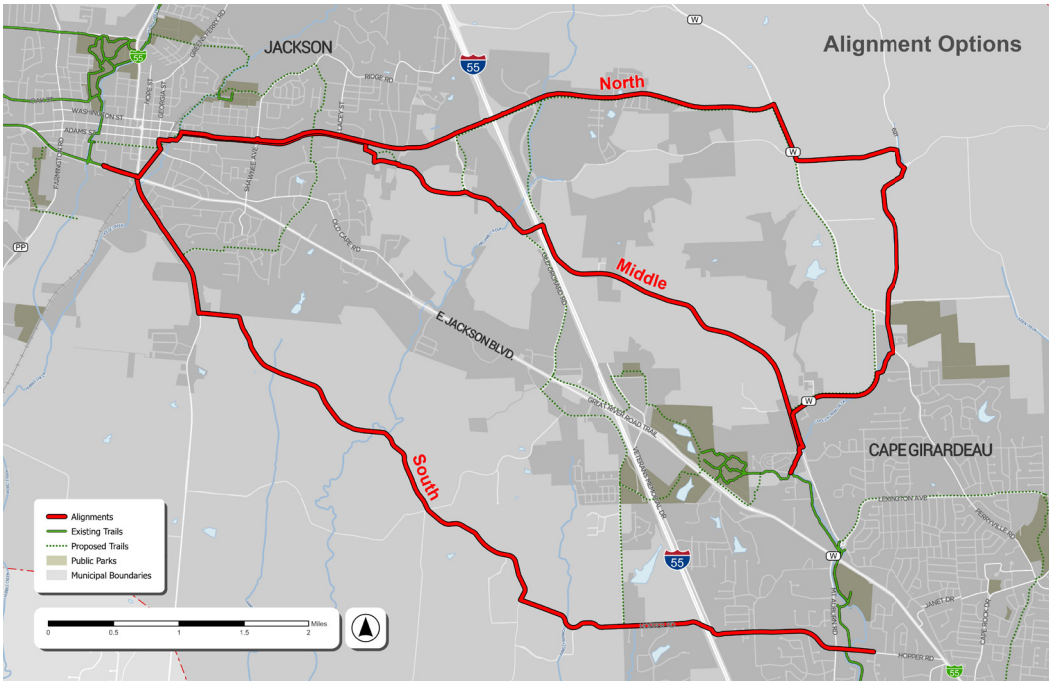


Figure 4.21 - Three Alignment Options

TRAIL CORRIDOR OPTIONS AND ANALYSIS

COMMUNITY OUTREACH

August Community Meetings

Public Meeting Locations:

- City of Cape Girardeau - Osage Center
- City of Jackson - Civic Center

At the first set of public meetings in August, the public was introduced to the project and given a summary of the data the design team collected to guide alignment development. The Middle and South Alignments were discussed, and the public shared their likes and dislikes regarding each option.

The public was asked several questions during the presentations about trail amenities and alignment options and provided the following feedback below:

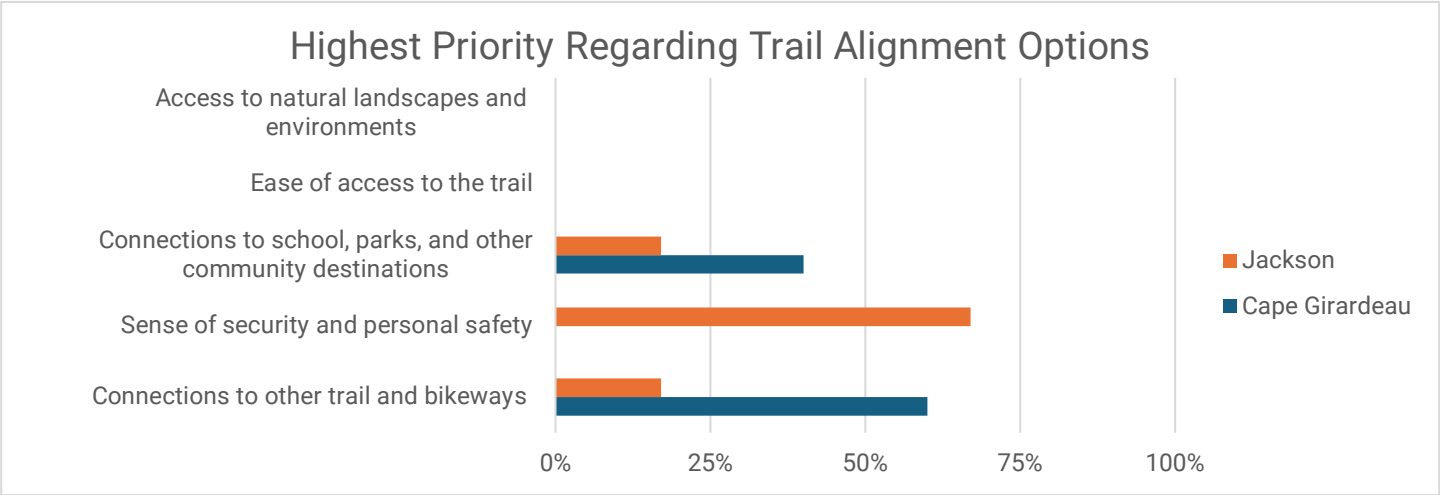
December Community Meetings

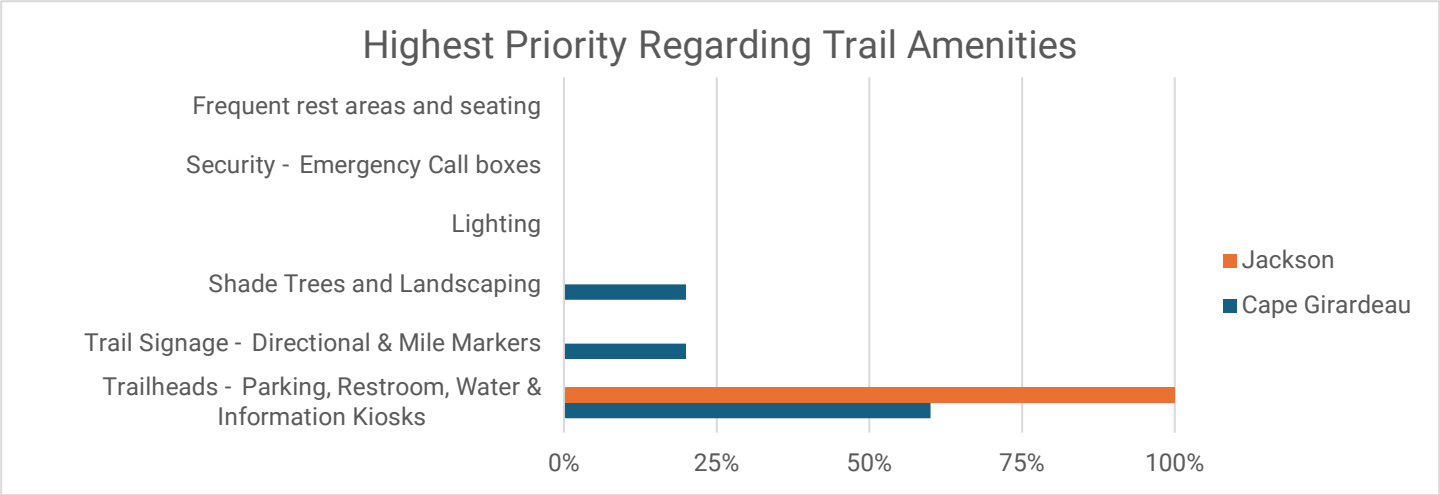
Public Meeting Locations:

- City of Cape Girardeau - Osage Center
- City of Jackson - Civic Center

In the December public meetings, the public was given a detailed explanation of all three alignment options. They were able to provide feedback on each option and also vote on their favorite alignment using green or blue dots on a board.

At the public meetings in Cape Girardeau and Jackson, the public voted for the North Alignment as their clear favorite.





TRAIL CORRIDOR OPTIONS AND ANALYSIS

COMMUNITY OUTREACH

Additional Community Input

May 2025 Public Comment Period

During the May 2025 public comment period, a draft version of this report was posted to the SEMPO website to gather feedback. Community input provided during this time proved valuable in refining the study, including a suggestion to modify the middle alignment to avoid the need for a pedestrian bridge over I-55. This alternative offers potential cost savings and implementation advantages while maintaining key connections. The merits of this alternative are further evaluated in the Trail Recommendations and Implementation section of this report.

Figure 4.22 - Image of Cape Girardeau Public Meeting

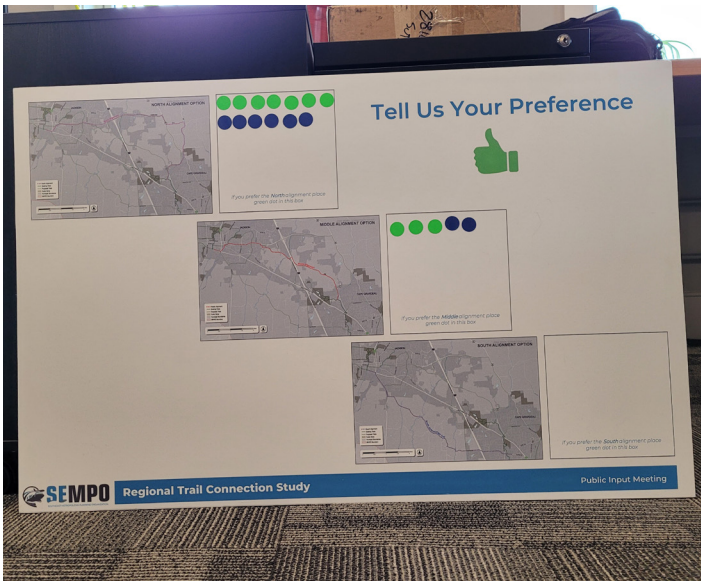


Figure 4.23 - Image of community preference for the three alignments from the community meetings

Figure 4.24 - Image of Jackson Public Meeting

TRAIL CORRIDOR OPTIONS AND ANALYSIS

EVALUATION MATRIX

During the analysis phase, the planning team worked to determine which corridor option was the best route. To help find the best option, a set of evaluation factors was created to compare each trail corridor. These factors fall under the broad categories of feasibility, user experience, community input, and projected cost. The evaluation factors are placed into a matrix so each corridor option can be easily compared against each other.

The following describes what each category and evaluation factor means and how they are rated.

Feasibility

Alignment and Length: Rates the total length of the trail created compared to other options. Shorter lengths are cheaper and easier to build than longer ones.

Land Acquisition and Easements: Rates on how much land or easements might be needed to build the trail. Needing to acquire land is costly and delays the project.

Structures (Bridges and Walls): Rates on how many structures, such as bridges and walls, the trail may need. Structures are expensive and make projects less feasible.

Operations and Maintenance: Rates for how much future maintenance a trail may need. A trail with many structures or regularly flooded will be more costly to operate over time.

User Experience

Connection to destinations: Rates on how many destinations, such as parks, schools, and commercial areas, a corridor may connect to. More people use trails that connect to more destinations and benefit the community more.

Connection to future and current residential: Rates on the trail's proximity to where potential users live. A regional trail system provides the most benefit when the public can easily access it from their homes without driving to a distant location.

Low Traffic and Crash Data: Rates on the corridor's general safety concerning potential conflicts with traffic and vehicles. Low-traffic roads also provide a better user experience for walking and riding along.

Creek Corridor: Rates a corridor on how much it travels alongside or across a creek corridor. Creeks often provide a desirable user experience with their views of the natural environment and easy-to-travel topography. The best trails in Cape Girardeau and Jackson are both along stream corridors.

Figure 4.25 - Structures, such as bridges and walls are expensive an affect project feasibility.

Figure 4.26 - Locating trails near residential makes it easy for people to use the trail.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

EVALUATION MATRIX

Compatible Topography: Rates a corridor on how much of it follows an accessible slope (<5%) that is easy for users of all abilities to travel on. Trails that are easy to travel along will attract the widest audience.

Trail Flow (Lack of Interruptions): Rates a corridor based on how far users can travel before stopping at an intersection or crossing. Trail users want to travel far without stopping, and the fewer the conflicts with vehicles, the safer the trail is.

Community Input

The community input rating is based on how much the community prefers each option. Regional trails are a significant investment that uses public and private funding to benefit the community. It is critical that the public supports and advocates for the project to help carry it through to completion. In this project, four public meetings allowed the public to review the trail corridor options and share their preferred routes.

Project Cost

The project cost rating is a basic representation of the expected costs for each corridor option compared to the others. Regional trails are planned, designed, engineered, built, operated, and maintained using taxpayer dollars supplemented by grants and donations. All trail development and maintenance must use these funds responsibly.

Figure 4.27 - Image of the public providing feedback on which corridor option they prefer.

Figure 4.28 - Image of a trail map kiosk showing the entire length of the Cape La Croix Trail.

TRAIL CORRIDOR OPTIONS AND ANALYSIS

EVALUATION MATRIX

The evaluation matrix is a comparison tool that displays the scores of different trail concepts side by side. At the top of the matrix, each trail corridor being evaluated is listed, while the leftmost column outlines the evaluation categories and specific factors. The matrix is filled in with scores for each trail corridor in their respective columns, with each evaluation factor's scores in rows.

This matrix was used during the planning process to help compare and prioritize the proposed trail corridor concepts outlined previously in the report. This evaluation provides valuable insights into which concepts offer the best connection between the two cities.

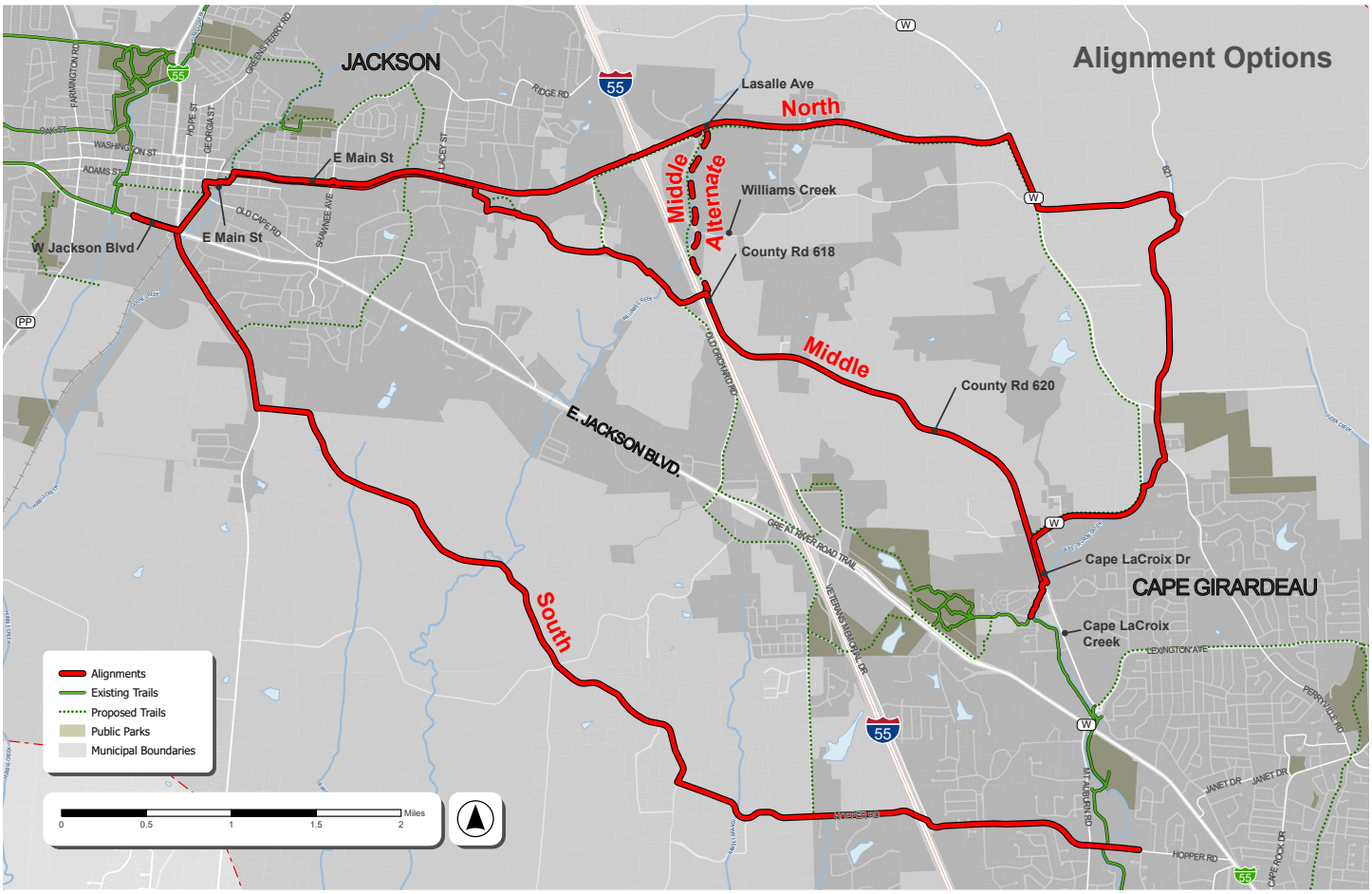


Figure 4.29 - Three Alignment Options

TRAIL CORRIDOR OPTIONS AND ANALYSIS

EVALUATION MATRIX

Matrix Summary

North Alignment
The North Alignment scored well on the evaluation matrix. No factors were rated "poor," only three were rated "average," and eight factors received a "good" rating.

The overall matrix rating of the North Alignment is similar to the Middle Alignment options. Those offer the potential for a better user experience that the public will enjoy more. In addition, the public indicated a preference for the North and Middle options at the second set of public meetings.

Middle Alternate Alignment
The alternate middle alignment option scored very well on the evaluation matrix. None of the factors were rated "poor." Two of the factors received an "average," and nine of the factors received a "good" rating. In addition, the estimated cost for this route would be lower than the other alignments due to its shorter corridor length and lack of a major structure.

Middle Alignment
The Middle Alignment scored well on the evaluation matrix. None of the factors were rated "poor." Four of the factors received an "average," and seven of the factors received a "good" rating. In addition, the estimated cost for this route would be a little lower than the other alignments due to its shorter length.

South Alignment
As we see in Figure 4.30 below, the South Alignment scored the worst. It scored poorly in five evaluation factors and average in three others. Only three of the factors received a good rating.

At the public meetings, this alignment received very few votes as the attendees' preferred route. This option also has the most difficult crossing of I-55, and most of the alignment is located far away from where many residents live.

Categories	Evaluation Factors	North	Middle Alt	Middle	South
Feasibility	Alignment Length	🟡	🟢	🟢	🟡
	Land Acquisition & Easements	🟡	🟡	🟡	🔴
	Structures (Bridges & Walls)	🟢	🟢	🟡	🟡
	Operations & Maintenance	🟢	🟢	🟢	🟢
User Experience	Connection to Destinations	🟢	🟢	🟢	🔴
	Connections to Current/Future Residential	🟢	🟢	🟢	🔴
	Low Traffic & Crash Data	🟡	🟢	🟢	🟢
	Creek Corridor	🟢	🟢	🟡	🟡
	Compatible Topography	🟢	🟡	🟡	🔴
	Trail Flow (Lack of Interruptions)	🟢	🟢	🟢	🟢
Community Input	Aligns with Community Preferences	🟢	🟢	🟢	🔴
Projected Cost	Cost Implications	$$$$	$$	$$$	$$$$

Figure 4.30 - Complete Corridor Evaluation Matrix

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

PREFERRED ALIGNMENTS

The Trail Recommendations and Implementation chapter provides a comprehensive overview of connecting Cape Girardeau and Jackson. It identifies preferences for the trail and provides an example of a phasing strategy. Additionally, the chapter outlines cost estimates and identifies potential funding sources and opportunities. It also offers design recommendations for the trail itself, alongside guidelines for ongoing maintenance and stewardship to ensure the trail remains safe and accessible for all users.

PREFFERED TRAIL ALIGNMENTS

The evaluation matrix demonstrates that the North and Middle Alignments are the preferred routes to connect Cape Girardeau and Jackson with a multi-use trail. The main strengths of these alignments include:

- Portions of both alignments are adjacent to creek corridors, which provides an enjoyable experience with comfortable slopes.
- The corridor follows a growing residential and commercial corridor for both cities (E Main Street/ Lasalle Avenue).
- Alignments include options that eliminate need to cross I-55 with a new pedestrian bridge
- North and Middle routes were preferred by the community.

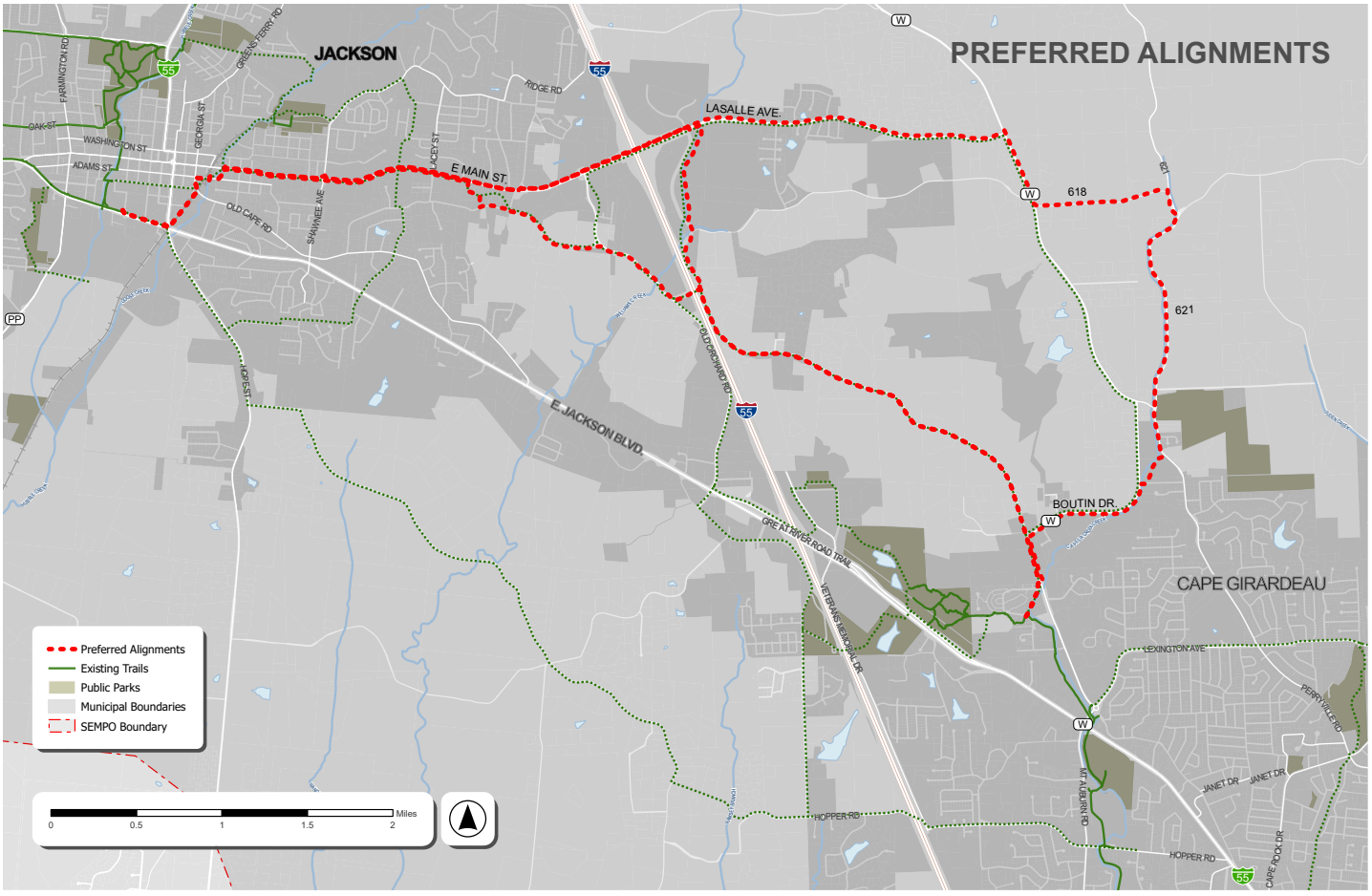


Figure 5.1 - Map of the preferred alignments for a trail connecting Cape Girardeau and Jackson.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

CORRIDOR SEGMENTS

Corridor Segmentation & Phasing

Given the length and associated costs of the alignments, it will be necessary to divide the corridor into smaller segments that can be developed in phases over time. Segment lengths and termini were identified to align with resource availability, funding opportunities, existing and planned bikeway improvements, future developments and roadway improvements, proximity to existing development and destinations, and other factors. An example of a potential phasing strategy for the North Alignment follows.

Segment 1: Jackson High School to Main Street

Route Description

The western-most segment of the North alignment begins at the existing terminus of the Jackson City Trail at the intersection of West Jackson Boulevard and Oklahoma Street, just south of Jackson High School. It continues east along West Jackson Boulevard across Hope Street before turning northeast and paralleling the St. Louis Iron Mountain & Southern rail corridor to Old Cape Road, where it then jogs north to East Adams Street. The alignment continues east along East Adams Street and then parallels Goose Creek northeast to East Main Street, where it then crosses midblock to the north side of the street.

Development Considerations

The trail's location along a state route (West Jackson Boulevard) will require coordination with state agencies. In addition, the alignment traverses numerous privately-owned parcels will require land acquisition, which may impact timing and segment costs.

Segment 2: East Main Street - Goose Creek to Lacey Street

Route Description

The second segment begins on the north side of East Main Street at Goose Creek and continues along East Main Street until its terminus at Lacey Street. The path remains on the north side for its entire length, crossing several residential streets, single-family and multi-family driveways, and one roundabout at Shawnee Boulevard.

Development Considerations

The City of Jackson is in the process of adding 6' sidewalks to the north side of East Main Street from Bellevue Street to Shawnee Boulevard, which overlaps with the western half of this segment. While narrower than a typical shared use path, these improvements lay the foundation for this segment of the trail. With limited right of way and challenging utility constraints along the corridor, it may be beneficial to consider a complimentary on-street bike route along parallel roadways in order to minimize conflicts between

Figure 5.2 - Diagram of segment 1 in Jackson

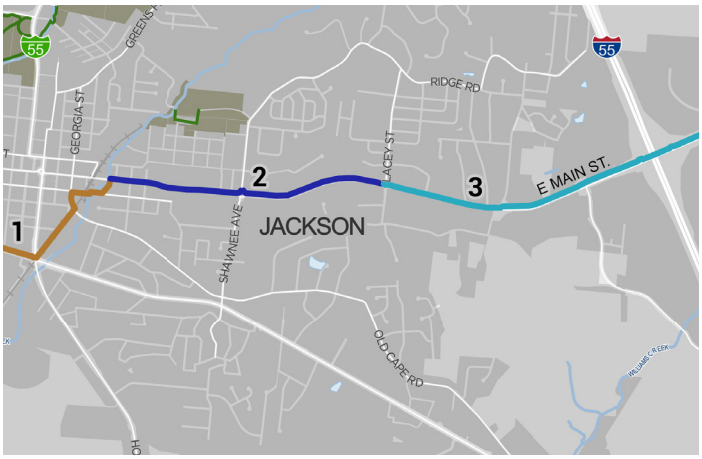


Figure 5.3 - Diagram of segment 2 in Jackson along East Main Street

CORRIDOR SEGMENTS

pedestrians, bicyclists, and other users on this section of the trail. For example, a signed on-street bike route along Adams St, Bellevue St, Washington St, Woodland Dr, and Shawnee Blvd could provide a comfortable alternative for bicyclists compared to traveling on the busier East Main St.

Segment 3: East Main Street - Lacey Street to Veterans Memorial Drive

Route Description
The third segment begins on the north side of East Main Street at the Lacey Street intersection and continues eastward along East Main Street, crossing the Interstate 55 interchange and terminating at Veterans Memorial Drive. The majority of this segment is located within the City of Jackson, though the last 1,800 feet from the Interstate 55 bridge to Veterans Memorial Drive is located in the City of Cape Girardeau.

Development Considerations
The western third of the segment is mostly developed, with commercial activity present from Lacey Street to Travelers Way, and single- and multi-family residential lots lining East Main Street from Travelers Way to Oakhill Drive. The middle of the segment, from Oakhill Drive to Interstate 55, flanked by agricultural parcels to the north and south and is zoning C2 General Commercial. Vehicle access to these parcels was designed when East Main Street was extended in the late 2000s in order to support future commercial development along the corridor. The City of Jackson's Code of Ordinances requires that sidewalks must be constructed on both sides of East Main Street between Bellevue and Interstate 55 in tandem with new development. Design requirements dictate that future sidewalks be installed two feet from the back of curb and measure five feet in width. These requirements conflict with design standards and guidance for sidepaths, which state that a sidepath must be a minimum of eight feet in width and separated from the roadway by a minimum of five feet (or by a vertical barrier). Changes to the Code of Ordinances requiring a sidepath along the north side of East Main Street can ensure safe and well-designed active travel facility, consistent with the goals of this plan and with best practices in shared use path design, is constructed as part of future development along the corridor.

Figure 5.4 - Diagram of segment 3 in Jackson along East Main Street

Figure 5.5 - Land Use along segment 3 alternates between commercial and residential as seen above.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

CORRIDOR SEGMENTS

Segment 4: Lasalle Avenue Veterans Memorial Drive to Highway W

Route Description
The fourth segment begins at the intersection of Lasalle Avenue and Veterans Memorial Drive and continues eastward along the north side of Lasalle Avenue to its terminus at Highway W.

Development Considerations
With numerous agricultural and vacant parcels, prime access to Interstate 55, and future land use plans for commercial, light industrial, and residential growth, the western half of Lasalle Avenue is primed for future development. The Church of Jesus Christ of Latter-Day Saints is constructing a new church at 4450 Lasalle Avenue with an expected completion of 2026, and Cape Girardeau County has purchased a six-acre site at the southeast corner of Lasalle Avenue and Interstate 55 for a new Emergency Operations Center. Further to the east, low- and medium-density residential development has started to fill out the corridor, and numerous agricultural and large-lot residential are poised for future development. Where possible, the City of Cape Girardeau should seek to program trail development along Lasalle Avenue in tandem with adjacent developments.

Segment 5: Highway W and County Road 618 – Lasalle Avenue to County Road 638

Route Description
The fifth segment begins at the northwest corner of the Lasalle Avenue and Highway W intersection, where it crosses south and continues along the west side of Highway W until reaching County Road 618, at which point it crosses Highway W and continues eastward along the south side of County Road 618 until reaching its terminus at County Road 638.

Development Considerations
While the alignment is surrounded by many larger agricultural parcels, narrow rights of way and smaller residential parcels along Highway W present constraints to trail development. While realigning the trail to the east side of Highway W may alleviate constraints posed by these residences, the undulating topography creates multiple grade changes between the roadway and a potential trail alignment, which may present different yet equally challenges set of constraints.

Depending on project timing, a potential alternative to avoid these constraints would be to coordinate trail development with an extension of Lasalle Avenue and route the trail eastward to County Road 621, then south to Segment 6.

Figure 5.6 - Diagram of segment 4 in Cape Girardeau along Lasalle Ave.

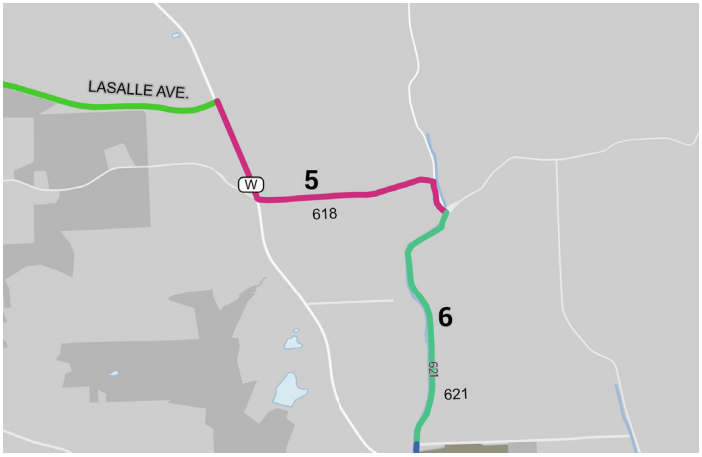


Figure 5.7 - Diagram of segment 5 in Cape Girardeau County along Hwy W and County Road 618.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

CORRIDOR SEGMENTS

Segment 6: County Road 621 – County Road 618 to Cypress Drive

Route Description
The sixth segment begins at the intersection of County Road 621 and County Road 618. The alignment heads south on the west side of County Road 621, then parallels the Cape La Croix Creek to a suitable crossing location to reach the south side of the creek and the south/east side of County Road 621. From there, the alignment continues south along the east side of County Road 621until its terminus at Cypress Drive.

Development Considerations
The trail alignment will require right of way acquisition from adjacent parcels. Most land uses along the corridor are agricultural, situated on parcels ranging from 25 to 133 acres. In addition, there is also one residential parcel and one exempt parcel that houses the East County Fire Protection District's Station #3. These parcels may be avoided depending on the location of creek and roadway crossings.

Segment 7: County Road 621 and Perryville Road – Cypress Drive to Boutin Drive

Route Description
The seventh segment begins at the intersection of Highway 621 and Cypress Drive and extends south along the east side of Highway 621 and Perryville Road, opposite the Cape La Croix Creek. The alignment continues roughly 500 south of Sue Ann's Trail, at which point it crosses Perryville Road and continues southwest along Cape La Croix Creek through the wooded rear of the Hanover Lutheran Church property before crossing the creek and terminating at Boutin Drive.

Development Considerations
Given the lack of available width for trail development between the creek and the roadway, it will be necessary to position the trail along the east side of County Road 621 and Perryville Road. These constraints, along with narrow roadway rights of way, will require right of way acquisition from adjacent parcels, which include the City of Cape Girardeau-owned Cape Jaycee Municipal Golf Course and multiple residential lots. An appropriate trail crossing location across Perryville Road should be selected to support safe trail user crossings, with adequate sight distances for approaching vehicles and trail users.

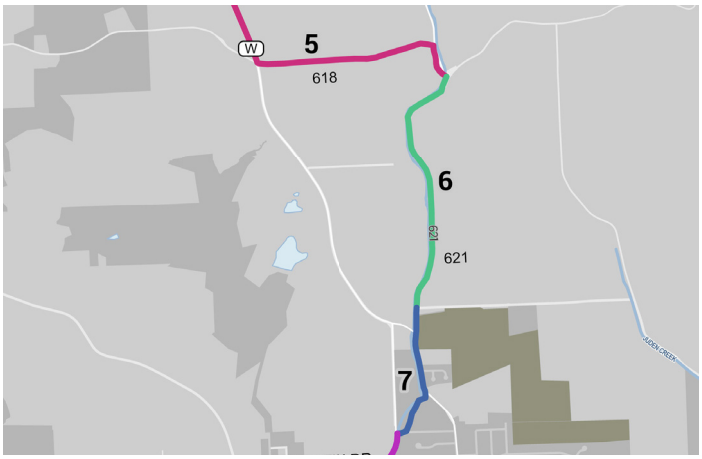


Figure 5.8 - Diagram of segment 6 in Cape Girardeau County along County Road 621.

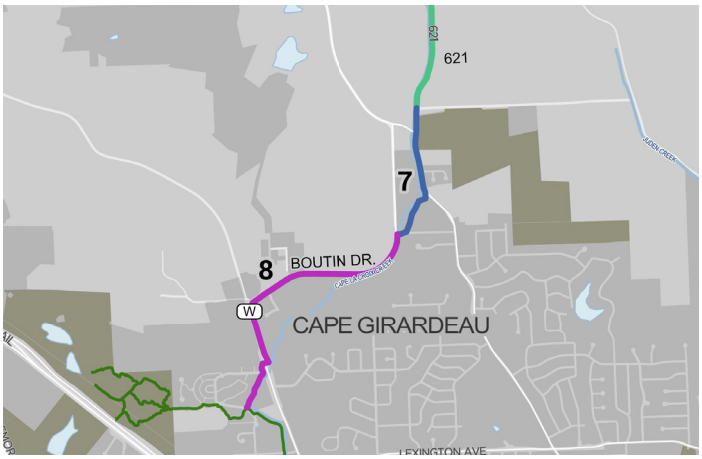


Figure 5.9 - Diagram of segment 7 in Cape Girardeau along County Road 621 and Perryville Rd.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

CORRIDOR SEGMENTS

Segment 8: Cape LaCroix Recreation Trail Extension to Boutin Drive

Route Description
The final segment begins alongside Boutin Drive and the Cape La Croix Creek, approximately 500 feet south of Sacajawea Lane. The trail alignment parallels Boutin Drive southwest to the intersection of Cape La Croix Road, where it then continues south along the east side of Cape La Croix Road to Cape La Croix Creek, at which point it travels southwest under the Cape La Croix Road bridge and along the creek until reaching the Cape La Croix Trail at Walden Boulevard.

Development Considerations
Segment 8 extends the existing Cape La Croix Trail along Cape La Croix Creek, retaining much of the trail's riparian character. While the proposed alignment parallels Highway W (Boutin Drive and Cape La Croix Road) for the majority of its length, consideration may be given to an alternate alignment through agricultural land uses parallel to the creek.

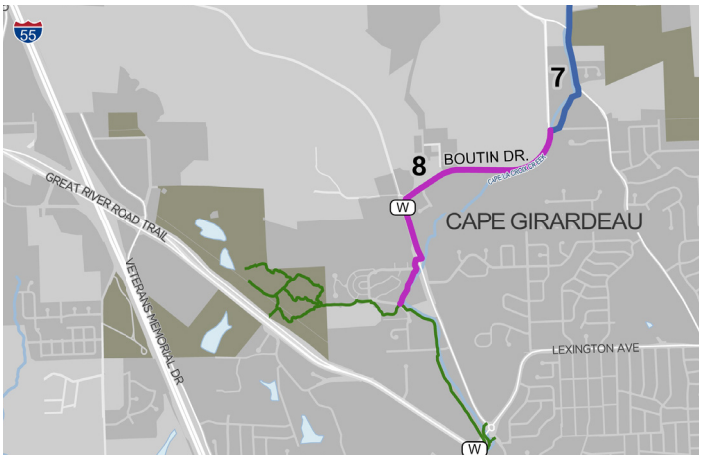


Figure 5.10 - Diagram of segment 8 in Cape Girardeau along Boutin Dr and Cape La Croix Rd.

Figure 5.11 - The images above show there is lots of space for the trail to cross under Cape La Croix Road.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

PHASING

Segment Phasing

Phasing these segments over time requires careful consideration of local resources and capacities, external funding sources, private development, programmed roadway improvements, and other factors. In addition, phasing should acknowledge trail segments' potential for immediate use and focus investments in segments that connect to the current trail system and serve existing residential neighborhoods and nearby destinations.

The following Table is an example of the potential phasing for the North Alignment that prioritizes near-term implementation for segments that extend existing trails and serve existing populations.

Mid-term projects support areas targeted for future growth and development along the East Main Street/ Lasalle Avenue corridor and continue the extension of the Cape LaCroix Recreation Trail north to Cypress Drive near the Cape Jaycee Municipal Golf Course.

Long-term projects connect the Cape LaCroix Recreation Trail to the East Main Street/Lasalle Avenue Corridor (Segments 5 and 6) and widen the East Main Street sidewalk to support bicycling and other trail uses (Segment 2). The recent sidewalk installation on East Main Street comprises a significant portion of the Segment 2 alignment, and its replacement with a wider sidepath facility would not be cost-effective in the near future. Should the City of Jackson and its constituents pursue a connection between Segments 1 and 3 in the near or mid-term, alternative alignments and facility types should be explored.

Example North Alignment Phasing Plan

PHASE NUMBER	TIMELINE	SEGMENT ID	SEGMENT NAME
Phase 1	Near	Segment 1	Jackson High School to Main Street
Phase 2	Near	Segment 8	Cape LaCroix Recreation Trail Extension
Phase 3	Mid	Segment 7	Cypress Drive to Boutin Drive
Phase 4	Mid	Segment 3	Lacey Street to Veterans Memorial Drive
Phase 5	Mid	Segment 4	Veterans Memorial Drive to Highway W
Phase 6	Long	Segment 6	County Road 618 to Cypress Drive
Phase 7	Long	Segment 5	Lasalle Avenue to Route 638
Phase 8	Long	Segment 2	Goose Creek to Lacey Street

Figure 5.12 - Table showing potential phasing order for each trail segment.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

BUDGET COST ESTIMATES

Budget cost estimates are an essential planning tool used for programming capital improvements and drafting applications for external funding sources. Probable opinions of cost were developed based on initial planning-level examples of similar constructed projects and industry averages. These budget costs were then applied to recommended alignment and refined with the assistance of MPO and local agency staff based on local experience and specific project conditions, like the need for right of way acquisition and other important factors.

All facility designs and associated budget cost estimates proposed in this plan are conceptual in nature and must undergo final engineering design and review through coordination between all concerned departments in order to arrive at detailed project costs. Budget cost estimates are provided in 2025 dollars. Inflation should be included in costs in future years when trail improvements are programmed.

Construction costs will vary based on the ultimate project scope (i.e., combination with other projects) and economic conditions at the time of construction. When sidepath segments are combined with larger adjacent roadway projects, partner agencies can achieve some economies of scale and maximize the value of every dollar spent.

Example North Alignment Budget Cost Estimates

SEGMENT ID	SEGMENT NAME	Segment Length (Miles)	% of Total Length	Estimated Cost*
Segment 1	Jackson High School to Main Street	0.86	9%	$ 4,263,000
Segment 2	Goose Creek to Lacey Street	1.24	12%	$ 6,153,000
Segment 3	Lacey Street to Veterans Memorial Drive	1.59	16%	$ 7,919,000
Segment 4	Veterans Memorial Drive to Highway W	1.89	19%	$ 9,416,000
Segment 5	Lasalle Avenue to Route 638	1.41	14%	$ 7,006,000
Segment 6	County Road 618 to Cypress Drive	1.14	11%	$ 5,673,000
Segment 7	Cypress Drive to Boutin Drive	0.62	6%	$ 3,088,000
Segment 8	Cape LaCroix Recreation Trail Extension	1.30	13%	$ 6,467,000
			Total Corridor Cost*	$ 49,985,000

Figure 5.13 - Table showing order of magnitude costs estimates for each segment and the overall North Alignment corridor.

*The Estimated Costs are in 2025 dollars and include:

- Material Testing Costs
- Construction Management Costs
- Construction Administration Costs
- Design Costs
- Planning & Community Engagement Costs
- Site Control Costs
- 20% Contingency Costs

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

MIDDLE ALTERNATE ALIGNMENT

Below and on the following pages is additional information on the Middle Alternate Alignment that highlights the alignment length, adjacent parcels, bridge crossings, at-grade crossings, route and Pros & Cons.

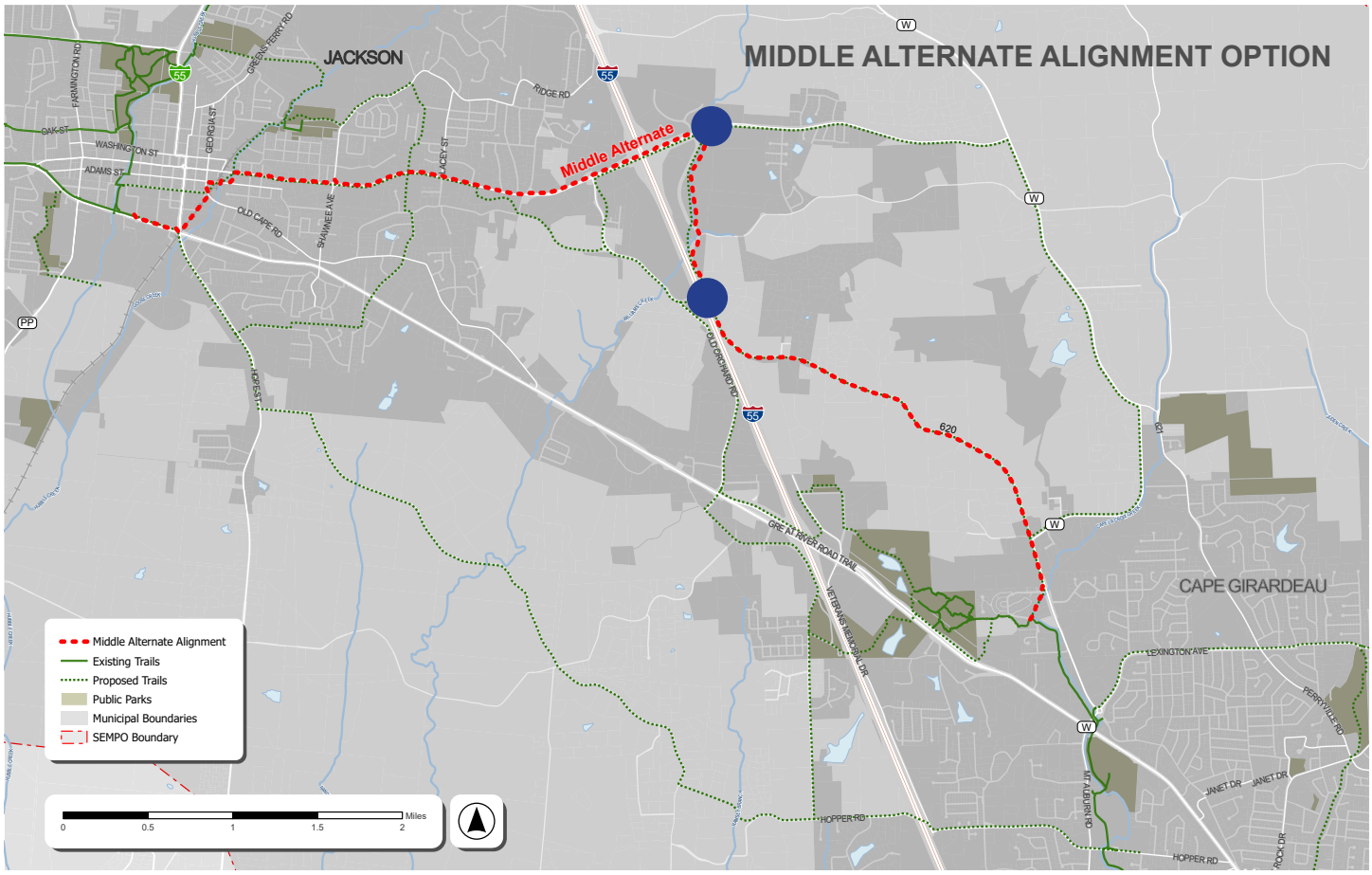


Figure 5.14 - Map of Middle Alternate Alignment Option

This Middle Alternate Alignment is slightly longer than the original Middle Alignment concept. The main difference of this alternative alignment is that the trail would be adjacent to County Rd 618 and intersect with Lasalle Ave. The trail would then pass under Hwy 55 at the overpass. This eliminates the need to cross Hwy 55 with a pedestrian bridge.

Alignment Statistics:

Total length: 7.92 miles

Adjacent to 87 parcels

- 50 Residential Land Use
- 15 Agricultural Land Use
- 10 Commercial Land Use
- 11Institutional (Exempt)

Crossings/Bridges (2 total)

- 2 stream crossings in Cape La Croix Watershed

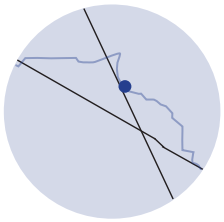
At-Grade Roadway Crossings (18 total – 2.3 crossings per mile)

- 4 Signalized Intersections
- 11 Stop-controlled side street crossings
- 1 Roundabout
- 2 Mid-block

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

MIDDLE ALTERNATE ALIGNMENT

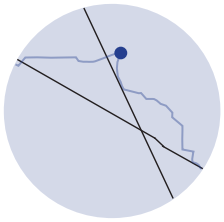
Figure 5.15 - Image along County Rd 618



County Rd 618

The Middle Alternate Alignment continues north adjacent to County Rd 618 to Williams Creek. From there the trail is adjacent to the creek until it intersects with Lasalle Ave.

Figure 5.16 - Intersection image at Veterans Memorial Dr and Lasalle Ave



Lasalle Ave

The trail would cross Lasalle Ave from Veterans Memorial Dr at a signalized intersection and then run parallel to the north side of Lasalle Ave. The trail passes under Hwy 55 and follows an alignment to towards Jackson adjacent to E Main Street similar to the North Alignment.

MIDDLE ALTERNATE ALIGNMENT

Pros:

- Slightly shorter than the South Alignment
- More potential links to residential growth areas
- Does not require pedestrian bridge over Hwy 55
- Portion of the alignment is adjacent to Williams Creek
- Future MoDOT improvements to County Rd 620

Cons:

- Some areas of steep slopes
- Signalized crossing of Lasalle Ave required

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

FUNDING SOURCES & OPPORTUNITIES

Identifying the appropriate funding source for a trail project requires careful consideration of agency resources, project partnerships, local funding mechanisms, as well as external program eligibility criteria, administrative details, and match requirements. The following summary of federal, state, and local funding sources is intended to serve as a guide for SEMPO and its local agency partners as they seek to program and fund segments of the trail.

Federal Funding Programs

The Federal Highway Administration administers a variety of competitive funding programs for which trail development may be an eligible activity. These funding opportunities contain more discretionary or non-formula funding than state-funded and MPO-administered funding programs. Many of the programs have larger award amounts and can fund larger projects that may exceed program amounts administered through the MPO. As such, they can be strategically pursued to accelerate implementation and construct multiple phases at once.

It is important to note that these funding programs can change frequently to align with evolving FHWA and USDOT priorities. Regular monitoring of these programs by SEMPO and its partners will be necessary to stay informed of potential funding opportunities.

- **Active Transportation Infrastructure Investment Program (ATIIP)**

  The ATIIP is a new competitive grant program created by the Infrastructure Investment and Jobs Act to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. Grants are awarded under two categories: Planning and Design, and Construction. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

  https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

- **Better Utilizing Investments to Leverage Development (BUILD)**

  The BUILD program provides funding for capital investments in surface transportation that will have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

  The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021. Bicycle, pedestrian, and trail projects have been eligible for and funded by previous iterations of the program, and while not explicitly identified as eligible projects for the FY2025 Notice of Funding Opportunity (NOFO), they can be categorized as eligible projects under title 23, United States Code or capital projects that "advance the goals of the [BUILD] program".

  https://www.transportation.gov/BUILDgrants

- **Reconnecting Communities and Neighborhoods (RCN) Program**

  The Infrastructure Investment and Jobs Act established the RCP Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP

FUNDING SOURCES & OPPORTUNITIES

Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.

The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; conduct public engagement, and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

https://www.transportation.gov/reconnecting

- **Safe Streets and Roads for All (SS4A)**

  The Infrastructure Investment and Jobs Act (IIJA) established the SS4A discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Almost $2 billion is still available for future funding rounds. SEMPO was awarded SS4A funds to develop a Comprehensive Safety Action Plan, which was published in early 2025 and will serve as a regional blueprint for investments to reduce fatal and serious injury crashes. Funding through the SS4A program can also support implementation activities, including infrastructure projects like traffic calming, bicycle and pedestrian facilities, and other countermeasures designed to address SEMPO's high-injury network.

  https://www.transportation.gov/grants/SS4A

State Funding Programs

Some of MoDOT's highway funding programs that include active transportation investments originate with FHWA formula funds and are dispersed through Missouri MPOs and other entities. Though the funds come from federal sources, state agencies like MoDOT and MoDNR and the MPOs administer these funding programs and decide how those funds are spent. These funds are also coordinated with the MoDOT State Transportation Improvement Program (STIP). Other programs that originate with FHWA funding, like the Highway Safety Improvement Program (HSIP), are awarded based on a project selection process. Most of these programs are generally not targeted specifically toward active transportation, but they can fund roadway improvements that incorporate active transportation facilities or improvements.

- **Highway Safety (HS) Grant Program**

  The Highway Safety (HS) Grant Program provides financial assistance to support programs that reduce the number and severity of traffic crashes occurring on Missouri roadways and reduce traffic fatalities and injuries. Areas of emphasis include data projects, education/prevention projects, safe communities projects, training projects, and bicycle and pedestrian projects. Generally, applications for HS Grant funding are accepted from mid-January to March 1 with award decisions made in April. The grant contract period corresponds with the federal fiscal year, which runs from October 1 through September 30.

  https://www.modot.org/highway-safety-grants

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

FUNDING SOURCES & OPPORTUNITIES

- **Surface Transportation Block Grant (STBG) Program**

  The STBG program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBG is an apportioned (formula) program, which means the funds are made available to the States by a formula contained in law. The Federal Highway Administration provides STBG program funds to States by formula, yet the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements.

  https://www.modot.org/surface-transportation-block-grant-stbg

- **Transportation Alternatives (TA) Program**

  The BIL continues the TA set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

  https://www.modot.org/transportation-alternatives-program-tap

- **Recreational Trails Program (RTP)**

  RTP grants are open to local and state governments, school districts, and nonprofit organizations. Missouri receives between $1 million and $1.5 million per fiscal year. The maximum amount awarded is $250,000 for trail projects. Sponsors must have a minimum 20% match. Projects must be open to the public. Eligible activities include restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails, construction of new recreational trails (with restrictions for new trails on Federal lands), acquisition of easements and property for recreational trails or recreational trail corridors, and assessment of trail conditions for accessibility and maintenance. Recent examples of funded projects include the City of Washington's Rotary Riverfront Trail Phase III, the City of Plattsburg's Perkins Park Trail System, Phase IV, and the City of Eldon's trail construction and bicycle service center project.

  https://mostateparks.com/page/61220/recreational-trails-program-rtp-grants

- **Land and Water Conservation Funds (LWCF)**

  Federal funding available for LWCF grants is a maximum of $500,000 per project, with a minimum 50% match. Grants are open to any local government, city and county, and public school. Eligible projects must be open to the public at reasonable times. Trails are among the eligible project types listed on the program's webpage, and examples of LWCF funds used for trail development can be found across the state, including the City of Springfield's South Creek Greenway, the City of Grandview's Little Blue River Bike Trail, the City of Hannibal's Soap Hollow Trail, and the City of St. Louis's Riverfront Trail.

  https://mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

FUNDING SOURCES & OPPORTUNITIES

Local Funding Sources and Strategies

- **Capital Improvement Plan Set-Aside**

  Because external funding sources for bicycle and pedestrian projects and programs continue to be in short supply and high demand, local funds are often the most reliable funding source for trail design and construction projects. In addition, local funding is often required as match for external funding sources. With this in mind, it is imperative that SEMPO and its local agency partners explore, identify, and pursue one or more of these local funding strategies as a means of implementing the plan.

- **Local Option Sales Tax**

  With limited funding to implement active transportation projects, . By creating a dedicated set-aside in the Capital Improvement Program, the City can prioritize and plan for capital expenditures for trails, on-street bikeways, sidewalks, and other projects that improve conditions for walking and bicycling. This set-aside may also be used as a local match for external funding sources, or as contribution towards bi- cycle and pedestrian elements of larger projects.

- **General Obligation Bond**

- **Development Impact Fees**

  To the extent that future development generates an impact on a local agency's transportation facilities, recreation facilities, and other infrastructure, these developments can be required to pay a fee to defray all or a portion of the costs required to accommodate new developments at level-of-service standards. Parks, park facilities, park land acquisition, pedestrian access, planning and design of park facilities, and other related costs may be applicable uses of impact fees if determined by an impact fee assessment.

Figure 5.17 - The Cape La Croix Trail originally received city and federal funding to construct.

Private Funding Sources

Some private funding options are available for active transportation projects, although these are often highly competitive or smaller in scale than federal and state funding programs. Some private funding sources are listed below.

- **National Recreation and Park Association (NRPA)**

  NRPA opens grants periodically for park facilities, operations, and programming. Park and recreation agencies, their affiliated friend groups, and 501(c) (3) nonprofits are to receive funding. Examples of past grants are "Walk with Ease" in partnership with the Centers for Disease Control and Prevention and a partnership with the National Football League to fund after-school play fields, equipment, and staff for children.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

FUNDING SOURCES & OPPORTUNITIES

- **Bike Industry Community Grant Program**

  People for Bikes funds this program to support bicycle infrastructure projects to increase the ease and safety of biking for all. Grants range from $5,000 to $10,000 and are capital grants for construction of infrastructure projects. Trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways, and protected bike lanes are all eligible, as well as proof of concept, quick-build projects. Ideally used to meet a federal fund's local match requirement.

- **Robert Wood Johnson Foundation (RWJF)**

  Focused on increasing health equity, to enable a healthy life for everyone, the RWJF grant program is flexible and funds a diverse range of projects. Applicants should clearly connect the bike and pedestrian proposal with the goals outlined by RWJF's Culture of Health. Recent Built Environment grant awards have ranged from $60,000 to $2 million. Most awarded projects are selected through a call for proposals on the foundation's website.

- **The Conservation Fund**

  The Conservation Fund focuses on environmental and land conservation. Their fund loans projects the funds for land acquisition. Land acquisition funds can be used to purchase land for new bicycle and pedestrian facilities. Their organization provides recipients with significant expert support and guidance on financing and for specific project work in their communities. The fund is committed to helping communities create and maintain projects on their own land.

- **Kresge Foundation**

  The Kresge Foundation provides an average of $160 million annually in grant awards and funds a wide range of projects. The organization's work is focused on cities. Grants for bike and pedestrian projects could be suited to their American Cities, Environment, or Health initiatives, depending on their scope. Connected communities, transportation resilience and emissions reductions, and active transportation could be relevant to a bike and pedestrian project for each of the respective initiatives.

- **Trails Capacity Program**

  Led by the American Trails organization, this program supports grants for trail maintenance, research, and stewardship training across the country, serving all types of trail users. The program has a total of $50,000 available for awards, and grant awards range between $2,000 and $15,000. Their funding is focused on state and local lands, but federal land projects are also accepted. Fund priorities are for trail maintenance, research, and stewardship training. Funds awarded must be used in the calendar year they are awarded.

- **Walmart Foundation**

  The Walmart Foundation offers Local Community Grants and accepts applications quarterly. Although they provide funding in eight priority areas, three are relevant to bike and pedestrian projects: Community and Economic Development, Environmental Sustainability, and Quality of Life. Grant awards range from $250 to $5,000.

- **Rockefeller Foundation Grants**

  The Rockefeller Foundation funds diverse projects to benefit people worldwide. For bike and pedestrian programs, the Equity & Economic Opportunity, Health, and Power & Climate Grants provide opportunities for funding. The Rockefeller Foundation has a strong body of work in transforming city transportation networks and looking to the future. Grants range in size and are regularly updated on the foundation's website.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL DESIGN

As essential components of the region's transportation system, the regional trail connection and other trails, bikeways, and pedestrian facilities must be designed and maintained to serve people of all ages and abilities. It is important to consider the wide range of users and their specific transportation needs. Whether traveling by foot, bike, wheelchair, skateboard, inline skates, or other non-motorized means, trail users should expect safe, comfortable, and reliable facilities to support their transportation or recreation mode of choice.

Design guidance and considerations are sourced from design manuals and standards from agencies at the forefront of pedestrian and bicycle facility design and implementation, including NACTO, AASHTO, and FHWA. These treatments and design guidelines are important because they represent the tools for creating a safe and accessible community. The guidelines are not, however, a substitute for a more thorough evaluation by a landscape architect or engineer upon implementation of facility improvements.

Shared Use Paths

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.

These facilities are most common along abandoned rail corridors (rail-to-trail), adjacent to active rail corridors (rail-with-trail), along utility corridors like powerlines and sewers, and along water corridors like rivers, creeks, canals, and lakefronts.

Typical Design Features

Pathway

Eight feet is the minimum width allowed for a shared use path and is only advised for use in constrained corridors and for short sections. Ten feet is the typical width recommended for most trail sections, though 12 to 14 feet is recommended for heavy use situations with high concentrations of multiple users. Wider paths are useful to accommodate maintenance vehicles; on steep grade to allow for comfortable passing and meeting; and through curves to provide more operating space.

Lateral Clearance

A 2-foot or greater shoulder on both sides of the path should be provided. An additional foot of lateral clearance (3 feet total) is required by the MUTCD for the installation of signage or other furnishings. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

Overhead Clearance

Clearance to overhead obstructions should be a minimum of 8 feet, with 10 feet recommended.

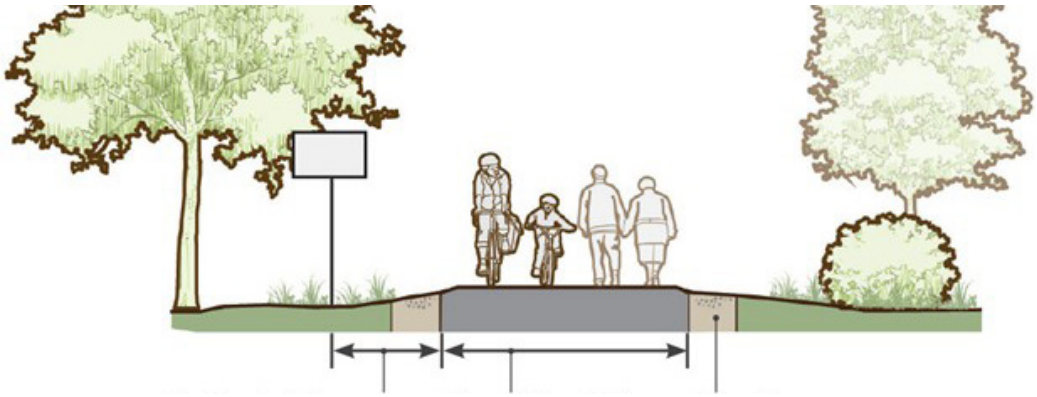


Figure 5.18 - Typical shared use path section (Source: FHWA Small Town and Rural Multimodal Networks Guide)

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL DESIGN

Sidepaths

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

Pathway

Like shared use paths, sidepath width impacts user comfort and path capacity. As user volumes or the mix of modes increases, additional path width is necessary to maintain comfort and functionality. The minimum recommended pathway width is 10 feet, though in low-volume situations and constrained conditions, an absolute minimum width is 8 feet may be allowed.

Lateral Clearance

A minimum of 2 feet clearance between the path and signposts or vertical elements should be provided.

Roadway Separation

Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way. The preferred separation between the path and the roadway is 6.5 feet or greater, with a minimum separation distance of 5 feet. On high-speed roadways, a separation width of 16.5–20 feet is recommended for proper positioning at crossings and intersections.

Separation narrower than 5 feet is not recommended, though may be accommodated with the use of a physical barrier between the sidepath and the roadway. The barrier and end treatments should be crashworthy, which may introduce additional complexity if there are frequent driveways and intersections.

Landscaping

Trees and landscaping can maintain community character and add value to the experience of using a sidepath. They provide shade for users during hot weather and help to absorb stormwater runoff. A 3-foot horizontal clearance between trees and the pathway should be provided to minimize pavement cracking and heaving of the paved surface. When trees are desired within the roadway separation area, consider planting small caliber trees with a maximum diameter of 4 inches to alleviate concerns about fixed objects or visual obstructions between the roadway and the pathway.

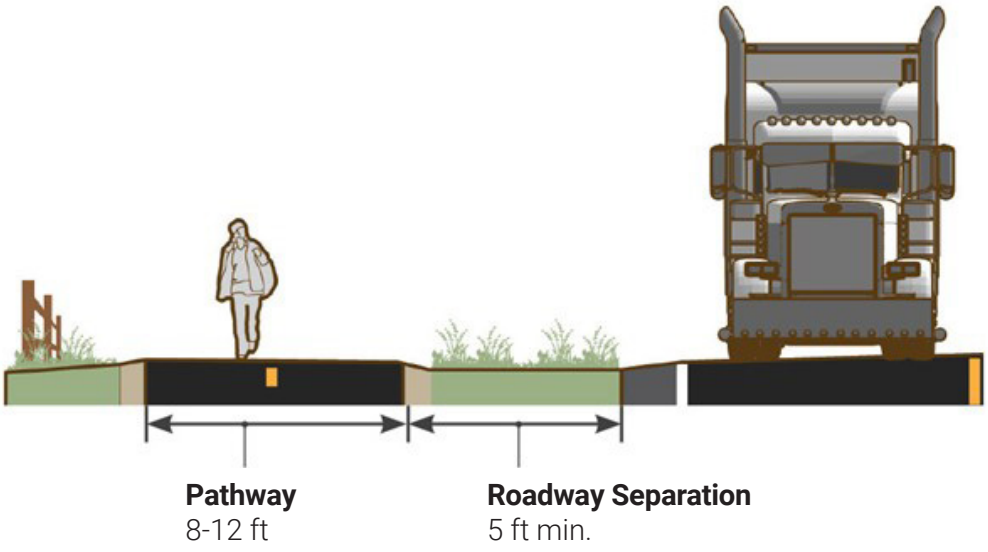


Figure 5.19 - Typical sidepath section (Source: FHWA Small Town and Rural Multimodal Networks Guide)

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL DESIGN

Trail Crossings

Operational and safety concerns exist where shared use paths and sidepaths cross driveways and intersections. Design crossings should promote awareness of conflict points and facilitate proper yielding of motorists to bicyclists and pedestrians. The AASHTO Bike Guide lists a variety of design strategies to support safe trail crossings, including:

- Reducing the frequency of driveways
- Designing intersections to reduce driver speeds and heighten awareness of path users
- Encouraging low speeds on path approaches
- Maintaining visibility for all users
- Providing clear assignment of right of way with signs, markings, and elevation changes

Design Details

- Maintain physical separation of the sidepath through the crossing.
- Use small roadway corner radii to enforce slow turning speeds of 20 mph or less. On a high-speed roadway, a deceleration lane may be necessary to achieve desired slow turning speeds.
- The roadway and path approaches to an intersection should always provide enough stopping sight distance to obey the established traffic control and execute a stop before entering the intersection.
- Configure crossings with raised speed table or “dustpan” style driveway geometry to create vertical deflection of turning vehicles. This physically indicates priority of path travel over turning or crossing traffic and helps reduce the risk associated with bidirectional sidepath use.
- Where possible, include raised median island on the cross street to provide additional safety and speed management benefits.
- Use crosswalk markings to indicate the through crossing along the pathway. Continental crosswalk markings are preferred for increased visibility. At low-volume residential driveways, crosswalk markings may be omitted.
- Use stop or yield line markings in advance of the crossing to discourage encroachment into the crosswalk area.

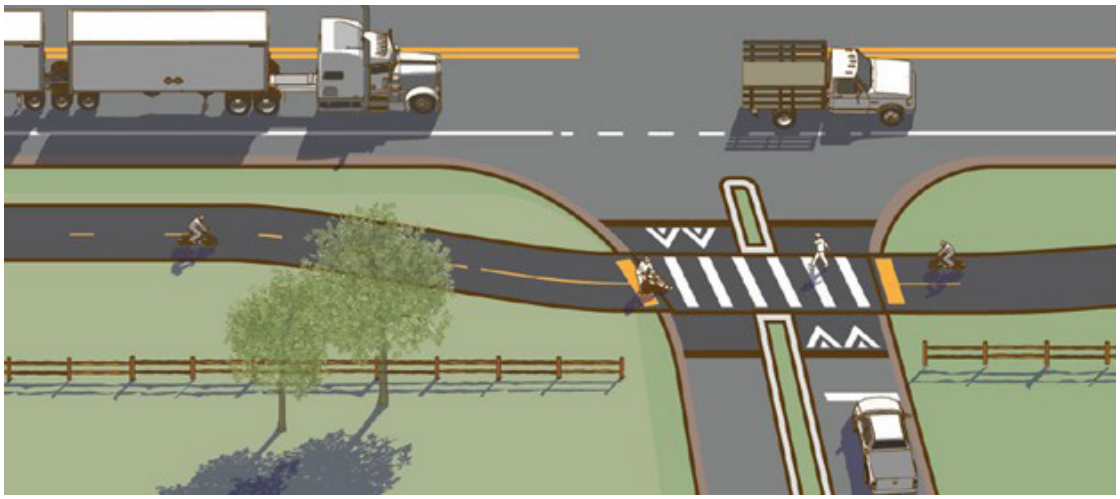


Figure 5.20 - Typical sidepath minor street crossing (Source: FHWA Small Town and Rural Multimodal Networks Guide)

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL DESIGN

At minor street crossings, sidepaths should be given the same priority as the parallel roadway at all crossings. Attempts to require path users to yield or stop at each cross-street or driveway promote noncompliance and confusion and are not effective. Geometric design in these cases should promote a high degree of yielding to path users through geometric design. Visual obstructions should be low to provide unobstructed sight of the crossing from the major street. Both motorists and path users should have a clear and unobstructed view of each other at intersections and driveways.

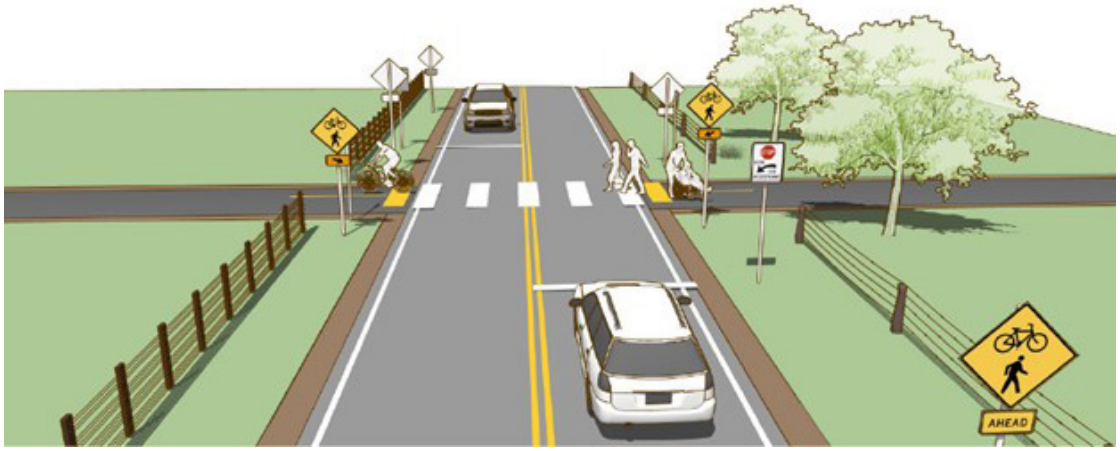


Figure 5.18 - Typical shared use path minor road midblock crossing (Source: FHWA Small Town and Rural Multimodal Networks Guide)

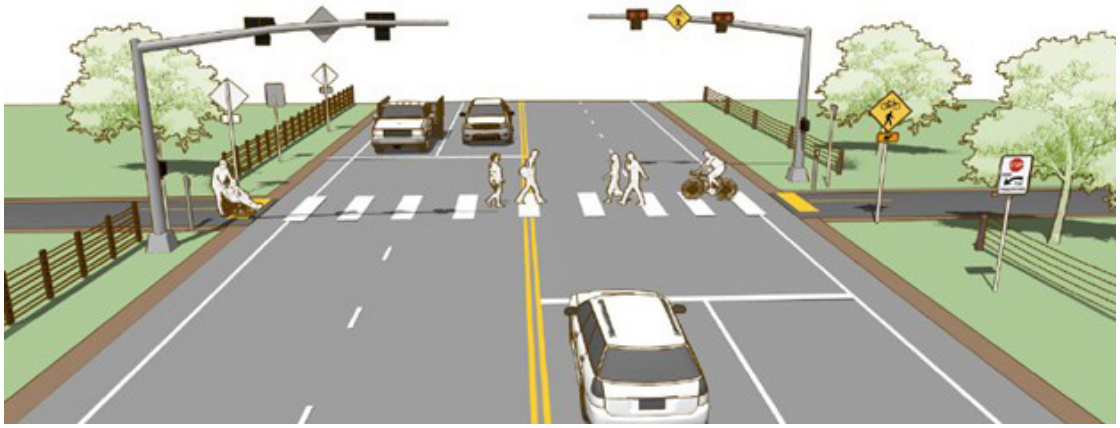


Figure 5.21 - Typical shared use path major road midblock crossing (Source: FHWA Small Town and Rural Multimodal Networks Guide)

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL MAINTENANCE AND STEWARDSHIP

Facility maintenance is essential for providing a safe and accessible environment for walking and bicycling, encouraging facility use year-round, and prolonging the useful life of infrastructure. Regular maintenance will support a high return on the region's investment in trail facilities. The following maintenance practices will assist in providing well maintained trail facilities throughout all seasons.

FACILITY SELECTION AND DESIGN

Effective, efficient maintenance starts with facility selection and design choices that keep maintenance in mind. Key elements of facility selection and design for ease of maintenance include:

- Consider current equipment and capabilities for maintenance. For example, sidepath entrances should allow for snow plowing and street sweeping vehicle access.
- Provide adequate space and/or engineered solutions to accommodate tree root growth to prevent sidepath heaving.
- When designing for new facilities or major roadway reconstruction project, avoid locating pavement joints parallel to the direction of travel within bicycle facilities.
- Plan for drainage and snow storage in the design process.
- Invite maintenance staff to review facility plans to identify preventable maintenance issues.

ROUTINE MAINTENANCE PRACTICES

Routine maintenance of trail facilities should be part of the regular maintenance schedule and budget. Note that pavement quality should be maintained to at least the standard for motor vehicles or higher. Small potholes and cracks can pose a greater risk for people bicycling and walking than for people driving. Maintenance activities that should be incorporated in the regular maintenance schedule on an annual basis include:

- Litter and trash removal
- Tree and brush trimming
- Weed abatement
- Sign, pavement marking, and amenity inspections
- Crack sealing and surface repair
- Sweeping away debris (at least twice annually- after final snow melt in the spring and after leaf drop in the fall)
- Mowing shared use path shoulders

Take steps to ensure that maintenance of roadways does not negatively impact bicycle and pedestrian facilities. Snow plowing crews should avoid dumping snow onto adjacent sidepaths.

Figure 5.22 - Routine maintenance also includes coving up graffiti and repainting walls.

TRAIL RECOMMENDATIONS AND IMPLEMENTATION

TRAIL MAINTENANCE AND STEWARDSHIP

REMEDIAL MAINTENANCE ACTIVITIES

Remedial maintenance refers to the correcting of significant facility defects and the repairing, replacing, and restoring of major facility components. Remedial maintenance activities include periodic repairs like crack sealing or micro surfacing asphalt pavement; restriping of crosswalk markings; replacement of wayfinding and other signs; repainting, replacement of trail amenities and furnishings (benches, bike racks, lighting, etc.); and more substantial projects like hillside stabilization, bridge replacement, trail or street surface repaving; and trail repairs due to washout and flooding. Pavement markings and striping maintenance will depend on anticipated and actual product life cycle, which can range from one to ten years, depending on material type. Minor remedial maintenance for trails can be completed on a five to ten-year cycle, while larger projects should be budgeted on an as-needed or anticipated basis.

Figure 5.23- The stream bank above needs stabilization work before it undermines the trail.

TRAIL SYSTEM STEWARDSHIP

Stewardship refers to the long-term care and oversight of the regional trail system as a resource that adds value to the community and enhances the quality of life for citizens of the region. The trail system will require active stewardship by those who operate the facilities, as well as those who benefit from it, to ensure this valuable recreation and transportation infrastructure can provide a high level of service and an exceptional user experience for generations to come.

This will require coordination among all agencies involved in:

- The care and maintenance of the trails and their surroundings;
- The protection of these resources from external factors that may reduce their value and utility; and
- The encouragement of community participation in the upkeep and enhancement of the Network as a valuable community asset.

SEMPO should identify an individual or committee of representatives of various agencies to identify stewardship activities and develop a timeframe or schedule for completion. Such activities may include identifying and managing trail steward volunteers to remove trash or monitor activities on the trail, annual trail cleanup events, coordinating the use of the trails and bikeways for educational activities, and increasing public awareness of the trail system as a resource to diverse members of the community.