



# Grant's Trail Route Alternatives Survey

The City of Kirkwood is seeking public input to select the best alignment for the Grant's Trail Extension. This survey includes an explanation of each alignment and questions asking you to share your thoughts and preferences. All responses are confidential.

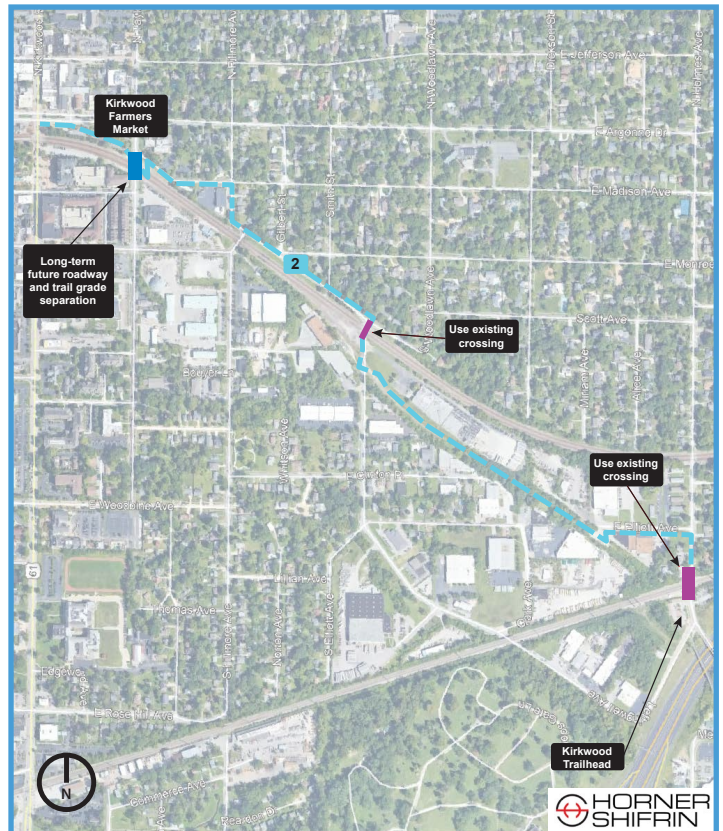
Four alternatives were developed for the Gravois Greenway/Grant's Trail Extension based on public input, property owner feedback, technical considerations, and alignment with the project's goals. Each alternative possesses varying opportunities and challenges.

## Possible Alternatives



### ALTERNATIVE ONE

Rail alignment that utilizes a combination of right-of-way from an abandoned rail spur owned by UPRR as well as right-of-way on/private property adjacent to an active UPRR railway. The route would be separated from the active rail line and adjacent private property by a fence or barrier. Grade crossings of BNSF, Leffingwell, and Fillmore are included in this option. The trail will then cross the UPRR tracks on the east side of Taylor at-grade then cross west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.



### ALTERNATIVE TWO

The route will cross the BNRR at grade along the west side of Holmes from the Kirkwood trailhead to Elliot, then travel west on the south side of Elliot to the abandoned UPRR rail spur. The route will continue northwest along the abandoned rail spur either within UPRR right of way or on adjacent private property adjacent to Leffingwell. A fence or barrier separation between the trail and private properties. At Leffingwell, the route will turn north and cross the UPRR Active Rail Line then run on the south side of Scott to Fillmore. The trail will continue north on Fillmore from Scott to East Madison. The route will continue west of Fillmore on the south side of Madison either on City ROW or on UPRR right of way. The trail will then cross at-grade west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.

## Possible Alternatives



### ALIGNMENT THREE

This route will travel southwest on the north side of Leffingwell from the trailhead to the billboard access road. Along the access road, it will travel northwest to cross the BNR with an undercrossing to the northeast that will lead into the abandoned rail corridor. The alternative will continue west on the abandoned rail spur. The route will continue on the right of way of the rail spur owned presently by the UPRR, to Clinton, where it will turn west and travel on the south side of Clinton to Leffingwell, cross Leffingwell to the west side, and travel north to just north of the Leffingwell Center. The alternative will then travel west along property lines in a greenway corridor between two private properties, then travel north to the north side of the Hudson-Leramo Beverage Group Parcel, then between this parcel and the cell tower, west to Fillmore. The trail will cross Fillmore at grade and use a raised and separated or existing side path on the south side of West Monroe to Taylor, next to the Performing Arts Center. The trail will then travel north on the east side of Taylor and cross the UPRR tracks at grade then cross west with a rapid flashing beacon crossing just north of the UPRR to the Farmers Market.



### ALIGNMENT FOUR

The route will travel on the southeast side of Leffingwell from the trailhead and follow Leffingwell as a side path to Clinton. The route will cross Clinton, then travel on the north side of Clinton west to Fillmore Park. The route will use a widened sidewalk around the southwest corner of Fillmore Park to travel north on the east side of Fillmore before crossing to the west side of Fillmore at the existing crossing at E Clinton Place. The side path will continue north on Fillmore to the existing Kirkwood maintenance site where it will turn west and travel through the site on its south and west borders to connect to Taylor and the Performing Arts Center. The side path will travel north on the east side of Taylor, crossing the UPRR rail corridor at grade before turning west just north of the UPRR to the Farmers Market.