



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: October 17, 2016

Re: 2017-18 Transportation Alternatives Program Grant Applications (Case #17-4)

## Executive Summary

City staff proposes to make application for the Transportation Alternatives Program (TAP) for five potential non-motorized transportation improvement projects. In addition, staff requests that council prioritize the applications, as required by the TAP process.

## Discussion

The Transportation Alternatives Program (TAP) provides federal funds for non-motorized transportation facilities, is administered by MoDOT, and was authorized under Section 1122 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and is reauthorized under the FAST Act. The application and award period for the grant opportunity will be November 1, 2016 and January of 2017, respectively.

TAP funds may be used for the following purposes:

1. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990;
2. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and
4. Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

TAP applications require a minimum 20 percent cash local match and the maximum project award is \$400,000. For the Central District, \$1.8 million is available for the 2017-18 application round.

Public Works and Parks and Recreation staff have identified several projects that are eligible for this funding opportunity. In addition, the downtown Community Improvement District (CID) has requested that the City sponsor an eligible project. The application guidelines require that project sponsors must be a city, county or transportation related government



agency, and that all other entities including, but not limited to, school districts and not-for-profit agencies must partner with a city or county to apply for and administer the project.

The TAP process also requires the sponsoring entity to prioritize all submitted applications. Thus, five proposed projects for Council selection and prioritization are listed below. Projects are listed in a proposed order of priority, based on factors such as project readiness, cost and safety impacts:

**1.) Carter Lane Sidewalk.** Construct five-foot wide concrete sidewalk along Carter Lane.

The Carter Lane sidewalk project is a safety project that will add sidewalk along the east side of Carter Lane between Foxfire Drive and the sidewalk along the commercial properties at the intersection of Providence and Green Meadows. There are a large number of pedestrians and bicyclists among the college students living in the area and the bus route along Providence Road. The project has been surveyed and staff is now working on preliminary design.

*Estimated Total Project Cost: \$430,000*

*Estimated Project Construction Cost: \$390,000.* Requesting 80% TAP funding (\$312,000) with 20% City match (\$78,000) of total construction cost. Design, inspection, and right of way acquisition costs will not be included in the application to MoDOT.

*City Match Funding: 1/4-cent CIP sales tax*

**2.) Hinkson Creek Trail: Stadium to Bluffdale Section.** The proposed Hinkson Creek Trail Stadium to Bluffdale section is a bicycle and pedestrian trail project that will serve as a major connector for thousands of students living in apartments along Old 63 and the University of Missouri Campus. This section of trail is part of the proposed 30 mile loop around Columbia, connecting thousands of residences to the rest of Columbia.

*Estimated Total Project Cost: \$1,200,000*

Requesting 33% TAP funding (\$400,000) with 67% City Match (\$800,000) of total project cost.

*City Match Funding: 2010 Park Sales Tax*

**3.) Oakland Gravel Road Sidewalk - Blue Ridge Road to Edris Drive.** Construct 6-foot wide concrete sidewalk along the west side of Oakland Gravel Road. The Oakland Gravel Road sidewalk project is a safety project that will add sidewalk along the west side of Oakland Gravel Road between Blue Ridge Road and Edris Drive. The



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proposed sidewalk will fill in the gap between the sidewalk along Albert-Oakland Park and the sidewalk along Blue Ridge Road. The sidewalk will help connect pedestrians with Albert-Oakland Park, Oakland Middle School, Blue Ridge Elementary School, and Bear Creek Trail.

*Estimated Total Project Cost: \$455,100*

Requesting 80% TAP funding (\$364,080) with 20% City match (\$91,020) of total project cost.

*City Match Funding: 1/4-cent CIP Sales Tax*

**4.) Perche Creek Trail- MKT to Chapel Hill Section.** The proposed Perche Creek Trail – MKT Trail to Chapel Hill section is a bicycle and pedestrian trail project that will be the first phase of the Perche Creek Trail that will be the major north-south trail for the western half of Columbia. This section of trail is part of the proposed 30 mile loop around Columbia, connecting thousands of residences to the rest of Columbia via the MKT Trail.

*Estimated Total Project Cost: \$1,600,000*

Requesting 25% TAP funding (\$400,000) with 75% City Match (\$1,200,000) of total project cost.

*City Match Funding: 2015 Park Sales Tax*

**5.) West Entry Gateway.** The West Entry Gateway Project is a key part of the CID Gateway Master Plan which has been formally supported by the City of Columbia. The master plan is a thorough civic identity and wayfinding plan developed to enhance the visibility and character of the downtown, fostering economic development and community identity. The gateway master plan proposes a hierarchy of streetscapes, plazas and public art to create a unified aesthetic for downtown, strengthening the community through art.

The West Entry Gateway Project is proposed to be the first of the gateways to be implemented. The project consists of improving the intersection of 4th Street and Broadway, with traffic calming, pedestrian safety and aesthetic enhancements. A landscape median is proposed in the middle of Broadway to help slow traffic and provide a refuge for pedestrians crossing the busy street. In the median will be three light columns reflective of the City's landmarks. The light columns, modern in design and materials, will have iconic images of Columbia to reflect the unique, diverse and vibrant community of downtown and the entire City. Additional improvements proposed would be crosswalks, accessible ramps, sidewalk bulb outs (chicanes/curb extensions) to calm/slow traffic, and landscaping.



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*Estimated Total Project Cost: \$625,273*

*Estimated Traffic Calming and Pedestrian Safety Project Elements' Cost: \$187,565. Requesting 80% TAP funding (\$150,052) with 20% CID match (\$37,513). Site demolition, median improvements, and street right of way improvement costs will not be included in the application to MoDOT.*

*CID Match Funding: CID Sales and Property Tax*

## Fiscal Impact

Short-Term Impact: N/A  
Long-Term Impact: N/A

## Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Transportation, Secondary Impact: Community Facilities & Services, Tertiary Impact: Parks, Recreation and Greenways

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Social Equity, Tertiary Impact: Tertiary

Comprehensive Plan Impacts:

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Infrastructure, Tertiary Impact: Livable & Sustainable Communities

## Legislative History

Date	Action
N/A	N/A

## Suggested Council Action

Passage of the resolution, should the Council wish to authorize the City Manager to submit grant applications for the projects listed in order of priority. Council can amend the resolution if it wishes to change the order of project prioritization.