

**2023 Safe Streets for All (SS4A) Potential Grant Application Projects and Initiatives**

Assumes 2022 Grant application was successful.

If not successful all projects in 2022 Grant application will be re-evaluated, modified or improved based on feedback.

Abbreviations

CATSO LRP=Columbia Area Transportation Study Organization Long Rang Transpiration Plan

VZ=Vision Zero Action Plan and formally identified initiatives

Complete Streets=City of Columbia adopted policy and street standards for Complete Streets

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Project or Item	Anticipated cost	Known plans/policy alignment	Notes
St. Charles Road between Keene Street and Richland Road	\$9,000,000	CATSO LRP, VZ	<p>Reconstruct a roadway with limited non-motorized facilities that has vertical and horizontal alignment concerns to a great street with complete bicycle and pedestrian facilities.</p> <p>Completion of non-motorized infrastructure along route connects people to Hominy Trail/MKT/Katy - essentially the last mile to be able to bicycle to Jefferson City or even St. Louis as well as serving to connect essential services for all modes of transportation. --- Design to reduce speeds, prevent lane departures and improve non-motorized facilities. The future addition of a fire station near the intersection of Richland Road is a factor. This project could be a candidate for the 2025 ballot initiative, but if funding is secured with this grant, the construction of improvements could be accelerated by 5-10 years. While potentially a worthy project for the 2022 grant application, Clark Lane appears better suited for the grant application at this time. Current crash information indicates lower level of concern than for Clark Lane at this time.</p>
Route KK/Old Mill Creek Road	\$7,000,000	CATSO LRP, VZ	<p>Reconstruct a roadway with limited non-motorized facilities that has vertical and horizontal alignment concerns to a great street with complete bicycle and pedestrian facilities.</p> <p>Completion of non-motorized infrastructure along route connects people to Scott Boulevard and the MKT Trail/Katy Trail - essentially the last mile to be able to bicycle to Jefferson City or even St. Louis as well as serving</p>

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			to connect essential services for all modes of transportation. --- Design to reduce speeds, prevent lane departures and improve non-motorized facilities. The future addition of a fire station near the intersection of Scott Boulevard & Route K is a factor. This section of Route KK is still maintained by MoDOT. It is possible that a cost share with MoDOT could be pursued. This project could be a candidate for the 2025 ballot initiative, but if funding is secured with this grant, the construction of improvements could be accelerated by 5-10 years. While potentially a worthy project for the 2022 grant application, Clark Lane appears better suited for the grant application at this time. Current crash information indicates lower level of concern than for Clark Lane at this time.
Forum Boulevard	TBD	CATSO LRP, VZ, Complete Streets	Forum Boulevard is a currently funded 2015 Ballot Initiative project. The Public Improvement Process is currently in the early stages. It believed, but not known, that the current projected funding will be adequate for the project. It is possible that by the 2023 grant application time additional information will be known and that some form of grant funding opportunity would be appropriate to create the best possible improvement project for all modes of transportation.
Road Safety Audits	\$180,000	VZ	Hire consultant(s) to coordinate safety audits of roads with high numbers of serious injury and/or fatality crashes. This would include an analysis of a corridor that has a low crash rate in comparison to high crash rate roads with the intention of identifying features that have led to better outcomes.

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Targeted High Friction Surface Treatment installation	\$1,000,000	CATSO LRP, VZ	Additional funding for installation at targeted locations in the City that could be made safer with HFST. (Examples: near mid-block crosswalks, curves, specific intersections, etc.). Would use VZ Crash Analysis data to guide process. Identify additional locations.
Enhanced road markings	\$600,000	CATSO LRP, VZ	Implement enhanced marking - hire contractor to mark approx. 250 miles of system over the course of a year. Although this is a key piece of VZ moving forward, will need more review to determine grant eligibility. If found to be eligible, continued funding request.
Mitigation or improvement for sight distance concerns, left turn conflict elimination and access management for the system	\$1,000,000	CATSO LRP, VZ	Identify potential locations and implement in accordance with CATSO Long Range Plan, VZ crash analysis data and VZ plan. Identify additional locations.
Bicycle and Pedestrian Safety Infrastructure improvement along Route B/Paris Rd	\$2,500,000	Parks Master Plan/Ballot initiative, Complete Streets	Side path construction along MO Route B. Will be part of Parks Initiative and dependent on outcome of current Route B Road Safety Audit. Complete streets enhancement. Phase 2 construction would be more feasible for second-year funding.
Safety improvements along Route B/Paris Road identified as part of the RSA	TBD	VZ	Implementation of improvements identified as part of the Route B RSA. Unknown impacts. Expected to be between \$1,000,000 to \$25,000,000, all of which will require a coordinated implementation approach with MoDOT.

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Sidewalk Master Plan projects	TBD	Sidewalk Master Plan	Select project(s) from the updated Sidewalk Master Plan that should be complete by the time for 2023 applications.
Primrose sidewalk (Stadium to Sunflower)	\$650,000	Complete Streets	Construct a sidewalk along one side of a roadway with no current sidewalk facilities. This project, along with others, will be evaluated for potential recommendation for inclusion in the grant.
Proctor Drive sidewalk Bear Creek Village to Proctor Park	\$700,000	Complete Streets	Road unlikely for improvement within 15 years, connects neighborhood park and neighborhood. May need to review for sidewalk to east of park to connect another neighborhood. The location was identified during Neighborhood Traffic Management Program process for Proctor. This project, along with others, will be evaluated for potential recommendation for inclusion in the grant.
Lightpost Drive sidewalk completion	\$300,000	Complete Streets	Portions of project may be constructed as part of future development. This project, along with others, will be evaluated for potential recommendation for inclusion in the grant.
ADA Transition Plan Implementation	\$700,000	ADA Transition Plan	Any funding received would be used to accelerate implementation of the plan. City currently spends \$250,000 to \$1,000,000+ per year.
Behavioral modification strategies	\$150,000	VZ	Ongoing implementation of branding and cultural modification strategies including media, promotional and behavior modification initiatives. Ongoing Smart Road User Program and youth traffic safety education initiatives with possible expansion.

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Comprehensive examination of signals for leading pedestrian intervals	\$150,000	VZ	Phase II – locations where equipment is expected to be less than \$10,000.
Lane departure mitigation	\$250,000		Examine additional areas throughout the City where proven countermeasures could be used to mitigate lane departures.
Enhanced traveler assistance coverage & emergency response improvements	TBD		Partnership with MoDOT to improve crash team improvements. Training. Examination of strategies to include with I-70 projects to improve emergency response to major Interstate incidents. Continued examination of Push, Pull, Drag. Although these types of activities are directly related to Vision Zero traffic safety concerns, it is unknown if this project would be eligible for funding from this specific grant.
Bus shelter installation	TBD		Bus shelter and sidewalk improvements for up to 4 locations in core areas that are unlikely to change with the comprehensive study. Focus on accessibility.
Bus shelter preliminary engineering and surveying for new locations identified as part of the comprehensive transit route study	TBD		Ongoing exam - Preliminary engineering and surveying along routes selected as part of the comprehensive route study. Would allow moving forward with shelter installation as soon as possible for new routes - Phase 2 of 3 anticipated phases
Sidewalk design and construction for locations identified as	TBD		Ongoing exam - Survey, engineering, and construction along routes selected as part of the comprehensive route study. Would allow moving forward with shelter

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part of the comprehensive transit route study			installation as soon as possible for new routes - Phase 2 of 3 anticipated phases
Create Pedestrian Level of Comfort Map	TBD	Sidewalk Master Plan	Mapwork/coding of the pedestrian network. This effort will enable sophisticated analysis of connectivity within geographic areas and to public facilities that will support sidewalk master plan recommendations and help to prioritize pedestrian improvements.
Continued implementation of municipal traffic offense diversion program	\$24,000	VZ	Hold ongoing monthly classes and offer a virtual option for hardships/COVID.
Emergency traffic direction equipment for first responders to implement TIM	\$50,000	VZ	Provide first responders with equipment necessary to implement Traffic Incident Management in accordance with best practices.
Mid-block crosswalk installation and conversions	\$150,000	CATSO LRP, Sidewalk Master Plan, Complete Streets, VZ	Improve/install a minimum of 5 mid-block crosswalks to include a median refuge island and rapid rectangular flashing beacons. The City has a number of these already and they are on the list of FHWA proven countermeasures.