

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

*Some items assume 2023 Grant application is successful.

If not successful, all projects in 2023 Grant application will be re-evaluated, modified or improved based on feedback.

Abbreviations

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

VZ=Vision Zero Action Plan and formally identified initiatives

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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.
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.
Bicycle and Pedestrian Safety Infrastructure	\$500,000	Parks Master Plan/Ballot	Side path design along MO Route B. This project has been identified as part of August 2021 Parks Ballot Initiative.

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improvement along Route B/Paris Rd		initiative, Complete Streets, VZ	There are many questions as to design features. More will be known after the current Route B Road Safety Audit. This should be considered a Complete Streets enhancement. Phase 1 design would be more feasible for first-year funding and could help to accelerate the project.
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.
Targeted High Friction Surface Treatment analysis and installation	\$500,000	CATSO LRP, VZ	Targeted locations in the City that could be made safer with HFST and install. (Examples: near mid-block crosswalks, curves, specific intersections, etc.). Would use VZ Crash Analysis data to guide process.
Analysis of potential effectiveness of pursuing High Friction Surface Treatment (HFST) for entire length of US 63 and I-70 through entire CATSO area	\$150,000	CATSO LRP, VZ	Hire consultant to complete HSM analysis of likely effectiveness along high injury/fatality corridors.
Mitigation or improvement for sight distance concerns, left turn conflict elimination and access management for the system	\$400,000	CATSO LRP, VZ	Identify potential locations and implement in accordance with CATSO Long Range Plan, VZ crash analysis data and VZ plan.

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Lane departure mitigation	\$250,000	VZ	Examine areas throughout the City where proven countermeasures could be used to mitigate lane departures.
Sidewalk Master Plan projects	TBD	Sidewalk Master Plan	Select project(s) from the updated Sidewalk Master Plan. Plan was completed in early 2023 and will be reviewed to identify projects.
Scott/Wales/Broadway sidewalk project	\$1,200,000	Complete Streets, VZ	Sidewalk both sides of Scott Boulevard/ Wales/Broadway from Silvey to Smith/Rollins (currently not a connected sidewalk network/no sidewalk in parts). Along a busy arterial in an area between residential & commercial areas.
Broadway sidewalk project - south side Stadium to Clinkscales including enhanced pedestrian crossings	\$2,000,000	Sidewalk Master Plan, Complete Streets, CATSO LRP, VZ	Would include at least one major crossing of Broadway between Stadium & Broadway. The complexity of this project makes it better suited to split planning/design and construction phases into separate grant periods. Phase 1 – planning/design, Phase 2 – construction. This has been a part of the Sidewalk Master Plan since 2004.
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

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			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.
Enhanced road markings and signing	\$1,000,000	CATSO LRP, VZ	Implement enhanced marking - hire contractor to mark approx. 250 miles of system over the course of a year. This is a key piece of VZ implementation identified by Engineering Team analysis moving forward. Upgrade signing to all fluorescent yellow green signs for all pedestrian oriented signing, upgrade curve and warning signs to florescent yellow, upgrade curve and warning signs throughout the system for most recent MUTCD. This is a key piece of VZ implementation identified by Engineering Team analysis moving forward.
ADA Transition Plan Implementation	\$500,000	VZ, 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.
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.
Behavioral modification strategies	\$225,000	VZ	Ongoing implementation of branding and cultural modification strategies including media, promotional and

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			behavior modification initiatives. Ongoing Smart Road User Program and youth traffic safety education initiatives with possible expansion.
Bus shelter preliminary engineering and surveying and installation of 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. Bus shelter and sidewalk improvements for up to 4 locations in core areas. Focus on accessibility.
Sidewalk design and construction for locations identified as part of the comprehensive transit route study	\$250,000	VZ	Survey, engineering, and construction along routes selected as part of the comprehensive route study. Would allow moving forward with shelter installation as soon as possible for new routes by closing critical gaps - Phase 1 of 3 anticipated phases.
Continued implementation of municipal traffic offense diversion program	\$24,000	VZ	Hold ongoing monthly classes and offer a virtual option for hardships/COVID.
Enhanced traveler assistance coverage & emergency response improvements	\$25,000	VZ	Partnership with MoDOT to improve crash team response and offer training. Examination of strategies to include with I-70 projects to improve emergency response to major Interstate incidents. Continued examination of Push, Pull, Drag for emergency response to help eliminate secondary crash issues.

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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.
Installation of selected signals for leading pedestrian intervals	\$150,000	VZ	Phase II – locations where equipment is expected to be less than \$10,000.