

**TRANSPORTATION ALTERNATIVES PROGRAM  
NOMINATION FORM 2016**

*Additional information can be found in the Transportation Alternatives Program Guide:  
[www.modot.gov](http://www.modot.gov)*

**1. Project Sponsor Name**

City of Jefferson

**2. Project Sponsor Type**

City

**3. Project Sponsor Contact Information**

Contact Person: David Bange  
Title: City Engineer  
Mailing Address: 320 E. McCarty Street  
City: Jefferson City State: MO  
Zip Code: 65101  
Daytime Telephone: 573 634 6433  
Email: XXXXXXXXXXXXXXXXXXXX@XXXXXX

**4. Project Name**

Missouri Boulevard Sidewalks, Waverly Street to Beck Street

**5. Eligible Project Category**

(2) Construction of infrastructure-related projects and systems that will provide safer routes for non-drivers

**6. Project Location**

County: Cole County MoDOT District: Central

Provide Project location map (Label attachment as 'Project Location List - Attachment A')

Project Limits: From: 170 feet west of Waverly Street To: 70 feet west of Beck Street

Project Length (feet/miles), if applicable: 2500 feet

**7. Project Sponsor has completed MoDOT online LPA training within the past 2 years**

Yes  No

Name and title of person in Responsible Charge

David Bange

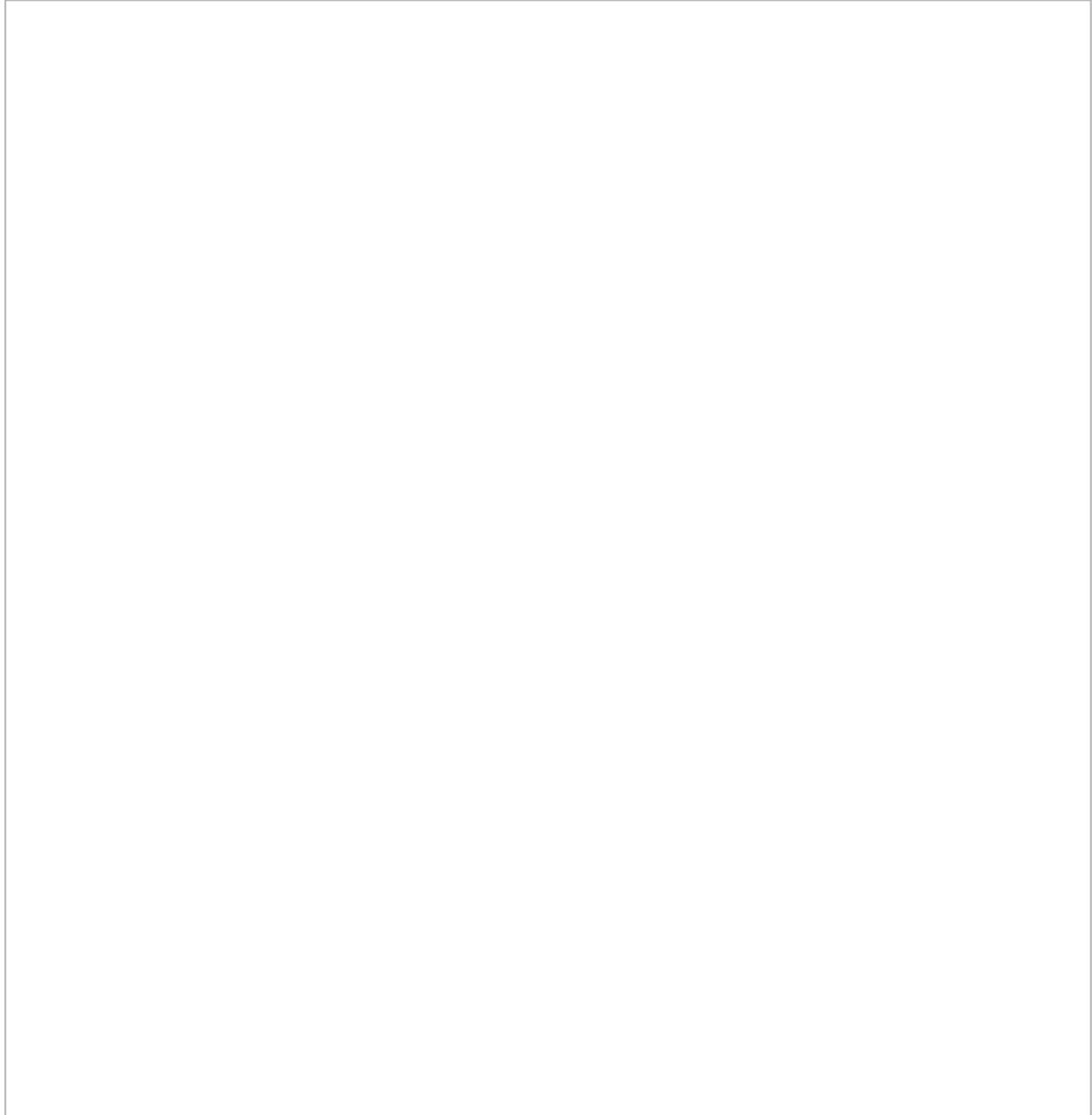
**8. Does the Project Sponsor have an active or incomplete SRTS, TE or TAP project?**

Yes  No

If Yes, provide the Federal Project Number: STP-3111 (509) and TAP-9901 (501)

## 9. Project Description

*(Limited to 3500 Characters with spaces)*



### **10. Project Information** (Location map showing project limits required)

Directional Maps, Site Maps, and Photographs

(Label Attachment as 'Project Information - Attachment B')

(No more than 10 pieces)

### **11. Official Project Sponsor Funding Resolution**

(Label attachment as 'Certification of Funding and Support - Attachment C')

(No more than 10 pieces)

### **12. MPO / RPO Letter of Support (if applicable)**

(Label attachment as 'MPO/RPC Letter of Support - Attachment D')

(No more than 10 pieces)

**13. Evidence of Public Involvement and Support**

Attach letters of support and other documentary evidence of public interest.  
(Label attachments as 'Evidence of Public Involvement and Support - Attachment E')  
(No more than 10 pieces)

Provide evidence of public involvement summary, include dates and information about public meetings and events held to discuss the project. *( Limited to 1,640 Characters with spaces )*

**14. Project Priority Ranking by Project Sponsor (Examples: 1 of 1, 2 of 4, 1 of 3)**

of

**15. Property Ownership and Acquisition Information**

All proposals must provide documentation of the Nominator's property rights by title of ownership, lease, or easement for all property within the project limits.

(Label attachments as 'Property Ownership and Acquisition Information - Attachment F')  
(No more than 10 pieces)

**Is the property needed for the project already acquired?**

*If No - How will it be acquired? Describe in the text box below.*

*If Yes - When was the property acquired and how? Describe.*

**Was the property acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act?**  Yes  No

**16. Is this project located within an economically disadvantaged county as identified in the Program Guide?**  Yes  No

**17. Railroad Right of Entry Letter/Agreement (if applicable)**

Projects proposing to encroach or cross railroad right of way, must include documentary evidence from the railroad granting a right of entry or an executed encroachment agreement.  
(Label attachment as 'Railroad Right of Entry Letter/Agreement - Attachment H')

**18. Local Bicycle Plan (if applicable)**

Projects proposing to build facilities for bicycles must include documentary evidence from the city or county stating that the project has been included in the entity's bicycle plan, if applicable, or the bicycle element of the transportation component of the entity's comprehensive plan.  
(Label attachment as 'Local Bicycle Plan - Attachment I')

**19. Project is a recommendation from TEAP or other planning study implementation?**

Projects that are implementing TEAP or other relevant studies will receive additional points  
Attach a copy of the study and identify where this project is a recommendation  
(Label attachment as - Attachment J')  Yes  No

**20. Projected Time Estimate**

Estimate the amount of time it will take to complete the project from start to finish. Approximate the time required for each activity. The activities can run concurrently causing the total time to be different from the total of the activities. Consider time for, but not limited to:

Months

- Planning Activities**  
(Executing contract, hiring consultant, planning, schematic and design, utility relocation, etc.)
- Environmental Clearance**  
(Assessments, possible mitigation for Hazardous Materials, permits, review by other agencies)
- ROW Acquisition**  
(Surveying, appraisals, title transfer, clearance, etc.)
- Project Design and Plan Preparation of PS&E Package**  
(Including PS&E Review by MoDOT District and other agencies.)
- Project Construction/Implementation**  
(Advertising/hiring contractor, demolition, construction, inspection, etc.)
- Other**

**Projected Time in Months**

**21. Maintenance and Operations**

Estimate maintenance and operations costs of the project. If applicable, determine the amount of any anticipated income derived from the project. (yearly basis)

Maintenance \$       Operations \$       Income \$

Identify all parties responsible for the maintenance and operations of the project:







### 23. Project Budget Summary

List all project costs to be incurred by the nominating entity on pages 5-7 for a complete itemized cost estimate. Projects not requesting, **preliminary engineering (including planning design, and plans, specifications, and estimates)** will receive up to 10 additional points during project evaluation and scoring.

PS & E Costs (if requesting reimbursement)	1.	<input type="text"/>
ROW costs (if requesting reimbursement)	2.	<input type="text"/>
Itemized Construction Cost Estimate:	3.	\$ <input type="text"/> -
Other Associated Construction Costs:	4.	<input type="text"/>
<hr/>		
Subtotal of Costs (Line 1 - Line 4):	5.	\$ <input type="text"/> -
<hr/>		
Other eligible costs (provide attachment with detailed explanation)	6.	<input type="text"/>
<hr/>		
Total Project Cost:	7.	\$ <input type="text"/> -
<hr/>		
Local Match:		
<input type="text"/> 20% of Total Project Cost (Line 6)	8.	\$ <input type="text"/> -
<hr/>		
Federal Funds Requested: <input type="text"/> 80% of Line 5	9.	\$ <input type="text"/> -

*The minimum amount of local cash match required is 20%, Sponsors are not limited in their maximum local match. If a larger local match is provided, please adjust the percentages accordingly.*

### 24. Project Commitment

By submitting an application, the nominating entity commits that if this project is selected for funding, it will be brought to a successful bid award within 23 months from selection.

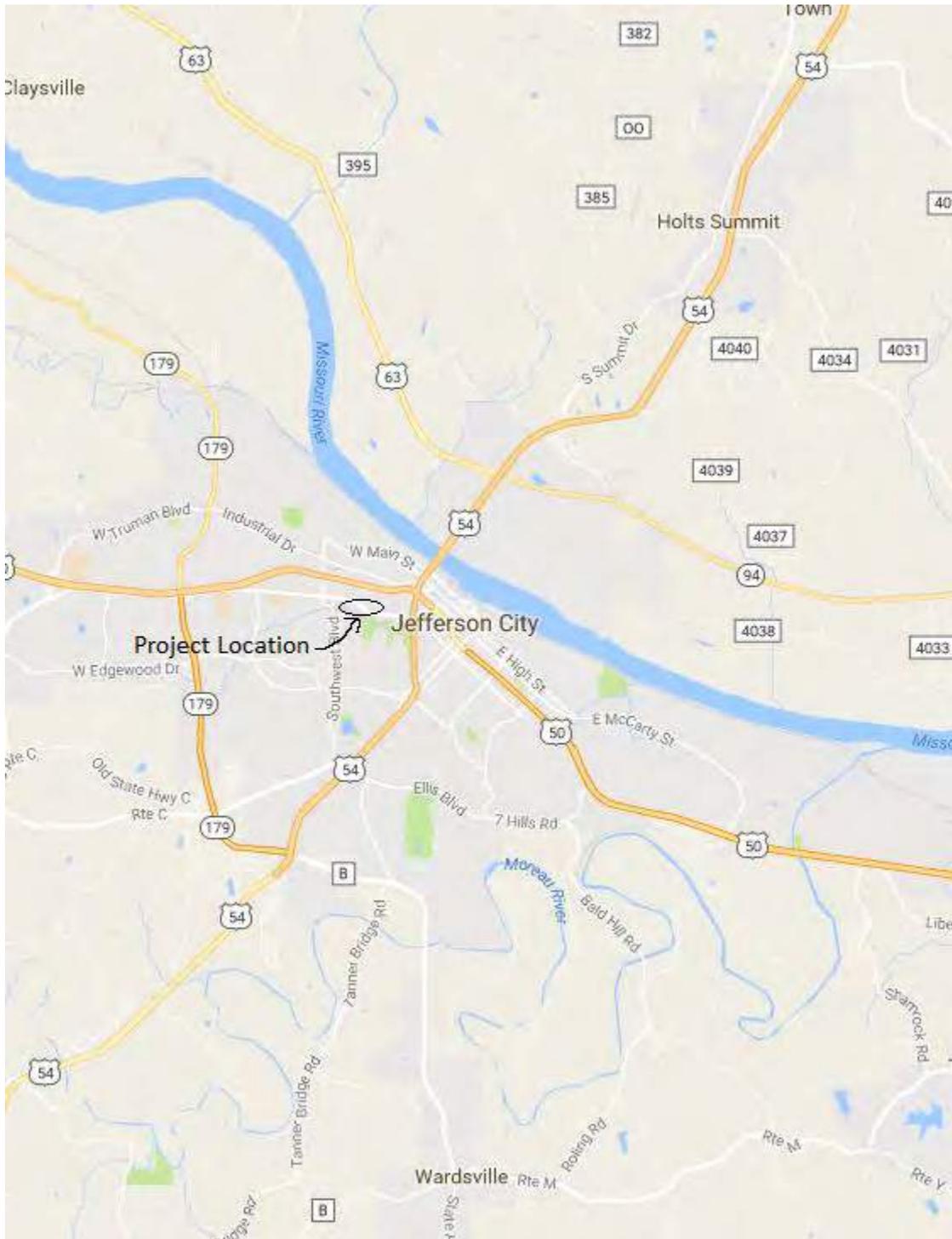
The construction plans for this project are currently:

- Complete  
 % Complete  
 Not Started

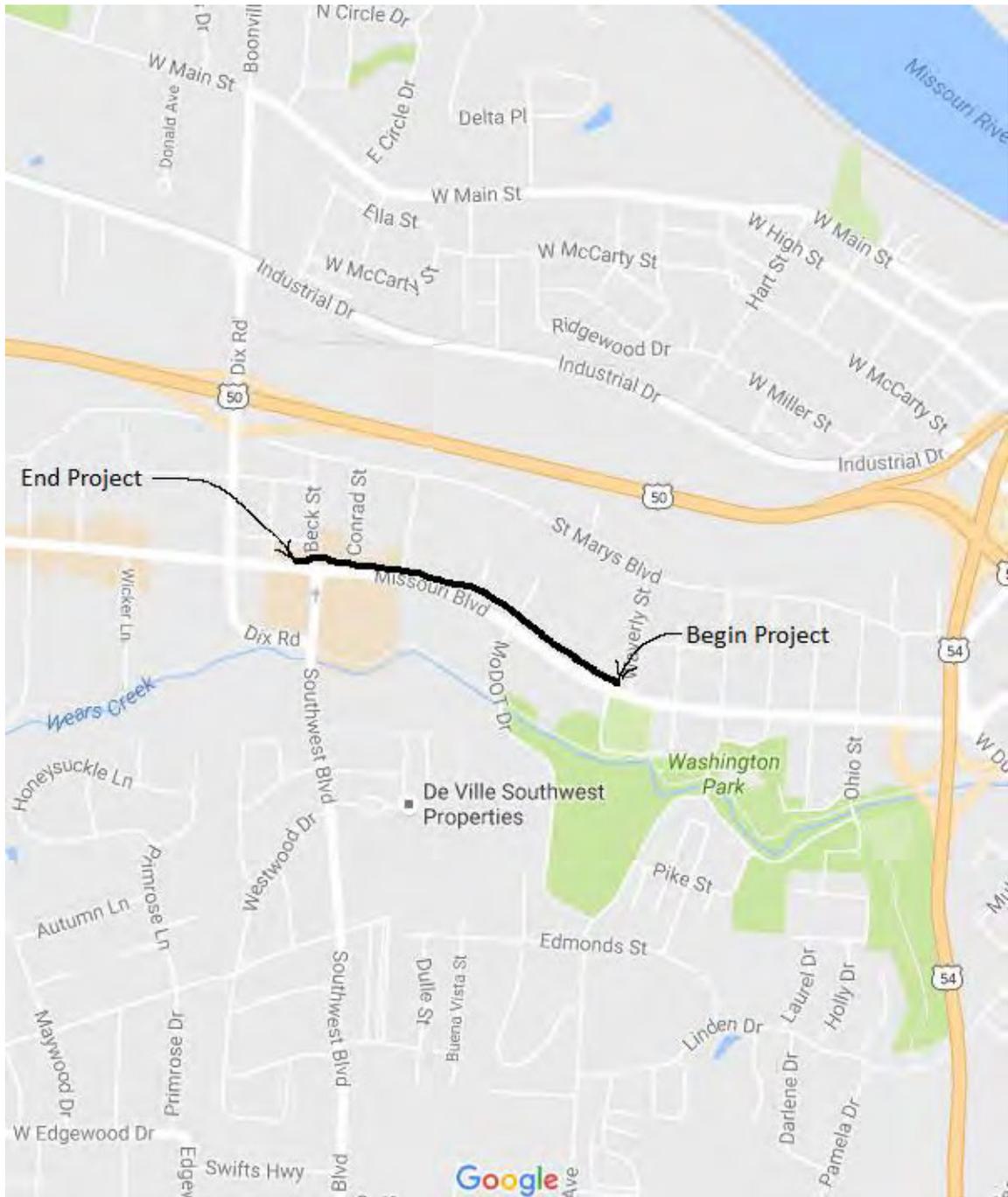
**Completed TAP nomination packets must be submitted by email to the respective district representative and be received by 5:00 p.m. on November 1, 2016. MoDOT reserves the right to deem a TAP nomination package ineligible for funding if not received by the prescribed deadline. In the event an LPA is unable to provide an emailed PDF copy of the application; the LPA shall coordinate with the district representative and deliver the completed project application by prescribed deadline**

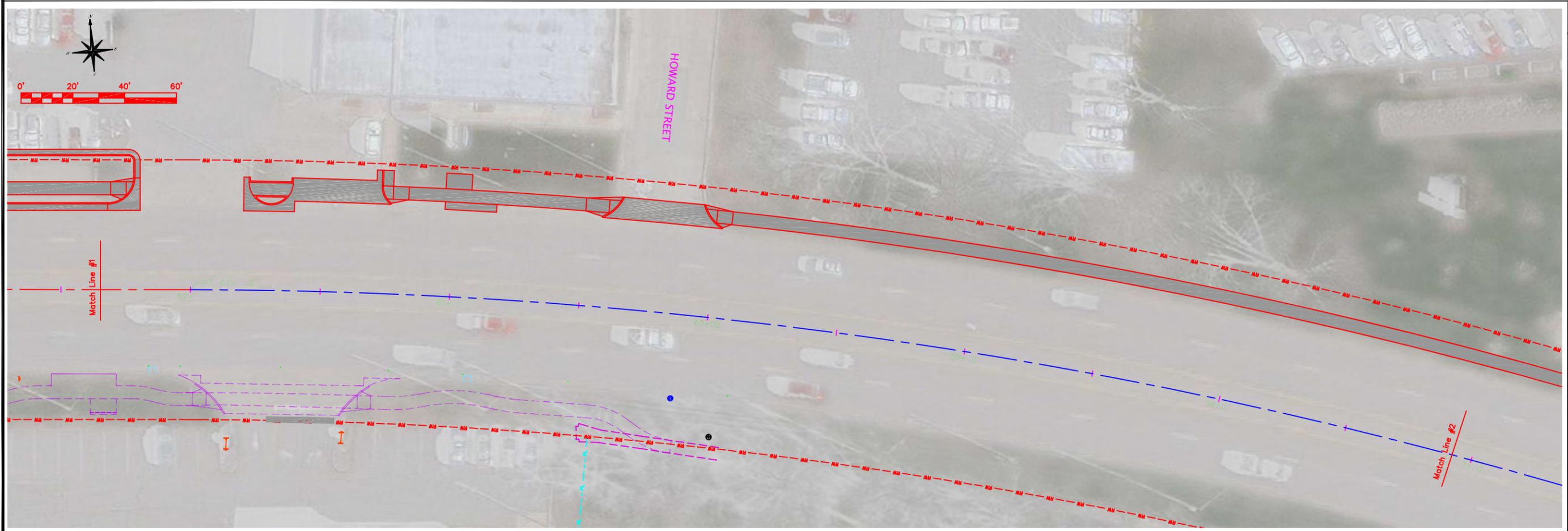
**FINAL SUBMISSION DUE DATE FOR ALL DOCUMENTATION  
November 1, 2016 by 5:00pm CDT**

# Project Location List – Attachment A

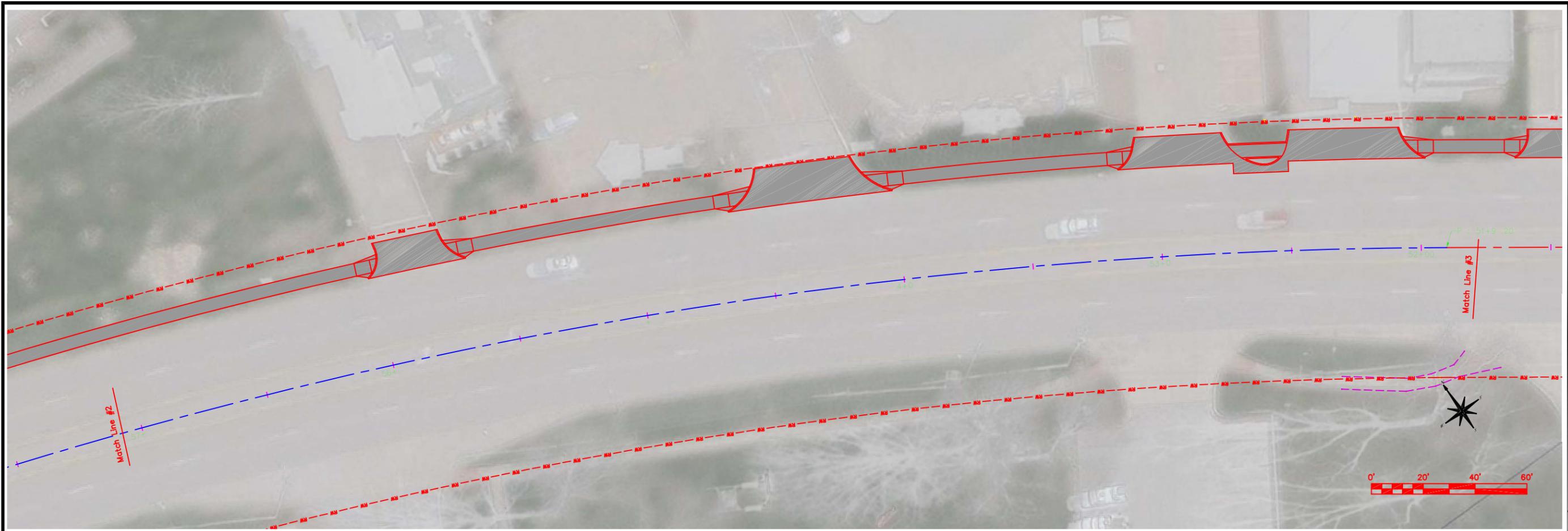


# Project Information – Attachment B

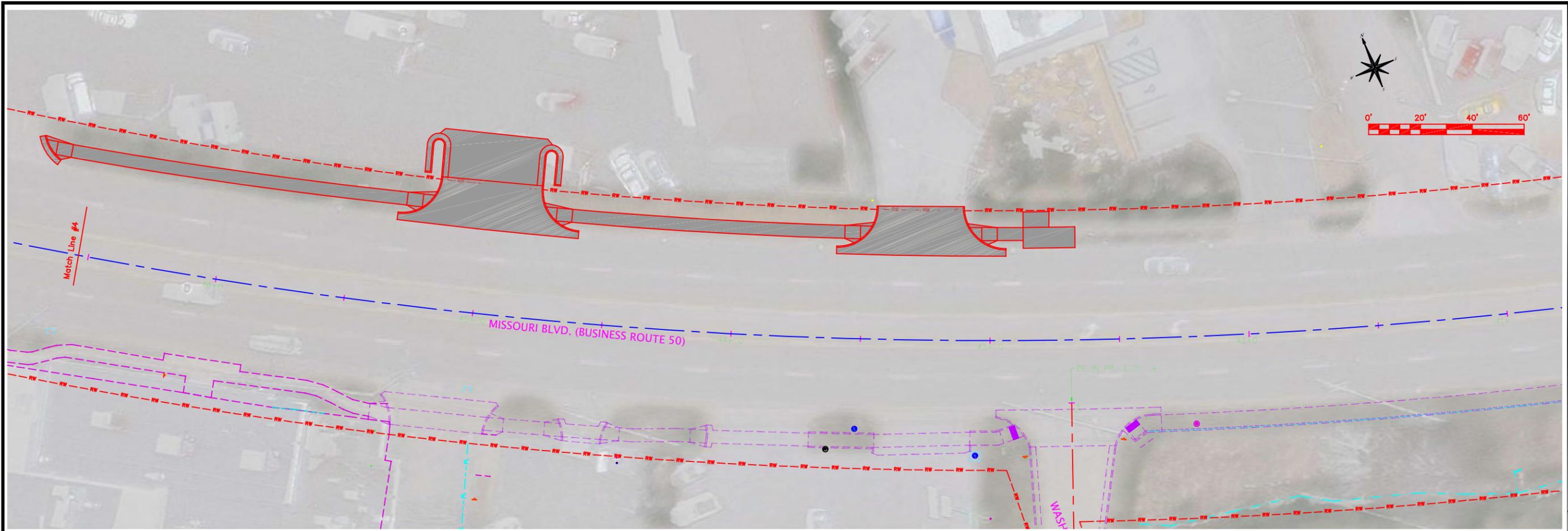




NO:	REVISION AND DESCRIPTION		
DATE:			
Project Information			
Attachment B			
Missouri Blvd. Sidewalks			
Waverly to Beck Street			
CHECKED BY:	DRAWN BY:	DATE:	
	DPB	02/2016	
David P. Bange			
PE-2007020241			
SHEET NUMBER			
1 of 3			



NO:		DATE:		REVISION AND DESCRIPTION	
Project Information Attachment B				Missouri Blvd. Sidewalks Waverly to Beck Street	
CHECKED BY:	DRAWN BY:	DATE:			
	DPB	02/2016			
David P. Bange PE-2007020241					
SHEET NUMBER 2 of 3					



NO:	REVISION AND DESCRIPTION	
	DATE:	

Project Information  
Attachment B  
Missouri Blvd. Sidewalks  
Waverly to Beck Street

CHECKED BY:	DRAWN BY:	DATE:
	DPB	02/20/16

David P. Bange  
PE-2007020241



## RESOLUTION

RS2016-23

Sponsored by Councilman Henry

### A RESOLUTION AUTHORIZING THE CITY OF JEFFERSON TO SUBMIT PROJECTS FOR THE TRANSPORTATION ALTERNATIVES PROGRAM

**WHEREAS**, the City of Jefferson has the opportunity to submit projects for Transportation Alternatives Program (TAP) funds; and

**WHEREAS**, the federally funded TAP provides opportunities to expand transportation choices and enhance the transportation experience related to the surface transportation system, and is focused on non-traditional transportation projects; and

**WHEREAS**, would minimally require the City to pay for 20% of the project cost; and

**WHEREAS**, construction of said projects would benefit the citizens of the Jefferson City area and the traveling public; and

**WHEREAS**, City staff has prepared two grant applications:

1. Missouri Boulevard Sidewalks, Waverly Street to Beck Street
2. Greenway Trail Connection, Dunklin Street Trailhead to Marshall Street Trailhead; and

**WHEREAS**, the City Council has listed these projects in order of priority as required by the application process.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Jefferson Missouri supports and authorizes the City Administrator, or his designee to execute and submit the necessary application for the Transportation Alternatives Program.

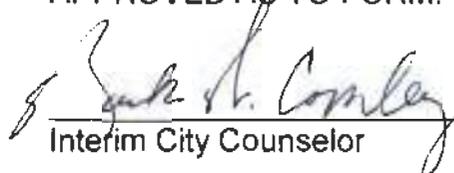
Adopted this 17<sup>th</sup> day of October, 2016

  
Rick Mihalevich, President Pro Tempore

ATTEST:

  
City Clerk

APPROVED AS TO FORM:

  
Interim City Counselor

# Capital Area Metropolitan Planning Organization

Room 120 720 L. McCarty Jefferson City, MO 65101 Phone 573.634.6110 Fax 573.634.6457

October 19, 2016

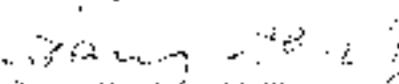
City of Jefferson  
Matt Morasch, Public Works Director  
320 L. McCarty St.  
Jefferson City, MO 65101

RE: Support for the City of Jefferson 2016 Transportation Alternatives Program Grant Application

The Capital Area Metropolitan Planning Organization's (CAMPO) supports the City of Jefferson's application for 2016 Transportation Alternative Program funds to increase pedestrian safety, connectivity, and access along Missouri Boulevard

Please find enclosed with this letter a resolution passed by the CAMPO Board of Directors supporting this project.

Sincerely,

  
Sunny Sanders, AICP  
Senior Transportation Planner

## RESOLUTION

RS2016-13

### CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION A RESOLUTION SUPPORTING THE CITY OF JEFFERSON TRANSPORTATION ALTERNATIVES PROGRAM GRANT APPLICATION

**WHEREAS**, the City of Jefferson is applying for a Transportation Alternatives Program grant to construct new sidewalk along the north side of Missouri Boulevard from Waverly Street to Beck Street; and

**WHEREAS**, the location of this proposed sidewalk would serve low-to-moderate income neighborhoods, improve access to several local businesses, and improve access to transit stops; and

**WHEREAS**, the location of this proposed sidewalk is located on the most heavily traveled roadway in Jefferson City that is not a US Highway. Missouri Boulevard, also known as US Business 50, serves several local businesses, commercial chain stores, the Missouri Department of Transportation Central District Office, Washington Park, Washington Park Ice Arena, and is located on the most heavily used JEFFTRAN transit route; and

**WHEREAS**, this proposed sidewalk will enhance safety, connectivity, mobility, and improve compliance with the Americans with Disabilities Act; and

**WHEREAS**, the proposed sidewalk is identified as a required sidewalk according to the City of Jefferson Master Sidewalk Plan, was the focus of the 2016 Missouri Boulevard Safety Assessment, and is identified on the Illustrative Needs List of the Metropolitan Transportation Plan; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Capital Area Metropolitan Planning Organization fully supports the City of Jefferson Transportation Alternatives Program Grant Application.

Adopted this 19<sup>th</sup> day of October, 2016

  
\_\_\_\_\_  
Jeff Hoelscher, Chairman

Attest: \_\_\_\_\_  
Anne Stratman, Administrative Assistant

## Evidence of Public Involvement and Support - Attachment E

The following comments and survey responses were collected over the course of multiple meetings, open house events, and through the use of online survey tools.

### General Public Comments, and Committee Meeting Comments

- Not able to safely get from greenway to mall [greenway on Edgewood]
- [REDACTED]
- Sidewalk to MO Blvd. from Dix Rd (1 block missing) crossing lights for peds.
- Need some way for safe travel at this interchange [179 and 50]! It has been redone 3 times and still no way to get through it safely in lots of traffic!
- 179 – no ped/bike safe access along side this brand new highway
- Put painted bicycle frames at strategic points/entrances to greenways. Anchor bike in cement.
- Next locations to consider sidewalks southwest, ellis, boonville.
- Create bicycle/ped greenway from Creek Trails (by hospital) across field to St. Marys hospital.
- No safe way to cross 54 south of stadium.
- Need safe passage across Route C leading to and at SW/Ellis
- South School (kids walk in street to/from school).
- Need crosswalk at Cap Reg. SW campus to existing greenway.
- Bicycle racks at City Hall (2<sup>nd</sup> comment: Ditto)
- Katy Trail JC access ability – cannot bicycle on very rough shoulder, so must be on street going up and down hill near winery on South Summit Drive. Also unsafe to walk & run.
- Improve sidewalks on East Capitol area around prison. Make bike trail from Dunklin St. to Highway 54 MO. River bridge, by way of Bolivar St. Make Bolivar St. overpass (Hwy 50) a one way vehicle lane, with the other lane for bikes/walking.
- Some place flat down by the river to bike and walk (southside of the river)
- Sidewalk(s) on Route T
- Expanded shoulders on Route M
- Greenways connected (2<sup>nd</sup> comment: YES!!)
- 10k, 15k ride on Katy Trail
- US 50 is a barrier to pedestrian and bicyclists west of MO Blvd.
- [REDACTED]
- [REDACTED]
- Need sidewalks on Diamond Ridge.
- Need more bus routes, smaller buses, longer hours, weekend (Sat.) routes.
- South of Stadium, 54 is a complete barrier to east-west walk or bike.
- More bike hubs for safety locking bikes up, secured lock-up.

- On 4<sup>th</sup> of July 2014, I biked from Holts Summit early in the day. My commute was stopped at the Mo River, because the ped/bike bridge was locked. I spent my holiday home alone instead of with a large group of friends in JC.
- City is designed for cars and so what we get is cars. Need to plan for people & places. Sidewalks need to be everywhere and in good repair.
- Need to make areas more people friendly – this means making place – slowing down traffic- creating spaces where people want to be.

**When asked ..... What encourages walking and cycling in the community?**

- City history
- Lots of galleries and stores in a small area
- Greenway & MO River bridge
- Maybe consider safe storage of bike at transit transfer location. Leave bike, ride bus, return, and ride back!
- Safe and beautiful routes
- Greenway
- Katy trail
- Awesome destinations
- 3 great bike shops
- 3 great bike shops
- Bike racks at the MRRL and El Jimmy's on Edgewood!
- Bike racks on transit buses. Great addition!
- You could get everywhere small city- easy to walk and bike BUT
- Memorial bike rack for City Hall!

**When asked ..... What discourages walking and cycling in the community?**

- Can't walk and bike most places – no safe streets or paths.
- Mindset that roads are for cars instead of for all forms of transportation equally
- Sidewalks (lack)
- Needs more shade trees downtown
- Lack of pedestrian bridges
- Lack of sidewalks in many neighborhoods.
- Isn't safe or doesn't FEEL safe
- Lack of education – bicyclists and drivers
- Safety

## Open House Comments

### June 2015 Open House

- [REDACTED]
- More Education about the laws.
- [REDACTED]
- More bike lanes
- 3 foot buffer b/w bike and car
- Not for profit advocacy for bike and ped group
- Safe access from Holts Summit, down South Summit Drive, to the Katy Trail for walking, running, & bikes. At least fix shoulders.
- Incentive for businesses to provide shuttles for employees (Scholastic, state).
- Better collaboration among city, county, state, and local groups.

### May 2016 Open House

- "Florida bicycle laws per Karl Staub"
- "Promote preferred routes for bikes – more bikes, more awareness, "Bike friendly routes" – market to bikers. Bill Luebert has route ideas."
- "Almost all is great! A lot of work has been done! It will be a plus to have this plan for Jefferson City and the surrounding area.
- I still would like to see the Highway 50 West/179 intersection have accommodations for pedestrians and cyclists! This is a major obstacle for north/south travel in JC.
- Also, use photos of women cyclists. We ride a lot!"
- "Great job – just keep going"
- "Very excited about the about the bike plan. Hoping for a bike lane to get to work – McCarty or High or Capitol Streets would be perfect! Would like to be involved in planning process if possible."
- "Live by Binder Lake, so commuting means taking Henwick and Industrial, which have no shoulders. Since shoulders on Henwick would mean cutting into yards, I understand that likely won't happen, but some way to make it safer to get to main roads (Truman) for bikes would be nice, especially to get to the park."
- "Capital Area Pedestrian and Bicycle Path [sic]
- "At the beginning of the path, there should be an interpretive sign, which is divided into halves. The left top half should be a welcoming to all walkers and bikers on the path in English. The raised-relief letters painted in white. On the lower left half of the sign, should be a welcoming to deaf walkers and bikes in (ASL) American Sign Language. The upper right half of the sign, should have a picture in raised-relief displaying a walker and bike, painted in white. The bottom right half of sign, should have a brass placard welcoming the blind hiker or biker to the path. Then explaining the motion-activated sensors which will be heard along the path. Have buttons mounted on the sign for the blind person to press to hear wind chimes sound so the person will know to look for an informational sign to their right , on the trail to read the message on the sign. Have another button on the main sign, to press to hear song birds singing, so they will know there is a bench to rest at. Said bench is for all biker's and hiker's use."

- “All signs will be made of wood, either with raised-relief painted white, or as stated for specific reasons, as needed. All signs for path shall be at a height to make it easy for a blind person to read. One exception to this would be for the sign language portion of the sign. This portion of the sign will be made on a shade of poster-board which will complement the rest of the sign. It will welcome deaf walkers and bikers to the trail; ask them to share the trail with the other hikers and bikers; thank them for keeping the trail clean for all bikers and hikers; so others can have the same enjoyable experiences they had.”
- “Signs depicting how far a walker or biker has traveled; reminding them to share the trail with others; thanking them for keeping the trail clean for others to enjoy; and most importantly, to turn off their cellphones and enjoy the path.”
- “For the main signs’ protection from the weather, the whole sign, except the braille will be covered by Plexiglas.”
- “Since I’m unable to stay for open house, I wanted someone to read this. If any recommendations are used from this report, I’d like to take credit for those parts!”

### Poster - Pedestrian and Bicycle Crash

- Vision Zero
- Interesting the # of accidents where there are no trails (arrow pointing to downtown Jefferson City).
- Note on Pedestrian Myth 4 (A pedestrian is always safe in a crosswalk): Many drivers do not stop at the pedestrian crossing where the greenway crosses SW Blvd. A user activated signal would be great.

### Poster - How do we rate/How can we improve?

- To have a “active bicycle advocacy group” and 0% ed. in schools, bike-friendly ordinance, and no public education outreach is absolutely unacceptable. This needs to change. What’s the point of even having an advocacy group if they don’t actually advocate?
- Cycling safety classes in schools as a ‘gym’ or ‘PE’ class.
- These 10 building blocks are vitally important (referring to the League of American Bicyclists sheet on the CAMPO application, which includes 10 Building Blocks of a Bicycle Friendly Community.
- YES!! (Referring to League sheet bullet which states: “Promote cycling throughout the year by offering or supporting more family-oriented community or social rides.”
- Sharrows! Remind motorists that cyclists may be present.
- Designate (MARK) clearly bike paths.
- Prosecute aggressive motorists.
- 
- Educate cyclists also as to safe ways to co-exist with cars on the road.
- Educate drivers – they don’t own the road.
- 
- More bike lanes clearly marked.
-  2. Improve/add sidewalks 3. Bike lanes.
- Motorists need more sensitivity to bikers and bikers need to follow the rules of the road.

- A more specific law for giving bikes room – instead of be safe – Stay 3 feet away.

- Safe ways to bike across the city would be a big step! (not just recreating but for connecting destinations).

#### Poster - Current Progress

- (re: new bike lanes) Bike lane of McCarty?
- Love this “different” idea, but as you probably already know, education and signage for this is most important.

#### Poster - Evaluation & Planning

- (Re: Create a Pedestrian & Bicycle Committee or assign responsibility to an existing committee) I would like to a full sustainability/climate action committee.
- (Re: Create a Pedestrian & Bicycle Committee or assign responsibility to an existing committee) Yes, Please!
- (Re: Create a Pedestrian & Bicycle Committee or assign responsibility to an existing committee) Create a new one.
- (Re: Create a Pedestrian & Bicycle Committee or assign responsibility to an existing committee) Create a new one.
- (Re: Increase the amount of bicycle parking throughout the region, including high density residential areas) Yes. Have a safe place to lock a bike.
- (Re: Require bicycle parking for new commercial and medium to higher density (multi-family) residential developments) “Incentivize” rather than “require.”
- (Re: Require bicycle parking for new commercial and medium to higher density (multi-family) residential developments) Yes! NEED to require!

#### Poster - Education and Enforcement

- (Re: Education) Get local media to do public service.
- (Re: Education) bike culture needs to be visible in JC so that it becomes a norm!
- (Re: Education) Marketing strategy with a snappy name?
- (Re: Education) Sharrows/Bike Lanes will encourage novice cyclists to ride on the right side of the road.
- (Re: Distribute bicycle/pedestrian safety educational brochures to bicycle shops, schools, gyms, and post on Jefferson City’s website) And to drivers ed. classes because so many don’t know what bikes can/can’t do.
- (re: And to drivers ed. classes because so many don’t know what bikes can/can’t do.) Nice idea.
- (Re: Distribute bicycle/pedestrian safety educational brochures to bicycle shops, schools, gyms, and post on Jefferson City’s website) Encourage local bike shops to hold basic bike maintenance classes.

### **Poster - Encouragement**

- (Re: Promote walking, cycling, and transit throughout the year with walking or bicycle themed festivals, parades, events, or shows) Love this, have bike repair demos!
- (Re: Promote walking, cycling, and transit throughout the year with walking or bicycle themed festivals, parades, events, or shows) Encourage employers to offer showers, lockers, and bike racks.
- (Re: Create and distribute bicycle route maps) We have maps? Where?
- (Re: Create and distribute bicycle route maps) You can't read/doesn't have street names on the JC map.
- (Re: Leverage social media in regard to activities, events, and news releases concerning pedestrian and bicycling in the area) More advanced marketing on social media, TV, radio, newspapers, and community calendars.
- (Re: Established walking school bus programs) Yes!!!
- (Re: Encouragement) Strong, common-sense ideas!

### **Poster - Engineering**

- (Re: Develop a bicycle route between the Katy Trail and the Rock Island Trail) 4.2 miles of the Rock Island Trail will open December 7, 2016 and will reach from Pleasant Hill to Windsor and connect with the Katy Trail.
- (Re: Install wayfinding signage along greenways, bicycle routes, and sidewalks as well as trailblazing signs throughout the CAMPO region) Wayfinding alerts everyone!
- (Re: Wayfinding alerts everyone!) Ditto.
- (Re: Incorporate trees and other plantings into the design of existing and future pedestrian and bicycling routes) Trees good!
- (Re: Trees good!) Ditto.

### **Poster - Existing Regional Plans: The Backbone of the Pedestrian & Bicycle Plan**

- (Re: Master Sidewalk Plan) This map is too small to be helpful.
- (Re: Bicycle Myth #4 – Bicyclists are safest on the sidewalk) Lots of people in our neighborhood (W. Main) bike on the sidewalk (often with children). Some driveways are extremely dangerous – perhaps these could be evaluated for better safety. For example, perhaps the installation of a mirror would allow the drivers to see oncoming bikes?

### **Poster - Goals and Objectives**

- (Re: Goal 2 – Increase the number of people walking, bicycling and using transit) This comes with access – better lanes, trails, and sidewalks.
- (Re: Goal 3 Stimulate economic development with the community Objective B) YES!

## Poster - CAMPO Sidewalks and Trails

- (Re: Inset) Crossing 50 is incredibly scary to cross as a cyclist and MUST be addressed.
- (Re: Inset) Greenway to Downtown with safe crossing at Highway 50.
- (Re: Inset) More connectivity between greenway and downtown.
- (Re: Inset) Need a bike trail on McCarty/High/Capitol Roads to bike to work!
- (Re: Inset) Scary crossing with W. Main coming from west to get to pedestrian bridge.
- (Re: Inset) This winter the light was out and wasn't fixed for months (the street light). Need a walkway there.
- More connectivity between McCarty and Ellis Porter Park.
- Crossing the Highway (and there are a lot of them) is hard!
- Stoplights cycle too fast for pedestrians and cyclists.
- More connectivity to all surrounding greenways and communities.
- I bike/commute from H.S. and need safer shoulders on South Summit Dr. So do many others.
- Notice – no greenway north of Mo. Blvd. and West of Bridge ? Why.
- Connect the greenway “parts.”
- Sidewalk or greenway on Henwick or Rainbow to Binder.

## Poster - CAMPO Bike Lanes and Trail Connectivity

- Bike lanes or trail to ABB.
- If you are North of greenway, how get there unless go to Bolivar? Like from Dix?

## October 2016 Open House

- “Great job! The overall plan has many details and is thorough! Hope it all comes to pass, particularly completion of the 2007 master greenway plan!”
- “Connecting Green and Katy Trail connections – Good! Put safety first when planning trails and bike lanes, think safety first. Please watch where you place bike lanes – not everyone wants to share the road. Sidewalk work – very important – like what Jeff City is doing. Thank you for taking on the safety and opportunities to walk and bike.”
- “Plan looks very good. Do all J.C. transit buses have bicycle racks? If installing bike racks at bus stops, what infrastructure will be in place for added security for bikes? What priority for implementations? Sidewalks, crosswalks, bike lanes or is it by geographical areas? Sorry if it was on a poster and I missed it.”

## FINDINGS

Findings from the Assessment are divided into the three categories of Pedestrian, Transit, and Bicycle.

### Pedestrian

- Overall, the teams did not feel safe walking on multiple portions of the boulevard due to the lack of continuous sidewalks, lack of crosswalks running east to west and north to south at intersections, and numerous issues with curb cuts, excessive slope, and stormwater drainage issues.
- Sidewalks are not continuous throughout most of the assessment corridor, with many sections having no sidewalk.
- Most newly constructed sidewalks had widths and buffer distances that meet AASHTO standards.
- A wheel chair users would have great difficulty traveling on much of Missouri Boulevard, as traffic conditions and the lack of infrastructure would make doing so dangerous.
- Sidewalks were continuous from Stadium to MoDOT Central HQ along the south side. There are crosswalks running east to west at intersections, including median refuges and pedestrian push button signalization.
- Various sections of sidewalk on the eastern end of the corridor, between MoDOT Drive and W. Main Street, are in poor condition. Vertical differentials (sidewalk sections & ramps) are sometimes several inches high. Many areas have crumbling concrete. Multiple obstacles were observed in the pedestrian path (signs, trees, light poles).
- There is an absence of marked crosswalks and extreme fading of existing painted crosswalks.
- There are limited pedestrian crossing signals. Pedestrian signal time lengths are not long enough for all users.
- There are a large number of access breaks (driveways) to individual commercial properties.
- Instances of parked vehicles extending over the sidewalk were observed, specifically between Virginia Street and US 50/63.
- Multiple properties displayed unique State right-of-way line placement that will likely require MoDOT to acquire additional real property interests from the property owner in order to implement sidewalk improvements.
- There is a need for more traffic controls between W. Stadium Boulevard and Dix Road. This section includes a long stretch of roadway with a significant hill that that encourages speeding.

***Sidewalk obstacles on the eastern end of the Missouri Boulevard create serious barriers to mobility.***



## Transit

- 75% of transit stops included bus shelters which were observed to be clean and in good condition.
- There was a general lack of continuous sidewalk connectivity to and from transit stops and bus shelters. Sidewalks that are present often only serve a particular business.
- In areas where sidewalks have been improved, continuous sidewalk connections to transit stops and bus shelters allow safe pedestrian access.
- Due to a lack of safe north to south pedestrian crossings, mid-block transit stops encouraged unsafe crossings.
- Sidewalk panels are uneven near transit stops.



*A transit user is seen exiting bus and then crossing traffic to grocery store.*

*There is no designated crosswalk at this location.*



## SUGGESTED SOLUTIONS

The following points were provided by federal partners in their write up of both pedestrian groups experiences on Missouri Boulevard.

- Construct sidewalks in sufficient Right-of-Way to provide continuous sidewalk system on the north side.
- Use the south side pedestrian infrastructure, between Dix Road and Stoneridge Parkway, as a template for improvements on the north side.
- Provide north to south crosswalks and pedestrian refuge islands at signalized intersections.
- Construct future bus stops and shelters closer to intersections to avoid mid-block pedestrian crossings.
- Install wayfinding signage on the Greenway Trail making users aware of nearby businesses and services on Missouri Boulevard.
- Install wayfinding signage along Missouri Boulevard making users aware of nearby Greenway Trail.
- Promote multimodal transportation.
  - Install bike lanes and “road diet” designs such as traffic calming barriers or medians. This will improve safety for all modes of transportation, including motorists.
  - Reinstatement of the Jefferson City Police Department’s Bike Patrol Team.
- Use federal funding mechanisms, including FTA 5307 formula program for sidewalk and bikeway improvements in the FTA defined “catchment” area, such as FHWA Complete Streets and NHTSA’s safety programs.
- Improve shading and aesthetics through tree and vegetation plantings, particularly, on west segment.
- Increase education and enforcement of cycling laws.
- Review timing of traffic signals at vehicle and pedestrian crossings

## CURRENT IMPROVEMENTS

The Missouri Department of Transportation (MoDOT) is currently in the process of constructing ADA improvements along Missouri Boulevard. Improvements to the section between Virginia Street and US 50/63 will be completed in Fall 2016 and include: new and replacement sidewalks, ramps and curb cuts, and signalized pedestrian crossings. Bike lanes will be painted on a small section of Dunklin Street between the Greenway Trailhead and Missouri Boulevard, providing a linkage to future bike lanes on Bolivar Street. Bolivar Street will be striped by the City with bicycle “advisory lanes” later in 2016. This will provide connectivity between the Greenway Trail and the Missouri River pedestrian bridge that connects with the Katy Trail and the City of Holts Summit.

After the Safety Assessment was completed, Jefferson City Public Works staff immediately addressed an identified issue with the signalized pedestrian crossing at W. Main Street and Missouri Boulevard. The signal was re-timed to allow a longer period of time for pedestrians and other users to cross. Public Works is also working with JEFFTRAN to construct more transit shelters. Missouri Boulevard is one of several areas slated to have more shelters constructed as funding allows.

## CONCLUSIONS

Missouri Boulevard, also known as US Business 50, is a high traffic business route connecting areas residents and visitors to several businesses and services. The boulevard originated as a two-lane local road and then progressed to a state highway in the nineteen-fifties, to a four lane in the nineteen-sixties, and then to the current five lane business route. Development along this major thoroughfare was incremental and planning was minimal. The shift from an originally rural agricultural area to a dense commercial district has created a complex set of challenges in terms of accessibility, design, and planning.

The Safety Assessment revealed several deficiencies and opportunities along Missouri Boulevard. Points made by both pedestrian teams show that there is poor pedestrian and transit connectivity along multiple portions of Missouri Boulevard. The entirety of the north side, as well as both sides on the eastern end between MoDOT Drive and W. Main Street are in need of upgrades to ADA compliance and design improvements. Transit users on the north side are isolated not only from locations adjacent to transit stops or bus shelters, but also from the south side of the street as well. Bicyclists can navigate the roadway within the travel lane, but there is little to no room in the shoulder due to several infrastructure impediments.

Improvements to connectivity of sidewalks, transit stops, and the nearby Greenway Trail would significantly enhance safety and access in the area. Increased signage and changes in design will also improve safety and access. Continued communication and collaboration between MoDOT and Jefferson City staff will be imperative to the improvement of Missouri Boulevard.





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10/31/16

MO DOT Transportation Alternative Program

City of Jefferson

MO Blvd Sidewalks, Waverly Street to Beck Street Project

To whom it may concern;

It is my pleasure to write a letter of support of the proposal of Missouri Boulevard Sidewalk (Waverly St. to Beck St.) project being submitted to MO DOT's TAP program by the City of Jefferson.

As the Healthy Communities Coordinator for the Healthy Schools, Healthy Communities initiative through Capital Region Medical Center, the need for sidewalks is imperative for our community's health. Besides creating an opportunity to be physically active, this project would provide the opportunity for children and adults to be safe while walking to and from area grocery stores, bank, retail shops, restaurants, State Office buildings, parks, places of personal employment, and more. This project would serve a high use transit area within Jefferson City. Providing connectivity through safe use of sidewalks, access to bus transit, and bicycle racks will indeed improve economic development for our community and increase health outcomes. This route would ultimately provide connectivity for residents where they live, work, and play.

By funding this proposal, MoDOT is literally saving lives through a safe pedestrian corridor.

In conclusion, I fully support the efforts of the City of Jefferson as they seek external funding to support a project to provide connectivity, increase health, and offer need fulfillment for the community through effective collaboration.

Warm regards,

Ashley Varner  
Healthy Communities Coordinator/Resident  
Capital Region Medical Center

MISSION FOUNDATION FOR HEALTH  
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**Healthy Communities**  
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## **SECTION VII. SIDEWALK PLAN**

Using the 2002 recommendations of the Pedestrian-Bicycle Task Force, combined with the FHWA Best Practice recommendations, staff proposed a pedestrian system located along arterials, collectors and certain local streets that provide important connections. The proposed system would complement bus routes, and provide service to schools and commercial areas, as well as provide connections to high density residential areas and greenways.

### **Process**

Representatives from each Council ward reviewed possible sidewalk routes in their wards to provide input.

In addition, the following groups participated in identification of sidewalk routes including:

- Environmental Quality Commission
- Planning and Zoning Commission and
- Park Resources and Planning Committee

### **Exhibits**

Mapping of particular elements is a way to ensure that important connections are considered. The following elements were considered in the Sidewalk Plan, and are included for reference.

**Exhibit 7.1 Arterial and Collector Streets**

**Exhibit 7.2 Greenway Plan**

**Exhibit 7.3 Bus Routes**

**Exhibit 7.4 Residential Density**

**Exhibit 7.5 Old Town**

**Exhibit 7.6 Jefferson City Sidewalk Plan (and Map of Required Sidewalks Adopted by Ordinance No.14637)**

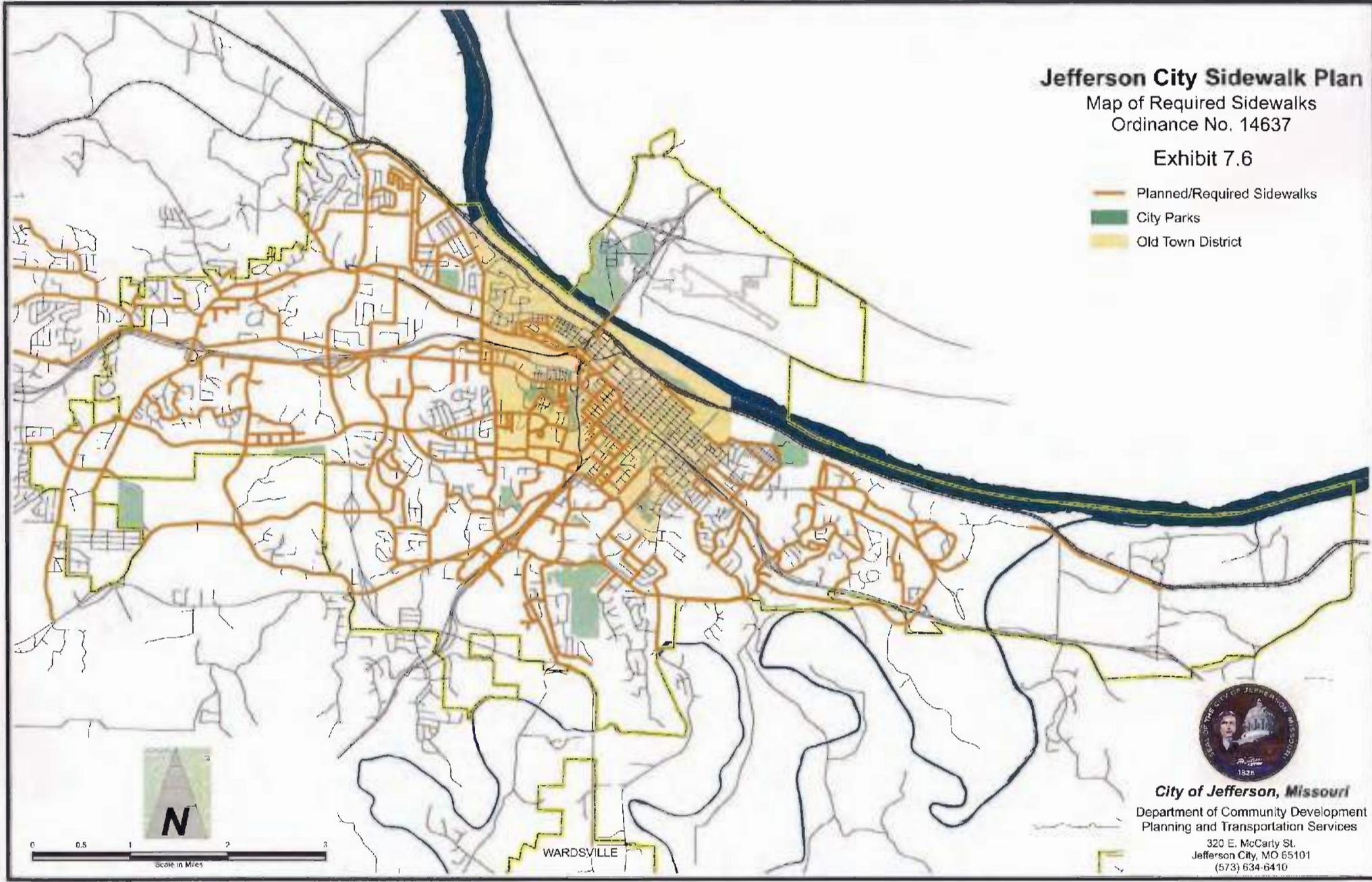
# Jefferson City Sidewalk Plan

Map of Required Sidewalks

Ordinance No. 14637

## Exhibit 7.6

-  Planned/Required Sidewalks
-  City Parks
-  Old Town District



**City of Jefferson, Missouri**

Department of Community Development  
Planning and Transportation Services

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