

# CITY OF HOLTS SUMMIT



## Bicycle, Pedestrian, and Transit Plan

2014

# Bicycle, Pedestrian, and Transit Plan

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# Bicycle, Pedestrian, and Transit Plan

## Vision

The vision of this program is to provide Holts Summit residents with increased opportunities to walk or ride a bicycle as part of their everyday life. To improve the transportation network that offers choices (bike, pedestrian, transit, or personal auto) among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and the community as a whole.

## Goals

- To improve the connections among bicycle, pedestrian, and transit systems.
- To develop a pedestrian network to allow increased opportunity to walk.
- To allow people to bicycle safely, conveniently, and pleasurably, and to make streets and roads "bicycle friendly" and well-designed to accommodate both motorized and non-motorized modes of transportation. To promote a connection to the Katy Trail State Park.
- To increase public transportation and transit opportunities for residents to access employment, healthcare, education and other needs.

## Existing Conditions – Proposed Improvements

The City has limited facilities for pedestrian and bicycle use, and transit services. The older residential areas do not have sidewalks, and the State system road- Highway 00 has only a small area that contains a sidewalk. An estimated 10% of the residential areas of the community contain sidewalks. Exhibit 1 - Sidewalk Conditions displays the areas with sidewalks in the City. These areas are within the newer subdivisions, and recent City sidewalk projects. It should be noted that the City has made substantial progress in improving pedestrian access options with the sidewalk improvement project constructed on the west side of South Summit Drive in 2013, the sidewalk improvements constructed on the north side of Simon Blvd., and the Hibernia Trail connector project.

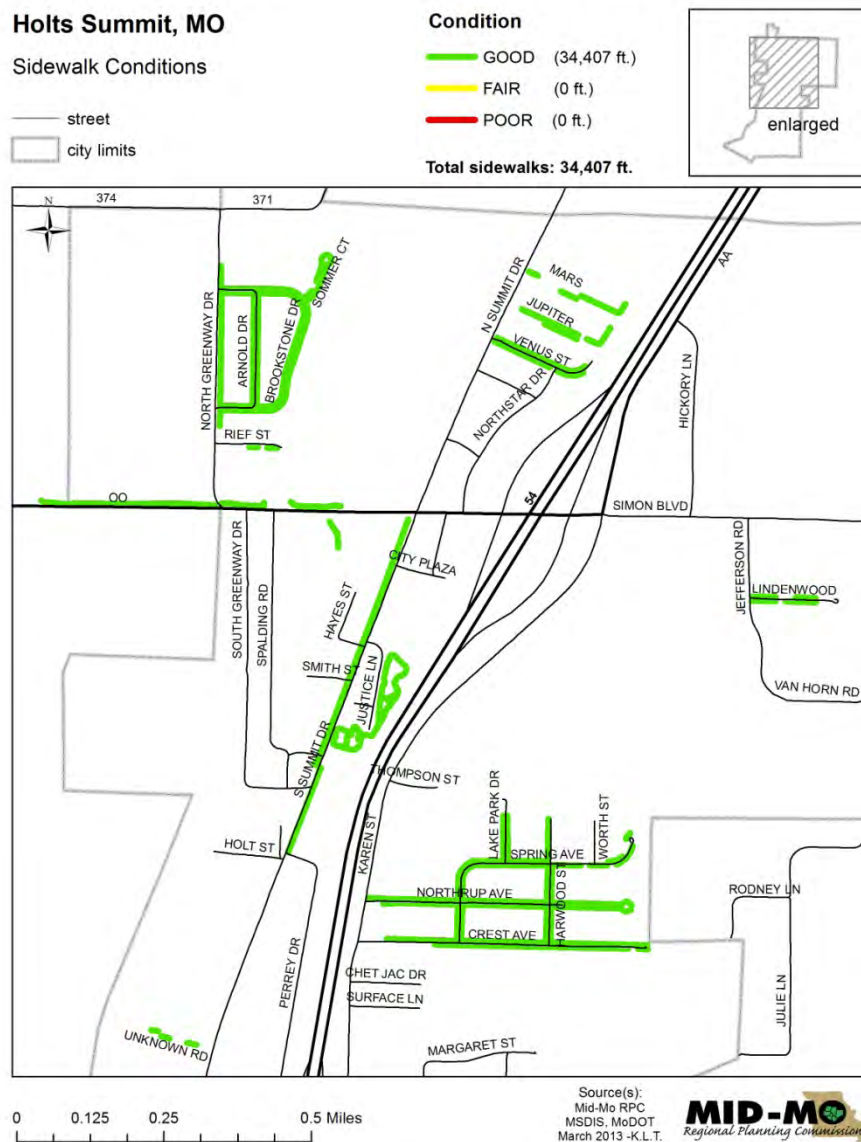
Bicycle use is limited to local use. A network with designated bike lanes does to allow connectivity to parks and schools does not exist in the community. In developing these future linkages within the community – the City should consider designating bike lanes and the adoption of a complete streets policy/design in appropriate areas.

Transit services are limited to private not-for profit agencies OATS and SERVE. OATS provides transportation without restrictions to age, disability, or income for essential shopping, personal business, work, and health care. The transportation service is funded through numerous sources- including FTA grants, Medicaid, county and local government, Department of Mental Health, service contracts and rider contributions. From July 2012 thru June 2013, OATS provided 1,386 trips in Callaway County serving 163 individuals. SERVE provides transportation services to qualified elderly, disabled, low-income and youth. Funding sources include Federal, State, local agencies, and donations. Services

are available Monday thru Friday, with users required to be eligible with one of SERVE's funding programs. The SERVE basic service area includes: Fulton and Holts Summit, a 30 mile radius into adjacent Audrain, Boone, and Cole counties. On average, SERVE provides 3,000 one-way trips a month.

JEFFTRAN, A City of Jefferson agency and public transit provider, serves the general public inside the city limits of Jefferson. The system consists of a fixed route schedule, as well as, services for individuals with disabilities. At this time- JEFFTRAN does not provide any transportation service to the City of Holts Summit.

Exhibit 1- Sidewalk Conditions



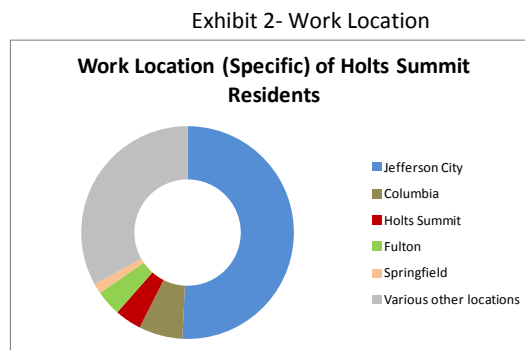
## Considerations

As the City of Holts Summit develops its transportation network to provide efficient circulation of transportation modes, it should be remembered that vehicles, bicycles, and sidewalks all have unique requirements. Shared use of sidewalks by pedestrian and bicycles is to be avoided if possible. Conflicts are common between pedestrian speeds and the higher speed bicycle use.

Sidewalks are provided to serve pedestrians. This might range from the resident walking from the home to a neighbor's house, to a child walking to a friend's house a few blocks away. Individuals may walk, jog, or skate to reach their designation, but this is the type of use intended to operate on the facility. User groups may be further subcategorized to include the same elements for persons with disabilities. Design efforts should focus upon these collective uses, and the requirements necessary to support the same. Most guidelines require sidewalk design widths to be at least 60 inches wide, larger widths can accommodate more pedestrians and improve ease of access. The AASHTO Green Book and other design manuals recommend wider design widths in areas with high volumes of pedestrians.

Bike/trail path would be applied in green spaces such as Greenway Park, and the proposed Greenway Trail which would connect to the Katy Trail State Park.

The City should begin discussions with the City of Jefferson regarding extending a JEFFTRAN route to/from Holts Summit. At present, 95% of Holt Summit residents commute from the City for employment, with over 50% of these commuters travelling to Jefferson City or Cole County as depicted in Exhibit 2- Work Location.



Recommended bus stop locations are within the 200 block of Summit Drive and the 300 block of Karen Drive. The bus stops should include shelters.

## Implementation

This Plan provides a list of pedestrian and bicycle capital improvement projects that, once constructed will offer people the opportunity to walk and/or bicycle as a means of travel. The order in which projects in this Plan are constructed will depend on many factors, including budget and grant availability, community support, and City policies.

The City should regularly revisit the project list to schedule shorter-term improvements. It is recommended that the project list be prioritized annually, and in coordination with the City’s Work Program- projects should be advanced for funding assistance. Cost estimates and project scoping for the listed projects need to be further advanced.

The identified projects include the development of a pedestrian sidewalk system that will offer walking access to city parks, shopping, and future transit /bus stops.

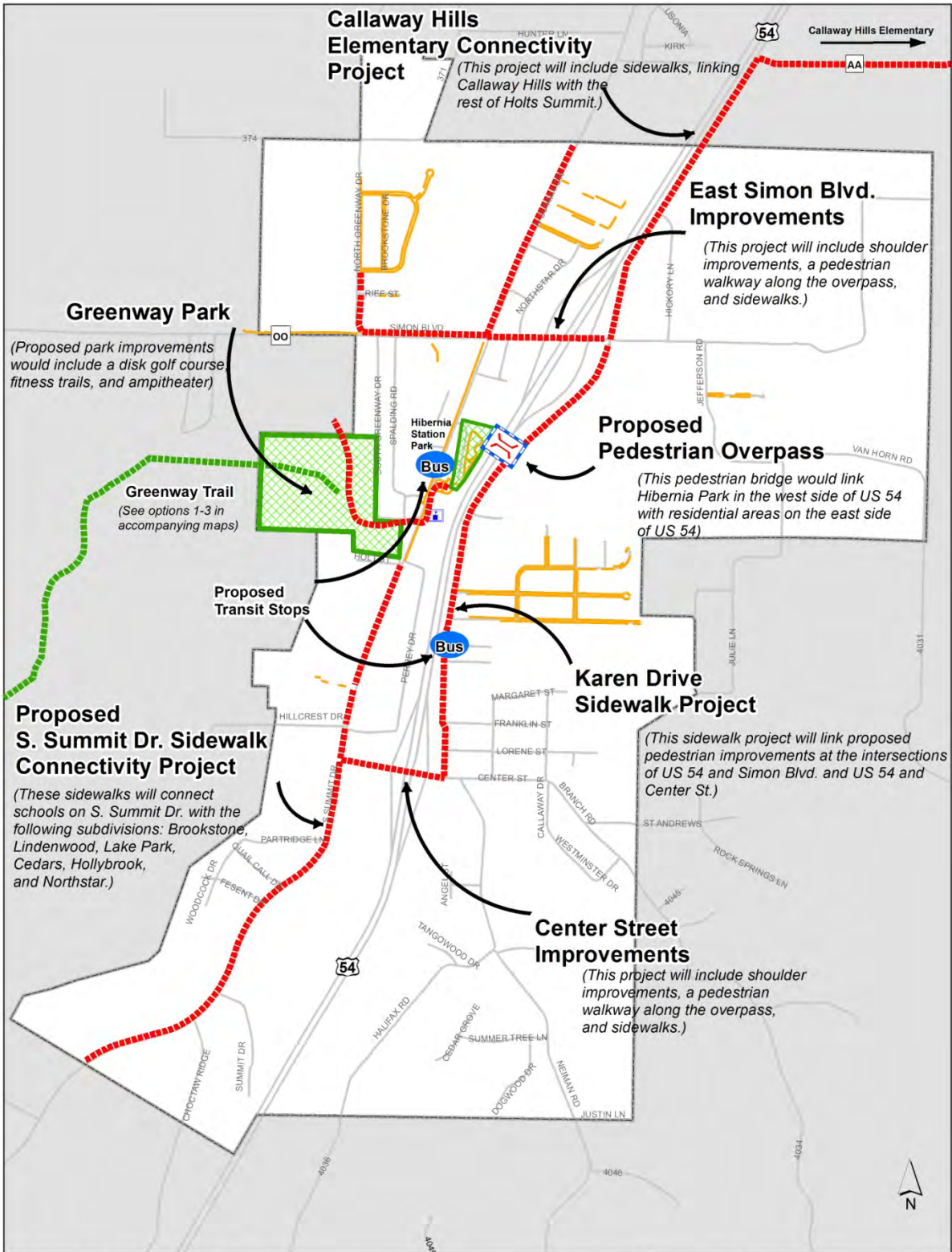
**Table 1: Identified Bike, Pedestrian, Transportation Improvement Projects**

<b>Project Name</b>	<b>Location</b>	<b>Description</b>
<i>Safe Route to School Connectivity Project</i>	S. Summit Drive to Various Streets	Connects S Summit Dr. sidewalk with Brookstone, Lindenwood , Lake Park, Cedars, Hollybrook, and Northstar Subdivisions.
<i>East Simon Blvd. and Highway 54 Round-a-bout/Intersection Improvements Project</i>	East Simon Blvd. Overpass on next to north bound exit and entrance	Roundabout/Intersection improvements connecting Route OO/AA, Karen Drive, HWY 54 ramps, and Platinum Road including adding pedestrian walkway.
<i>Highway 54 Pedestrian Bridge Project</i>	Between Simon Blvd and Center St. connecting Karen Dr. and Hibernia Park	Pedestrian bridge across HWY 54 at City Hall and Karen Drive by Lake Park Subdivision
<i>Karen Drive Sidewalk Project</i>	Between Simon Blvd and Center Street	Sidewalk from Route OO HWY 54 ramp to Center Street HWY 54 ramp on Karen Drive
<i>East Simon Blvd. Overpass Shoulder Improvements</i>	Route OO (Simon Blvd HWY 54 Overpass)	Shoulder improvements and section improvements on the highway ramps and overpass
<i>Center Street Overpass Shoulder Improvements</i>	Center Street (Center Street HWY 54 Overpass)	Shoulder improvements and section improvements on highway ramps and overpass including adding pedestrian walkway.
<i>Center Street and HWY 54 Round-a-bout/Intersection Improvements Project</i>	Highway 54 N and East Center Street	Roundabout and intersection improvements connecting Center Street, HWY 54, and Karen Drive and a companion to Center Street and Halifax Road Intersection Improvements.
<i>Center Street and Halifax Road Intersection Improvements</i>	Intersection of Halifax Road and Center Street	Intersection improvements at Center Street and Halifax Road, and a companion to Center Street Round-A-Bout/Intersection Improvements Project
<i>Route AA/OO Curb/Gutter/Sidewalk Improvements</i>	Route AA/OO from Callaway Hills School to Winterwood Estates	Shoulder Improvements from Callaway Hills School to Winterwood Estates including curb, gutter, and sidewalks
<i>Greenway/Bike Trail Loop and Katy Trail Connection</i>	Karen Drive/Summit Drive Loop extending to Katy Trail Spur	Loop around Holts Summit with a Greenway Trail extending South to the Katy Trail
<i>Third Lane on Route AA/OO</i>	Route AA/OO from	Third/Turn Lane from Callaway Hills School to Winterwood

<i>from Callaway Hills to Winterwood Estates</i>	Callaway Hills School to Winterwood Estates	Estates including curb, gutter, and sidewalks
<i>Storm/Drainage and Crosswalk Improvements at W. Simon Stop Light</i>	Intersection of Summit Drive and W. Simon Blvd.	Improve drainage and cross walks including lighting improvements at the stop light on Route OO.
<i>Public Transportation Project</i>	2 bus stops on Karen Dr. and Summit Dr.	Extension of JeffTran to stop in 200 Block of S Summit Dr. and 300 block of Karen Dr. with shelters in Holts Summit.

These improvements are also depicted in Map 1- Proposed Bike and Ped Projects- as depicted on the Map- significant project activity is identified in creating a pedestrian walking loop along Simon Boulevard, Karen Dive, Center Street, and South Summit Drive.

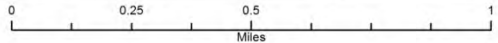
Map 2- Greenway Park and Trail depicts a greenway trail from Greenway Park to the Katy Trail State Park. Three options are presented with this first option following a tributary of Turkey Creek to connection with the Katy Trail. Option 2 would follow an Ameren Utility right-of-way and then connect to County Road 391 which interests the Katy Trail. The third option would use the Ameren utility right-of-way until it crossed Turkey Creek. It would then follow the creek until its connection with Katy Trail State Park.



**Proposed Bike and Ped Projects**

**Holts Summit, MO**

-  Park
-  Recreational Trail
-  Proposed or Planned Sidewalks
-  Proposed Pedestrian Overpass
-  Existing Sidewalk
-  Proposed Transit Stop
-  Road
-  City Limits
-  Public School



Sources: CAMPO, MidMOGIS, City of Holts Summit, Mid-Mo RPC, KLT 3/26/2013





## Potential Funding Sources

The City of Holts Summit has limited resources available for the development of sidewalks, multi-use trails, bicycle lanes, and transit stops. To date, sidewalks have been constructed as a component of new subdivision development, or through a grant funding source.

Projects listed in the Bicycle- Pedestrian Plan can be funded from a variety of local, state, and federal sources. Most state funding programs specific to pedestrian and bicycle facilities are through competitive grant programs, and each has different eligibility requirements. These projects would also be reviewed and prioritized by the Capitol Area Transportation Organization (CAMPO) during the competitive grant process. Table 4 provides a list of potential grants that the City has used to develop transportation improvements.

**Table 4: State and Federal Funding Sources for Pedestrian and Bicycle Projects**

Source	Description	Eligible Project Types	Agency
Safe Routes to School	Annual competitive grant program designed to reduce barriers and hazards to children walking or biking to school	Transportation facilities in public right-of-ways, parks, or school property	MoDOT
Transportation Enhancements	Annual competitive program grant program – pedestrian and bicycle improvements are project types eligible for this program.	Facilities primarily designed for transportation must be on public property or long-term easement	MoDOT
Recreational Trails Program	Annual competitive grant program provides funding to develop and maintain recreational trails and trail related facilities	Recreational facilities on public property or long-term lease	MO State Parks- MoDNR
Land and Water Conservation Funds	Annual competitive grant program to be used for outdoor recreation projects.	Project sites are taken into perpetuity by the National Park Service and open to the public.	MO State Parks- MoDNR
Community Development Block Grant	Annual competitive grant program to benefit adopted national objectives of removal of sum and blight, urgent threat to health and safety, and/or benefits 51% or greater low and moderate income individuals.	Projects could include street/drainage improvements which could allow sidewalk construction	MO Department of Economic Development

At present, the City receives transportation funds from several sources state, county and local as displayed in Table 5.

Table 5: Holts Summit Transportation Revenue 2013

Name	Amount	Source
Gas Tax	\$ 82,000	State
County Road and Bridge	\$20,000	County
Vehicle Tax	\$ 35,000	Local
Capital Improvement Sales Tax – Trans.	\$350,750	Local
Misc.	\$20,000	Local
Interest	\$22,000	Local
<b>Total</b>	<b>\$519,000</b>	

Voters in Holts Summit approved a ½ cent capital improvement sales tax in November, 2012 to assist with public services and capital improvements. Of this sales tax- 1/8 is dedicated for transportation improvements, and generates approximately \$350,000 for local transportation capital improvements. Under this scenario a resident that purchased \$50.00 of taxable goods would pay an additional .19 cents in sales tax.. The capital improvement sales tax will sunset in 20 years or 2032. The transportation funds have been used to take care of the existing streets and make safety improvements in the community, and not for bike-ped projects.

Other options in addition to seeking grant funding support, the City may consider is the use of development districts such as a Transportation Development District (TDD) or a Neighborhood / Community Improvement District (NID or CID) to fund transportation improvements. In general- a TDD serves to fund, promote, plan, design, construct and/or maintain on or more projects in such activity. Projects may include street, highway, intersection, signalization or signage. Funding of TDD projects may be accomplished through the creation of District-wide special assessments or property or sales taxes with a majority vote or petition approval.

The Neighborhood Improvement District (NID) is a geographically bounded area within which certain public improvements (i.e. sidewalks) are financed by the city through the issuance of notes or bonds, which in turn repaid by levying assessments against property within the NID. A NID may be established two ways: (1) by a petition of at least two-thirds of the owners of record of all the real property located within the proposed NID requesting that the City approve the NID, or (2) by the City’s submission of a question to all qualified voters residing within the proposed NID at a general or special election. A NID is financed by the issuance of a general, rather than limited, obligation bonds. General obligation bonds are secured by the general revenue of the City. A NID can be established anywhere; there is no requirement that a NID suffer from conditions of blight. To pay for the public improvements, the city levies assessments that are over and above any property or sales tax already being imposed.

