



Long-Range Transportation Improvement Plan

City of Monett

July 2015

Moving Monett Forward
Long-Range Transportation Improvement Plan
July 2015

City of Monett

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Executive Summary

The purpose of the Long-Range Transportation Improvement Plan is to develop a set of multimodal transportation improvements that address deficiencies and provide enhancements for Monett's transportation system. The Plan sets the foundation to guide transportation decision-making and investments for short-term priorities that align with potential sales tax revenue as well as for the long-term, twenty-year vision. The Plan describes capital improvement programs and projects, not routine maintenance and repairs.

Public Involvement

Public involvement is a fundamental element of the community decision-making process for selecting future transportation goals, programs, and projects. Throughout the planning process, there were multiple opportunities for individuals to provide input towards the Plan. A combination of public engagement tools were utilized including Advisory Group meetings, targeted stakeholder meetings, and public outreach. The input provided by the various stakeholders helped inform the concepts developed for the Plan.

An Advisory Group including elected officials, city staff, business managers, community organization representatives, and residents, provided input to guide the Plan. The Advisory Group convened at three critical points in the planning process: a Visioning Session to kick-off the study, a Listening Session midway through the process, and a Final Presentation after completion of the Plan. A sub-group of the Advisory Group also participated in a targeted stakeholder meeting to address pedestrian and bicycle challenges in the city.

Public outreach consisted of an online survey early in the planning process to solicit feedback from the community. Survey questions gathered input about vehicular, bicycle, and pedestrian challenges as well as opinions toward potential project concepts. The survey received 490 responses and highlighted safety, congestion relief, and pedestrian and bicycle friendly options as top transportation priorities. A public meeting was also held in July 2015 to present the final Plan to the public.

Transportation System Analysis

The assessment of the city's transportation network included multiple levels of analysis. Functional classification, traffic volume, and accident data was collected to analyze existing conditions and potential future needs. A focus was placed on roadways classified as principal arterials, minor arterials, and collectors, which comprise of about 27.1 percent of all roadways within the city. In terms of average traffic volume, the heaviest corridors include U.S. Route 60, Route 37 (including Central Avenue), 9th Street, 13th Street, Kyler Street, Broadway Street, and Cleveland Avenue. Overall, the city-wide injury rate of 20.9 percent over the five-year study period from 2008 to 2013 is lower than the statewide average of 24.8 percent. Locations with a high concentration of accidents included multiple signalized intersections along U.S. Route 60 and the reverse curve at Route 37 and Broadway Street. There were also three pedestrian-involved accidents and five bicycle-involved accidents. Two of the pedestrian accidents and two of the bicycle accidents occurred on Broadway Street.

Multimodal analysis of the system included a review of the city's pedestrian, bicycle, rail, and airport network. Over the past several years, the city has invested in the Greenway Trail, which creates a trail loop around the city between destinations such as schools, parks, and the downtown district. The first three of four phases of the Greenway Trail, about 8.6 miles, are complete. While the trail is an important community asset, nearly 75 percent of roads in the city do not have sidewalk or trail on at least one side of the street. Most of the existing sidewalks are located in the core of the city and were constructed in the 1940s. It is estimated that about 50 percent of the existing sidewalk is in poor condition and likely in need of replacement.

Rail primarily travels east-west through the city. Of the five at-grade public crossings of the east-west rail, three of the crossings are grade-separated with one at-grade crossing permanently closed. Therefore, the last remaining at-grade crossing on the east-west rail is located in the eastern portion of the city at Chapell Drive. The Monett Regional Airport is also an important asset for the commercial and industrial businesses in the city with a total output of over \$13 million in the value of goods, services, and capital expenditures. Since opening in 1989, airport activity has increased at an annual growth rate of 12.8 percent and an annual average increase of 8.8 percent for takeoffs and landings. The 2015-2020 Capital Improvement Program for the airport identifies priority projects and cost estimates.

Decision-Making Process

A decision-making process was developed in order for the city to select programs and projects for implementation. The process utilized a goals analysis based on priorities identified by the community and a risk analysis that assessed the project's ease of implementation. Based on input from elected officials, community stakeholders, and the public, the community built consensus around four goals for the Long-Range Transportation Improvement Plan: safety, congestion relief, multimodal options, and economic development. A critical aspect of analyzing candidate programs and projects is to assess its ease of implementation. Therefore, four risk factors were identified to assess challenges associated with programs and projects: right-of-way requirements, permitting requirements, available financing partnerships, and phasing options.

A matrix incorporating these two analyses enables the city to make an informed decision when prioritizing programs and projects. Several candidate programs and projects, outlined in the table and figure on the following pages, were evaluated using this methodology. A program is a series of regularly occurring actions. In contrast, a project is a specific and planned action. These candidate programs and projects were identified based on input from the Public Involvement Process and the Transportation Systems Analysis.

A high score in the matrix indicates the program or project tends to meet the overall goals and is likely to be implemented easily due to fewer risks. In contrast, a low score typically reflects higher risks associated with a program or project. While a specific project may meet multiple goals, the risks make the project more difficult to implement. The total score alone does not identify which projects should or should not be implemented; however, the score helps guide decision-making. Awareness of project risks allows the city to make an informed decision to obtain the best value for their investment. The matrix also allows the city to remain flexible in selecting programs and projects as the city is able to re-evaluate projects over time and respond to new opportunities.

Candidate Programs and Projects	Goal Analysis				Risk Analysis				Outcome	
	Safety	Congestion Relief	Multimodal	Economic Development	Right-of-Way	Permitting	Financing Partnerships	Phasing Options	Score	Cost
Programs										
Sidewalk and Trail	●	○	●	○	◐	●	●	●	5.5	\$-\$\$\$
U.S. Route 60 Signal Monitoring	●	●	○	○	●	○	○	○	3.0	\$
Monett Regional Airport	◐	○	◐	●	◐	◐	●	●	5.0	\$-\$\$
Corridor Projects										
Central Avenue	◐	◐	●	○	●	●	○	●	5.0	\$\$
13th Street	◐	●	◐	◐	◐	●	○	●	5.0	\$\$
Broadway Street	●	○	●	◐	●	●	●	●	6.5	\$
Chapell Drive	●	●	◐	○	○	○	○	○	2.5	\$\$\$
Intersection Projects										
9th Street and Cleveland Avenue	●	◐	●	○	◐	●	●	●	6.0	\$
Route 37 and Broadway Street	●	●	◐	○	○	○	○	○	2.5	\$\$\$
U.S. Route 60 and Route 37	◐	●	○	○	◐	○	◐	○	2.5	\$

Goals Analysis

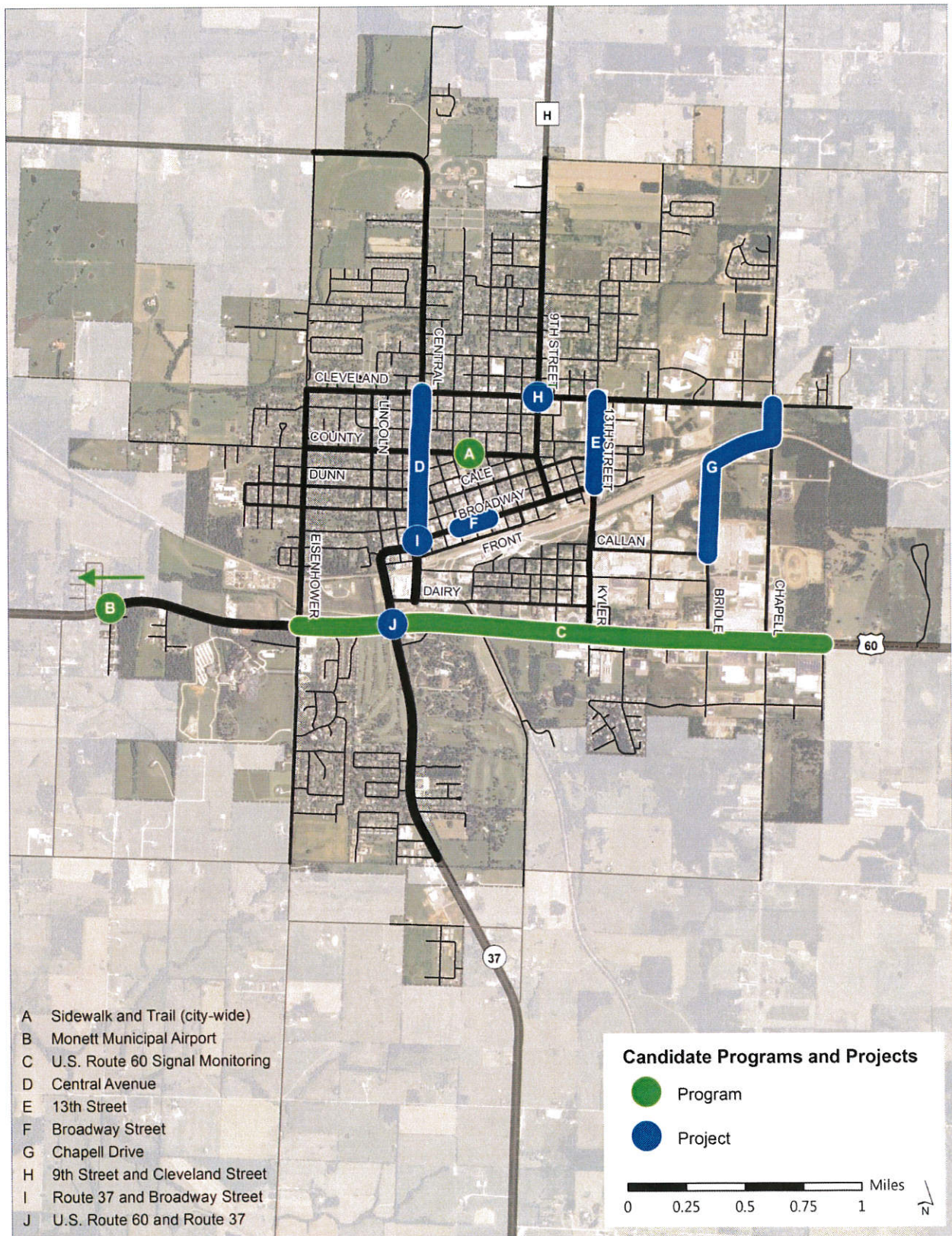
- Meets goal
- ◐ Partially meets goal
- Does not meet goal

Risk Analysis

- No risk
- ◐ Minor risk
- Major risk

Cost

- \$ Small (less than \$750,000)
- \$\$ Medium (\$750,000 to \$1.5 million)
- \$\$\$ Large (more than \$1.5 million)



Implementation Plan

A key component of the Plan is determining available funding sources that can be used for program and project implementation. For any plan to be realized, it is important that it include a realistic set of transportation solutions tied to funding. Firstly, the Plan assumed that the city would retain the existing \$330,000 per year from the General Fund for a street maintenance and repair program. The specific locations for maintenance and repair are local decisions that are not included in this Plan. Secondly, the potential 1/2-cent sales tax is projected to generate \$900,000 annually in revenue for transportation capital improvements described in the Plan. Lastly, the Plan assumes that the city will determine a set-aside amount for annual programs. This methodology enables the city to gradually make progress toward its goals while also saving revenue for larger, more complex projects in the future.

Based on these assumptions, the short-term outlook of the Plan aligns with the potential sales tax revenue over a seven-year cycle beginning in Fiscal Year 2016-2017. The Plan recommends establishing a set-aside amount for annual programs and then saving the remaining annual revenue for about two years before implementing a project. The carry-over savings enables the completion of roughly three medium (\$\$) projects over the seven-year cycle. This scenario demonstrates efficient use of resources to provide a few significant projects while also demonstrating a return on investment each year through the annual programs. Similar to the decision-making process for programs and projects, this short-term outlook provides flexibility for selecting capital improvements from the candidate list while allowing the city to re-evaluate improvements over time in response to new opportunities.

The long-term outlook of the Plan includes a more general, twenty-year outlook based on growth patterns. Projects that are not completed in the short-term outlook due to financial or institutional limitations become long-term initiatives. This provides the city with a starting point for the next cycle of improvements. Other concepts to consider in the long-term outlook include a truck bypass route using Chapell Drive and County Road 2230, improvements to Eisenhower Street as the city matures, possible expansion of U.S. Route 60 west of Route 37, and stormwater and transportation improvements along Front Street. When transitioning from the short-term outlook to the long-term outlook, the city should perform due diligence to monitor performance of the programs and projects, remain observant of new opportunities, anticipate and prepare for larger projects in advance, and update the Plan every five years.

Section I | Introduction

Purpose

The purpose of the Long-Range Transportation Improvement Plan is to develop a set of multimodal transportation improvements that address deficiencies and provide enhancement for Monett's transportation system. The Plan provides implementation strategies for short-term priorities and long-term goals.

With the successful completion of the Judicial Center, the city will retire a 1/4-cent capital improvement sales tax in April 2016. Retirement of the sales tax provides an opportunity to advance transportation infrastructure through a 1/2-cent sales tax dedicated to transportation improvements. The improvements could include, but are not limited to, streets, sidewalks, trails, bridges, airport improvements, and stormwater and flood control related to such transportation improvements. The sales tax revenue would also support other studies, engineering, construction, and right-of-way and land acquisition as necessary.

The Long-Range Transportation Improvement Plan sets the foundation to guide transportation decision-making and investments for short-term priorities that align with the potential sales tax revenue as well as for the long-term, twenty-year vision. The Plan describes capital improvement programs and projects, not routine maintenance and repairs that will continue to be funded through the city's General Fund.

Outline

The Plan first describes public involvement opportunities throughout the planning process that were utilized to gain community feedback towards goals, issues, and potential improvements. Concurrently, the transportation analysis assessed multiple elements of the city's network and facilities: road, bicycle, pedestrian, rail, airport, and adjacent land uses.

A decision-making process was then developed in order for the city to select programs and projects for implementation. The process was based on goals identified in the public involvement process and risks identified in the transportation system analysis. Several programs and projects, outlined in Appendix A, were evaluated using this methodology in order to guide the city's decision-making. Lastly, the Plan outlines financial scenarios for the short-term outlook, which aligns with the potential sales tax cycle, as well as a twenty-year, long-term outlook.

The Plan offers possible methodologies for aligning the city's financial capability with the candidate programs and projects identified for the city. Both the decision-making process for programs and projects and the financial scenarios allow the city to remain flexible in evaluating improvements and respond to new opportunities as they arise.

Section 2 | Public Involvement

Public involvement is a fundamental element of the community decision-making process for selecting future transportation goals, programs, and projects. Throughout the planning process, there were multiple opportunities for individuals to provide input towards the Long-Range Transportation Improvement Plan. A combination of public engagement tools were utilized including Advisory Group meetings, targeted stakeholder meetings, and public outreach. The input provided by the various stakeholders helped inform the concepts developed for the Plan.

Advisory Group Meetings

Over fifty individuals including elected officials, city staff, business managers, community organization representatives, and residents were invited to participate in the planning process as members of an Advisory Group. The Advisory Group provided input to guide the Long-Range Transportation Improvement Plan and served as advocates to raise awareness of the Plan in the community. The Advisory Group convened at three critical points in the planning process: a Visioning Session to kick-off the study, a Listening Session midway through the process, and a Final Presentation after completion of the Plan.

Visioning Session

The Visioning Session was held in March 2015 to provide an overview of the Plan and discuss community priorities to be addressed throughout the planning process. Attendees participated in keypad polling to answer questions related to transportation goals and priorities. The group then participated in interactive, small group exercises using maps and graphics to discuss specific corridors and intersections in the city. Overall, the group highlighted safety, congestion relief, pedestrian and bicycle improvements, and economic development as the top transportation priorities. Meeting notes for the Visioning Session are included in Appendix B.

Listening Session

The Listening Session was held May 2015 to provide an update on the planning process and discuss the initial list of programs and projects. The presentation reviewed results from a community survey, outlined the decision-making process for the Plan, and encouraged attendees to provide feedback related to the candidate list programs and projects. Key corridors were the focus of many comments, particularly Central Avenue, Cleveland Avenue, I3th Street/Kyler Street, and U.S. Route 60. Integrating stormwater improvements along key corridors in association with transportation projects was also of interest to the group. Meeting notes for the Listening Session are included in Appendix C.

Final Presentation

The Final Presentation was held in July 2015 to present the final Plan and provide information to educate others about the Plan and its relationship to the sales tax initiative. Educational tools including a scripted PowerPoint presentation, FAQ document, infographics, and flyers were shared with the Advisory Group for their own outreach efforts. Meeting notes for the Final Presentation are included in Appendix D.

Targeted Stakeholder Meeting

In order to address pedestrian and bicycle challenges in the city, a sub-group of individuals from the Advisory Group were invited to participate in a targeted stakeholder meeting in May 2015 to discuss the topic. The meeting consisted of representatives from Monett R-I School District, the Healthy Communities Initiative, Cox-Monett Hospital, Barry County Health Department, Family Occupational Medicine of Monett, and the Missouri Department of Transportation (MoDOT). The group identified priority locations for pedestrian and bicycle improvements and other related opportunities. The group desired to address gaps along critical walking routes to school on or near Cleveland Avenue. Enhancing connections to the Greenway Trail system was also discussed. Meeting notes for the Targeted Stakeholder Meeting are also included with the Listening Session notes in Appendix C.

Public Outreach

Community Survey

After the Visioning Session in March 2015, an online survey was launched to solicit feedback from the community. Survey questions gathered input about vehicular, bicycle, and pedestrian challenges as well as opinions toward potential project concepts.

Members of the Advisory Group were encouraged to share the survey link with employees and other residents. Several outlets promoted the survey including The Monett Times, the Jack Henry & Associates employee email distribution list, the Monett Healthy Schools Facebook page, the Monett YMCA Facebook page, and postcards at local businesses. An information booth was also stationed at the Monett Chamber of Commerce Annual Meeting at the kick-off of the survey to establish awareness of the planning process and encourage attendees to provide feedback. Nearly 250 postcards with the survey link were placed at each table setting at the event. Staff at the booth also engaged attendees in a survey question via a large-format board with voting stickers and answered questions about the Plan. At the event, staff interacted with typically underrepresented subgroups of the general population including high school students and Hispanic residents.

Over the course of the month following the Visioning Session, the survey received 490 responses. The results of the survey are included in Appendix E. Overall, survey respondents highlighted safety, congestion relief, and pedestrian and bicycle friendly as their top three transportation priorities. Traffic signals and congestion on U.S. Route 60 received the most comments in the open-ended responses when asked about challenges to driving in the city. As far as improving the intersection at Route 37 and Broadway Street, nearly two-thirds of respondents had very favorable or somewhat favorable opinion toward a roundabout concept at that location. The desire for improvements along Central Avenue was also mentioned several times.

The lack of sidewalks and the condition of existing sidewalks was a major concern highlighted in the survey. Some respondents mentioned that the Greenway Trail is a good start to connecting destinations, but the lack of sidewalks in neighborhoods does not allow pedestrians to safely access the trail system. In the open-ended comments, particular attention was given to sidewalks along Central Avenue and near the schools. South Park/YMCA was the most desired walking or biking destination, and residents expressed concern with finding a solution to safely and conveniently crossing U.S. Route 60.

Respondents were also provided with five options to rank the improvements from most preferred to least preferred. Each of the options cost roughly \$350,000. The results indicated the order of improvements as listed below. While the order of improvements was the same for all respondents versus residents, the residents tended to place a higher priority on the 2.5 miles of sidewalk.

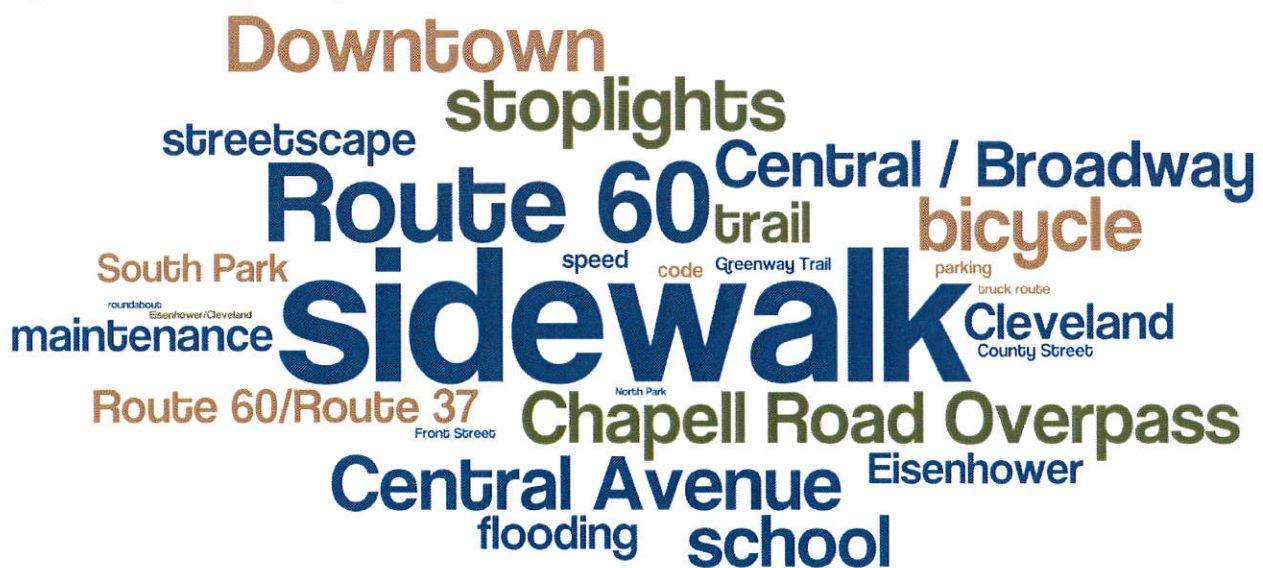
1. 2.5 miles of sidewalk
2. 1/4-mile of two-lane roadway reconstruction (with curb/gutter and sidewalk)
3. Two-lane roadway bridge
4. 1.25 miles of 10-foot wide trail
5. One new traffic signal installation with exclusive left-turn lanes

Over 200 individuals, more than 40 percent of all respondents, also shared transportation challenges and project ideas in open-ended comments at the end of the survey. The comments were coded by theme(s) and are visualized in a word cloud. The word cloud depicting the most frequently mentioned topics in the open-ended comments is displayed in Figure 1.

Public Meeting

A Public Meeting was held in July 2015 to present the final Plan to the public. Postcards were sent to the 4,200 households in the city to advertise the public meeting. Individuals who responded to the community survey were also invited via email. Two evening presentations were offered as well as various exhibits for attendees to browse. Not included elected officials or city staff, 34 individuals attended the public meeting. In addition to opportunities to comment during the presentation, comment cards were also available. In general, attendees remarked that the sidewalk and trail improvements were a priority. Other questions and comments were directed at specific projects, such as the feasibility and effectiveness of a roundabout concept at Route 37 and Broadway Street. Meeting notes for the Public Meeting are included in Appendix D.

Figure 1: Community Survey Word Cloud



Section 3 | Transportation System Analysis

The assessment of the city's transportation network included multiple levels of analysis. Functional classification, traffic volume, and accident data was collected to analyze existing conditions and potential future needs. Multimodal analysis of the system included an analysis of the city's pedestrian, bicycle, rail, and airport network. Lastly, the analysis highlights the relationship between transportation and existing and planned land uses.

Document Review

Several existing documents relevant to the transportation system in Monett were reviewed to provide a foundation for the planning process. City documents in the review included the Monett Comprehensive Growth Management Plan, Monett 2030 Vision, Zoning Map and Regulations, Airport Master Plan Update for the Monett Regional Airport, and the Greenway Trails Map. In addition, several regional and state documents were reviewed: the Healthy Schools Healthy Communities report, draft Route 37/60 Corridor Study, Southwest Missouri Regional Transportation Plan, Southwest Missouri Annual Report, Missouri Airport Investment Study, and the Missouri Statewide Airports Economic Impact Study. A summary of each document and its relevance to the Plan is outlined in Appendix F.

Functional Classification

Functional classification is a process by which roads are grouped into classes according to the character of service they are intended to provide. According to MoDOT guidelines, the four classifications relevant to the City of Monett are defined as:

- Principal Arterial: A road whose primary purpose is to provide long-distance mobility between areas as well as connections between roads of lower functional classification, particularly minor arterials and collectors
- Minor Arterial: A road whose primary purpose is to provide access between collectors and roadways of higher functional classification; these roads mainly provide local mobility and some access to land
- Collector: A road whose primary purpose is to move traffic from local roads to principal or minor arterials
- Local: A road whose primary purpose is to provide access between abutting properties and roads of higher functional classification

Figure 2 displays the functional classification system as approved by MoDOT in May 2008 for the 82.5 miles of roadway in the city. U.S. Route 60 and Route 37 south of Cleveland Avenue, both state maintained routes, are classified as the two principal arterials in the city. Several minor arterials provide local connections and mobility: Eisenhower Street, Central Avenue, 9th Street, 13th Street, Kyler Street, Broadway Street, County Street, and Cleveland Avenue. Therefore, Route H, which encompasses segments of 9th Street, Cleveland Avenue, 13th Street, and Kyler Street is a minor arterial through the city. Collectors in the city include Lincoln Avenue, Dunn Street, Cale Street, Front Street, Dairy Street, Callan Street, Bridle Lane, and Chapell Drive. Segments of Eisenhower Street and Cleveland Avenue also transition from minor arterial to the lower classification of collector as the roadways approach the more rural edges of the city. The remaining majority of city streets are local roads. Table 1 outlines the mileage of each classification of roadway in the city. In addition to the four functional classifications identified, about 15.7 miles of alley are also located in the city.

Table 1: Functional Classification

Functional Classification	Mileage	Percent
Principal Arterial	6.4 miles	7.8%
Minor Arterial	8.7 miles	10.5%
Collector	7.3 miles	8.8%
Local	60.1 miles	72.9%

Mileage for roadways outside the city limits are not included.

Traffic Volume

Traffic volume data from MoDOT for state routes in 2013 was reviewed. Average annual daily traffic (AADT) ranges from 10,000 to 14,000 vehicles on U.S. Route 60. Traffic volume on Route 37 is heaviest near the intersection with U.S. Route 60 but gradually decreases from about 10,500 vehicles to 3,500 vehicles as the corridor travels north. Route H, the city's designated truck route, includes segments of Kyler Street, 13th Street, Cleveland Avenue, and 9th Street. Similar to Route 37, traffic volume on Route H is also heaviest near the intersection with U.S. Route 60. Volume then gradually decreases from about 9,000 vehicles to 3,500 vehicles as the corridor travels north towards Interstate 44. The city has also expressed that traffic volume has significantly increased over the years on Kyler Street and 13th Street due to road improvements completed in the past several years. Business U.S. Route 60, which includes a segment of Cleveland Avenue, has an AADT of nearly 6,300 vehicles near Monett High School. Figure 2 displays available traffic volume data.

Accident Review

Accident data was analyzed for a five-year period from 2009 to 2013. The state routes comprised of nearly two-thirds of all accidents in the city: U.S. Route 60 (38%), Route 37 (14%), and Route H (12%). The majority of the accidents on U.S. Route 60 are intersection related. About twenty accidents occurred at the reverse curve on Route 37 at Broadway Street with others located nearby that may be related to the intersection. On Route H, most of the incidents were rear-end collisions, particularly in the industrial area of the city located south of the railroad. Although significantly less than the number of accidents on the primary arterials, Broadway Street had the highest number of accidents on city maintained streets. At least one-third of the accidents on Broadway Street were parking related. Figure 3 displays accident locations during the five-year study period.

Overall, the city-wide injury rate of 20.9 percent is lower than the statewide average of 24.8 percent. The injury rate of 17.0 percent on city streets is lower than the 23.3 percent injury rate on state routes. Three fatal accidents occurred during the study period: a rear-end collision at the intersection of U.S. Route 60 and Route 37, a head-on collision on U.S. Route 60 in the western portion of the city, and a right-angle collision at the intersection of Route 37 and Eisenhower Street. There were also three pedestrian-involved accidents and five bicycle-involved accidents. Two of the pedestrian accidents and two of the bicycle accidents occurred on Broadway Street. Figure 4 displays accident location by severity during the five-year study period.

Pedestrian and Bicycle Connectivity

Over the past several years, the city has invested in the Greenway Trail, which creates a trail loop around the city between destinations such as schools, parks, and the downtown district. The first three of four phases of the Greenway Trail, about 8.6 miles, are complete. Trail width and character vary depending on location (i.e. twelve feet to five feet in width, trail on back of curb vs. trail with grass buffer from roadway). Small trail signage with simple arrows is located along the Greenway Trail to provide direction. The remaining 1.5-mile planned phase travels through the downtown district along Broadway Street and then follows Route 37 to connect to South Park (about 0.5 miles currently exists along Broadway Street). Several issues have complicated the construction of the final phase including limited right-of-way availability, crossing of the railroad and Clear Creek, and then safely crossing U.S. Route 60. Figure 5 displays the completed and planned segments of the Greenway Trail.

Nearly 75 percent of roads in the city do not have a sidewalk or trail on at least one side of the street. Most of the existing sidewalks in the city were constructed by the Works Progress Administration in the 1940s. As displayed in Figure 5, existing sidewalk is primarily located on both sides of the street in the core of the city. However, the figure does not reflect sidewalk condition. Due to the age of the sidewalk and an assessment using available aerial photography, an estimated 50 percent of the existing sidewalk is likely in need of replacement. Much of the network, other than the Greenway Trail improvements, also lacks ADA ramps and pedestrian amenities. There is also no designated bicycle infrastructure in the city other than the occasional bicycle rack at city schools or businesses.

Rail Network

The City of Monett was a division point for the Frisco Railway until the 1950s. Today, the BNSF Railway continues to operate the rail yard south of downtown. Rail primarily travels east-west through the city. There are five public crossings of the east-west rail. Three of the crossings are grade-separated: Eisenhower Street, Route 37, and 13th Street. The at-grade crossing at Central Avenue is closed. Therefore, the last remaining at-grade crossing of the east-west rail is located in the eastern portion of the city at Chapell Drive. Four accidents have occurred at the Chapell Drive crossing in the past forty years with the most recent occurring in 2013. One of the four accidents resulted in a driver fatality. The Arkansas & Missouri Railroad Company operates a north-south rail corridor through the southern portion of the city before terminating at the rail yard. This segment of rail is grade-separated at the crossing with U.S. Route 60 and has three at-grade crossings with local industrial roads just south of the rail yard and one on a local rural road near the city limits. The locations of the grade-separated and at-grade rail crossings are displayed in Figure 6.

Airport

The Monett Regional Airport is an important asset for the commercial and industrial businesses in the city with a total output of over \$13 million in the value of goods, services, and capital expenditures. Primary activities at the airport include corporate flying, aerial inspections, flight training, air cargo, and regulation flying. Jack Henry & Associates is the dominant user of the facility, but other companies that utilize the airport include EFCO Corporation, Miracle Recreational Equipment, and Tyson Foods. The airport also enhances the city's quality of life by supporting medical and law enforcement operations.

Since opening in 1989, airport activity has increased at an annual growth rate of 12.8 percent and an annual average increase of 8.8 percent for takeoffs and landings. Annual operations are anticipated to

increase at approximately four percent per year. The 2015-2020 Capital Improvement Program identifies priority capital projects and estimated funding sources. Improvements include land acquisition, rehabilitation of the north apron, construction of a 6,000-foot runway and parallel taxiway, construction of a 10-unit hangar, and other lighting and site improvements. The total project estimate is over \$20 million, with about \$1.1 million provided by the city for the five percent local match.

Land Use and Demographics

Coordination between transportation and adjacent land uses is important to understanding how transportation elements function and how they may operate in the future with additional development. Figure 7 displays existing land use in the city. Nearly 50 percent of the existing land use is residential, primarily located north of the railroad with some neighborhoods to the south near Route 37. New subdivisions in the northern portion of the city are partially complete and will take several years to achieve full build-out at the current development rate. There is minimal residential growth west of the city along U.S. Route 60, and the city currently does not have any annexation plans. About 12 percent of the land use is considered agricultural and is located on the edges of town. Outside of the city limits, property is primarily agricultural and rural residential. Commercial uses, about 18 percent of the land use, are prevalent along three key corridors: Cleveland Avenue, the downtown district along Broadway Street and Bond Street, and along U.S. Route 60. The remaining 20 percent of the land use is industrial in the southeastern portion of the city. These major industries are critical to the local economy. Industrial growth is expected to continue in the southeast area. Additional interest in industrial growth has also been noted near the Monett Regional Airport located about three miles west of the city at the junction of U.S. Route 60 and Route 97.

A brief demographic review of the city indicates a total population of about 8,900 residents in 2013. The city has a significant Hispanic or Latino population (24%). About half of this population speaks English less than very well – an important element to consider during public involvement efforts. As mentioned in the Public Involvement Section, staff communicated with representatives of the Hispanic community relations group, *Asociación Latina Imagen*, at the Chamber of Commerce Annual Meeting to encourage participation by minority groups.

The demographic review of data from the U.S. Census Bureau's American Community Survey also indicated that while 77 percent of residents commute to work by driving alone, nearly 20 percent choose to carpool with others. About one percent of the total population walks to work. Of those that walk to work, an estimated thirty individuals, there is only one vehicle available in the household. The majority of residents, about 42 percent, have a commute of less than ten minutes while 29 percent have a commute of ten to fifteen minutes. Nearly nine percent of the total population travels 45 minutes or more to work each day. A review of the U.S. Census Bureau's Longitudinal-Employer Household Dynamics also provides further insight to commuting patterns. Of residents in the labor force, about half work within the City of Monett (1,731 workers) while the remaining half are employed at locations outside the city limits (1,702 workers). An additional 5,983 workers residing outside the city limits are employed within the City of Monett. As a result, the city has a net employment flow of nearly 4,300 workers each weekday. Of the roughly 7,700 workers within the city each weekday, 39 percent travel less than ten miles from their home to their place of employment. About 27 percent of workers travel 10 to 24 miles while 21 percent of workers travel 25 to 50 miles. Lastly, 13 percent travel more than 50 miles one-way from their home to their place of employment.

Figure 2: Functional Classification System

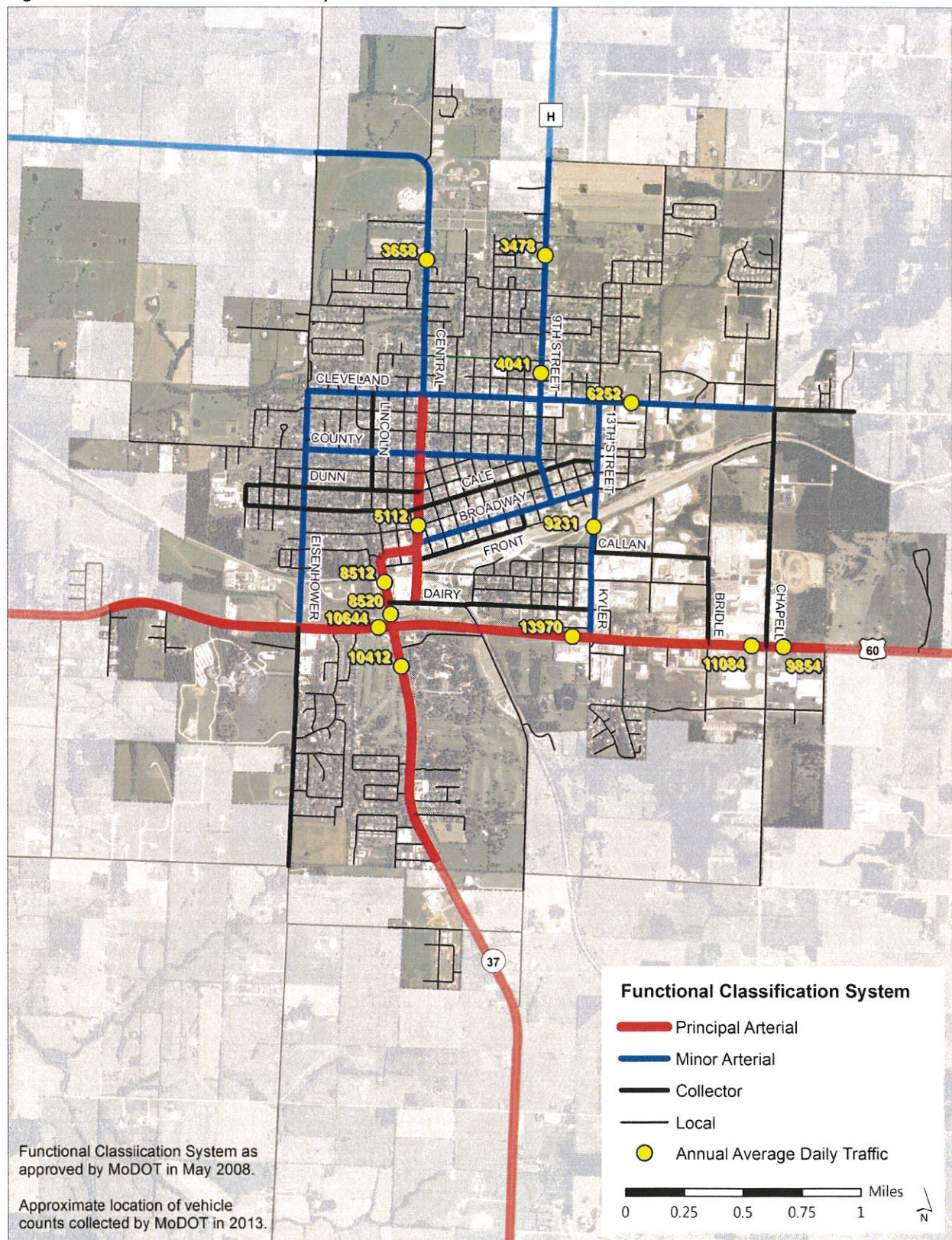


Figure 3: Accidents by Location

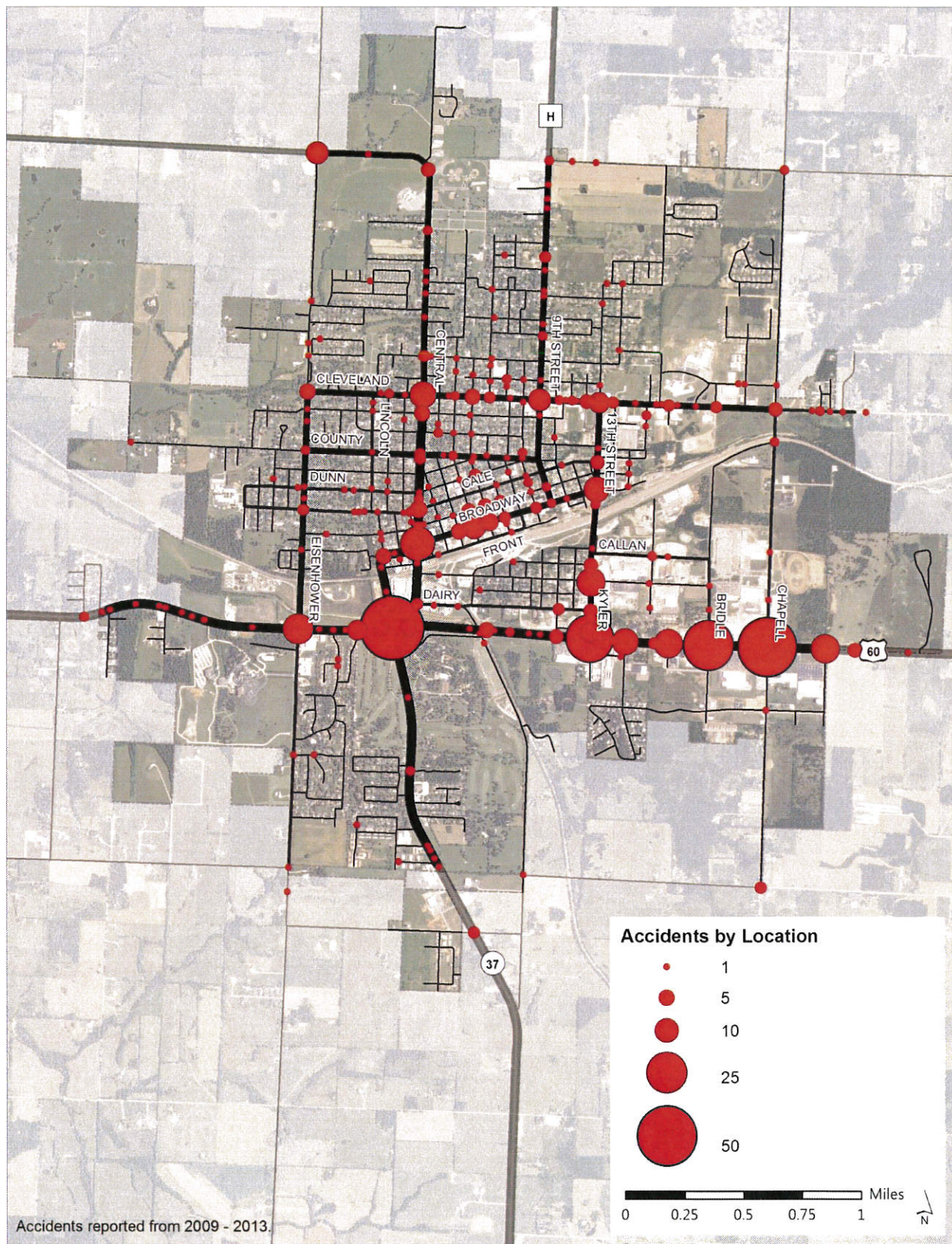


Figure 4: Accidents by Severity

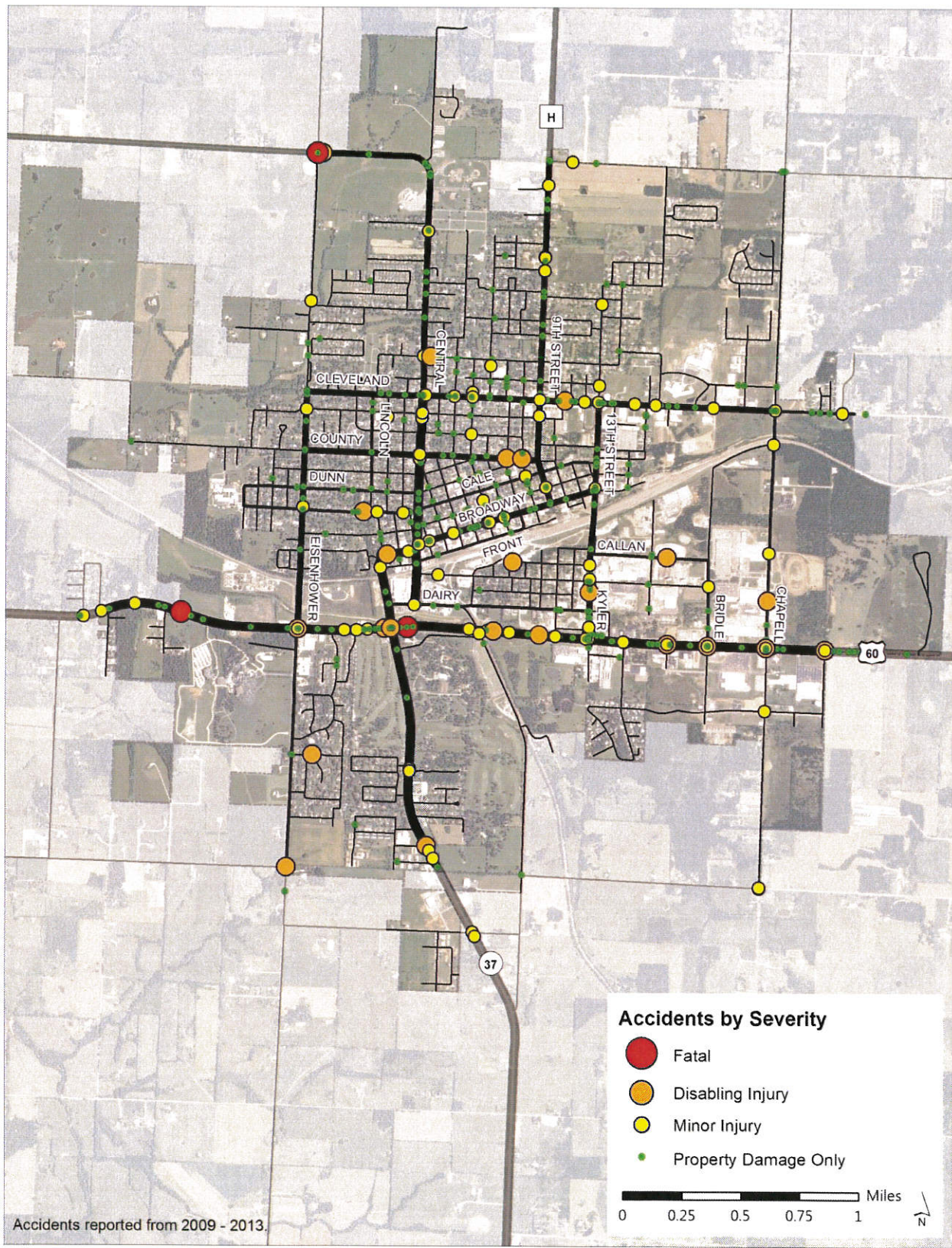


Figure 5: Sidewalk and Trail Network

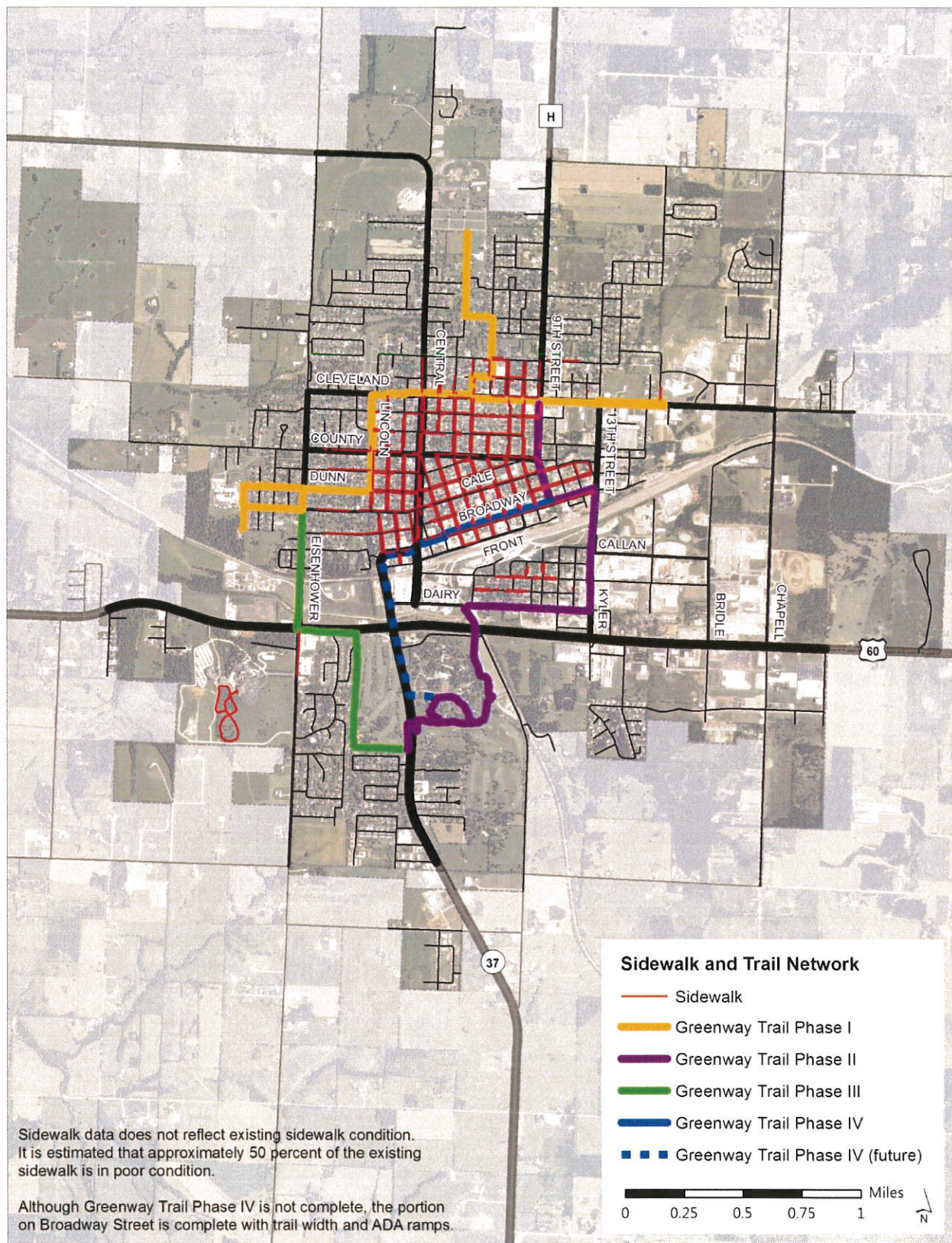


Figure 6: Rail Crossings

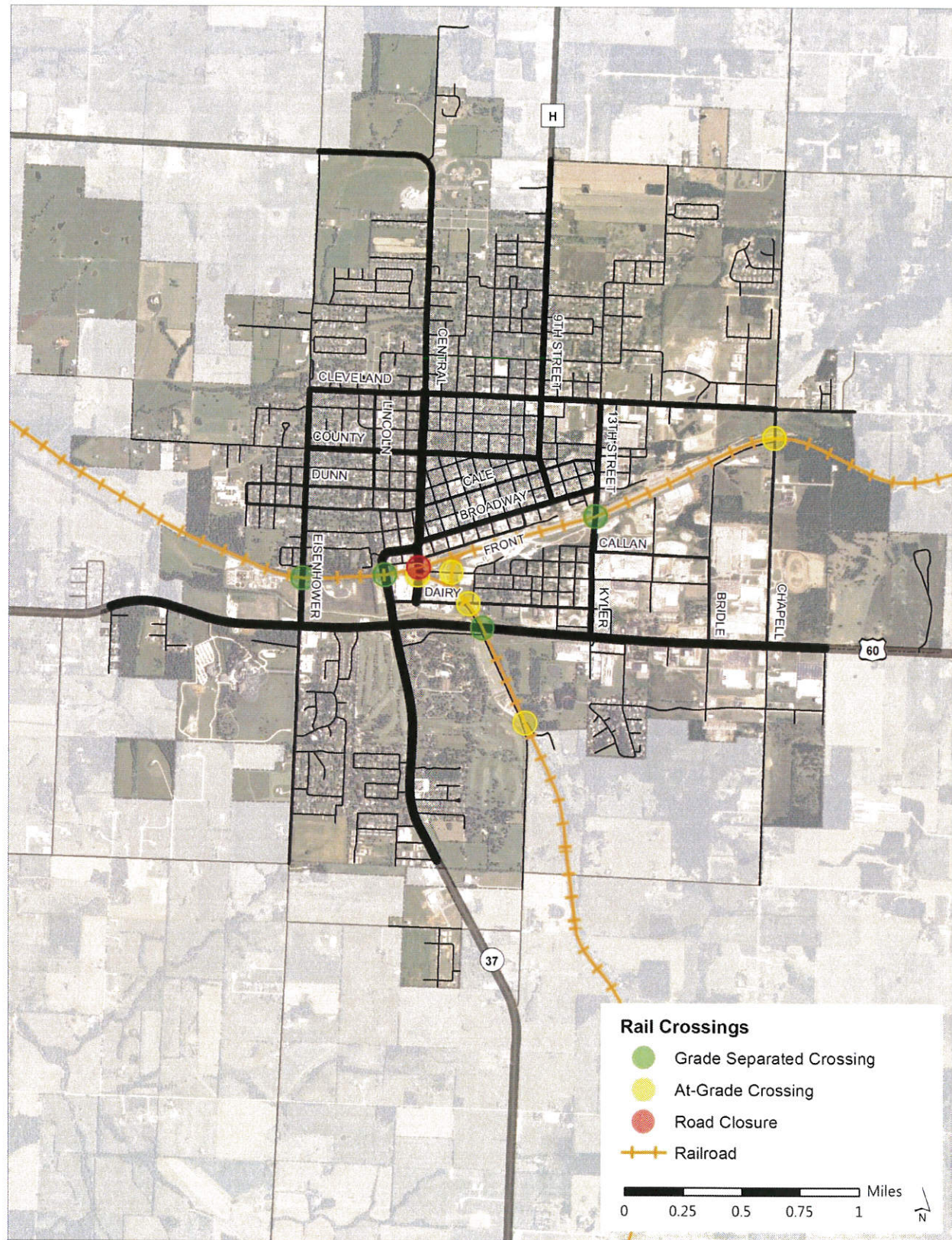
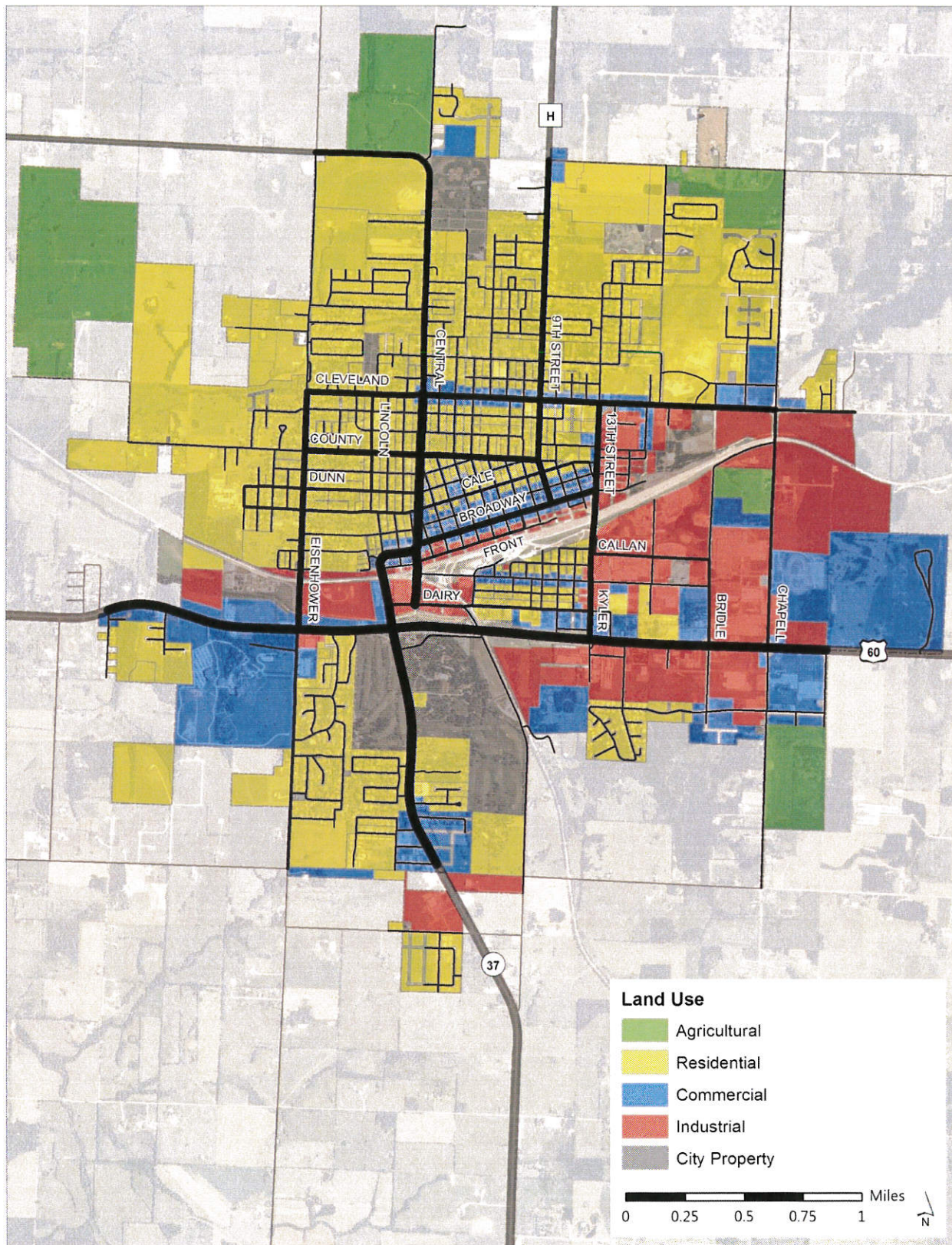


Figure 7: Land Use



Section 4 | Decision-Making Process

A decision-making process was developed in order for the city to select programs and projects for implementation. The process utilized a goals analysis based on priorities identified by the community and a risk analysis that assessed the project's ease of implementation. A matrix incorporating these two analyses enabled the city to make an informed decision when prioritizing programs and projects. Several candidate programs and projects are also evaluated using the methodology presented below.

Goals Analysis

Based on input from elected officials, community stakeholders, and the public, the community built consensus around four goals for the Long-Range Transportation Improvement Plan: safety, congestion relief, multimodal options, and economic development. The four goals, outlined below, establish a foundation that provided consistent direction for the Plan:

- *Safety*: Promote the safety and security of the transportation system for all users.
- *Congestion Relief*: Support efficient transportation system management and operations that address congestion relief.
- *Multimodal*: Develop an integrated, multimodal system that offers viable transportation options while promoting an active and healthy community that is accessible by all.
- *Economic Development*: Encourage economic growth and vitality by providing transportation infrastructure that ensures job accessibility and opportunities for future desired growth.

The four identified goals also relate well to the Transportation System Analysis in Section 3. Components of the Transportation System Analysis were used to assess candidate programs and projects in terms of its relationship to the four goals:

- *Safety*: Accident Review
- *Congestion Relief*: Functional Classification, Traffic Volume
- *Multimodal*: Pedestrian and Bicycle Connectivity, Railroad Crossings, Airport
- *Economic Development*: Land Use and Demographics

Risk Analysis

A critical aspect of analyzing candidate programs and projects is to assess its ease of implementation. Each project is feasible, but some may be easier to implement due to many factors. The four factors, outlined below, identify risks and challenges associated with each candidate:

- *Right-of-Way*: Right-of-way is a legal right to land typically reserved for transportation or utility purposes. The lack of available right-of-way can limit the ability to expand infrastructure. Right-of-way acquisition can affect the schedule, cost, and political will associated with a project.
- *Permitting*: Depending on the type and complexity of a project, the city may need to require environmental clearances, state approval, or other types of permits. Permitting processes can impact the length of time and amount of coordination needed to implement a project.
- *Financing Partnerships*: Based on the type and location of a project, cost-share opportunities may be available through federal programs, state funding, partnering jurisdictions, or grants. The lack of cost-share partnerships, particularly for projects on state facilities, can affect the city's financial ability to complete a project.

- *Phasing Options:* Many projects can be segmented over time to align with the financial capacity of the city. However, due to construction impacts or design, it can be difficult to phase some projects. The lack of phasing options can influence the city's ability to complete a project.

Decision-Making Matrix

A matrix, illustrated in Table 2, was developed to evaluate potential programs and projects based on the goals and risk factors. Using the legend identified below, each program or project is scored using a filled circle (meets goal / no risk), half-filled circle (partially meets goal / minor risk), or empty circle (does not meet goal / major risk). A score is associated with each rating: one point for a filled circle, a half-point for a half-filled circle, and no points for an empty circle. The total score for each project is then calculated. A high score indicates the program or project tends to meet the overall goals and is likely to be implemented easily due to less risk. In contrast, a low score typically reflects higher risks associated with a program or project. While a specific project may meet multiple goals, the risks make the project more difficult to implement. While the total score alone does not identify which projects should or should not be implemented, the score helps guide decision-making. Awareness of project risks allows the city to make an informed decision to obtain the best value for their investment.

The matrix also allows the city to remain flexible in selecting programs and projects based on the methodology presented. The city is able to re-evaluate projects over time and respond to new opportunities. For example, if a new cost-share partnership becomes available, the city has the flexibility to review the goals and risks associated with that particular project; the new cost-share partnership would likely result in a higher score in the risk analysis section, making the project more implementable. After assessing the project in terms of this new information, the city can choose the best course of action to respond to the opportunity.

Table 2: Example Matrix

Programs and Projects	Goal Analysis				Risk Analysis				Outcome	
	Safety	Congestion Relief	Multimodal	Economic Development	Right-of-Way	Permitting	Financing Partnerships	Phasing Options	Score	Cost
Project A	●	●	○	○	●	○	◐	○	3.5	\$
Project B	●	○	●	◐	●	◐	●	●	6.0	\$\$
Project C	●	●	◐	○	○	○	○	○	2.5	\$\$\$

Goals Analysis

- Meets goal
- ◐ Partially meets goal
- Does not meet goal

Risk Analysis

- No risk
- ◐ Minor risk
- Major risk

Cost

- \$ Small (less than \$750,000)
- \$\$ Medium (\$750,000 to \$1.5 million)
- \$\$\$ Large (more than \$1.5 million)

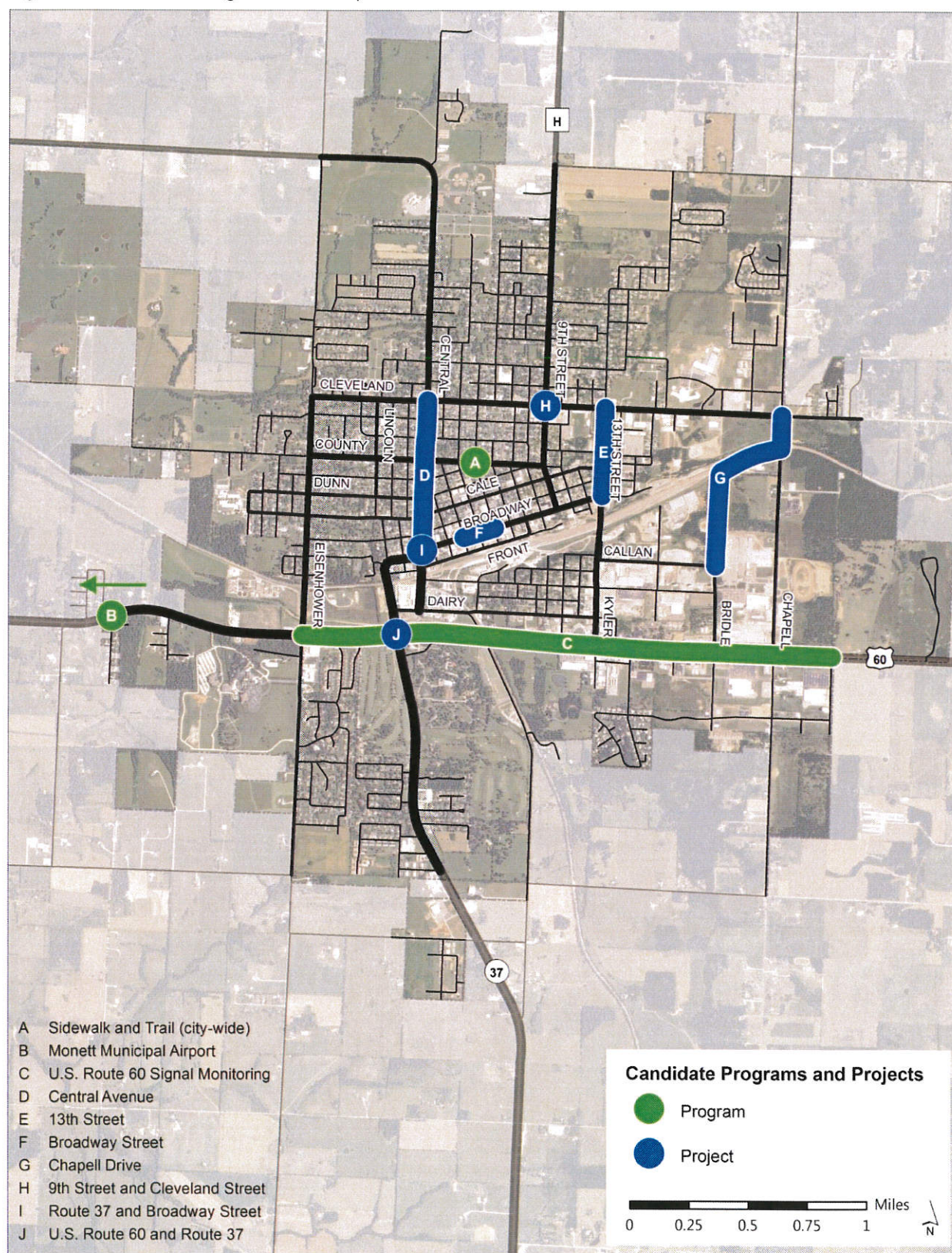
Candidate Programs and Projects

Based on input from the Public Involvement process and the Transportation Systems Analysis, a number of candidate programs and projects were identified for the Plan. A program is a series of regularly occurring actions. In contrast, a project is a specific and planned action. The candidate programs and projects, briefly outlined below in Table 3 and displayed in Figure 8, are described in Appendix A. A project description, analysis in terms of goals and risks, and cost estimates accompany each program or project in the appendix.

Table 3: Matrix of Candidate Programs and Projects

Candidate Programs and Projects	Goal Analysis				Risk Analysis				Outcome	
	Safety	Congestion Relief	Multimodal	Economic Development	Right-of-Way	Permitting	Financing Partnerships	Phasing Options	Score	Cost
Programs										
Sidewalk and Trail	●	○	●	○	◐	●	●	●	5.5	\$-\$\$\$
U.S. Route 60 Signal Monitoring	●	●	○	○	●	○	○	○	3.0	\$
Monett Regional Airport	◐	○	◐	●	◐	◐	●	●	5.0	\$-\$\$
Corridor Projects										
Central Avenue	◐	◐	●	○	●	●	○	●	5.0	\$\$
13th Street	◐	●	◐	◐	◐	●	○	●	5.0	\$\$
Broadway Street	●	○	●	◐	●	●	●	●	6.5	\$
Chapell Drive	●	●	◐	○	○	○	○	○	2.5	\$\$\$
Intersection Projects										
9th Street and Cleveland Avenue	●	◐	●	○	◐	●	●	●	6.0	\$
Route 37 and Broadway Street	●	●	◐	○	○	○	○	○	2.5	\$\$\$
U.S. Route 60 and Route 37	◐	●	○	○	◐	○	◐	○	2.5	\$

Figure 8: Candidate Programs and Projects



Section 5 | Implementation Plan

A key component of the Plan is determining available funding sources that can be used for program and project implementation. For any plan to be realized, it is important that it include a realistic set of transportation solutions tied to funding. Financial assumptions, a short-term outlook, and a long-term outlook are described below. Several additional funding mechanisms and opportunities are discussed to provide the city with potential options to further leverage the city's resources.

Financial Assumptions

A few financial details were assumed in development of the implementation component of the Plan. First, the city currently allocates approximately \$330,000 annually from the General Fund for a street maintenance and repair program. Depending on the annual schedule, the program includes chip and seal maintenance as well as limited asphalt overlays. The city plans to continue to retain the existing \$330,000 per year from the General Fund for this program. The specific locations for maintenance and repair are local decisions that are not included in this Plan. Secondly, in contrast, this Plan describes capital improvement programs and projects. Based on economic projections, a 1/2-cent sales tax initiative is estimated to generate \$900,000 annually in revenue for transportation capital improvements. Lastly, the Plan assumes that the city will determine a set-aside amount for annual programs. This methodology enables the city to gradually make progress toward its goals while also saving revenue for larger, more expensive projects in the future.

Short-Term Outlook

The short-term outlook of the Plan aligns with the potential sales tax revenue. A seven-year sunset provision accompanies the tax; therefore, the short-term outlook assumes the projected \$900,000 in annual revenue from the sales tax over a seven-year cycle beginning in April 1, 2016. As described above, the short-term outlook assumes that the city will continue to spend \$330,000 from the General Fund for the maintenance and repair program in addition to the projected \$900,000 sales tax revenue for capital improvements.

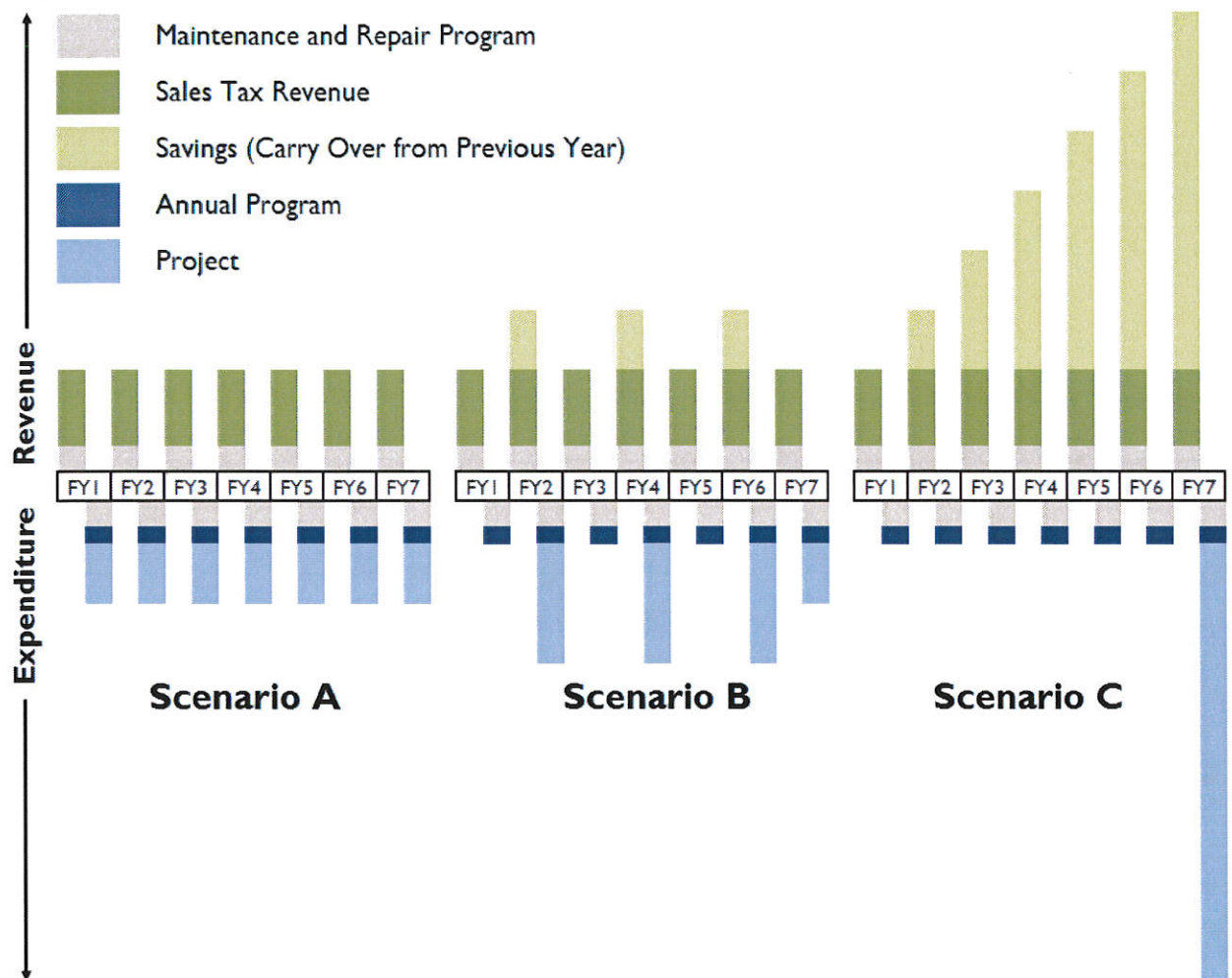
Three generalized financial scenarios are described below and illustrated in Figure 9. In the diagrams, FYI represents Fiscal Year I beginning April 1, 2016. Each scenario incorporates a set aside for annual programs; however, the scenarios represent different methods of saving revenue for larger projects.

- *Scenario A:* In Scenario A, the projected \$900,000 annual revenue is spent each year, resulting in seven small (\$) projects each year. While residents can observe the annual return on investment, this scenario only enables the city to undertake a series of smaller or phased projects. As a result, some larger projects that cannot be segmented will never be implemented. Scenario A also places greater stress on the institutional capacity of city staff or the selected contractor to design and construct projects each year.
- *Scenario B:* In Scenario B, the projected \$900,000 annual revenue is saved for about two years before implementing a project. The carry-over savings enables the completion of three medium (\$\$) projects over the seven-year cycle. This scenario demonstrates efficient use of resources to provide a few significant projects. Similar to Scenario A, it would be difficult to construct a large, expensive project using this methodology.

- *Scenario C:* In Scenario C, the projected \$900,000 annual revenue is saved over the course of the seven-year cycle, resulting in one large (\$\$\$) project at the end of the cycle. This approach enables the city to invest in one large, significant project; however, residents observe little return on investment until the final year.

Overall, the scenarios offer possible methodologies for aligning the city's financial capability with the potential programs and projects. Similar to the decision-making process for programs and projects, this short-term outlook provides flexibility for selecting capital improvements while allowing the city to re-evaluate improvements over time in response to new opportunities. In the public involvement process, the Advisory Group generally viewed a variation of Scenario B as the most favorable approach.

Figure 9: Short-Term Outlook Scenarios



Example Short-Term Approach

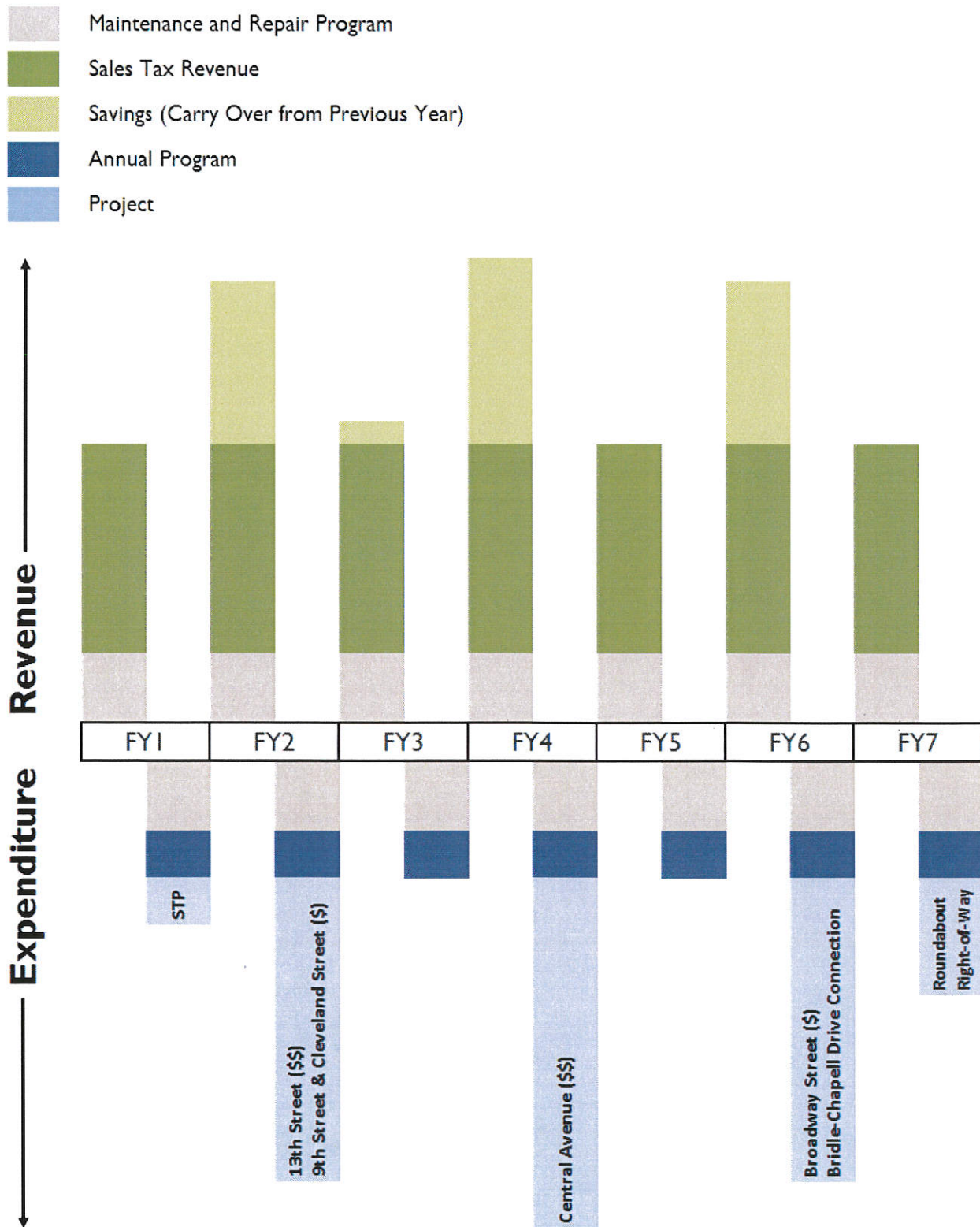
Based on feedback from the Advisory Group and the cost estimates identified for the candidate programs and projects, an example short-term approach was developed based on Scenario B. As illustrated in Figure 10, the diagram again represents a seven-year cycle with FY1 as Fiscal Year 1 beginning April 1, 2016.

The example includes a set aside for annual programs such as the Sidewalk and Trail program and others. The remaining percent of the tax revenue is saved as carry-over to the next year until a medium (\$\$) project or two smaller or phased (\$) projects can be implemented. The selected programs and projects ranked high in the decision-making matrix, illustrating that they generally meet the community's goals and have less risk associated with their implementation. In the example approach, the projects outlined below were selected. Towards the end of the seven-year cycle, a portion of the expenditures is utilized to begin progress on future projects. This preparation will make larger, more complex projects more implementable in the future – which can be reflected in the risk analysis of the matrix when the matrix is updated by the city in preparation for the next cycle of improvements.

- Fiscal Year 2: The 13th Street project (\$1,090,000) and 9th Street & Cleveland Avenue project (\$180,000) can both be implemented after saving for two years.
- Fiscal Year 4: The Central Avenue project (\$1,450,000) is on the high end of the medium (\$\$) project range and is the only project implemented in the fourth year.
- Fiscal Year 6: The Broadway Street project (\$325,000) is implemented in the sixth year. The remaining project funds are used to begin the Chapell Drive grade separation by first constructing the new roadway connection between Bridle Lane and Chapell Drive. This sets up the Chapell Drive grade separation project for the future.
- Fiscal Year 7: Similar to preparation for the Chapell Drive project, the remaining funds in the last year are used to begin acquiring right-of-way for the roundabout project at Route 37 and Broadway Street. This sets up the roundabout project for the future.

This middle-ground example enables residents to obtain a return on investment through the annual programs while also demonstrating significant achievements with projects every couple of years. It also enables the city to build institutional capacity gradually to anticipate and handle larger projects. The projects selected in this example approach also avoid spending the city's resources on specific projects until cost-share partnerships are available.

Figure 10: Example Short-Term Approach



Long-Term Outlook

The long-term outlook of the Plan includes a more general, twenty-year outlook based on growth patterns. Projects that are not completed in the short-term outlook due to financial or institutional limitations become long-term initiatives. This provides the city with a starting point for the next cycle of improvements.

As part of transitioning from the short-term outlook to the long-term outlook, the city should perform due diligence and actively consider the following elements:

- *Monitor:* The city should monitor performance of the programs and projects to communicate the return on investment to the community. Monitoring not only provides an opportunity to take pride in your progress but the information can be used to propose future changes or seek additional funding sources.
- *Observe:* The city should remain observant of new opportunities that apply to potential programs or projects. New opportunities could include cost-share partnerships, additional MoDOT support, grant funding, or available land or right-of-way for donation or acquisition.
- *Prepare:* The city should anticipate larger, complex projects and prepare in advance. Preparations could include saving funds, increasing staffing capacity or anticipating consultant agreements, beginning right-of-way acquisition and permitting processes as necessary, or offering redevelopment incentives. Preparation in advance of design and construction improves the ease of implementation in the future.
- *Update:* The city should update or revise the Plan every five years in order for the document to remain current and relevant to the community. The five-year period also aligns well with the need to prepare for the next potential cycle of improvements. In addition, the Plan and the decision-making matrix should be updated to reflect changing conditions or new opportunities in order for the city to make informed decisions.

Long-Term Concepts

Other concepts to consider in the long-term outlook include:

- *Bypass Route:* As growth continues in the eastern and northern portions of the area, the city could consider a three-mile bypass route using Chapell Drive and County Road 2230. The Chapell Drive grade separation and improvements along both roadways would be necessary to accommodate increased traffic. There would also be the potential to use this bypass as the designated truck route; however, local truck traffic would still need to use local roads such as Kyler Street and Bridle Lane to access industries.
- *Eisenhower Street:* As the western portion of the city matures, the city should consider curb and gutter, intersection, and sidewalk improvements on Eisenhower Street north of the railroad. Improved urban to rural transitions could also be implemented on Eisenhower Street south of Jack Henry & Associates and at the northern intersection with Route 37.
- *U.S. Route 60:* In the past several years, MoDOT expanded the two-mile segment of U.S. Route 60 from Route 37 to Lowe's Lane to a five-lane section. As traffic volume increases, an ultimate five-lane section may be needed on U.S. Route 60 west of the intersection with Route 37. A

dual-left turn lane from westbound U.S. Route 60 to southbound Route 37 to accommodate the major turning movement may also be considered.

- *Front Street:* The city has considered stormwater and transportation improvements along Front Street and Kelly Creek in the downtown area. Concepts are also documented in the *Monett Vision 2030 Downtown Redevelopment Plan*. The city will have to assess the costs and benefits of major stormwater improvements in this area.

Potential Additional Funding Sources

The city is currently pursuing a sales tax dedicated to transportation capital improvements over the next seven years. Additional local, state, and federal, funding mechanisms are discussed to provide the city with potential options to further leverage the city's resources. The various funding alternative are not mutually exclusive. There are instances where one or more mechanisms may be combined to accomplish the city's goals.

Local Funding Mechanisms

Lawrence County and Barry County: Cost-share opportunities may be available with Lawrence County and Barry County. Coordination with elected officials and staff from the respective county may prove beneficial for the city.

Special Funding Districts: Special funding districts may be the best alternative in situations where a new development is being considered or where property owners of existing development are willing to assist in the funding of improvements through a sales tax, property tax, or special assessment. Cooperation of property owners is often necessary for the formation of special funding districts. Common districts include Tax Increment Financing (TIF), Transportation Development Districts (TDD), Community Improvement Districts (CID), and Neighborhood Improvement Districts (NID).

General Revenue Bonds: Bonds are an alternative when a revenue source is identified to repay bonds. This tool may be useful when property owners in an identified area are not willing to participate in financing improvements through a special funding district or rebate agreement. General revenue bonds are often used to complete improvements in established areas of a community or in areas where travel is not limited to the immediate property owners.

Impact Fee: An impact fee is an alternative to fund improvements on future development. The success of this alternative depends on the future development that would be required to pay this fee. This alternative would be generally available throughout the city and imposed in specific areas designated as service areas.

Excise Tax: An excise tax is an alternative to the impact fee that must be approved by voters but has the benefit of being available for use anywhere in the city without defining a service area. Excise taxes can be utilized on projects such as improving city-wide transportation facilities.

State and Federal Resources

Surface Transportation Program-Urban (STP): This program allocates funds from the state to all cities with a population of over 5,000 residents. Legislation authorized the expenditure of federal funds for

highway-related construction and improvements for system routes and bridges. A variety of improvements are eligible including roads classified by MoDOT (see Figure 2), bridges on public roads of all functional classifications, alternative mode projects, safety projects, and other environmental or infrastructure projects related to transportation improvements. The city currently receives about \$27,000 each year through the program and funds can be accumulated for up to six years in order to fund larger projects. The city has a current STP-Urban balance of \$163,040, a portion of which must be used within the next year as fund balances in excess of six years will lapse.

MoDOT Cost Share Program: The program builds partnerships between the state and local jurisdictions to pool efforts and resources to deliver state highway and bridge projects. MoDOT participates up to 50 percent of the total project costs on the state highway system and up to 100 percent if the project creates jobs that have been verified by the Department of Economic Development (retail development projects are not eligible). The applicant agrees to provide their share of the total project costs on the state highway system and full funding for any portion not on the system. Applications are ranked based on economic development, transportation need, and public benefit.

**As of January 2014, MoDOT has suspended the cost-share program indefinitely due to funding issues.*

Transportation Alternatives Program (TAP): The program provides funding for projects defined as transportation alternatives: on- and off-road pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and boulevard improvements.

Traffic Engineering Assistance Program (TEAP): The program provides assistance to study traffic engineering problems. The services are to be used for locations on public roads that are not on the state system. The services of the program are generally provided at a 20 percent cost to requesting, eligible local public agencies in Missouri. Federal Highway Safety and Local Technology Assistance Program funds are used for the remaining 80 percent of expenditures.

Bridge Engineering Assistance Program (BEAP): The program provides engineering assistance to conduct effective bridge evaluations to determine priorities for maintenance, rehabilitation, and replacement. The services provided are intended to maximize the availability of professional advice or services to local jurisdictions with minimal technical and drafting time. The program is to be used for bridges on local roads that are not included in the state system.

Congestion Mitigation and Air Quality Improvement (CMAQ): The program provides funding for transportation programs and projects to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.

Transportation Investment Generating Economic Recovery (TIGER): The program focuses on capital projects that generate economic development and improve access to reliable, safe, and affordable transportation for communities. The program emphasizes improved connections to employment, education, workforce development, community revitalization, or other services. Eligible projects include highway, bridge, and rail projects (including bicycle and pedestrian related improvements).

Missouri Highway/Rail Crossing Safety Program: The safety program aims to improve highway/rail grade crossings throughout the state. Public crossings are prioritized annually using a systematic method to determine its approximate Exposure Index ranking, thus allowing MoDOT to focus funds in the area of the highest priority concerns. The Exposure Index takes into account the train traffic, train speed, vehicle traffic, vehicle speed, sight distance, and accident history.

Recreational Trails Program (RTP): The program is funded through the Federal Highway Administration to promote motorized and non-motorized recreational trails. In Missouri, grants are available to local and state governments, school districts, and for-profit and non-profit organizations. Missouri receives approximately \$1.5 million per fiscal year with a maximum award amount of \$100,000 per project sponsor. Sponsors must contribute a minimum 20 percent match. Eligible projects include maintenance and restoration of existing trails, development and rehabilitation of trail facilities and linkages, construction of new trails, acquisition of easements and property for trail corridors, and the development and dissemination of publications and educational programs related to use of the trail.

Safe Routes to Schools (SRTS): The program provides funds to develop safer walking and biking accommodations for children in grades Kindergarten through 8th grade. The program is designed to not only improve physical conditions near schools but also support public awareness and outreach efforts.

Appendix A

Candidate List of Programs and Projects

Program: Sidewalk and Trail

Limits: City-wide

Description: The program includes annual construction of new sidewalk and/or reconstruction of existing sidewalk in poor condition. New and reconstructed sidewalk will be six-foot width with ADA curb ramps, crosswalks, and signage where applicable. Some locations may require curb and gutter reconstruction, drainage improvements, or tree replacement in conjunction with sidewalk improvements. Priority improvement guidelines and locations are identified in the following pages.

Public Involvement: Sidewalks were the most common topic in the open-ended community survey comments. Lack of sidewalks (35%) and condition of sidewalks (26%) were also identified as the top two challenges to walking in the city. The Advisory Group and Targeted Stakeholder Group expressed the desire for improved sidewalk connections to access the Greenway Trail, which was identified as a great asset in the community.

Decision-Making Matrix:

Goals Analysis	Safety	●	The program enables bicyclists and pedestrians to use off-road facilities. Sidewalk in poor condition also poses a health and liability issue.
	Congestion Relief	○	None
	Multimodal	●	The program increases options and mobility as 73 percent of streets do not have sidewalk or trail on at least one side of the road. Most existing sidewalks were constructed in the 1940s and are in poor condition.
	Economic Development	○	None
Risk Analysis	Right-of-Way	⦿	Most trail and sidewalk improvements can be constructed within existing right-of-way. In some locations, such as along arterial streets or near intersections, available right-of-way may be limited.
	Permitting	●	Most simple sidewalk and trail improvements have no issues with permitting.
	Financing Partnerships	●	Many funding sources and grants are available for transportation alternatives, trails, and safe routes to schools improvements. The city also allocates \$25,000 annually from the General Fund that could also be used towards the program.
	Phasing Options	●	The program can be phased block by block.
Outcome	Cost	\$-\$\$\$	\$100,000 per 0.25 miles of residential street; \$220,000 per 0.25 miles of commercial street; Cost range depends on magnitude of program
	Score	5.5	

Opinion of Probable Cost: A set of generic costs to replace existing sidewalks was prepared to reflect two basic conditions: one in a residential area that can be accomplished without replacing curb and gutter and the other in a commercial area that includes replacement of curb and gutter. The minimum suggested length for sidewalk replacement is 0.25 miles in order to obtain competitive bids and minimize mobilization costs. ADA ramps at intersections are included. Contingency includes some tree replacement but does not include utility relocations. The contingency percentage may need to be increased in locations where existing sidewalks include a series of steps in older areas of the city.

Sidewalk - One Side of Residential Street per 0.25 Miles				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	0	\$ -	\$ -
Sidewalk ²	LS	1	\$ 60,000	\$ 60,000
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	15%	\$ 60,000	\$ 9,000
Contingency ³	%	15%	\$ 69,000	\$ 10,350
Construction Subtotal				\$ 79,350
Engineering, Administrative, and Inspection	%	15%	\$ 79,350	\$ 11,903
Right-of-Way Acquisition ⁴	LS	1	\$ 8,000	\$ 8,000
Total Cost				\$ 99,253
Sidewalk - One Side of Commercial Street per 0.25 Miles				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 73,500	\$ 73,500
Sidewalk ²	LS	1	\$ 60,000	\$ 60,000
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous ⁵	%	20%	\$ 133,500	\$ 26,700
Contingency ³	%	15%	\$ 160,000	\$ 24,030
Construction Subtotal				\$ 184,230
Engineering, Administrative, and Inspection	%	15%	\$ 184,230	\$ 27,635
Right-of-Way Acquisition ⁴	LS	1	\$ 8,000	\$ 8,000
Total Cost				\$ 219,865

¹ Roadway represents only curb and gutter replacement

² Sidewalk with ADA ramps

³ Includes tree replacement, does not include utility relocation

⁴ Assumes construction easements

⁵ Miscellaneous percentage is higher for commercial sidewalk due to curb and gutter

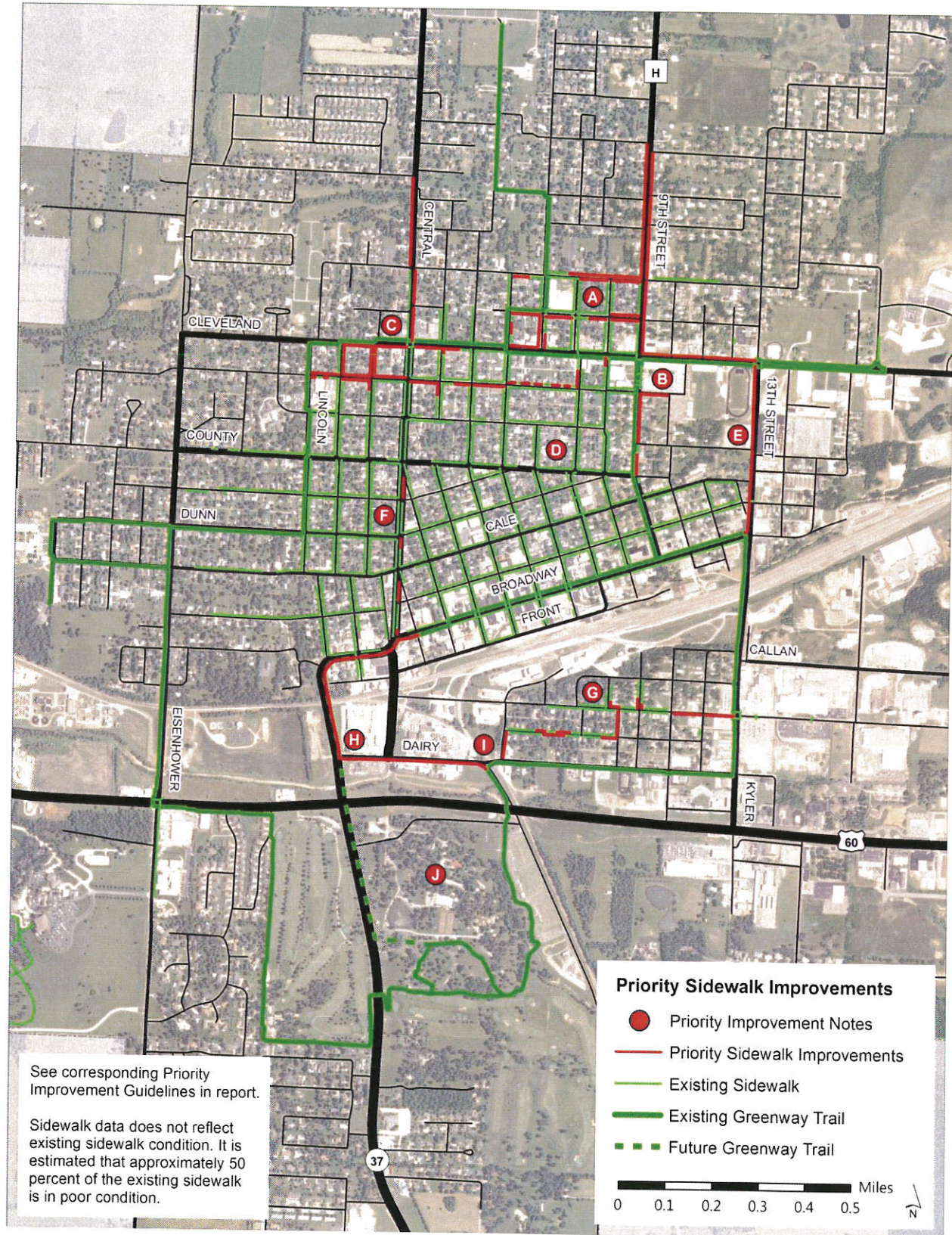
Source: TranSystems

Priority Improvement Guidelines: In order to address the pedestrian and bicycle challenges in the city, a sub-group of individuals from the Advisory Group participated in a targeted meeting to discuss the topic. In conjunction with the Transportation System Analysis, guidelines and priority locations for improvements were identified. As illustrated in the map on the following page, priority locations for sidewalk improvements are focused near several of the schools located on or close to Cleveland Avenue. These improvements address gaps in the sidewalk network along critical walking routes to schools. A few locations also form connections to the Greenway Trail system, which serves as the spine of the pedestrian network to connect major destinations in the community.

Guidelines to assist the city in developing the sidewalk and trail program are included below. To illustrate the concepts, the guidelines reference points on the map.

- A, B: Providing safe routes to school (A, B) are a priority in the community. Several sidewalk gaps in proximity to the schools can be filled on a block-by-block basis to strengthen the network.
- B, C: Crosswalks at intersections should be well-marked. The high-visibility crosswalk pattern (i.e. ladder design as opposed to the traditional parallel line) should be used at intersections with high pedestrian traffic, such as near schools (B), major intersections (C), downtown, or along the Greenway Trail. Similar improvements are included in the 9th Street and Cleveland Avenue project.
- D: Replace existing sidewalk in poor condition in the core of the city (D) before constructing new sidewalk in other neighborhoods. It is recommended that sidewalk replacement and new construction begin near the schools on Cleveland Avenue and continue south towards Broadway Street. When the replacement of sidewalk in poor condition is complete, the city should be sensitive to balancing improvements throughout the city. The city should complete improvements on arterials and collectors first. On local streets, to provide the most coverage, the city could consider constructing sidewalk on only one side of local streets.
- E, F: Sidewalk improvements should be coordinated with roadway improvements. For example, new and reconstructed sidewalk is included in the 13th Street (E) and Central Avenue (F) projects.
- G: In addition to safe routes to schools, connections to public parks are priority improvements. For example, recent park and sidewalk development occurred at the Marshall Hill Playground (G) near County Road and Oak Street. The city should then focus on filling gaps in the network to connect pedestrians to the park.
- H, I: The Greenway Trail is a community asset and new sidewalks in key areas can connect more users to the system. For example, the segment from Route 37 to Dairy Street (H) provides another connection from the core of the city to the trail in order to cross under U.S. Route 60. Similarly, small improvements leading from the neighborhoods (I) can connect residents to the trail.
- J: Consideration should also be given to define sidewalk connections from public sidewalks to the internal circulation pattern, including paths through parking lots and to building entrances. In private developments, this coordination can occur during the development review process. A similar situation occurs in South Park (J); while the Greenway Trail leads pedestrians to the YMCA building entrances, there is a lack of internal circulation within the remainder of the park. Pavement markings on the one-way streets can easily signify the distinction between the vehicular zone and the pedestrian zone.

Priority Sidewalk Improvements



Program: U.S. Route 60 Signal Monitoring

Limits: U.S. Route 60 from Eisenhower Street to Lowe's Lane (2.25 miles)

Description: The program includes monitoring traffic volume and turning movements at the seven intersections with traffic signals along the 2.25-mile stretch of U.S. Route 60: Eisenhower Street, Route 37, Kyler Street, Hess Drive, Bridle Lane, Chapell Drive, and Lowe's Lane. Based on the annual monitoring, a series of the intersections may have the potential for traffic signal progression.

Public Involvement: Traffic signals was tied for the fourth most common topic in the open-ended community survey comments. Commuters and employees who responded to the survey tended to place a slightly higher priority on congestion relief, most likely along U.S. Route 60, than residents. The Advisory Group also described signal timing issues and congestion along the corridor.

Decision-Making Matrix:

Goals Analysis	Safety	●	Most accidents on U.S. Route 60 were intersection-related. Forty percent were rear-end accidents with 23 percent as right- or left-turn incidents. The injury rate of 27 percent along the corridor is higher than the statewide average.
	Congestion Relief	●	A 2007 MoDOT study of the corridor estimates that the intersections will operate at Level of Service (LOS) C, D, and E by 2030 without improvements.
	Multimodal	○	None
	Economic Development	○	None
Risk Analysis	Right-of-Way	●	Necessary utility and technology improvements can be completed within existing right-of-way.
	Permitting	○	U.S. Route 60 is a state maintained facility and improvements would need to be coordinated with MoDOT.
	Financing Partnerships	○	U.S. Route 60 is a state maintained facility and there is currently limited opportunity for cost-share with MoDOT.
	Phasing Options	○	The project cannot be phased.
Outcome	Cost	\$	Dependent upon MoDOT
	Score	3.0	

Opinion of Probable Cost: Recent communication with MoDOT indicates that traffic signal monitoring is on-going with changes to signal timing coordination under consideration. Improvements could vary greatly from adjusting signal timing to installing additional equipment. The city can be a supporting partner with MoDOT to review baseline data and changes to traffic volume and operations in future years. The extent of the traffic signal improvements is dependent upon MoDOT's findings.

Program: Monett Regional Airport

Limits: Monett Regional Airport

Description: The program contributes funds to the city's local match for improvements associated with the airport's five-year Capital Improvement Program. Improvements include land acquisition, rehabilitation of the north apron, construction of a 6,000-foot runway and parallel taxiway, construction of a 10-unit hangar, and other lighting and site improvements.

Public Involvement: The airport is a priority for the city and the commercial and industrial uses located in the city. In addition to contributing to the economic development and growth of the city, the airport also enables medical and law enforcement operations to increase the quality of life for residents.

Decision-Making Matrix:

Goals Analysis	Safety	●	The runway expansion improves flight safety. Improvements also expand medical and law enforcement capabilities.
	Congestion Relief	○	None
	Multimodal	●	Although tailored to a more specific user, the airport expands transportation options for residents and businesses in the city.
	Economic Development	●	The airport is a critical facility for retaining existing companies and enabling future commercial and industrial growth.
Risk Analysis	Right-of-Way	●	The city is in the process of acquiring land needed for airport improvements.
	Permitting	●	Several permits are need for implementation, but the city has already begun the permitting processes.
	Financing Partnerships	●	There is anticipated cost-share from federal and state funding sources. The city is expected to contribute about five percent of the total cost.
	Phasing Options	●	As indicated in the Capital Improvement Program, the improvements will be phased over the five-year period.
Outcome	Cost	\$-\$\$	\$1.1 million; Cost range depends on magnitude of program
	Score	5.0	

Opinion of Probable Cost: Cost of major items is based on the Capital Improvement Program (2015-2020) developed for the Monett Regional Airport in December 2014. Based on the projected local share of five percent, the opinion of probable cost is \$1.1 million. The city will determine the appropriate annual set aside percentage to cover a portion of the airport improvement costs.

Item		Item Cost	Local Share
1	Acquire land for runway	\$ 1,300,000	\$ 65,000
2	Rehabilitate North Apron, Access Road, and Parking	\$ 400,000	\$ 20,000
3	Construct Runway 18-36 (6,001') Grading Package I	\$ 5,000,000	\$ 250,000
4	Construct Runway 18-36 (6,001') Grading Package II	\$ 5,000,000	\$ 250,000
5	Construct Runway 18-36 (6,001') Paving Package	\$ 5,000,000	\$ 250,000
6	Construct Parallel Taxiway	\$ 2,000,000	\$ 100,000
7	Relocate AWOS-III	\$ 300,000	\$ 30,000
8	Install MALSR	\$ 750,000	\$ 75,000
9	Construct 10-unit T-hangar	\$ 250,000	\$ 25,000
10	Install Airport Perimeter Fence	\$ 300,000	\$ 30,000
Total		\$ 20,300,000	\$ 1,095,000

Source: City of Monett, Airport Capital Improvement Program (2015-2020)

Project: Central Avenue

Limits: Central Avenue from Broadway Street to Cleveland Avenue (0.6 miles)

Description: The project includes mill and overlay of the existing two-lane section. The project also includes a slight widening of the section to 14-foot lane widths with share-the-road pavement markings to promote a Complete Streets approach. Curb and gutter and sidewalk improvements are included on both sides of the street, as well as some retaining wall and tree replacement as necessary. Some minor intersection improvements along the corridor are incorporated into the project.

Public Involvement: The Advisory Group was initially interested in expanding Central Avenue to three lanes. However, after further discussion about the road function and character, a Complete Streets approach is recommended to balance the needs of all users. Central Avenue was tied for the fourth most common topic in the open-ended community survey comments.

Decision-Making Matrix:

Goals Analysis	Safety	⦿	Not including the Broadway Street or Cleveland Avenue intersections, 24 accidents occurred with an injury rate of 17 percent. About 29 percent were out of control accidents and 21 percent were rear end related.
	Congestion Relief	⦿	The corridor is one of the two principal arteries in the city. This segment of Central Avenue has an AADT of 5,100 vehicles.
	Multimodal	●	The Complete Streets approach balances the needs of all users including vehicles, trucks, bicyclists, pedestrians, and land uses. One of the five bicycle accidents occurred on this segment of Central Avenue.
	Economic Development	○	None
Risk Analysis	Right-of-Way	●	Improvements can be completed within the existing 45-foot right-of-way south of County Street and the 60-foot right-of-way north of County Street.
	Permitting	●	While Route 37 is a state maintained facility, the city retains ownership of this segment and there are no permitting issues.
	Financing Partnerships	○	Route 37 is a state maintained facility and there is currently limited opportunity for cost-share with MoDOT, particularly as this segment is owned by the city.
	Phasing Options	●	The project can be phased into two segments: Broadway Street to County Road and County Road to Cleveland Avenue.
Outcome	Cost	\$\$	\$1.45 million total; Broadway Street to County Street is \$940,000; County Street to Cleveland Avenue is \$490,000
	Score	5.0	

Opinion of Probable Cost: Costs are divided into segments: Broadway Street to County Street with its 45-foot right-of-way and County Street to Cleveland Avenue with its 60-foot right-of-way. Costs include mill and overlay of the existing pavement and full-depth construction of new pavement. Curb and gutter and sidewalk is included on both sides of the street. Some intersection and driveway improvements, retaining wall reconstruction, and tree replacement is also included.

Central Avenue (Broadway Street to County Street)				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 392,925	\$ 392,925
Sidewalk ²	LS	1	\$ 181,500	\$ 181,500
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous ³	%	23%	\$ 574,425	\$ 132,118
Contingency ⁴	%	15%	\$ 706,543	\$ 105,981
Construction Subtotal				\$ 812,524
Engineering, Administrative, and Inspection	%	15%	\$ 812,524	\$ 117,816
Right-of-Way Acquisition	LS	1	\$ 9,000	\$ 9,000
Total Cost				\$ 939,340
Central Avenue (County Street to Cleveland Avenue)				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 206,110	\$ 206,110
Sidewalk ²	LS	1	\$ 101,400	\$ 101,400
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 307,510	\$ 61,502
Contingency ⁴	%	15%	\$ 369,012	\$ 55,352
Construction Subtotal				\$ 424,364
Engineering, Administrative, and Inspection	%	15%	\$ 424,364	\$ 61,533
Right-of-Way Acquisition	LS	1	\$ 3,600	\$ 3,600
Total Cost				\$ 489,497

¹ Roadway with curb and gutter and drainage improvements

² Sidewalk with ADA ramps

³ Miscellaneous percentage is higher due to retaining walls

⁴ Includes tree replacement

Source: TranSystems

Project: 13th Street

Limits: 13th Street from Centennial Bridge to Cleveland Avenue (0.4 miles)

Description: The project includes grinding and overlay of the concrete section from the Centennial Bridge to Broadway Street and repair of the bridge joints. North of Broadway Street, the project includes mill and overlay of the existing two-lane section and widening to a three-lane section with a center turn lane. Curb and gutter and sidewalk improvements are included on the west side of the street as well as turning radius improvements at the intersection of 13th Street and Cleveland Avenue.

Public Involvement: The city expressed concern about road condition on 13th Street north of the Centennial Bridge due to the increase in heavy truck volume over the years. The Advisory Group also wanted to better accommodate truck circulation and turning movements along this industrial corridor.

Decision-Making Matrix:

Goals Analysis	Safety	●	Not including the U.S. Route 60 or Cleveland Avenue intersections, 43 accidents occurred on 13th Street with an injury rate of 12 percent. A significant 77 percent were rear end accidents.
	Congestion Relief	●	The corridor is the designated truck route through the city. This segment of 13th Street is heavily used and has an AADT near 9,200 vehicles.
	Multimodal	●	The project includes the construction of new sidewalks on the west side of the corridor near the high school stadium and residential areas.
	Economic Development	●	The corridor is the designated truck route through the city and serves several industrial properties.
Risk Analysis	Right-of-Way	●	The project can be accommodated within the existing right-of-way with the exception of improvements near Broadway Street.
	Permitting	●	There are no permitting issues.
	Financing Partnerships	○	Although 13th Street is considered a portion of Route H, there is limited opportunity for cost-share with MoDOT.
	Phasing Options	●	The project can be phased into two segments: the concrete section from Centennial Bridge to Broadway Street and the asphalt section from Broadway Street to Cleveland Avenue.
Outcome	Cost	\$	\$1.09 million total; Centennial Bridge to Broadway Street is \$170,000; Broadway Street to Cleveland Avenue is \$910,000
	Score	5.0	

Opinion of Probable Cost: Costs are divided into two segments: Centennial Bridge to Broadway Street with its concrete section and Broadway Street to Cleveland Avenue with its asphalt section. The concrete section includes grinding removal, joint repair, and three-inch pavement overlay. Design pavement thickness is subject to geotechnical investigations. The asphalt section includes two-inch mill and overlay of the existing pavement and full-depth construction for new pavement. Curb and gutter and sidewalk are included on the west side of the street from Broadway Street to Cleveland Avenue as well as turning radius improvements at the intersection with Cleveland Avenue. Drainage improvements and some right-of-way acquisition are also needed on this section.

13th Street (Centennial Bridge to Broadway Street)				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 111,750	\$ 111,750
Sidewalk	LS	0	\$ -	\$ -
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 111,750	\$ 22,350
Contingency	%	10%	\$ 134,100	\$ 13,410
Construction Subtotal				\$ 147,510
Engineering, Administrative, and Inspection	%	15%	\$ 147,510	\$ 21,389
Right-of-Way Acquisition	LS	0	\$ -	\$ -
Total Cost				\$ 168,899
13th Street (Broadway Street to Cleveland Avenue)				
Item	Unit	Quantity	Unit Price	Cost
Roadway ²	LS	1	\$ 437,910	\$ 437,910
Sidewalk ³	LS	0	\$ 76,800	\$ 76,800
Lighting	LS	0	\$ -	\$ -
Traffic Signal ⁴	LS	0	\$ 75,000	\$ 75,000
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 589,710	\$ 117,942
Contingency	%	10%	\$ 707,652	\$ 70,765
Construction Subtotal				\$ 778,417
Engineering, Administrative, and Inspection	%	15%	\$ 778,417	\$ 112,870
Right-of-Way Acquisition	LS	1	\$ 16,200	\$ 16,200
Total Cost				\$ 907,488

¹ Roadway resurfacing of concrete section

² Roadway resurfacing with curb and gutter and drainage improvements

³ Sidewalk with ADA ramps from Broadway Street to Cleveland Avenue

⁴ Intersection improvements at Cleveland Avenue

Source: TranSystems

Project: Broadway Street

Limits: Broadway Street from 3rd Street to 5th Street (0.2 miles)

Description: The project includes intersection improvements such as curb extension bulb-outs and crosswalks with pavers at the 3rd Street, 4th Street, and 5th Street intersections on Broadway Street. Pedestrian push buttons will also be relocated to better accommodate pedestrian circulation.

Public Involvement: The downtown area along Broadway Street was the third most common topic in the open-ended community survey comments. The Advisory Group also discussed intersection- and parking-related accidents along the corridor. The group would like to build upon recent improvements and continue investing in the Main Street District.

Decision-Making Matrix:

Goals Analysis	Safety	●	Other than the state routes, Broadway Street had the most accidents with an injury rate of 13 percent. About 48 percent were intersection-related accidents and 35 percent were parking-related accidents.
	Congestion Relief	○	None
	Multimodal	●	The Monett Vision 2030 Downtown Revitalization Plan emphasizes the desire for a walkable downtown. One of three pedestrian accidents and two of five bicycle accidents occurred on Broadway Street.
	Economic Development	●	Walkable downtown areas tend to encourage active living, social interaction, and economic development by increase pedestrian traffic.
Risk Analysis	Right-of-Way	●	The project can be accommodated within the existing right-of-way.
	Permitting	●	There are no permitting issues.
	Financing Partnerships	●	Many funding sources and grants are available for transportation alternatives as well as history downtowns. The Monett Main Street District may also be a potential funding partner.
	Phasing Options	●	The project can be phased by intersection. Over time, the city and the Main Street District can consider building upon the streetscape improvements at other intersections (i.e. 2nd, 6th, and 7th Streets)
Outcome	Cost	\$	\$325,000
	Score	6.5	

Opinion of Probable Cost: The cost estimate is for the three signalized intersections on Broadway Street: 3rd Street, 4th Street, and 5th Street. Two-inch mill and overlay is incorporated into the roadway cost at each intersection. Design pavement thickness is subject to geotechnical investigations. Sidewalk costs include enhanced crosswalk pavers and amenities such as benches, bollards, bicycle racks. Relocated pedestrian signals are included in the traffic signal cost. Miscellaneous costs include pavement markings and signage.

Broadway Street				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	3	\$ 32,152	\$ 96,456
Sidewalk ²	LS	3	\$ 24,200	\$ 72,600
Lighting	LS	0	\$ -	\$ -
Traffic Signal ³	LS	3	\$ 15,000	\$ 45,000
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous ⁴	%	20%	\$ 214,056	\$ 42,811
Contingency	%	10%	\$ 256,867	\$ 25,687
Construction Subtotal				\$ 282,554
Engineering, Administrative, and Inspection	%	15%	\$ 282,554	\$ 40,970
Right-of-Way Acquisition	LS	1	\$ -	\$ -
Total Cost				\$ 323,524

¹ Roadway resurfacing

² Sidewalk with curb extension bulb-out improvements and amenities

³ Relocated pedestrian signals

⁴ Pavement markings and signage

Source: TranSystems

Project: Chapell Drive

Limits: Chapell Drive from 0.4 miles south of railroad to Cleveland Avenue (0.5 miles)

Description: The project includes a grade separated crossing of the railroad. The roadway will be a two-lane section with curb and gutter and sidewalk on one side. Due to the new crossing, Bridle Lane will need to be realigned with a new roadway connection between Bridle Lane and Chapell Drive.

Public Involvement: The city and the Advisory Group indicated that constructing a grade separated crossing at Chapell Drive is a moderate priority. Both groups agreed that the concept would be a higher priority if the project allowed truck traffic to bypass the core of the city by using Chapell Drive rather than Kyler Street/13th Street. In the community survey, about 60 percent of respondents indicated that it was important or very important to construct another grade separated crossing.

Decision-Making Matrix:

Goals Analysis	Safety	●	Chapell Drive is the last significant at-grade crossing in the city. Four rail-related accidents occurred within the past forty years with the most recent in 2013. One of the four accidents resulted in a driver fatality.
	Congestion Relief	●	The crossing inventory reports a total of 16 day thru trains and 16 night thru trains at this crossing. Vehicular traffic volume on this corridor has also increased over the years.
	Multimodal	◐	The separation of the rail and vehicular traffic increases mobility for both modes. The project also includes new sidewalk construction on one side of the street.
	Economic Development	○	None
Risk Analysis	Right-of-Way	○	Significant acquisition of right-of-way for the grade separated crossing and the new connection to Bridle Lane is required.
	Permitting	○	There is a significant coordination process with the BNSF Railway, MoDOT, and the Federal Railroad Administration (FRA).
	Financing Partnerships	○	Railroads typically contribute only five percent of the total bridge cost of the project unless the crossing is classified as a significant safety concern.
	Phasing Options	○	The project cannot be phased.
Outcome	Cost	\$\$\$	\$4.83 million total; Chapell Drive is \$3.87 million; new Bridle Lane – Chapell Drive Connector is \$970,700.
	Score	2.5	

Opinion of Probable Cost: Costs are divided into two segments: the Chapell Drive grade separation and the associated new connection between Bridle Lane and Chapell Drive. The Chapell Drive grade separation incorporates curb and gutter and sidewalk on one side. Earthen fill, retaining wall, guardrail, and drainage improvements are also included, as well as traffic and railroad control during construction. The new connector is a two-lane section with curb and gutter and sidewalk on one side.

Chapell Drive				
Item	Unit	Quantity	Unit Price	Cost
Roadway	LS	1	\$ 661,600	\$ 661,600
Sidewalk ¹	LS	1	\$ 36,000	\$ 36,000
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	1	\$ 840,000	\$ 840,000
Structure ²	LS	1	\$ 720,000	\$ 720,000
Miscellaneous ³	%	25%	\$ 2,257,600	\$ 564,400
Contingency	%	15%	\$ 2,822,000	\$ 423,300
Construction Subtotal				\$ 3,245,300
Engineering, Administrative, and Inspection	%	15%	\$ 3,245,300	\$ 470,569
Right-of-Way Acquisition	LS	1	\$ 153,600	\$ 153,600
Total Cost				\$ 3,869,469
Bridle Lane - Chapell Drive Connector				
Item	Unit	Quantity	Unit Price	Cost
Roadway	LS	1	\$ 361,440	\$ 361,440
Sidewalk ¹	LS	1	\$ 46,800	\$ 46,800
Lighting	LS	0	\$ -	\$ -
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 408,240	\$ 81,648
Contingency	%	10%	\$ 489,888	\$ 48,898
Construction Subtotal				\$ 538,877
Engineering, Administrative, and Inspection	%	15%	\$ 538,877	\$ 80,832
Right-of-Way Acquisition	LS	1	\$ 351,000	\$ 351,000
Total Cost				\$ 970,709

¹ Sidewalk with ADA ramps

² Includes retaining walls

³ Includes utility relocation

Source: TranSystems

Project: 9th Street and Cleveland Avenue

Limits: Intersection of 9th Street and Cleveland Avenue

Description: The project includes sidewalk, ADA ramp, and pavement marking improvements at the intersection. Slight widening of the corridor and new curb and gutter will improve truck turning movements from southbound 9th Street to eastbound Cleveland Avenue. The resolution of the 9th Street pedestrian circulation between the schools is to be decided by the school district and the city.

Public Involvement: The Advisory Group expressed safety and congestion concerns at the intersection, particularly because of the close proximity to the Monett Intermediate, Middle, and High Schools. The intersection was also mentioned twenty times in the survey, tied for the seventh most common topic in the open-ended community survey comments.

Decision-Making Matrix:

Goals Analysis	Safety	●	Nine accidents occurred at the intersection, one of which resulted in a minor injury. Four incidents were rear-end accidents and four were out of control accidents. There is significant pedestrian traffic during peak AM and PM periods.
	Congestion Relief	⦿	Vehicular, truck, bus, and pedestrian movement must be accommodated at this intersection. The left-turn truck movement onto eastbound Cleveland Avenue has a tight turning radius.
	Multimodal	●	There are sidewalk gaps near the intersection and a lack of ADA ramps and consistent pavement markings. Due to the arrangement of the school buildings, students must cross 9th Street several times per day.
	Economic Development	○	None
Risk Analysis	Right-of-Way	⦿	There is limited right-of-way near the intersection and on the east side of 9th Street north of Cleveland Avenue for new sidewalk.
	Permitting	●	There are no permitting issues. Depending on the city's conclusion of improvements between the school buildings, MoDOT should be consulted.
	Financing Partnerships	●	Many funding sources and grants are available for transportation alternatives and safe routes to school improvements. The Monett School District or Healthy Communities Initiative may also be a funding partner.
	Phasing Options	●	The project can be phased.
Outcome	Cost	\$	\$180,000
	Score	6.0	

Opinion of Probable Cost: The cost includes roadway modification to slightly widen the east leg of the intersection to better accommodate truck turning movements, which appears to be achievable within existing right-of-way. Pedestrian improvements include new sidewalk with ADA ramps and associated signal modifications. Some right-of-way near the intersection will be needed for sidewalk improvements. Any modifications to the block of 9th Street between the school buildings is not included in this estimate, though the definition and scope of this project is intrinsically linked to any school crossing modifications.

9th Street and Cleveland Avenue				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 47,800	\$ 47,800
Sidewalk ²	LS	1	\$ 13,800	\$ 13,800
Lighting	LS	0	\$ -	\$ -
Traffic Signal ³	LS	1	\$ 50,000	\$ 50,000
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 111,600	\$ 22,320
Contingency	%	15%	\$ 133,920	\$ 20,088
Construction Subtotal				\$ 154,008
Engineering, Administrative, and Inspection	%	15%	\$ 154,008	\$ 22,331
Right-of-Way Acquisition	LS	1	\$ 5,550	\$ 5,550
Total Cost				\$ 181,889

¹ Roadway resurfacing

² Sidewalk with ADA ramps

³ Traffic signal modifications

Source: TranSystems

Project: Route 37 and Broadway Street

Limits: Intersection of Route 37 and Broadway Street

Description: The project includes a three-leg, one-lane roundabout that is able to accommodate truck and bus traffic. The project is referred to as Option B in the 2010 MoDOT Conceptual Study Report of the intersection. The two Frisco Avenue access points and the southern Central Avenue access point would be closed to through traffic. Sidewalk is also included on both sides of the street.

Public Involvement: The intersection was mentioned eighteen times in the open-ended comments of the community survey. About 63 percent of the survey respondents expressed a somewhat or very favorable opinion towards a roundabout at this location. The roundabout was also documented as the city's preferred alternative in the Monett Vision 2030 Downtown Revitalization Plan.

Decision-Making Matrix:

Goals Analysis	Safety	●	Over 30 accidents occurred at the intersection with an injury rate of 13 percent. About 33 percent were left turn right angle accidents and 26 percent were out of control accidents. Data from 2004-2008 analyzed by MoDOT also recommends safety enhancements at this intersection.
	Congestion Relief	●	The intersection is on a principal arterial with an AADT of 8,500 vehicles. This section of Route 37 does not meet MoDOT access management guidelines for side road and driveway spacing. During a 15-minute peak PM observation, maximum delay on Broadway Street was 60 seconds. Drivers also use 1st or 2nd Street to avoid the intersection.
	Multimodal	●	The project replaces and upgrades sidewalks disturbed by the project. Additional sidewalk would be added where such does not exist. The future Greenway Trail Phase IV travels along this segment of roadway.
	Economic Development	○	None
Risk Analysis	Right-of-Way	○	Significant acquisition of expensive right-of-way is required.
	Permitting	○	As a state maintained corridor, there is a coordination process with MoDOT. It is likely that a Categorical Exclusion environmental review and associated permits will also be needed.
	Financing Partnerships	○	Route 37 is a state maintained facility and there is currently limited opportunity for cost-share with MoDOT.
	Phasing Options	○	The project cannot be phased.
Outcome	Cost	\$\$\$	\$2.84 million
	Score	2.5	

Opinion of Probable Cost: Costs were developed from a 2010 MoDOT study of the intersection and have been increased nine percent to account for inflation.

Route 37 and Broadway Street				
Item	Unit	Quantity ¹	Unit Price	Cost
Roadway ²	LS	1.09	\$ 969,027	\$ 1,056,239
Sidewalk ³	LS	1.09	\$ 25,467	\$ 27,759
Lighting	LS	1.09	\$ 98,000	\$ 106,820
Traffic Signal	LS	0	\$ -	\$ -
Signing	LS	1.09	\$ 36,520	\$ 39,807
Bridge	LS	0	\$ -	\$ -
Structure	LS	0	\$ -	\$ -
Miscellaneous	%	20%	\$ 1,230,625	\$ 246,125
Contingency	%	10%	\$ 1,476,750	\$ 147,675
Construction Subtotal				\$ 1,624,425
Engineering, Administrative, and Inspection	%	15%	\$ 1,624,425	\$ 235,542
Right-of-Way Acquisition	LS	1.09	\$ 896,000	\$ 976,640
Total Cost				\$ 2,836,607

¹ Inflation adjustment of nine percent increase from 2010 MoDOT estimate

² Roadway with alternative pavement

³ Sidewalk with ADA ramps

Source: MoDOT, TranSystems

Project: U.S. Route 60 and Route 37

Limits: Intersection of U.S. Route 60 and Route 37

Description: The project includes a dedicated right-turn lane and acceleration lane from eastbound U.S. Route 60 to southbound Route 37.

Public Involvement: The Advisory Group described peak congestion on eastbound U.S. Route 60, primarily due to Jack Henry & Associates traffic in the peak PM. The group also described traffic signal timing issues and a lack of respect for the shoulder and pavement markings associated with this congestion. The intersection was also mentioned 13 times in the open-ended comments of the community survey.

Decision-Making Matrix:

Goals Analysis	Safety	●	Seventy accidents occurred at the intersection with an injury rate of 10 percent. Seventy percent were rear-end accidents.
	Congestion Relief	●	The project is located at the intersection of two principal arterials with AADT ranging from 8,500 to 14,000 depending on the approach. In 2006, the intersection operated at Level of Service (LOS) D based on the existing signal timing and had the potential to operate at LOS C with timing improvements. A 2007 MoDOT study projected that the intersection would operate at LOS E by 2030 without improvements.
	Multimodal	○	None
	Economic Development	○	None
Risk Analysis	Right-of-Way	●	The project may require some right-of-way acquisition.
	Permitting	○	As the intersection of two state maintained routes, there is a coordination process with MoDOT.
	Financing Partnerships	●	U.S. Route 60 and Route 37 are state maintained facilities, both of which are listed as primary roads in MoDOT's 325 Plan. Although there is currently limited opportunity for cost-share with MoDOT, there is a greater likelihood for improvements on designated primary roads.
	Phasing Options	○	The project is difficult to phase, but consideration should be given to an ultimate five-lane section.
Outcome	Cost	\$	\$350,000
	Score	2.5	

Opinion of Probable Cost: Costs includes a 750-foot eastbound right-turn lane and 350-foot southbound acceleration lane. No sidewalk improvements are included though minor signal/signing modifications are included. An existing driveway to the golf course is assumed to be removed. Miscellaneous costs cover drainage, grading, and some utility relocation; no major modifications to an existing box culvert are included. An ultimate five-lane concept with dual westbound left-turn lanes should be considered during design.

U.S. Route 60 and Route 37				
Item	Unit	Quantity	Unit Price	Cost
Roadway ¹	LS	1	\$ 159,342	\$ 159,342
Sidewalk	LS	0	\$ -	\$ -
Lighting	LS	0	\$ -	\$ -
Traffic Signal ²	LS	1	\$ 50,000	\$ 50,000
Signing	LS	0	\$ -	\$ -
Bridge	LS	0	\$ -	\$ -
Structure	LS	0	\$ -	\$ -
Miscellaneous ³	%	23%	\$ 209,342	\$ 48,149
Contingency	%	15%	\$ 257,491	\$ 38,624
Construction Subtotal				\$ 296,114
Engineering, Administrative, and Inspection	%	15%	\$ 296,114	\$ 42,937
Right-of-Way Acquisition	LS	1	\$ 8,250	\$ 8,250
Total Cost				\$ 347,301

¹ Roadway with full depth widening

² Traffic signal modifications

³ Includes drainage, grading, and some utility relocation

Source: TranSystems

Appendix B

Visioning Session Meeting Notes

Monett Long-Range Transportation Improvement Plan

Visioning Session Advisory Group Meeting

Thursday, March 12, 2015

12:00 PM - 1:30 PM

Lunch will be provided

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

AGENDA

Purpose: Provide an overview of the Transportation Improvement Plan and discuss community priorities to be addressed throughout the planning process.

INTRODUCTION

- Purpose of Transportation Improvement Plan
- Role of Advisory Group

PROJECT OVERVIEW

- Planning Process
 - Data Collection
 - Transportation Systems Analysis
 - Transportation Improvement Plan Preparation
- Public Involvement
 - Visioning Session, March 2015
 - Listening Workshop Session, May 2015 (tentative)
 - Final Presentation, July 2015 (tentative)
- Existing Conditions

COMMUNITY FEEDBACK

- Transportation goals and priorities via keypad polling
- Transportation issues and potential projects via interactive exercise

CONCLUSION

- Next Steps

Monett Long-Range Transportation Improvement Plan

Visioning Session Advisory Group Meeting

Thursday, March 12, 2015

12:00 PM - 1:30 PM

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

Attendees

Brad Anderson, EFCO Corporation
Rod Anderson, Produce Bakers
Darren Bass, Cox-Monett Hospital
Donna Beckett, Community National Bank
Scott Beckwith, Architectural Systems
Murray Bishoff, The Monett Times
David Botts, Lawrence County Commission
Patty Bounous, Monett R-I School District
Gordon Brown, Monett Area YMCA
Glenn Garrett, Tri-State Motor Transport
Leesa Ginther, Barry County Health Department
Shawn Hayden, Cox-Monett Hospital
Allison Hedier, Family Occupational Medicine of Monett
Thad Hood, HHR LLC
Gale Huffmaster, Huffmaster Insurance
Brian Hunter, Monett Industrial Development Authority
Alex Hutchings, Monett R-I School District
Rex Kay, Monett Industrial Development Corporation
Keith McCracken, Monett Industrial Development Corporation
Eric Merriman, IMEC
Gina Milburn, Barry-Lawrence Regional Library
Mark Nelson, Monett Industrial Development Authority
Jack Prim, Jack Henry & Associates
Gary Schad, Barry County Commission
Beth Schaller, Missouri Department of Transportation
Ralph Scott, Monett R-I School District
Kevin Sprenkle, Anderson Engineering
David Young, Tyson

Elected Officials

James Orr, Mayor
Mike Brownsberger, Commissioner
Jerry Dierker, Commissioner

City Staff

Dennis Pyle, City Administrator
Russ Balmas, Public Works Superintendent
Skip Schaller, Utilities Superintendent

Consultant Staff

Sara Clark, TranSystems
Deanne Petersen, TranSystems

The slides referenced during the meeting are attached to this summary.

INTRODUCTION

- At the sign-in table, attendees were asked to select their top three transportation priorities for the Transportation Improvement Plan. *See below for results.*
- Mayor James Orr introduced Sara Clark and Deanne Petersen with TranSystems.
- Sara Clark provided a brief overview of the purpose of the Transportation Improvement Plan and the sales tax initiative. She highlighted the role of the Advisory Group as champions of the Plan and advocates within the community.

PROJECT OVERVIEW

- Sara Clark described the planning process and future public involvement opportunities — the Listening Workshop Session in May (tentative) and the Final Presentation in July (tentative).
- Deanne Petersen provided an overview of existing conditions to establish a foundation for discussions with the Advisory Group. Topics included a review of existing documents, road classification, traffic volume, railroad crossings, accident locations and severity, land use, active transportation facilities, and the airport.

COMMUNITY FEEDBACK

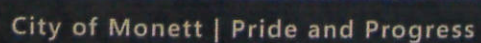
- The audience was divided into two groups to participate in interactive activities. Halfway through the meeting, groups swapped places to give each participants the opportunity to complete both activities.
 - Group A participated in a keypad polling sessions about transportation goals and priorities. Deanne instructed participants to vote for each of the fourteen questions and encouraged the audience to share insight pertaining to each question.
 - Group B participated in an interactive exercise using maps of four locations: Route 37/Central Avenue, I3th Street/Kyler Street, the intersection of Route H/9th Street and Cleveland Avenue, and a city map. Sara Clark led discussions about transportation issues, ideas, and potential projects with the group.

See the attached keypad polling results.

See the attached interactive exercise results.

The meeting concluded at 1:45 PM.

March 12, 2015





Advisory Group Meeting

March 12, 2015

City of Monett
Pride and Progress

Project Overview

- » **Purpose of the Transportation Improvement Plan**
 - › Identify a set of multimodal transportation projects
 - › Provide implementation strategies for short-term priorities and long-term goals
- » **Sales Tax Initiative**
 - › Retirement of the 1/4-cent capital improvements tax
 - › Opportunity to advance transportation infrastructure



Role of the Advisory Group

» Champions of the Plan

- › Guide transportation decision-making
- › Raise awareness of the Plan in the community
- › Arm you with the information and knowledge to support the Plan and its relationship to the sales tax initiative

» Opportunities for Involvement

- › Visioning Session, *Today!*
- › Listening Workshop Session, *May (tentative)*
- › Final Presentation, *July (tentative)*



Planning Process

» Data Collection

» Transportation Systems Analysis

- › Road Classification
- › Pedestrian and Bicycle Connectivity
- › Land Use and Demographics
- › Financial Review

» Plan Preparation

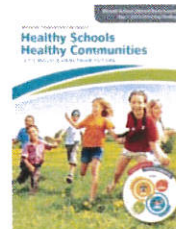
- › Candidate List of Projects
- › Implementation Plan



Existing Conditions

» Key Initiatives

- › Comprehensive Growth Management Plan (1997)
- › Vision 2030: Downtown Revitalization Plan (2009)
- › Greenway Trails Map (2009)
- › Airport Master Plan (2013)
- › Healthy Schools Healthy Communities Initiative (2014)

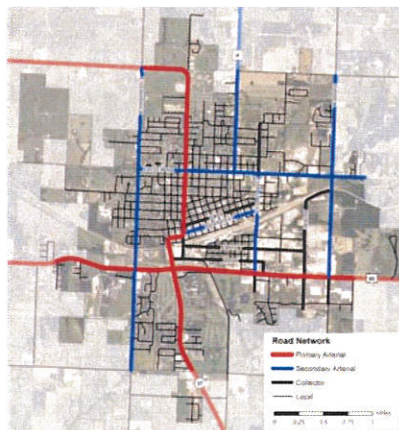


Existing Conditions

ROAD CLASSIFICATION

Classification	Miles	Percent
Primary Arterial	7.6	9.2%
Secondary Arterial	10.2	12.4%
Collector	5.6	6.8%
Local	59.0	71.6%
TOTAL	82.5	

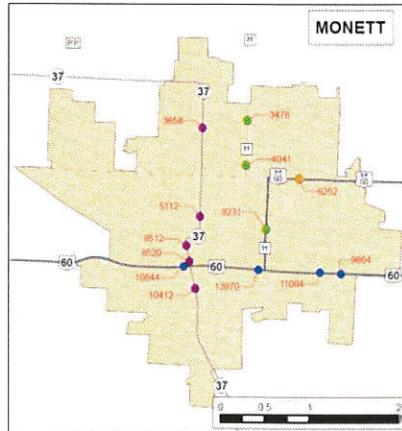
\$330,000 per year ≈ 80,000 SY
About 4.5 miles per year



Existing Conditions

TRAFFIC VOLUME

Road	AADT
U.S. Route 60	10,000 - 14,000
Route 37	3,500 - 10,500
Business Route 60	6,000
13th Street	9,000
Route H	4,000

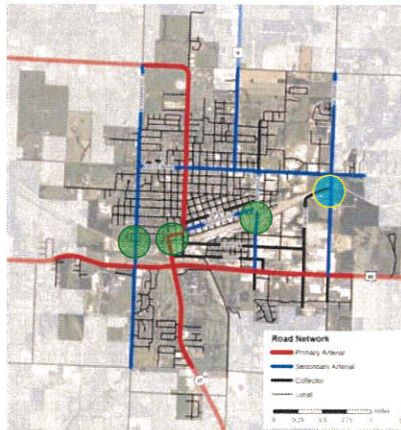


Existing Conditions

RAILROAD CROSSINGS

Road	Crossing Type
Eisenhower Street	Grade-Separated
Route 37	Grade-Separated
13th Street	Grade-Separated
Chapell Drive	At-Grade
<i>Grade-Separated</i>	<i>3 of 4</i>

One remaining at-grade railroad crossing in the city



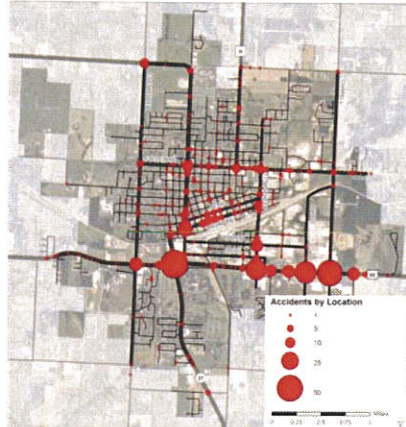
Existing Conditions

ACCIDENTS BY LOCATION

Corridor	Count	Percent
U.S. Route 60	276	37.3%
Route 37	101	13.6%
Route H	85	11.5%
Broadway Street	40	5.4%
Eisenhower Street	17	2.3%

Accidents from 2009 - 2013

Source: MoDOT



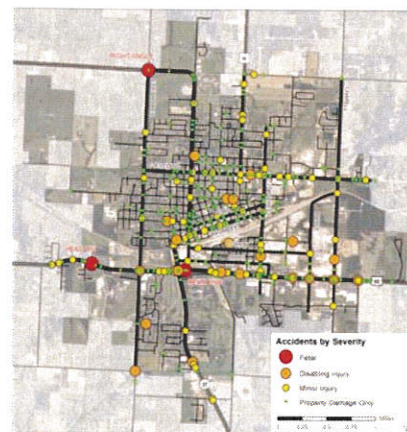
Existing Conditions

ACCIDENTS BY Severity

Corridor	Count	Percent
Fatal	3	0.4%
Disabling Injury	29	3.9%
Minor Injury	123	16.6%
Property Damage	585	79.1%
TOTAL	740	

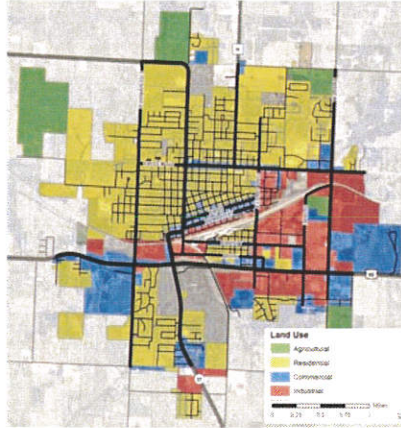
City Injury Rate: 20.9%

State Injury Rate: 24.8%



Existing Conditions

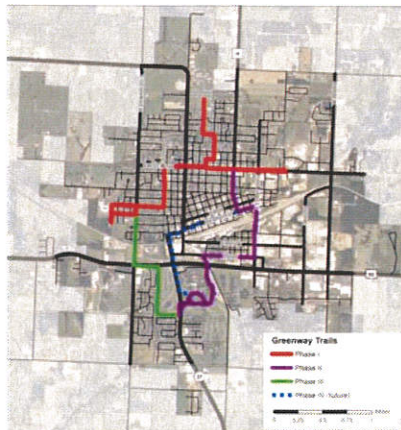
LAND USE		
Classification	Acres	Percent
Agricultural	533	12.3%
Residential	2,156	49.9%
Commercial	767	17.8%
Industrial	863	20.0%
TOTAL	4,319	



Existing Conditions

GREENWAY TRAIL		
Phase	Miles	Percent
Phase I	4.0	39.6%
Phase II	3.1	30.6%
Phase III	1.5	14.9%
Phase IV (future)	1.5	14.9%
TOTAL	10.1	

Phase IV (future) from Main Street District to South Park



Existing Conditions

REGIONAL AIRPORT

Indicator	Impact
Total Jobs	82
Total Payroll	\$4,222,000
Total Output	\$13,126,000
Annual Growth	12.8%

Airport Master Plan improvements include land acquisition, runway expansion, and hangar construction.



Visioning Exercises and Next Steps

- » Keypad Polling
- » Interactive Workshop
- » Next Steps
 - › Promote awareness of the Transportation Improvement Plan
 - › Encourage others to share their input:
www.surveymonkey.com/s/MovingMonettForward
 - › Listening Workshop Session



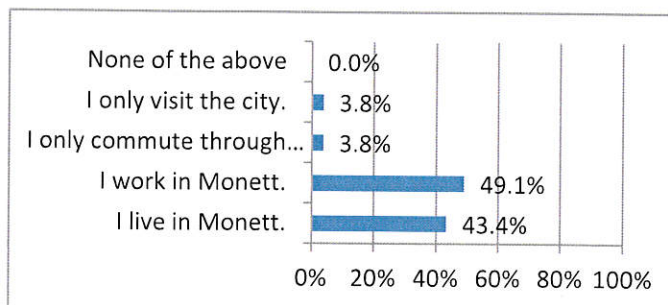
Advisory Group Meeting

Survey Results, Group A + B

March 12, 2015

1. What is your association with the City of Monett? (select all that apply)

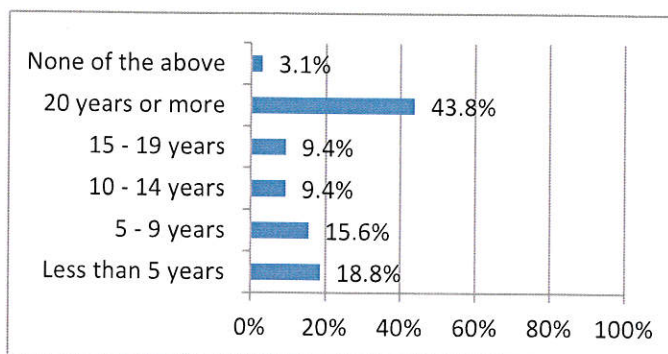
I live in Monett.	23	43.4%
I work in Monett.	26	49.1%
I only commute through the city.	2	3.8%
I only visit the city.	2	3.8%
None of the above	0	0.0%
Totals	53	100.0%



Comment: N/A

2. How long have you lived or worked in Monett?

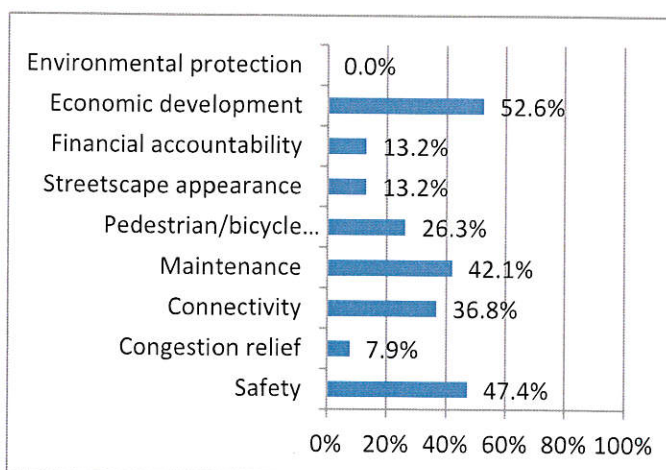
Less than 5 years	6	18.8%
5 - 9 years	5	15.6%
10 - 14 years	3	9.4%
15 - 19 years	3	9.4%
20 years or more	14	43.8%
None of the above	1	3.1%
Totals	32	100.0%



Comment: N/A

3. Pick your top three priorities for the Transportation Improvement Plan:

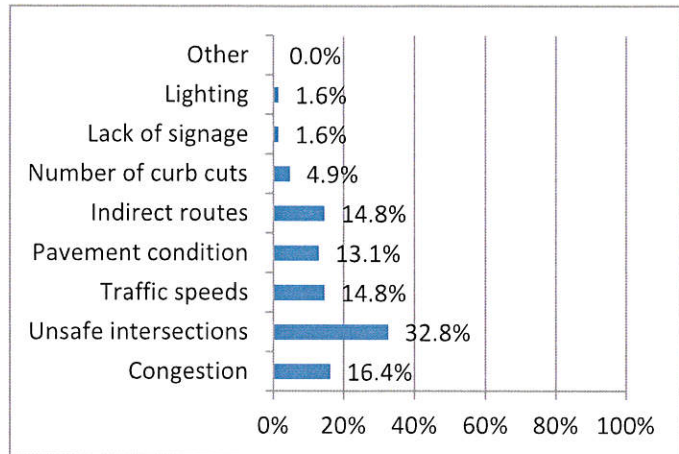
Safety	18	47.4%
Congestion relief	3	7.9%
Connectivity	14	36.8%
Maintenance	16	42.1%
Pedestrian/bicycle friendly	10	26.3%
Streetscape appearance	5	13.2%
Financial accountability	5	13.2%
Economic development	20	52.6%
Environmental protection	0	0.0%
Totals	38	100.0%



Comment: Locations for safety improvements include Route 37/ Broadway Street and U.S. Route 60/Route 37
 Concern about vehicular and pedestrian safety near the schools (Route H/9th Street and Cleveland)
 Unfortunately the major pedestrian route to school is a long a very busy vehicular and truck corridor

4. What do you see as the two biggest challenges to driving in the city?

Congestion	10	16.4%
Unsafe intersections	20	32.8%
Traffic speeds	9	14.8%
Pavement condition	8	13.1%
Indirect routes	9	14.8%
Number of curb cuts	3	4.9%
Lack of signage	1	1.6%
Lighting	1	1.6%
Other	0	0.0%
Totals	61	100.0%



Comment: Congestion during school drop-off/pick-up times and during shift changes at the industries (i.e. Tyson)

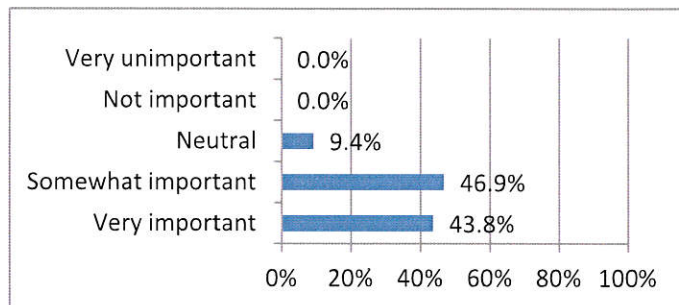
Easier to travel north-south across town; east-west connectivity is slow

Desire for a truck bypass to avoid using I3th Street/Kyler Street

Speed limits at 25 mph seem to low on some corridors

5. How important is it to concentrate improvements in existing areas?

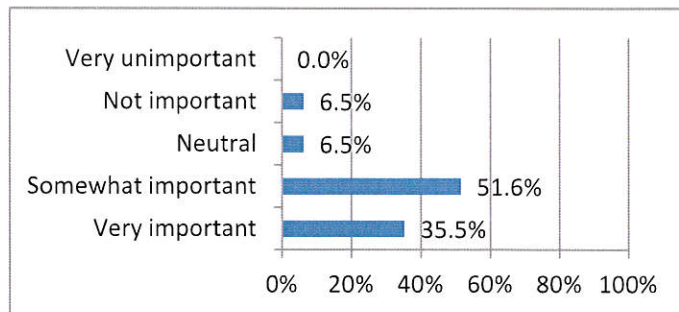
Very important	14	43.8%
Somewhat important	15	46.9%
Neutral	3	9.4%
Not important	0	0.0%
Very unimportant	0	0.0%
Totals	32	100.0%



Comment: Improvements to the shoulder and curb on Route 37/Central Avenue

6. How important is it to concentrate improvements in new developments?

Very important	11	35.5%
Somewhat important	16	51.6%
Neutral	2	6.5%
Not important	2	6.5%
Very unimportant	0	0.0%
Totals	31	100.0%



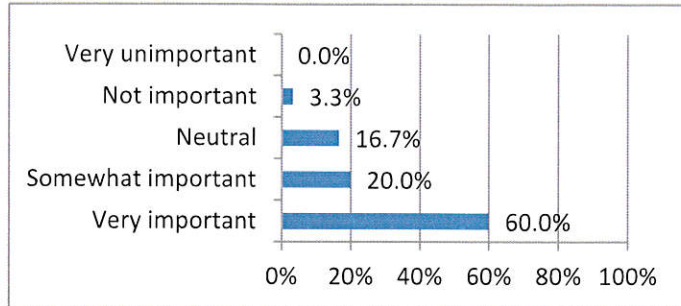
Comment: Can't the city require developers to provide infrastructure in new areas?

Most existing industrial areas are built-out

Development by the airport is logical; depends on utility availability and is wrong direction to I-44

**7. How important is it to implement
stormwater/drainage improvements?**

Very important	18	60.0%
Somewhat important	6	20.0%
Neutral	5	16.7%
Not important	1	3.3%
Very unimportant	0	0.0%
Totals	30	100.0%

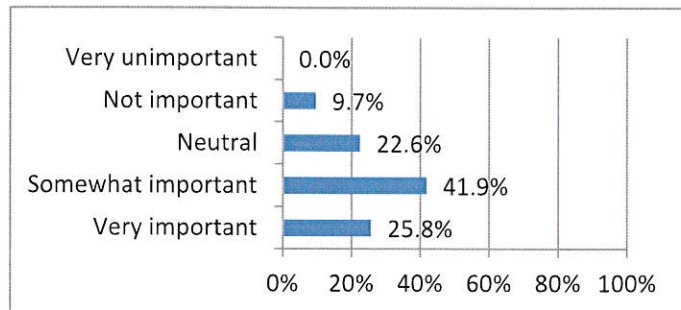


Comment: Downtown area needs significant stormwater improvements

Areas for improvement include Cleveland Avenue by the schools and County Street/Eisenhower Street

**8. How important is it to improve the
streetscape along key corridors?**

Very important	8	25.8%
Somewhat important	13	41.9%
Neutral	7	22.6%
Not important	3	9.7%
Very unimportant	0	0.0%
Totals	31	100.0%



Comment: Downtown streetscape is nice, but could be improved with landscaping elements

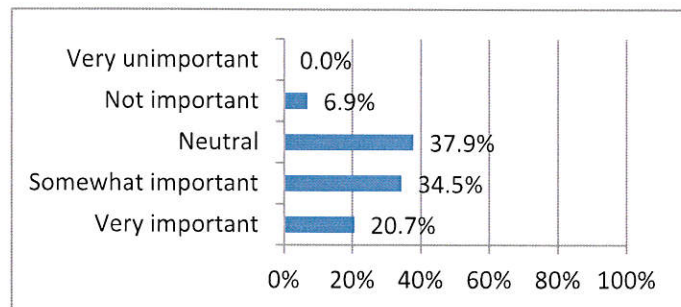
Cleveland Avenue is not appealing

U.S. Route 60 is not appealing, but it functions well with frontage roads rather than lots of driveways

City benefits from tourism as visitors travel to see the fall foliage

**9. How important is it to construct a grade-
separated crossing at Chapell Drive?**

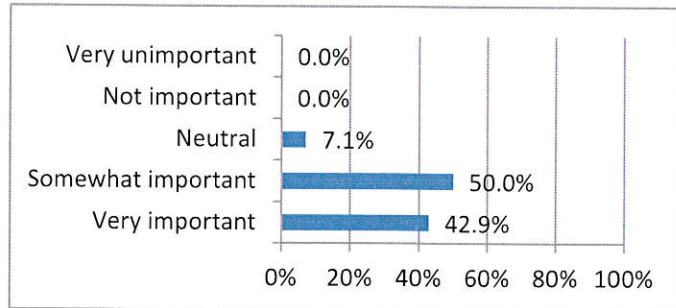
Very important	6	20.7%
Somewhat important	10	34.5%
Neutral	11	37.9%
Not important	2	6.9%
Very unimportant	0	0.0%
Totals	29	100.0%



Comment: Overpass would be more important if it created a truck bypass around the city

10. What is your opinion towards a roundabout at Route 37 and Broadway

Very important	12	42.9%
Somewhat important	14	50.0%
Neutral	2	7.1%
Not important	0	0.0%
Very unimportant	0	0.0%
Totals	28	100.0%



Comment: How many legs would the roundabout have?

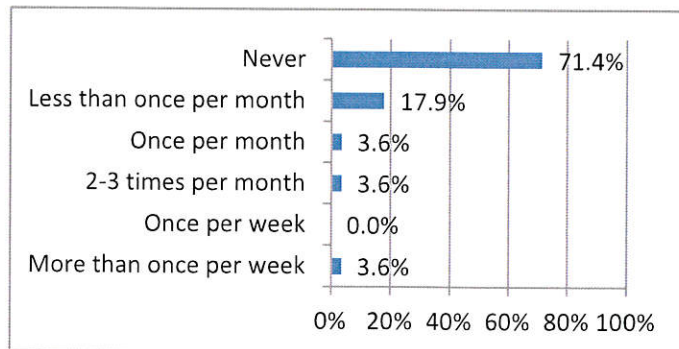
The traffic split between Broadway Street and north on Route 37 is probably 50-50

The roundabout would need to be able to accommodate truck traffic

MoDOT may have information about a preliminary concept at this location

11. On average, how often do you bike in the city?

More than once per week	1	3.6%
Once per week	0	0.0%
2-3 times per month	1	3.6%
Once per month	1	3.6%
Less than once per month	5	17.9%
Never	20	71.4%
Totals	28	100.0%



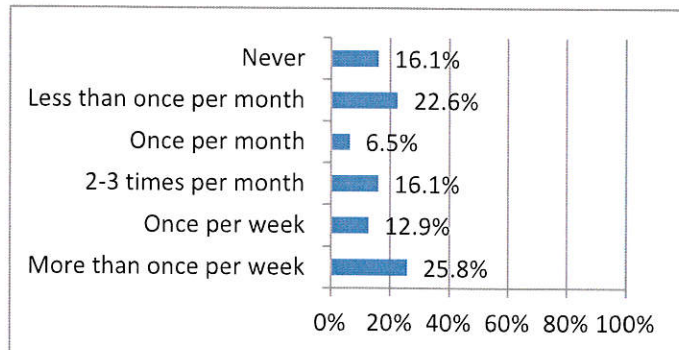
Comment: Do not feel comfortable or safe biking in the city

Avid bicyclists use the county roads with low traffic volume

Should we consider bicycle lanes not the busiest streets, but perhaps one block over?

12. On average, how often do you walk in the city?

More than once per week	8	25.8%
Once per week	4	12.9%
2-3 times per month	5	16.1%
Once per month	2	6.5%
Less than once per month	7	22.6%
Never	5	16.1%
Totals	31	100.0%



Comment: Walk primarily for exercise but walk to destinations if reasonable distance

Have seen individuals in wheelchairs have difficult navigating the sidewalks and lack of ADA ramps

Most people will drive to a location (i.e. park) to walk or bike

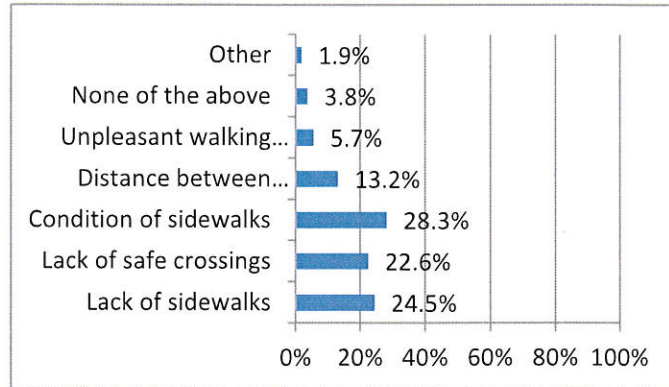
Would be more comfortable letting children walk to school if sidewalks were present

Most parents would not like their children crossing U.S. Route 60

At least streets with traffic have more people "on the lookout" in terms of stranger-danger prevention

13. What do you see as the two biggest challenges to walking in the city?

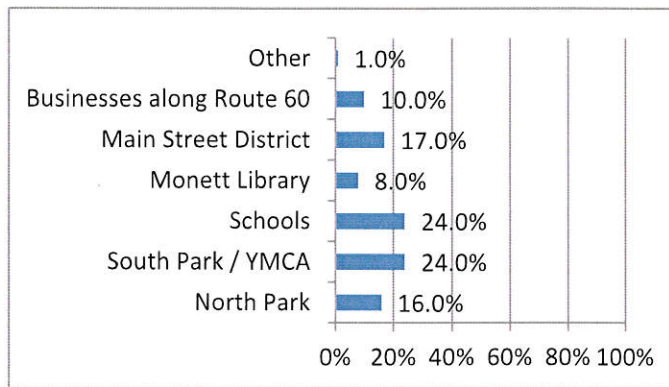
Lack of sidewalks	13	24.5%
Lack of safe crossings	12	22.6%
Condition of sidewalks	15	28.3%
Distance between destinations	7	13.2%
Unpleasant walking experience	3	5.7%
None of the above	2	3.8%
Other	1	1.9%
Totals	53	100.0%



Comment: Lack of sidewalks and condition of existing sidewalks is definitely a deterrent to pedestrian activity

14. I am in favor of supporting community linkages to: (select all that apply)

North Park	16	16.0%
South Park / YMCA	24	24.0%
Schools	24	24.0%
Monett Library	8	8.0%
Main Street District	17	17.0%
Businesses along U.S. Route 60	10	10.0%
Other	1	1.0%
Totals	100	100.0%



Comment: Business along U.S. Route 60 are usually too far away, and then it is difficult to carry shopping bags
Monett Library is near the Main Street District

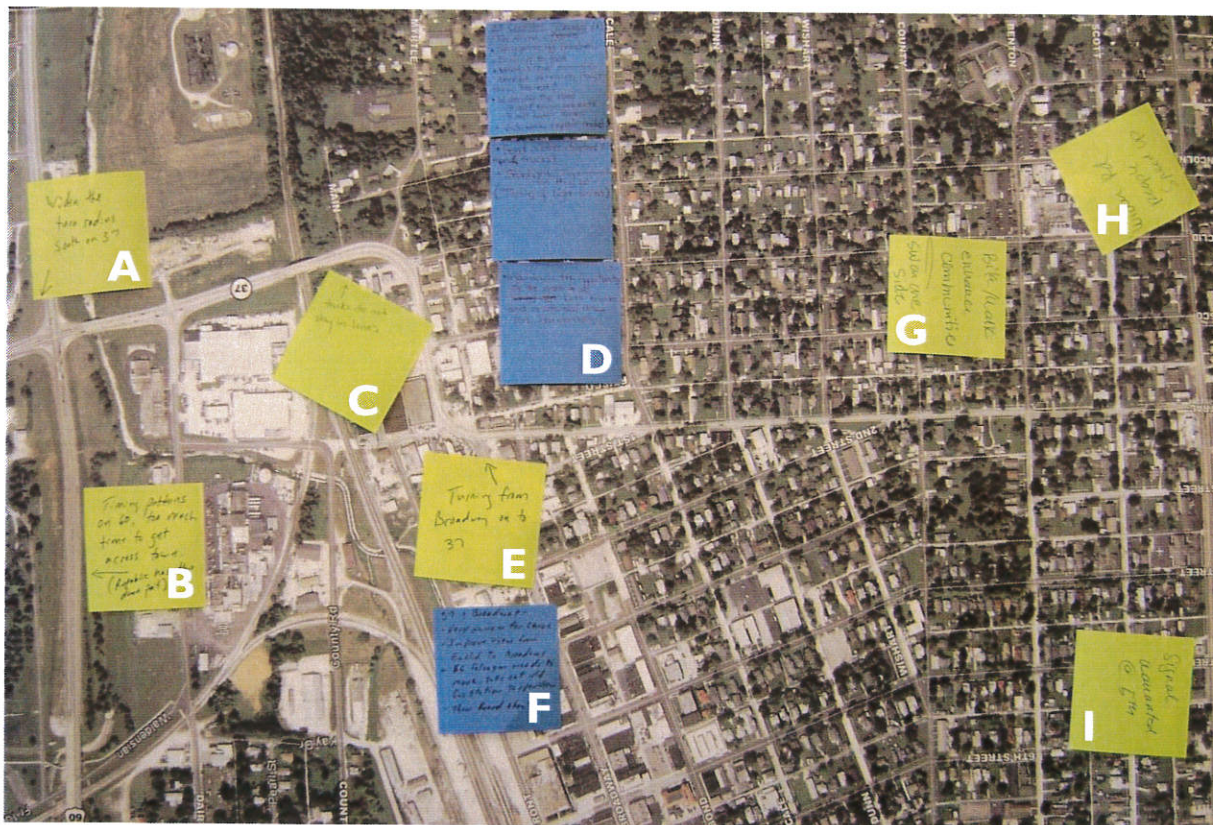
Interactive Exercise Results, Group A + B
March 12, 2015

- A. Connect Route 37 and Route H
Reduce city truck traffic
- B. Widen lanes on Route 37
- C. Fix sidewalks
- D. Hard to see Route 37 traffic turning off Broadway
Dangerous, roundabout possible
- E. Roundabout at Broadway
- F. Turn lanes dangerous
High speed traffic
- G. Pedestrian access across U.S. Route 60 to Park



Route 37/Central Avenue

- A. Widen the turn radius south on Route 37
- B. Timing patterns on U.S. Route 60, too much time to get across town
(City of Republic has this down pat)
- C. Trucks do not stay in lanes
- D. Too narrow, driving too fast
Safely getting off Broadway
What is the economic benefit of having Route 37 through Monett?
Widening the road, add turn pockets, add bike lanes
Sidewalk repair needed
Send another direction, especially trucks
Stoplight improvements on U.S. Route 60 (timing of light issues)
Maintain the opportunity of the roads so both trucks and residential areas live harmoniously
- E. Turning from Broadway onto Route 37
- F. Very narrow for curve
Improve view from Euclid to Broadway
Salvage needs to move, take out old gas station to open view, then roundabout
- G. Bike/walk enhance communities
Stormwater on one side
- H. Widen road and people speed up
- I. Signal warranted at 5th Street



13th Street/Kyler Street

- A. Pedestrian crossing at 13th Street and Cleveland
- B. Truck route with heavy vehicles
- C. Sidewalks continue north
- D. Sidewalks Broadway to Cleveland
- E. Create an overpass on 9th Street at schools
Close off 9th Street at Monett Middle School
Change the drop-off for kids
Data collection of how many students use intersection
Make Highway 37/Central a no truck route
Change signage
- F. No turn on red, not obey
Three pedestrians hit in last twenty years
- G. Improve lighting
- H. Can't fence along Kyler for fiber
- I. Tyson intersection is dangerous
Pedestrian overpass is very expensive
Improvement of greenways trails
- J. Relocate parking lot, decrease traffic
- K. Truck loop needs other improvements
- L. Pedestrian crossing at Kyler and U.S. Route 60



Route H/9th Street and Cleveland Avenue

- A. Separate trucks
- B. Reduce truck traffic on Cleveland
- C. Crosswalk safety, more crossings
- D. It says speed all over it
Plenty of room for bike/walk routes
Add medians to narrow, "pretty" the street as a more community friendly rather than that way
- E. Add crosswalks
- F. Improve turning radii for trucks
- G. Access to middle school
Pedestrian crossing on Cleveland
Closure of 9th street from Cleveland to Scott
Bike lane on Cleveland
Widening Cleveland
- H. South Route H signage for Downtown District
Route 37 from Broadway to Cleveland, widen with bicycle lane
Roundabout at 37 and Broadway
- I. Widen 13th Street from Broadway to Cleveland
Move Tyson employee parking from west side of Kyler to east of other Tyson parking lot
- J. Widen Eisenhower from Route 37 to U.S. Route 60



City Map

- A. Growth areas, southwest residential plus north part
- B. Industrial growth
- C. Three acre development in rural
- D. Industrial development opportunities near airport

Monett Long-Range Transportation Improvement Plan

Information Booth

Chamber of Commerce Annual Meeting

Thursday, March 12, 2015

6:00 PM - 7:30 PM

Scott Regional Technology Center

2 David Sippy Drive

Monett, MO 65708

AGENDA

Purpose: Establish awareness of the Transportation Improvement Plan process and encourage attendees to provide feedback via the online survey.

BOOTH ACTIVITIES

- Activities
 - Engage attendees in one survey question via large-scale board and stickers
 - Collect attendee business cards for future communication purposes
 - Distribute postcard with survey link
- Materials
 - Large-format project logo
 - Large-format survey question and stickers

HANDOUTS

- Postcard with project information and survey link

Monett Long-Range Transportation Improvement Plan

Information Booth Chamber of Commerce Annual Meeting

Thursday, March 12, 2015

6:00 PM - 7:30 PM

Scott Regional Technology Center
2 David Sippy Drive
Monett, MO 65708

Attendees

Sara Clark, TranSystems

Deanne Petersen, TranSystems

Approximately 250 members of the community attended the Chamber of Commerce Annual meeting.

BOOTH ACTIVITIES

- Sara Clark and Deanne Petersen with TranSystems provided information to attendees via booth setup from approximately 6:00 PM to 7:00 PM.
- As attendees passed by the booth or turned in their voting ballot at the adjacent table, individuals were asked to select their top two priorities for the Transportation Improvement Plan via a large-scale board and stickers. *See image below.*
- Specific groups were also engaged and encouraged to have their peers complete the online survey:
 - Students on the robotics team that were preparing to entertain the audience
 - Junior ROTC members that were serving as event volunteers
 - Attendees with the Latino Association *Imagen*

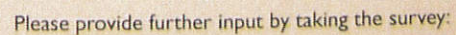
HANDOUTS

- Postcards with project information a survey link were placed at each of the 250 table settings at the annual meeting. An announcement about the Transportation Improvement Plan and the postcards was made during the event.



The Long-Range Transportation Improvement Plan will identify a set of multimodal transportation projects. Projects will address deficiencies and provide enhancements for Monett's transportation system. The Plan will incorporate valuable feedback from the community in order to promote a shared vision.

Select your top three priorities for the Transportation Improvement Plan:



City of Monett | Pride and Progress

March 12, 2015



Postcard with survey link at table settings

Appendix C

Listening Session Meeting Notes

Monett Long-Range Transportation Improvement Plan

Listening Session Advisory Group Meeting

Thursday, May 14, 2015

12:00 PM - 1:30 PM

Lunch will be provided

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

AGENDA

*Purpose: Provide an update on the Long-Range Transportation Improvement Plan
and discuss the initial list of programs and projects.*

INTRODUCTION

- Purpose of Transportation Improvement Plan
- Role of Advisory Group
- Planning Process

COMMUNITY FEEDBACK

- Driving challenges and feedback
- Bicycle/pedestrian challenges and feedback
- Overall community consensus

TRANSPORTATION IMPROVEMENT PLAN

- Methodology
 - Community Feedback
 - Transportation System Analysis
 - Risk Analysis
- Plan Preparation
 - Candidate List of Programs and Projects
 - Implementation Plan

CONCLUSION

- Next Steps

Monett Long-Range Transportation Improvement Plan

Listening Session Advisory Group Meeting

Thursday, May 14, 2015

12:00 PM - 1:30 PM

Lunch will be provided

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

Attendees

Brad Anderson, EFCO Corporation
Donna Beckett, Community National Bank
Murray Bishoff, Monett Times
David Botts, Lawrence County Commission
Howard Frazier, Monett Regional Airport
Leesa Ginther, Barry County Health Department
Brad Hanson, Monett R-I School District
Mark Harper, Wintech Inc.
Shawn Hayden, Cox-Monett Hospital
Allison Heider, Family Occupational Medicine of Monett
Thad Hood, HHR LLC
Brian Hunter, Monett Industrial Development Authority
Alex Hutchings, Monett R-I School District
Rex Kay, Monett Industrial Development Corporation
Keith McCracken, Monett Industrial Development Corporation
Jeff Meredith, Monett Chamber of Commerce
Eric Merriman, IMEC
Gina Milburn, Barry-Lawrence Regional Library
Mark Nelson, Monett Industrial Development Authority
Jack Prim, Jack Henry & Associates
Gary Schad, Barry County Commission
Beth Schaller, Missouri Department of Transportation
Kevin Sprenkle, Anderson Engineering Inc.
Carrie Szydloski, International Dehydrated Foods

Elected Officials

James Orr, Mayor
Mike Brownsberger, Commissioner
Jerry Dierker, Commissioner

City Staff

Dennis Pyle, City Administrator
Russ Balmas, Public Works Superintendent
Skip Schaller, Utilities Superintendent

Consultant Staff

Frank Weatherford, TranSystems
Deanne Petersen, TranSystems

The slides referenced during the meeting are attached to this summary.

INTRODUCTION

- Deanne Petersen provided a brief overview of the purpose of the Transportation Improvement Plan and the sales tax initiative. She highlighted the role of the Advisory Group as champions of the Plan and advocates within the community. She also reviewed the results of the survey that was completed last March.
- Throughout the presentation, attendees were invited to provide their feedback and questions. The following questions were asked throughout the presentation.

GOALS AND RISK ANALYSIS

- Presenter: Would the community support these four goals in the Plan (safety, congestion relief, multimodal, and economic development)?
 - Attendees nodded in agreement.

ROUTE 37/CENTRAL AVENUE

- Would the improvements reduce truck speed on Central Avenue?
 - Truck speed would likely not decrease. If Central Avenue became a three-lane section, the perception of additional space allows drivers to feel more comfortable, resulting in higher speeds. The Complete Streets approach attempts to balance multiple users – vehicles, trucks, pedestrian, bicycles, and adjacent land uses.
- Would trees need to be removed to replace sidewalks?
 - Some tree replacement would likely be required. It would be considered on a situation-by-situation basis depending on the sidewalk placement. A tree replacement program is an option to incorporate in the project.
- Does MoDOT have plans to relocate Route 37 away from the city in the future?
 - Beth Schaller: MoDOT has no long-term plans to shift Route 37.

13TH STREET

- Truck turning radius is tight at the intersection of 13th Street and Cleveland Avenue.
 - The project does not include the intersection at present, but we can assess the intersection further for potential improvements.
- There are flooding issues at Cleveland Avenue behind the football stadium.
 - The project includes curb and gutter on this side of the street as well as some drainage improvements.

BROADWAY STREET

- Are bicycle lanes being considered on Broadway Street?
 - Parking configuration would need to be adjusted to accommodate bicycle lanes. These improvements could be considered in the future.
- Will lighting remain as existing?
 - Yes, no lighting improvements are proposed at this time.
- Will all curb extensions be ADA compliant?
 - Yes, all improvements will be ADA compliant.

CHAPELL DRIVE GRADE SEPARATION

- Would this project be meeting an economic development goal in the matrix?
 - It could be argued that it has economic development impacts, but a partial score still does not significantly affect the overall score.
- Is there a cost estimate for the project?
 - The estimate is over \$4 million including right-of-way acquisition and the new Bridle Lane connection to Chapell Drive.
- Will the railroad contribute funds to this project?
 - The railroad typically provides five percent of the total project cost, a portion of which is spent on permitting fees. If it is a higher safety priority for the railroad, they may be willing to contribute more.
- While it would be nice to relieve some congestion from train delays, this seems more like a long-term project, particularly because there are three other crossings available.
 - If the project is not a short-term priority, it will still be included in the Plan for the long-term outlook.

9TH STREET AND CLEVELAND AVENUE

- Presenter: How has circulation changed since the school's pilot study of closing 9th Street?
 - The volume of traffic has shifted from 9th Street to 8th Street.
- Presenter: Would a closure of 9th Street eliminate access to the Main Street district?
 - Sherwin Williams uses 9th Street frequently to access the downtown store.
 - In the past several years, improvements to 13th Street have shifted some traffic that previously used 9th Street to 13th Street.
 - Student safety is a primary concern and the city should consider keeping the block of 9th Street closed during school hours. Mount Vernon schools use a gate.
 - Coordination with emergency vehicles would be needed.

ROUTE 37 AND BROADWAY STREET

- Did you observe this intersection?
 - Yes, we observed the intersection last March from about 5:00 PM – 5:20 PM. There was not significant vehicular delay but we did observe a couple near-miss accidents.
- How many lanes would be in the roundabout?
 - A one-lane roundabout is sufficient to accommodate current and future traffic.
- Will trucks be able to use the roundabout?
 - Yes, the roundabout is designed with a truck apron that can accommodate trucks and buses. That is all taken into consideration during design.
- Why is the cost estimate for the roundabout high?
 - The roundabout itself would likely cost about \$2 million. However, the right-of-way acquisition is significant at this location and would likely be an additional \$1 million.

U.S. ROUTE 60 AND ROUTE 37

- This was a dangerous intersection over twenty years ago and still is the most dangerous intersection in the city. Will the improvements reduce accidents?

- The right-turn lane would relieve congestion. An acceleration lane would need to be added to avoid merging conflicts on southbound Route 37.
- There is no safe and convenient way for children to cross U.S. Route 60 to get to South Park.
 - It is a difficult location due to many factors: busy streets, crossing of the railroad, crossing of the creek. There is an opportunity for a pedestrian overpass, but it would be very expensive. You would also have to consider the likelihood that children would use the pedestrian overpass depending on its location.

AIRPORT PROGRAM

- No comments or questions.

SIDEWALK PROGRAM

- No comments or questions.

U.S. ROUTE 60 SIGNAL MONITORING PROGRAM

- Why would the city pay for this since U.S. Route 60 is a MoDOT route?
 - These types of financial partnerships, or lack of, are reflected in the risk analysis that helps guide decision making. These projects are identified as important, but may not be implemented in the short-term because of the risk analysis factors, such as the lack of contribution from MoDOT.

DECISION MAKING PROCESS

- Presenter: Are the set-aside percentages for the airport program and sidewalk program appropriate? Would the community support these set-asides?
 - A ten percent set-aside for the airport is too large. Not many residents use the airport.
 - The average person will not see the advantage and benefits of the airport.
 - Airport improvements will not be viewed the same as streets and sidewalks.
 - People might be okay with some funds going to the airport, but I would not use that as a "selling point" for the sales tax.
- Presenter: Which of the three scenarios do you prefer? Which scenario would be the most receptive by voters and the community?
 - The group agreed that Scenario C with one very large project was not a good choice.
 - The group displayed general agreement towards Scenario B with three medium projects.
 - Suggested Scenario D with two medium projects (\$\$) and two small projects (\$).
 - The group displayed general agreement towards the example approach. The group liked that it provides the city with flexibility but also accomplished a good number of projects.
- Has there been any consideration of bonding?
 - The financial scenario at this time does not include bonding. It also does not rely on cost-share projects, which would only strengthen the city's position to complete projects.
- Would the long-term outlook include a loop around the city?
 - There appears to be an opportunity for a bypass using Chapell Drive and County Road 2230. This would need to have the Chapell Drive grade separation completed as well as upgrades to the existing three miles of road. It is a long-term possibility depending on growth patterns.

OTHER COMMENTS AND QUESTIONS

- Presenter: What changes need to be made to improve the Plan?
 - This is a good list of projects. I would still be interested in a project related to pedestrian access over the railroad on Route 37.
- Will the Plan be updated before the seven-year renewal period? How will the city handle new opportunities?
 - We generally recommend updates to plans every five years. This allows the city to respond to new opportunities and changing patterns. The five-year update would also fit well when considering the next sales tax cycle. At that point, you will have already identified some of the long-term projects. We recommend the city monitor progress and communicate results to residents, who will hopefully then support the next sales tax cycle. As far as responding to new opportunities, that requires due diligence on the part of the city. The matrix with goals and the risk analysis is organized to respond in that manner. For example, if MoDOT reinstates the cost-share program, you can reevaluate projects for the ease of implementation. By providing the candidate list of projects and the framework for making decisions, the city has flexibility to select projects and respond to opportunities.
- How does the city find out about other funding sources and grants?
 - In the Plan, we can outline some possible cost-share and grant opportunities. In an effort separate of this Plan, we also like to maintain our relationship with the city and help connect them to possible funding sources.
- How will this information be communicated to the public?
 - At our July meeting, we will provide tools and materials to help you serve as advocates of the Plan. We will also be holding a general public meeting in July. We envision having a series of boards to display the candidate projects, the methodology, and the benefits of supporting the Plan.

The meeting concluded at 1:30 PM.



Advisory Group Meeting

May 14, 2015

1

City of Monett
Pride and Progress

Project Overview

» Purpose of the Transportation Improvement Plan

- › Identify a set of multimodal transportation projects
- › Provide implementation strategies for short-term priorities and long-term goals

» Sales Tax Initiative

- › Retirement of the 1/4-cent capital improvements tax
- › Opportunity to advance transportation infrastructure through a 1/2-cent sales tax

2



Role of the Advisory Group

» Champions of the Plan

- › Guide transportation decision-making
- › Raise awareness of the Plan in the community
- › Arm you with the information and knowledge to support the Plan and its relationship to the 1/2-cent sales tax initiative

» Opportunities for Involvement

- › Visioning Session, *March 12th*
- › Listening Workshop Session, *Today!*
- › Final Presentation, *July (tentative)*
- › Community Education, *July - August*

3



Role of the Advisory Group

» You are **advocates** for the Plan in your workplaces, neighborhoods, and organizations.

» Community Education Materials

- › Flyer with branding and infographics
- › FAQ document
- › 15-minute PowerPoint slideshow

» **Election Date: Tuesday, August 4th**

4



Today's Outline

» Meeting Outline

- › Community Feedback
- › Decision Making Process for the Plan
- › Candidate List of Programs and Projects

» Provide your input!

Would the community support these overarching **goals**?

What **approach** obtains the best value for your investment?

What changes need to be made to **strengthen** the Plan?

5



Planning Process

» Data Collection *Complete*

» Transportation Systems Analysis *Complete*

- › Accident Data, Traffic Volume, Road Classification
- › Pedestrian and Bicycle Connectivity
- › Land Use and Demographics
- › Financial Review

» Plan Preparation *In Progress*

- › Candidate List of Programs and Projects
- › Implementation Plan
- › Voter Education

6



Community Feedback

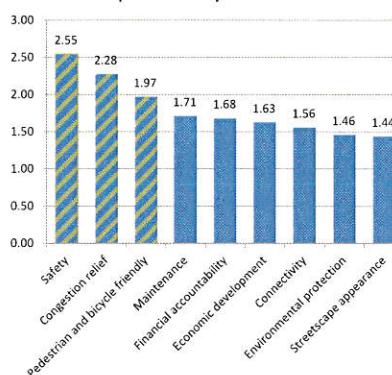
» Driving Challenges

- › Congestion (30%)
- › Unsafe intersections (17%)
- › Pavement condition (16%)

» Other Road Improvements

- › Somewhat or very favorable opinion of a roundabout concept (63%)
- › Somewhat or very important to construct another grade-separated crossing (60%)

Rank your top three priorities for the Transportation Improvement Plan:



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Community Feedback

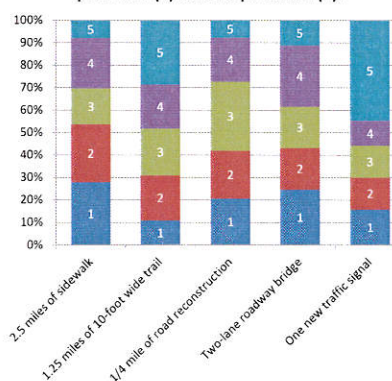
» Biking/Walking Challenges

- › Lack of sidewalks (35%)
- › Condition of sidewalks (26%)
- › Lack of safe crossings (14%)

» Top Destinations:

- › South Park/YMCA
- › Main Street District
- › North Park

Rank the improvements from most preferred (1) to least preferred (5):

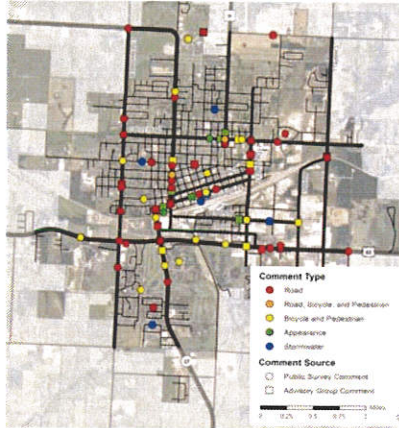


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Community Feedback

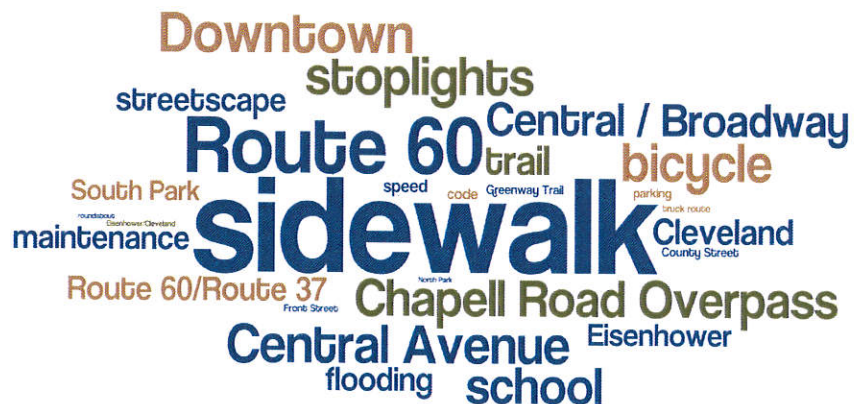
Comment Type and Source		
Type	Public	Advisory
Road	36	13
Bicycle/Pedestrian	16	8
Road/Bicycle/Ped	2	1
Appearance	3	6
Stormwater	5	1

Measures number of distinct locations, not frequency of comments



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Community Feedback



10

Decision Making Process

» Transportation Improvement Plan Goals

- › Safety → *Accident data*
- › Congestion Relief → *Traffic volume, typical sections, classification*
- › Multimodal → *Bicycle and pedestrian connectivity, airport*
- › Economic Development → *Land use and growth patterns*

» Risk Analysis

- › Right-of-way requirements
- › Permitting
- › Financing partnerships
- › Phasing options

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Decision Making Process

Programs and Projects	Goals				Risk Analysis				Outcome	
	Safety	Congestion Relief	Multimodal	Economic Development	Right-of-Way	Permitting	Financing Partnerships	Phasing Options	Score	Cost Range
Project A	●	●	○	○	●	○	○	○	3.0	\$
Project B	●	○	●	◐	●	●	●	●	6.5	\$\$
Project C	●	●	◐	○	○	○	○	○	2.5	\$\$\$

- Meets goal
- ◐ Partially meets goal
- Does not meet goal
- No issue
- ◐ Minor issue
- Major issue

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Candidate Projects and Programs

» Corridor Projects

- › Route 37/Central Avenue
- › 13th Street
- › Broadway Street
- › Chapell Drive overpass

» Intersection Projects

- › 9th Street and Cleveland Avenue
- › Route 37 and Broadway Street
- › U.S. Route 60 and Route 37

» Programs

- › Monett Regional Airport
- › Trail and sidewalk
- › U.S. Route 60 intersection monitoring

Project: A specific and planned action

Program: A series of regularly occurring actions

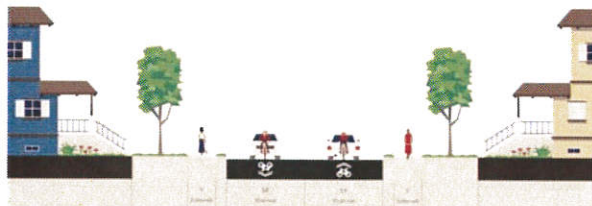
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Corridor Projects

» Route 37/Central Avenue

- › Broadway Street to Cleveland Avenue
- › Complete Streets approach (widen lanes, asphalt overlay, curb and gutter, sidewalk, drainage and intersection improvements)



Goals	Safety	●
	Congestion	●
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	○
	Phasing	●
Outcome	Score	5.0
	Cost Range	\$\$

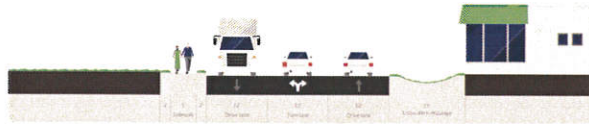
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Corridor Projects

» 13th Street

- › Broadway Street to Cleveland Avenue
- › Asphalt overlay and repair joints north of Centennial Bridge
- › Three-lane section with center turn lane, curb and gutter and sidewalk on west side



Goals	Safety	⦿
	Congestion	●
	Multimodal	⦿
	Economic	⦿
Risk Analysis	Right-of-way	⦿
	Permitting	●
	Financing	○
	Phasing	●
Outcome	Score	5.0
	Cost Range	\$\$

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Corridor Projects

» Broadway Street

- › Central Avenue to 7th Street
- › Curb extensions, pavement markings, hardscape and landscape by district



Goals	Safety	●
	Congestion	○
	Multimodal	●
	Economic	⦿
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	6.5
	Cost Range	\$

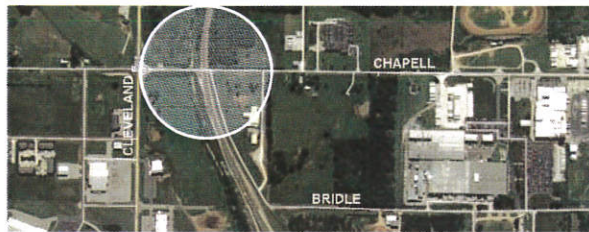
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Corridor Projects

» Chapell Drive grade separation

- › Two-lane overpass, curb and gutter and sidewalk on one side
- › Realignment of Bridle Lane



Goals	Safety	●
	Congestion	●
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	○
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	2.5
	Cost Range	\$\$\$

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Intersection Projects

» 9th Street and Cleveland Avenue

- › Safe Routes to School improvements
- › Pedestrian crossing of 9th Street
- › Truck turning movement accommodations



Goals	Safety	●
	Congestion	●
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	6.0
	Cost Range	\$

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Intersection Projects

» Route 37 and Broadway Street

- › Roundabout with no relocation of Route 37 (MoDOT Option B)
- › Sidewalk on both sides



Goals	Safety	●
	Congestion	●
	Multimodal	◐
	Economic	○
Risk Analysis	Right-of-way	○
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	2.5
	Cost Range	\$\$\$

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Intersection Projects

» U.S. Route 60 and Route 37

- › Dedicated right-turn and acceleration lane from EB U.S. Route 60 to SB Route 37
- › Accommodation for ultimate five-lane section should be considered



Goals	Safety	◐
	Congestion	●
	Multimodal	○
	Economic	○
Risk Analysis	Right-of-way	◐
	Permitting	○
	Financing	◐
	Phasing	○
Outcome	Score	2.5
	Cost Range	\$

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Programs

» Monett Regional Airport

- › Five-year Capital Improvement Program
- › Apron rehabilitation, 6,000-foot runway and parallel taxiway, 10-unit hangar, lighting and fencing improvements



Goals	Safety	●
	Congestion	○
	Multimodal	●
	Economic	●
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	5.0
	Cost Range	\$-\$\$\$

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Programs

» Trail and Sidewalk Program

- › 73% of streets without trail or sidewalk
- › Sidewalk construction and replacement with ADA ramps in priority locations



Goals	Safety	●
	Congestion	○
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	5.5
	Cost Range	\$-\$\$\$

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Programs

» U.S. Route 60 Intersection Monitoring

- › Seven traffic signals in 2.25 miles
- › Monitor traffic volume and turning movements for potential signal progression



Goals	Safety	●
	Congestion	●
	Multimodal	○
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	3.0
	Cost Range	\$

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Decision Making Process

Programs and Projects	Goal	Risk	Total	Cost
Broadway Street	2.5	4.0	6.5	\$
9th Street and Cleveland Avenue	2.5	3.5	6.0	\$
Trail and Sidewalk Program	2.0	3.5	5.5	\$-\$\$\$
13th Street	2.5	2.5	5.0	\$\$
Route 37/Central Avenue	2.0	3.0	5.0	\$\$
Monett Regional Airport	2.0	3.0	5.0	\$-\$\$\$
U.S. Route 60 Intersection Monitoring	2.0	1.0	3.0	\$
Route 37 and Broadway Street	2.5	0.0	2.5	\$\$\$
Chapell Drive grade separation	2.5	0.0	2.5	\$\$\$
U.S. Route 60 and Route 37	1.5	1.0	2.5	\$

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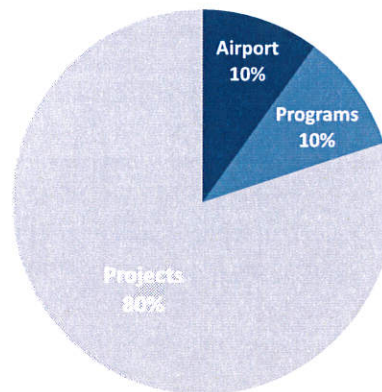


Decision Making Process

» Financial Assumptions

- › Retain existing \$330,000 per year from General Fund for repair and maintenance program
- › Forecast revenue and expenditures for 1/2-cent sales tax for a 7-year cycle beginning April 1, 2016
- › Set-asides for annual programs and save for larger projects in later years

Annual Tax Expenditure

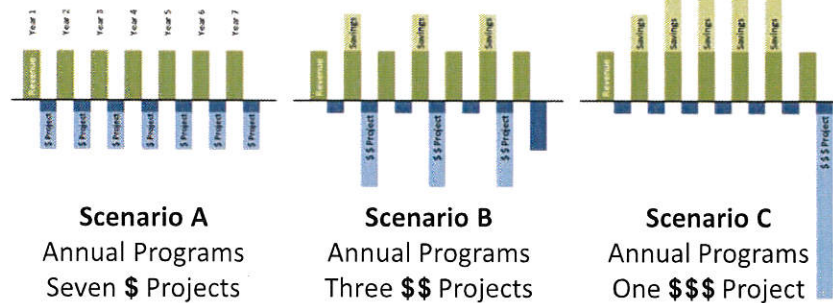


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Decision Making Process

■ Revenue
 ■ Savings
 ■ Annual Program
 ■ Project



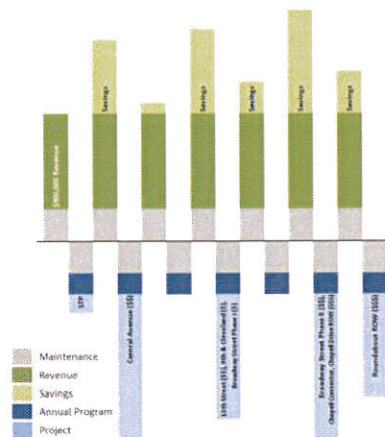
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Decision Making Process

» Example Approach

- › **Annual Programs**
 - 10% for airport
 - 10% for trail/sidewalk
- › **Projects**
 - › Central Avenue (\$\$)
 - › 13th Street (\$\$)
 - › 9th Street & Cleveland (\$)
 - › Broadway Street Phase I (\$)
 - › Broadway Street Phase II (\$)
 - › Chapell Connector & ROW
 - › Roundabout ROW



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Decision Making Process

» Short-Term Implementation

- › Aligns with the potential sales tax revenue over the next seven years (2017-2023)
- › Monitoring to communicate **Pride in your Progress**

» Long-Term Implementation

- › More general, twenty-year outlook based on growth patterns
- › Projects that are not completed in the short-term, seven year outlook become long-term initiatives
- › Due diligence (update the Plan, respond to opportunities)

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Today's Summary

» Meeting Review

- › Community Feedback
- › Decision Making Process for the Plan
- › Candidate List of Programs and Projects

» Provide your input!

Would the community support these overarching **goals**?

What **approach** obtains the best value for your investment?

What changes need to be made to **strengthen** the Plan?

Do you feel the community would **support** this Plan?

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Next Steps

» Final Transportation Improvement Plan

- › Refine Decision Making Process
- › List of Programs and Projects
- › Implementation Plan

» Voter Education

- › Empower the Advisory Group
- › Educate community about the Plan

Community
Transportation Issues

Transportation
Improvement Plan

Benefits of
Investment

30



Monett Long-Range Transportation Improvement Plan

Pedestrian Discussion Stakeholder Meeting

Thursday, May 14, 2015

1:30 PM - 2:30 PM

Immediately following the Advisory Group meeting

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

Attendees

Leesa Ginther, Barry County Health Department
Brad Hanson, Monett R-I School District
Shawn Hayden, Cox-Monett Hospital
Allison Heider, Family Occupational Medicine of Monett
Alex Hutchings, Monett R-I School District
Beth Schaller, Missouri Department of Transportation

Elected Officials

James Orr, Mayor
Mike Brownsberger, Commissioner

City Staff

Dennis Pyle, City Administrator
Russ Balmas, Public Works Superintendent
Skip Schaller, Utilities Superintendent

TranSystems Staff

Frank Weatherford, TranSystems
Deanne Petersen, TranSystems

LOCATION QUESTIONS

- Can you identify key locations to construct new sidewalk or other improvements?
 - Sidewalk along Route 37 from Broadway Street south to Dairy Street. Rather than attempting to create another crossing with U.S. Route 60, a connection could be made from Dairy Street to the Greenway Trail.
 - Locations along Cleveland Avenue and Central Avenue are identified priorities areas. See the map below for specific notes.
- In what locations are sidewalks in need of repair? Would you place a higher weight on repairing existing sidewalk or construction of new sidewalk in other locations?
 - The group would prefer to replace existing sidewalk in poor condition before constructing new sidewalk in other neighborhoods. Dennis Pyle indicated that, due to liability issues, the city should probably replace the existing sidewalk.
 - In terms of a sidewalk program, Dennis suggested starting at Broadway Street and slowly replacing sidewalk north until Cleveland Avenue. The group countered with the preferred program starting at Cleveland Avenue near the schools and then radiating south.
- Would you prioritize having sidewalk on at least one side of a street or on both sides of the street? Should sidewalk be on both sides of major streets?
 - The group prefers sidewalks on both sides of major streets such as Central Avenue and Cleveland Avenue.



- Are there locations where you would not walk? Or you would not let your children walk?
 - There is no easy solution to the crossing of U.S. Route 60 at the signalized intersection with Route 37. The group discussed a pedestrian overpass or underpass, but generally agreed that the cost of such project would not be worth the value at this time, particularly as there are two alternate routes via Eisenhower Street and Waldensian Drive.

SIDEWALK COMPONENTS

- Do sidewalks usually have curb cuts or ADA ramps that allow pedestrian, people with strollers, wheelchairs, and seniors to travel safely? Are sidewalks free from obstructions?
 - There is a lack of ADA ramps on existing sidewalks. There are a few residents living in the core neighborhoods near 4th Street and 5th Street that rely on sidewalks and ADA ramps to move around the city. Over the years, mature trees have also caused major condition issues with sidewalks.
- Are there pedestrian push buttons at major intersections? Is there enough time for children to cross the street?
 - There appears to be pedestrian push buttons at major intersections. However, not all push buttons have crosswalks or sidewalks (i.e. 9th Street and Cleveland Avenue intersection).
- Is pedestrian lighting sufficient? Where could lighting be improved?
 - There is more concern for “stranger danger” safety than physical safety walking along busy streets and intersections. It would be helpful to create “walking trains” that begin to route students onto one primary route to school with high visibility.
- Do drivers tend to notice marked crosswalks?
 - The group discussed using raised crosswalks, speed bumps, and/or flashing lights in some locations. Beth Schaller (MoDOT) indicated that speed bumps or raised crosswalks would not be feasible on MoDOT routes. She also expressed that flashing lights do not seem to provide much safety benefit as drivers become accustomed to the light.
- Does roadway speed significantly contribute to unsafe pedestrian conditions?
 - The group asked about calming speeds on Central Avenue, but both MoDOT and the city indicated that it is an enforcement issue. Speeds on major routes is already 25 mph. The group was interested in beautification efforts on Cleveland Avenue. This could also provide pedestrian refuges or slow traffic.

SCHOOLS

- Where are the common walking routes to school?
 - There are no bus stops on Eisenhower Street; therefore, the lack of sidewalk on this street has not been a primary issue. There are good sidewalks and trails along Lincoln Avenue to Dunn Street that provide good access to Monett Elementary School.
- Are school bus stops consistent each year?
 - Yes, bus stop locations are consistent from year to year.

- Is Cleveland Avenue a designated “School Zone”?
 - The segment of Cleveland Avenue by the schools is a marked school zone with a sign, but there is no flashing light. There is no speed limit reduction during peak arrival and dismissal because the speed limit is already 25 mph.
- How have circulation patterns changed since the pilot closure of 9th Street?
 - The group would prefer to close 9th Street. Gates were used to close the block during the school day in the 1980s. With improvements to 13th Street over the years, 13th Street has become a more viable option to travel downtown as compared to using 9th Street to cut through the core neighborhoods. Due to the pilot closure, most of the traffic volume was diverted to 8th Street. The school would like to see improvements to 10th Street and Roosevelt Street to better direct traffic along this route as an option. There would likely be right-of-way and stormwater considerations at these locations.

GREENWAY TRAIL

- What other Greenway Trail expansions and connections could be made (i.e. Dairy)?
 - The group would like to build off the connections that currently exist with the Greenway Trail. The Greenway Trail could serve as the “arteries” to the sidewalk network, and the sidewalk program should focus on building connections to the “arteries.”
- How could signage be improved along the Greenway Trail?
 - Although the Greenway Trail is a great amenity, awareness and visibility of signage is minimal. They have brainstormed creative ideas such as using painted paw prints (i.e. Monett Cubs) to help guide pedestrians on the trail. The Healthy Communities Initiative is working with PedNet (based in Columbia, Missouri) to create a pamphlet guide to the trail system.

POLICY

- Has there been any interest in Neighborhood Improvement Districts for sidewalks?
 - The requirement is that all property owners on one side of a block must agree to construct sidewalk. The city has not received any inquiries about the program.
- Do you believe new developments should be required to construct sidewalk (i.e. new residential subdivision, commercial developments, etc.)?
 - The group would like to consider a policy that requires sidewalk in new developments. Dennis Pyle indicated that most of the new developments are only partially built-out, which could create an awkward political situation when changing developer requirements.
- Is there interest in a Complete Streets policy?
 - Yes, the group expressed interest in a Complete Streets policy, which has been recommended in other reports as part of the Healthy Communities Initiative.

Appendix D

Final Presentation Meeting Notes

Monett Long-Range Transportation Improvement Plan

Final Presentation Advisory Group Meeting

Wednesday, July 8, 2015

12:00 PM - 1:30 PM

Lunch will be provided

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

AGENDA

Purpose: Present the final Long-Range Transportation Improvement Plan and provide information to educate others about the Plan and its relationship to the sales tax initiative.

INTRODUCTION

- Purpose of Transportation Improvement Plan
- Role of Advisory Group
- Planning Process

TRANSPORTATION IMPROVEMENT PLAN

- Decision-Making Process
 - Goals and Risk Analysis
 - Candidate Programs and Projects
- Implementation Plan
 - Financial Assumptions
 - Short-Term Outlook
 - Long-Term Outlook
 - Potential Additional Funding Sources

CONCLUSION

- Voter Education
- Outreach Opportunities

Remember to Vote!

Tuesday, August 4th

Monett Long-Range Transportation Improvement Plan

Final Presentation Advisory Group Meeting

Wednesday, July 8, 2015

12:00 PM - 1:30 PM

Lunch will be provided

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

Attendees

Donna Beckett, Community National Bank
Bob Berger, Wintech/Monett Main Street
Murray Bishoff, Monett Times
David Botts, Lawrence County Commission
Gordon Brown, Monett Area YMCA
Al Dohmen, Top Hat Dry Cleaners
Howard Frazier, Monett Regional Airport
Leesa Ginther, Barry County Health Department
Brad Hanson, Monett R-I School District
Shawn Hayden, Cox-Monett Hospital
Allison Heider, Family Occupational Medicine of Monett
Thad Hood, HHR LLC
Brian Hunter, Monett Industrial Development Authority
Rex Kay, Monett Industrial Development Corporation
Keith McCracken, Monett Industrial Development Corporation
Jeff Meredith, Monett Chamber of Commerce
Gina Milburn, Barry-Lawrence Regional Library
Jack Prim, Jack Henry & Associates
Beth Schaller, Missouri Department of Transportation
Ralph Scott, Monett R-I School District
Alex (Hutchings) Severs, Monett R-I School District
Carrie Szydloski, International Dehydrated Foods
Ronnie Wooten, Tyson

Elected Officials

James Orr, Mayor
Mike Brownsberger, Commissioner
Jerry Dierker, Commissioner

City Staff

Dennis Pyle, City Administrator
Russ Balmas, Public Works Superintendent
Skip Schaller, Utilities Superintendent

Consultant Team

Frank Weatherford, TranSystems
Sara Clark, TranSystems
Deanne Petersen, TranSystems

The slides referenced during the meeting are attached to this summary.

INTRODUCTION

- Deanne Petersen introduced the project team and provided a brief overview of the purpose of the Transportation Improvement Plan and the sales tax initiative.
- What time is the public meeting later this evening?
 - The meeting is 4:30 pm to 6:30 pm with presentations at 4:45 pm and 5:45 pm. If residents attend during a non-presentation time, staff will be available to provide information and invite attendees to view several exhibit boards.

TRANSPORTATION IMPROVEMENT PLAN

- Deanne Petersen then described the major components of the Plan: public involvement, transportation system analysis, decision-making process and candidate programs projects, and implementation plan. A few questions were asked about the candidate programs and projects.
- Are there any right-of-way concerns with the 13th Street project?
 - In general, the project can be completed within existing right-of-way. There is limited right-of-way near the intersection with Broadway Street that would likely impact sidewalks. An easement or acquisition may be needed in this case.
- Where will the new Bridle Lane connection be built?
 - What is described in the plan is a concept and further study is required to determine the exact location. A connection should be preserved so that truck movements remain possible.
 - Advisory Group commented that this connection should be better defined.
- Does the graphic of the roundabout at Route 37 and Broadway Street illustrate the final determined location?
 - This is a conceptual diagram, but is not the final designed location.
- Was an agreement reached about the block of 9th Street by the schools?
 - The type of improvement on the block between the school buildings will be left to the city's discretion as the Plan moves forward.

CONCLUSION

- Deanne Petersen invited Mayor James Orr and City Administrator Dennis Pyle to thank the Advisory Group and answer any last questions.
- What is the likelihood of getting funding from MoDOT?
 - The cost-share program is no longer being funded by MoDOT. However, other grant-based programs are listed in the Plan.
- Is there a way the city can leverage federal transportation dollars if MoDOT cannot?
 - Yes, MoDOT can work with cities to collect the funds to provide the match so that the state can retain its federal funding. These are options that MoDOT is exploring.
- How is the Plan implemented? Will the city prioritize projects before or after the election? What is the timing of projects?
 - The city anticipates that there will be two years before the sales tax revenue can be utilized. The priority programs and projects are outlined in the Plan. The city has not planned to further prioritize projects before the election. Feasible projects appear to be Central Avenue, 13th Street, 9th Street and Cleveland Avenue, potentially U.S. Route 60 and Route 37, and an emphasis on the sidewalk program. It will be determined by the Council how and when the projects are implemented.

- If the sales tax passes, what will the city's overall sales tax rate be?
 - The net increase to the public is 1/4-cent because of the expiration of the capital improvement sales tax that was used for the Judicial Center. The 1/4-cent increase will put the rate at 7.725 percent.
- Mayor James Orr thanked the group for their feedback and participation in developing the Plan. He invited any Advisory Group members to contact the city for more information or to share their opinion.

The meeting concluded at 1:10 PM.



Advisory Group Meeting

July 8, 2015

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City of Monett
Pride and Progress

Today's Outline

- » **Role of Advisory Group**
- » **Build a Vision. Listen to Feedback. Present the Plan.**
- » **Transportation Improvement Plan**
 - › Public Involvement
 - › Transportation System Analysis
 - › Decision-Making Process
 - › Candidate Programs and Projects
 - › Implementation Plan

2



Role of Advisory Group

» Champions of the Plan

- › Guide transportation decision-making
- › Raise awareness of the Plan in the community
- › Arm you with information and knowledge to support the Plan

» Opportunities for Involvement

- › Visioning Session, *March 12th*
- › Listening Workshop Session, *May 14th*
- › Final Presentation, *Today!*
- › Community Education, *July - August*

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Role of Advisory Group

» You are **advocates** for the Plan in your workplaces, neighborhoods, and organizations.

» Community Education

- › Public meeting tonight from 4:30 - 6:30 pm
- › Handout with FAQ and infographics describing the Plan
- › 30-minute scripted PowerPoint slideshow
- › Plan will be published online within the next two weeks

» Election Date: **Tuesday, August 4th**

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Build a Vision (Meeting #1)

What did we hear?	What is the impact?
Top transportation priorities included safety, congestion relief, pedestrian and bicycle friendly, and economic development	These four priorities are the goals for the Plan. The goals are used to assess candidate programs and projects for implementation.
Emphasis on key corridors: Central Avenue, Kyler Street/13th Street, Broadway Street, and Cleveland Avenue	Each corridor is a project candidate and improvements are identified that provide the greatest impact for your investment.
Poor condition of existing sidewalk is a more significant challenge than the lack of sidewalks in the city	The Plan provides a significant focus on pedestrian connectivity. A discussion related specifically to this topic was arranged.
Traffic signal timing issues on U.S. Route 60 were described by many survey respondents (both residents and employees)	A signal monitoring program is included in the Plan. MoDOT has also recently re-focused on this corridor due to your comments.

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Listen to Feedback (Meeting #2)

What was your feedback?	What is the impact?
Refinements to program and project concepts (i.e. tree replacement, truck turning radius, drainage improvements)	The improvements and cost estimates associated with each program and project were better defined .
Concern about the public perception of supporting the airport with tax revenue	The Plan does not define a specific set-aside for the airport program. A greater emphasis is placed on the sidewalk and trail program.
Preference for the "middle ground" scenario in terms of saving and allocating funds	The Plan recommends this approach of annual programs and saving every couple of years to achieve a few significant projects
Interest in seeking other funding sources and updating the Plan in the future	The Plan outlines possible cost-share and grant opportunities . It also recommends updating the Plan in five years.

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Final Plan

July 2015

7

City of Monett
Pride and Progress

Plan Overview

» Purpose of the Transportation Improvement Plan

- › Identify a set of multimodal transportation improvements
- › Provide implementation strategies for short-term priorities and long-term goals

» Sales Tax Initiative

- › Retirement of the 1/4-cent capital improvements sales tax dedicated to the Judicial Center in April 2016
- › Opportunity to advance transportation infrastructure through a potential 1/2-cent sales tax with a seven-year sunset provision

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Plan Outline

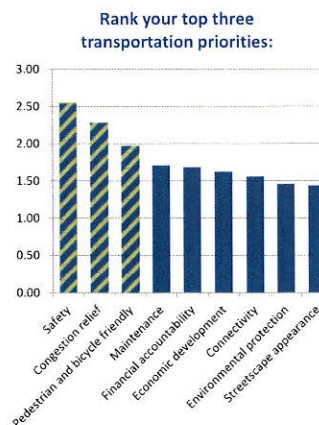
- » **Public Involvement**
- » **Transportation System Analysis**
 - › Road Classification
 - › Pedestrian and Bicycle Connectivity
 - › Rail Network
 - › Airport
 - › Land Use
- » **Decision-Making Process**
- » **Implementation Plan**

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Public Involvement

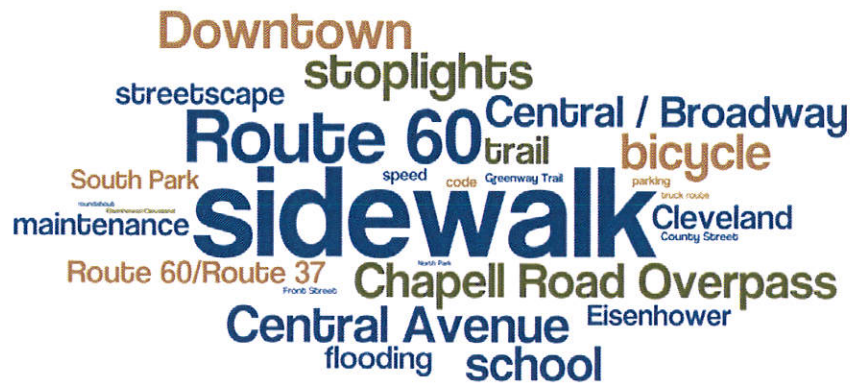
- » **Advisory Group**
 - › Included elected officials, business managers, organization representatives, and residents
 - › Three meetings to build a transportation vision and guide concepts in the Plan
- » **Public Outreach**
 - › Nearly 500 survey responses
 - › Public meeting to present the Plan



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Public Involvement



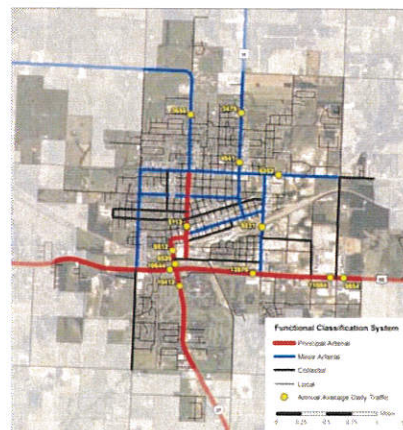
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Transportation System Analysis

» Road Classification

- › 73.1 miles of roadway maintained by the city
- › \$330,000 per year from the city's General Fund for maintenance and repair (*about 4.5 miles of chip and seal per year*)
- › Heaviest volume on U.S. Route 60, Route 37, and 13th Street/Kyler Street



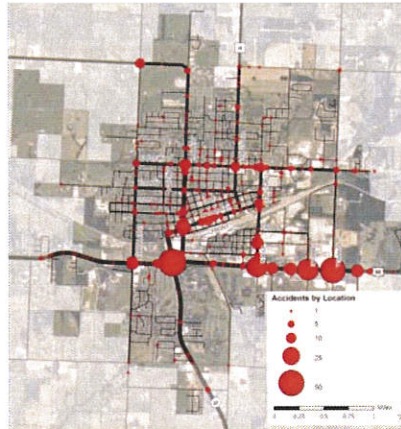
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Transportation System Analysis

» Accident Review

- › Two-thirds of all accidents occurred on U.S. Route 60, Route 37, and Route H
- › Broadway Street had the most accidents on a city street (1/3 were likely parking related)
- › Twenty accidents at the reverse curve at Route 37 and Broadway Street



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Transportation System Analysis

» Accident Review

- › City-wide injury rate of 20.9% is lower than statewide average of 24.8%
- › Three fatal accidents in the past five years
- › Three pedestrian-involved accidents and five bicycle-involve accidents (50% were on Broadway Street)



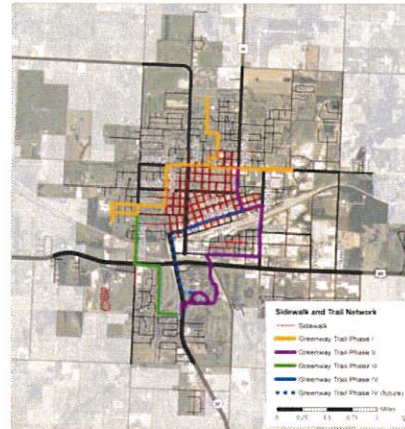
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Transportation System Analysis

» Pedestrian and Bicycle

- › Three phases of Greenway Trail completed (8.6 miles)
- › Nearly 75% of roads do not have a sidewalk/trail on at least one side of the street
- › Most existing sidewalk in the core of the city was constructed in 1940s



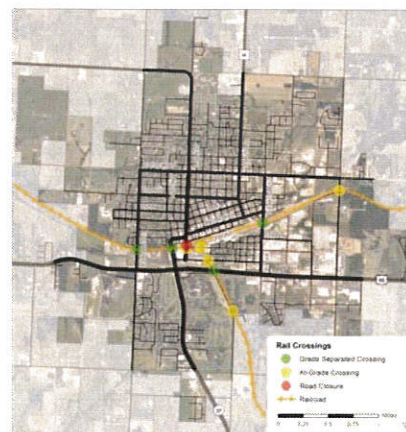
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Transportation System Analysis

» Rail Network

- › BNSF Railway travels east-west through the city
- › Last remaining at-grade crossing of the east-west rail at Chapell Drive
- › Arkansas & Missouri Railroad Company travels north-south through the city with local at-grade crossings



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Transportation System Analysis

» Airport

- › Monett Regional Airport has a total output of \$13 million each year
- › Activity increases at annual rate of 12.8%
- › 2015-2020 Capital Improvement Program identifies runway expansion and other improvements



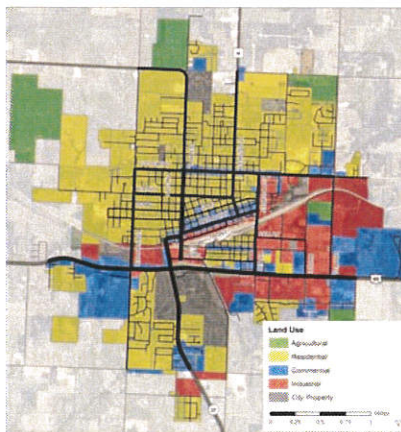
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Transportation System Analysis

» Land Use

- › New subdivisions are partially complete and will take several years to achieve full build-out
- › Commercial and industrial growth in southeastern portion of the city
- › Net employment of nearly 4,300 workers each day



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Decision-Making Process

» Matrix to evaluate potential and programs and projects based on the goals and risk factors

» **Goals Analysis**

- › Safety
- › Congestion Relief
- › Multimodal
- › Economic Development

» **Risk Analysis**

- › Right-of-Way
- › Permitting
- › Financing Partnerships
- › Phasing Options

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Decision-Making Process

Programs and Projects	Goals Analysis				Risk Analysis				Outcome	
	Safety	Congestion Relief	Multimodal	Economic Development	Right-of-Way	Permitting	Financing Partnerships	Phasing Options	Score	Cost
Project A	●	●	○	○	●	○	○	○	3.0	\$
Project B	●	○	●	◐	●	●	●	●	6.5	\$\$
Project C	●	●	◐	○	○	○	○	○	2.5	\$\$\$

Goals Analysis

- Meets goal
- ◐ Partially meets goal
- Does not meet goal

Risk Analysis

- No issue
- ◐ Minor issue
- Major issue

Cost

- \$ Small (less than \$750,000)
- \$\$ Medium (\$750,000 to \$1.5 million)
- \$\$\$ Large (more than \$1.5 million)

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Decision-Making Process

» Decision-Making Matrix

- › Total score alone does not identify which projects should or should not be implemented
- › Awareness of risks allows the city to make an informed decision about the candidate programs and projects to obtain the best value for your investment
- › Matrix enables the city to remain flexible by re-evaluating projects over time and responding to new opportunities

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Decision-Making Process

» Corridor Projects

- › Central Avenue
- › 13th Street
- › Broadway Street
- › Chapell Drive

» Intersection Projects

- › 9th Street and Cleveland Avenue
- › Route 37 and Broadway Street
- › U.S. Route 60 and Route 37

» Programs

- › Sidewalk and Trail
- › U.S. Route 60 Signal Monitoring
- › Monett Regional Airport

Project: A specific and planned action

Program: A series of regularly occurring actions

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Candidate Projects and Programs

» Sidewalk and Trail Program

- › Sidewalk construction and replacement with ADA ramps in priority locations such as near schools and parks
- › Replace existing sidewalk in poor condition (begin near schools)
- › Use the Greenway Trail as the spine of the greater sidewalk network
- › Fill sidewalk gaps on arterial and collector roadways

Goals Analysis	Safety	●
	Congestion	○
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	○
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	5.5
	Cost	\$-\$\$\$

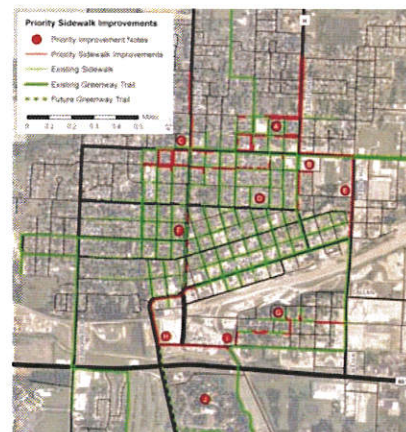
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Candidate Projects and Programs

Priority Sidewalk Guidelines

- A, B Safe routes to schools
- B, C High visibility crosswalks
- D Replace poor condition
- E, F Coordinate with projects
- G Connections to parks
- H, I Access to Greenway Trail
- J Define internal circulation



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Candidate Projects and Programs

» U.S. Route 60 Signal Monitoring

- › Seven traffic signals in 2.25 miles
- › Monitor traffic volume and turning movements for potential signal progression



Goals Analysis	Safety	●
	Congestion	●
	Multimodal	○
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	3.0
	Cost	\$

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Candidate Projects and Programs

» Monett Regional Airport

- › Five-year Capital Improvement Program
- › Apron rehabilitation, 6,000-foot runway and parallel taxiway, 10-unit hangar, lighting and fencing improvements



Goals Analysis	Safety	○
	Congestion	○
	Multimodal	○
	Economic	●
Risk Analysis	Right-of-way	○
	Permitting	○
	Financing	●
	Phasing	●
Outcome	Score	5.0
	Cost	\$-\$\$\$

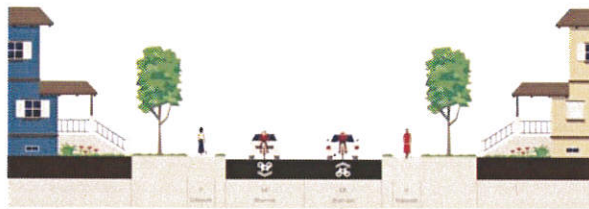
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Candidate Projects and Programs

» Central Avenue

- › Broadway Street to Cleveland Avenue
- › Complete Streets approach (share-the-road lane width, curb and gutter, sidewalk, drainage and intersection improvements)



Goals Analysis	Safety	⦿
	Congestion	⦿
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	○
	Phasing	●
Outcome	Score	5.0
	Cost	\$\$

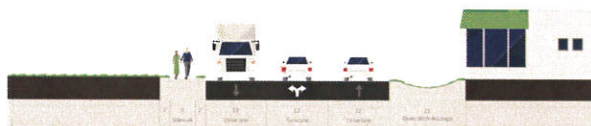


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Candidate Projects and Programs

» 13th Street

- › Broadway Street to Cleveland Avenue
- › Asphalt overlay and repair joints north of Centennial Bridge
- › Three-lane section with center turn lane, curb and gutter and sidewalk on west side



Goals Analysis	Safety	⦿
	Congestion	●
	Multimodal	⦿
	Economic	⦿
Risk Analysis	Right-of-way	⦿
	Permitting	●
	Financing	○
	Phasing	●
Outcome	Score	5.0
	Cost	\$\$



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Candidate Projects and Programs

» Broadway Street

- › 3rd, 4th, and 5th Street intersections
- › Curb extensions, pavement markings, crosswalks with pavers



Goals Analysis	Safety	●
	Congestion	○
	Multimodal	●
	Economic	●
Risk Analysis	Right-of-way	●
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	6.5
	Cost	\$

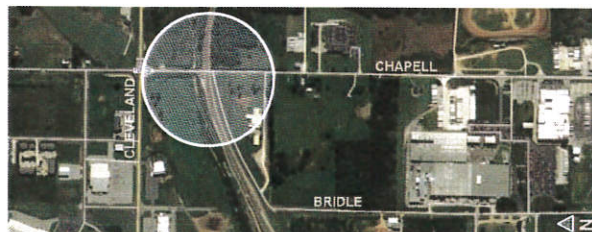
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Candidate Projects and Programs

» Chapell Drive

- › Two-lane overpass, curb and gutter and sidewalk on one side
- › New Bridle-Chapell connection



Goals Analysis	Safety	●
	Congestion	●
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	○
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	2.5
	Cost	\$\$\$

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Candidate Projects and Programs

» 9th Street and Cleveland Avenue

- › Safe Routes to Schools improvements including sidewalk and crosswalks
- › Truck turning movement accommodation



Goals Analysis	Safety	●
	Congestion	◐
	Multimodal	●
	Economic	○
Risk Analysis	Right-of-way	◐
	Permitting	●
	Financing	●
	Phasing	●
Outcome	Score	6.0
	Cost	\$

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Candidate Projects and Programs

» Route 37 and Broadway Street

- › Three-leg roundabout with no relocation of Route 37 (MoDOT Option B)
- › Sidewalk on both sides of the street



Goals Analysis	Safety	●
	Congestion	●
	Multimodal	◐
	Economic	○
Risk Analysis	Right-of-way	○
	Permitting	○
	Financing	○
	Phasing	○
Outcome	Score	2.5
	Cost	\$\$\$

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Candidate Projects and Programs

» U.S. Route 60 and Route 37

- › Dedicated right-turn lane and acceleration lane from EB U.S. Route 60 to SB Route 37
- › Accommodation for ultimate five-lane section should be considered



Goals Analysis	Safety	●
	Congestion	●
	Multimodal	○
	Economic	○
Risk Analysis	Right-of-way	●
	Permitting	○
	Financing	●
	Phasing	○
Outcome	Score	2.5
	Cost	\$

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Candidate Programs and Projects

Programs and Projects	Goals	Risks	Total	Cost
Broadway Street	2.5	4.0	6.5	\$
9th Street and Cleveland Avenue	2.5	3.5	6.0	\$
Sidewalk and Trail Program	2.0	3.5	5.5	\$-\$\$\$
13th Street	2.5	2.5	5.0	\$\$
Central Avenue	2.0	3.0	5.0	\$\$
Monett Regional Airport	2.0	3.0	5.0	\$-\$\$\$
U.S. Route 60 Signal Monitoring	2.0	1.0	3.0	\$
Route 37 and Broadway Street	2.5	0.0	2.5	\$\$\$
Chapell Drive	2.5	0.0	2.5	\$\$\$
U.S. Route 60 and Route 37	1.5	1.0	2.5	\$

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Implementation Plan

» Financial Assumptions

- › Retain existing **\$330,000** annually from city's General Fund for roadway maintenance and repair
- › Potential 1/2-cent sales tax could generate **\$900,000** annually for capital improvements
- › City will determine a set-aside amount for **annual programs** to gradually make progress towards transportation goals while saving revenue for larger, more expensive projects in the future
- › Short-term outlook vs. long-term outlook

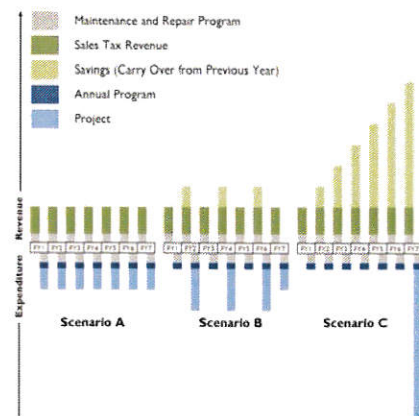
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Implementation Plan

» Short-Term Outlook

- › Aligns with the potential sales tax revenue for a seven-year cycle
- › Scenarios offer different methods for saving and spending revenue
- › Scenario B is the preferred method to demonstrate significant projects every couple of years



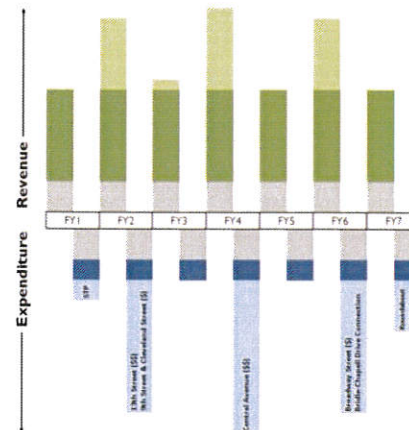
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Implementation Plan

» Example Approach

- › Annual programs
- › FY2: 13th Street and 9th Street & Cleveland Avenue
- › FY 4: Central Avenue
- › FY 6: Broadway Street and Bridle-Chapell connector
- › FY 7: Route 37 and Broadway Street roundabout right-of-way



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Implementation Plan

» Transition from Short-Term to Long-Term Outlook

- › **Monitor** performance and communicate the return on investment to show "Pride in our Progress"
- › **Observe** new opportunities such as cost-share partnerships, MoDOT support, grant funding, and available land/right-of-way
- › **Prepare** in advance to anticipate large, complex projects to improve the ease of implementation in the future
- › **Update** the Plan every five years to reflect current conditions and align with the next potential cycle of improvements

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Implementation Plan

» Long-Term Outlook

- › Twenty-year outlook based on growth patterns
- › Projects not completed in the short-term due to financial or institutional limitations become long-term initiatives
- › Other long-term concepts to consider:
 - › Truck bypass route
 - › Eisenhower Street
 - › U.S. Route 60
 - › Front Street

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Implementation Plan

» Potential Additional Funding Sources

- › Local Funding Mechanisms
- › State and Federal Resources
 - › Surface Transportation Program (STP)
 - › MoDOT Cost Share program
 - › Transportation Alternatives, Traffic Engineering, and Bridge Engineering Assistance Programs (TAP, TEAP, BEAP)
 - › Missouri Highway/Rail Crossing Safety program
 - › Recreational Trails Program (RTP)
 - › Safe Routes to Schools (SRTS)

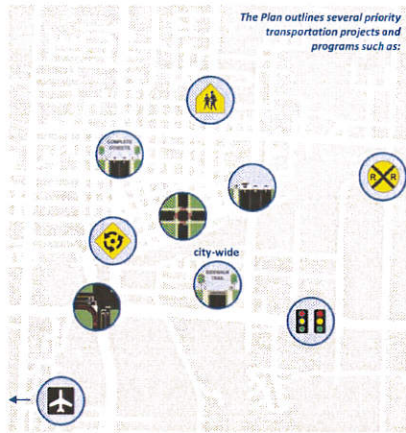
40



Take Pride in our Progress!

» Benefits of Investment

- › Promotes the **safety** of the system for all users
- › Supports efficient system management that addresses **congestion**
- › Develops an integrated, **multimodal** system that enables mobility for all
- › Encourages **economic** growth and vitality through infrastructure



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Take Pride in our Progress!

- » View the Plan online at cityofmonett.com
- » For more information, contact:
Dennis Pyle, City Administrator
(417) 235-3355 or dpyle@cityofmonett.com

**We encourage you to exercise your right to vote
on Tuesday, August 4th at your polling location.**

Park Casino, 101 S. Lincoln
Presbyterian Church, 700 E. Sycamore

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Monett Long-Range Transportation Improvement Plan

Final Presentation

Public Meeting

Wednesday, July 8, 2015

4:30 PM - 6:30 PM

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

AGENDA

Purpose: Purpose: Present the final Long-Range Transportation Improvement Plan and educate the community about the Plan and its relationship to the sales tax initiative.

INTRODUCTION

- Exhibit boards will be available for attendees to browse throughout the meeting. The exhibits will display maps from the Transportation System Analysis. The matrix of the candidate programs and projects and relevant maps will be available as well.
- Comment cards will be available for attendees to provide their feedback.

PRESENTATION #1

- The first 30-minute presentation will begin at 4:45 PM.

PRESENTATION #2

- The second 30-minute presentation will begin at 5:45 PM.

Monett Long-Range Transportation Improvement Plan

Final Presentation

Public Meeting

Wednesday, July 8, 2015

4:30 PM - 6:30 PM

Casino Building
101 South Lincoln Avenue
Monett, MO 65708

Sign-In Attendees

Dan Breidenstein	512 5th Street
James Burnett	701 7th Street
Jim Carrier	429 S. Cedarbrook Drive
Betsy Fenner	510 10th Street
Dale Ellis	1409 Linwood Street
Mauricio Fernandez	501 E. Broadway Street
Dennis Housman	459 W. Dunn Street
Bob Huffman	205 Miller Way
Kristen Johnson	418 W. County Street
Randy Johnson	418 W. County Street
Nona Larke	1101 13th Street
Heather Logan	6 Dianne Lane
Sarah Meredith	1010 Old Airport Road
Frank Miller	3025 E. Kearney (MoDOT Springfield)
Jack Orbell	1008 13th Street
Terri Poole	616 N. Lincoln Avenue
Carl Pyper	906 Frisco Avenue
Jason Ray	901 S. National Avenue (SMCOG Springfield)
Sandra Rollins	411 W. County Street
Amy Schooler	210 Miller Way
Skip Smith	127 Melody Lane
Bill Thurston	407 Primrose Lane
Kirk Verhoff	8496 Lawrence 2230
Teresa Verhoff	8496 Lawrence 2230
Mary Weiser	945 E. Crestwood Drive
Earl Whitaker	1116 W. County

Total Attendees: 34

Twenty-four individuals attended the first presentation at 4:45 PM. Ten attended the second presentation at 5:45 PM.

The slides referenced during the meeting are attached to this summary.

Elected Officials

James Orr, Mayor
Jerry Dierker, Commissioner

City Staff

Dennis Pyle, City Administrator
Russ Balmas, Public Works Superintendent

Consultant Staff

Frank Weatherford, TranSystems
Sara Clark, TranSystems
Deanne Petersen, TranSystems

INTRODUCTION

- Frank Weatherford and Sara Clark were available throughout the meeting to welcome attendees, direct them to a series of exhibit boards, and provide explanations as necessary.
- Deanne Petersen presented a 30-minute overview of the Plan to attendees at 4:45 PM and again at 5:45 PM. She facilitated comments and questions. City staff and consultant staff assisted with the question portion of the presentation as relevant.

PRESENTATION #1 COMMENTS

- Will sidewalk projects address the existing Greenway Trail?
 - Yes, the program will include city-wide sidewalks and trails. There will be some priority locations for improvements, for example, near the schools.
- What impact will the sidewalk project have on trees?
 - It is assumed that some trees will be disturbed during larger projects such as Central Avenue. Cost estimates have included tree replacement as necessary.
- I think roundabouts are nuts. Trucks run over the center. They take up too much space.
- I think there should be an outer road at U.S. Route 60 and Route 37 intersection.
- I see the need for improvements at the airport.
- Sidewalks are in deplorable condition in the old part of town. People would rather walk in the street than on sidewalks. I can see the real need for improving sidewalks.
- The Cleveland Avenue and 9th Street intersection is unsafe. I am just waiting for another child to be hit. I would be interested to hear more about the road closure near the schools and its impacts to adjacent roads.
 - This decision is being left to the discretion of the city and the school district. In the Plan, the focus is more so on the intersection of 9th Street and Cleveland Avenue, but the block between the schools is being reviewed in other discussions.
- The money spend at the roundabout will not bring Broadway and downtown back, so is that money going to be well spent? It will also have significant right-of-way acquisition.
 - Correct, there are some significant right-of-way impacts. This is reflected in the risk analysis of the matrix, causing the roundabout project to have a relatively low score compared to other projects. This information allows the city to make an informed decision as to whether the roundabout will provide the best return on investment for the community.
- I am interested in knowing more about right-of-way needs on Central Avenue at the dog-leg between the two large houses. Will the Central Avenue project impact the properties?
 - No, the Central Avenue project can be completed without any impact to properties. There is 45-feet of right-of-way south of County Street and 60-feet of right-of-way north of County Street. There will be some intersection improvements as well.
- When would construction begin on any of these projects?
 - If passed by voters, the sales tax would go into effect in April 2016. It would likely take one to two years for the city to establish enough revenue from the sales tax to begin some of the candidate programs and projects.
- Given the plight of MoDOT, how much support can we expect from them since their last initiative failed?
 - Although the cost-share program is currently not offered, there are other options through state funding that can be explored. The lack of a cost-share opportunity with MoDOT is

reflected in the matrix evaluation of each project. If the support becomes available again, the city can re-evaluate the position of the candidate projects.

- In the past, the railroad worked on a cost-share for projects. Is that still available?
 - Yes, but most of the cost-share for the Eisenhower overpass actually came from MoDOT. Railroads typically only provide five percent of the cost. MoDOT continues to have programs that could be used for the Chapell Drive grade separation.
- Can we get an absentee ballot for the vote? We live in Lawrence County.
 - Yes, please contact the Lawrence County office and they can walk you through the procedure to vote as an absentee.

PRESENTATION #2 COMMENTS

- In the past, there were concerns about connections between Route 37 and Route H to get to Interstate 44. Is that still being reviewed for the long-term outlook?
 - Connecting the two routes north of North Park is fairly expensive. There are currently no plans to make this connection in the future.
- Will the Central Avenue and Broadway Street roundabout be able to accommodate trucks?
 - Yes, each roundabout is unique to its location and is designed to accommodate trucks and busses. Frank Weatherford also explained that the truck apron is designed for this purpose.
- What right-of-way would be needed for the roundabout?
 - Yes, there would be significant right-of-way that would be needed for the roundabout. This is reflected in the risk analysis of the matrix, causing the roundabout project to have a relatively low score compared to other projects. This information allows the city to make an informed decision as to whether the roundabout will provide the best return on investment for the community.

COMMENT CARDS

- Carl Pyper, 906 Frisco Avenue (resident, employed in city limits)
 - Very informative. Looking forward to sidewalk/trail improvements as well as all others. Funding appears to be sound with sales tax initiative. Interested in serving on the Advisory Board. Thank you!
- Jack Orbell, 1008 13th Street (resident)
 - Nothing about North 13th Street. Roundabout that's too much bend for a safe turn for trucks.
- Heather Logan, 6 Dianne Lane (resident, employed in city limits)
 - I support the sidewalk improvements. I believe that project should be a high priority on the Plan. Walking in the city is a challenge. I also agree the dedicated turn lanes at 60 and 37. Eisenhower is in major need of sidewalk past Dunn headed north. We have a beautiful, growing city, and I can't wait to see the improvements.
- Skip Smith, 127 Melody Lane (resident)
 - I note a considerable increase of pedestrian traffic on N. Central / Hwy. 37 which creates a dangerous situation. The area north of Sycamore St. has no accommodation for foot traffic at all. Pedestrians are literally walking at the edge of the pavement.

- Randy Johnson, 418 W. County Street (resident, employed in city limits)
 - Very good informative presentation! I like the idea of trying to address as many areas as possible. Like any tax increase, it will take a good positive campaign to gather support!
- Terri Poole, 616 N. Lincoln Avenue (resident, employed in city limits)
 - I believe the roundabout at Broadway and 37 is a terrible idea. They are hard to navigate especially for the elderly residents. Plus I think the funds it would take would be put to better use to improve existing streets and sidewalks. I like the project for the dedicated right-hand turn lanes of 37 and 60. I think that should be implemented for all four directions.
- Anonymous (resident)
 - Explained thoroughly – all useless in my opinion – sections of the City seem to be forgotten, which are purely residential.

The meeting concluded at 6:30 PM.