

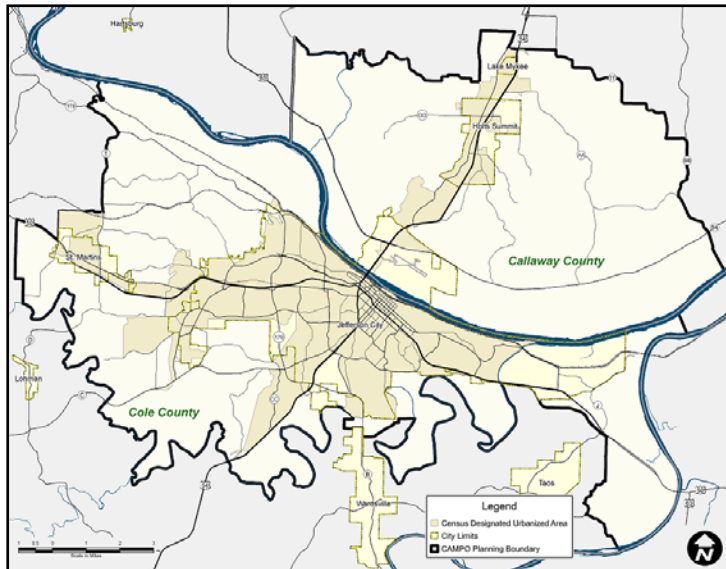
# Executive Summary

## 2030 Metropolitan Transportation Plan Capital Area Metropolitan Planning Organization

The 2030 long range Metropolitan Transportation Plan (MTP) presents a plan for the development of transportation programs and projects within the Capital Area Metropolitan Planning Organization (CAMPO) Metropolitan Planning Area (MPA) which may occur over the next 20+ years. This represents the first long rang plan for the CAMPO region.

### Study Area

As shown, the CAMPO MPA includes portions of northern Cole County, southern Callaway County, the City of Jefferson, the City of St. Martins, the City of Holts Summit, and the Village of Lake Mykee. It covers 193.8 sq. miles, with 82.54 square miles in Callaway County, and 111.24 square miles within Cole County.



### Planning Factors

The current transportation act requires the consideration of eight planning factors in the metropolitan transportation planning process and development of the MTP.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

## Plan Goals

The following MTP goals, objectives and strategies were developed from input from many sources, including specific topic focus group activities with bicycle/pedestrian, law enforcement/first responders, environmental/historic, and freight providers, as well as planning workshops, open houses, interviews, meetings with county and city government staff, other outreach activities, and review of related previous plans, goals, and objectives.

- Goal 1: Support Economic Vitality: Promote Efficient Transportation Corridors Within and Through the Area to Connect People to Jobs and Get Materials and Goods to Markets.
- Goal 2: Support Improvement of Access, Increase of Services and Mobility for All Transportation Users.
- Goal 3: Support Good Stewardship of the Environment/ Design A Transportation System to Support Sustainable Growth Patterns.
- Goal 4: Maintain Operation of Current Services and Keep Existing Facilities in Good Repair.
- Goal 5: Improve The Safety Of All Transportation Users.
- Goal 6: Improve the Security of Infrastructure and Transportation Users.
- Goal 7: Improve Coordination and Participation in Metropolitan Transportation Planning.

## Population and Growth Trends

The 2000 Census counted a population of 69,760 within CAMPO MPA. The 2030 population estimates are based on a straight-line growth rate reflecting the 1990 to 2000 historical trend for the counties and CAMPO area within each county. The population forecast for 2030 indicates 102,663 people will be in the CAMPO MPA, with 20,369 people living in the Callaway County MPO area and 82,294 in the Cole County MPO area.

### Year 2000, 2005, 2010, 2020, and Projected 2030 Municipal Population Growth

City	2000	2005	2010	2020	2030	Annual Rate
Holts Summit	2,950	3,280	3,666	4,580	5,721	2.25%
Lake Mykee	326	336	346	367	390	0.60%
St Martins	1,030	1,155	1,303	1,660	2,115	2.45%
Jefferson City	39,448	41,687	44,052	49,193	54,935	1.10%
Total	43,754	46,458	49,367	55,800	63,161	1.47%

## **Streets and Highways**

Federal Roadway Functional Classification System is used to classify the roadways within CAMPO, and these roadway functional classifications are reviewed periodically. The CAMPO MPA contains approximately 543 miles of streets and highways. Of these, 49 miles are principal arterials (9%), 65 miles are minor arterials (21%), 74 miles are collectors (13%) and 355 miles are local streets or roads (65%).

The major routes into and through the region are US highways 54/50/63, all intersecting at a point to the south of Callaway County and the Missouri River, near the center of Jefferson City. This three US Highway, are designated as part of the NHS and function as principle arterials. In a previous highway transportation act, ISTEA, US 54 and US 63 within the CAMPO MPA were congressionally designated as 'NHS High Priority Corridors.'

The 2005 Annual Average Daily Traffic (AADT) for US 54 near the Holts Summit area in Callaway County was 25,517 and 27,223 AADT between Stadium Boulevard and Ellis Boulevard in Jefferson City, while US 63 coming into the CAMPO region from the west, in Callaway County had 17,736 AADT. The Missouri River Bridge Crossing, connecting Cole and Callaway Counties has a count of 43,253 AADT. The Rex Whitton Expressway (US 50) at Jefferson Street in Jefferson City has a count of 33,779.

## **Urban Transit Services**

JEFFTRAN is the public transportation provider for the City of Jefferson. Operated as a division in the Department of Community Development of the City of Jefferson, JEFFTRAN provides fixed route and paratransit services within the city limits of Jefferson City. "Handi-Wheels" complementary paratransit services are provided by JEFFTRAN, providing curb to curb service for individuals with disabilities and those unable to use fixed route transportation systems. Although Handi-Wheels operates only within the city limits, it provides services beyond the requirements of the Americans with Disabilities Act of 1990 through a larger than required service area.

## **Rural Transit Service**

OATS Inc. is a not-for-profit transportation service available to the general public in the rural areas of Callaway and Cole Counties with priority service to senior citizens and persons with disabilities. OATS can provide rural clientele transportation into Jefferson City, but can not provide transportation within Jefferson City. Anyone living in rural areas whose needs can be met by OATS' service schedules is eligible to ride their local OATS buses. OATS, Inc. receives Job Access Reverse Commute funding (Section 5316 Program) with matching local funds. One vehicle provides employment transportation in Jefferson City, 6 a.m. to 6 p.m., Monday through Friday to job training, daycare, and to those entering or have entered the workforce.

Serve Inc. serves the residents of Callaway County through CALTRAN a public transportation program based in Fulton.

## Aviation

Jefferson City Memorial Airport is a general aviation facility with no commercial airline passenger services. The facility is located north of the Capital in the Missouri River floodplain and is occasionally affected by flooding. The airport facility was constructed in 1948, covers 238 acres, and consists of a Airport Terminal Building, Air Traffic Control Tower, a 6,000 feet long runway, and a crosswind runway 3,400 feet long. There are currently 70 aircraft based at the Jefferson City Memorial Airport. In 2006 the aviation traffic count was 30,391.

## Bicycle and Pedestrian System

Jefferson City recently adopted sidewalk ordinances and a 2007 Greenways Master Plan. There are approximately 11 miles of greenway trails throughout Jefferson City and a total of about 48 miles of Pedestrian/Bikeways in CAMPO planning area.

## Transportation Safety

In the four years from January, 2003 through December of 2006, 6,273 accidents were reported on roadways in the CAMPO area. Of the reported accidents 71% were classified as “property damage only”, 26% were classified as “minor injury” and 3% were classified as “disabling injuries”, while 6/10 of 1% of the accidents reported resulted in fatalities. This level of fatal accidents is nearly the same as the statewide fatality level, while the level of disabling accidents are less than 1% lower than the statewide level. In the four year period from 2003-2006 there were 50 bicycle and pedestrian accidents.

Accidents in the CAMPO Planning Area from Jan. 1, 2003 to Dec. 31, 2006

Accident Severity	Number of Accidents	Percent
Property Damage Only	4,429	71
Minor Injury	1,622	26
Disabling Injury	187	3
Fatalities	35	<0.6
Total	6,273	100

## Congestion

Generally, intersections are the congestion points in the roadways. Intersections generate conflicts with turning movements, differences in vehicle speeds, and cross traffic requirements for stoplights. Intersections that have reached their maximum ability to move traffic through that intersection are said to have reached 100% of their capacity. The result is traffic backup, delays, and possible “gridlock” during peak hours in the morning and evening. The 2015 and 2030 V/C forecasts assume conditions if no significant improvements are made. The following intersections have been identified as having short-term or peak hour congestion.

Intersections Reaching 100% Volume to Capacity for years 2007 through 2030

Intersection	2007 Modeled Capacity	2015 Modeled Capacity	2030 Modeled Capacity
E. Capitol Ave. & Cherry St.	9%	22%	115%
E. High St. & Chestnut St.	32%	45%	111%
W. Truman Boulevard & Scott Station Road	90%	92%	107%
E. Capitol Ave. & Chestnut St	12%	27%	101%
W. Truman & Country Club Rd.	94%	95%	100%

**Operational and Management Strategies**

This plan included detailed Goals, Objectives and Strategies which will support the overall improvement of performance of the transportation system for relieving traffic congestion and maximizing the safety and mobility of people and goods. Operational and Management Strategies expands on these strategies to improve the performance of the existing transportation facilities and maximize safety and mobility of people and goods. Strategies include:

- Specialized Transportation - Human Services Transportation Strategy
- Access Management Strategy
- Corridor Preservation Strategy
- Transportation Safety
- Congestion
- Public Involvement
- Environmental Stewardship
- Improve Security of the Transportation System for Motorized and Non-motorized Users
- The Transportation Planning Process

**Fiscally Constrained Investment Plan 2008 – 2030**

Capital investment in transportation projects that have been identified to replace or repair facilities or increase capacity and safety based on regional priorities and needs are listed in this section. Investment such as this is designed to preserve the existing as well as the projected future metropolitan transportation infrastructure needs. These capital investment projects and strategies address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the transportation system (table follows on the next page).

Fiscally Constrained Investment Plan 2008 – 2030

	Estimated Cost
<b>Sidewalk Projects over \$100,000</b>	
Safe Routes to School - Holts Summit Sidewalk	\$196,607
Missouri Blvd Sidewalk (Dunklin to Hwy 179 Multiple Phases)	\$150,000
Scenic Drive Sidewalk (Eastland to Carl Lane)	\$200,000
Boonville Road Sidewalk (Wayne Ave to Belair Multiple Phases)	\$200,000
Ellis Blvd Sidewalk (Schott Hills Woods to Golf Course Multiple Phases)	\$300,000
<b>Street &amp; Road Projects over \$500,000</b>	
US-54 - MO Rt. H to .4 miles W. of MO Rt. AA/OO Pavement treatment – 5P0955	\$963,000
US 50/Cityview Drive Grade Separated Interchange	\$11,769,000
MO Rt. 179 Transportation Corp. Payment	\$7,266,000
Wildwood Drive Extension	\$1,874,000
Big Horn Drive Curb and Gutter	\$1,127,000
Old Stage Road Upgrade	\$580,000
East McCarty Street (Eastland to New Interchange) Widening	\$4,555,000
Stadium & Jefferson Intersection Improvement - lane addition	\$740,000
Zion Rd. Upgrade	\$1,035,000
Militia Drive Extension	\$1,400,000
New Arterial from Wildwood Dr. east to MO Rt. 179	\$2,675,000
MO Rt. OO/ Holts Summit, add center turn lane (1540 ft)	\$892,641
W. Main St. at MO Rt. 179: Reconstruct Main St. to connect MO Rt. 179 north of present location	\$750,000
New Arterial & Collectors east of MO Rt. 179	\$5,010,000
South Country Club / Truman Boulevard and Country Club Drive - NB dual left turn lanes	\$978,000
E. Miller Street - Construct connection between Vetter Lane and Eastland Drive.	\$1,540,000
Scott Station Road Curb & Gutter	\$1,150,000
Rainbow Drive Curb & Gutter	\$1,100,000
Business 50 West Curb & Gutter	\$1,950,000
Henwick Lane Curb & Gutter	\$1,500,000
Rock Ridge Road Curb & Gutter	\$2,500,000
<b>Redevelopment Projects</b>	
Missouri State Penitentiary Redevelopment	\$1,800,000
Central East Side Redevelopment Projects - Lighting, Sidewalks, Alley, Signage	\$3,075,000
<b>Greenway/Trail Projects</b>	
Covington Gardens Trail Connection	\$190,900
Leslie Blvd. to Ellis Blvd.	\$540,500
Missouri River Bridge Bike/Pedestrian path	\$5,575,000
Wears Greenway Trail - Dunklin to McCarty	\$537,500
Adrian Island Access	\$2,980,000
Katy Trail Extension - Callaway County	\$72,000
<b>Bridge Projects</b>	
Walnut Acres over N. Moreau Creek	\$1,836,000
Tanner Bridge Road Bridge Rehabilitation	\$125,000
Liberty Road Bridge Replacement	\$575,000
Hem street Road Bridge Rehab.	\$175,000

## Fiscally Constrained Investment Plan 2008 – 2030

### Airport and Transit Projects

Project
<b>Airport</b>
Runway 9-27 1000' Extension and Parallel Taxiway
<b>Transit (Generalized)</b>
JARC - 5316 (note: no inflation factor applied)
New Freedom - 5317 (note: no inflation factor applied)
Capital Assistance for Elderly Persons & Persons with Disabilities - 5310
Transfer Point Relocation
Emergency Generator/Back-up power source
Various Bus Equipment
Various Transit Facility Improvements
Power security entrance gate with card reader for CM/Transit Facility lower entrance
Replacement Service and Support Trucks
(30) rotating information tubes (attached to bus stop sign poles in high traffic areas)
(3) UHF mobile radios
Purchase and install (4) bus stop shelters at various locations in Jefferson City
Electronic fare box additions-ticket readers/issuers, probe, software and computer
Purchase and install an automated route information center
Paratransit Van/mini bus (replacements)
30 ft low floor coach (replacements)
12 yr. 35 ft low floor coach (replacements)
12 yr. 30 ft low floor coach (replacements)

### Illustrative Needs/Projects

Illustrative needs/projects are those which may be given future consideration in the event that additional future funding sources are subsequently defined to be “reasonably available.” At that time illustrative projects can move forward into the Transportation Improvement Program. Illustrative Needs /Projects are listed in the following tables.

#### Illustrative Needs/projects – Roadway Major Investments and Studies

Major Investments & Studies
US Route 54 & S Summit Drive – interchange ramps
New 3 lane arterial & intersection in northwest
US 50/54/63 Tri-Level Interchange
US 50, MO Rt. 179, Missouri Boulevard Interchange
New Southwest Arterial Corridor
New Southeast Arterial Corridor
MO Rt. 179 Interchange between MO Rt. C and W. Edgewood

Illustrative Needs/projects – Region-wide Streets and Roadways

<b>Illustrative Needs</b>
<b>Added Capacity &amp; Safety Needs</b>
Whitton Expressway Improvements Dix Road to Eastland Drive / Access to MSP Redevelopment
US Route 50/63 - Clark Street
MO Rt. 179 - Country Club Drive to Sue Drive
Scott Station Road - Truman Boulevard to Ten Mile Road
Truman Boulevard - Amazonas to Constitution
Country Club Road - Truman Boulevard to Rainbow
Industrial Drive - Dix Road to McCarty Road
MO Rt. 179 and Country Club Drive
Missouri Boulevard and MO Rt. 179
Missouri Boulevard and Commerce (Route 179)
US Route 50/63 - Missouri Boulevard and Whitton Expressway
South Country Club / Fairgrounds Rd. - Missouri Boulevard to Scruggs Station Road
US 54 Eastbound - Christy Drive Entrance Ramp and Madison St. Exit Ramp
Stadium Road US 54 Interchange to Lafayette Street
County Park Road Curb & Gutter
Ellis Boulevard and Missouri Route C
Jefferson Street and Ellis Boulevard - Jefferson Street
MO Rt. C at Ellis Blvd
Ellis Boulevard - Lorenzo Greene Drive to Green Berry Road
Eastland Drive - Elm Street to Bald Hill Road
Route C- Ellis Boulevard to Rumsey Lane
MO Rt. B – MO Rt. 179 to Wardsville/MO Rt. M
Loesch Road Upgrade
Shepard Hills Road Upgrade

**Regional Initiatives**

The MPO periodically reviews the priorities that are identified as initiatives that extend past the MPA, into other parts of Missouri but are of common interest to other regional planning commissions (RPCs) and MPOs. These “Regional Initiatives” are of an extraterritorial nature to CAMPO and require additional coordination with the affected RPCs.

Regional Initiatives

<b>Illustrative Need</b>	<b>Description</b>
US 50 West of California, to Sedalia	Four-lane facility and improvements
US 50 from East of Jefferson City to Linn, to Union	Roadway Expansion to four-lane facility and improvements
Designation of US 54 as Interstate	“I-54_ from Hannibal , Missouri to I-44 at Lebanon, Missouri
Second Missouri River Bridge crossing	New Missouri River Bridge