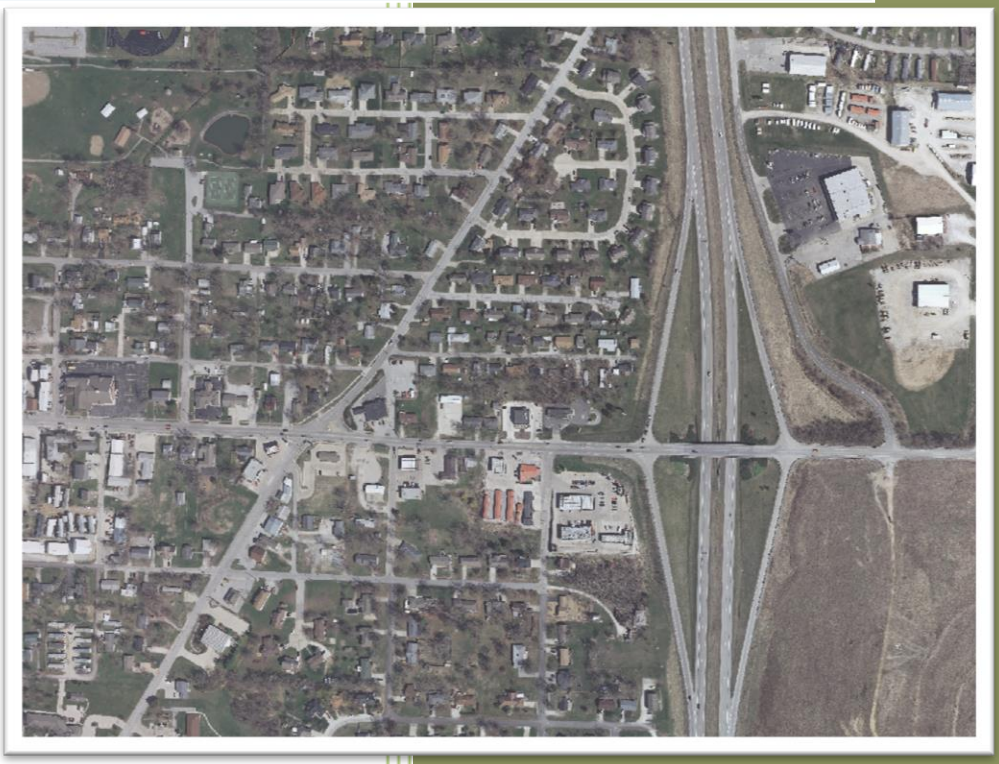
City of ASHLAND Missouri

Growing Forward

2015

Transportation Plan



MID-MO Regional Planning Commission

Prepared by:

Mid-Missouri Regional Planning Commission

206 E Broadway

Ashland, MO 65010

Adopted 8/11/2015

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Introduction

The City of Ashland is a small Missouri city in southern Boone County, located along US Highway 63. Located 15 miles south of Columbia and 15 miles north of Jefferson City, it acts as a bedroom community for these two major employment centers. The majority of traffic generated during peak travel periods is attributed to commuters traveling to these employment centers. Ashland's proximity to these urban areas and being home to a large high ranking school district, its primary growth is attributed to residential development.

Ashland is part of the Columbia Metropolitan Statistical Area (MSA) with a 2010 population of 3,707. Between 2000 and 2010 the city experienced a 98% growth in population and an 87% growth in housing. The community is the fastest growing city within the Columbia MSA. As of 2014, the Southern Boone R-1 school district had over 1,500 students enrolled. Enrollment has continued to increase steadily since 1990. This increase in population and traffic has started to create a strain on city infrastructure and resources.

As the community grows, there is a demand for increased safety, enhanced connectivity, better pedestrian infrastructure, and improved access to US 63. The goal of the Transportation Plan is to create Goals and Strategies to meet current demands and plan for future growth.

Study Area

Along with the City of Ashland, Southern Boone County is also experiencing high growth. Between 2000 and 2010, the population of Boone County increased by 20% to 162,699. Unincorporated areas outside the city limits are important to the growth of this area and have been included in the Study Area. The study area encompasses several county subdivisions, farms, businesses, public land and the Columbia Regional Airport. The entire Study Area is also completely with the Southern Boone County R-I School District.

The City of Ashland covers 4.83 square miles while the Study Area covers 24.8 square miles, or 15,927 acres. The following maps depict the Study Area that is being used in the planning process.

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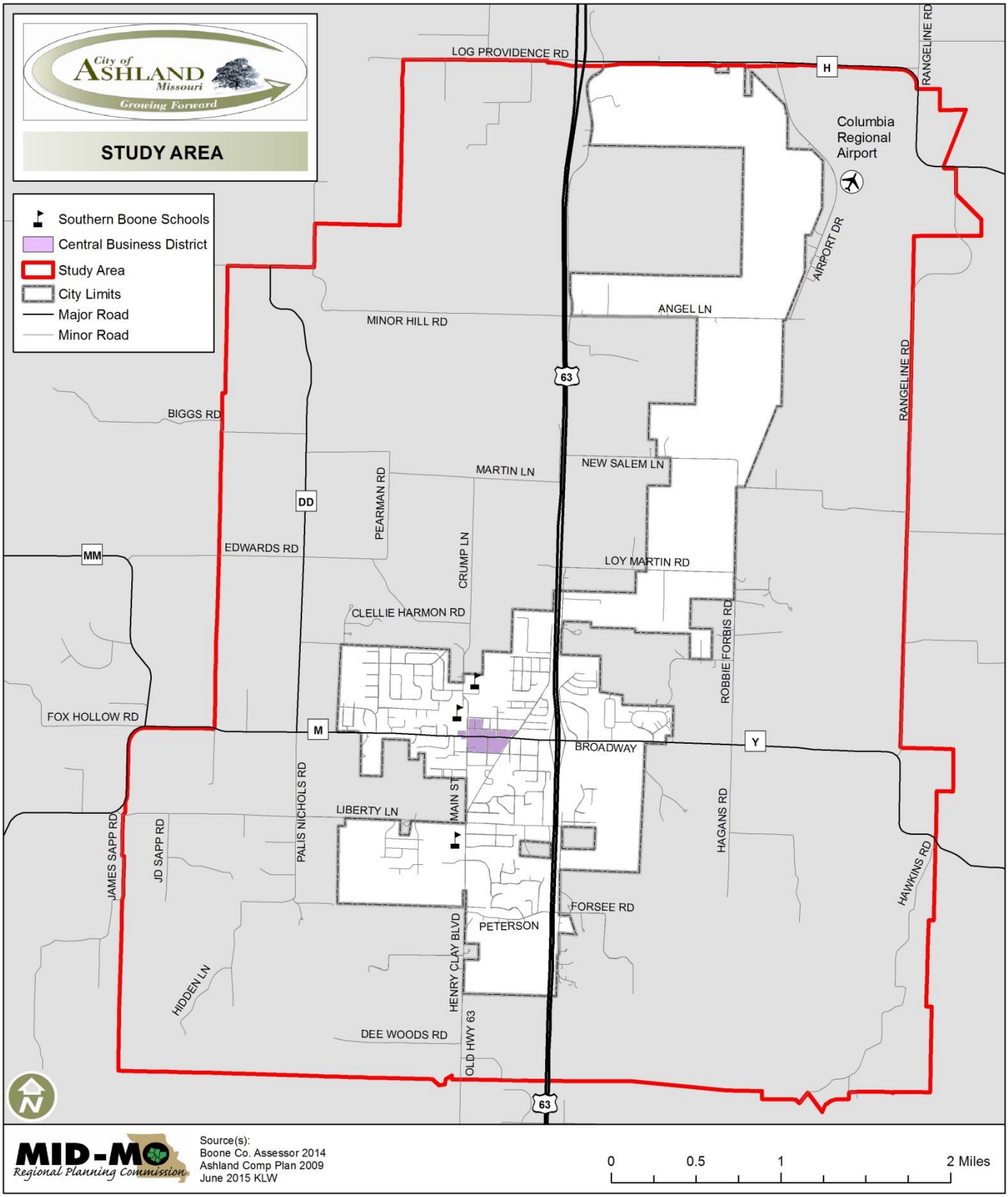
City of ASHLAND Missouri
Growing Forward
STUDY AREA
Southern Boone Schools
Central Business District
Study Area
City Limits
Major Road
Minor Road
LOG PROVIDENCE RD
H
RANGELINE RD
Columbia Regional Airport
AIRPORT DR
ANGEL LN
MINOR HILL RD
63
RANGELINE RD
BIGGS RD
MARTIN LN
NEW SALEM LN
DD
PEARMAN RD
MM
EDWARDS RD
CRUMP LN
LOY MARTIN RD
CLELLIE HARMON RD
ROBBIE FORBIS RD
FOX HOLLOW RD
M
BROADWAY
Y
PALIS NICHOLS RD
MAIN ST
LIBERTY LN
JAMES SAPP RD
JD SAPP RD
HAGANS RD
HAWKINS RD
FORSEE RD
PETERSON
HENRY CLAY BLVD
HIDDEN LN
DEE WOODS RD
OLD HWY 63
63
MID-MO Regional Planning Commission
Source(s):
Boone Co. Assessor 2014
Ashland Comp Plan 2009
June 2015 KLW
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2 Miles

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History

According to the 2009 Comprehensive Plan, the Ashland area was settled by Scots-Irish who came to the area from Kentucky in the 1820's. The town was named Ashland after the estate of prominent Kentucky politician Henry Clay. Clay's name is also the namesake of a main thoroughfare in town as well.

Agriculture was the dominant activity in the area, with an Indian trading post established near the present intersection of Broadway and Main Street. The Town was laid out in 1852, but was not incorporated until 1877. The first school was started in 1859. At the time of Ashland's incorporation, it was a well-established farming community on a toll road which ran from Columbia to Claysville, then an important river port.

The Trade Center in Ashland was started around 1875 and it became the largest general store in Missouri and had the first telephone in Missouri, outside of St. Louis.

Before the turn of the century Ashland had several industries including a packing house, cooperage, cannery, hotels, grocery stores, blacksmiths & livery stables, physicians, lawyers, and opera houses. It had two horse race tracks and several training tracks just outside the city limits.

The city experienced little change in population from 1940 to 1975, ranging between 400 and 500 people. The development of an improved transportation network, in particular, US Highway 63, provided convenient access to Columbia and Jefferson City from Ashland. The population exceeded 1,000 in 1980, surpassed 3,000 people in 2000, and is just under 4,000 as of the 2010 US Census.

Plan Purpose and Process

Ashland's transportation system provides for the movement of people, goods, and services into and through the community. The design and layout of this system is central to maintaining safety and encouraging smart community development.

The purpose of this document is two-fold. Primarily, to create a standalone transportation plan to guide maintenance, development, and growth of the of Ashland's transportation network and to provide an update to transportation and land use sections in the Ashland *Comprehensive Plan 2009.*

This plan provides a guide for community leaders to use when addressing associated transportation issues in the community as well as a suggested transportation work program that includes cost estimates and recommended timelines. This plan and its accompanying updates will be reviewed and adopted by the Planning and Zoning Commission. The plan will be used by city leaders as a guide during the annual budget and development of a Capital Improvements Plan.

The community has several challenges as it moves forward with transportation planning. US Highway 63 bisects the community which presents challenges in developing efficient transportation movement locally. Broadway is only one direct way to cross US 63 from east to west. As growth continues in Ashland, an efficient transportation system is important to manage

increased traffic volume and to increase accessibility throughout the community. Roads that are not designed to the appropriate standards for their functional use, or that are not properly maintained over time, may create problems with congestion, safety, and increased financial commitment from the community.

In order to develop a realistic transportation plan that will address the needs of Ashland, it is necessary to determine the overall goal of the transportation system, and to review existing conditions and the projected needs of the community.

In the spring of 2015 a small transportation working group was formed from members of the planning and zoning commission, city alderman, and concerned citizens to guide the development of this transportation plan. Below is a listing of working group members:

- Mr. Jesse Bronson, Board of Alderman
- Dr. Greg Batson, Planning & Zoning Chairman
- Dr. Paul Beuselinck, Planning & Zoning
- Mr. Cecil Payne, Southern Boone Economic Development Council
- Mr. Chris Moore, Resident
- Mr. Jeremy Lindsey, Resident
- Mr. Josh Hawkins, City Manager
- Mr. Ed Siegmund, Executive Director, Mid-Missouri RPC
- Ms. Katrina Williams, Transportation Planner, Mid-MO RPC

Also, presentations were made and input was requested at city planning and zoning commission meetings and city aldermen meetings. Additionally, public input was sought through a public meeting and a public comment period. The sign-in sheet from that public meeting is available in Appendix C.

Discussions included review of transportation projects recently completed, safety concerns, pedestrian and traffic characteristics, as well as, identified transportation improvements projects.

Previous Planning Efforts

This plan pulls from several recent plans and studies. These documents provided a starting point for discussion and project identification.

Comprehensive Plan 2009

In 2007 Ashland's City Aldermen started the process to create a Comprehensive Plan. The City contracted with the Mid-Missouri Regional Planning Commission (Mid-MO RPC) to develop a comprehensive approach to guiding the community's future growth. The planning process included information from a 2005 community survey. The planning effort also included several steering committee meetings and a public open house event. The plan combined these surveys and several previous studies into a cohesive coordinated policy guide for future development in the community. This plan was integral in the update and development of this transportation plan. Future updates

of the Comprehensive Plan will include information gained or created through this current planning process.

The Comprehensive Plan was adopted by City Aldermen in 2009 and is available on the city website at www.ashlandmo.us.

Sidewalk Inventory 2012-2014

In 2012 the City of Ashland participated in a regional project to inventory sidewalk conditions in the Mid-MO RPC area. Mid-MO RPC staff used aerial imagery and fieldwork to map, measure, and assign condition to existing sidewalk in the city. This inventory was updated again in spring 2014.

Sidewalk condition was put into general categories of good, fair, or poor. This data was used in the development of the Pedestrian Plan contained within this plan. A copy of this inventory is available on the Mid-MO RPC, www.mmrpc.org, and in Appendix A of this plan.

TEAP (Transportation Engineering Assessment Program) Study 2014

In spring 2014 the City of Ashland contracted with Shafer, Kline and Warren, Inc. (SKW) to complete an engineering study to assess the operations of the school zone along Henry Clay Boulevard. This school zone includes the intersection of Henry Clay Boulevard and Liberty Lane near the Southern Boone County R-1 primary school campus. The study was funded through a grant from the Missouri Department of Transportation.

The study looked at current conditions and proposed solutions to issues in the area. Recommendations included modification of traffic control devices, changing student drop-off/pick-up operations, and installation of a round-a-bout at Henry Clay and Liberty. This study was reviewed as part of the development of this transportation plan.

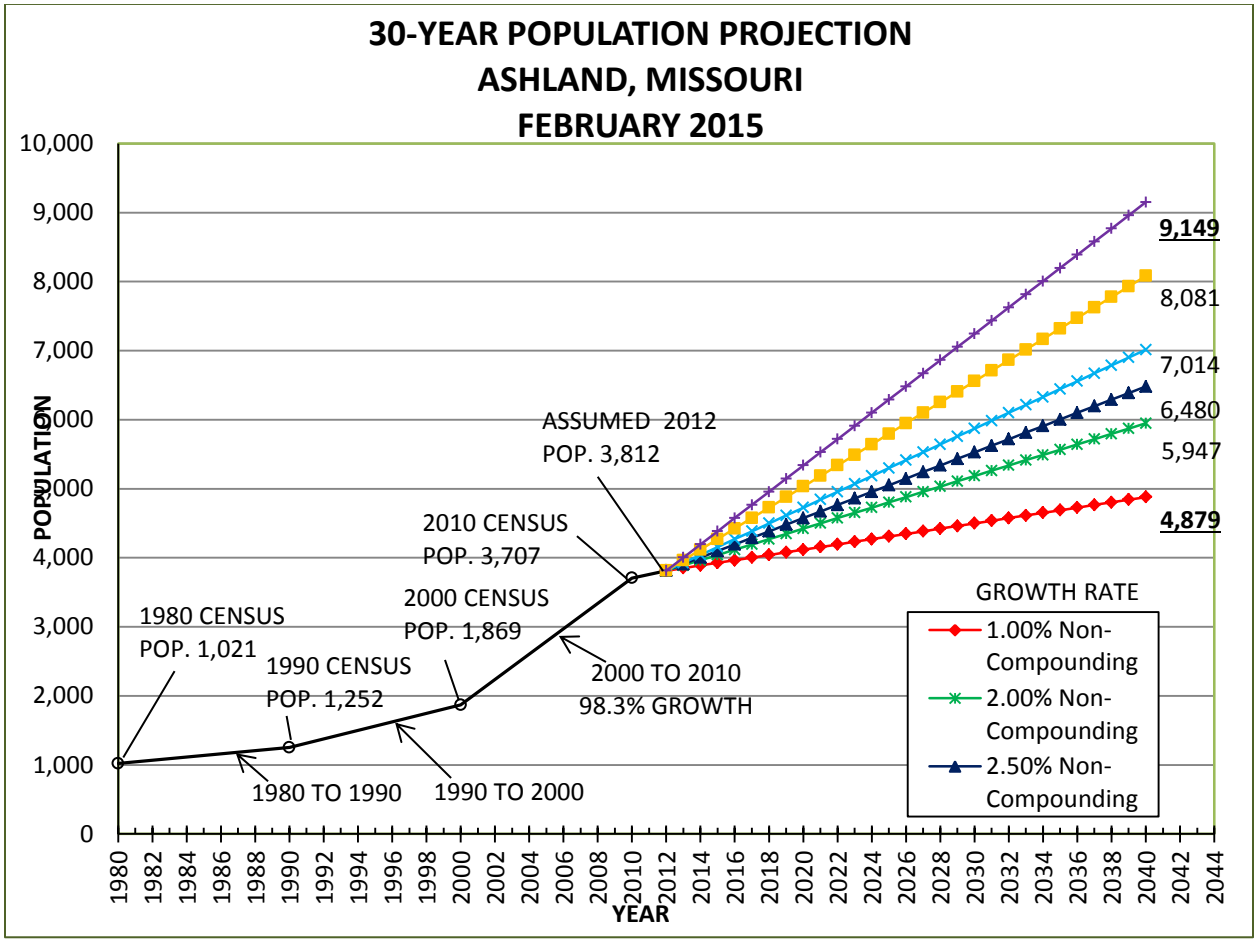
PedNet Walkability Study 2014

Also in 2014, the Southern Boone Learning Garden contracted with the PedNet Coalition to complete a *Walkability Audit* on Main St. and Ash St. as part of a pilot program. This audit looked at current conditions of roads and sidewalks concerning pedestrian and bicycle traffic. The audit made recommendations for improvements to enhance safety and access along these streets. Recommendations included expansion of sidewalk, creation of bike lanes, improved signage, striping, curbs, lane narrowing, and increased speed limit enforcement. A copy of this audit is available in Appendix B of this plan.

Existing Conditions

The purpose of this section is to present an overview of recent demographic and economic trends as well as the current condition of the transportation network. It is designed to provide local policymakers with a context for evaluating the future growth in the community and its relationship to the transportation needs of Ashland.

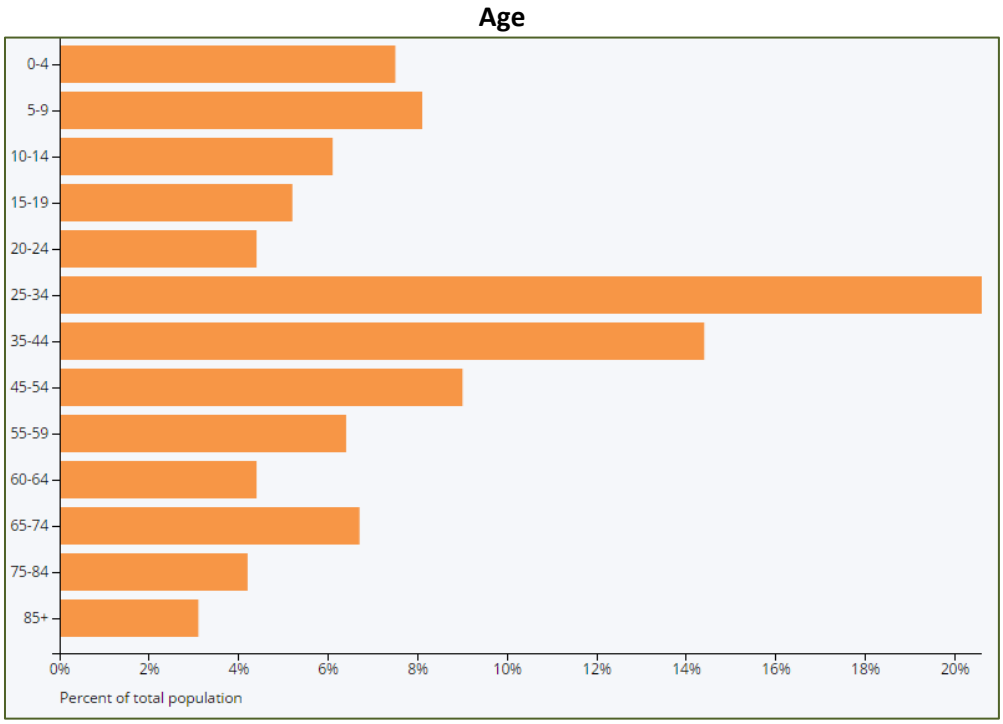
Demographic Trends



Source: Allstate Consultants, LLC 2015

The chart above was taken is a population projection from the wastewater facility plan completed by Allstate Consultants, LLC in early 2015. The population of the City as of 2010 was 3,707. Population growth is projected to exceed 4300 by the Year 2020. According to the 2009 Comprehensive Plan, the 2000 US Census population for the entire study area is approximately 4,443, with a population of 1,441 in the unincorporated portion of the Study Area.

According to the 2009-2013 American Community Survey (ACS) the median age in Ashland is 34, with nearly 60% of the population being between the ages of 20 and 65.



Source: Missouri Census Data Center – 2009-2013 ACS

Economic and Social Trends

Ashland is considered a bedroom community to the primary employment centers of the Jefferson City and Columbia. According to the 2009-2013 ACS, 88% of the Ashland workforce work outside of the City and 83% work in Boone County. This could be interpreted that a much higher percentage of Ashland residents work in the Columbia area than in the Jefferson City area. This could mean there is a greater demand on US 63 between the two cities.

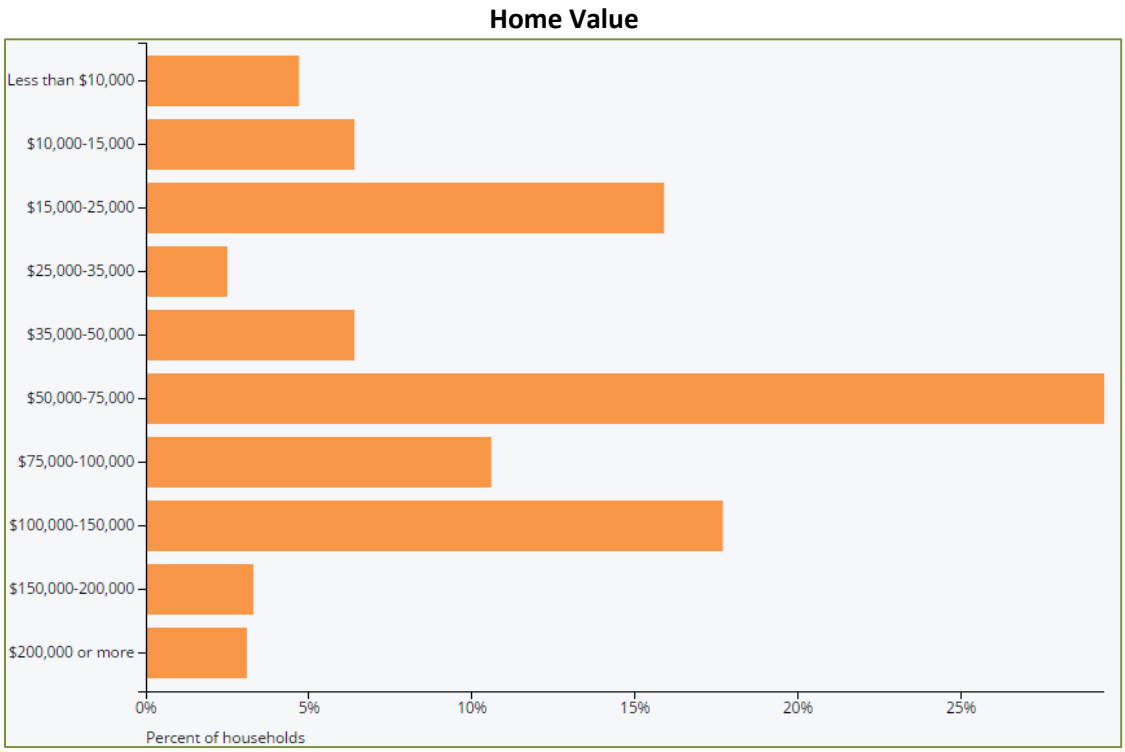
The 2009-2013 ACS also reports that more than 50% of the population works in management or professional industries and 27% of the overall population holds a government job. This correlates with over 93% of the population attaining a high school diploma and nearly 30% holding a bachelor's degree.

Median household income in Ashland is approximately $63,279.

Housing

In 2000, Ashland had approximately 820 housing units. According to the 2009-2013 ACS, that number has grown by 87% to 1,534 housing units. The City of Ashland reports that by the end of 2014 there were more than 400 preliminary plats for single family homes approved. It is anticipated that at least 40 of those homes will be completed in 2015.

Housing prices also play a factor in the City's growth. With more than 80% of homes in Ashland having been built since 1980, median home values are slightly higher than the county average. The median home value in the City of Ashland is $151,000, according to the 2009-2013 ACS.



Source: 2009-2013 American Community Survey

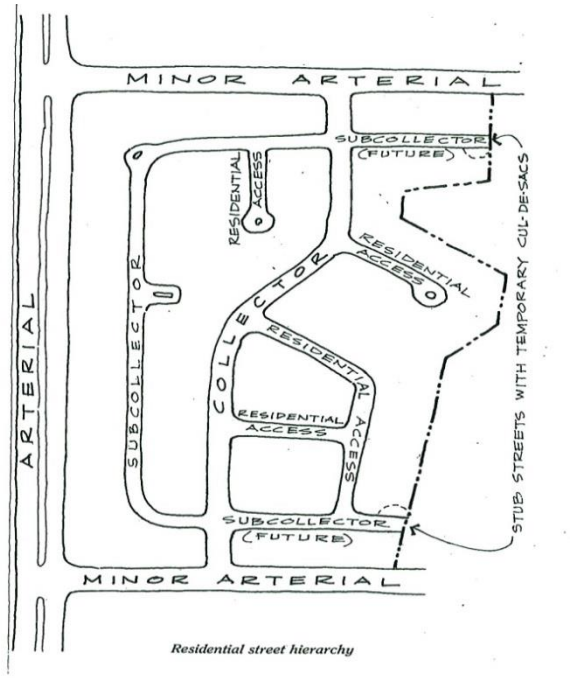
Transportation Network

There is approximately 57 miles of roadway in the City, with Ashland maintaining an estimated 50 miles. The remaining 7 miles are part of the state system and is maintained by the state. In addition to streets, there is approximately and 17.5 miles of sidewalk. The City experiences a high rate of residential commuter traffic leaving and returning to the community for employment, resulting in traffic circulation issues at peak periods.

Streets and highways serve two separate and conflicting functions, one to carry traffic and the other to provide access to abutting property (land use). The more traffic a road carries, the greater the difficulty in accessing property directly from the road. As the number and density of access points increases, safety is compromised and speed limits need to be lowered, reducing the traffic carrying capacity of the street or highway.

Functional Classification

The Ashland transportation network is comprised of US highways, State highways, and municipal roads. These streets and highways are classified by function. This classification hierarchy is attributed to the ability of the roadway to carry traffic and provide access to property.



Residential street hierarchy

All roadways within the incorporated areas of the City of Ashland are classified in one or more of the following categories: freeway, arterial, collector, local, alley, or private or non-maintained streets. The definitions and criteria of the functional classifications are as follows:

- **Freeway** - A fully access controlled highway designed for high speed travel with the sole purpose of facilitating non-stop traffic flow without obstruction from cross traffic. Access is not provided to abutting property and access is only provided to other streets or highways at grade-separated interchanges. U.S. 63 is an example of a freeway.
- **Arterial Street** - A street or highway designed to carry traffic and provide access to abutting property. Cross traffic is accommodated at at-grade intersections without signals for streets with low traffic levels. The primary purpose of the arterial is to serve moderate length neighborhood trips and to channel from collectors and local streets to freeways. Broadway, Liberty Lane, and State Highways DD, M, and Y are classified as arterial streets.
- **Collector Street** - A street or highway designed to carry traffic and provide access to abutting property. Cross traffic is accommodated at at-grade intersections with local streets. No signals are provided. The primary purpose of the collector is to serve short length neighborhood trips and to channel traffic from local streets and abutting properties to arterial streets.

- **Local Street** - A street or rural road designed to provide access to abutting property and only incidentally channel traffic short distances to collectors or arterials.
- **Alley** - Roadway bounded by planned or constructed buildings and accessory structures used primarily to access parking for motor vehicles.
- **Private or Non-maintained Streets** - All private streets and publicly dedicated roadways which are not governmentally maintained because they do not qualify for governmental maintenance or for which the City is not required to provide maintenance by law.

The hierarchy of street and highway types forms a network that allows travel from most points of origin to most points of destination by motor vehicle at any time of day using the minimum time/distance combinations. The typical trip begins and ends on a local street.

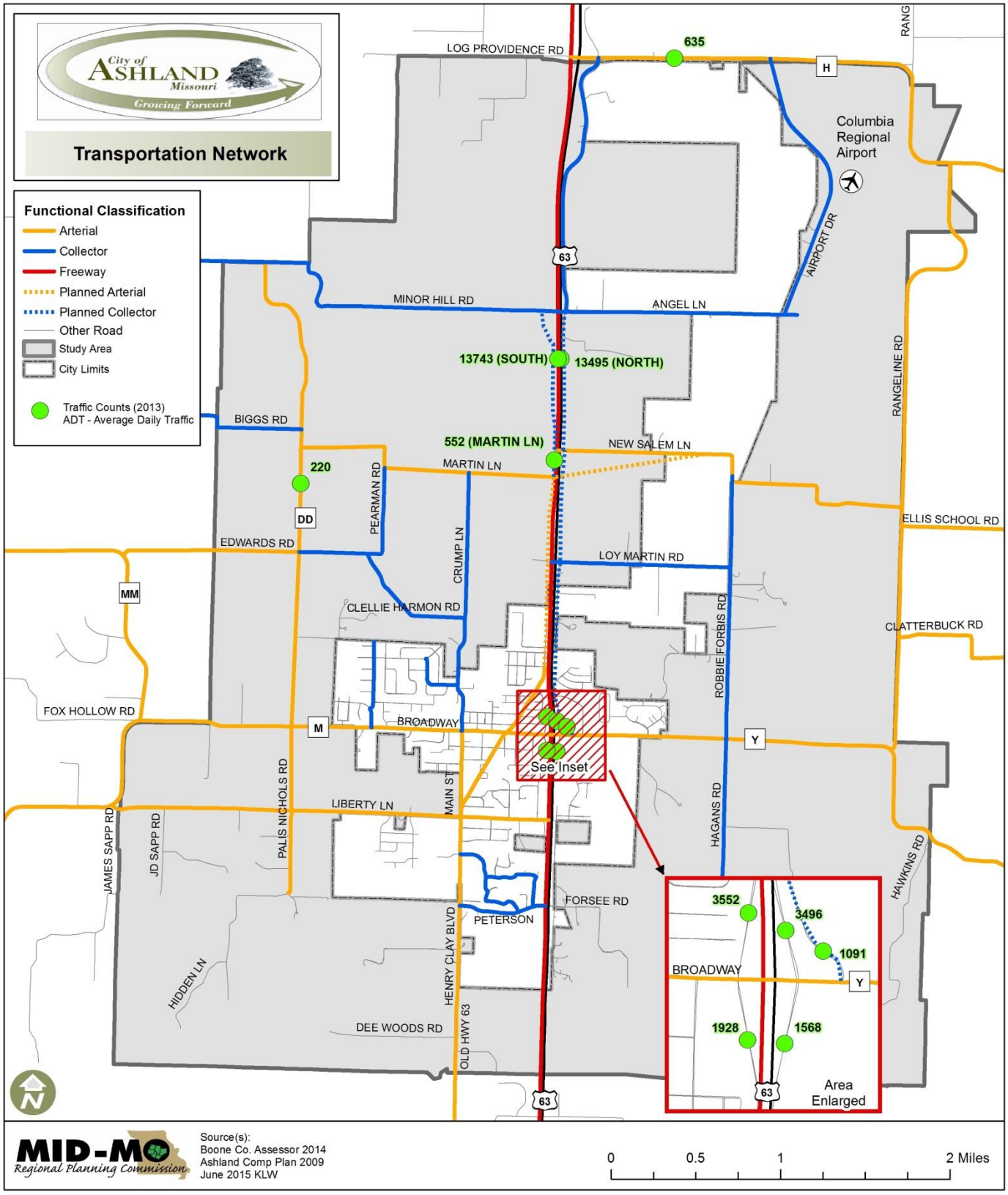
Ashland transportation network includes MoDOT maintained roads consisting of the following routes:

Routes	Functional Classification	ADT* (2013)	Length (miles) (within study area)
US 63	Freeway	27,238	10
Route M (Broadway)	Major Collector	NA	1.1
Route Y	Major Collector	NA	.6
Route H	Minor Arterial/ Collector	635	2.6
Route DD	Minor Collector	220	2.9
*ADT – Average Daily Traffic – Source: MoDOT 2013			

Local streets comprise approximately 50 miles of the City's 57 mile system. The primary local road network consists of several collector and arterial streets:

Arterial:
- Broadway
- Main
- Old 63 South
- Liberty
- Edwards
- Ellis School
- Rangeline
- New Salem
- Pearman
- Martin
- Henry Clay
- Route Y
- Route M
- Route DD
- Route H
- Route MM

Collector:
- Minor Hill
- Angel Lane
- Airport Drive
- Biggs
- Crump
- Loy Martin
- Eastside Dr.
- Edwards
- Robbie Forbis
- Hagans
- Christian School Rd
- Bullard
- Dee Woods
- Palls Nichols


City of ASHLAND Missouri
Growing Forward
Transportation Network
Functional Classification
Arterial
Collector
Freeway
Planned Arterial
Planned Collector
Other Road
Study Area
City Limits
Traffic Counts (2013)
ADT - Average Daily Traffic
LOG PROVIDENCE RD
635
H
Columbia Regional Airport
AIRPORT DR
63
MINOR HILL RD
ANGEL LN
13743 (SOUTH)
13495 (NORTH)
RANGELINE RD
BIGGS RD
552 (MARTIN LN)
NEW SALEM LN
MARTIN LN
220
DD
PEARMAN RD
EDWARDS RD
CRUMP LN
LOY MARTIN RD
ELLIS SCHOOL RD
MM
CLELLIE HARMON RD
ROBBIE FORBIS RD
CLATTERBUCK RD
FOX HOLLOW RD
M
BROADWAY
Y
See Inset
PALIS NICHOLS RD
MAIN ST
LIBERTY LN
JAMES SAPP RD
JD SAPP RD
HAGANS RD
HAWKINS RD
FORSEE RD
PETERSON
HENRY CLAY BLVD
HIDDEN LN
DEE WOODS RD
OLD HWY 63
3552
3496
1091
BROADWAY
Y
1928
1568
63
Area Enlarged
MID-MO
Regional Planning Commission
Source(s):
Boone Co. Assessor 2014
Ashland Comp Plan 2009
June 2015 KLW
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2 Miles

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Street Inventory and Conditions

The City of Ashland maintains an inventory of streets and conditions. This inventory is currently being updated and a plan for regular updates is being put into place. Street conditions within the City are in generally good condition, but continued minor and major maintenance will be needed to keep streets in this condition. The City will be updating the street inventory in the summer of 2015. This data will include the length, width, pavement type, costs, and general comments on condition. An example of this inventory is available in the following pages.

It is recommendation of this plan to create a system for asset inventory management to track maintenance needs, development, and budgeting. This system would allow the City to manage maintenance and budget more efficiently in the future. Future budgetary needs would be more apparent and could be planned for accordingly.

In 2014 overlays were completed on the following streets:

- Johnson – from Oak to College
- Redwood – 900' east from Kristi
- Redbud – Henry Clay east to dead end
- Angel Lane – Complete upgrade, overlay

The City of Ashland may develop a more comprehensive asset management plan as part of the development of a Capital Improvements Program.

> *A **capital improvements program (CIP)** is a road map for planning and funding public facilities and infrastructure. It typically incorporates both the construction of new facilities and the rehabilitation or replacement of existing capital. It is often required by law and usually involves a relatively formal process of public hearings and adoption by the local governing body. Many states provide a handbook for preparing a CIP in the context of specific state statutes. Typically, a CIP covers a period of three to six years and serves as a declaration of intent by a locality to make capital expenditures on the schedule indicated. A CIP may or may not consider multiple forms of funding; at a minimum it includes those expenditures to be funded through bonded indebtedness. Planning, finance, and engineering professionals should be part of the team preparing the CIP. Despite an interdisciplinary approach, though, CIPs too seldom incorporate an analysis of future operating costs associated with the capital investments or the broad fiscal impacts of such investments.*
>
> *- American Planning Association*

City staff has indicated that a Capital Improvements Program will be developed within the next two years to guide infrastructure needs and demands.

Street Inventory

ROAD SEGMENT	LIMITS FROM - TO	WIDTH	LENGTH	AREA	UNIT COST	PROJECT COST	PAVEMENT TYPE	PAVEMENT CONDITION	WARD	GENERAL COMMENTS
Amanda Drive	#302-cul de sac	30	750	2500		$0.00	Concrete	4	2	Longitudinal joint delamination; Severe "D" cracking and moderate surface scaling
Amanda Drive	HC to #302	30	800	2667		$0.00	Concrete	8	2	Longitudinal joints starting to spall at isolated locations; some corner point spalling
American Setter Drive	English Setter-dead end	32		0		$0.00	Concrete	8		Isolated longitudinal/random cracks;tight panels in sound condition
American Setter Drive	Hwy W-end	32	1850	6578		$0.00	Concrete	5	1	Several corner cracks;numerous patches
Appoloosa Drive	BillyJoSapp to Mustang	28	1600	4978		$0.00	Concrete	8	3	1 isolated pocket of cracked panels(longitudinal/transverse/corner); majority of street is in good condition
Ash Street	College-Hemry Clay			0		$0.00	Asphalt	2	1	Almost continuous alligator cracks/raveling with pockets of potholes
Ash Street	N.Main to College Avenue	22	1700	4156		$0.00	Asphalt	2	1	Continuous ravelling in wheel paths; several pockets of alligator cracks with potholes forming; major block cracking
Ashley Lane	Perry to End	32	1000	3556		$0.00	Concrete	8	2	8+/- multicracked panels at Kingsbury; minor longitudinal/corner cracksin isolated locations
Autum Lane	Sunshine to Seasons Ridge	28	400	1244		$0.00	Concrete	8	1	Minor center joint delamination; tight panels; no/few cracks
Autum Court	Woodlawn to End	32	100	356		$0.00	Concrete	10	1	
Bass Street	Broadway to Ash Street	22	500	1222		$0.00	Asphalt	2	1	Large skin patch is failing,continuous alligator cracking/ravelling over entire width;potholes forming
Billy Joe Sapp Drive	Appaloosa to End	32	1600	5689		$0.00	Concrete	9	1	1/2 dozen isolated cracked panels; remaining street in good condition
Brenton Way	Mustang to Martha Crump	28	500	1556		$0.00	Concrete	10	1	Good pavement;tight panels;no cracks
Brian Lane	Jameson to Marina's	32	400	1422		$0.00	Concrete	10	3	Sound pavement; tight panels; no/few cracks
Burnam Avenue	Main to Johnson	23	900	2300		$0.00	Asphalt	9	3	Paved in 2007; chipsealed in 2008
Caspian Circle	Justin to Justin	32	1200	4267		$0.00	Concrete	9	2	Longitudinal seam starting to spall in places; 1/2 dozen randomly cracked panels; sound pavement
Chico Drive	Broadway to End	22	325	794		$0.00	Asphalt	8	2	Chip sealed in 2008; few visible cracks;good condition
Church Street	Broadway-End of Maint.			0		$0.00	Asphalt	8		Chip sealed in 2008; sound pavement, a few reflective cracks
Circle Drive	View to Drive	24	180	480		$0.00	Asphalt	5	1	Moderate-major ravelling,transverse/longitudinal/random cracking;2 pressure ridges
Cobblestone Court	Commerce to Dead End			0		$0.00	Concrete	10	2	New pavement; less than 5 years old
College Street	Ash-Broadway			0		$0.00	Asphalt	3		Center seam opens; continuous alligator cracks/ravelling with a few pockets of potholes: remove soft spots and overlay 2" with fabric
Collins Court	West Oaks to End	32	600	2133		$0.00	Concrete	7	3	Longitudinal joints open in places and begin to spall; 3-4 multicracked panels in cul de sac; isolated cracks
Commerce Drive	Douglas to End	28	900	2800		$0.00	Concrete	10	2	New pavement; less than 5 years old
Cottonwood Drive	Broadway to Redwood	32	725	2578		$0.00	Concrete	8	3	Isolated cracked slabs; 300' of spalled joints near Broadway
Doe Run Court	Kristi- Cul-De-Sac	28	400	1244		$0.00	Concrete	10	3	1-2 tight cracks; sound pavement,tight panels
Dogwood Court	Cottonwood to End	28	225	700		$0.00	Concrete	7	3	Severely spalled joints within 100' of intersection; remaining pavement sound
Douglas Drive	Liberty Lane to Tandy Stree	32	1650	5867		$0.00	Asphalt	7	3	Chip sealed in 2008; moderate transverse cracks, a few pressure ridges
Dropper Place	Eng Setter-Cul-De-Sac	32	150	533		$0.00	Concrete	9	1	3 longitudinal cracked panels in cul de sac; otherwise tight panels-sound condition
East Redbud Lane	College-N Main Street			0		$0.00	Asphalt	7	1	Isolated longitudinal edge cracks; 4-5 concrete utility patches; slightly oxidized surface
East Redbud Lane	Henry Clay -College Avenue			0		$0.00	Asphalt	6	1	Moderate ravelling;random cracks;1/2 dozen 3'X3' patches
East Redbud Lane	Henry Clay to Dead End	16	875	1556		$0.00	Asphalt	2	1	Highly raveled/alligator cracked pavement; several soft spots w/potholes forming; minmum repair-3-4 inches od asphaltic base concrete w/fabric
East Liberty Lane	Henry Clay to HWY 63	32	3925	13956		$0.00	Concrete	10	2	Newewr pavement; tight panels;no cracks;longitudinal starts to open in places
Eagle Lakes Drive	Peterson to Eagle Point	28	1200	3733		$0.00	Concrete	9	1	Paved in 2007;mostly tight panels; 3 corner cracks@#404;1/2 dozen longitudinal cracked slabs@#511
Eagle Point Drive	Eagle Lake to End	28	825	2567		$0.00	Concrete	10	2	Paved in 2007, tight panels,no cracks
English Setter Drive	American Setter			0		$0.00	Concrete	5	2	Moderate mid-panel longitudinal cracks(some settled); moderate/major transverse/corner cracks-continuous in places
Falcon Court	Redwing to End	28	125	389		$0.00	Concrete	10	2	Tight panels; no cracks
Fall Court	Summertime to End	28	200	622		$0.00	Concrete	8	2	A few spalled longitudinal and transverse joints;tight panels;few cracks
Foxtail Court	Woodland- Cul-De-Sac			0		$0.00	Concrete	10		1-2 transverse cracks; otherwise tight panels in good condition
Golden Eye Court	Peterson to End	28	625	1944		$0.00	Concrete	9	2	3-4 spalled corner points;2-3 multicracked panels in cul de sac; tight panels; sound pavement

Street Inventory

Hickam Alley	Redbud-End			0		$0.00	Concrete	8		Tight panels;no curbs;settled shoulders: raise shoulders to promote proper drainage
Irish Setter Drive	Irish Setter Drive	32	250	889		$0.00	Concrete	10	1	
James Court	Kimberly to End	28	285	887		$0.00	Concrete	10	2	Good panels;no cracks
Jameson Drive	Brian to End	32	650	2311		$0.00	Concrete	10	3	Sound pavement; tight panels; no/few cracks
Johnson Avenue	Oak to Walnut	23	925	2364		$0.00	Asphalt	6	2	Minor raveling; minor longitudinal edge cracks; oxidized surface
Johnson Avenue	Walnut to Henry Clay	20	920	2044		$0.00	Asphalt	3	3	Longitudinal cracks in wheel path;moderate block cracks;pockets of alligator cracks. Dig out/patch soft areas&ditch to re-establish drainage
Johnson Court	#202-cul de sac	28		0		$0.00	Concrete	8	2	Tight panels;isolated cracks
Johnson Court	Johnson to #202	28	225	700		$0.00	Asphalt	4	2	Moderate reflective transverse/longitudinal cracks; moderate block cracking/raveling
East Johnson Avenue	College to Main Street	18	425	850		$0.00	Asphalt	8	3	Chip sealed in 2008; minor-moderate transverse reflective cracks; 1-2 soft areas
East Johnson Avenue	HC to College Avenue	23	400	1022		$0.00	Asphalt	5	3	Moderate transverse/random cracks; 1/2 the surface has a continuous utility repair; 4-5 pockets of alligator cracks in patch
East Johnson Avenue	Main to Church Street	18	920	1840		$0.00	Asphalt	8	3	Chip sealed in 2008; sound pavement; a few transverse reflective cracks
Jon Drive	Liberty to Amanda Drive	32	625	2222		$0.00	Concrete	7	2	
Justin Lane	East End-West End	32	2800	9956		$0.00	Concrete	9	3	Several patches at Caspian;1/2 dozen randomly cracked panels; sound-tight pavement
Kater Lane	Morgan to End	28	225	700		$0.00	Concrete	9	1	Tight joints;sound panels;2-3 random cracks;2-3 spalled joints
Kentucky Drive	Redwing to End	28	625	1944		$0.00	Concrete	10	2	Tight panels; 2 corner cracked slabs in cul de sac
Kimberly Drive	Ashley to End	32	1200	4267		$0.00	Concrete	9	2	Isolated longitudinal/transverse cracks; 95% of the paement is in good condition
Kristy Drive	#500-Dead End	32		0		$0.00	Concrete	10	3	Isolated mid-panel transverse cracks; tight-sound panels
Kristy Drive	West Oaks to #500	32	2175	7733		$0.00	Concrete	9	3	Isolated random cracks;sound pavement
Laurel Lane	Sappington to End	21	225	525		$0.00	Asphalt	8	3	Paved in 2007; minor random cracks;1-2 pockets of ravelled pavement
Maple Leaf Court	Broadway to End	24	420	1120		$0.00	Concrete	9	3	A couple of spalled corner points in cul de sac; isolated corner/transverse cracks
Marinas Avenue	Brian to End	32	650	2311		$0.00	Concrete	9	3	Sound pavement;tight panels;no/few cracks
Martha Crump Drive	N. Main to Pacer Drive	32	1500	5333		$0.00	Concrete	6	3	Pockets of corner/longitudinal cracks; some corner points starting to spall
Martha Crump Drive	Pacer Drive-Justin Lane	32		0		$0.00	Concrete	9	3	Isolated corner/longitudinal cracks;tight,sound panels
Meadow Lane	#409- Southwood ct	22	525	1283		$0.00	Concrete	3	3	Continuous longitudinal cracking;many multicracked panels;some displacement
Meadow Lane	Chico-#409			0		$0.00	Asphalt	8	3	Chip sealed in 2008; few visible cracks;good condition
Meadowmere Drive	#500-End	24		0		$0.00	Concrete	5	1	Continuous random/transverse-longitudinal cracks (tight); minor pitting;minor spalling
Meadowmere Drive	Henry Clay to #500	24	775	2067		$0.00	Asphalt	6	1	Moderate transverse cracks;minor raveling;oxidized surface
Meadowmere View	#503-Dead End	24		0		$0.00	Concrete	4	1	Continuous longitudinal mid-panel cracking(no joint layout); several multicracked panels; moderate transverse cracks
Meadowmere View	Henry Clay to #503	24	900	2400		$0.00	Asphalt	5	1	Moderate transverse cracks;3-4 settled patches; minor ravelling; concrete approach to HC is severley ravelled
Middleton Drive	Liberty to Cul-De-Sac	32	830	2951		$0.00	Concrete	10	2	tight panels; no/few cracks
Misty Lane	Springtime to Summertime	28	500	1556		$0.00	Concrete	9	1	Isolated pockets of minor center joint delamination; 1 utility patch @#500
Morgan Drive	Nickman to Henry Clay	28	650	2022		$0.00	Concrete	9	1	Minor pitting; tight joints;sound slabs
Mustang Drive	Appaloosa to Justin Lane	32	400	1422		$0.00	Concrete	7	3	Many multicracked panels in 400-500 blocks, sound panels,good pavement
North Main Street	Ash-Swimming Pool			0		$0.00	Asphalt	3	3	Several pockets of alligator cracks;longitudinal/transverse cracks opening up; raveled parking areas; some potholes
North Main Street	Swim Pool-400'n M Crump			0		$0.00	Asphalt	7	3	Random longitudinal cracks;minor raveling;oxidized surface
North College Avenue	Broadway to Park	24	900	2400		$0.00	Asphalt	3	1	
North Henry Clay Boulevard	Broadway to E Redbud	32	2900	10311		$0.00	Asphalt	6	1	2 year old overlay; moderate reflective transverse/longitudinal cracks; moderate random cracks
North Henry Clay Boulevard	E Redbud-Morgan	32		0		$0.00	Asphalt	7	1	Moderate transverse cracks;slightly oxidized surface; concrete curb and gutter
North Henry Clay Boulevard	Morgan-Optimist	32		0		$0.00	Asphalt	6	1	Minor raveling;center seam starts to crack/ravel;moderate transverse cracks; good surface seal candidate
North Main Street	Broadway to Ash	24	1600	4267		$0.00	Asphalt	6	3	Moderate transverse/longitudinal cracks;oxidized surface

Street Inventory

Nichols Drive	College to End	16	225	400		$0.00	Asphalt	10	1	
Nickman Drive	Henry Clay to Morgan	28	500	1556		$0.00	Concrete	7	1	Most panels are sound/tight; Severe "D" cracking affecting 1 dozen panels @#507-surface spalling;several cracked panels@ Morgan intersection
Norma Lane	Henry Clay to end	22	975	2383		$0.00	Asphalt	9	2	Paved in 2006 and microsurfaced in 2008
Oak Street	Johnson to Broadway	28	500	1556		$0.00	Concrete	6	2	60% of the pavement is in good condition;1/2 dozen multicracked panels; several spalled areas
Oak Street	Tandy to Johnson	23	400	1022		$0.00	Asphalt	7	2	Microsurfaced in 2008; 1-2 pockets of alligator/random cracks reflecting throughthe surface
Oak Street	#400-Cul De Sac	28		0		$0.00	Concrete	7	2	Mostly tight pavement in good condition;2-3 multicracked panels;1 faulted slab - 1".
Oak Street	Tandy to #400	28	700	2178		$0.00	Asphalt	5	2	Microsurfaced in 2008; alligator and random cracks reflecting through surface
Sarah Drive	Sarah-Norma			0		$0.00	Asphalt	9		Paved in 2006;microsurfaced in 2008
Pacer Drive	Martha Crump to Justin	32	1025	3644		$0.00	Concrete	9	3	A dozen cracked (tight) panels; remaining pavement in good condition
Park View	View to Drive	24	180	480		$0.00	Concrete	5	1	Continuous longitudinal cracking-poor joint layout; moderate transverse cracks, surface polishing
Perry Avenue	Ashley-E Liberty Lane			0		$0.00	Concrete	7		A couple of multicracked panels; slight spalling of center and gutter line joints
Peterson Lane	Golden Eye-Dead End	32		0		$0.00	Concrete	8	2	Paved in 2004; 2-3 longitudinal cracks;2-3 settled areas; mostly tight panels; 1 full width trasverse crack @ # 500
Peterson Lane	Hwy 63-Golden Eye	32	1200	4267		$0.00	Concrete	9	2	tight,sound panels;2-3 isolatedtransverse cracks
Pinto Pony Drive	Martha Crump to Martha	28	1200	3733		$0.00	Concrete	10	3	1-2 isolated corner cracks;remaining pavement is in good condition
Red Setter Drive	English Setter-Dead End			0		$0.00	Concrete	5		Major corner cracking; minor longitudinal/mid-panel cracks
Redtail Drive	HC to Eagle Point	28	1625	5056		$0.00	Concrete	7	2	Open longitudinal seams @ gutterline;isolated corner cracks;minor transverse cracks; 2 multicracked panels@#208;settled utility crack@#203
Redwing Drive	Richardson-#511	28	1425	4433		$0.00	Concrete	9	2	Most pavement is sound and tight; 1-2 corner cracks;2 multicracked panels over utility run
Redwing Drive	#511-Redtail Drive	28		0		$0.00	Concrete	7	2	10-15 longitudinal/corner cracks;1/2 dozen patches;traansverse cracks
Redwood Drive	#600-Cul De Sac	28		0		$0.00	Concrete	10	3	new pavement
Redwood Drive	Kristi-#600	28	925	2878		$0.00	Concrete	5	3	Many spalled corner points and joints-some have been patched;some patches failing;most panels are sound-tight
Redwood Drive	PintoPony- Dead End			0		$0.00	Concrete	9		Sound pavement; few/no cracks
Renee Drive	#307-Amanda Drive	32		0		$0.00	Concrete	4	22	Several pockets of "D" cracking w/isolated scaling at longitudinal/transverse joints;paved in 1995
Renee Drive	Henry Clay to #307	32	1625	5778		$0.00	Concrete	8	2	Isolated transverse and corner cracks; longitudinal joint opens in places
Retreiver Lane	Retreiver Lane	32	150	533		$0.00	Concrete	10	1	
Richardson Drive	Peterson to End	32	1050	3733		$0.00	Concrete	9	2	Center joint opens in places; tight panels; 1 faulted and cracked section of pavement across pipe run
Richardson Court	Redbud to Ash Street	14	225	350		$0.00	Asphalt	1	1	
South Henry Clay Boulevard	Norma-Liberty Lane	20		0		$0.00	Asphalt	9	2	Rebuilt in 2007;some shoulder erosion adjacent to pavement;slightly oxidized
South College Street	Johnson to Broadway	28	830	2582		$0.00	Concrete	8	2	Tight/sound panels; isolated transverse/corner cracks
South Henry Clay Boulevard	Broadway to Norma	20	2900	6444		$0.00	Asphalt	5	2	Moderate transverse reflective/block cracks; minor edge delamination;minor raveling
South Henry Clay Boulevard	Liberty to City Limits	20	2100	4667		$0.00	Asphalt	4	2	Will be rebuilt in 2009; moderate-major block cracking; moderate reflective cracking/ raveling; no potholes
Salinda Drive	Broadway to End	28	1050	3267		$0.00	Asphalt	7	3	Chip sealed in 2008; moderate reflective transverse/longitudinal cracks
Sappington Drive	Main to End	21	1025	2392		$0.00	Asphalt	7	3	Paved in 2007;moderate transverse cracks;4-5 pockets of alligator edge cracks;slightly oxidized
Sarah Drive	#108-Middleton Drive	32	835	2969		$0.00	Concrete	8	2	Generally tight pavement;longitutinal joint opens,several longitudinal mid-panel cracks near Middleton;isolated transverse cracks/spalled joints
Sarah Drive	Commerce- Dead End			0		$0.00	Concrete	10		New pavement; less than 5 years old
Sarah Drive	Henry Clay to #108	22	675	1650		$0.00	Asphalt	9	2	Paved in 2006, microsurfaced in 2008
Seasons Ridge	Henry Clay to Summertime	28	1200	3733		$0.00	Concrete	6	1	Moderate transverse/corner cracks; a few multicracked panels;a few settled slabs
Seasons Ridge	Summertime to End			0		$0.00	Concrete	9	1	1-2 cracked panels; otherwise tight panels in good condition
Silverado Court	Kristi- Cul De Sac	32	380	1351		$0.00	Concrete	10	3	Tight, sound panels
South Main Street	Broadway to Henry Clay	22	2600	6356		$0.00	Asphalt	8	3	Microsurfaced in 2008; random reflective cracks;some patch seams reflecting through; minor longitudinal edge cracking
Southwoods Court	Broadway to End	24	325	867		$0.00	Concrete	7	3	Minor-moderate mid-anel cracks in cul de sac; minor spalling; 70% of the pavement is sound

Street Inventory

Springtime Drive	Misty to Season Ridge	28	1000	3111		$0.00	Concrete	9	1	Tight sound panels;1-2 cracked slabs
Springtime Drive	Season Ridge-Sunshine	28		0		$0.00		7	1	Center joint/corner points starting to spall; a few random cracks;3-4 multicracked panels
Stacy Drive	Kimberly to End	32	400	1422		$0.00	Concrete	9	2	Like new; tight longitudinal cracks in 4 panels
Sue Drive	Stacey to End	32	900	3200		$0.00	Concrete	8	2	A transverse crack at the intersection has settled 1/2"; 8+/- mid-panel longitudinal cracks starting to open and another 8 cracks that are tight
Summertime Drive	#509-Misty Lane	28		0		$0.00	Concrete	9	1	Tight Panels; no/few cracks
Summertime Drive	Sunshine to #509	28	1000	3111		$0.00	Concrete	8	1	3-4 transverse mid-panel cracks;2-3 multicracked panels@#605;2 longitudinal mid-panel cracks @#606
Sunshine Drive	Henry Clay to Summertime	28	1200	3733		$0.00	Concrete	6	1	Moderate-major transverse/corner cracks;moderate longitudinal cracks; center joint delamination;a few slightly faulted panels
Sunshine Drive	Summertime-Dead End			0		$0.00		9	1	Tight Panels;center joint opens in places;no/few cracks
Tandy Court	End to Walnut	22	945	2310		$0.00	Asphalt	8	2	Microsurfaced in 2008;1-2 pockets of alligator cracks reflecting through the surface; most of the surface in good condition
Tandy Court	Walnut to End	28	390	1213		$0.00	Concrete	4	2	Major "D" cracking causing serious joint and corner point delamination; most panels are sound/tight
Teakwood Court	Cottonwood to End	28	700	2178		$0.00	Concrete	6	3	Severely spalled joints within 100' of Cottonwood;6+/- panels with longitudinal cracks;1 multicracked slab;70% of pavement is in good condition
Terra Linda Lane	Sarah to Middleton Drive	32	783	2784		$0.00	Concrete	10	2	tight panels; no/few cracks
Trotter Lane	Appoloosa to Billy Joe Sapp	32	900	3200		$0.00	Concrete	9	3	1/2 dozen isolated longitudinal/transverse cracks;sound,tight panels
Turner Avenue	Henry Clay to End	28	675	2100		$0.00	Asphalt	5	1	Reflective transverse/longitudinal cracks starting to open;slightly raveled surface;random cracking
West Liberty Lane	Henry Clay-City limits			0		$0.00	Concrete	10		Newer pavement; tight panels; no cracks
West Redbud Lane	Bass to Henry Clay	20	1500	3333		$0.00	Asphalt	5	1	
Walnut Street	Johnson-Broadway			0		$0.00	Concrete	7		Open longitudinal joint-faulting 1"+/- in areas;2-3 tight longitudinal cracks;3-4 transverse cracks
Walnut Street	Tandy to Johnson	23	900	2300		$0.00	Asphalt	8	2	Microsurfaced in 2008; a few random cracks reflecting through
West Oaks Drive	#404-End	32		0		$0.00	Concrete	9	3	2 multicracked panels@Jameson;random cracks;most panels are sound
West Oaks Drive	broadway - #404	32	1850	6578		$0.00	Concrete	8	3	Corner points and longitudinal seams starting to spall; random longitudinal/transverse cracks
Westwind Court	Kristi- Cul De Sac	28	400	1244		$0.00	Concrete	8	3	2-3 full panel patches; minor spalling at intersection;tight panels-sound pavement
Williams Court	Kristi- Cul De Sac	28	400	1244		$0.00	Concrete	10	3	Sound Pavement;tight panels;no cracks
Wilson Lane	Sappington to End	21	225	525		$0.00	Asphalt	8	3	Paved in 2007; minor longitudinal edge cracking
Winterway Drive	Sunshine to Misty Lane	28	1000	3111		$0.00	Concrete	9	1	Tight panels,sound slabs;2 cracked slabs@#607;2 cracked panels over storm pipe run@#503
Woodland Court	Kentucky to End	32	775	2756		$0.00	Concrete	10	2	Tight panels; no cracks
TOTALS		3,388	95,448	0 35,930,869		$0.00 $0.00				

Pedestrian Plan

During this planning process the transportation working group made a concerted effort to update the previous pedestrian plan. The *2009 Comprehensive Plan* contains a section devoted to pedestrian needs and improvements. This section was updated and brought into this plan.

The City, in the newer developments, has facilities for pedestrian and bicycle use. The need lies in connectivity between these new developments and the older city center or Central Business District. Many streets in the center of the city are too narrow for sidewalks and/or bike lanes. The City has had studies completed to better understand pedestrian needs in the community and these studies have been used as a guide in this planning process. In addition to the available needs studies, the City has a full inventory of existing sidewalk, including condition, length and width. The *City of Ashland Sidewalk Inventory* can be found in Appendix A of this plan. This information is important in prioritizing needs and budgeting for improvements. It should be noted that in 2015 the City was approved for grant funding from the Missouri Department of Transportation's TAP (Transportation Assistance Program) to construct sidewalks along Ash Street from Main to Henry Clay.

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

The following map depicts pedestrian specific projects that the City has outlined as a need.

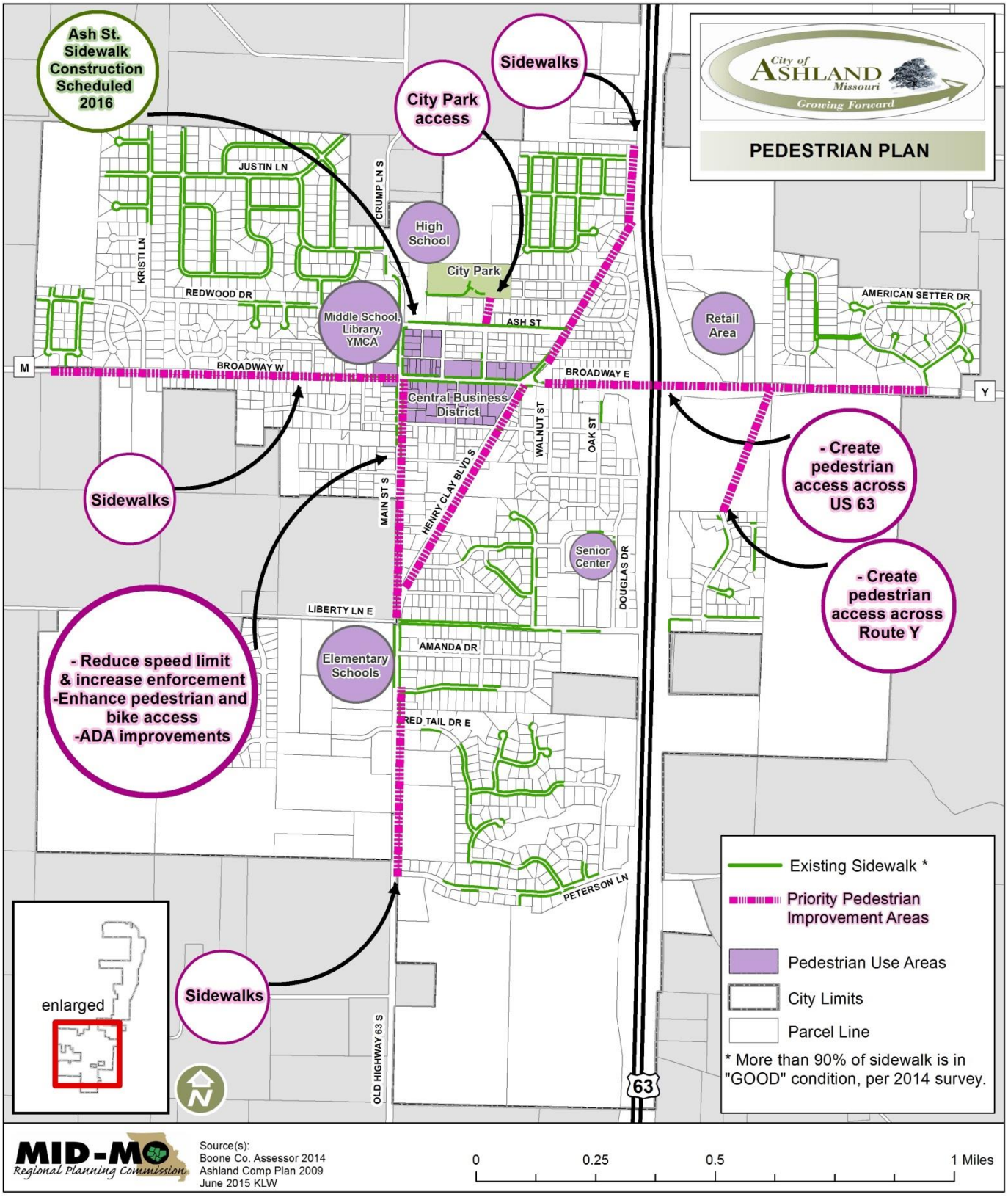
Livable /Walkable Communities

In past years, street design in communities have primarily placed the needs of the motorist first, making it at times, dangerous for people walking and biking. Livable/ Walkable Communities adopt principles to consider adjusting street design standards that while still considering the need for the motorists, also consider the potential for incorporating support healthy lifestyles.

Some examples of used by Missouri's Livable Streets Program include:

- Sidewalks and crosswalks
- Wheelchair ramps and curb cuts
- Bicycle lanes or paths for mixed-use
- Bus stops, parking facilities (Park and Ride)
- Driving lanes for buses and cars.

A free guide on this program can be found on the Missouri Livable Streets website at http://livablestreets.missouri.edu/


Ash St. Sidewalk Construction Scheduled 2016
Sidewalks
City Park access
City of ASHLAND Missouri
Growing Forward
PEDESTRIAN PLAN
JUSTIN LN
CRUMP LN S
KRISTI LN
High School
City Park
REDWOOD DR
Middle School, Library, YMCA
ASH ST
AMERICAN SETTER DR
Retail Area
M
BROADWAY W
BROADWAY E
Y
Central Business District
WALNUT ST
OAK ST
Sidewalks
MAIN ST S
HENRY CLAY BLVD S
- Create pedestrian access across US 63
Senior Center
DOUGLAS DR
- Create pedestrian access across Route Y
LIBERTY LN E
- Reduce speed limit & increase enforcement
-Enhance pedestrian and bike access
-ADA improvements
Elementary Schools
AMANDA DR
RED TAIL DR E
PETERSON LN
enlarged
Sidewalks
OLD HIGHWAY 63 S
63
Existing Sidewalk *
Priority Pedestrian Improvement Areas
Pedestrian Use Areas
City Limits
Parcel Line
* More than 90% of sidewalk is in "GOOD" condition, per 2014 survey.
MID-MO Regional Planning Commission
Source(s):
Boone Co. Assessor 2014
Ashland Comp Plan 2009
June 2015 KLW
0
0.25
0.5
1 Miles

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Other Transportation Modes

Transit services are limited to one not-for profit agency, OATS, Inc. OATS provides transportation without restrictions to age, disability, or income for essential shopping, personal business, work, and health care. The transportation service is funded through numerous sources- including FTA grants, Medicaid, county and local government, Department of Mental Health, service contracts and rider contributions.

Ashland is located less than 5 miles from Columbia Regional Airport and 16 miles from Amtrak in Jefferson City. During the 2014 update of the *Mid-Missouri Regional Transportation Needs List* some local residents and elected officials suggested creating some type of transit connection to link Columbia, the Columbia Regional Airport, Ashland, Jefferson City, and Amtrak. This project is listed on the current needs list. While the financial constraints to achieve this project are difficult to sort, there are many people in the region who could benefit from this project. Connecting two municipal transit providers with the airport and passenger rail would provide for more efficient movement of daily commuters, tourists, and the general public.

Land Use

Land Use maps and statistics are important tools in developing a plan for the growth of a community. Understanding where certain uses exist and where they are changing allows the community to plan for construction of transportation infrastructure and other services as well as take steps to secure financing.

When considering the impact of future development to the transportation road network, the traffic generation of the development activities should be considered for planning purposes. For example, the rapidly developing areas in the southern and eastern portions of the city will require additional vehicle capacity of Old 63 South, Peterson Lane, Broadway, Henry Clay, and Route Y. Additionally, improved access to US 63 will be necessary to accommodate increased traffic volumes. The following list gives an overview of the trips per day that can be expected within a given land use.

Vehicle trips/day per land use:

- Single Family Residential – 10 trips/day
- Discount Store- 71 trips/day per 1,000 sq. ft of leased area
- Specialty Retail – 41 trips/day per 1,000 sq. ft. leased area
- Shopping Center- 95 trips day per 50,000 sq. ft. leasable area
- Light Industrial- 3 trips/day per employee
- Manufacturing- 2 trips/day per employee

-*The Subdivision and Site Plan Handbook*, 1989, Listokin, David, and Carole Walker

To link transportation and land use development, zoning decisions should consider the existing capacity and intended function of a roadway and recognize the impact that development will have on the transportation system. Improved integration of land use and transportation planning issues are not only a component of the future land use designation, but should be part of the evaluation process during site plan and subdivision plan reviews, zoning requests, and conditional use permit applications.

The following guide, taken from the 2009 Comprehensive Plan, was used to update both the Existing Land Use 2015 map and the Future Land Use 2015 map:

Residential - Low Density

Low Density, Single-Family Residential provides for single family detached dwellings on individual lots requiring a minimum of 8,000 square feet of lot area provided for each dwelling. The overall density range for these residential areas is less than 1 unit per acre to 5 units/acre. This designation is intended to provide an environment of lower-density, single family detached dwellings, along with other related facilities such as parks and schools. These developments are generally found in suburban scale subdivisions with individual lots served by a full-range of city utilities. Developments in Ashland that characterize this land use category include Settler's Knoll, West Oaks, and Bluegrass Ridge subdivisions.

Residential - Moderate Density

The Moderate Density Residential classification provides for a mix of housing types in a neighborhood setting. Two-family, town-homes, and detached single family dwellings are all appropriate uses. Each dwelling requires a minimum of 6,000 square feet of lot area provided for each unit. Densities in the residential classification range from 5 to 10 units per acre. This designation is intended to provide an environment of medium-density, single-family detached dwellings along with other related facilities such as parks and schools. Excepting the neighborhoods identified above as Low Density Single Family, the remaining single family neighborhoods in Ashland are comprised of medium density single family residential housing. An example of moderate density residential development in Ashland would be the two-family development located off of Liberty Lane.

Residential - High Density

High Density Residential allows multiple family dwelling units with a minimum of 4,000 square feet of site area for each dwelling as well as small lot single family, duplexes, apartments and manufactured home parks. Densities in this category range from 11 to 26 units per acre. This designation is intended to allow a higher density residential environment such as apartments, condominiums, and townhouses. High density residential can generate significant amounts of traffic and therefore should be directly adjacent to a collector or arterial road.

Commercial and Industrial

The importance of commercial and industrial areas cannot be overlooked in the development of Ashland. These areas will provide employment opportunities for residents, provide a tax base for public services such as education, public safety, and recreation, and lessen the tax demands on residents of the community. The Future Land Use 2025 Map depicts two commercial types--low and high density.

Commercial - Low Intensity (Neighborhood Commercial)

Neighborhood Commercial is intended to provide a range of services targeted at meeting the frequent consumer needs of the residents of Ashland. These commercial areas serve and are located in close proximity to residential neighborhoods. These uses include movie rentals, restaurants, smaller specialty shops, retail and healthcare services, and professional offices. The present downtown business district is a low density area that consists of business along Broadway.

This area offers to the community a small variety of activities that include the government offices as well as local business including drug store, restaurant, flower shop, loft apartments and video production.

Commercial - High Intensity (General Commercial)

General Commercial is intended to provide suitable locations for general retail and service establishments. These types of commercial use are generally developed along major roads. Uses typically include larger supermarkets, discount stores, department stores, appliance and furniture stores, and specialty shops. General Commercial uses rely on a market area much larger than that of

the local commercial areas and provide either convenience and/or comparison goods. General Commercial may take the form of either a shopping center or groups of buildings sharing common access, architectural style, and design elements. The General Commercial designation also includes special retail and service uses such as garden sales, building supplies, and auto dealerships. The area along Eastside Drive running parallel with US63 includes retail such as Moser's, Dollar General as well as mobile home and heavy equipment sales. This area is a higher density retail area in the City of Ashland.

Planned Districts - Mixed Uses

Though not depicted on the map, some development may be of such size and scale that flexibility in the design and/or a combination of uses may be appropriate. The City of Ashland has three planned land use districts: Planned Commercial, Airport Planned Commercial, and Airport Planned Industrial. The Planned District developments are to be evaluated on a case by case basis.

Planned Commercial

Planned Commercial and mixed-use commercial are envisioned for large tracts of land, typically ten acres or greater, with good access and visibility from a state highway. Uses in these districts include uses permitted in the low and high commercial areas with larger-scale retail typically included in the development. The East Ashland Plaza could be a good example of a planned commercial development.

Industrial

Industrial uses include warehousing, research, and design and manufacturing. Such uses are intended to be enclosed within a building and external effects are not to be experienced beyond their property boundaries. Outdoor storage is intended to be minimal. Such areas should be located on roads capable of adequately accommodating necessary truck traffic, and should be isolated from residential areas. This category is also designed to provide, by special use approval, locations for general industrial activities such as those which involve the use of heavy machinery, extensive amounts of contiguous land, service by railroad lines or major thoroughfares, processing of chemicals or raw materials, assembly, generation of industrial waste, noise, odor, or traffic problems or similar characteristics. These uses would require service by large trucks. All industrial uses should be adequately screened from adjacent residential uses.

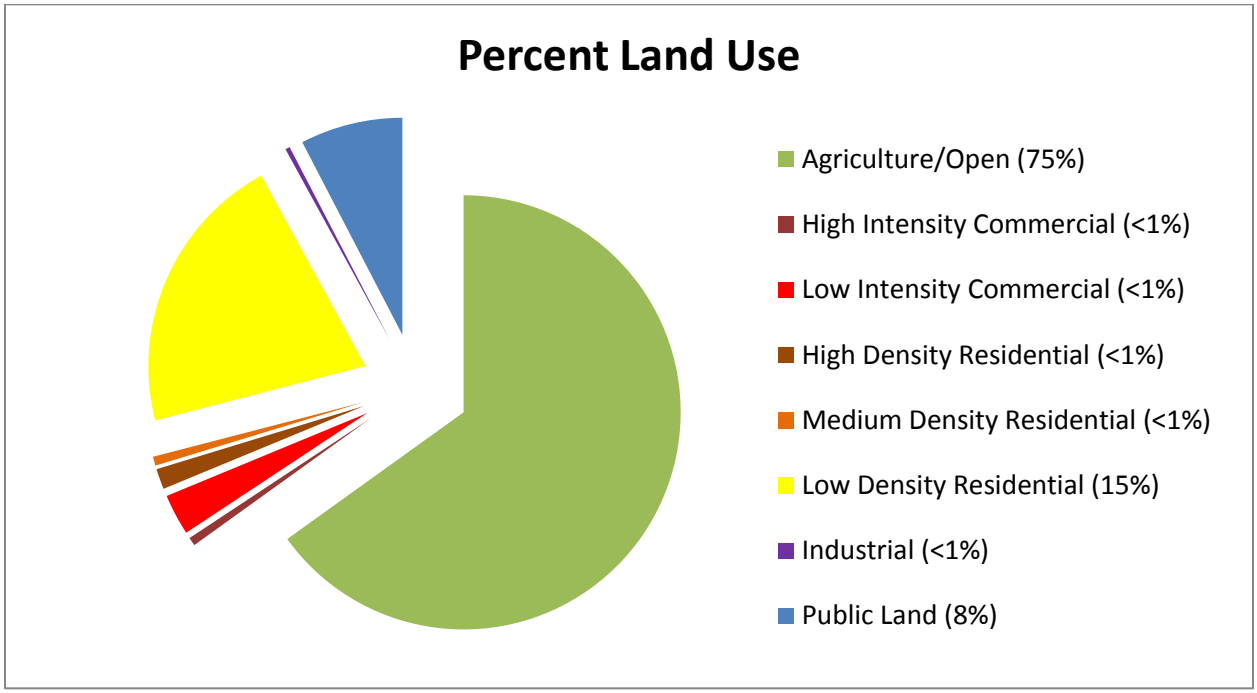
Public

This category encompasses parks and public/institutional land uses intended to accommodate such facilities as governmental and public buildings, schools, and churches. This designation includes government service buildings such as City Hall, the Southern Boone County Public Library, and educational facilities. The Columbia Regional Airport is included in this designation. The Airport is a well-planned and managed facility that represents a gateway to the region. It's location in a relatively unpopulated area provides opportunities to protect the Airport from the impacts of residential encroachment. The area surrounding the Airport is, for the most part, agricultural. The

City of Ashland has targeted significant acreage in the amount of 2329 acres for commercial and industrial uses in proximity to the Airport.

Existing Land Use

The predominant land use in the City of Ashland as well as the overall Study Area is Agriculture or Open land. It should be noted that the City's area (4.83 square miles) represents about 19% of the Study Area (24.8 square miles). With approximately 75% Agriculture/Open areas, the City has sufficient space to address growth in the foreseeable future. See the following chart and map for a depiction of current land use within the Study Area.



Source: Mid-MO RPC, City of Ashland 2015

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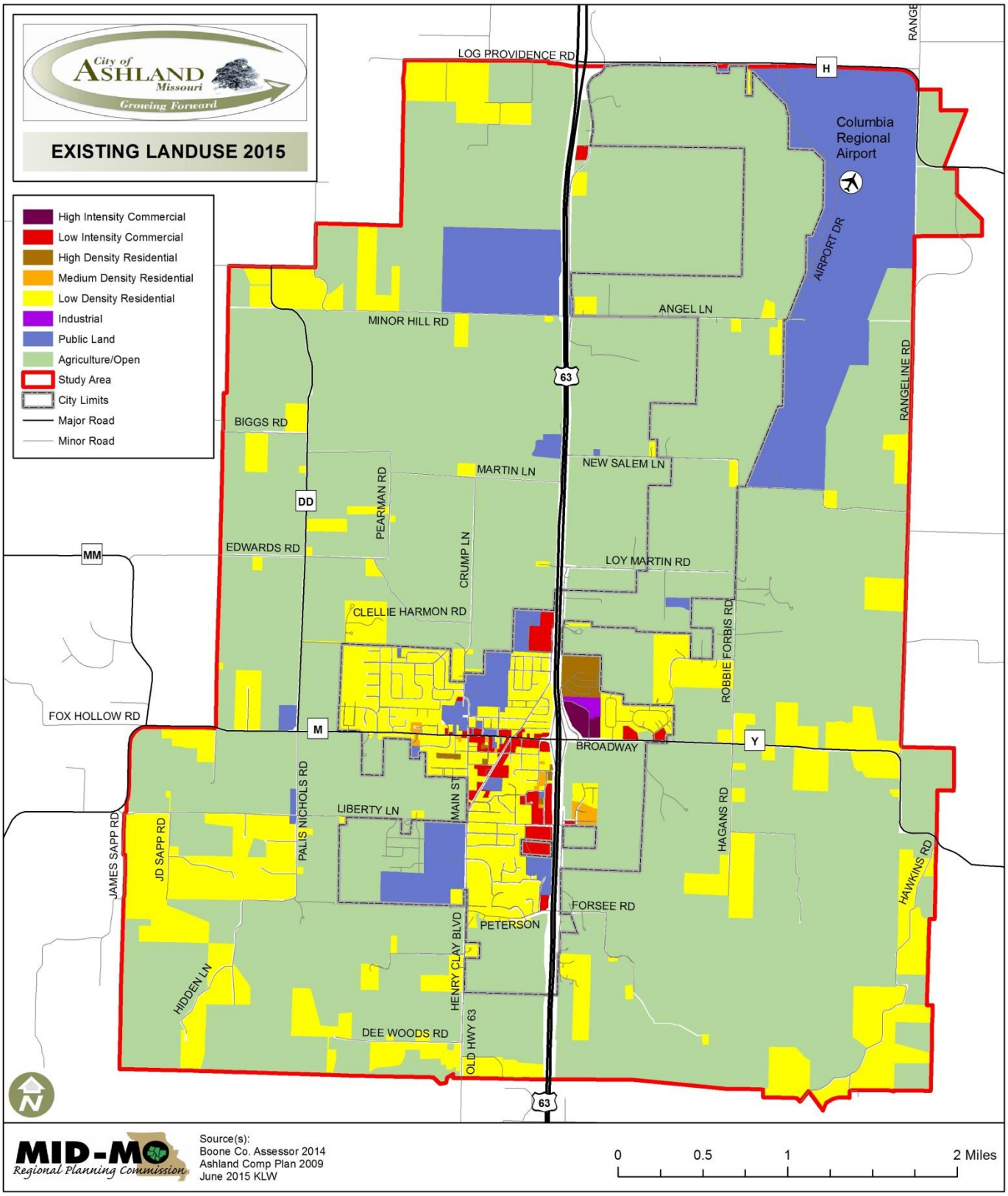
City of ASHLAND Missouri
Growing Forward
EXISTING LANDUSE 2015
High Intensity Commercial
Low Intensity Commercial
High Density Residential
Medium Density Residential
Low Density Residential
Industrial
Public Land
Agriculture/Open
Study Area
City Limits
Major Road
Minor Road
LOG PROVIDENCE RD
H
Columbia Regional Airport
AIRPORT DR
ANGEL LN
MINOR HILL RD
63
RANGELINE RD
BIGGS RD
MARTIN LN
NEW SALEM LN
DD
PEARMAN RD
CRUMP LN
EDWARDS RD
MM
LOY MARTIN RD
CLELLIE HARMON RD
ROBBIE FORBIS RD
FOX HOLLOW RD
M
BROADWAY
Y
PALIS NICHOLS RD
MAIN ST
LIBERTY LN
JAMES SAPP RD
JD SAPP RD
HAGANS RD
HAWKINS RD
FORSEE RD
PETERSON
HENRY CLAY BLVD
HIDDEN LN
DEE WOODS RD
OLD HWY 63
63
MID-MO Regional Planning Commission
Source(s):
Boone Co. Assessor 2014
Ashland Comp Plan 2009
June 2015 KLW
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Future Land Use

Areas in the southern and eastern portions of the City as well as the southern half of the Study Area will require additional vehicle capacity. Improvements to Old US 63 South, Peterson Lane, Broadway, Henry Clay, and Route Y will be required to accommodate any future growth in these areas. Improvements to US 63 access points will also need to be addressed as growth and traffic flow increases. Access can be enhanced through creation of an outer road system, overpasses, and/or new roads connecting cut off neighborhoods such as Lake View Estates.

Increases in residential, commercial, and industrial development will put pressure on the existing system. Residential growth is expected to continue in the southern half of the Study Area, while increases in industrial and commercial use are anticipated in the northern half. Specific growth along Angel Lane and the Columbia Regional Airport may be fueled by the planned extension of water and wastewater infrastructure. With sufficient Agriculture/Open areas, the City has room to plan for development and put policies and procedures in place to guide growth.

The Future Land Use 2025 map, seen on the following page, has been developed through discussion with the transportation working group, city staff, and elected officials. This map is only a depiction of what development might look like in the coming years. This is not a plan for annexation.

Land Use Goals and Guiding Principles

The City of Ashland adopted a number of goals and objectives for the community during the development of the 2009 Comprehensive Plan. These goals and objectives were used as a guide in updating the Future Land Use 2025 map.

Land Use Goal: Development opportunities should be compatible with neighboring uses, Ashland's existing character, the natural environment, and should occur at a rate of growth or development that is orderly and well-planned.

Objective 1: Ensure adequate area within the City for all permitted uses.
Objective 2: Reduce Large Scale Land Use Conflicts.
Objective 3: Infill and Redevelopment.
Land Use Goal: Development should be planned for areas where the basic infrastructure, such as transportation, sanitary sewer, water supply, and police and fire protection, can be efficiently and economically provided while maintaining quality service to existing developed areas within the City.

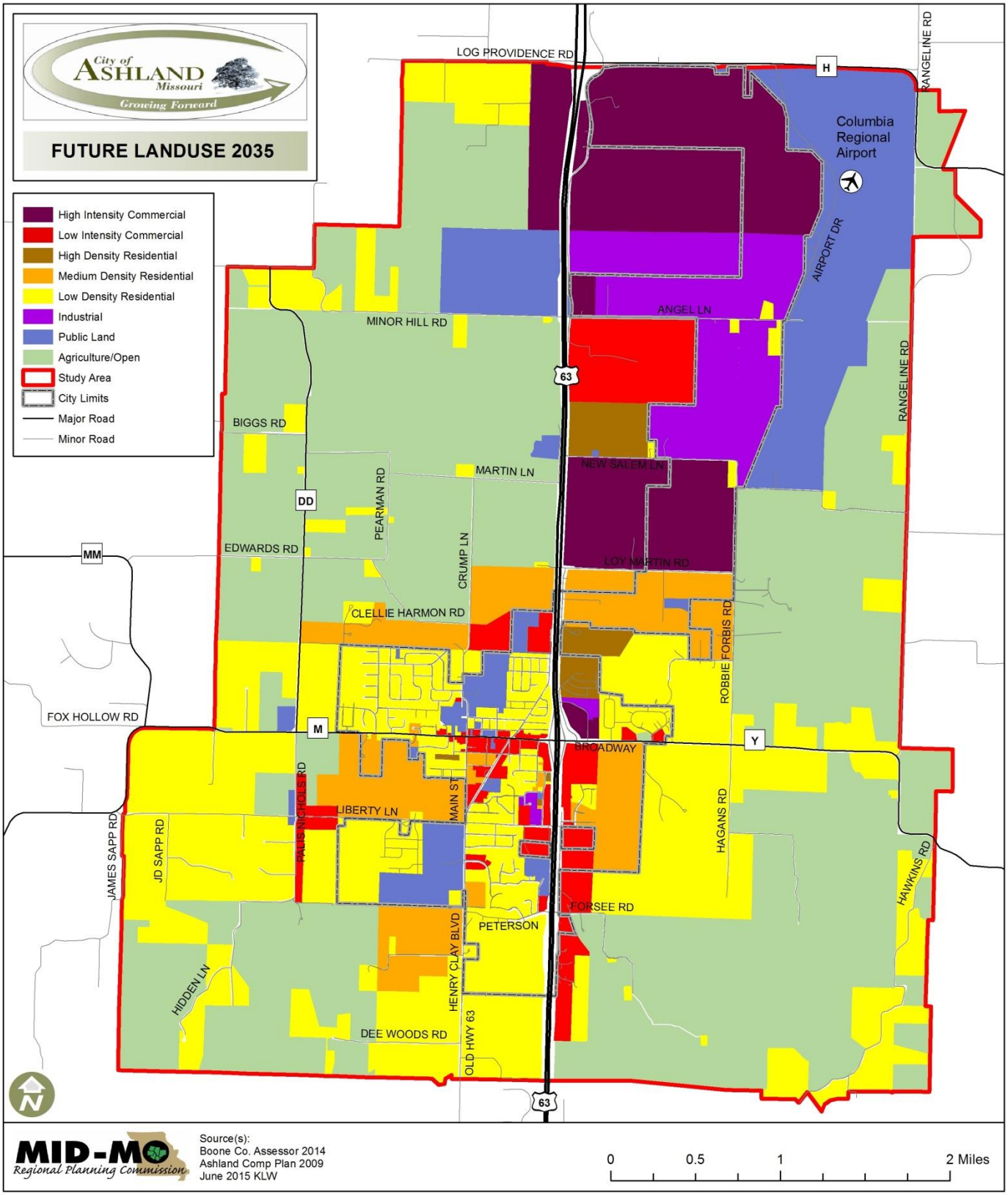
Objective: Plan for the expansion of services and facilities to meet anticipated demand.

Land Use Goal: The community will consider the natural environment in its decision making and will strive to minimize adverse impacts on the surrounding natural and agricultural environment.

Objective: To protect (and improve) the natural environment within the corporate limits and in the surrounding area, including minimizing any adverse impact of new development on the environment.

The current planning process used several key components from the Future Land Use plan created during the 2009 Comprehensive Plan process:

- The depiction of commercial and industrial use in the area adjacent to and west of the Columbia Regional Airport.
- The depiction of the area located in the northeast quadrant of the intersection of US63 and State Highway Y as high (intensity) commercial.
- The depiction of significant residential growth areas (low density) to the east, west, and northwest of the present corporate limits.
- The depiction of moderate residential use to the west of the present Ashland corporate limits.
- The depiction of commercial areas to coincide with scheduled transportation network improvements.


City of ASHLAND Missouri
Growing Forward
FUTURE LANDUSE 2035
High Intensity Commercial
Low Intensity Commercial
High Density Residential
Medium Density Residential
Low Density Residential
Industrial
Public Land
Agriculture/Open
Study Area
City Limits
Major Road
Minor Road
LOG PROVIDENCE RD
RANGELINE RD
H
Columbia Regional Airport
AIRPORT DR
ANGEL LN
MINOR HILL RD
63
BIGGS RD
NEW SALEM LN
MARTIN LN
DD
PEARMAN RD
CRUMP LN
EDWARDS RD
MM
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BROADWAY
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Source(s):
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Goals and Strategies

Included in the 2009 Comprehensive Plan is a Vision statement, Guiding Values, Goals, and Strategies. These were formulated through discussions with members of the City of Ashland Planning Commission and City of Ashland staff. As part of the 2015 planning process, the Transportation Plan working group reviewed and revised the transportation goals and strategies, specifically "Guiding Value #7", to fit this plan. The revised language is stated below:

Guiding Value #7: Develop a coordinated transportation system that meets the local and regional access needs of residents, and promotes the use of all modes of transportation including pedestrian, bicycle, and transit.

Transportation Goal: Encourage the development of an integrated and functional system of highways and streets, mass transit facilities, non-motorized vehicles, and pedestrian facilities which will provide effective and safe traffic circulation and easy accessibility to all parts of the City of Ashland with a minimum of conflict and congestion.

Objective 1: Develop Multi-Faceted Transportation Services

Strategies:

1. Improve business access to regional commercial and industrial markets.
2. Adopt and implement a Capital Improvements Plan
3. Provide connectivity between neighborhoods and commercial activity centers.
4. Prioritize planned street network system improvements with appropriate timetable.
5. Promote street patterns that provide maximum safety and mobility for all modes of transportation.
6. Investigate the needs and investment in transit improvements that address community needs- including job commuters and transit-dependent populations, such as the elderly, disabled, and low-income individuals.
7. Research and implement a program to reduce congestion

Areas of Concern

During the process on creating the Ashland Transportation Plan, the working group, city aldermen, and the planning and zoning commission all provided input to identify a list of what they saw as "Areas of Concern" around the City. This list was used as the starting point for discussion and possible solutions. The initial discussions centered around safety, congestion, access, and maintenance. These discussions provided the basis for the creation of project priorities, which are listed later in this plan. Below is a list of these "Areas of Concern"

Safety (Roadway)

- Liberty and US 63 – shoulder use, lane length, signage
- Minor Hill and US 63
- Peterson and US 63
- Traffic signals to alert for oncoming emergency personnel at J turns
- Alternate access to Lake View Estates/Perry
- Need for alternate routes/access to US63
- Speed Limit reduction/enforcement

Safety (Pedestrian)

- Main (between school campuses)
- ADA access between school campuses
- Broadway (pedestrian traffic crossing US 63 overpass)
- Main (no sidewalks on west side between Broadway and Liberty)
- Sidewalk access to Lake View Estates

Congestion

- Broadway (from US to west of town)
- Main (between school campuses)
- Oak, Tandy, and Douglas
- Over use of street
- Heavy weight vehicles
- Truck Routes needed
- Need for alternate routes/access to US63
- Parking capacity

Maintenance issues

- Palomino Ridge Subdivision (concrete replacements, overlays needed)
- Setters Knoll Subdivision (overlays/concrete)
- Meadowmere View (stormwater)
- Liberty and Douglas (stormwater)

Other

- Sidewalk installation and/or replacement policy
- Prioritization of needed sidewalk
- Need for alternate routes/access to US63
- Development of system to relieve stress on Broadway and US 63

Recommendations and Project Priorities

Several infrastructure improvements have been identified through this planning process. While it is important to list these projects and come up with a plan to achieve them, it is of greater importance that there is a structure in place to assist in reaching these goals.

The following recommendations should be pursued by the city to achieve the project goals laid out in this plan.

Asset Inventory / Management Program - The asset inventory can be a valuable tool in developing long term street maintenance programs. Resources that can be utilized include Mid-MO RPC, Boone Co Public Works, University of Missouri Engineering Department, and MoDOT.

An Asset Management Program would create a resource to maintain assets, create management strategies, and develop a budget to address these strategies. The program may include:

- A summary of existing pavement conditions and other transportation related assets
- Management objectives and measures
- Performance gap identification
- Lifecycle cost analysis
- A financial plan
- Investment strategies

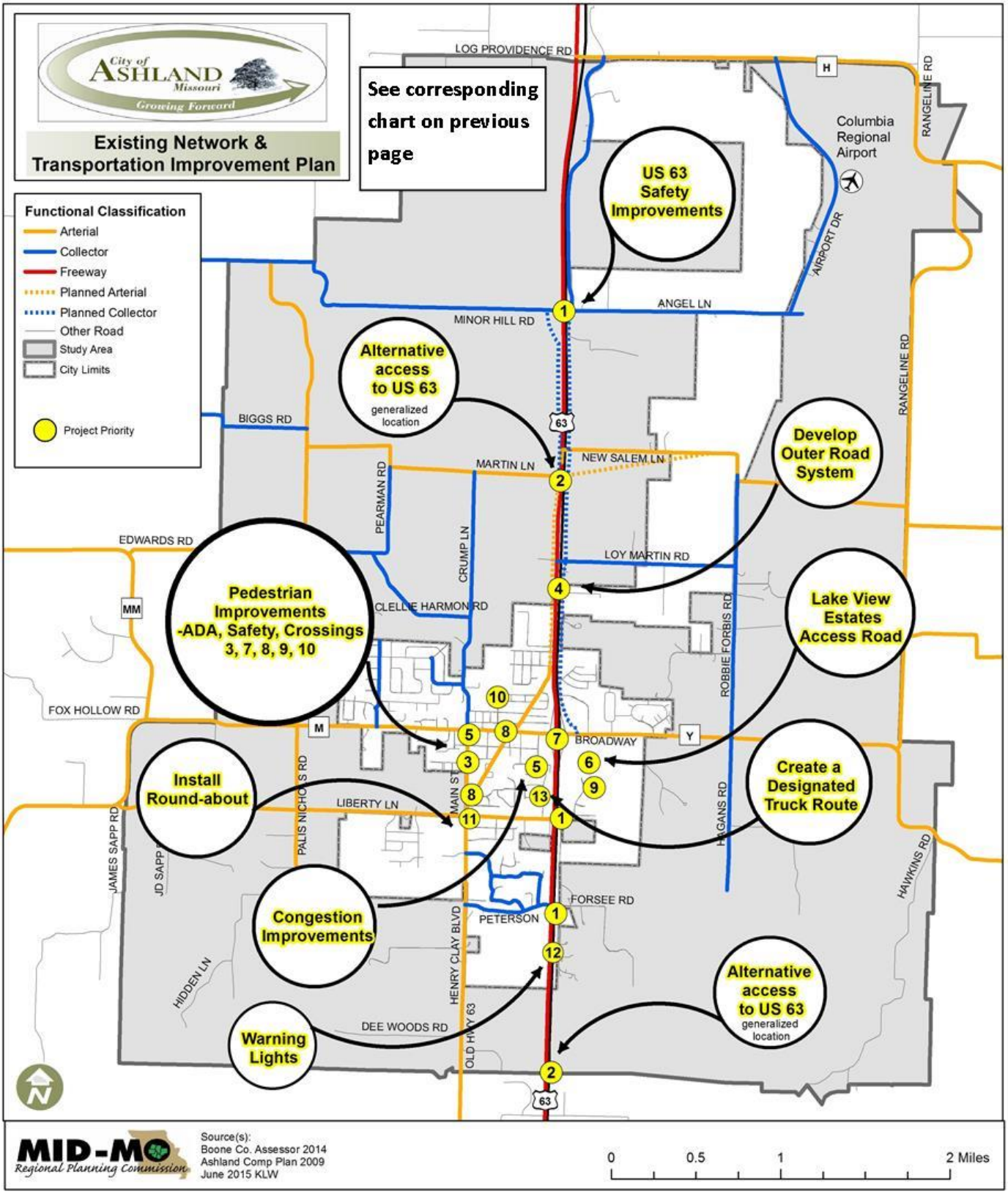
Additionally, the City may consider obtaining or purchasing a traffic counter and maintain an annual record of traffic volumes on city streets. This information can be considered during capital budgeting for maintenance and repair.

Functional Classification of current streets - The Plan suggests a citywide classification of all city streets. Classification is broken down into arteries, collectors, neighborhood streets- based on traffic volumes and traffic patterns regardless of geometric design. Classifying does not change anything but the City may consider developing policies for managing and maintaining streets based on their usage. Policy may deal with schedule of improvements, speed control, and future development along these streets. With this classification could come the commitment to redeveloping streets to handle the volume of traffic by widening and/or signalization where needed to improve safety

Code Review - To ensure new road and/or sidewalk infrastructure is constructed to an acceptable level, development of and proper enforcement of city code must be a priority. Without enforcement future development goals may be impeded.

Intergovernmental Cooperation and Planning - The highest traffic volumes within the City are on the State maintained (controlled) roadways including US63, Broadway (State Routes Y and M). Broadway is the main commercial street connecting to existing and potential commercial areas within Ashland, which would also constitute increased tax revenue for City. The City of Ashland should be an active partner in any future planning projects concerning the State system.

Infrastructure Improvements		Recommendation
1	Safety Improvements - Liberty Lane and US 63 -Minor Hill Rd and US 63 -Peterson Ln and US 63	Continue engagement with MoDOT to develop a plan to address these areas. Evaluate and document safety concerns and incidents.
2	Create two alternative accesses to US 63 on the north and south side of the city. - Overpasses	Develop a Long Range plan to understand demand and development potential. Engage with MoDOT on possible assistance in planning. Add project to Regional Transportation Needs List for state funding opportunities.
3	Improve ADA compliance between school campuses along Main St.	Inventory needed upgrades and develop cost estimates. Integrate into planning mechanisms and seek available grants and other assistance.
4	Develop Outer Road System - Extend Henry Clay and/or Eastside Dr.	Develop a Long Range plan to understand demand and development potential. Identify necessary right-of-way and easement issues. Engage with MoDOT on possible assistance in planning. Add project to Regional Transportation Needs List for state funding opportunities.
5	Improve Congestion - Broadway - Tandy, Oak, Douglas - Main St.	Investigate traffic flow models and alternatives to alleviate congestion. Integrate needs into Future Land Use planning and development of city codes.
6	Construct access road - Perry to Route Y	Planning in progress for this activity.
7	Pedestrian crossing - Broadway and US 63	Identify necessary right-of-way and easement issues. Engage with MoDOT on possible assistance in planning. Add project to Regional Transportation Needs List for state funding opportunities.
8	Pedestrian improvements - Main St. - Henry Clay - Broadway	Review existing inventory. Develop cost estimates and prioritize routes. Integrate needs into Future Land Use planning and development of city codes. Seek available grants and other assistance.
9	Pedestrian improvements - Connectivity to Lake View Estates	Planning in progress for this activity.
10	Pedestrian improvements - Connectivity to City Park / Business District	Develop cost estimates and seek available grants and other assistance.
11	Install Round-about - Henry Clay, Main, Liberty	Develop cost estimates and seek available grants and other assistance.
12	Warning lights in J-Turns for Emergency services approach	Engage with MoDOT on possible assistance in planning. Add project to Regional Transportation Needs List for state funding opportunities. Develop cost estimates and seek available grants and other assistance.
13	Create a Designated Truck Route	Investigate traffic flow models. Integrate into Future Land Use planning and development of city codes.


City of ASHLAND Missouri
Growing Forward
Existing Network & Transportation Improvement Plan
See corresponding chart on previous page
Functional Classification
Arterial
Collector
Freeway
Planned Arterial
Planned Collector
Other Road
Study Area
City Limits
Project Priority
US 63 Safety Improvements
Alternative access to US 63
generalized location
Develop Outer Road System
Pedestrian Improvements -ADA, Safety, Crossings 3, 7, 8, 9, 10
Lake View Estates Access Road
Install Round-about
Create a Designated Truck Route
Congestion Improvements
Warning Lights
Alternative access to US 63
generalized location
Columbia Regional Airport
LOG PROVIDENCE RD
MINOR HILL RD
ANGEL LN
AIRPORT DR
RANGELINE RD
BIGGS RD
MARTIN LN
NEW SALEM LN
PEARMAN RD
CRUMP LN
EDWARDS RD
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DEE WOODS RD
OLD HWY 63
MID-MO Regional Planning Commission
Source(s):
Boone Co. Assessor 2014
Ashland Comp Plan 2009
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Funding

Several sources for financing street and related transportation projects in Ashland that can be considered include capital reserve funds, general fund allocation, transportation sales and fuel taxes, including vehicle fees, private development, special assessments, impact fees, and grants.

The City began taking a progressive approach to addressing transportation infrastructure with the passage of a ½ transportation sales tax in 2013 to address transportation needs. The City of Ashland's Street Fund currently brings in approximately $441,000 in revenue. After normal operations, which includes but is not limited to personnel, street lights, regular street repairs and maintenance, storm water maintenance, materials, equipment and vehicles as well as emergency materials for snow removal, the City has approximately $155,000 for major street repair projects such as overlays or full-depth reclamations annually. The chart below depicts the transportation revenue stream utilized by the City. Financing Sources are those revenues raised annually or otherwise available in the annual budget.

Annual Ashland Transportation Revenue

Revenue Type	Amount	Source
Transportation Tax	$165,000	Local- City
County Road Tax Replacement Fund	$137,000	Boone County
Motor Vehicle State Sales Tax	$ 28,500	State (Local)
Motor Fuel Tax	$ 95,000	State (Local)
Motor Vehicle Fee	$ 15,500	State (Local)
Total	$441,000	

In past years the City was limited to transportation funds generated through the State, and funds generated through Boone County. Outside of federal funds the State of Missouri primarily relies on a 17.3 cent gasoline tax. The tax is passed on to the consumer purchasing fuel at retail. The tax is distributed to the Missouri Department of Transportation, and Missouri cities and counties for road construction and maintenance. The state does not receive all of the revenue generated by state user taxes and fees. Through the Department of Revenue portions of the state motor fuel tax, motor vehicle sales and use taxes, and motor vehicle and driver licensing fees are distributed to cities and counties. Cities receive 2.55 cents or 15% of the fuel tax rate, and 7.1% of revenue generated from the state vehicle sales and taxes, as well as, state motor vehicle and driver license fees. The amount that the City of Ashland receives is per the adopted funding formula.

Financing Methods and Sources

There are several financing methods and/or sources to be considered to finance transportation infrastructure. Financing sources can include capital reserves or other monies set aside or saved for upcoming or future projects. An example is the use of reserve funds as a component of the Angel Lane improvements completed in 2014. General revenue funds may be directed to transportation needs as a component of the City's capital improvement which would be reviewed and approved annually by the Board of Aldermen.

Bonds and associated debt would typically only be used for large projects- i.e.- those that cannot be financed from one or several annual budgets. Like capital reserves, bonds and debt are more of a funding method than a source. Tax or other revenues must be raised to pay off and make interest payments on the bond and debt. There are two types of bonds- general obligation and revenue. General Obligation Bonds are secured by the issuer's unlimited taxing power and full faith and credit. The bond may be paid from taxes or any unrestricted reserves, but requires voter approval. This type of bond could be used for major street/road projects. The advantage of bond financing is typically a lower financing interest rate, than the City typically could obtain. Revenue Bonds are for self-supporting projects- typically self-supporting water and sewer projects. Revenue bonds require voter approval. The bonds are secured and paid from user revenue. An example is the City of Ashland Wastewater project.

Special assessment debt and financing districts are other possible methods that could be utilized to fund transportation. Special Assessments are levied on private property for the construction or improvement of nearby or neighboring streets, roads, water-sewer lines, and other public infrastructure specifically benefitting the assessed private property. The levied special assessments are often based on a property's front footage or area, and are typically paid off with interest, over a period of years. In Missouri, these financing districts include community improvement districts, transportation development districts, and neighborhood improvement districts.

Community Improvement District (CID): A CID is either a political subdivision with the power to impose a sales tax, a special assessment, or a real property tax; or a non-profit corporation with the power to impose special assessments. Established per Mo State Statutes 67.1401 to 67.1571. Public improvements that may be made include sidewalks, streets, alleys, overpasses and underpasses, traffic signs and signals, utilities, water, storm, and sewer systems, other site

Transportation Development District (TDD): Created pursuant to Sections 238.200 to 238.275 of the Revised Statutes of Missouri. A district is a separate political subdivision of the State. In general- a TDD serves to fund, promote, plan, design, construct and/or maintain on or more projects in such activity. Projects may include street, highway, intersection, signalization or signage. Funding of TDD projects may be accomplished through the creation of District-wide special assessments or property or sales taxes with a majority vote or petition approval.

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

Tax Increment Financing is a method used to build public infrastructure needed for new development. Additional property tax revenue by private development in the project secures and pays debt service.

Transportation improvements are also made through private development activity. The City of Ashland Codes (i.e. Subdivision Development Regulations) outlines requirements for public infrastructure improvements. The developers finance the street, roads, water-sewer lines, and other public infrastructure needed in or serve the subdivisions and developments they build. The developers then donate and the local government accepts the public infrastructure, and the local government becomes responsible for its operation, maintenance, replacement, etc.

Another funding source that may be considered is the use of impact fees. In Missouri, the use of such fees is limited. The State of Missouri has not passed enabling legislation to allow or prohibit this activity. The impact fee is a charge to new development for major local capital projects necessitated by new development. There needs to be a direct connection to the fee and the identified public infrastructure improvement. For example: A water treatment plant's capacity may eventually need to be expanded 50% because of new development occurring over a multi-year period in the community. The Community charges impact fees to any new development occurring in the community. The fees are often per residential unit, or for commercial property, per square foot. Revenue collected from such fees are deposited into a capital reserve and kept there until the expansion of the water treatment plant occurs. Another example would be the need for the community to address identified transportation needs generated as a result of the community's population growth over a period of time.

State cost/share. Dependent upon funding availability- MoDOT has used a cost-share program to assist with necessary transportation improvements. MoDOT participates up to a 50 percent level of the total project costs on the state highway system. In past years, for economic development activities where job creation has been verified, and transportation improvements are required, MoDOT has participated up to 100% of the total project costs on the state highway system

The primary sources for grant funds to assist with financing for transportation improvements is through the Missouri Department of Transportation's Transportation Alternative Program. This program provides federal funds through a competitive selection process for transportation-related activities and cannot be used for routine highway and bridge construction. The projects can be stand-alone, or part of an ongoing transportation project. These projects can include, but are not limited to pedestrian and bike facilities (including sidewalks), safe routes to school (infrastructure and programs), and the recreational trails program. Local public agencies are reimbursed for eligible project costs at a rate of 80 percent with the local agency providing a 20 percent match. Eligible projects must be able to begin construction on or before spring 2016.

Another grant funding source may be through the Missouri Department of Natural Resources Recreational Trails Program (RTP) grants, and the Land and Water Conservation Fund. The RTP grant will fund recreational trail construction and requires a 20 per cent match. MoDNR also has a land and Water Conservation Fund grant which could fund recreation land development- i.e. multi-use path in the city park.

Investment Plan to Meet Transportation Goal and Strategies

It is important to identify a work program for the continued enhancement of the transportation system in the community. In 2015 the following streets are scheduled for maintenance:

- Mustang – from Justin to Appaloosa
- Eastside Drive – Route Y to Dollar General Store
- S. College – south from Johnson
- Oak – Broadway to Tandy
- Salinda – full length of road
- City Park Walking Trail – will get upgraded paving and widening

This section may be better represented by reviewing the city's annual budget. These projects will change regularly.

Intergovernmental Cooperation

The City of Ashland relies on several levels of government to help support transportation services in the community. Local, County, State, and Federal resources are all used to enhance the transportation network for residents. Due to this hierarchy and the interdependence of services between these units of government, it is important that all these levels cooperate and work together to create a more cohesive plan for the future. This is especially important to those agencies and governmental entities that are in close proximity to each geographically, as well as, in the decision-making hierarchy.

In Ashland, there are many governmental agencies that are part of the transportation planning process. Key organizations include:

(A) City of Ashland - The City passed a measure to collect a ½ cent transportation sales tax in 2013 to address transportation needs. The City of Ashland's Street Fund currently brings in approximately $441,000 in revenue. After normal operations, which includes but is not limited to personnel, street lights, regular street repairs and maintenance, storm water maintenance, materials, equipment and vehicles as well as emergency materials for snow removal, the City has approximately $155,000 for major street repair projects such as overlays or full-depth reclamations annually. Financing Sources are those revenues raised annually or otherwise available in the annual budget.

(B) Boone County - The Boone County Commission distributes a limited amount of funds to municipalities within the County designated for transportation purposes. These funds are generated from the county-wide road and bridge tax.

(C) Missouri Department of Transportation (MoDOT) - MoDOT works with the public, transportation partners, state and federal legislators, and other state and local agencies to provide a safe and efficient transportation system to the people of Missouri.

The annually updated STIP (Statewide Transportation-Improvement Program) sets forth the specific construction projects MoDOT will undertake in the next five years. It covers roads and bridges, transit, aviation, rail, waterways, enhancements and other projects. For the City of Ashland, these projects are identified through Mid-MO RPC planning processes.

(D) Mid-Missouri Regional Planning Commission (Mid-MO RPC) - The Mid-Missouri Regional Planning Commission (Mid-MO RPC) services a six-county region in Mid-Missouri that includes Boone, Callaway, Cole, Cooper, Howard, and Moniteau counties. Mid-MO RPC has been a planning partner with MoDOT to provide transportation planning services including a Regional Transportation Plan, and transportation needs list for the region. Mid-MO RPC assists member communities with transportation planning needs such as assisting with Transportation Alternative Program (TAP) grant applications.

RPC Planning Assistance - This program uses federal and state funds to support land use and transportation planning activities conducted by the regional planning commissions (RPCs) in Missouri. The state funds are appropriated as part of the state biennial budget. The state funding supplements federal and local funding to RPCs.

Plan Review and Adoption

Once adopted, the Transportation Plan shall be reviewed by Staff on an annual basis. The Planning and Zoning Commission and the Board of Aldermen shall review the plan and any recommendations from Staff and the public once every two years or more often as needed. A Public Hearing shall be scheduled at least every two years to consider revisions and improvements to the Plan.

The City of Ashland fosters public involvement by encouraging public comment at Planning & Zoning Commission and Board of Aldermen meetings, through letters, phone calls, etc. All elected officials' telephone numbers are published on the City website, www.ashlandmo.us. The Board of Aldermen holds public meetings on particular topics throughout the year. Both the Planning and Zoning Commission and Board of Aldermen conduct public hearings as needed. Prior to adoption of a final Transportation Plan, public meetings will be held to solicit further ideas, comments and suggestions.

Plan was adopted August 11, 2015 by the City of Ashland Planning and Zoning Commission. Please see Appendix D for the city lawyer's memorandum and minutes from the August meeting.

Appendix A

Ashland, MO
Sidewalk Inventory Update 2014

206 E. Broadway | Ashland, MO 65010 US

Phone (573) 657-9779

December 9, 2014

Criteria

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.
Map key: Green and Blue

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.
Map key: Yellow

Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.
Map key: Red

Gap: No sidewalk is present. Not mapped.

Update Process

In November of 2014 Mid-MO RPC staff updated the sidewalk inventory in Ashland by collecting condition and width information of new and previously collected locations. All sidewalks were measured and reviewed using a combination of aerial imagery and field verification. The following pages contain the results of the 2014 inventory.

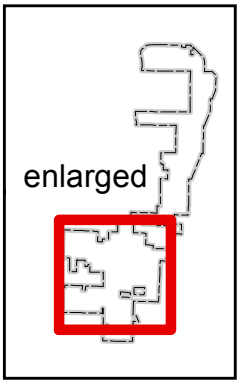
Sidewalk Conditions (Map 1 of 7)
Ashland, MO

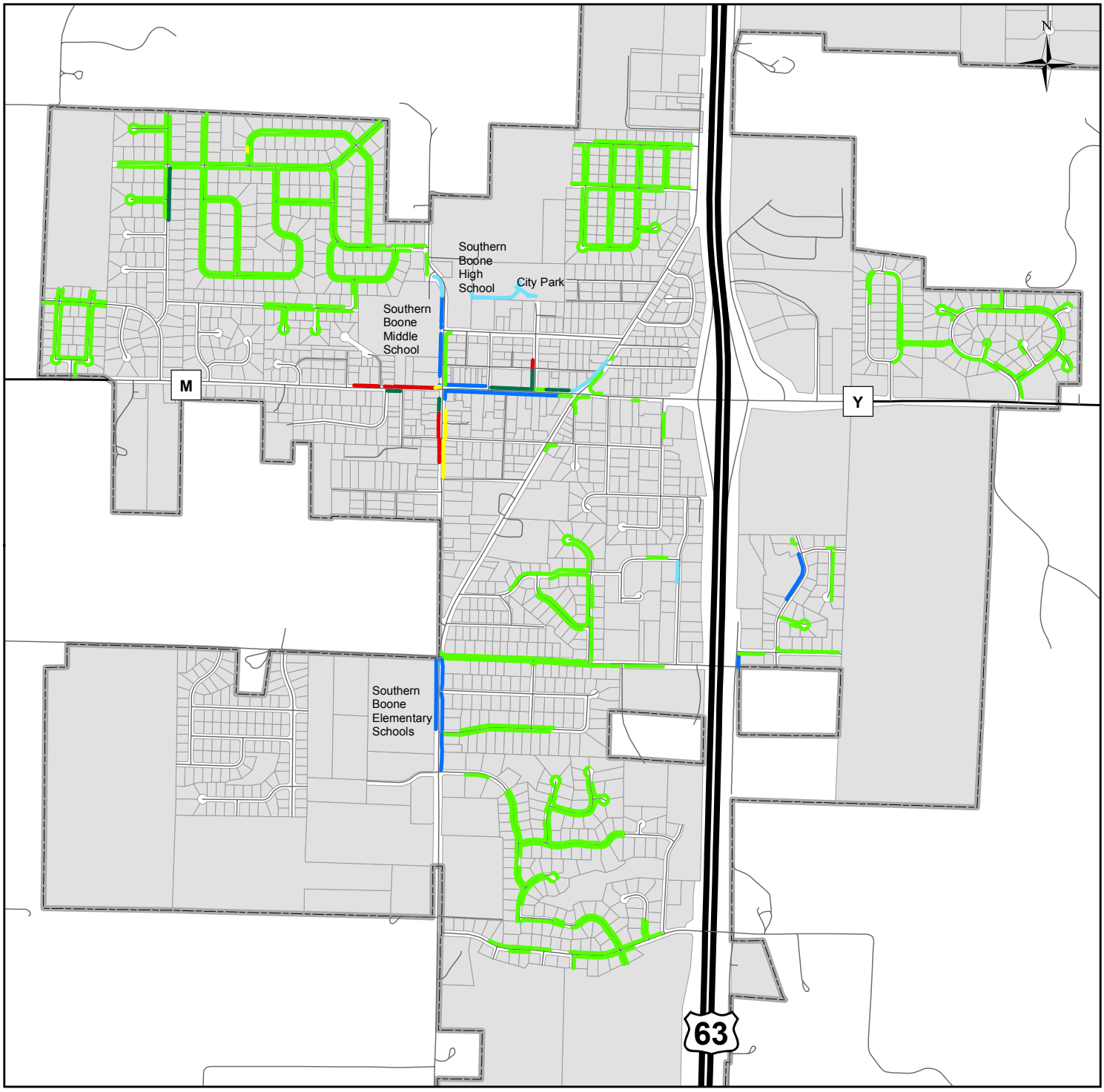
Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

- Roads
- City Limits
- Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)





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Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

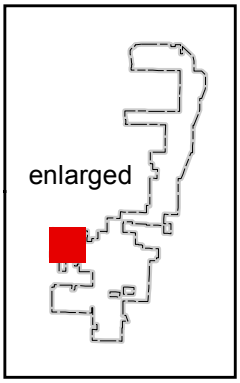
Sidewalk Conditions (Map 2 of 7)
Ashland, MO

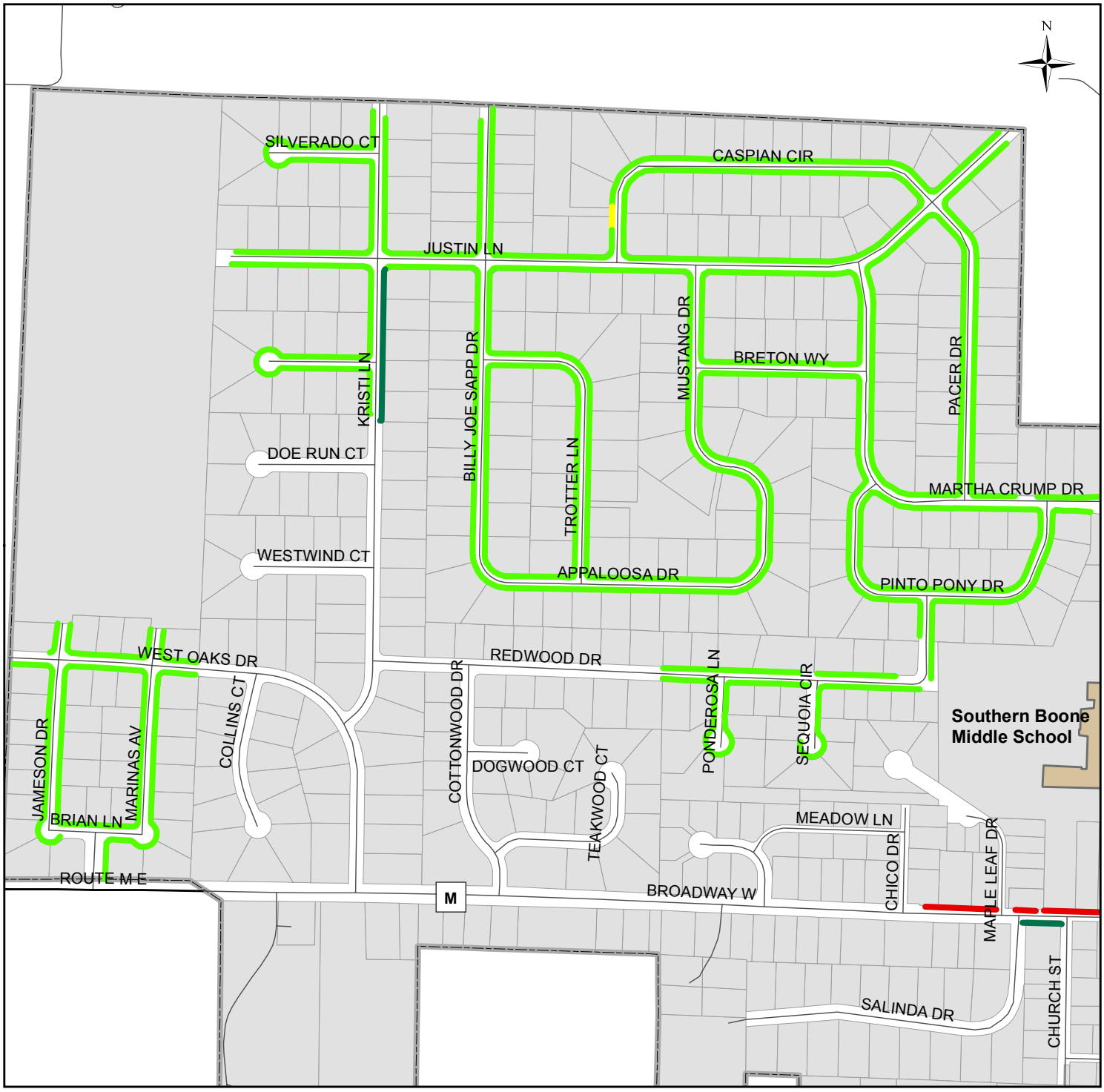
Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)





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Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

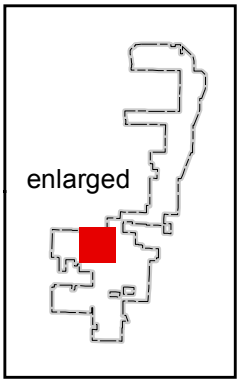
Sidewalk Conditions (Map 3 of 7)
Ashland, MO

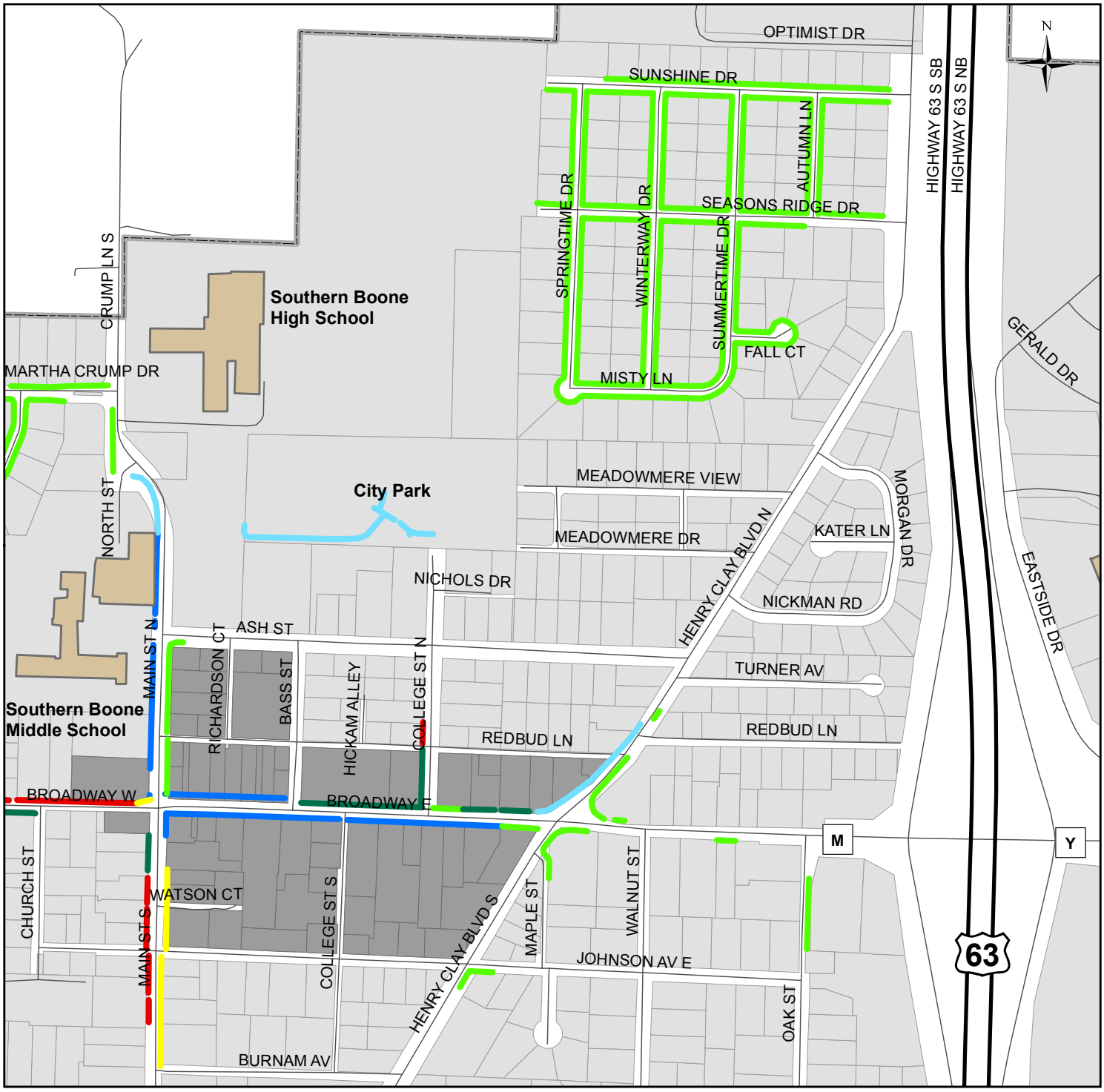
Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel
Central Business District

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)





0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

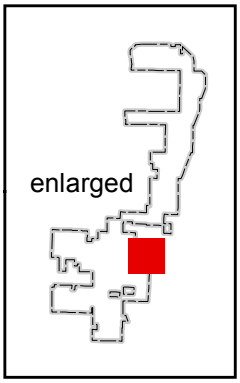
Sidewalk Conditions (Map 4 of 7)
Ashland, MO

Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

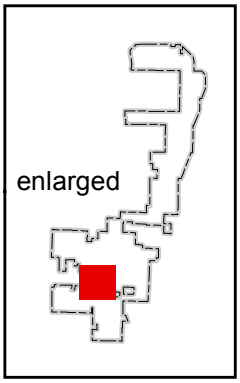
Sidewalk Conditions (Map 5 of 7)
Ashland, MO

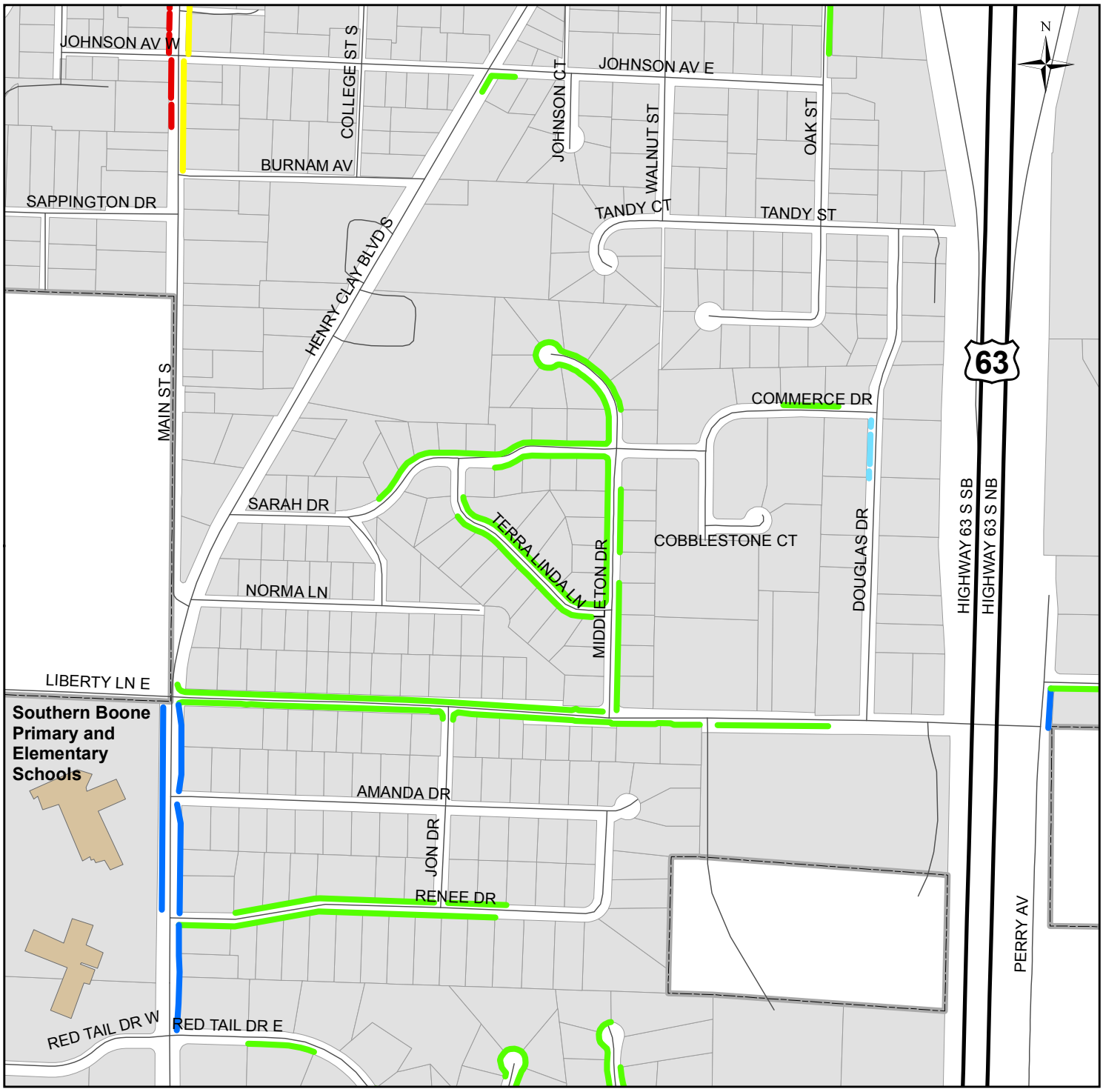
Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)





0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

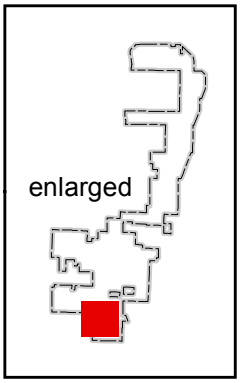
Sidewalk Conditions (Map 6 of 7)
Ashland, MO

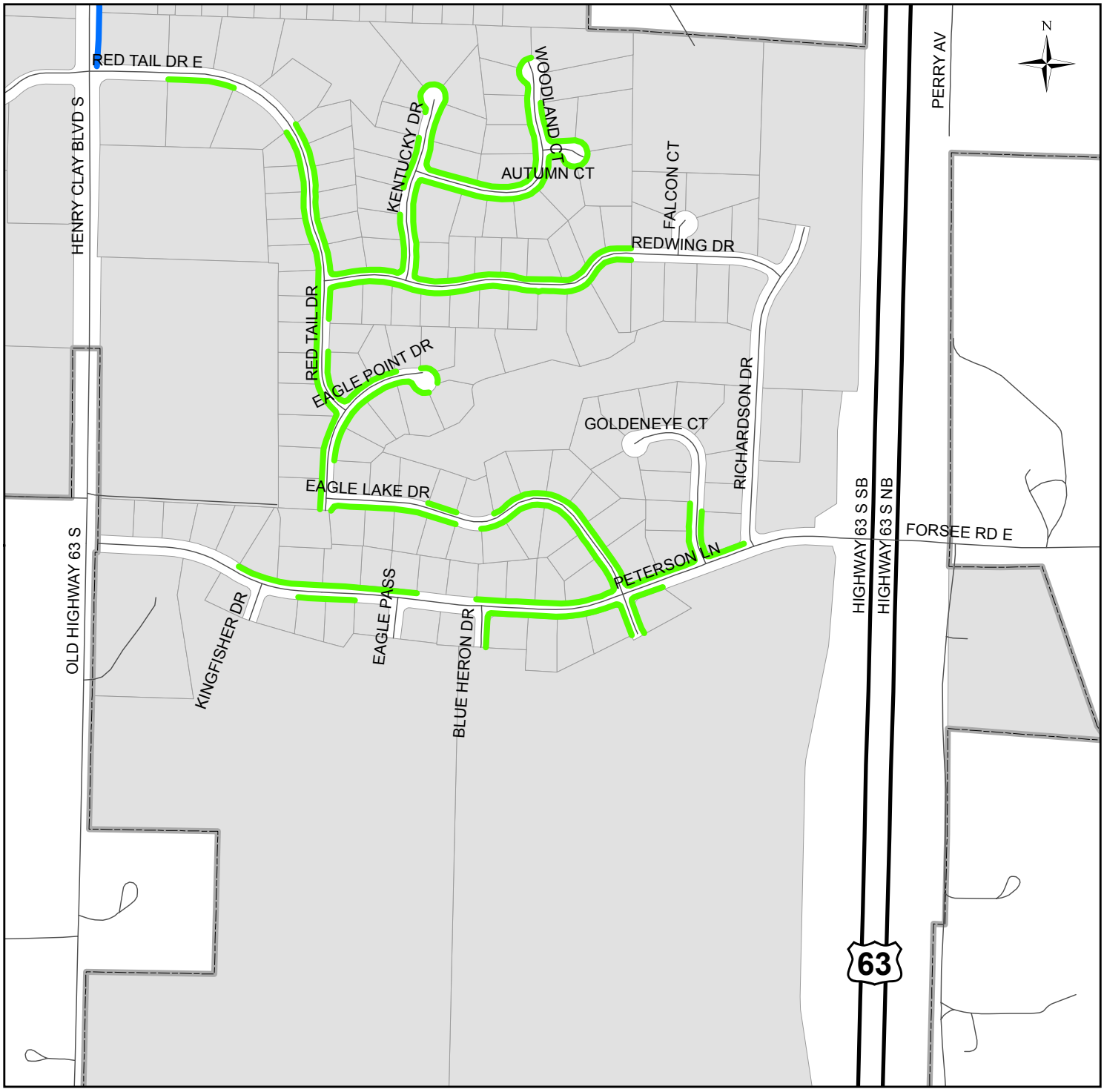
Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)





0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

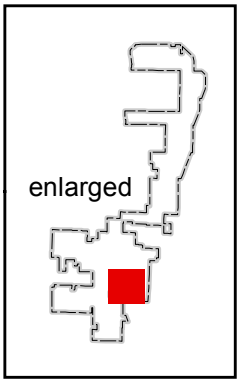
Sidewalk Conditions (Map 7 of 7)
Ashland, MO

Total sidewalk: 92,482 lineal ft.

Note: All totals are city wide

Roads
City Limits
Parcel

Condition	Width	Length ft.(%)
GOOD	<= 3.5	1,594 ft. (1.7%)
GOOD	4	82,520 ft. (89.2%)
GOOD	5	1,688 ft. (1.8%)
GOOD	>= 6	4,703 ft. (5%)
FAIR	4	768 ft. (0.8%)
POOR	<= 3.5	1,205 ft. (1.3%)



0 0.05 0.1 0.2 Miles

Source(s):
Mid-Mo RPC
Boone Co. Assessor 2012
November 2014 KLW

MID-MO Regional Planning Commission

Appendix B

Walkability Audit

Audits and recommendations for:
Main Street South
Main Street North
Ash Street

Audit and recommendations prepared by:

PedNet
Pedestrian & Pedaling Network

Main Street South audit

Distance: 0.6 miles from Broadway to Southern Boone Elementary School

Strengths:

- Moderate traffic
- Good line of sight

Weaknesses:

- Unattractive
- Narrow, broken, incomplete sidewalks
- No shoulder
- No street lighting
- Very deep ditch
- Plant overgrowth in ditches
- No traffic calming strategies

Walk score for Sothern Boone Elementary School as reported by Walk Score:

- 23 Car Dependent: Almost all errands require a car

Recommendation:

- Lower speed limit to 20 mph
- Increase speed limit enforcement during peak hours
- Trim ditches
- Clean and paint the protected bike lane near South Boone Elementary School
- Designate Main St. as a Walking Route
- Install signage along street indicate Main St. as a Walking Route
- Alter Main St. to allow for a protected bike/ped travel lane
    - Restriping to allow for narrow two-way or one way motor vehicle traffic and protected bike/ped travel lane
        - Narrow motor vehicle lanes and a protected bike/ped lane act as visual friction and slow motor vehicle travel speeds
        - Motor vehicle lane approximately 15 feet wide
        - Bike/ped lane approximately 5 feet wide
    - Recommend a painted buffer area between the motor vehicle lanes and the bike/ped lane
    - Recommend using delineators, spaced approximately 20 feet apart, to help separate the motor vehicle lanes and the bike/ped lane
        - Spacing delineators approximately 20 feet apart would allow room for a motor vehicle to temporarily move into the bike/ped lane to allow for passing of oncoming traffic if necessary
    - Recommend using a painted mountable curb to help separate motor vehicle lanes and bike/ped lane

        - A mountable curb will offer some protection for the bike/ped lane but also allow for motor vehicles to temporarily move into the bike/ped lane to allow for passing oncoming traffic
    - Recommend bike/ped lane should be on east side of road, closest to most residential areas, to reduce the number of individuals having to cross the street to get to the bike/ped lane
    - High-visibility zebra striped crosswalks should be painted across Main Street at every cross street to assist in safe crossing of pedestrians
        - Crosswalks can act as visual friction, slowing motor vehicle speeds
    - See Appendix A for examples

See attached walkability audit reports for Main Street.

Main Street North Audit

Distance: 0.1 miles from Broadway to Ash St.

Strengths:

- Very walkable from Broadway to Ash Street
- Wide, complete sidewalks
- School zone signs
- 20 mph speed limit

Weaknesses:

- Lack of crosswalks at Broadway and Main St.
- Lack of striping on crosswalks at Main St. and Ash St.

Walk Score for Southern Boone Middle School as reported by Walk Score:

- 42 Car Dependent: Most errands require a car

Recommendations:

- High-visibility zebra striped crosswalks should be added to the intersection of Broadway and Main St.
- Crosswalks at Ash St. and Main St. should include high-visibility zebra striping
    - See Appendix B for example

Ash Street Audit

Distance: 0.2 miles from Main Street to Ashland City Park

Strength:

- Good line of sight
- Low traffic
- 20 mph
- Ditches trimmed

Weaknesses:

- No sidewalk
- Ditches
- No lights

Walk Score for Ashland City Park as reported by Walk Score:

- 48 Car Dependent: Most errands require a car

Recommendations:

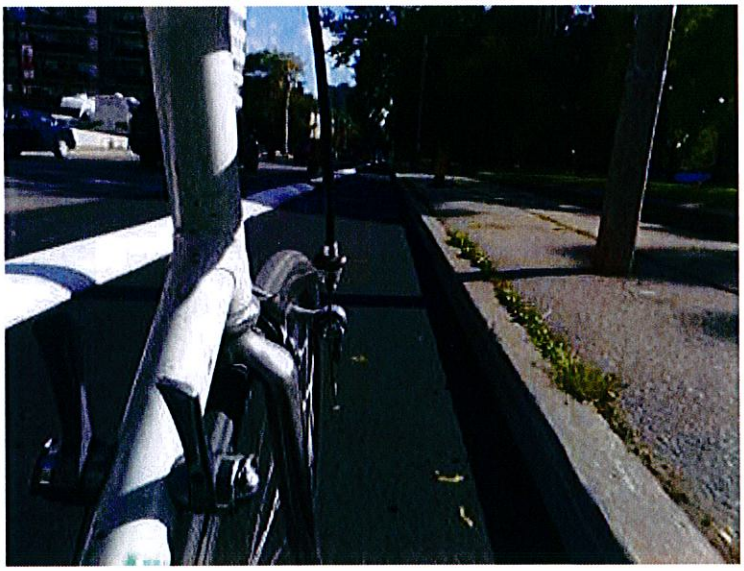
- Narrow motor vehicle lanes and shift them to the south
- Add striped and buffered shoulder on north side of road
- Add signage to increase awareness of pedestrian area
- Increase speed limit enforcement during peak hours

See attached walkability audit reports for Ash Street.

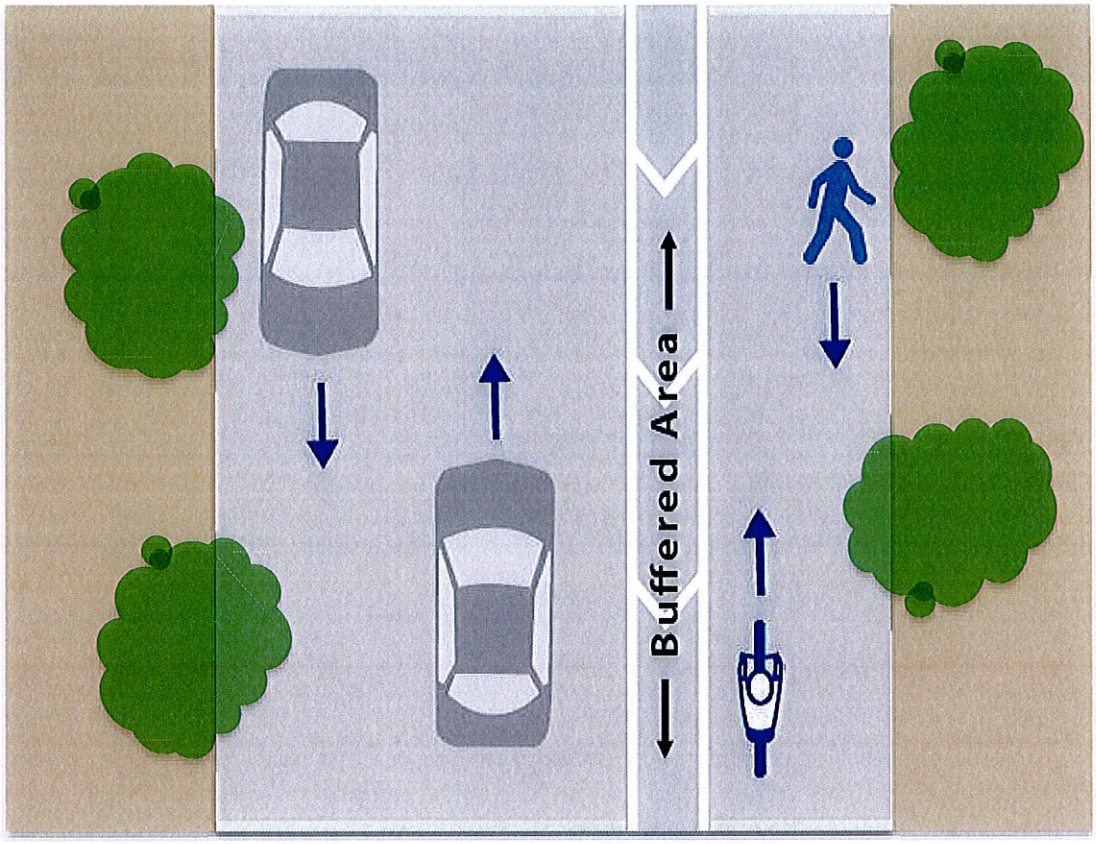
Appendix A

This is an example of a separated bike/ped lane that includes a painted buffer zone and delineators.

This is an example of a separated bike/ped lane that includes a mountable painted curb.

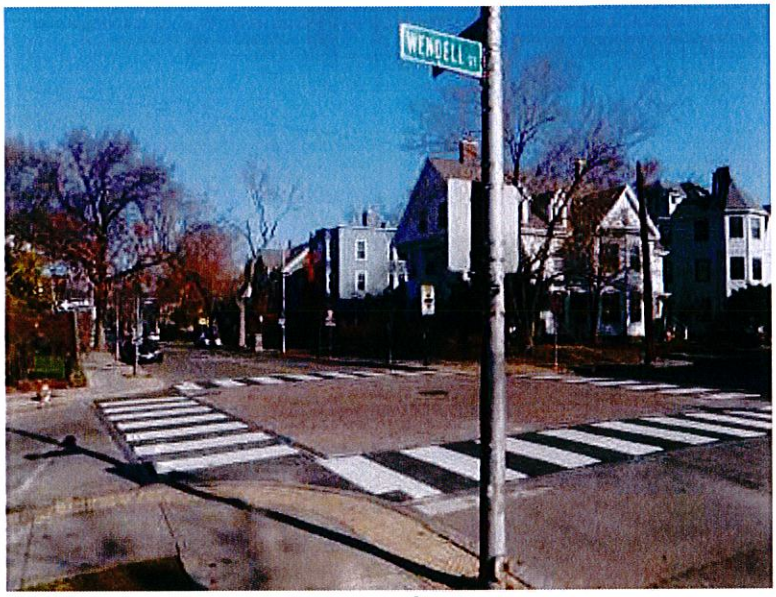


This is a sample configuration of how Main St. could be laid out.



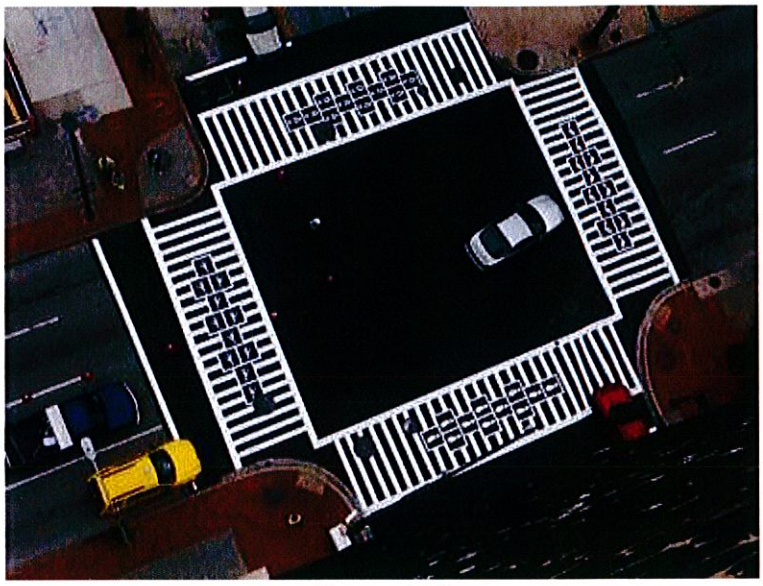
Appendix B

Here are examples of four-way crosswalks.



Example 1

Example 2



Example 3

Audit Photos

Main St. looking north showing:

- Good line of sight
  - Helps for seeing pedestrians
  - Gives drivers the sense they can drive fast
- 30 mph speed limit
- Deep ditches
- Overgrown ditches
- Lack of shoulder
- No room for safe walking

Main St. looking north

Main St. looking north

Main St. broken sidewalk

Main St. showing

- Deep ditches
- Interrupted ditches
- Forces pedestrians onto the road

Main St. interrupted ditch

Main St.

Main St. and Henry Clay Blvd. showing protected bike lane near South Boone Elementary School.

- Recommend cleaning and repainting

Ash Street and Main Street showing:

- Lack of crosswalks near Southern Boone Middle School

Ash Street looking east showing:

- Deep ditches
- Groomed ditches
- Good line of sight
    - Good for seeing pedestrians
    - Encourages fast driving
- Incomplete sidewalk
- No shoulder

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk Main St. (Broadway → Henry Clay Blvd.)

Rating Scale: 1 awful · 2 many problems · 3 some problems · 4 good · 5 very good · 6 excellent

1. Did you have room to walk?

- ☐ Yes
- ☑ Some problems:
  - ☑ Sidewalks or paths started and stopped
  - ☑ Sidewalks were broken or cracked
  - ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - ☑ No sidewalks, paths, or shoulders
  - ☐ Too much traffic
  - ☑ Something else Ditch! overgrown

Rating: (circle one) 1 (2) 3 4 5 6

Locations of problems: _____

2. Was it easy to cross streets?

- ☐ Yes
- ☑ Some problems:
  - ☐ Road was too wide
  - ☐ Traffic signals made us wait too long or did not give us enough time to cross
  - ☑ Needed striped crosswalks or traffic signals
  - ☐ Parked cars blocked our view of traffic
  - ☐ Trees or plants blocked our view of traffic
  - ☐ Needed curb ramps or ramps needed repair
  - Something else _____

Rating: (circle one) 1 2 (3) 4 5 6

Locations of problems: _____

3. Did drivers behave well?

- ☐ Yes
- ☑ Some problems: Drivers ...
  - ☑ Backed out of driveways without looking
  - ☐ Did not yield to people crossing the street
  - ☐ Turned into people crossing the street
  - ☑ Drove too fast?
  - ☐ Sped up to make it through traffic lights or drove through traffic lights?
  - ☐ Something else _____

Rating: (circle one) 1 2 (3) 4 5 6

Locations of problems: _____

4. Was it easy to follow safety rules? Could you and your child...

☑ Yes	☐ No	Cross at crosswalks or where you could see and be seen by drivers?
☑ Yes	☐ No	Stop and look left, right and then left again before crossing streets?
☐ Yes	☑ No	Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes	☐ No	Cross with the light?

Rating: (circle one) 1 2 (3) 4 5 6

Locations of problems: _____

5. Was your walk pleasant?

- ☐ Yes
- ☑ Some problems:
  - ☑ Needed more grass, flowers, or trees
  - ☐ Scary dogs
  - ☐ Scary people
  - ☑ Not well lighted
  - ☐ Dirty, lots of litter or trash
  - ☐ Dirty air due to automobile exhaust
  - ☐ Something else _____

Rating: (circle one) 1 (2) 3 4 5 6

Locations of problems: _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____

Total: 13

26–30	Celebrate! You have a great neighborhood for walking.
21–25	Celebrate a little. Your neighborhood is pretty good.
16–20	Okay, but it needs work.
(11–15)	It needs lots of work. You deserve better than that.
5–10	It's a disaster for walking!

Now that you've identified the problems, go to the next page to find out how to fix them.

Bus Stop Audit

PedNet
Pedestrian & Pedaling Network
Columbia, Missouri

Location: Main St. (Brdwy -> Henry Clay Blvd)

1. Is there a sidewalk?		
	No	(0)
	One side of the street	1
	Both sides of the street	2
2. What is the condition of the sidewalk?		
(cracks, overgrown, barriers separating from road, sidewalk width)	None	0
	Poor	(1)
	Fair	2
	Average	3
	Good	4
	Excellent	5
3. If there is no sidewalk, what is the condition of the road?		
(potholes, width, volume of traffic, speed of traffic)	Under construction	0
	Poor	(1)
	Fair	2
	Average	3
	Good	4
	Excellent	5
4. How many vehicle lanes are there to cross?		
	Four or more lanes	0
	Two lanes	(1)
5. What is the posted speed limit along the route?		
	over 30 mph	(0)
	25 mph	1
	20 mph or below	2
6. Are there street lights		
	None	(0)
	Few	1
	Some	2
	Many	3
7. Are their crossing aids?		
(Ex: Yeild to Ped Signs, Traffic Island, Flashing Warning Light, crosswalk)	None	0
	Few	(1)
	Some	2
	Many	3
8. What is the volume of automobile traffic?		
	High	0
	Moderate	(1)
	Low	2

9. Are there barriers that block the view of traffic?		
	Many	0
	Some	1
	Few	2
	None	(3)
10. Do drivers obey the law?		
(Follow the speed limit, yield to pedestrians, stop at signs)	No	0
	Some of the time	(1)
	Most of the time	2
	All the time	3
11. What is the perceived safety of the area?		
	Not safe	0
	Poor	(1)
	Fair	2
	Average	3
	Good	4
	Excellent	5
12. What is the perceived walkability of the route		
	Not safe	0
	Poor	(1)
	Fair	2
	Average	3
	Good	4
	Excellent	5
13. Is there potential covering?		
	No	0
	Yes	(1)
14. Is there a potential safe haven?		
	No	0
	Yes	(1)

13 Total

___ 5-11 The area is not safe at all for walking
X 12-18 The area needs a lot of work.
___ 19-25 The area is okay, but needs work
___ 26-32 The area is pretty good but could use some improvements
___ 32-36 The area is great for walking

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk
Ash St. (Main St. → College St.)

Rating Scale: 1 awful, 2 many problems, 3 some problems, 4 good, 5 very good, 6 excellent

1. Did you have room to walk?

- ☐ Yes
- ☑ Some problems:
  - ☐ Sidewalks or paths started and stopped
  - ☐ Sidewalks were broken or cracked
  - ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - ☑ No sidewalks, paths, or shoulders
  - ☐ Too much traffic
  - ☑ Something else Ditch

Rating: (circle one) 1 2 (3) 4 5 6

Locations of problems: _____

2. Was it easy to cross streets?

- ☐ Yes
- ☑ Some problems:
  - ☐ Road was too wide
  - ☐ Traffic signals made us wait too long or did not give us enough time to cross
  - ☑ Needed striped crosswalks or traffic signals
  - ☐ Parked cars blocked our view of traffic
  - ☐ Trees or plants blocked our view of traffic
  - ☐ Needed curb ramps or ramps needed repair
  - Something else _____

Rating: (circle one) 1 2 (3) 4 5 6

Locations of problems: _____

3. Did drivers behave well?

- ☑ Yes
- ☐ Some problems: Drivers ...
  - ☐ Backed out of driveways without looking
  - ☐ Did not yield to people crossing the street
  - ☐ Turned into people crossing the street
  - ☐ Drove too fastp
  - ☐ Sped up to make it through traffic lights or drove through traffic lights?
  - ☐ Something else _____

Rating: (circle one) 1 2 3 (4) 5 6

Locations of problems: _____

4. Was it easy to follow safety rules? Could you and your child...

☑ Yes	☐ No	Cross at crosswalks or where you could see and be seen by drivers?
☑ Yes	☐ No	Stop and look left, right and then left again before crossing streets?
☐ Yes	☑ No	Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes	☐ No	Cross with the light?

Rating: (circle one) 1 2 3 (4) 5 6

Locations of problems: _____

5. Was your walk pleasant?

- ☑ Yes
- ☐ Some problems:
  - ☐ Needed more grass, flowers, or trees
  - ☐ Scary dogs
  - ☐ Scary people
  - ☐ Not well lighted
  - ☐ Dirty, lots of litter or trash
  - ☐ Dirty air due to automobile exhaust
  - ☐ Something else _____

Rating: (circle one) 1 2 3 4 5 6

Locations of problems: _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____

Total: 18

26–30	Celebrate! You have a great neighborhood for walking.
21–25	Celebrate a little. Your neighborhood is pretty good.
(16–20)	Okay, but it needs work.
11–15	It needs lots of work. You deserve better than that.
5–10	It's a disaster for walking!

Now that you've identified the problems, go to the next page to find out how to fix them.

Bus Stop Audit

PedNet
Pedestrian & Pedaling Network
Columbia, Missouri

Location: Ash St. (Main St → College)

1. Is there a sidewalk?		
	No	(0)
	One side of the street	1
	Both sides of the street	2
2. What is the condition of the sidewalk?		
(cracks, overgrown, barriers separating from road, sidewalk width)	None	(0)
	Poor	1
	Fair	2
	Average	3
	Good	(X)
	Excellent	5
3. If there is no sidewalk, what is the condition of the road?		
(potholes, width, volume of traffic, speed of traffic)	Under construction	0
	Poor	1
	Fair	2
	Average	3
	Good	(4)
	Excellent	5
4. How many vehicle lanes are there to cross?		
	Four or more lanes	0
	Two lanes	(1)
5. What is the posted speed limit along the route?		
	over 30 mph	0
	25 mph	1
	20 mph or below	(2)
6. Are there street lights		
	None	(0)
	Few	1
	Some	2
	Many	3
7. Are their crossing aids?		
(Ex: Yeild to Ped Signs, Traffic Island, Flashing Warning Light, crosswalk)	None	(0)
	Few	1
	Some	2
	Many	3
8. What is the volume of automobile traffic?		
	High	0
	Moderate	1
	Low	(2)

9. Are there barriers that block the view of traffic?		
	Many	0
	Some	1
	Few	2
	None	(3)
10. Do drivers obey the law?		
(Follow the speed limit, yield to pedestrians, stop at signs)	No	0
	Some of the time	1
	Most of the time	(2)
	All the time	3
11. What is the perceived safety of the area?		
	Not safe	0
	Poor	1
	Fair	2
	Average	3
	Good	(4)
	Excellent	5
12. What is the perceived walkability of the route		
	Not safe	0
	Poor	1
	Fair	(2)
	Average	3
	Good	4
	Excellent	5
13. Is there potential covering?		
	No	0
	Yes	(1)
14. Is there a potential safe haven?		
	No	0
	Yes	(1)

22 Total

____ 5-11 The area is not safe at all for walking
____ 12-18 The area needs a lot of work.
X 19-25 The area is okay, but needs work
____ 26-32 The area is pretty good but could use some improvements
____ 32-36 The area is great for walking

Appendix C

City of ASHLAND Missouri
Growing Forward

Ashland Transportatin & Land Use Planning Session
Tuesday, May 12, 2015 7:00 PM
Southern Boone Senior Center
406 Douglas Drive, Ashland, MO

NAME	REPRESENTING	EMAIL	PHONE
CECIL PAYNE	SBCED committee	CpayneREE@YAhoo.com	573-356-2725
JOSH M HAWKINS	City of Ashland		
Karen M Miller	Boone Co		
Chris Moore	Citizen	—	—
Nancy Rupard	Citizen		
Steve Long	The Baptist Home	SLONG@THEBAPTISTHOME.ORG	573-823-1261
Jim Branson	P&Z		573-657-9233
Jim Fasciotti	SELF		999-2280
Jeff Sapp	P&Z		356-8025
Ted DKlipel	P&Z		
Chris Maybee	City of Ashland		
Jessie Kendall	City		
Cody Moore	City of Ashland		819-4120
Jenny Grabner	S. Boone Learning Garden		
Dale Sapp	City of Ashland		
Barry Randolph	Citizen		
DAVE WESTHOFF	Economic Development		268-9651

Ashland Transportatin & Land Use Planning Session
Tuesday, May 12, 2015 7:00 PM
Southern Boone Senior Center
406 Douglas Drive, Ashland, MO

NAME	REPRESENTING	EMAIL	PHONE
BRAD WILLIAMSON	PLANNING & ZONING	bwilliam3000@hotmail.com	573-823-9747
BARRETT GLASCOCK		bglascock@socket.net	573-657-4373
George Elliott	Bd of Aldermen		
Louise Barton	Self	flm0805@aol.com	657-7063
Christopher Felmlee	School	cfelmlee@gmail.com	417 683 0340
Jack Woodland	Ashland Police	policechief@ashlandmo.us	573-657 9062
Mark Campbell	Ashland		573-289-7017
Ed Siegmund	Mid-Mo RPC		
Katrina Williamson	Mid-Mo RPC		

Appendix D

MEMORANDUM

To: Mayor and Board of Aldermen

From: Fred Boeckmann, City Attorney

July 16, 2015

RE: Adoption of Transportation Plan

The Missouri Land Planning Statute (Sections 89.300-89.490 RSMo.) provides that any city may adopt a city plan and appoint a planning commission with the powers and duties set forth in the statute. (Section 89.340 RSMo.) Among the statutory duties of the planning commission is the responsibility to make and adopt a city plan. (Section 89.340 RSMo)

The city plan is to show the planning commission's recommendations for the physical development and uses of land including "the general location, character and extent of streets and other public ways." (Section 89.340 RSMo.) The proposed Transportation Plan is an update to the transportation and land use sections of the 2009 Ashland Comprehensive Plan and, consequently subject to the statutory requirements for adopting the city plan and plan amendments.

The statute provides that the planning commission adopt the plan by resolution after holding a public hearing. Fifteen days notice of the hearing must be published in a newspaper having general circulation in the city. The adoption of the plan requires a majority vote of the full membership of the planning commission (Section 89.360 RSMo.)

Section 10.040 of the Ashland City Coade also provides that the city plan be adopted by resolution of the planning commission but Section 9.400.2(8) provides that the Planning and Zoning commission "prepare and recommend to the Board of Aldermen for adoption the official comprehensive plan for the city, and amendments thereto; . . . "

This provision of the Code is in direct conflict with state law and should be modified to provide that the commission adopt the comprehensive plan.

Recommended Action:

(1) Amend Section 9.400 of the Code to provide that the Planning and Zoning Commission adopt the comprehensive plan and plan amendments.

(2) The Planning Commission should consider adoption of the Transportation Plan after holding an advertised public hearing.

PLANNING AND ZONING MEETING
109 E. BROADWAY
ASHLAND, MO. 65010
TUESDAY, AUGUST 11, 2015

PUBLIC HEARING:
The Planning and Zoning Commission held a Public Hearing, and Chairman Batson opened the hearing at 7:03 p.m., to seek public comments on:

1. Proposed Rezoning from County A-1 to City G-C, General Commercial for Knipp Farms, LLC.
Public Questions/Comments: Mike Martin questioned the purpose to the rezoning. Alderman Campbell commented on the future expansion of the City of Ashland within the next 5-10 years. Mr. Martin questioned the growth of Ashland and that he hasn't seen any plans for that growth. Mr. Martin also asked about Dept. of Natural Resources (DNR) approval for the City of Ashland's new Sewer Facility. Mayor Rhorer stated that the Sewer Facility final plans are presently at DNR awaiting approval, and the City of Ashland expects them to be approved shortly. Mayor Rhorer also commented that the Sewer Facility would take time to build, and would have several phases planned.

No further public comments.

Chairman Batson closed the Public Hearing at 7:25 p.m.

PUBLIC HEARING:
The Planning and Zoning Commission held a Public Hearing, and Chairman Batson opened the hearing at 7:26 p.m., to seek public comments on:

2. Proposed Rezoning from County A-1 to City G-C, General Commercial for The Baptist Home properties. Present to answer any questions Steve Long, The Baptist Home, Steven Jones, The Baptist Home, and Brian Harrington, Allstate Consultants.
Public Questions/Comments: Steve Long, The Baptist Home, did a small speech on the phases and types of residences and residents to be expected to live on The Baptist Home properties. Commissioner Beuselinck asked if roads on The Baptist Home property will be private. Steve Long said yes. Alderman Campbell asked if The Baptist Home would be using local labor and materials for resources. Steve Long said yes. Alderman Klippel asked since The Baptist Home is in rural areas do the residents complain about the surrounding farms/farmers? Steven Jones, The Baptist Home, said they have several large properties in rural areas in Missouri and have not received any complaints. He stated when The Baptist Home starts building, it generally assists the local towns to improve the areas near The Baptist Home.

No further public comments.

Chairman Batson closed the Public Hearing at 7:39 p.m.

PUBLIC HEARING:

The Planning and Zoning Commission held a Public Hearing, and Chairman Batson opened the hearing at 7:40 p.m., to seek public comments on:

3. City of Ashland's adoption of the 2015 Comprehensive Transportation Plan.

Public Questions/Comments: There were no public comments.

Chairman Batson closed the Public Hearing at 7:41 p.m.

REGULAR MEETING:

1. Chairman Batson called the meeting to order Tuesday, August 11, 2015 at 7:42 p.m. at 109 E. Broadway, Ashland, Missouri. Commissioners in attendance were Brad Williamson, Fred Klippel, Paul Beuselinck, James Branson, Greg Batson, Nikki Courtney and Jeffrey Sapp.

Also present were Mayor Gene Rhorer, City Administrator Josh Hawkins, City Attorney Fred Boeckman, Alderman George Campbell and Administrative Assistant Megan Young.

2. Chairman Batson called for a motion to approve the August 11, 2015 agenda. Commissioner Beuselinck asked that future agendas have the time of the meeting added. Commissioner Sapp made a motion to approve the August 11, 2015 agenda. Seconded by Commissioner Beuselinck. Motion carried unanimously.

3. Chairman Batson made a motion to approve the previous minutes dated July 14, 2015. Motion was made by Commissioner Branson to approve the previous minutes dated July 14, 2015. Seconded by Commissioner Williamson. Motion carried unanimously.

4. NEW BUSINESS:

A). Proposed Rezoning from County A-1 to City G-C, General Commercial for Knipp Farms, LLC.

There were no comments from the Commissioners. Chairman Batson asked for a motion. Commissioner Sapp made a motion to approve the rezoning request as submitted. Seconded by Commissioner Courtney. Motion carried unanimously.

B). Proposed Rezoning from County A-1 to City G-C, General Commercial for The Baptist Home properties.

Chairman Batson asked questions about the 2nd access/egress road from The Baptist Home. Wanted to know if there had been discussion on a road between Ashland and The Baptist Home and who would maintain it. Mayor Rhorer stated The Baptist Home would build the road and the City of Ashland would accept and maintain the road. The Commissioners discussed possible revenue sources with The Baptist Home. Chairman Batson asked for a motion. Commissioner Sapp made a motion to approve the rezoning request as submitted. Seconded by Commissioner Williamson. Motion carried unanimously.

C). OFFICERS ELECTIONS:
Ballots were handed out to the Commissioners with Commissioners names for the election of a new Vice Chairman. Ballots were marked and collected by Administrative Assistant Megan Young for a count.

Vice Chairman Planning and Zoning

Commissioner Batson	Brad Williamson
Commissioner Williamson	James Branson
Commissioner Branson	Brad Williamson
Commissioner Sapp	James Branson
Commissioner Klippel	Brad Williamson
Commissioner Courtney	Paul Beuselinck
Commissioner Beuselinck	Nikki Courtney

Brad Williamson	3
James Branson	2
Paul Beuselinck	1
Nikki Courtney	1

Vice Chairman Brad Williamson

5. OLD BUSINESS: City of Ashland's adoption of the 2015 Comprehensive Transportation Plan. City Administrator Josh Hawkins explained that in order for the City of Ashland to adopt the 2015 Comprehensive Transportation Plan, the Planning and Zoning Commission must officially accept the plan. Chairman Batson asked for any revisions or comments from the commissioners. There were none. Chairman Batson called for a vote.
Commissioner Sapp made a motion to accept the 2015 Comprehensive Transportation Plan. Seconded by Commissioner Courtney. Motion carried unanimously.

6. DISCUSSION: None.

7. Mayor's Report:
Mayor Gene Rhorer thanked the commissioners and commented on the approval vote and how much in meant to the future of the City of Ashland.

8. City Administrator's Report:
City Administrator Josh Hawkins informed the commissioners that due to rain earlier in the summer, APAC is 6-8 weeks behind on their street resurfacing schedule. APAC should start in September. The tennis court refurbishment at the park won't be until next year. City Engineer Scott Vogler is working on a storm water ordinance. 1st quarter Sales Tax for the City is down, not a big deal, just disappointing. City Administrator Hawkins spent last week in Conway, AR at a Community Development Institute course getting a lot of good information. The next joint meeting with the Board of Aldermen will be at the end of September. The Ash St. project will be discussed at the next joint meeting.

Guest Comments: None

Commissioners' Report:
Commissioner Klippel reminded everyone that Wednesday was the first day of school and to watch their speed limits.

Chairman Branson called for a motion to adjourn, August 11, 2015, Planning and Zoning Meeting. Commissioner Sapp made a motion to adjourn, August 11, 2015, Planning and Zoning Meeting. Seconded by Commissioner Klippel. Motion carried.

Minutes prepared by Megan Young