

5.0 IMPLEMENTATION STRATEGIES

5.1 *Recommended Alternative*

- 5.1.1 Recommended alternative review.
- 5.1.2 Impacts to east-west streets
- 5.1.3 Implementation Strategies

5.2 *Implementation Strategies*

- 5.2.1 Corridor Preservation
 - 5.2.1.1 Description
 - 5.2.1.2 State Authority and Legislation
 - 5.2.1.3 Local Land Use and Zoning

- 5.2.2 Major Project Development Process
 - 5.2.2.1.1 Planning Framework
 - 5.2.2.1.2 Needs Assessment
 - 5.2.2.1.3 Location and Environmental Study
 - 5.2.2.1.4 Engineering
 - 5.2.2.1.5 Right-of-way purchase
 - 5.2.2.1.6 Hardship or early acquisitions

- 5.3 Potential Funding Sources
 - 5.3.1.1 Local Government
 - 5.3.1.2 State and Federal Government
 - 5.3.1.3 Project Programming

5.4 *Corridor Project Implementation*

Suggested steps to be taken to construct or preserve the identified transportation corridor/alignments

- 5.4.1 West Bypass/Route FF
 - 5.4.1.1 Alignment Study/Environmental to define alignment
 - 5.4.1.2 Local Land Use Regulations that can be used to preserve ROW
 - 5.4.1.3 Administrative Actions
 - Define the alignment on the OTO Major Thoroughfare Plan and State Corridor Preservation Plan
 - Designate FF extension as state route (become the new US 160)
 - Define as High Priority Project
 - Add project to TIP
 - 5.4.1.4 Fund right-of-way purchase
 - 5.4.1.5 Construction

5.4.2 Kansas Avenue Extension

5.4.2.1 Alignment Study/Environmental

5.4.2.2 Local Land Use Regulations that can be used to preserve ROW

5.4.2.3 Administrative Actions

- Define on State Corridor Preservation Plan
- Add project to TIP

5.4.2.4 Fund right-of-way purchase in Christian County

5.4.2.5 Construction

5.4.3 US 160/Campbell

5.4.3.1 Complete an Access Management Plan for US 160

5.4.3.2 Identify, fund and construct TSM Improvements

5.4.3.3 Review the Land Use Density along US 160 and modify zoning if applicable

5.4.3.4 Require Traffic Impact Studies be completed for projects along US 160

5.4.3.5 Consider creating a Transportation Improvement District to fund access related projects

5.4.3.6 Consider remaining strategies in the CMS, including transit that could be implemented on US 160 and for adjacent area

5.4.4 U.S. 160 (North)

5.4.4.1 Administrative Actions

- Define as High Priority Project
- Add project to TIP

5.4.4.2 Fund right-of-way purchase

5.4.4.3 Construction

5.4.5 National

5.4.5.1 Alignment Study

5.4.5.2 Local Land Use Regulations that can be used to preserve ROW

5.4.5.3 Local Funding Options

5.4.5.4 Administrative Actions

- Define as High Priority Project
- Add project to TIP

5.4.5.5 Construction

5.5 Conclusion

Restate the process used to select and prioritize corridors

The financial constraints limiting the construction of identified recommendations

The need for coordination with MoDOT

The need to identify a project(s) as a regional priority and to position for state assistance

The need for local communities to assist using land use regulations

The need to plan for a balanced transportation system – access management, balance land use intensity, create walking environment, mixed uses, reduce single occupant drivers through carpool and transit.