



# EXCELSIOR SPRINGS SAFE STREETS & SIDEWALKS IMPROVEMENT

## Project Narrative

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## Executive Summary

The City of Excelsior Springs, Missouri, requests \$21,500,000 in U.S. Department of Transportation (DOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for a \$27,500,000 multi-modal project. This project will improve safety and connectivity in Excelsior Springs through improvements to current roadways, the addition of sidewalks and trails, and pedestrian bridge over U.S. Highway 69 (US-69). The project will transform several main corridors, including US-69, and MO-Route 10 (MO-10) into safely designed complete streets to boost economic competitiveness for a small-town community. Grant funds will be used to construct roadway and intersection improvements, sidewalks and shared-use paths, manage stormwater runoff, and enhance the streetscape. Excelsior Springs' project aligns with the goals to improve infrastructure, address public health and safety, promote connectivity, and facilitate economic development. Our project will create jobs, safer corridors, adopt transformative technology, address climate change through reduced vehicle trips, and increase equity by eliminating barriers to community destinations.

In October 2020, the City of Excelsior Springs selected Vireo + McClure to conduct an in-depth analysis of the connectivity network that provides access to a new Elementary School under construction in a developed neighborhood and address traffic flow in the Westside Business District. Due to the lack of sidewalks, the school district created a new policy that will offer school bus transportation to all students including students that live within one mile of the school. This same corridor acts as a link between these older neighborhoods into the community's newer amenities, with similar access issues.

The City's highly trafficked corridor, W Jesse James into Kearney Road (MO-10) was designed solely for vehicular traffic. The route is impassable by pedestrians and bicyclists due to a non-existent sidewalk, wide roadbed, numerous undefined egress points, limited compliance with the Americans with Disabilities Act (ADA), and stormwater ditches. These deficient conditions pose a risk for citizens who rely on walking or biking to reach the corridor's high volume of employment, education, healthcare, or basic retail destinations. Residents participated in the study process to develop concepts that would calm traffic, promote walking and biking, and create a corridor that promotes economic development and job growth.

Based upon the City of Excelsior Springs' planning efforts, the City seeks RAISE funds to:

- **Reconstruct 2.0 Miles** of existing streets with open ditch shoulders to include curb, gutter, storm drainage, and sidewalks (Wornall from McCleary to Crownhill, Crownhill from Wornall to US-69, MO-10 from Crownhill to Split).
- **Add 2.3 Miles** of sidewalk along existing streets (Crownhill from US-69 to MO-10, Crest from Crownhill to Lodwick, Wornall from Railroad to Titus and MO-10 from Railroad to Old Orchard). Including greater connectivity with a railroad underpass.
- **Add 2.5 Miles** of trail along US-69 from McCleary Road to Wornall, Tracy between US-69 and Lynn Road.
- **Improve Nine Intersections** to protect pedestrians from vehicular traffic with signal modifications, roundabouts or a pedestrian overpass to connect schools, community center and business district with neighborhoods divided by US-69.
- Consolidate, relocate, and **define driveways** to various commercial properties to reduce confusion and increase safety.

- Add an **advanced warning system** for train traffic at the Dunbar Ave crossing for efficient emergency response
- **Enclose storm sewer** system designed to accommodate a 25-year design storm on the system parallel to roadway and 100-year storm on cross road system. Enclosed system, supplemented with surface green stormwater management practices includes bioswales and rain gardens.
- **Connect trails** into the existing city trail system to allow greater access to various neighborhoods, education, and employment destinations.
- Add new decorative LED street lights, additional green space, wayfinding signage, landscape, and rain gardens to **enhance the streetscape**

Excelsior Springs' Safe Streets and Sidewalk improvement project meets all of DOT's RAISE criteria. The project will improve safety by creating pedestrian and biking accommodations to meet ADA requirements. Proposed improvements align with DOT "state of good repair" goals by prioritizing investment on existing infrastructure. Future economic development in the corridor is predicated on the planned transportation improvements. Transportation enhancements along the corridor will promote environmental sustainability by encouraging alternative travel modes, reducing fuel consumption, curbing emissions and decreasing stormwater runoff. Westside Business District upgrades will contribute to the City's quality of life by increasing the convenience of non-motorized transportation options. In the City of Excelsior Springs, 11.7% of residents are living in poverty, 6.2% of households have no access to a vehicle, 9.9% of persons are disabled, 18.3% of people are school aged children between the ages of 5 and 17, and 16.5% of the population is 65 or older.

The Benefit Cost Analysis (BCA), ratio (discounted 7%) is 1.08 for the Safe Streets and Sidewalks Improvement Project, and highlights a significant return of investment for proposed improvements (See [Appendix G](#) for complete study). From an economist or consumer perspective, analysis indicates the RAISE investment will pay for itself in twenty-three years. Annual values of benefit are attributed to the anticipated reduction of crashes and traffic delay due to intersection reconstructions, access point realignments, and installation of exclusive turn lanes.

The project demonstrates innovation within Small Town America through its sustainable design and incorporation of green infrastructure techniques in stormwater management. RAISE funding will also leverage significant local and private sector investment from partners, including support from Excelsior Springs Chamber of Commerce, Mid-America Regional Council (MARC), the Westside Business District, local business and prospective developers.

The City of Excelsior Springs' proposal is the culmination of five (5) years of planning to reconfigure and re-imagine the connectivity network within the community. As the community's priority, Excelsior Springs and its local partners are providing a commitment of over 20% of total project funding. The City has accelerated its efforts and anticipates design and engineering for phase one will be complete by August 2023. A line and grade plan (including utility design) will be submitted to the Missouri Department of Transportation by fall 2023. The project areas are primarily in the public right-of-way. Approximately one acre of temporary and/or permanent easement acquisition is anticipated. National Environmental Policy Act (NEPA) compliance and other regulatory approvals are anticipated by the end of September 2023. RAISE funds will be expended by the September 30, 2030 deadline.

## 01. Project Description

Excelsior Springs' Safe Streets and Sidewalks Improvement Project will address multi-modal transportation challenges of the existing roadway. The improvements will rebuild 2.0 miles of existing streets with open ditch shoulders to include curb, gutter, storm drainage, and sidewalks; add 2.3 miles of sidewalk along existing streets and 2.5 miles of trail along US-69. Nine intersections will be improved to protect pedestrians from vehicular traffic with signal modifications to be compliant with ADAAG requirements, roundabouts or a pedestrian overpass to connect schools, community center and business district with neighborhoods divided by US-69 and minimize barriers to the east side of town due to railway underpasses that require pedestrians to share the roadway with vehicles. As a Complete Street project, the design encourages a safe, comfortable and integrated transportation network for all users. The project will improve safety, mobility, accessibility, streetscape, traffic patterns and overall function of the corridor.

As the primary access corridor into Excelsior Springs from Kansas City, MO-10 and US-69 consist of high density commercial and civic uses, with adjacent residential neighborhoods. The corridor also has a unique mix of high traffic destinations as the area's largest industrial employers and primary healthcare facilities. The streetscape is not scaled to people or consistent with its function as a regional center. Empty buildings, vacant storefronts, and idle lots detract from the corridor's vibrancy.

### 1.1 Excelsior Springs' Transportation Challenges

The Excelsior Springs' transportation network is challenging to motorists, pedestrians and bicyclists. Unsafe conditions on the roadway are created by high traffic volumes, lack of pedestrian accommodations, unsafe intersections, and two major barriers that impede mobility to a majority of the public amenities. Access to basic retail needs, services, education, medical care, and employment are compromised by poor connectivity within the city. Due to lack of sidewalks and bicycle paths, pedestrians including students, elderly and disabled residents, are unable to safely travel within their own community. Amenities, such as the community center and the elementary school are compliant with ADA requirements, however they are not connected into the wider community. This is further compounded by the community's limited transit services and lack of taxi/ride share options. Excelsior Springs' key transportation challenges include:

- *Lack of Sidewalks*: Limited sidewalks provide pedestrian challenges; the western half of the project area was developed to be auto oriented and the eastern half was developed prior to the City's sidewalk ordinance in 1976. The current right-of-way is occupied by shoulder, open drainage ditches, expansive parking lots, and undefined access points. These unsafe conditions make it extremely difficult for any pedestrian movements within the corridor.
- *No Bicycle Accommodations*: Non-existent bicycle paths limit cyclists to traffic lanes or shoulders. Accommodation of bicycles along the corridor will allow for access to adjacent trail systems improving overall mobility.
- *Unsafe Intersections*: Poor sight distances and tight turn radii at the Wornall and McCleary intersection have resulted in traffic crashes and many close calls. School traffic compounds the issue.



- *Barriers*: Excelsior Springs has two major barriers impeding access and movement from east to west. US-69 splits the community in half, limiting access for those on the east to public amenities. The railroad limits movement further by creating two pinch points. With two narrow underpass locations, pedestrians and cyclists cross at their own risk. In 2022, Canadian Pacific Railway announced their intended merger with KC Southern to effectuate freight movement via railroad between Canada and Mexico. The merger will increase train volume in Excelsior Springs, increasing wait times at crossings. See [Appendix C](#).



*Kearney Road: New Pedestrian Underpass*

- *Unappealing Streetscape*: Excelsior Springs lacks identity and uniformity. The existing streetscape and lack of pedestrian features discourages people from walking through the area and works against the community's goal of growth in the vital commercial corridor. An attractive streetscape and safe travel environment will encourage further economic activity.
- *Stormwater Runoff*: Excelsior Springs roadway network is not designed to handle appropriate stormwater volumes and is reliant on open roadside ditches. Stormwater runoff can create travel hazards due to standing collection of water or refreezing during winter months. Lack of proper system management also increases inflow and infiltration of stormwater into the clay pipe sanitary sewer system.
- *Financing*: The City of Excelsior Springs lacks the funding necessary for complete reconstruction of the corridors as a single-phase construction project. Without RAISE funding, the three (3) phased construction approach is estimated to disrupt the corridor for nearly three decades. Retail sales within the Westside Business Corridor account for nearly 80% of all sales tax receipts. Any extended disruption to the corridor will impact revenue both for construction and maintenance of improvements.

## 1.2 Progress to Date

The Safe Streets & Sidewalks Project is a result of two separate grassroots efforts that seek similar outcomes. Families expressed an overwhelming need for sidewalks and traffic improvements on the west side of Excelsior Springs due to traffic conflicts between cars and pedestrians before and after school. In tandem, the Chamber of Commerce began to evaluate how to get travelers to visit businesses on the west side of the community. Rather than to drive further into downtown Excelsior Springs, without stopping. Historic Downtown Excelsior Springs is a major attraction to visitors and residents alike.

Fall 2018, the Chamber of Commerce formed the Westside Committee to evaluate needs within the west side business district, including the need for visual, and functional improvements to capture consumer spending. The Committee has formed the Westside Community Improvement District (CID) to provide for the desired improvements.

In April 2020, the Excelsior Springs School District received voter approval to build a new elementary school, which is located within proximity to several destinations that represent multiple traffic conflicts.

June 2020, 1645 Community Improvement District formed and agreed to contribute \$50,000 to fund pedestrian improvements in conjunction with a larger project when it is defined. This prompted the Excelsior Springs Capital Improvement Committee to hire consultants in October of 2020 to define solutions to travel on the west side of Excelsior Springs. Their goal was to provide a process for citizen engagement, with an intention to seek funds from RAISE.

Citizens were engaged on social media within the community before the COVID vaccine was available. A survey distributed in February of 2021 revealed that 97% of respondents support improvements for safer streets and sidewalks, with lack of infrastructure being the number one barrier for multi-modal transportation.



*Wornall & McCleary Intersection: Re-Imagined*

The team moved forward with a visual preference survey in March of 2021, helping the community visualize four of their most needed projects. Recommendations focused on:

- Pedestrian and cyclist safety along Wornall Road and within the Westside Business District.
- Redesigning the intersection of Wornall and McCleary for better vehicular turning movements and pedestrian conflict.
- Developing aesthetically pleasing roadway sections to enhance the visual character and vitality of the corridor.
- Linking existing trails and parks.
- Providing multi-modal pedestrian facilities by removing the open ditch roadway sections.
- Providing safe pedestrian crossing of US-69 through a pedestrian bridge.
- Developing a plan for the area and providing the framework for the phasing of each of the defined projects.

This vision received overwhelming support from the community. In June of 2021, with a reduction in COVID cases in the community, an open house was held to discuss each specific improvement. Large format plans for all ten improvement projects were available for group discussion and dissection, asking the community for feedback. The RAISE application was submitted in July 2021 and Canadian Pacific Railway began to discuss their merger with KC Southern.



Public Engagement - June 2021

### 1.3 Excelsior Springs' RAISE Solution

The project will improve access within the corridor, reduce traffic congestion, and ensure ADA accessibility for pedestrians and bicyclists. A Complete Street approach aims to spur commercial development and create new jobs. Specific improvements include:

- Reconstruction of 2.0 miles of existing streets with open ditch shoulders to include curb, gutter, storm drainage, and sidewalks (Wornall from McCleary to Crownhill, Crownhill from Wornall to US-69, MO-10 from Crownhill to Split).
- Addition of 2.3 miles of sidewalk along existing streets (Crownhill from US-69 to MO-10, Crest from Crownhill to Lodwick, Wornall from railroad to Titus and MO-10 from railroad to Old Orchard).
- Addition of 2.5 miles of trail along US-69 from McCleary Road to Wornall, Tracy between US-69 and Lynn Road.
- Improve nine intersections to protect pedestrians from vehicular traffic with signal modifications, roundabouts or a pedestrian overpass to connect schools, community center and business district with neighborhoods divided by US-69 (McCLEARY at Wornall, at Kearney, at US-69, Vintage US-69 Crossing, MO-10 at Corum, at Crownhill, US-69 at Crownhill and US-69 Overpass at Wornall, US-69 at Rainbow pedestrian crossing).
- Construct an 8-foot wide multi-use trail along the south side of Wornall Road and five-foot sidewalk along the north side to allow for multi-modal activity and increased connectivity. Trail will connect into the existing city trail system to allow greater access to various neighborhoods, education, and employment destinations.
- Enclosed storm sewer system designed to accommodate a 25-year design storm on the system parallel to roadway and 100-year storm on cross road system. Enclosed system supplemented with surface green stormwater management practices including bioswales and rain gardens.
- Consolidate, relocate, and define driveways to various commercial properties to reduce confusion and increase safety.
- Add a new advanced warning system to inform emergency responders of the train crossing status at Dunbar Ave.
- Add new decorative LED street lights, additional green space, wayfinding signage, landscape, and rain gardens to enhance the streetscape.

## 1.4 Local, Regional and National Significance

The Safe Street and Sidewalks Improvement Project is a top priority for the City. Locally, the project will help the city revitalize a critical economic corridor and improve citizen safety. The project complements efforts to focus investment and increase opportunities for commercial and residential growth. Use of Smart Growth principles to design and reconstruct these corridors will support those efforts. Complete Streets that increase connectivity, provide multi-modal transportation options, with aesthetically pleasing streetscapes are part of the City's Smart Growth plan. Improving traffic flow and pedestrian access within the community increases connectivity to the downtown area and educational facilities.

The Westside Business District is a major commercial district with more than 85 businesses that are key to local and regional vitality, as they are responsible for:

- The project's stretch within the Westside Business District generates approximately 80% of all Excelsior Springs' gross sales. \$154,500,000 of the \$193,195,560 of gross sales reported for sales tax purposes between October 2019-September 2020.
- Retailers contributed \$5,407,500 in local sales tax at 3.5% to support local infrastructure
- Paying a total rate of 8.975% sales tax with 4.225% to State of Missouri (\$6,527,625), 1.125% to Clay County General Fund, Capital Improvement, Miscellaneous, Law Enforcement, and Children's Fund, (\$1,738,125) and 0.125% to KC Zoo (\$193,125).

The Safe Streets & Sidewalks Improvement Project is significant for future economic development, with opportunities for infill in the Westside Business District. In addition to commercial development opportunities, the project will improve pedestrian connectivity, as a majority of residents within census tract 217.01 will be directly impacted by the proposed project. Several of the western neighborhoods, east of the tracks in census tract 217.02 will have significantly improved access and ADA compliant ramps to the pedestrian network.

A large plot of undeveloped land adjacent to the improvements has been identified for residential development, making this project critical for future housing needs. When surveyed, 50% of respondents stated they felt that access to affordable housing was a moderate to serious problem. The City of Excelsior Springs is working with residential developers and several private partners to identify additional housing needs. Developers are interested in reclaiming idle lots on the corridor and expanding affordable housing. The newest development is a 24 Unit housing development on Tiger Drive, adjacent to the high school, and 47 single-family homes near McCleary Road. Extreme interest in the units has spurred further momentum within the community.

RAISE investment will support regional efforts to rebuild critical infrastructure, re-energize communities and neighborhoods, and advance growth in the State of Missouri. While larger cities across the country bounced back quickly from the nation's recession, smaller communities like Excelsior Springs have struggled to recover. Excelsior Springs is a tourist destination northeast of Kansas City, attracting dollars from outside the community. As the economy of Excelsior Springs grows, residents across the smaller communities will benefit from increased economic activity and new job opportunities.

The project will also have national implications. Visitors from across the nation come to Excelsior Springs to visit the historic Hall of Waters and the Elms Resort & Spa. Improvements to the Westside Business District will enhance safety and enjoyability during these visits and showcase how a small community can prosper.

## Expected Users

Excelsior Springs' proposed transportation improvements will benefit several populations, including:

- **Residents east of US-69, with severed access to public amenities**
- **Economically-disadvantaged residents who do not own a vehicle and depend on safe streets, sidewalks and bike paths for their daily travel**
- Educational institutions and students who rely on safe routes to school by bus, bike or on foot
- Residents who will benefit from increased economic development along and around the Westside Business District
- Commuters who routinely walk and bike to employment
- Tourists and other visitors who frequent destinations in the community
- Local business and industry who rely on a functional corridor for movement of goods and customers
- Elderly residents no longer capable of driving
- Handicap individuals with limited access to the sidewalk network

See [Appendix A](#) for photo key maps of the project area.

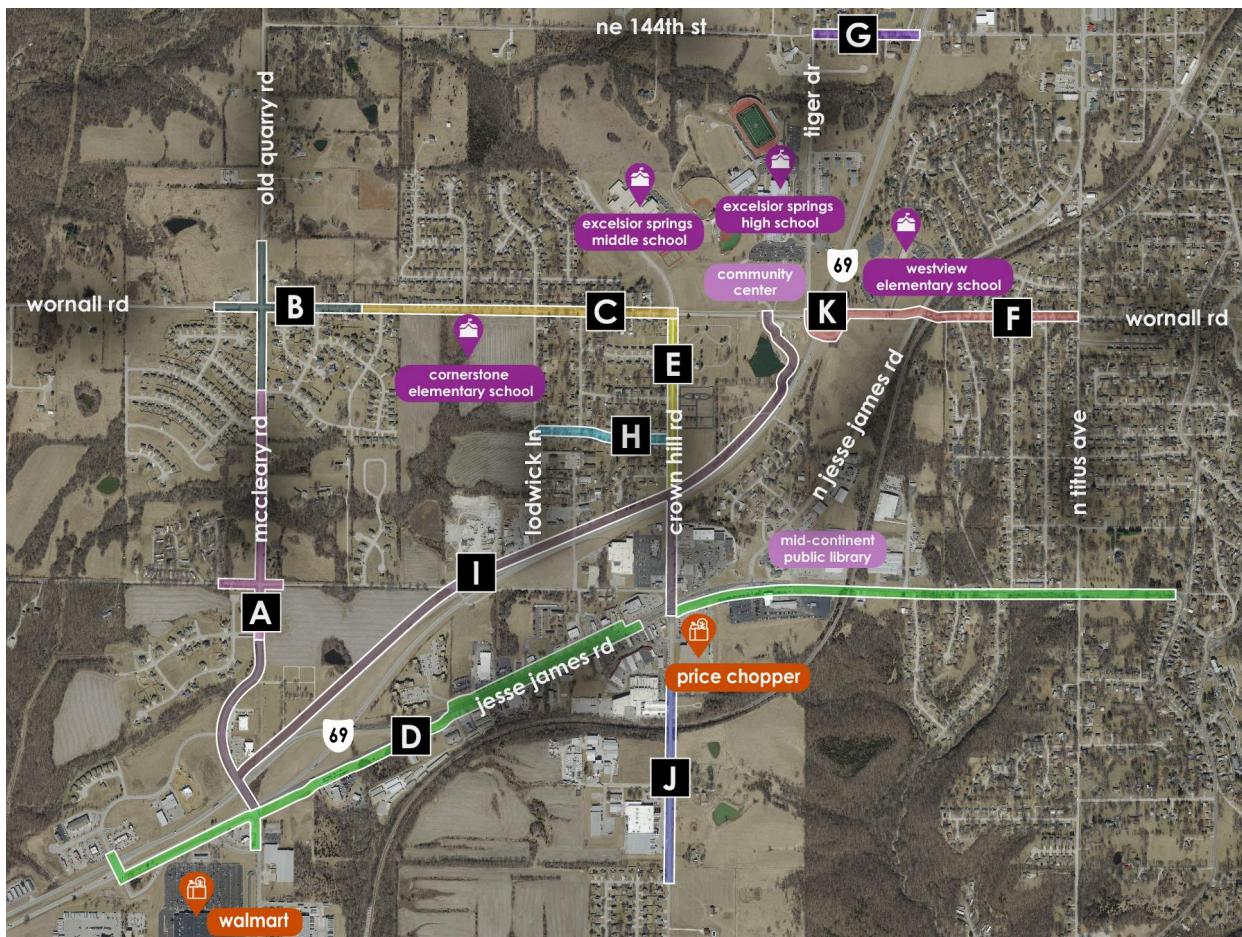
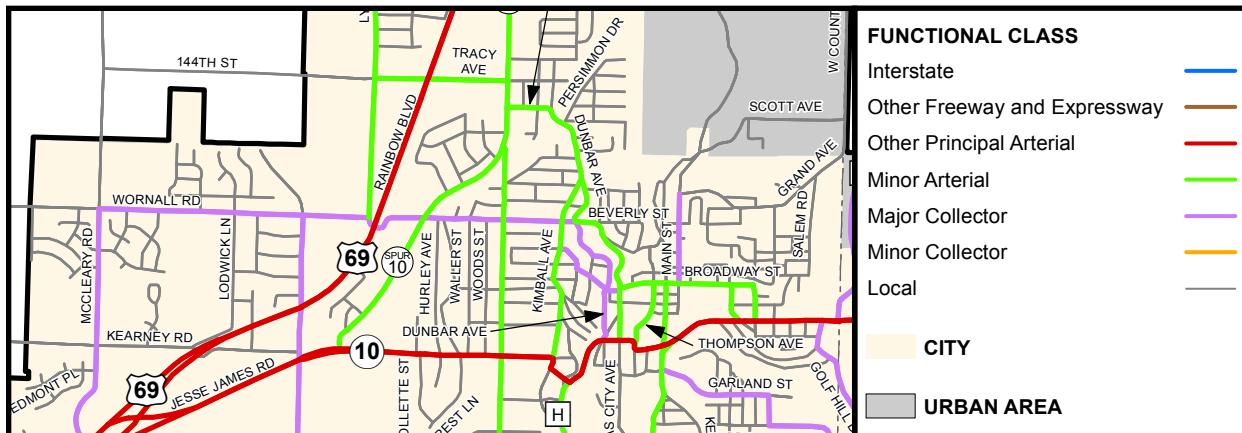
## 1.5 Technical Significance

Safe Streets and Sidewalks offers technical innovation to improve the transportation network within Excelsior Springs. Further detail found in Section 4.8.



## 02. Project Location

Excelsior Springs (2010 Population - 11,731), located between Kansas City, Omaha, and Des Moines, is a small community on the northeast edge of metropolitan Kansas City area. US-69 is considered a principal arterial running southwest to northeast through Excelsior Springs. This is the spine of the project location, with three of the projects stemming from or crossing US-69. The proposed project is located in an Urbanized Area and is defined as Urban by the United States Department of Transportation (DOT) RAISE standards.



Excelsior Springs provides services to a wide market area. The city has a business-friendly environment, skilled workforce and excellent quality of life. With over 5000 jobs in the community, Excelsior Springs enjoys significant investment in the community from manufacturing, education, healthcare, and retail trade. About 3700 workers commute in from outside of the community and 3900 Excelsior residents exit the area for work. Efficient vehicular access is key, while still allowing for multi-modal transportation.

## 2.1 Persistent Poverty

According to the American Community Survey in 2019, Excelsior Springs is a compact dense community located in an **opportunity zone** with 4,365 households, 2,806 families and 1,063.2 people per square mile. The Safe Streets and Sidewalks project area consists of two census tracts, 217.01 (left) and 217.02 (right) have very different demographics and are separated by the railroad, shown as a dotted line in the graphic to the right. Census Tract 217.01 is historically disadvantaged with regard to health. **Census Tract 217.02 qualifies as an area of persistent poverty and is historically disadvantaged with regard to health and economy.**



*Census Tract 217.01 (left) and 217.02 (right)*

Approximately 3.4% of Excelsior Springs workers 16 years and over commute by walking. 6.2% of Excelsior Springs' households have no vehicle available to them, and 7% specifically for seniors. Alternative transportation options are particularly important to school children, low-income residents, and people who do not own vehicles in Missouri. Maintaining an efficient transportation system with safe streets, bike paths, and sidewalks is imperative to these transit-dependent populations.

	Tract 217.01	Tract 217.02	Missouri	United States
<b>Median Income</b>	\$ 62,152.00	\$ 39,640.00	\$ 55,461.00	\$ 62,843.00
<b>Poverty</b>	6.4%	17.5%	12.9%	10.5%
<b>Renters</b>	38.0%		33.2%	36.0%
<b>Households with No Vehicle</b>	6.2%		6.9%	8.6%
<b>School Age Residents (5-17)</b>	18.3%		16.3%	16.3%
<b>Residents 65+</b>	16.5%		17.3%	16.5%

## 03. Grant Funding, Sources & Uses of Project Funds

Safe Streets & Sidewalks Improvement Project			
Description	Cost	%	Funding Source
Final Design & Engineering	\$ 4,400,000	16%	
Right-of-Way Acquisition	\$ 1,500,000	5.5%	
Construction	\$ 21,600,000	78.5%	
<b>Total</b>	<b>\$ 27,500,000</b>	<b>100%</b>	

Funding Sources			
Excelsior Springs	\$ 2,000,000	7.3%	
Westside CID	\$ 4,000,000	14.5%	
RAISE Grant	\$ 21,500,000	78.2%	
<b>Total</b>	<b>\$ 27,500,000</b>	<b>100%</b>	

The total cost of the project is \$27,500,000. Excelsior Springs seeks \$21,500,000 in RAISE funding support, which will represent 78.2% of the total project. The City of Excelsior Springs and its local partners have committed \$6,000,000 in non-federal funds, which covers the remaining cost. Details on the City of Excelsior Springs' commitment to the project are listed in the chart to the left. See full funding source and phasing information in [Appendix G](#).

### 3.1 Sources and Uses of Project Funds

Details on the City of Excelsior Springs' commitment to the project are listed in the phasing chart in section 3.3. A detailed construction cost estimate is included as [Appendix B](#). The City of Excelsior Springs has already invested several months of public engagement, engineering, and cost estimating to expediting design and engineering of proposed improvements.

### 3.2 Funding Commitments & Stipulations

The City of Excelsior Springs has committed two million from a city capital improvement sales tax, representing two years of tax collection. Another \$50,000 has been provided by the 1645 CID. The Westside CID also plans to contribute \$4 million. CID funds will be limited to the projects within CID districts.



### 3.3 Phasing

Phasing for the Safe Streets & Sidewalks Improvement Project was determined using a balance of survey results from residents and project costs. Survey results are located in [Appendix D](#).

	Street	Scope	Length	SR2S	MC	ML	WC
Phase 1	Wornall ( <i>Crown Hill to Leslie Ln</i> )	Full 2 Lane Rebuild with C&G/Storm/Street Lights & HAWK Signal	3000	■	■	■	
	McCleary Rd ( <i>Arbor to 69 Highway</i> )	Sidewalk Only	1900		■		■
	69 Highway ( <i>Patsy Ln to McCleary Rd</i> )	Trail, 2 signal modifications w/ curb ramps	1600				■
	69 Highway ( <i>McCleary Rd to Jesse James Rd Split</i> )	New Trail	2000		■		■
	US 69 Trail ( <i>McCleary to Crown Hill</i> )	New Trail	5000	■	■	■	
	US 69 Trail ( <i>Crown Hill to Century Park to Wornall Rd</i> )	New Trail, Stream Crossing	2300	■	■		
	Wornall Over 69 Highway	Overpass of 69 Highway and Trail access ramps	300	■	■	■	
	Dunbar Avenue and Railroad Crossing	Advanced Warning System for EMS Response	N/A				
Phase 2	Street	Scope	Length	SR2S	MC	ML	WC
	McCleary Rd ( <i>Madison to Arbor</i> )	Full 2 Lane Rebuild with C&G/Storm/Street Lights & Roundabout	2100	■	■		
	Crown Hill ( <i>69 Highway to Wornall</i> )		1600	■			
	Route 10 ( <i>Corum Rd to Old Orchard</i> )	Single Side Sidewalk	2000		■	■	■
	Crown Hill ( <i>Route 10 to 69 Highway</i> )	Add sidewalk, ramps, intersection imps.	4800		■		
	Kearney Rd and Railroad Crossing	Pedestrian underpass under the railroad	N/A				■
	Crown Hill ( <i>69 Highway to Wornall</i> )	Add sidewalk, ramps, intersection	1000				■
	Rainbow and US-69	Pedestrian Crossing	N/A		■	■	
Phase 3	Street	Scope	Length	SR2S	MC	ML	WC
	Wornall & McCleary Rd	Full 2 Lane Rebuild with C&G/Storm/Street Lights & Roundabout	2200	■			
	Route 10/Jesse James ( <i>Jesse James Split to Corum Rd</i> )	C&G, Mill & Overlay, Decorative Streetlights, Driveway reconstruction, 8' sidewalk, 10' trail	2000				■
	Crest ( <i>Crown Hill to Lodwick</i> )	Add sidewalk	1300	■			
	Tracy ( <i>Lynn to 69 Highway</i> )	Add sidewalk	1100	■	■		
	Wornall ( <i>Westview School Drive to Titus</i> )	Sidewalk with C&G, HAWK Signal or similar under bridge	1600		■		

 Safe Routes to School  Mobility Connection  Missing Links  Westside Commerce

### 3.4 Expenses

There are no anticipated expenses to be incurred between now and time of award.

### 3.5 Merit Criteria

Excelsior Springs has an exemplary record of managing federal grants, having received a number of them over the years. Key to this effort is the development of a detailed work plan with clear milestones and responsibilities. Performance measures will be established to track progress. The City has never been cited for an adverse OMB Circular A-133 audit finding and has never been required to comply with “high risk” terms or conditions under OMB Circular A-102. Standard & Poors issued Excelsior Springs an A+ issuer credit rating with a stable outlook in February 2021. Planned and proposed development in the community is expected to strengthen the City’s finances.

## 04. Merit Criteria

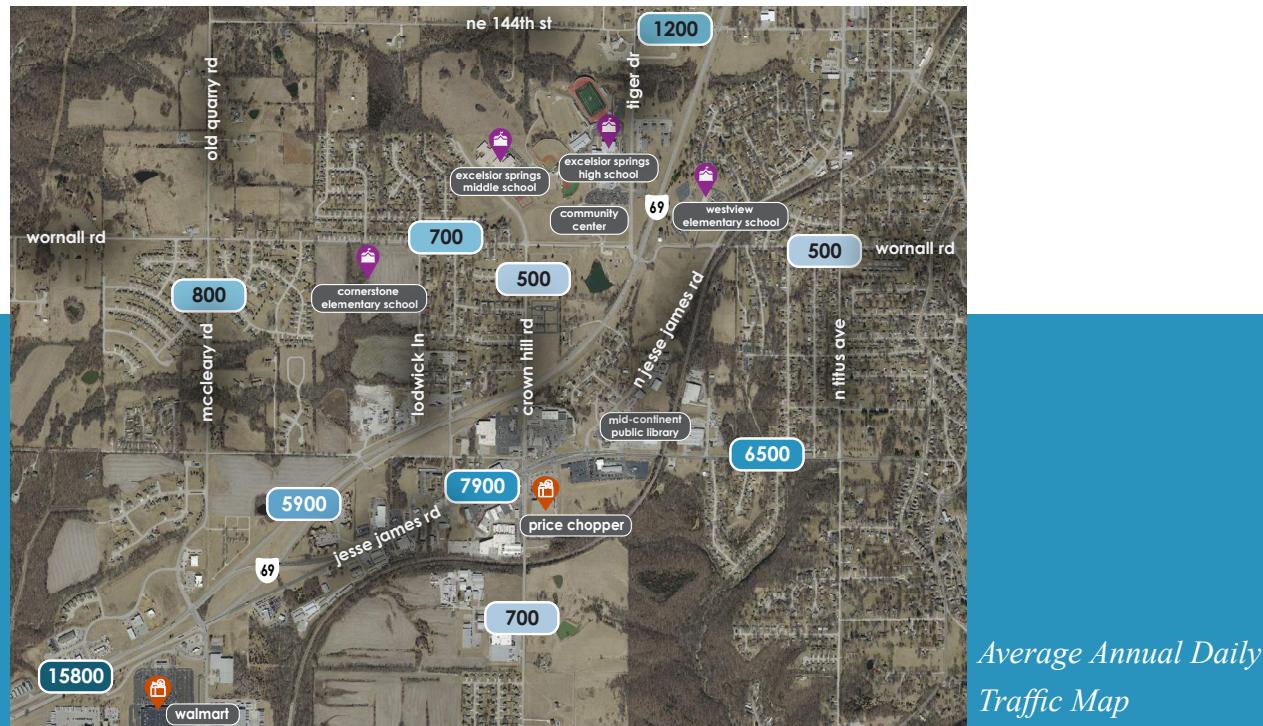
### 4.1 Safety

One of Excelsior Springs' primary goals with the proposed RAISE improvements is to ensure the safety of all citizens utilizing the transportation network so they can improve their health and prosperity. The absence of sidewalks and bike lanes contribute to an unsafe built environment. Access to a majority of the public amenities is nearly impossible without use of a personal vehicle. Pedestrian networks are fragmented, or non-existent. These factors contribute to an unsafe pedestrian and bicycle environment highlighted in transportation challenges in Section 1.1.

#### 4.1.1 Vehicular Conflict

Within the business district, W Jesse James into Kearney Road (MO-10) is the primary access roadway into Excelsior Springs from the west. Over the years, the amount of traffic along the corridor has attracted businesses that benefit from elevated traffic exposure. Historically, business development occurred independent of a cohesive plan with each business granted several driveways onto W Jesse James and Kearney Road (MO-10). As the number of businesses grew and diversified, access points multiplied along with traffic volume creating hazardous conditions. With vehicular traffic being the only mode accommodated, pedestrians and cyclists are forced onto the shoulder where available, or the ditch in many sections of the corridor.

Traffic volumes within the community have increased steadily over time with development. New neighborhoods, and new schools make the lack of connective infrastructure vividly apparent. The Missouri Department of Transportation's (MoDOT) latest traffic counts map is referenced for the data shown below. Each is labeled with their respective annual average daily traffic count (1-way).



Summary of Crash Data Within Project Area (2017 to 2021)		
Type of Crash	Number	%
Motor Vehicle in Transit	393	85.4%
Fixed Object	53	11.5%
Parked Motor Vehicle	7	1.3%
Pedestrian	4	0.9%
Overtake	3	0.7%
Animal	1	0.2%
<b>Total</b>	<b>460</b>	<b>100%</b>

MoDOT crash data for calendar years 2017-2021 indicates there were 460 crashes in the project area with two fatalities. There were 125 injury crashes (193 injuries) with 333 property damage only crashes. Crashes were heavier along the MO-10/W Jesse James Road/Kearney Road corridor. Another area with more crashes is US-69 in the McCleary/ Pasty Lane area.

Motor vehicle in transit accounted for 393 crashes and fixed object was second with 53 crashes. Of note, there were four pedestrian crashes, one of which resulted in a fatality.

What this information doesn't provide is the number of near-miss events with pedestrians that occur frequently within the community. A shocking 22% of survey respondents have been involved in a near miss or close call while walking or biking within their own community. From school children narrowly avoiding traffic, to cyclists having to dive off the road, many state that this was not a one-off event, leaving them feeling unsafe and reliant on vehicular transportation. Their stories can be found in [Appendix D](#).

While the project is unlikely to eliminate all future crashes, Federal Highway Administration (FHWA) studies demonstrate that Complete Street projects can slow vehicular traffic, which reduces traffic incidents. Adding sidewalks, bike paths and cross walks with improved lighting will contribute to the overall safety of the corridor. Street repairs and combining of business driveways will reduce turn conflict zones, injury crashes and damage to vehicles.

Excelsior Springs' Benefit-Cost Analysis (BCA) estimates that the community will save approximately \$1,117,966 in avoided crashes per year, beginning in 2023. When discounted over 25 years at a 7% rate, this amounts to a \$12,434,612 benefit. **With a BCA ratio (discounted 7%) of 1.08 .**



## 4.1.2 Project Outcomes

President Biden's new American Jobs Plan has placed an emphasis on using federal transportation investment as a tool to help further improve local Safe Streets programs "to reduce crashes and fatalities, especially for cyclists and pedestrians." Excelsior Springs' proposed transportation project will repair a broken transportation network, stimulate economic development, help residents improve the quality of their lives, and create pathways to expand the region's middle class. RAISE investment will produce a variety of desired outcomes in Excelsior Springs, including:

- *Increased Transportation Choices*: RAISE funding will enable Excelsior Springs to reduce vehicle miles traveled (VMT) and increase the number of commuters who bike or walk to work, shop and play.
- *Safer Streets, Sidewalks and Bike Trails*: Essential repairs to streets and the addition of sidewalks and a bike path will help reduce crashes, making Excelsior Springs a safer place to live and visit.
- *Improved Connectivity*: Projects K, F and D as seen in Section 02 (page 9 map) address issues regarding barriers explained in Section 1.1. Linking the areas of persistent poverty into the existing public amenities.
- *Improved Access*: Improvements provide pedestrian access to jobs, grocery stores, wellness facilities, and financial institutions.
- *Small Town Resurgence*: RAISE funding supports small town America where infrastructure investment has been lacking. Funding would not only improve transportation but would also create the opportunity to upgrade the utility, broadband and water infrastructure during construction.
- *Improved Environment*: Investments in multi-modal transportation and streetscape improvements will help reduce carbon emissions, improve air quality, decrease stormwater runoff, and generate significant other environmental benefits.
- *Healthier Community*: Providing opportunities for increased walking and biking, as well and reducing environmental pollution, will help Excelsior Springs become healthier. RAISE funds would connect the new bike path to existing Safe Routes to School and the city trail system. Residents in Excelsior Springs zip code have a lower life expectancy than all other Clay County zip codes.
- *Economic Growth*: RAISE investment will help spur economic growth and create jobs within the Westside Business District, and extend further into Excelsior Springs. The project will improve the economic competitiveness of existing business and industry. A more efficient and attractive corridor will accelerate filling retail vacancies and developing vacant property. Enhanced curb appeal to the community's main entrance off US-69 will draw more tourism and provide a sense of place for the community. Multi-modal improvements will encourage residential development in areas adjacent to the corridor allowing residents greater freedom of movement.

### 4.1.3 Rail Conflicts

The Safe Streets and Sidewalks Improvement Project includes two rail underpass locations, the northern underpass on Wornall, and the southern underpass on Kearney Road. Coordination with the railroad will be done as part of the design process, neither location should impede rail traffic during or after construction to improve the situations for vehicles and pedestrians/bikes.

The east side of Excelsior Springs is the original town which is today disconnected from later development such as schools, library, grocery, pharmacy, medical, and jobs, all of which were contained on the east side 60 years ago. RAISE investment will connect the east and west sides of the city. The east side meets the definition of persistent poverty and historically disadvantaged as to health (adverse health outcomes, disabilities, as well as environmental exposure and economy (high poverty, low wealth, lack of local jobs, low home ownership, low education attainment, and high inequality). It is not unusual that private investment alludes to disadvantaged pockets of communities where land is more readily available for development. The investment will provide safe travel to access jobs, education, medicine, food and active transportation.

## 4.2 Environmental Sustainability

The Excelsior Springs Safe Streets and Sidewalks Plan has several positive environmental impacts, as Excelsior Springs shifts towards accommodating multi-modal traffic. Construction of sidewalks and shared-use paths will increase the number of residents who use non-vehicular modes of transportation. This shift will significantly reduce fuel consumption, which will generate meaningful reduction of carbon and other air pollutants. The proposed improvements will promote energy efficiency from uncoordinated land use decisions by reducing vehicle miles traveled.

### 4.2.1 Climate Change

Over half of the project corridors do not have existing trees. The lack of trees increases the temperature of developed area relative to the undeveloped surroundings and discourages walking during warm weather. Increasing tree canopy along MO-10/Jesse James Road/Kearney Road will not only improve the aesthetic character of the corridor but also improve local air quality by reducing ozone and particulate matter pollution. RAISE funding will also be used to install new stormwater management practices such as rain gardens and bioswales to decrease the water time of concentration and reduce flooding events. By introducing green infrastructure, the City will be able to reduce the amount of stormwater entering the roadway, storm drainage, and sanitary sewer. Stormwater reduction will alleviate flooding of Fishing River and its tributaries, which are prone to flash flooding, as demonstrated by the devastating flooding in June 2021.

By linking amenities and surrounding the schools with infrastructure, more children have the opportunity to safely walk to school. This allows students to make safe active transportation choices as opposed to personal vehicles or buses and allows the school district to reduce its emissions with fewer buses and lighter vehicular loads. The replacement of existing incandescent street lights with energy efficient LED lights will save electricity, reduce maintenance costs, and encourage residents to use the new sidewalks and bike paths in the evenings.

## 4.2.2 Environmental Justice



EPA Environmental Justice Screening and Mapping Tool	
EJ Indexes	State Percentiles
PM 2.5	A third of the project area is 50-70th percentile
Ozone	A third of the project area is 50-70th percentile
NATA Diesel PM	A third of the project area is 50-70th percentile
NATA Cancer Risk	The majority of the project area is 50-70th percentile
NATA Respiratory HI	The majority of the project area is 50-70th percentile
Traffic Proximity	A quarter of the project area is less than 50th percentile
Lead Paint Indicator	The majority of the project area is 50-70th percentile
Superfund Proximity	A third of the project area is 50-70th percentile
RMP Proximity	A third of the project area is 50-70th percentile
Hazardous Waste Proximity	A third of the project area is 50-70th percentile
Wastewater Discharge	A third of the project area is 50-70th percentile
Demographics	State Percentiles
People of Color	The majority of the project area is 50-60th percentile
Low Income Population	A quarter of the project area is 80-90th percentile
Linguistically Isolated	The entire project area is 60-70th percentile
Less than a HS Education	A quarter of the project area is 90-95th percentile
Under Age 5	The majority of the project area is 50-60th percentile
Over Age 65	The majority of the project area is 70-90th percentile

A review of the EPA Environmental Justice Mapping tool re-enforces the data from the Census Records and the American Community Survey. The project area includes a large population of low-income residents on the eastern side of the area. The Safe Streets and Sidewalks Project is about linking the east and west side with multi-modal infrastructure to allow residents the opportunity to safely access the businesses for employment opportunities and community resources such as the community center and schools. Above is a summary of the data from the EPA Environmental Justice Mapping tool. It includes the EPA assigned percentile ranking for the environmental and demographic categories from each census tracts in the project area. Refer to [Appendix E](#) for more information.

Mid-American Regional Council (MPO) defines environmental justice tracts as census tracts where either more than 20% of households live in poverty or minority populations are greater than the MPO are average.

## 4.2.3 Local, Regional, & State Climate Action Plans

The Kansas City region just introduced their Climate Action Plan (KC CAP), where they intend to be net zero by 2050. Their data estimates 34% of greenhouse gas emissions come from transportation. They employ key mitigation strategies such as investing in multi-modal transportation and renewable energy. Both are key features in the Safe Streets and Sidewalks Plan. The KC CAP also includes key adaptation strategies including creating ‘walkable 15-minute neighborhoods.’

In the 2015, Missouri Comprehensive State Energy Plan, energy education can help better communities decision making. By providing a safe multi-modal transportation network, Excelsior Springs is helping its citizens make smart choices regarding their energy usage.

### 4.3 Quality of Life

The Safe Streets and Sidewalks Improvement Project is a direct result of analysis in the Traffic Corridor Study. Project elements were prioritized by citizens through a survey to address corridor concerns. Community participation during the process also included public meetings, surveys and interviews with key stakeholders. Sample results from the multiple public surveys include:

- Over **50% view transportation as a moderate to serious problem** within Excelsior Springs
- 53% of respondents would put their family's health and safety as the most important consideration in regards to quality of life.
- The most commonly desired destinations were public amenities including parks, trails, the community center and schools.
- 69% of respondents stated that **lack of infrastructure was the number one barrier** keeping them from using active transportation.
- When presented with seven of the potential project locations, over 50% of people said they would be uncomfortable walking at any of them, with some specific projects having over a 70% uncomfortability rating.

Excelsior Springs' project will improve quality of life in the region by:

- *Improving connectivity to jobs, health care and other critical destinations.* RAISE investment is important to the economic prosperity of the community because these improvements are focused within the hub of critical destinations of daily life, for healthcare, social interaction, jobs and commercial activity. The project will improve the ability to move people and goods throughout the community. Currently mobility is constrained by traffic congestion and lack of pedestrian features. The proposed improvements will make it more efficient for Excelsior Springs residents to safely move about the community, saving time and money.
- *Promoting community revitalization.* The project has the potential to revitalize several major corridors, and invite the community to choose an active transportation method to visit their favorite amenities. Like many communities, Excelsior Springs was hit by the downturn in the economy. RAISE funding support will enable the City of Excelsior Springs and its business community to grow and regain jobs and businesses lost during the recession.
- *Providing more transportation choices.* The project was conceived to provide safe, reliable and economical transportation choices. Traffic and pedestrian improvements within the community will provide safer opportunities for general travel and increased walking and biking. ADA compliance across the community will provide more opportunities for seniors and persons with disabilities. The project is expected to significantly decrease household transportation expenses for those living within each of the improved corridors. By expanding transportation choices, more Excelsior Springs households will be able to forego car ownership or maintain one vehicle rather than two or more. For residents with low- and moderate incomes, the cost of car ownership is a significant economic burden. Proposed improvements connect with county and regional trail plans.

- *Lowering transportation costs.* The Center for Neighborhood Technology, urges families to spend no more than 45% of their household income on housing and transportation costs. The Center measures the Excelsior Springs region at 44% on its Housing + Transportation Affordability Index. Car ownership is expensive and often unaffordable to lower income populations. Eliminating the need for personal vehicles has the potential to reduce the cost of living in Excelsior Springs.

### Pedestrian Bridge Over US-69 - Linking the East & the West



### 4.4 Improves Mobility & Community Connectivity

The eastside of Excelsior Springs, our original town, is a walkable fully accessible community that once included jobs, retail, medical, grocery, schools and residential developments. As our community grew, all of these destinations were relocated to the westside of town where land was available for development and improvements were constructed as auto centric. Those who were economically disadvantaged remained on the east side without access to all of the resources our community offers. Over the last 60 years this has resulted in a pocket of persistent poverty with poor health and economic outcomes. Barriers to mobility and community connectivity due to separations caused by Highway 69 and the Railroad can be reversed and connections between all residents is possible with the proposed improvement. Our work toward becoming a Community For All Ages causes us to recognize accommodations are necessary for all individuals but especially elderly and mobility challenged. The Safe Streets and Sidewalks Improvement Project aims to increase mobility and connectivity in four sectors.

- *Safe Routes to School:* The program aims to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier.
- *Mobility Connection:* Handicap and elderly residents struggle to access the current amenities without access to a vehicle.
- *Missing Links:* The current sidewalk network is disjointed, improvements will allow residents to rely on a walkable system.
- *Westside Commerce:* Linking the business district through multi-modal transportation.

This plan expands the ability for residents to make different choices in their effort to travel around the city. By creating a walkable and bike-able community residents are encouraged to make choices that not only benefit their health, but their community environment. These four sectors will bridge the gap between what is existing and what is needed to allow residents to lessen their reliance on their personal vehicles.

## 4.5 Economic Competitiveness & Opportunity

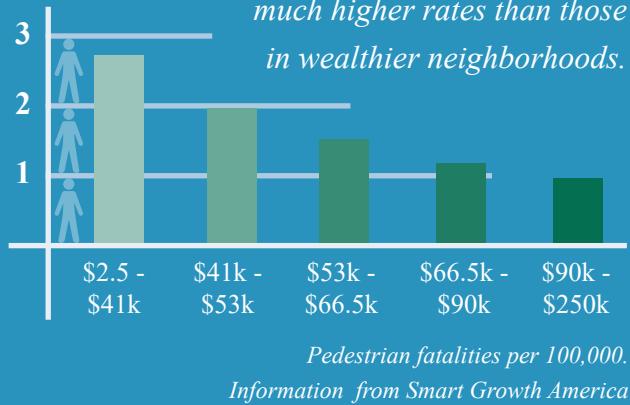
Economic development in the corridor will be spurred by the ability of residents to access commercial businesses more efficiently. The proposed RAISE project will stimulate Excelsior Springs' growth with both commercial and residential development. These opportunities are referenced in Local, Regional and National Significance on Section 1.4. Opportunities for community growth include:

- Renew spaces where people want to spend time, interact socially, and connect with the built and natural environment around them.
- Available land includes 283 residential acres, 54 industrial acres, and 39 commercial acres for development and 65,000 SF of built vacant retail space
- 1,750 people are employed within the project area, 20% of which are Excelsior Springs residents, 50% reside just outside our community, and the remaining 30% commute from neighboring communities. This daytime population represents a large opportunity for increased commercial activity.
- Residents of the nearby income-based housing complexes will find new employment opportunities within walking distance.
- Land values are expected to rise along the improved corridor.
- Additional opportunities for affordable housing as the housing stock grows.
- The surge of economic development will generate significant local fees and revenue.
- The project improvement will provide transportation alternatives to owning a vehicle in Excelsior Springs, leaving significant funds available for other expenses and increasing local purchasing power.

There are various studies that measure the economic competitiveness of walkable communities. We also know from our own history as a nationally recognized “Mineral Water Spa”, what attributes continue to attract people to linger while visiting and to return again and again. Excelsior’s east side includes various historic attractions and an accredited Main Street that offers a unique shopping and spa experience. There is a good network of sidewalks and trails that encourages our visitors and residents alike to get out and explore, shop, and socialize, but they are limited to the immediate surroundings of recent improvements. The Westside Business District formed to capture some of the business from visitors driving by to visit downtown. Redevelopment efforts on the west side of Excelsior Springs are paramount to connecting all parts of the city.

According to “Foot Traffic Ahead,” a new report that provides an in-depth look at the impact of walkability on real estate, suggests walkable developments perform better economically. Walkable urban places, what the report calls WalkUPs, demand roughly 75% higher rent over the metro average, a gap that is increasing, having grown 19% since 2010 alone. That includes 105% higher rent for office space and 121% higher rent for retail. Researchers found this type of development is becoming the preferred and prevalent model across nearly all categories. The absorption rate in WalkUPs, during the same period was 2.6 times the metro average, meaning drivable suburban development lost market share. This suggests that vehicular scale developments are missing out on investment opportunities, thus widening existing economic gaps

*People walking in lower-income areas are struck and killed at much higher rates than those in wealthier neighborhoods.*



Westside shopping center management, recognizing this trend, have led the effort to create a Community Improvement District to tax themselves to begin to address the walkability and attractiveness quotient of this commercial district. Communities where the public and private sectors work together to adapt and deliver increased supply of walkable places will be the economic and social justice winners of the next generation, the report notes. Further, reports on walkability summarize the benefits of walkable communities are higher housing values, attraction to “new Economy” workers, capture of an emerging “Lifestyle” Retail Market offering a “sense of place” designed for:

*people first, cars second,  
increase in new businesses,  
drop in the vacancy rate, and  
increase in sales tax revenues.*



## 4.6 State of Good Repair

The Safe Streets and Sidewalks improvement project will improve not only the connectivity but also the conditions of existing transportation facilities and infrastructure. Open ditches, signals, and lighting remain nearly the same as they were built, many years ago. Most of the affected corridors have no curb and gutter, and very few have any sort of shoulder. This allows asphalt to crumble, and requires constant maintenance. Commercial and residential development in and around the community continues to increase traffic volumes contributing to the rapid deterioration of the infrastructure. If untreated, this issue will only grow with the addition of the new elementary school. Excelsior Springs seeks RAISE funding to improve key corridors in the community, improving access by linking existing amenities. For project elements see Section 1.

The Safe Streets and Sidewalks improvement project is consistent with existing local and regional plans to maintain transportation facilities and systems in a state of good repair. RAISE funding will complement other efforts in Excelsior Springs to refocus infrastructure investment on other streets needing repair.

The project aligns with the comprehensive plan by:

- Focusing on creating enhanced pedestrian and bicycle amenities, including sidewalk maintenance, street lighting, and a comprehensive trail network.
- Examining options for improving pedestrian connections within older neighborhoods.
- Improving circulation by establishing trails adjacent to US-69.
- Protecting investment in the existing network of streets and sidewalks with an improved, ongoing program of assessment and maintenance.
- Without the proposed strategic investment, the City will have difficulty capitalizing on increased economic development opportunities in the southwest Excelsior Springs.
- Revitalization will not be fully realized if the community's key multi-modal transportation network does not function.

The project is appropriately capitalized upfront. Excelsior Springs has considered how the project's long-term operations and maintenance cost will be met. MoDOT will be responsible for on-going maintenance on MO-10 and US-69 and the City will maintain the sidewalks and trails throughout the Safe Streets and Sidewalks Improvement Project area.

The pavement within the Safe Streets and Sidewalk's project receives routine maintenance. Pavement overlays were done for Kearney Road (2004), Crown Hill and sections of Wornall were completed (2005) and a section of McCleary Road (2009). West Jesse James was completed in 2019. Crest was completed in 2006 as a concrete street with a cap. The City's Transportation Trust Sales Tax fund provides \$900,000 annually toward street maintenance and repairs.



## 4.7 Partnership & Collaboration

Organization	Project Roles	Leverage
<b>Excelsior Springs School District</b>	Construction of a new elementary school (\$22,236,064), partial demolition and reconstruction of the Early Childhood Center (\$1,927,496).	\$24 Million Commitment
<b>Mid-Continent Library District</b>	Library District recently completed a \$1,448,108 investment in renovating the library	\$1.4 Million
<b>City of Excelsior Springs Community Center</b>	Community Center Expansion - construction of outdoor aquatic facilities \$6.5 Million scheduled to open 2023, original center constructed in 2016 (\$18M)	\$24.5 Million
<b>Private Investments Planned Independently of the Project</b>	Edward Jones, Excelsior Springs Animal Clinic, Lynn Park Apartments, Scooters, Daylight Donuts, Farmer's Banks, Choice Hotels, QuikTrip, Office Building, Fowler's Furniture, Chuck Anderson Ford, Go Car Wash and 51 additional homes	Private Owner Investment (approx. \$30 Million)
<b>Missouri Department of Transportation (MoDOT)</b>	The Missouri Department of Transportation will work with the city for review of plans, permitting, and oversee projects associated with US-69 and MO-10	Leveraged Expertise
<b>Mid-America Regional Council</b>	Grant compliance and other administrative tasks as needed.	Leveraged Expertise
<b>Excelsior Springs Chamber of Commerce</b>	Planned participation in project implementation, coordination of business/event access, including sharing information with businesses and residents	Project Coordination through communicating to the business District and the residents

Excelsior Springs has worked with many key partners including MoDOT, Vireo, McClure, the Capital Improvement Committee, and community residents to develop the proposed project. The Safe Streets and Sidewalks Study was completed by the City of Excelsior Springs. Representatives of these organizations attended design workshops and provided feedback on proposed transportation solutions.

City representatives have met with businesses along the corridor to discuss the Safe Streets and Sidewalks project plan. Businesses are eager to work with the City to improve business access, traffic signals, and aesthetics. Businesses along the corridor have, or are in the process of, granting easements from their property for construction. Multiple agencies will work with businesses to maintain access to properties during construction. Funding partnerships are defined in the table above.

#### **4.7.1 Non-federal Revenue for Transportation Infrastructure Investment**

See 3.2 Funding Commitments & Stipulations.

#### **4.7.2 Project Readiness**

See 5.1 Project Schedule.

### **4.8 Innovation**

Excelsior Springs' project incorporates innovation to improve its transportation system. Specifically, the project includes: technology, project delivery, and financing.

#### **4.8.1 Innovative Technologies**

- *Complete Streets*: Complete Streets transform the way transportation serves people by creating more choices, shortening travel times, and encouraging less carbon-intensive transportation. This may include bicycle lanes, trails, bus accommodation, and ADA Compliant sidewalks.
- *Advanced Warning System*: An advanced warning system for emergency responders and train traffic at Dunbar Ave. to inform first responders of where trains are currently blocking the tracks to lower response times to emergencies.
- *Green Infrastructure*: Installation of an improved stormwater drainage system, bioswales, street trees and rain gardens will provide green infrastructure to decrease stormwater runoff and improve water quality.
- *Thermal Sidewalks*: The City of Excelsior Springs is investigating ways to install sidewalks in heavily used areas that melt snow and ice automatically for pedestrian safety.
- *LED Street Lights*: The project includes the replacement of existing incandescent street lights with energy efficient LED lights. Reduction in electricity costs and maintenance are expected.
- *HAWK Pedestrian Signals*: The project includes installing two High intensity Activated crosswalk (HAWK) signals. These signals are dark until a pedestrian activates the system. Then it acts as a standard traffic signal to control vehicular traffic and provide a safer crossing for pedestrians.

## 4.8.2 Innovative Project Delivery

Receiving RAISE funding would allow the City of Excelsior Springs to complete the Safe Streets and Sidewalks Plan using a design-build process. Design-build is an alternative procurement method designed to save on cost, fast-track project schedules, and reduce owner's risk. In 2016, Missouri passed this team perspective procurement method. The design team and contractor work together from the beginning to provide collective recommendations that fit the owner's needs. This approach leads to a collaborative problem-solving and innovative atmosphere. Throughout the lifespan of the project, the team can address potential issues head-on that can mitigate change orders and delays in the project schedule. When compared to other procurement methods, design-build is 102% faster than design-bid-build and 61% faster than Construction Manager at Risk for project delivery speed. Additionally, design-build allows the owner to have a single point-of-contact from the team, which lessens confusion, streamlines processes, and reduces the owner's risk to produce a project that is on time and budget.

*Trails carved by pedestrians in the Business District.*

*With limited pedestrian access from the east.*



## 4.8.3 Innovative Financing

Organization	Project Roles	Leverage
City of Excelsior Springs	The City of Excelsior Springs will administer the local road projects. The City's project roles will include: <ul style="list-style-type: none"> <li>• Reconstruction of Wornall and McCleary Road with new pavement and ADA accessibility</li> <li>• Pedestrian features such as shared bike/pedestrian trail, sidewalks, and safety crossings</li> </ul>	\$2 Million Commitment
Westside CID	The Westside Business District has been a key supporter of the project. Providing monetary support, letters of recommendation, and continued support through construction.	\$4 Million
1645 CID	Price Chopper Grocery \$3,200,000 renovation will include the construction of sidewalks across their property to compliment the proposed project.	\$50,000

The City of Excelsior Springs has a series of public-private partnerships that will be supported through this project, and is working with business owners from two different CIDs to secure funding for the Safe Streets & Sidewalks project. The City has also partnered with many public and private entities that will be supported by the improvements made.

## 05. Project Readiness: Environmental Risk

### Project Delivery

Following is a summary of the anticipated major tasks to implement the RAISE project:

### Overall Project Management

- *Engage City Staff:* The City of Excelsior Springs will outline key staff in Administration, Community Development & Public Works departments to manage the project. Duties will include public outreach, project coordination, and internal plan review and approval.
- *Hire RAISE Grant Administrator:* The City will contract with the Mid-America Regional Council to ensure proper reporting and compliance with all funding requirements.
- *Execute Funding Agreements:* Execute binding funding agreement with the Department of Transportation and other funding agencies.
- *Design & Engineering:* MoDOT will address engineering on their routes and the city will solicit qualifications for engineering firms on city routes
- *NEPA:* The City will conduct the full NEPA review process for this project. The City will contract with MARC and follow MoDOT process.

### Community Engagement

- *Outreach:* The city will continue to engage residents and business owners throughout the project phases by communicating project impacts for residents, industry, and local business. Throughout the multiple outreach efforts the Safe Streets & Sidewalks Project has received a 97% approval rating.



## Construction

- *Construction Easements*: Secure temporary construction easements where grade changes or sidewalks require sufficient construction room.
- *Construction Documents*: Finalize construction documents and gain Missouri Department of Transportation approval of final right-of-way plans adjacent to the highways. Receive easement approvals through the City of Excelsior Springs for local roadways.
- *Bid*: Bid out and award construction contract through design-build procedures.
- *Civil Rights Compliance*: Design, bidding, and construction will be following the federal and state DOT DBE guidelines for equal opportunity.
- *Construction Contract*: Execute construction contracts and ensure proper documentation from general contractors such as insurance certificates and E-Verify.
- *Construction*: Complete construction on the Safe Streets & Sidewalks Improvement Project:
  - Initiate maintenance of traffic activities to maintain two-way vehicular traffic on the existing roadway. Construction activities will be sequenced on a block by block basis to ensure access and limit impact to existing businesses and residences.
  - Complete installation of storm drainage infrastructure along the roadway where applicable.
  - Perform demolition and grading on existing roadways where applicable.
  - Reconstruct roadway pavement or rehabilitate existing pavements where proposed.
  - Construct new concrete approaches for access to adjacent properties.
  - Install decorative street lighting and conduits.
  - Construct a new concrete shared-use pedestrian path where proposed.
  - Construct a new sidewalk and pedestrian underpass where proposed.
  - Complete final grading and install landscaping, street trees, and perform final restoration.
  - Install decorative wayfinding signage, traffic pavement markings, advanced warning system, HAWK system and street signs.

### 5.1 Project Schedule

Excelsior Springs can proceed with the proposed project quickly upon award of a RAISE grant and all funds will be spent expeditiously. The majority of work will be conducted in the existing right-of-way. Only minor temporary or permanent easement acquisition is anticipated.

*Design Phase 1 FY 23*

*Construction Phase 1, Design Phase 2 FY 24*

*Construction Phase 2, Design Phase 3 FY 25*

*Construction Phase 3 FY 26*

## 5.2 Required Approvals

### 5.2.1 Environmental Permits and Reviews

The City of Excelsior Springs is working to advance the project's readiness, including the NEPA environmental review process. The project team will work with MoDOT and appropriate agencies to complete all environmental review and permitting. Excelsior Springs fully expects this project to be compliant with all regulatory requirements and to pose no adverse impacts on resources. The City anticipates the environmental permitting process to be completed by September 2023.

Current reports show that no historic properties, airport hazards, wild or scenic rivers, contamination sites, farmland, or sensitive noise land use areas reside within the project area. One location where project activities will cross Flood Plain Zone A, over an enclosed drainage system. Project activities should have no impact on the Floodplain. Review of the Wetland Mapper did not reflect other wetland concerns within the project area. Completion of the US Fish and Wildlife Service's IPaC tool and a Missouri Natural Heritage Report reflects Level Two Report.

### 5.2.2 State and Local Approvals

The Safe Streets and Sidewalks project is consistent with existing local and regional plans to maintain transportation facilities and systems in a state of good repair. Excelsior Springs rated improvements to the west side as a high priority, and connecting the east and west side had a 97% approval rating from our community survey.

MoDOT will provide oversight for RAISE funds awarded to the City of Excelsior Springs and will include the project in MoDOT's five-year Statewide Transportation Improvement Program (STIP) in a similar manner as all other federally supported Local Public Agency projects. Local MoDOT staff will aid and monitor federal funds contributed to the project in partnership with FHWA, as requested. The City will issue construction contracts upon completion of environmental and site plan approval.

### 5.2.3 Federal Transportation Requirements Affecting State and Local Planning

See State and Local Approvals, in Section 5.2.2.

## 5.3 Assessment of Project Risks and Mitigation Strategies

Excelsior Springs' RAISE project is both timely and low-risk. Most of the improvements are located within the existing right-of-way. Only minor temporary or permanent easement acquisition is anticipated.

- *NEPA Delays:* (See Section 5.2.1).
- *Cost Overruns:* Contingency costs of 10% have been built into the project budget. The City has worked with McClure Engineering to make sure cost estimates are in line with expected construction costs. The City of Excelsior Springs has completed two recent projects, Community Center at \$18 million, and Water and Sewer Improvements for \$40 million,

## 06. Benefit Cost Analysis

The U.S. Department of Transportation report (US DOT 2016), Small Town and Rural Multimodal Networks, indicates there is a need and desire to make travel safer and more active in small and rural communities. The publication noted common issues, such as longer, non-local trip distances, health disparities with higher rates of physical inactivity, higher crash rates, and income disparities. While residents often live long distances from services in rural communities most small towns, like Excelsior Springs, provide a compact center well-suited for walking and bicycle trips. The proposed Safe Streets and Sidewalk Improvement Project seeks to address many of these issues. The project aims to improve citizen mobility, create a safer flow of traffic with improved access to businesses and healthcare, and provide additional job opportunities.

Specifically, the Safe Streets and Sidewalks Improvement Project is designed to:

- Increase safety along the corridor
- Support increased business development and additional residential housing along the corridor or in regions immediately adjacent to the business corridor
- Construct pedestrian access sidewalks and trails to businesses, schools, and residential developments along the corridor
- Increase vehicle access to businesses and residential developments along the corridor
- Increase the appeal of the corridor
- Improve stormwater management systems
- Provide improved access for employees and freight to industrial employers, as well as other large employers, including the hospital and Walmart
- Provide better access to healthcare, food, education, and other service providers

The Safe Streets and Sidewalks Improvement Project offers tremendous benefit value for the City of Excelsior Springs. The project will make the west side of Excelsior Springs more appealing while improving safety for motorists and pedestrian access through roadway improvements and addition of multi-modal travel options. The project's cost and benefits are documented below, and the conservative assumptions used in the calculations can be found in the attached Excel workbook. Refer to [Appendix G](#).

The anticipated values in the Benefit-Cost Analysis (BCA) are expressed in constant 2020 dollars. In instances where estimates or valuations were expressed in past or future dollars, the DOT's Benefit-Cost Analysis Guidance for RAISE Applications was used to adjust them to 2020 values. This BCA uses 2047 as a horizon year, representing 25 years from the project's start date. Per DOT guidance, all project benefits and costs are discounted to 2020 dollars using the recommended 7% discount rate and the alternative 3% discount rate. The BCA ratio (discounted 7%) is 1.08 for the proposed projects.

The west side of Excelsior Springs serves as a major business, retail, and restaurant corridor for the community. This project will improve multiple areas to decrease traffic and crashes, upgrade utilities, build pedestrian features, and make aesthetic improvements. The project also improves access and flow to adjacent businesses, Wal-Mart, Ford, Chevrolet, and Dodge dealerships, and access to three public schools. To improve traffic flow and safety, two new roundabouts will be installed at current traffic chokepoints, among other measures. Pedestrian safety is a major consideration behind this project because the corridor has no sidewalks.

The following charts show summary highlights of the BCA study:

## Summary of the 2022 BCA Results

Benefits	Total Benefits Undiscounted	Total Benefits over 25-Year Period Discounted 3%	Total Benefits over 25-Year Period Discounted 7%
Property Values	\$6,706,760	\$5,872,090	\$4,949,191
Environmental (Stormwater)	\$2,262,855	\$1,464,485	\$892,511
Crash Reduction	\$30,540,795	\$20,051,329	\$12,434,612
Maintenance	\$2,104,634	\$1,785,767	\$1,499,813
Vehicle Operating Time	\$1,035,564	\$679,892	\$421,628
Vehicle Hours Cost	\$2,292,776	\$1,483,060	\$902,322
Social Benefits	\$396,840	\$396,840	\$396,840
Emissions	\$930,898	\$568,038	\$431,596
<b>Total</b>	<b>\$46,271,122</b>	<b>\$32,301,501</b>	<b>\$21,928,514</b>



Current Status/ No Build & Problem to be Addressed	Change to No Build/Alternatives	Types of Impacts	Population Affected by Impacts
Corridor has substantial amounts of impervious surface and rainfall currently runs off these surfaces into a combination of ditches and Storm Water systems. This excess water places substantial strains on the existing Storm Water system which is old and under capacity. The under capacity storm water system is causing flooding as it is not able to handle excessive storm water.	Upgrade the storm water system and add green storm water management measures.	Increasing capacity of Storm Water system and adding green stormwater management practices will reduce flooding and annual maintenance costs for the City.	The City and the environment will benefit.
The Safe Streets and Sidewalks project area is dangerous and experienced 460 crashes from 2017 to 2021, with 193 injuries and two fatalities.	The project includes traffic calming measures in the project area.	Fewer crashes. Wider sidewalks and additional paths will increase pedestrian community connectivity and provide additional protection for pedestrians and bicyclists.	All populations will benefit.
The current road and sidewalk infrastructure is crumbling and in need of immediate repair.	The project includes substantial roadway and sidewalk rehabilitation.	Safer streets, better pavement quality, and opportunities for additional revitalization.	All populations will benefit.
Pedestrian accessibility and mobility is limited by the aging infrastructure, lack of ADA Accessible Design, and overall gaps in the sidewalk network.	The project is accommodating bike and pedestrians by creating ADA accessible design and address gaps in the sidewalk network.	Improve safety for Pedestrian and Bicyclists and attract more people to walk and bike the corridor for recreation, work, and shopping.	Pedestrians, cyclists, and those who use wheelchairs or motor-assisted scooters will benefit from the traffic calming and ADA improvements. Students will greatly benefit by the increased mobility and safety.
Due to lack of pedestrian accessibility and limited mobility by the aging infrastructure, lack of ADA Accessible Design, and overall gaps in the sidewalk network discourage travelers to use other modes of transportation.	The project addresses gaps in the sidewalk network and makes safer links for non-motorized travel.	Reduced vehicle miles traveled due to reduction in number of vehicle due to mode shift.	All populations and the environment will benefit.

Project Website

A

Photo Key Maps

B

Construction Cost Estimate

C

Railroad Expansion Information

# D

## Public Engagement

Fall 2020 | Thrive Community Survey - Data

March 2021 | Citizen Survey - Data

March 2021 | Citizen Survey - Infographics

April 2021 | Visual Preference Survey - Data

April 2021 | Visual Preference Survey - Infographics

# E

## Environmental Justice Maps

# F

## Letters of Support

Governor Mike Parsons

Congressman Sam Graves

Canadian Pacific Railroad

Senator Dan Hegeman

Representative Doug Richey

Mid-America Regional Council (MARC)

Excelsior Springs Mayor

Excelsior Springs City Manager

ESSD-40 Superintendent

ESSD-40 Deputy Superintendent

Excelsior Springs Middle School Students

Director of Parks, Recreation & Community Center

Excelsior Springs Hospital

Excelsior Springs Chamber Director

Excelsior Springs Chamber Chairman

Mid-Continent Public Library

Chuck Anderson Ford

# G

## Benefit Cost Analysis

STATE CAPITOL  
201 W. CAPITOL AVENUE, ROOM 216  
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222  
WWW.GOVERNOR.MO.GOV

*Michael L. Parson*

GOVERNOR  
STATE OF MISSOURI

September 22, 2021

Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Secretary:

The City of Excelsior Springs and surrounding area is home to over 16,000 residents and is a regional tourism destination. The city is in need of federal assistance to secure funding for the Safe Streets and Sidewalks initiative, which will provide sidewalks and trails along US-69 and MO-10 as well as connect the community center, middle and high schools, and commercial shopping district with the rest of the community.

Currently, US-69 has limited pedestrian crossing points and no crossing signals. MO-10 has narrow or no shoulders, and pedestrians are forced to walk alongside traffic. These conditions require driving children to school regardless of how close they live to the campus. Disabled residents in motorized wheelchairs travel within the driving lanes on Highway 10 to get groceries. Elementary School children travel on foot through a one-lane railroad underpass. Westside businesses want to improve the functionality of the business district and elevate the appearance to capture some of the tourist traffic currently traveling past their businesses to enjoy attractions downtown.

The City is taking a bold approach to solve these problems and can provide up to \$2 million to cost share with federal dollars. The Westside Business District is providing additional support of \$4 million.

Two of my administration's top priorities are improving Missouri's infrastructure and fostering economic development. These priorities not only benefit Missouri but the entire Midwest region as well, and this project aligns with those priorities. I respectfully request that you approve the RAISE Grant application for the City of Excelsior Springs.

Sincerely,

 A blue ink signature of Michael L. Parson, followed by his name and title.
 

Michael L. Parson  
Governor

Congressman Sam Graves  
11724 Nw Plaza Cir., Suite 900  
Kansas City, MO 64153

Dear Congressman Graves,

The City of Excelsior Springs and surrounding area is home to over 12,000 residents and has a storied history with four National Register Districts, three local Landmarks Districts, six individual property listings on the National Register, and nine individual local Landmarks Register listings. Unfortunately, Our geography, natural resources, increased growth, and city highway systems have caused our neighborhoods to be disjointed from the nearby schools and commercial districts.

We would appreciate your help in securing funding for our Safe Streets and Sidewalks initiative. This initiative will connect our schools, community center, commercial shopping districts, and grocery stores to the rest of the community. Major pedestrian corridors such as US 69 and Missouri Route 10 are examples where this initiative would improve on. Currently, US 69 is a high-speed highway with few pedestrian crossings with fewer pedestrian push buttons. Missouri Route 10 also has narrow or no shoulders, forcing pedestrians to walk with traffic. Both roadways have created hostile and dangerous environments for our residents who rely on walking for a primary source of transportation.

Excelsior Springs School District is investing heavily in our community. We are currently building a new elementary school and enhancing most of our school buildings through a recent school bond that was supported by our community. Enhancing the sidewalks and streets around town and near our schools will be necessary to ensure the safety of children getting to and from school, accessing our fields, events, and playgrounds.

The state of Missouri has limited funding to assist with these improvements and since both US 69 and Route 10 are on the National Highway System, we would appreciate the Federal Highway Administration's help in providing for safer streets for everyone.

Sincerely,

*Jaret Tomlinson Ed.D.*

Deputy Superintendent  
300 W. Broadway  
Excelsior Springs, Missouri 64024

(816) 630-9200  
(816) 630-9203 Fax



Arielle Giordano  
Managing Director  
US Government Affairs

## Safe Streets & Sidewalks - Appendix

1341 G St NW  
Suite 1100  
Washington, DC  
USA 20005

E Arielle\_Giordano@cpr.ca  
P (202) 585-0250

April 13, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States

Dear Secretary Buttigieg,

Canadian Pacific supports the City of Excelsior Springs' US DOT RAISE grant application to improve city infrastructure around the CP rail corridor through the city. The grant would pay to install a passageway for a sidewalk and pedestrians under the track and advance warning signals that would help motorists choose grade-separated routes when a train is present.

Sincerely,

**Arielle Giordano**  
Managing Director, US Government Affairs  
Canadian Pacific



## MISSOURI SENATE

MISSOURI STATE CAPITOL, ROOM 332  
JEFFERSON CITY, MISSOURI 65101

DAN HEGEMAN  
DISTRICT 12

PHONE: (573) 751-1415

FAX: (573) 751-8342

DAN.HEGEMAN@SENATE.MO.GOV

July 9, 2021

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to write this letter of support for the City of Excelsior Springs' application for funding from the 2021 RAISE Grant Program to assist with their "Safe Streets and Sidewalks Plan."

Funding from this grant will assist the City of Excelsior Springs to build out safe streets and sidewalks on the west side of the community. The project began with the new elementary school and there are missing sidewalks in key areas around the schools. The City is also addressing the streetscape and pathways in their west side business center to allow residents to more safely travel to essential services including their grocery stores which are all located in that area. The RAISE Grant goals also include addressing the need for jobs by building out their sidewalks along 10 Highway allowing more people that may not drive to walk to work more safely.

Therefore, on behalf of my constituents, I strongly support and encourage funding to assist with this important and necessary project. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Daniel J. Hegeman".

Dan Hegerman  
Missouri State Senator, 12<sup>th</sup> District

**CAPITOL OFFICE**

State Capitol  
201 West Capitol Avenue  
Jefferson City, MO 65101-6806  
Tele: (573) 751-2238

E-Mail:  
Doug.richey@house.mo.gov

**MISSOURI HOUSE OF REPRESENTATIVES**

**Doug Richey**

State Representative  
District 38

Mayor Sharon Powell  
201 E Broadway  
Excelsior Springs, MO 64024

Mayor Powell,

I am writing today to convey my full support for the City of Excelsior Spring's *2021 RAISE Grant* application for additional project funding. The City of Excelsior Springs has a cohesive plan to utilize the grant amount they are requesting, and this grant is critical to the improving the west side of the community. I implore you to consider funding it.

The city is asking for \$20 million to make road improvements on the west side of the Excelsior Springs community, which would be utilized in several ways that will improve safety and access in our community. By creating safer pedestrian pathways, we are creating new opportunities for possible employees to get to work safely while also improving the quality of life for residents, as we are would be able to offer a safer way in which to get to services such as grocers and pharmacists.

The necessity of this grant is apparent when looking at the project itself. There are a lot of challenges facing the area that the grant would improve, such as a need to build and fix existing infrastructure, while also addressing a dangerous lack of pedestrian features. With this project's completion, safety in the area would increase significantly and the infrastructure of the area would be improved considerably.

I believe that this project is vital to the area, and that the regional impact of this project hits exactly what the *2021 RAISE Grant* application is looking for. As a Representative for the area, I am completely behind this project due to its importance for the people in the surrounding area. I would like to express my total and complete support in regards to the project, and implore you for its consideration for additional project funding.

Thank you for your consideration and time.

Sincere regards,

A handwritten signature in black ink, appearing to read "D Richey".

State Rep. Doug Richey  
House District 38

**Safe Streets & Sidewalks - Appendix****COMMITTEES****Chairman:**

Subcommittee on Federal Stimulus

Spending

**Vice-Chairman:**

Rules-Legislative Oversight

Fiscal Review

Joint Committee on Education

**Member:**

Budget

Emerging Issues

Subcommittee on Appropriations-

Health, Mental Health,

and Social Services

July 8, 2021

Secretary Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Letter of Support for Excelsior Springs "Safe Streets and Sidewalks Plan"  
RAISE Grant Application

Dear Secretary Buttigieg:

As the U.S. Department of Transportation considers applications for RAISE Discretionary Grants, the Mid-America Regional Council wishes to convey support for the application submitted by the City of Excelsior Springs, Missouri.

The "Safe Streets and Sidewalks Plan" will improve safety and connectivity in Excelsior Springs through improvements to current roadways, the addition of sidewalks and trails, a pedestrian bridge over U.S. Highway 69 and street trees for an enhanced pedestrian experience.

This project is fully consistent with *Connected KC 2050*, the region's metropolitan transportation plan and, as such, demonstrates the support of the entire Kansas City region for this important investment. In our capacity as the council of governments and metropolitan planning organization for Greater Kansas City, MARC will promptly include any funds awarded to this project in the region's *Transportation Improvement Program*.

The Mid-America Regional Council supports funding this RAISE grant application; and we look forward to working with you to make this important project a reality.

Sincerely,



Ron Achelpohl, PE  
Director, Transportation & Environment

Copy: Molly McGovern – City of Excelsior Springs

Chair  
Harold Johnson Jr.  
Commissioner  
Unified Government  
of Wyandotte County/  
Kansas City, Kansas

1st Vice Chair  
Carson Ross  
Mayor  
Blue Springs,  
Missouri

2nd Vice Chair  
Janeé Hanzlick  
Commissioner  
Johnson County,  
Kansas

Treasurer  
Eileen Weir  
Mayor  
Independence,  
Missouri

Secretary  
Beto Lopez  
Mayor Pro Tem  
Lee's Summit,  
Missouri

Executive Director  
David A. Warm



**Office of The City Manager**

201 East Broadway  
Excelsior Springs, MO 64024

Phone: (816) 630-0752

Fax: (816) 630-4424

[www.cityofesmo.com](http://www.cityofesmo.com)

July 1, 2021

Molly McGovern  
City Manager  
City of Excelsior Springs  
201 E. Broadway  
Excelsior Springs, MO 64024

Dear Ms. McGovern,

Thank you for finding an opportunity to submit a funding request to the US Department of Transportation to address a critical need in our community. The safety to travel on foot or bicycle to school or to shop for necessities is not an unreasonable expectation.

So much of our community's heritage has been preserved to the enjoyment of many visitors to Excelsior Springs and is something we all can be proud of. Much attention is still needed for our residents and visitors alike to travel safely around the community. As we began to evaluate our needs, the cost exceeds our ability to address without assistance.

We **need** assistance in securing funding for our Safe Streets and Sidewalks initiative which will provide sidewalks and trails along US-69, MO-10, and connect our community center, middle and high schools, and commercial shopping district with our largest grocery store to the rest of our community. Currently US-69 has limited pedestrian crossing points, and has traffic signals without any pedestrian push buttons. MO-10 has narrow or no shoulders and pedestrians are forced to walk with traffic.

The City has dedicated two years of funding from our Capital Improvement Sales Tax fund (\$2 Million) to solve the problem our community has expressed is our number one problem to address. The Westside Business District has been working for four years to assess the needs to improve the attractiveness of their commercial district and can provide additional support of \$4 Million, which represents 4-5 years of their funding.

The state of Missouri has limited funding to assist with these improvements and since both US-69 and MO-10 are on the National Highway System, we would appreciate your favorable consideration for Federal Highway Administration's help in providing for safer streets for everyone.

Sincerely,

*Sharon Powell*  
Sharon Powell  
Mayor



---

**Office of The City Manager**

201 East Broadway  
Excelsior Springs, MO 64024

Phone: (816) 630-0752

Fax: (816) 630-4424

[www.cityofesmo.com](http://www.cityofesmo.com)

July 1, 2021

Mayor Sharon Powell  
City of Excelsior Springs  
201 E. Broadway  
Excelsior Springs, MO 64024

Dear Mayor Powell,

The City of Excelsior Springs and surrounding area is home to over 16,000 residents and Excelsior Springs continues to be an attractive tourist magnet rebounding from our formative years over the last 10 years.

Our community's re-investment has protected much of that history today with multiple National Register and local Landmarks Districts, as well as several individual property listings on the National and local Landmarks Register listings. Because of our geography and natural resources, as our town has grown, our neighborhoods have been disjointed from our commercial and school districts by federal and state highways.

We **need** your assistance in securing funding for our Safe Streets and Sidewalks initiative which will provide sidewalks and trails along US-69, MO-10, and connect our community center, middle and high schools, and commercial shopping district with our largest grocery store to the rest of our community. Currently US-69 has limited pedestrian crossing points, and has traffic signals without any pedestrian push buttons. MO-10 has narrow or no shoulders and pedestrians are forced to walk with traffic.

The City is taking a bold, progressive approach to solve the problem our community has expressed is our number one problem to address and can provide up to \$2 Million to cost share with federal dollars. Additional support of \$4 Million is coming from the Westside Business District.

It simply is not safe to travel short distances without the protection of your car. Children must be ferried to and from school within a mile of their school. Disabled residents in motorized wheelchairs travel within the driving lanes on Highway 10 to get groceries. Elementary School children travel on foot through a one-lane railroad underpass with a blind spot to reach their school where it is impossible to warn oncoming vehicles to avoid striking them. West side businesses want to improve the functionality of their business district and elevate the appearance to capture some of the tourist traffic traveling past their business in route to enjoy an attraction in downtown.



**EXCELSIOR SPRINGS**  
SCHOOL DISTRICT  
— *Together, Achieving Excellence* —

June 28, 2021

Dr. Jaret Tomlinson  
Deputy Superintendent of Schools  
300 W Broadway  
Excelsior Springs, MO 64024

Mayor Sharon Powell  
201 E Broadway  
Excelsior Springs, MO 64024

Dear Mayor Powell:

On behalf of the Excelsior Springs School District, please accept this letter as our support in the pursuit of the Department of Transportation RAISE grant to assist in the betterment of our community.

One aspect of a community's value to its citizens is its ability to offer safe and accessible walkways throughout the community. The chance for children to walk to school without having to walk in the middle of road, greater access to stores and merchants from neighborhoods that surround them, and access to the Community Center by children and families alike, are the main reasons this grant would be beneficial from the school district's perspective.

Please consider this letter as our support in the continued growth and betterment of the Excelsior Springs Community as a whole, and specifically this grant application.

Sincerely;

Jaret W. Tomlinson



**EXCELSIOR SPRINGS**  
SCHOOL DISTRICT  
— *Together, Achieving Excellence* —

Dr. Travis Hux  
Incoming Superintendent

June 28, 2021

Mayor Sharon Powell  
201 E Broadway  
Excelsior Springs, MO 64024

Re: U.S. Department of Transportation RAISE Discretionary Grant Opportunity

Dear Mayor Powell,

I am writing this letter to express support to the City of Excelsior Springs for its continued efforts to secure funding for the community (specifically the areas around schools). More specifically, I am supportive of the City's application within the U.S. Department of Transportation, for a RAISE discretionary grant.

It is my understanding that the RAISE discretionary grant opportunity is in the amount of approximately \$20M for road improvements on the west side of the community. For the stakeholders of both the Excelsior Springs School District and City, this funding would result in the infrastructure improvements of creating safe pedestrian pathways for children to travel within the community. Safe pedestrian pathways is a great incentive for promoting walking and bicycling to school, which not only improves safety, but also leads to increased physical activity for students.

Moreover, while the Excelsior Springs School District has developed a comprehensive transportation plan for all students and is committed to transporting those students, increased safe pedestrian pathways could positively impact the sustainability of the transportation program as well as improve climate conditions in our community through potentially reduced transportation needs.

Sincerely,

Travis T. Hux, Ed.D.

Excelsior Springs Middle School  
701 Crown Hill Road  
Excelsior Springs, MO 64024

Excelsior Springs City Council  
201 E. Broadway  
Excelsior Springs, MO 64024

Dear Members of the City Council,

I would like you to consider building more sidewalks in the city. Sidewalks would help citizens stay safe. There are multiple areas that need sidewalks around Excelsior Springs. I believe that neighborhoods near our schools are the most important.

When middle school and high school students are walking to and from school a lot of them walk on some very busy roads, like Lynn and Wornall, because there are no sidewalks. There are also inexperienced drivers out at the same time. This adds to safety concerns. Another concern is that students that walk in the morning, walk in the dark. They are often hard to see.

If we don't have sidewalks then it is more likely for someone to get hurt. Please take the safety of your children into consideration. This is why I think there should be more sidewalks in the city.

Sincerely,

Jordin Price



March 25, 2022

To Whom It May Concern:

The Parks and Recreation Department of Excelsior Springs is proud to partner with the City of Excelsior Springs in their effort to acquire a grant to improve our community.

Our Department appreciates the effort of our local City to improve the trail system and to attract more visitors to our parks. With the Parks and Recreation Strategic Plan done in 2021, trails were used in some capacity by nearly 78% of people which was the number one way patrons engage in the parks system. Furthermore, additional trails were also the number one facility improvement patrons would like to see added by receiving nearly 42% of votes.

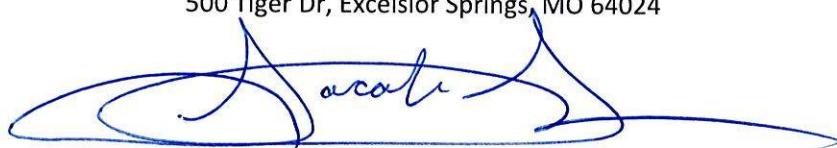
The Parks and Recreation Department is also in the process of working with national bicycle organizations to have the USBR-51 come through Excelsior Springs, which is a bicycle trail that will connect New Orleans to Minneapolis. This same organization is working to reroute the popular Lewis & Clark Bicycle Route to come through Excelsior Springs in the near future.

Excelsior Spring Parks and Recreation Department appreciates the opportunity to partner with the City of Excelsior Springs in their effort to acquire this grant and to bring more visitors to our local parks and trails for families to enjoy.

Sincerely,



Nate Williams, CPRP, AFO  
Director Parks, Recreation, and Community Center  
500 Tiger Dr, Excelsior Springs, MO 64024



Jake Simmons  
Parks & Recreation Board President 2021-2022



Caring for Our Community Since 1904

July 8, 2021

Sharon Powell, Mayor  
City of Excelsior Springs  
201 E. Broadway  
Excelsior Springs, MO 64024

RE: Safe Streets and Sidewalk Grant Application

Dear Mayor Powell:

I write on behalf of the Excelsior Springs Hospital to share my support for the Grant Request made for the Safe Streets and Sidewalks project.

As the Chief Executive Officer for our City Hospital, I have had countless interactions with our City officials, healthcare providers and local businesses. We are all working in tandem to promote health and wellness in our community by offering safe living areas, nutrition, counseling, health and resources for our residents. Many areas throughout the community lack safe streets and sidewalk options. Our Parks and Recreation departments, along with the city have provided many phenomenal upgrades over the years, yet pedestrians with limited transportation options are often put into dangerous situations as they walk to and from their destinations. Our community members deserve to have access to safe walkways and streets. Having safe options that provide access for all ages not only provides a safe environment, but also an aesthetically pleasing picture as well. Good neighborhoods and businesses have clean and safe facades, with clean sidewalks and smooth roads. Unfortunately, due to funding, many of our residential and business areas just do not have access to resources to improve the conditions.

Our Excelsior Springs Community of Excellence work has focused on housing and healthcare for our community. Equally important is having safe access to our hospital, clinics, schools and Community Center. Leading the discussions over the past two years has been an initiative for safe access to these services. Our city leaders are enthusiastic about the prospect of improved resources to make this vision a reality.

I am pleased to support the efforts of the city to secure grant funding for our community's need for Safe Streets and Sidewalks. Your consideration for approval and completion of the project will improve the lives of many. Please give this application your full consideration.

Sincerely,

*Kristen T. DeHart*

Kristen T. DeHart  
Chief Executive Officer



P.O. Box 632  
426 S. Thompson Ave.  
Excelsior Springs, MO 64024  
[michael@exspgschamber.com](mailto:michael@exspgschamber.com)  
**816.630.6161**

July 5, 2021

Mayor Sharon Powell  
201 E Broadway  
Excelsior Springs, MO 64024

Dear Mayor Powell,

This letter of endorsement and support is on behalf of the City of Excelsior Springs that is applying for a \$20 million RAISE Grant. Once received, grant funds will be allocated to make vital safety improvements to the Westside of Excelsior Springs.

Currently, the Westside of Excelsior Springs poses several significant challenges regarding pedestrian safety because they have limited access to sidewalks, contend with inaccessible pathways, and encounter deteriorating infrastructures (i.e., streets, roads, & parking lots).

Professionally, the Excelsior Springs Chamber of Commerce and City of Excelsior Springs have had a longstanding partnership. Historically, the Chamber's association with the City has helped us not only meet, but exceed Mission aligned strategic initiatives to improve the quality of life of the communities we serve. For example, we are in the process of finalizing plans for a Westside Community Improvement District in partnership with business and industry leaders and the City. Similar to the proposed Safe Streets & Sidewalks initiative, the CID will enhance safety, accessibility, and functionality for Westside businesses.

Personally, I often run on the Westside and am in a continuous state of hyper awareness due to the dangerous road conditions, traffic, and aforementioned hazards. However, this is my choice, I am more concerned with the numerous employees I pass who walk to work every day. Funding the City's proposal will not only address the significant safety issues but equally importantly help ensure economic vitality for individuals who do not have access to motorized transportation.

I fully support the City's efforts from both a personal and professional perspective and wholeheartedly believe failing to provide the requested \$20 million for the City's Safe Streets & Sidewalks initiative would be an extremely detrimental and unfortunate setback to enhancing the safety and quality of life within the Excelsior community.

For these reasons, and many more, I take great pride and pleasure in supporting the City of Excelsior Springs application for the RAISE Grant. Please let me know if you have any questions via email or call/text 660.909.2746.

Respectfully,

A handwritten signature in blue ink, appearing to read "Michael Fitzpatrick, Ph.D." followed by "Ph.D." in a smaller script.

Michael Fitzpatrick, Ph.D.  
President & CEO

*Providing resources for tourism and economic growth to support a healthy business environment in the City of Excelsior Springs and the surrounding area*



**P.O. Box 632**  
**426 S. Thompson Ave.**  
**Excelsior Springs, MO 64024**  
[michael@exspgschamber.com](mailto:michael@exspgschamber.com)  
**816.630.6161**

July 7, 2021

Mayor Sharon Powell  
201 E Broadway  
Excelsior Springs, MO 64024

Dear Mayor Powell,

As the Excelsior Springs Area Chamber of Commerce Chairman of the Board, we fully support the City of Excelsior Springs RAISE Grant application for improving pedestrian safety on the Westside of Excelsior Springs.

Pedestrians have created pathways on Excelsior Springs' Westside because they do not have access to sidewalks. At best, these pathways are on grassy curbsides, at worst they are directly on streets which are rife with traffic. Individuals with handicapping condition, such as wheelchairs, who shop on the Westside are in significant danger due to inaccessibility and adequate safety protocols. The City's proposed Safe Streets and Sidewalks project will address these accessibility and safety issues on Excelsior's Westside.

The Chamber and City are currently partnering to establish a Westside Community Improvement District. The CID will improve the shopping experience by enabling property owners to collect revenues to finance projects to benefit Westside businesses. Once funded, the City's Westside Safe Streets and Sidewalks plan will be an essential addition to the CID.

The City's focus on improving safety on the Westside is a value added to our community and the Excelsior Springs Area Chamber of Commerce fully supports their \$20 million Safe Streets and Sidewalks application.

Sincerely,

A handwritten signature in blue ink that reads "Janet Blauvelt". The signature is fluid and cursive, with "Janet" on the top line and "Blauvelt" on the bottom line.

Janet Blauvelt  
Chairman of the Board

*Providing resources for tourism and economic growth to support a healthy business environment in the  
City of Excelsior Springs and the surrounding area*



July 7, 2021

Mayor Sharon Powell  
201 East Broadway  
Excelsior Springs, MO 64024

Dear Mayor Powell,

On behalf of Mid-Continent Public Library, please accept this letter voicing support for the City of Excelsior Springs and your effort to obtain a U.S. Department of Transportation RAISE grant.

The RAISE grant would give the citizens of Excelsior Springs a valuable resource in creating accessible and safe sidewalks through a community that currently has none. Those using businesses and schools will benefit greatly from these sidewalks, but library patrons will most certainly benefit. A significant number of residents walk to our library branch each day to apply for jobs, access technology, register to vote, to build skills, and to get help with life issues great and small. Creating a safe path for those residents to make it to the library would truly be a boon for the community.

Speaking for the library, we fully support the city's vision for a safer and more walkable community. The community asset we provide will be enhanced by the creation of other city assets that are complementary. We commend the city in this effort and we fully support that application for the RAISE grant.

Sincerely,

Digitally signed by Steven V. Potter  
Location: Independence, MO  
Date: 2021.07.07 10:47:22 -05'00'

Steven V. Potter  
Library Director and C.E.O.



**CHUCK** **ANDERSON**

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Dear Mayor Sharon Powell

6-25-2021

Mayor Powell I normally don't get involved in the Cities business but I understand that you are obtaining a Grant for public safety that includes sidewalks on the West side of town. I for one, being a business owner, have witnessed numerous times citizens walking and even pushing baby strollers along the shoulder of the highway leading into town. These citizens are obtaining medicine from the Pharmacy or going to get groceries to feed their families. I fully support your efforts to have lighted sidewalks put in to assist the numerous people traveling to and from these areas. If there is anything you or the Council feels I can be of assistance, please let me know.

Professionally

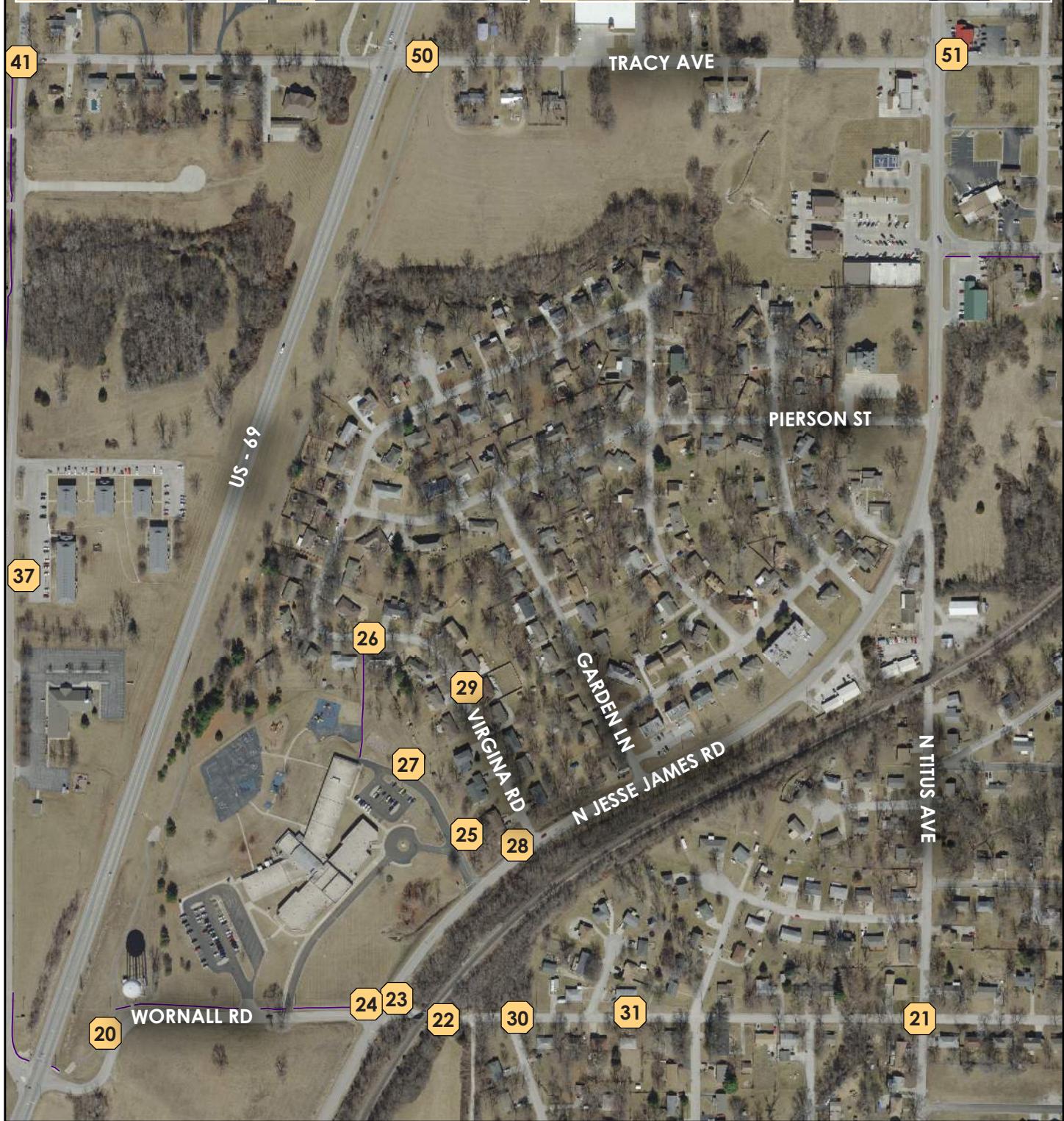
Mike Anderson

Chuck Anderson Ford

A handwritten signature in blue ink that appears to read "Mike".

# G

## Benefit Cost Analysis

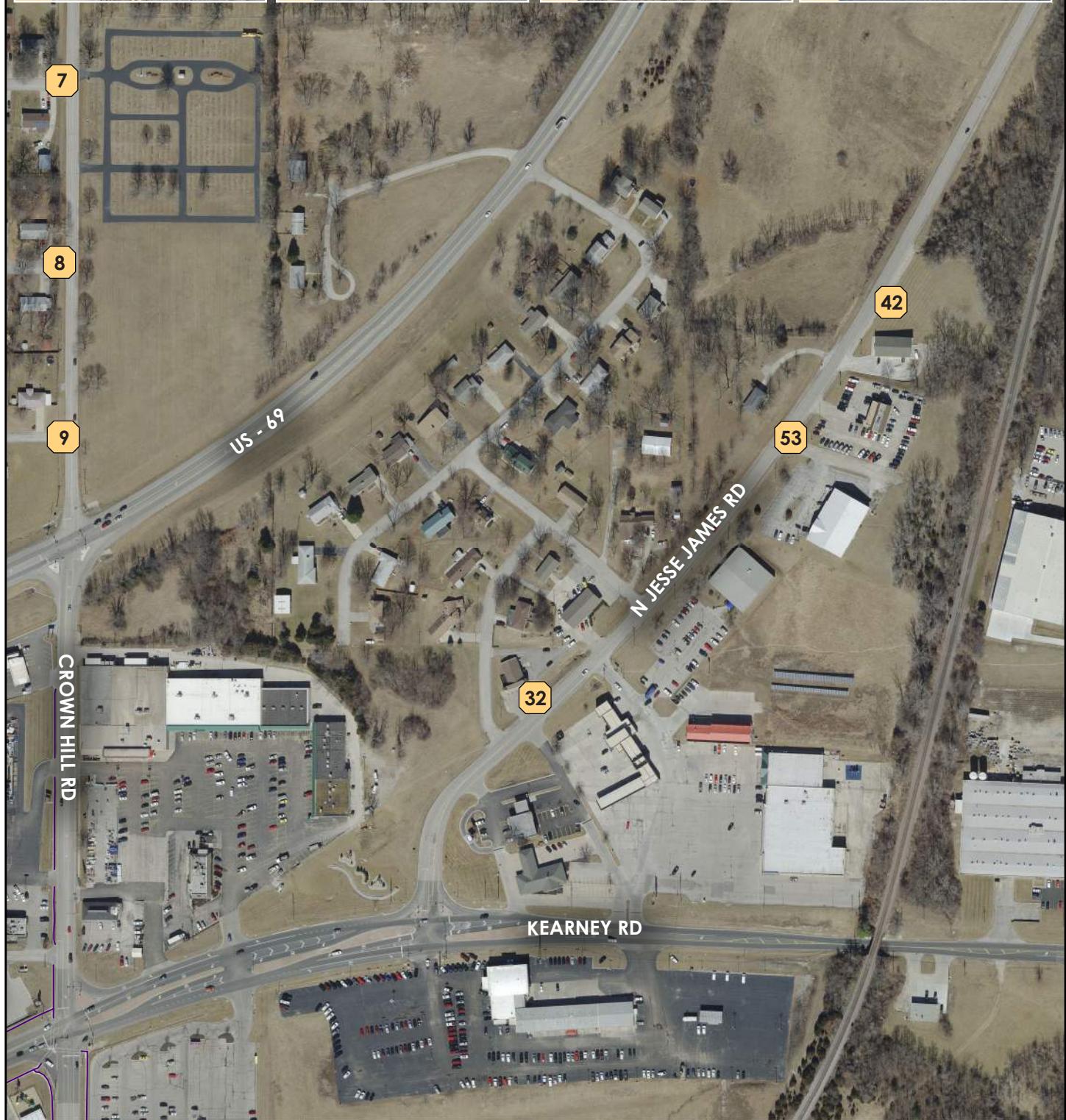


## Westview Elementary School

0 200 400 800 Feet

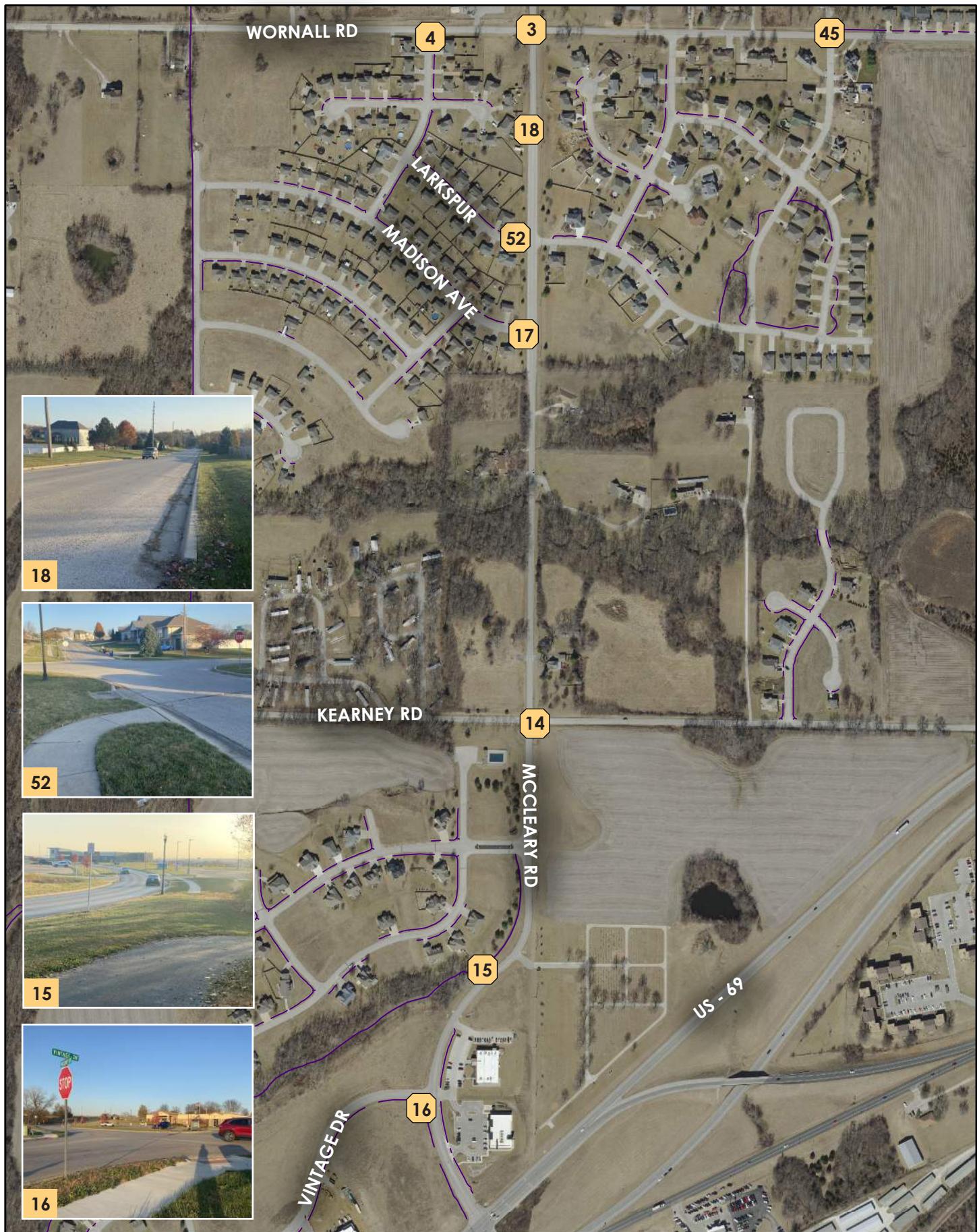
**vireo**

N



## Jesse James South





## McCleary South

0 200 400 800 Feet  
vireo N



## McCleary South

0 200 400 800 Feet  
vireo N



# Excelsior Springs Middle & High School

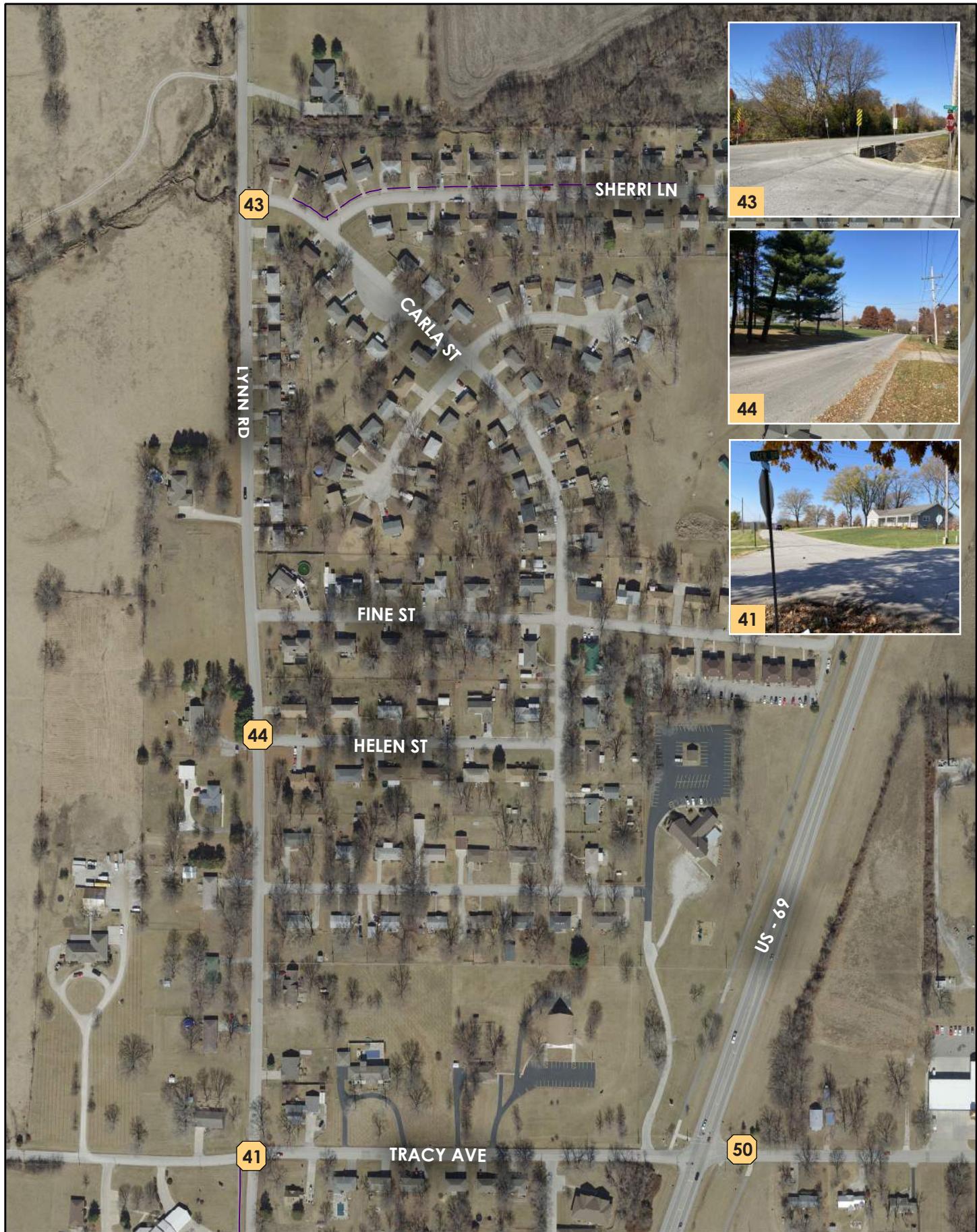
0 200 400 800 Feet

vireo



## New Elementary School

0 200 400 800 Feet  
vireo N



## Lynn Road





## Kearney Road West



## Kearney Road East



**The following attachment is not included in the view since it is not a read-only PDF file.**

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**4 Appdix-B-SF424\_C.xlsx**

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# Excelsior Citizen

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## Railroad Merger on Track to Deliver Major Changes to Excelsior Springs

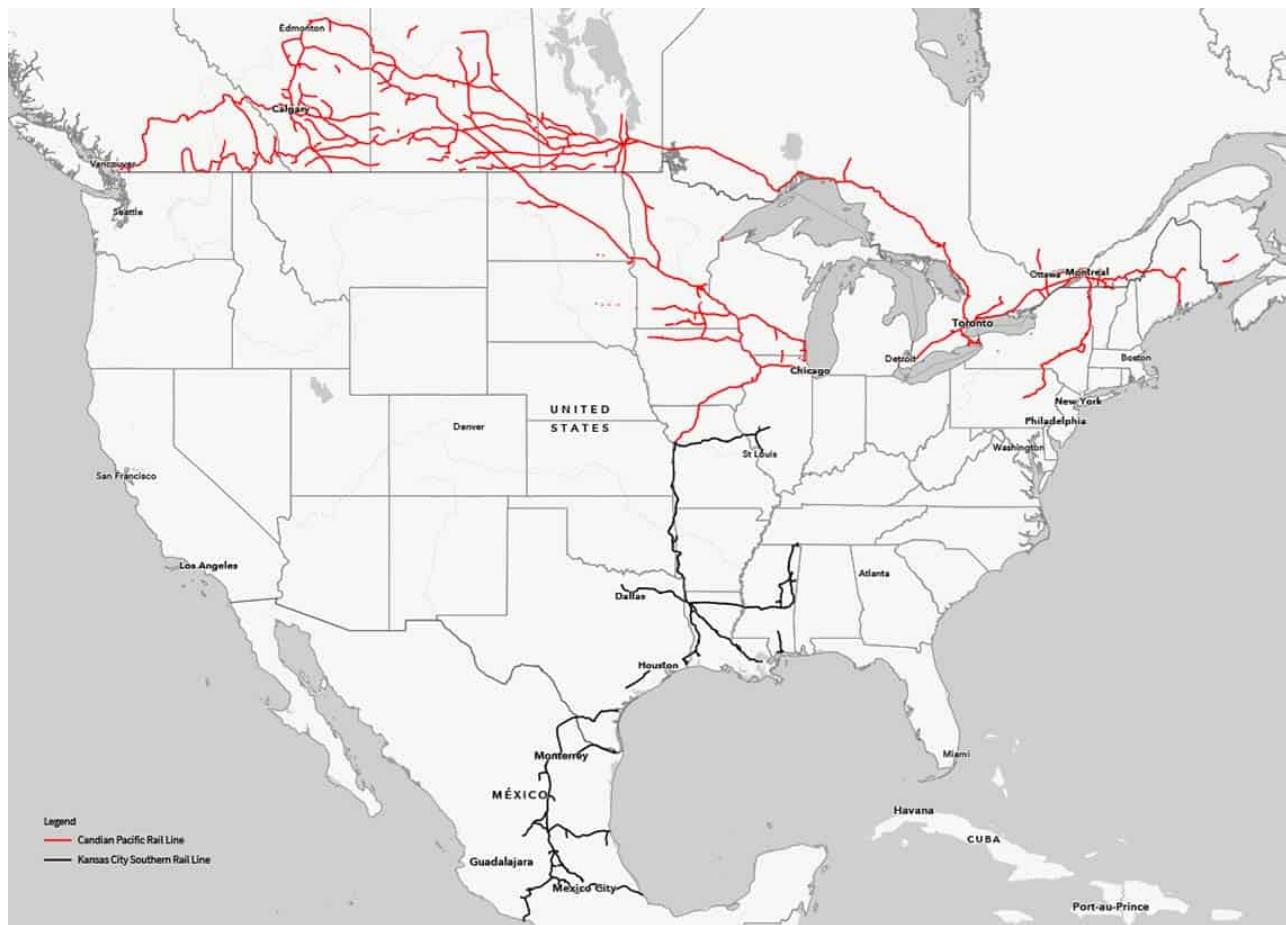
7 Comments / Archives, City, Featured / By S Jason Cole

Last Updated on January 31, 2022 by [S Jason Cole](#)



*A Canadian Pacific locomotive passes through Excelsior Springs, MO (photo by Kevin Morgan).*

Canadian Pacific Railway (CP) and Kansas City Southern (KCS) have filed an application allowing authorization for CP to acquire KCS forming Canadian Pacific Kansas City Railway (CPKC). It appears the merger will be successful, which will bring some major changes to Excelsior Springs. Currently, Excelsior Springs sits on the northern end of the KCS lines which limits the number of trains coming through town to approximately 8 per day. Once approved, the merger will create the first truly North American rail system connecting Canada, the U.S., and Mexico placing Excelsior Springs in the literal center of international railway traffic. Representatives from CP have been in communication with city officials including Mayor Sharon Powell, City Manager Molly McGovern, and Public Works Director Chad Birdsong. In their conversations, CP explained that the number of trains traveling through Excelsior Springs will increase to 22 or more trains per day. Not only will the number of trains increase, but the length of the trains may increase as well and we may frequently see trains anywhere from 75 to 100 cars long.



*A map shows CP and KCS rail lines, red is CP, black is KCS*

The increase in rail traffic through the city will cause major challenges for our citizens and city workers. The main concern shared by Molly McGovern is that since the railway essentially goes through the middle of town, longer and more frequent trains could potentially delay emergency services such as police, fire, and ambulance for some citizens. Additionally, grocery stores, pharmacies, and other major retailers are all located on the west side of the railway causing major inconveniences for citizens who reside on the east side. McGovern said that CPKC expressed that they will be willing to work with the city of Excelsior Springs to find solutions to some of these problems. "Cooperation is a major step forward," said McGovern, "it's not something that we've had in the past."



*The railroad crossing on Dunbar Ave. in Excelsior Springs, MO (photo by S. Jason Cole)*

Solutions discussed with CPKC officials included creating an alert system for emergency vehicles, and citizens, at strategic intersections to direct traffic to alternate routes.

McGovern said the intersections at Jesse James and Miller as well as Dunbar and Kimball are a priority for alert systems since Dunbar/Miller is a major thoroughfare for emergency vehicles traveling to and from the downtown. Additionally, McGovern said she sees this as an opportunity to address issues with railway overpasses in our community to make them more user-friendly for vehicle and pedestrian traffic.



*A pedestrian culvert may be added to the railroad overpass on Kearney Rd. (photo by S. Jason Cole).*



*Examples of the types of pedestrian culverts that may be added to the Kearney Rd. overpass (stock images).*

With crossings on Dunbar/Miller and Italian Way blocked by train traffic, the most logical routes for vehicles and pedestrians will be to travel to one of the railway overpasses at either Titus, Wornall, or Kearney Rd./10 Hwy. But, each of these locations already have challenges of their own. The overpasses on Titus and Wornall are both one-lane traffic, with Wornall being especially dangerous as the passage creates a blind corner near a major intersection. The overpass on Kearney Rd. is treacherous for pedestrians who are required to walk dangerously close to automobile traffic as they travel beneath the overpass. McGovern said she is hopeful that the city may be able to install a pedestrian culvert at Kearney road overpass, helping to keep foot traffic further from the roadway.

She also pointed out that the overpass at Titus already has a pedestrian culvert, which has become overgrown with brush and the sidewalk inside is covered with silt from runoff. "Cleaning up the passage on Titus and punching through at Kearney Road as well as the signals at key intersections is the main goal at the moment," said McGovern. Although the timeline for the merger is still unclear, city officials have already begun exploring options for state or federal funds to help pay for the necessary improvements.



*The railroad overpass on Titus has a pedestrian culvert that needs some TLC (Photo by S. Jason Cole).*

culvert images from <http://civilenginphotos.blogspot.com/2011/06/73-pedestrian-tunnel.html> and <http://lgam.wikidot.com/box-culvert>.

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## 7 thoughts on “Railroad Merger on Track to Deliver Major Changes to Excelsior Springs”

 ROBERT CARLTON

JANUARY 31, 2022 AT 7:56 AM

How is this possible? A 100 car train would be nearly 13 miles long? Is it 75 to 100 cars? Still a long train.

[Reply](#)

 S JASON COLE

JANUARY 31, 2022 AT 12:18 PM

The average rail car is 50 feet (according to Google). There are 5280 feet in a mile. This means a train transporting 1000 cars (50,000 ft) would be roughly 9.5 miles long. If the train were traveling at 60 mph (a mile per minute) you're looking at an approximately 10 minute wait time!

[Reply](#)

 LINDA JONES

JANUARY 31, 2022 AT 4:40 PM

Dude, I love it when you do that math talk.

[Reply](#)

 RENTON B

JANUARY 31, 2022 AT 2:50 PM

I'm thinking that this article needs to be updated and corrected. Average length hovers around 1.5 miles. Better call it SnowPiercer.

[Reply](#)

 **S JASON COLE**

JANUARY 31, 2022 AT 3:08 PM

I think you're right! I was just going off what I was told, and I'm no railroad expert. The source must have misspoken and meant 75-100 cars and not 750-1000. Thanks for calling this to our attention.

[Reply](#)

 **LINDA**

FEBRUARY 2, 2022 AT 4:12 PM

Interesting. I love love love the pedestrian culvert ideas and hope they're done in quality and adequate quantity.

[Reply](#)

 **SHANNON MILLAR**

FEBRUARY 4, 2022 AT 7:40 PM

The train lines are already running too frequently since the pandemic started. I live in Lawson and the trains run all night long and no longer slow down. The horns are blown and the houses shake. I moved here two years ago and it is nothing like it was. House values are going to deteriorate. Foundations will be cracked with all the shaking. I am totally against this.

[Reply](#)

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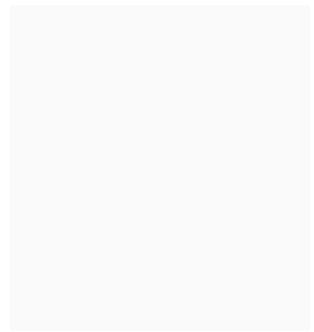
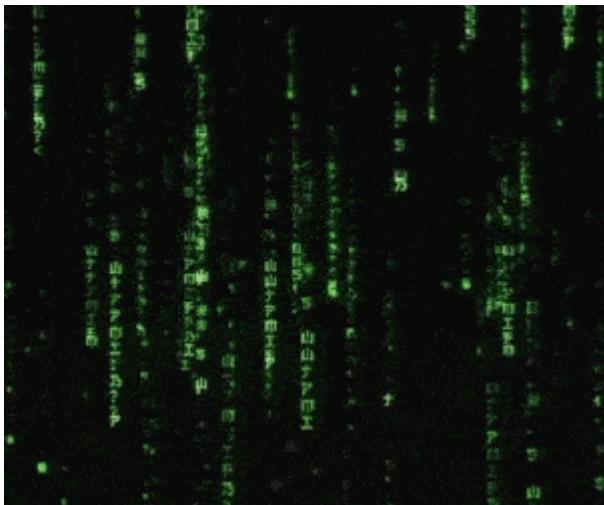
kanningorthodontics.com  
(816) 781-8585



The advertisement features a black and yellow color scheme. On the left, there is a large yellow 'BH' logo with the text 'Bill Hightower Real Estate TEAM' below it. To the right of the logo is a photograph of six people (three men and three women) standing outdoors. In the center of the photo is a yellow sign that reads 'BILL HIGHTOWER TEAM 816-630-0100' and 'Bill Hightower Real Estate TEAM 816.630.0100'. Below the sign, the website 'BillHightowerTeam.com' is visible. At the bottom of the ad, the text 'ReeceNichols REALTORS® EXCELSIOR SPRINGS' is on the left, and 'Call 816-630-0100 or 816-630-9990' is on the right.



The advertisement for Edward Jones features a dark blue background. On the left, the 'Edward Jones' logo is displayed in a yellow square. To the right of the logo is a portrait of a man with a beard, wearing a dark suit and a blue patterned tie. To the left of the portrait, the text 'Jeremy Stone' and 'Financial Advisor' is written, along with the tagline 'Personalized strategies to help you achieve your financial goals.' At the bottom, there is a yellow phone icon followed by the phone number '(816)630-9674', and a yellow envelope icon followed by the email address 'jeremy.stone@edwardjones.com'.



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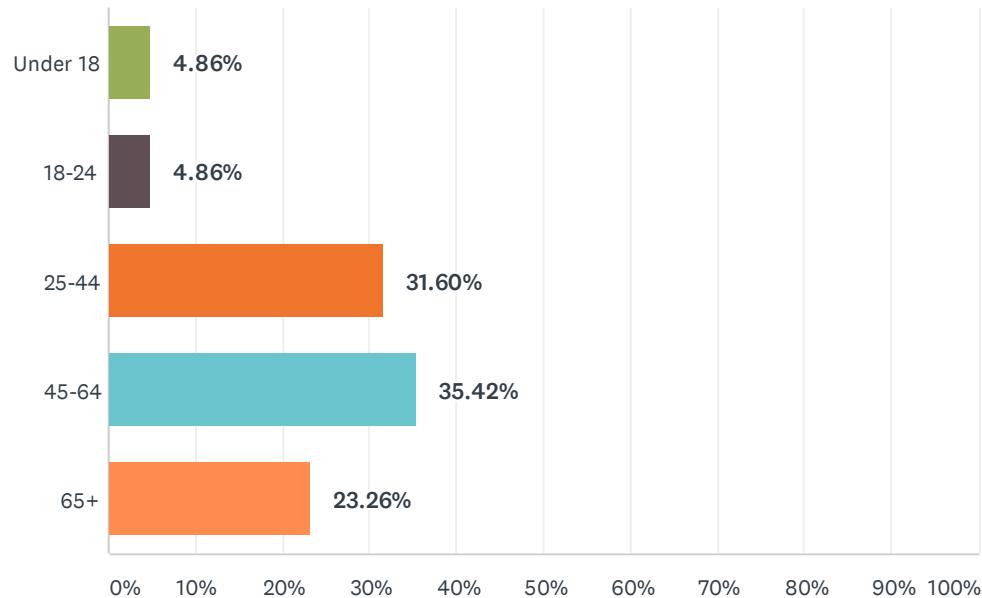
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## Q1 Please select your age group.

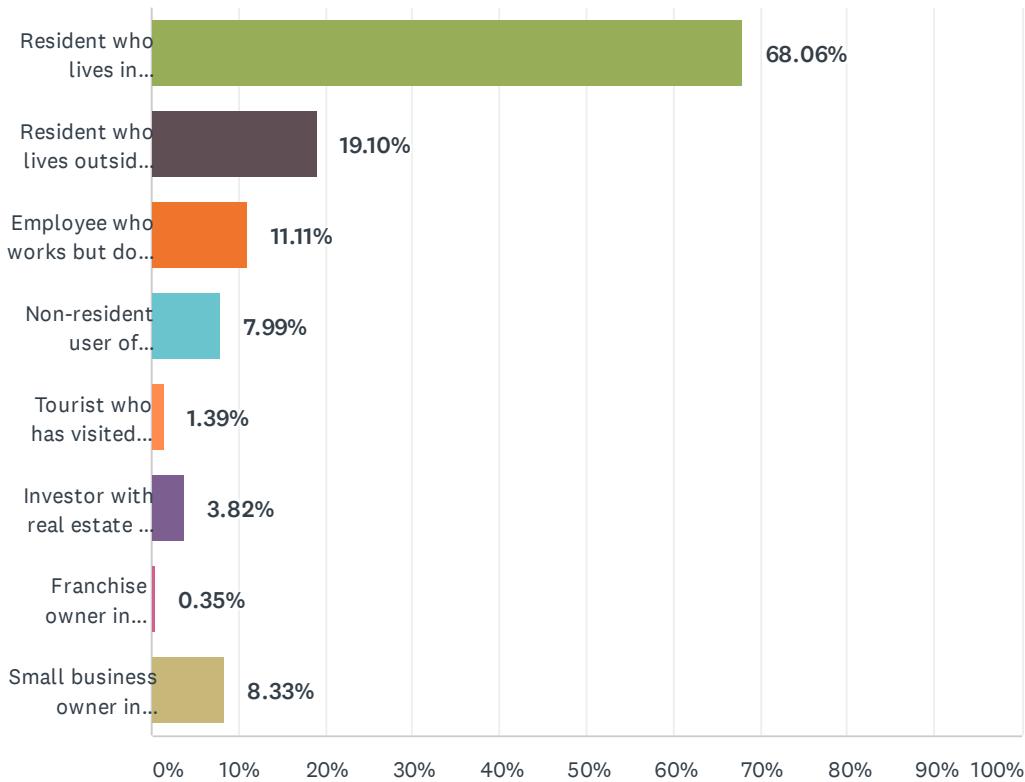
Answered: 288 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	4.86%	14
18-24	4.86%	14
25-44	31.60%	91
45-64	35.42%	102
65+	23.26%	67
<b>TOTAL</b>		<b>288</b>

## Q2 Please select all of the groups with which you identify.

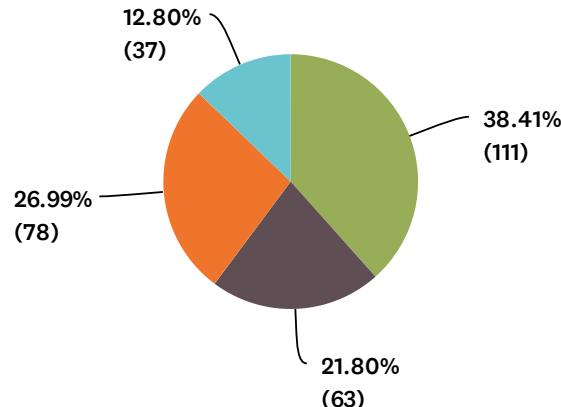
Answered: 288 Skipped: 1



ANSWER CHOICES	RESPONSES
Resident who lives in Excelsior Springs city limits	68.06% 196
Resident who lives outside the Excelsior Springs city limits, but within the 64024 zip code	19.10% 55
Employee who works but does not live in Excelsior Springs	11.11% 32
Non-resident user of amenities such as the Community Center, shopping/dining, etc.	7.99% 23
Tourist who has visited Excelsior Springs for an overnight or day trip	1.39% 4
Investor with real estate or other business investments in Excelsior Springs	3.82% 11
Franchise owner in Excelsior Springs	0.35% 1
Small business owner in Excelsior Springs	8.33% 24
Total Respondents: 288	

## Q3 Please choose the area in which you live.

Answered: 289    Skipped: 0

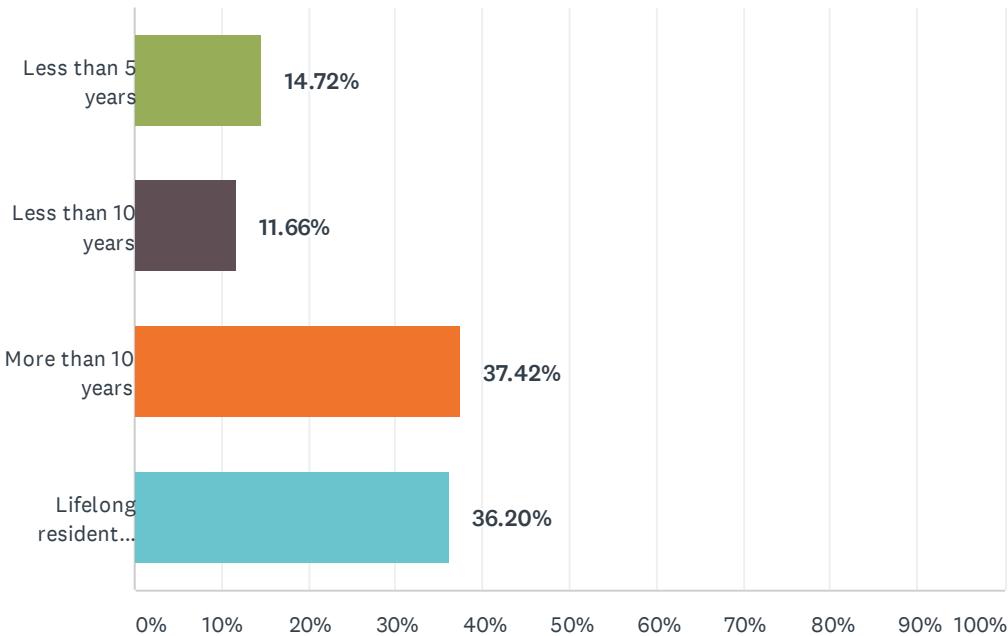


█ Zone 1, inside the blue border.    █ Zone 2, inside the blue border.  
█ I live OUTSIDE of Zones 1 and 2.    █ I'm not sure.

ANSWER CHOICES	RESPONSES	
Zone 1, inside the blue border.	38.41%	111
Zone 2, inside the blue border.	21.80%	63
I live OUTSIDE of Zones 1 and 2.	26.99%	78
I'm not sure.	12.80%	37
<b>TOTAL</b>		<b>289</b>

## Q4 How long have you lived in Excelsior Springs (including the city limits or zip code 64024)?

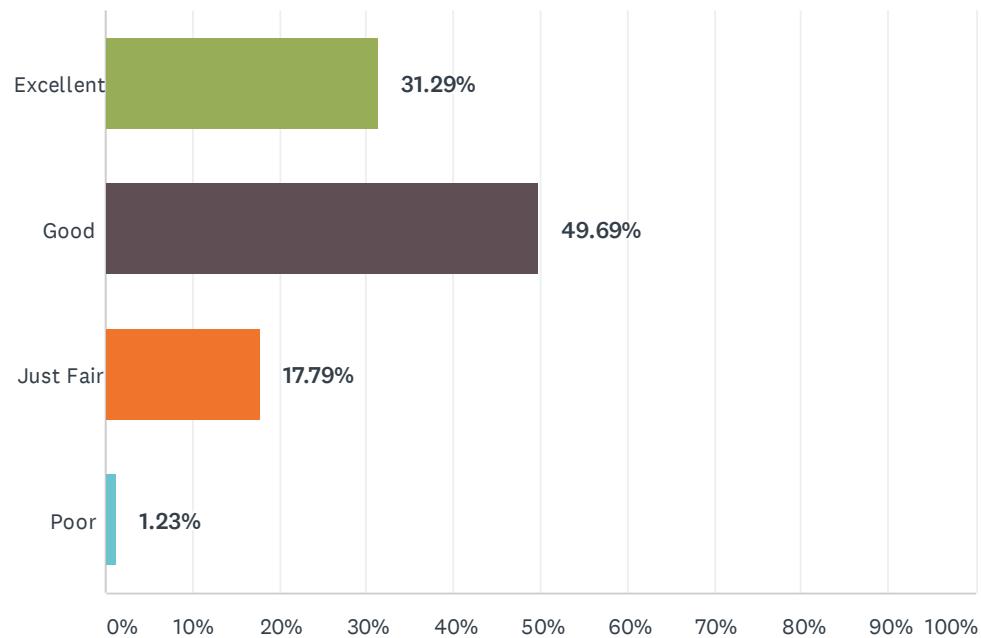
Answered: 163 Skipped: 126



ANSWER CHOICES	RESPONSES	
Less than 5 years	14.72%	24
Less than 10 years	11.66%	19
More than 10 years	37.42%	61
Lifelong resident (including adult life)	36.20%	59
<b>TOTAL</b>		<b>163</b>

**Q5 Quality of life can be described as having access to quality education, health care, financial well-being, a sense of physical safety, and a sense of connection to your community. That being said, how would you rate your quality of life?**

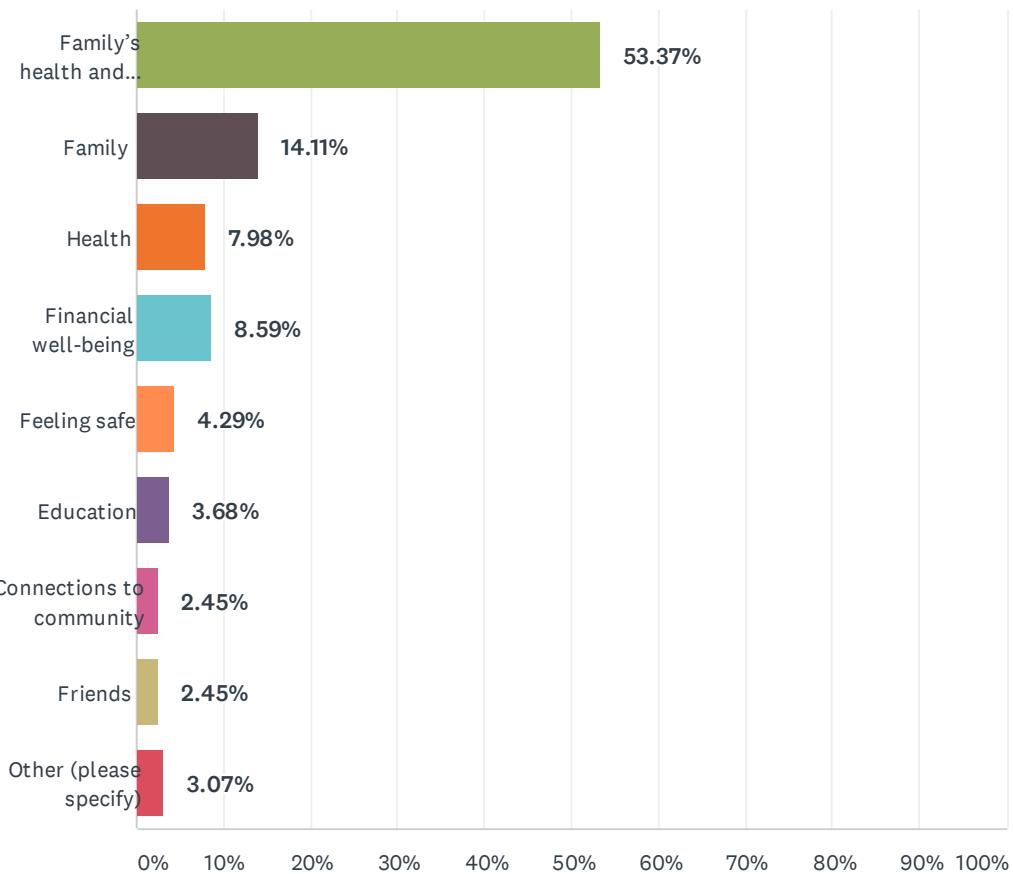
Answered: 163    Skipped: 126



ANSWER CHOICES	RESPONSES	
Excellent	31.29%	51
Good	49.69%	81
Just Fair	17.79%	29
Poor	1.23%	2
<b>TOTAL</b>		<b>163</b>

## Q6 When thinking about the quality of your life, what is the single most important consideration?

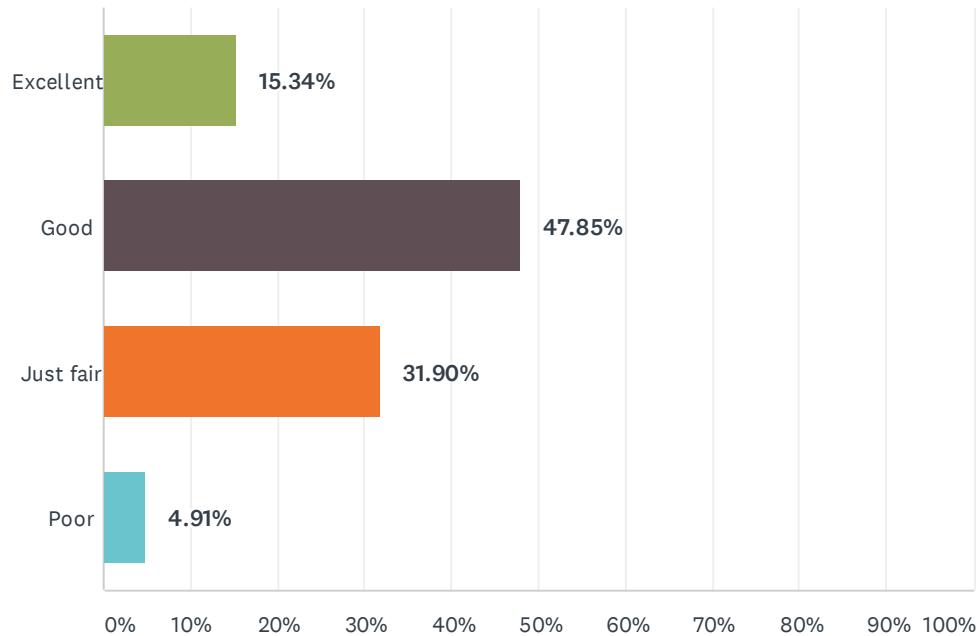
Answered: 163 Skipped: 126



ANSWER CHOICES	RESPONSES
Family's health and safety	53.37%
Family	14.11%
Health	7.98%
Financial well-being	8.59%
Feeling safe	4.29%
Education	3.68%
Connections to community	2.45%
Friends	2.45%
Other (please specify)	3.07%
<b>TOTAL</b>	<b>163</b>

## Q7 Would you describe the state of your own personal finances these days as excellent, good, just fair, or poor?

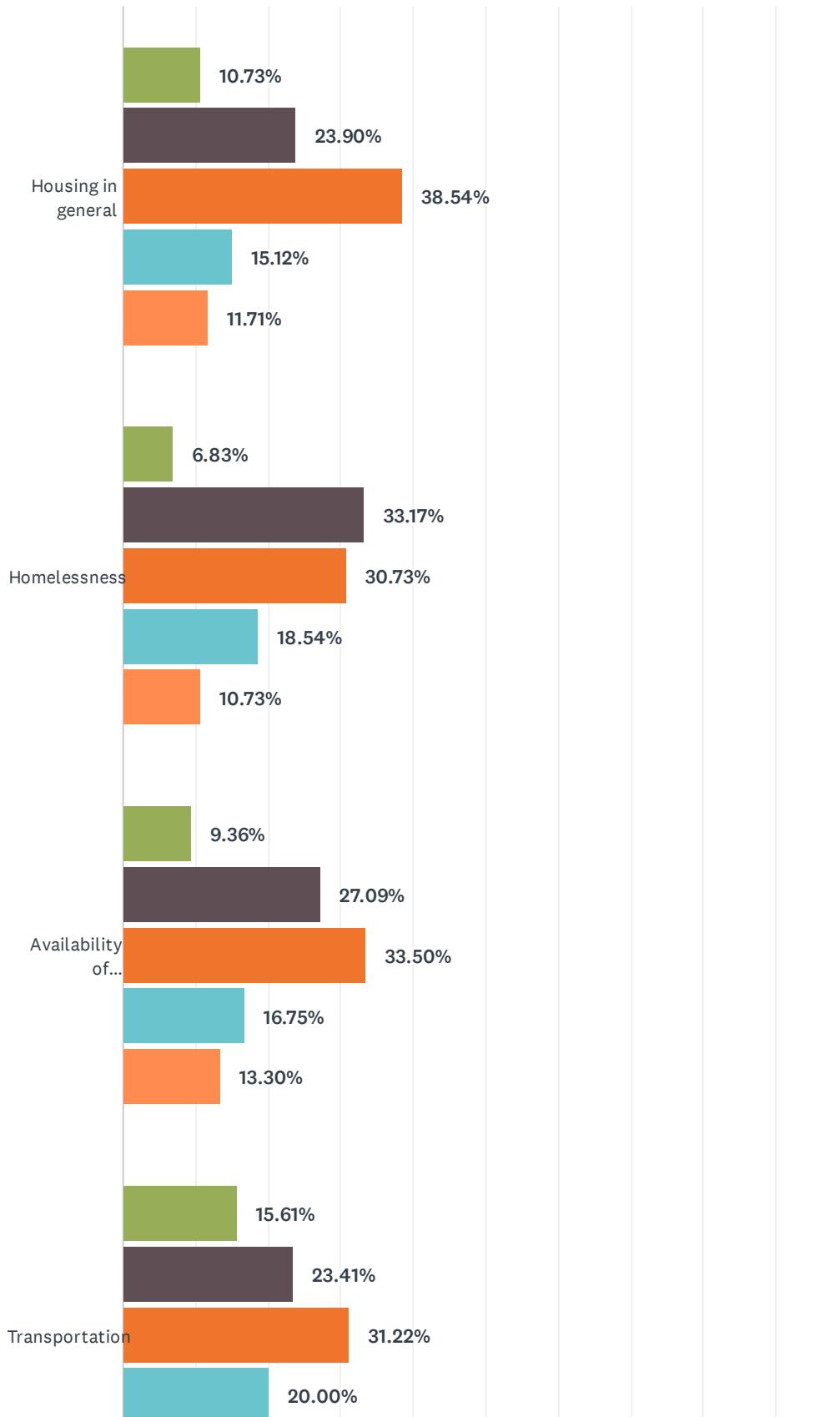
Answered: 163 Skipped: 126

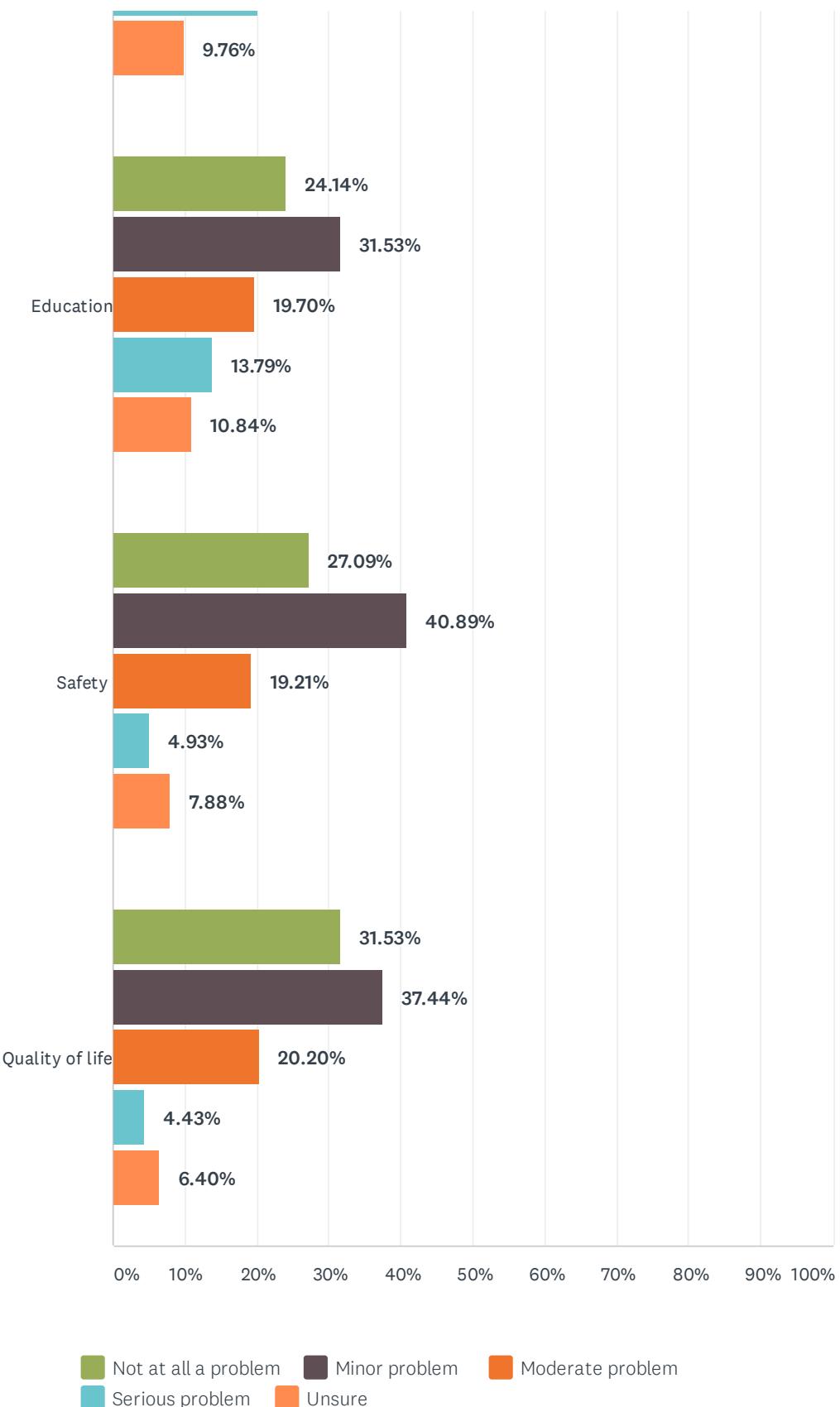


ANSWER CHOICES	RESPONSES	
Excellent	15.34%	25
Good	47.85%	78
Just fair	31.90%	52
Poor	4.91%	8
<b>TOTAL</b>		<b>163</b>

## Q8 How do you view the following issues in Excelsior Springs?

Answered: 206 Skipped: 83



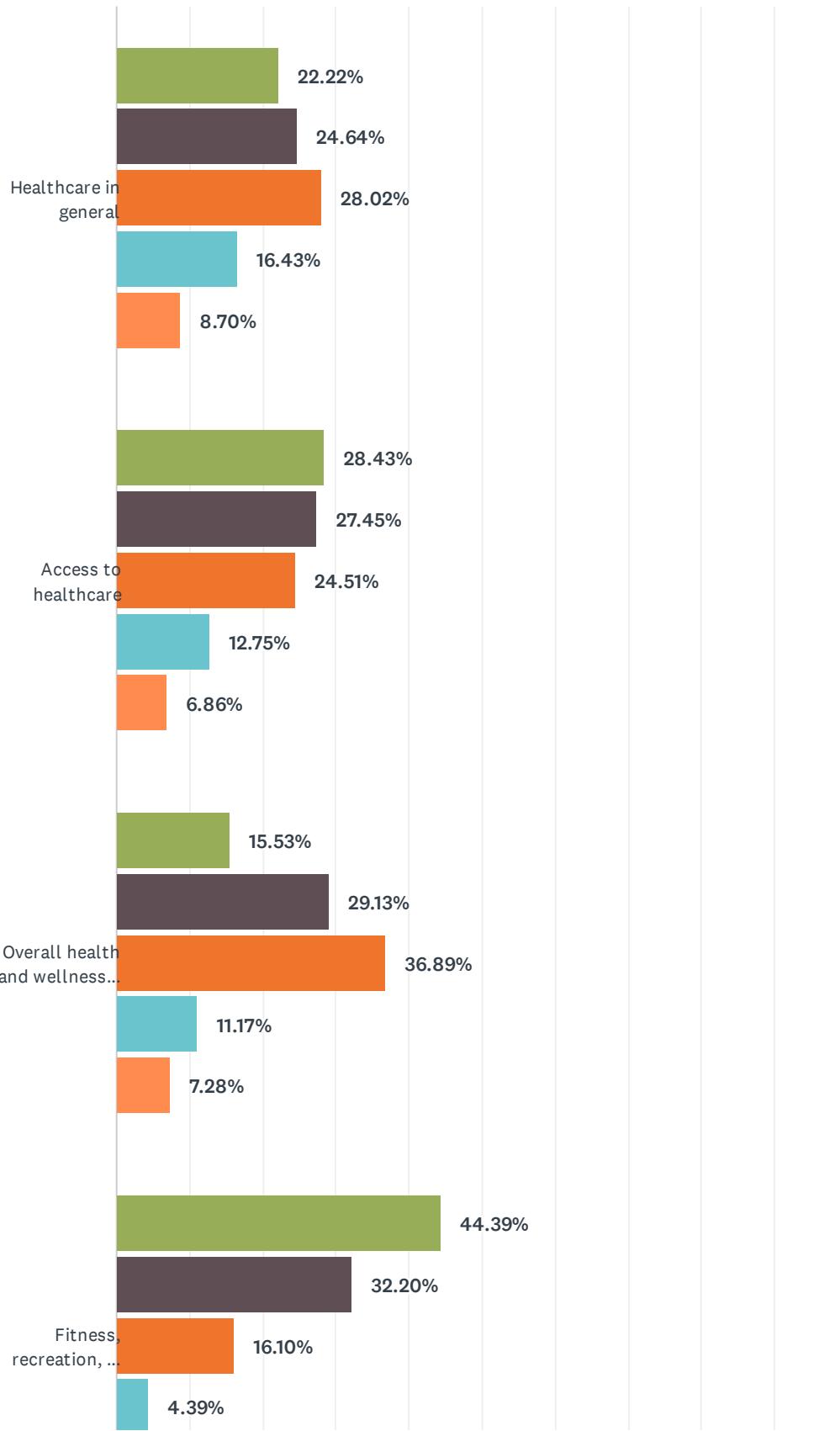


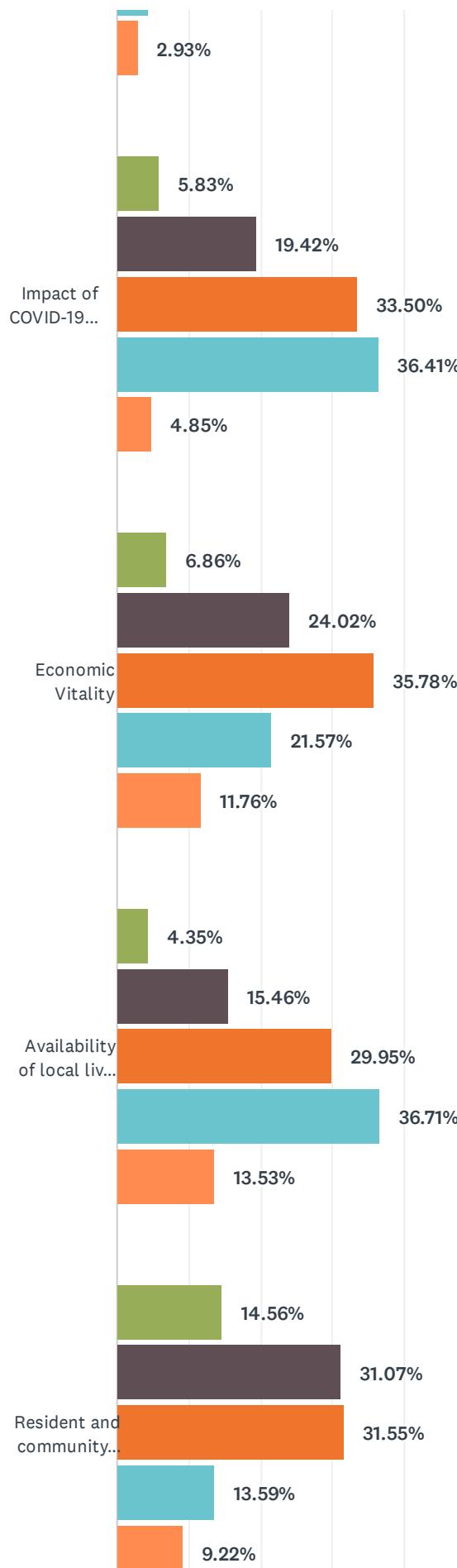
Not at all a problem    Minor problem    Moderate problem  
Serious problem    Unsure

	NOT AT ALL A PROBLEM	MINOR PROBLEM	MODERATE PROBLEM	SERIOUS PROBLEM	UNSURE	TOTAL	WEIGHTED AVERAGE
Housing in general	10.73% 22	23.90% 49	38.54% 79	15.12% 31	11.71% 24	205	2.07
Homelessness	6.83% 14	33.17% 68	30.73% 63	18.54% 38	10.73% 22	205	2.07
Availability of mid-range/working class housing	9.36% 19	27.09% 55	33.50% 68	16.75% 34	13.30% 27	203	2.02
Transportation	15.61% 32	23.41% 48	31.22% 64	20.00% 41	9.76% 20	205	2.15
Education	24.14% 49	31.53% 64	19.70% 40	13.79% 28	10.84% 22	203	2.44
Safety	27.09% 55	40.89% 83	19.21% 39	4.93% 10	7.88% 16	203	2.74
Quality of life	31.53% 64	37.44% 76	20.20% 41	4.43% 9	6.40% 13	203	2.83

## Q9 How do you view the following issues in Excelsior Springs?

Answered: 207 Skipped: 82







█ Not at all a problem  
 █ Minor problem  
 █ Moderate problem  
█ Serious problem  
 █ Unsure

	NOT AT ALL A PROBLEM	MINOR PROBLEM	MODERATE PROBLEM	SERIOUS PROBLEM	UNSURE	TOTAL	WEIGHTED AVERAGE
Healthcare in general	22.22% 46	24.64% 51	28.02% 58	16.43% 34	8.70% 18	207	2.35
Access to healthcare	28.43% 58	27.45% 56	24.51% 50	12.75% 26	6.86% 14	204	2.58
Overall health and wellness of the community	15.53% 32	29.13% 60	36.89% 76	11.17% 23	7.28% 15	206	2.34
Fitness, recreation, and leisure	44.39% 91	32.20% 66	16.10% 33	4.39% 9	2.93% 6	205	3.11
Impact of COVID-19 pandemic	5.83% 12	19.42% 40	33.50% 69	36.41% 75	4.85% 10	206	1.85
Economic Vitality	6.86% 14	24.02% 49	35.78% 73	21.57% 44	11.76% 24	204	1.93
Availability of local living wage jobs	4.35% 9	15.46% 32	29.95% 62	36.71% 76	13.53% 28	207	1.60
Resident and community engagement	14.56% 30	31.07% 64	31.55% 65	13.59% 28	9.22% 19	206	2.28

**Q10 Please tell us why you selected the issue you chose as the most serious problem. Be specific.**

Answered: 118    Skipped: 171

**Q11 Please tell us why you selected the issue you chose as not a problem or the most minor problem. Be specific.**

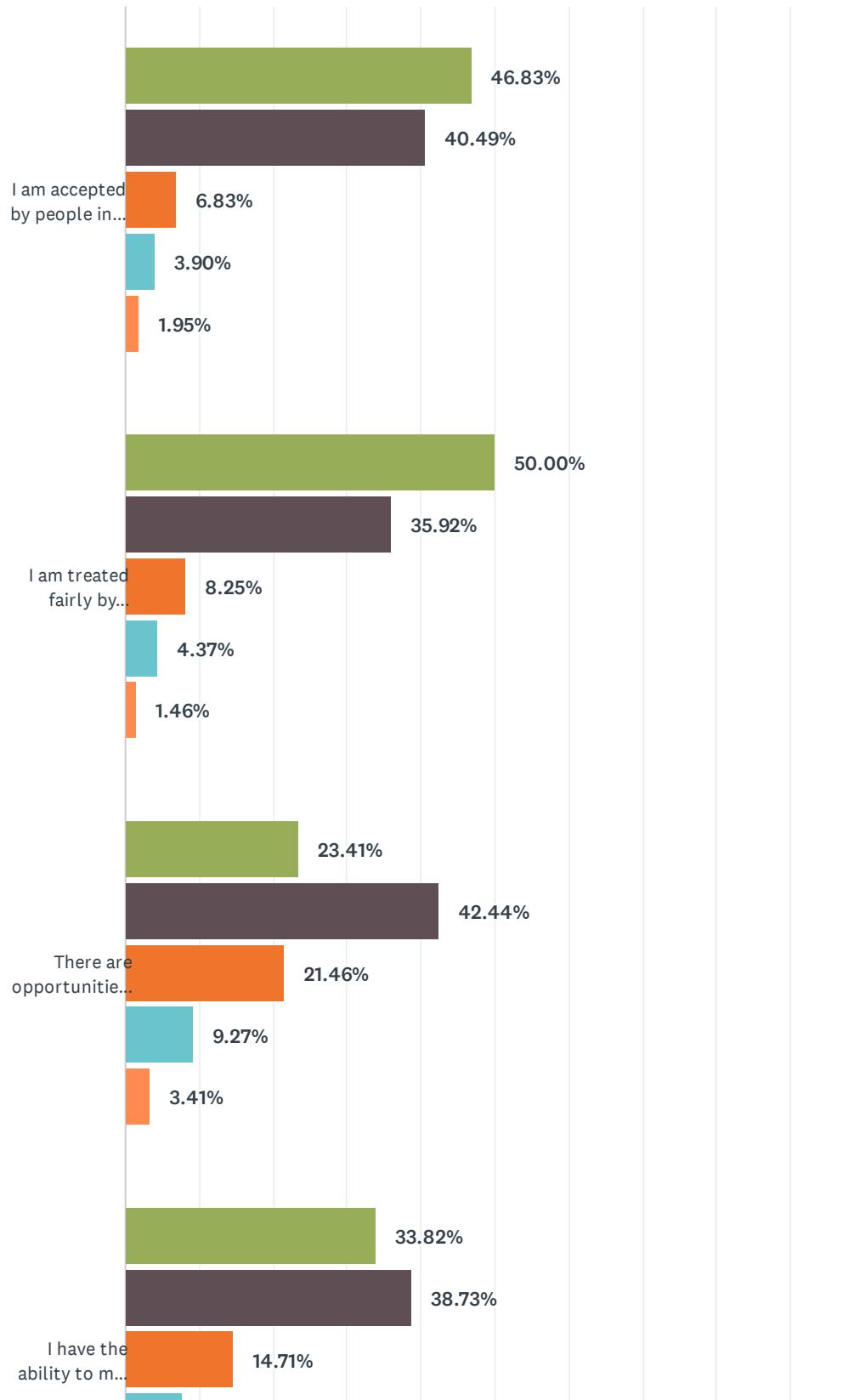
Answered: 103    Skipped: 186

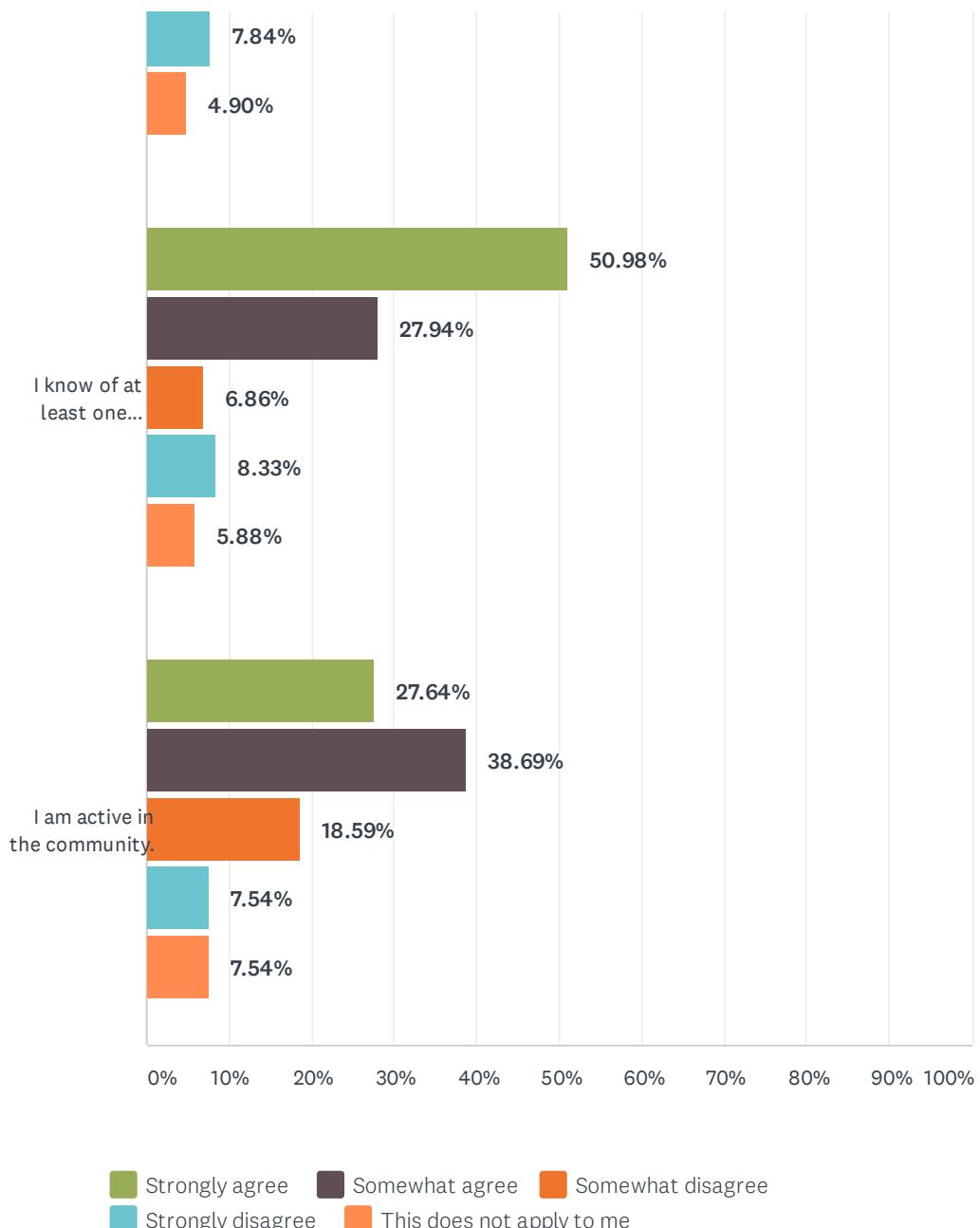
## Q12 In your opinion, what else would help improve the quality of life in Excelsior Springs?

Answered: 107    Skipped: 182

## Q13 How connected are you to the Excelsior Springs community in the following ways?

Answered: 207 Skipped: 82



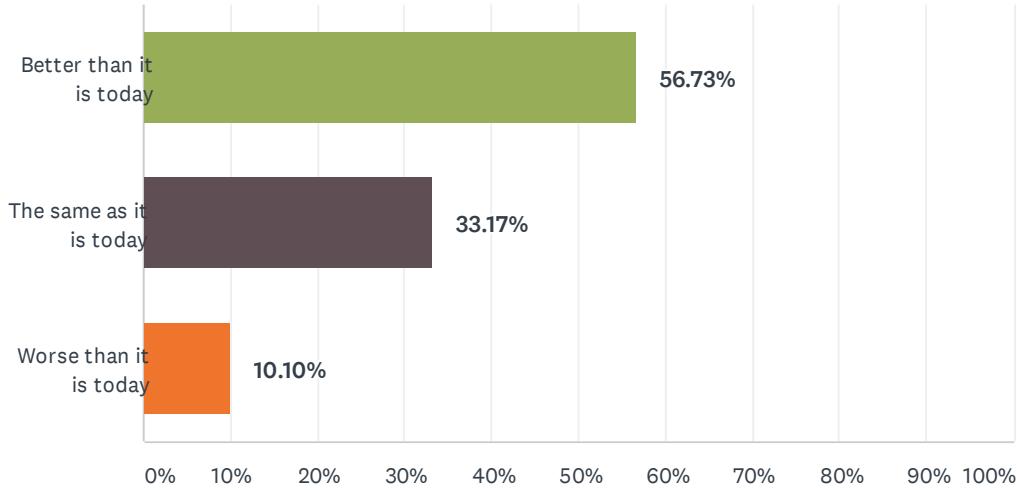


Strongly agree      Somewhat agree      Somewhat disagree  
Strongly disagree      This does not apply to me

	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	THIS DOES NOT APPLY TO ME	TOTAL	WEIGHTED AVERAGE
I am accepted by people in the Excelsior Springs community.	46.83% 96	40.49% 83	6.83% 14	3.90% 8	1.95% 4	205	3.26
I am treated fairly by others in the Excelsior Springs community.	50.00% 103	35.92% 74	8.25% 17	4.37% 9	1.46% 3	206	3.29
There are opportunities for people in Excelsior Springs to be successful.	23.41% 48	42.44% 87	21.46% 44	9.27% 19	3.41% 7	205	2.73
I have the ability to make a difference in the Excelsior Springs community.	33.82% 69	38.73% 79	14.71% 30	7.84% 16	4.90% 10	204	2.89
I know of at least one community organization in the community that can assist if I need help with an urgent issue.	50.98% 104	27.94% 57	6.86% 14	8.33% 17	5.88% 12	204	3.10
I am active in the community.	27.64% 55	38.69% 77	18.59% 37	7.54% 15	7.54% 15	199	2.71

## Q14 Where do you see our community in 3 to 5 years?

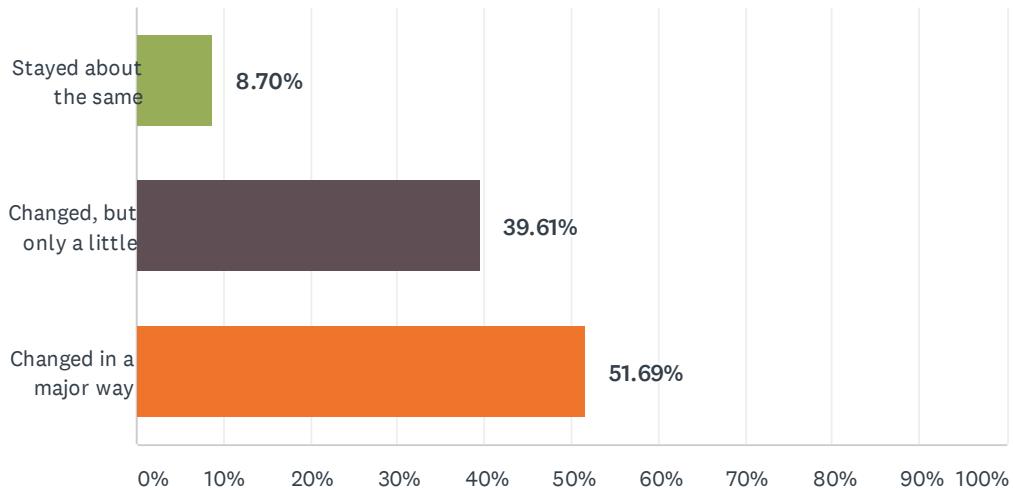
Answered: 208 Skipped: 81



ANSWER CHOICES	RESPONSES	
Better than it is today	56.73%	118
The same as it is today	33.17%	69
Worse than it is today	10.10%	21
<b>TOTAL</b>		<b>208</b>

## Q15 To what degree has your personal life been impacted by the COVID-19 pandemic?

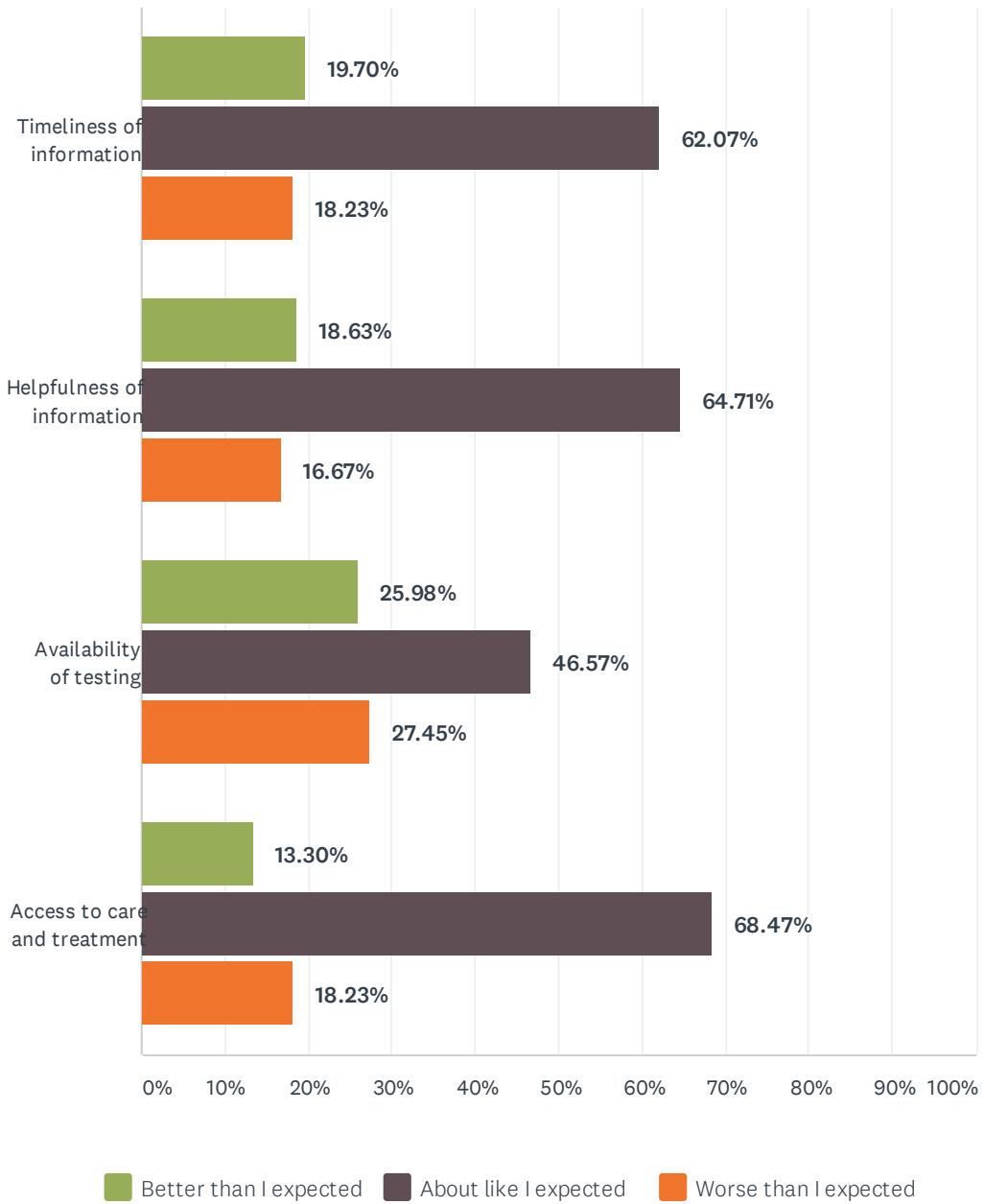
Answered: 207 Skipped: 82



ANSWER CHOICES	RESPONSES	
Stayed about the same	8.70%	18
Changed, but only a little	39.61%	82
Changed in a major way	51.69%	107
<b>TOTAL</b>		<b>207</b>

## Q16 How would you rate the overall response of the Excelsior Springs community to the COVID-19 pandemic in the following categories?

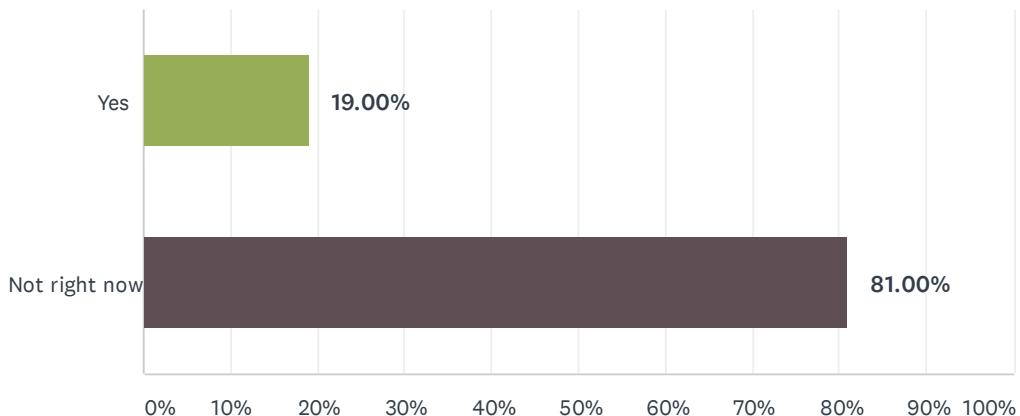
Answered: 205 Skipped: 84



	BETTER THAN I EXPECTED	ABOUT LIKE I EXPECTED	WORSE THAN I EXPECTED	TOTAL	WEIGHTED AVERAGE
Timeliness of information	19.70% 40	62.07% 126	18.23% 37	203	2.01
Helpfulness of information	18.63% 38	64.71% 132	16.67% 34	204	2.02
Availability of testing	25.98% 53	46.57% 95	27.45% 56	204	1.99
Access to care and treatment	13.30% 27	68.47% 139	18.23% 37	203	1.95

## Q17 I am interested in learning more about Thrive Excelsior and how I can be part of making our community even stronger.

Answered: 200 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes	19.00%	38
Not right now	81.00%	162
<b>TOTAL</b>		<b>200</b>

**Q18 If you are interested in learning more, please provide your contact information so that we can reach you. Your contact information will not be associated with your survey responses.**

Answered: 33 Skipped: 256

ANSWER CHOICES	RESPONSES	
Name	100.00%	33
Company	36.36%	12
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	93.94%	31
Country	0.00%	0
Email Address	81.82%	27
Phone Number	90.91%	30

# SIGN IN HERE



## SAFE STREETS & SIDEWALKS

Listening Post  
June 13, 2021

Courtney Cole 518 Elms Blvd Ex Spgs MO 64024 816-517-8196 Courtneysummercole@gmail.com  
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Julie Long 1703 Wornall Rd Ex Spgs MO 64024 816 506-0718 mauziei 64671@yahoo.co  
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# SIGN IN HERE



## SAFE STREETS & SIDEWALKS

Listening Post  
June 13, 2021

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# SAFE STREETS & SIDEWALKS



We want to hear from you!

Listening Post  
June 13, 2021

1. Absolutely MUST have speed control from school east to the stop sign at Crown Hill
2. Would like to see equal width of sidewalk on Wornall Rd. both sides
3. But the entire area needs a lower speed 15-20 mph.

# SAFE STREETS & SIDEWALKS



Listening Post  
June 13, 2021

We want to hear from you!

I come today because I live downtown (Chesterfield) & am interested in possibly have some sidewalks on Henderson Ave, leveled - by "My last friend's Barber" and just past the Montgomery where a bench sits. It would make walking much safer to have level sidewalks.

# SAFE STREETS & SIDEWALKS

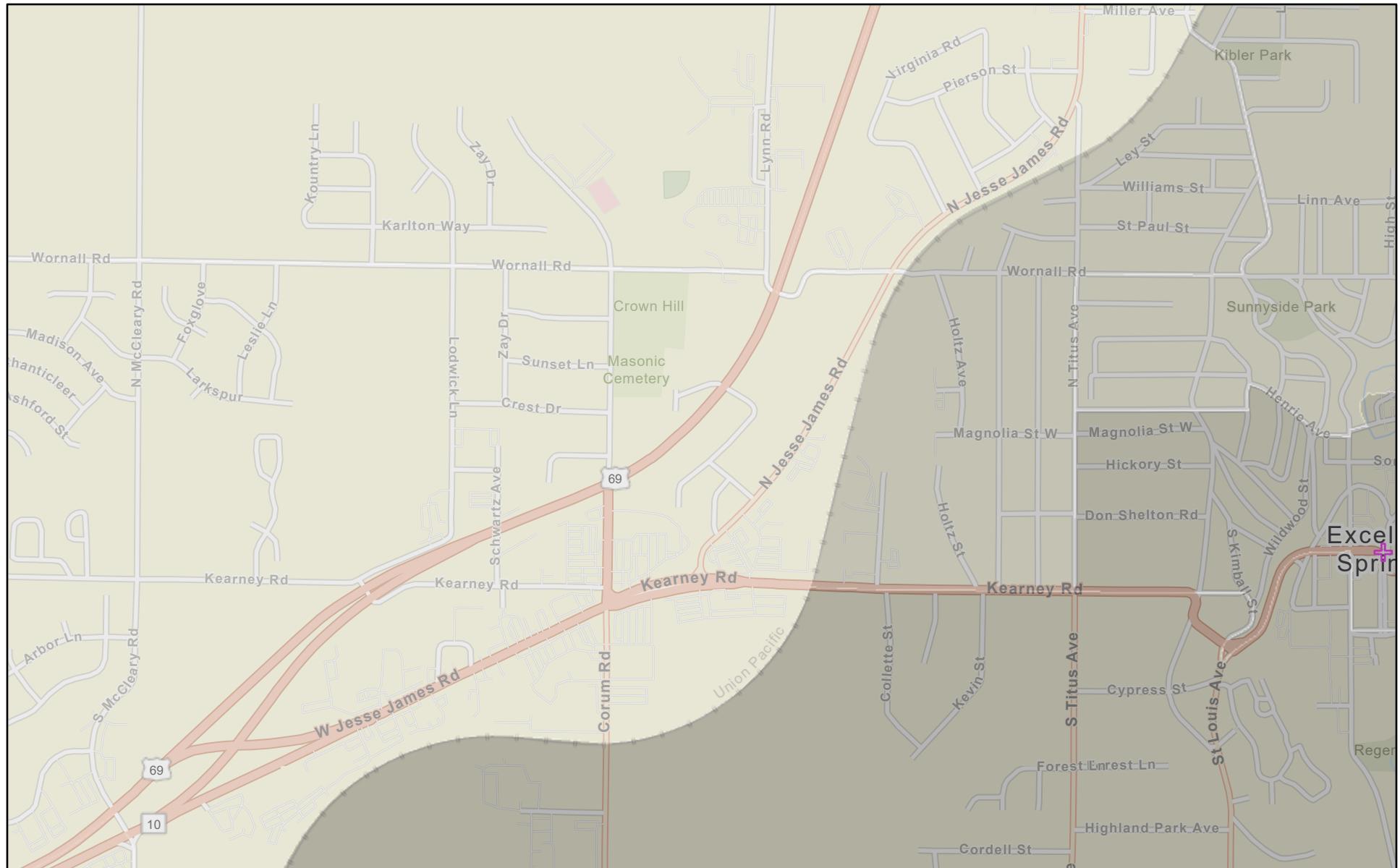


We want to hear from you!

Listening Post  
June 13, 2021

Personally, I do not think we should be focusing on the westside business district as the top priority. With Cornerstone Elementary being built, there needs to be sidewalks down Wornall as soon as possible. As a runner, I don't feel as safe running in Excelsior as I do in Liberty or Kearney, because they have the infrastructure. There are a lot of good things being proposed here. Even if the intersection of Wornall and McCleary does not get a ~~roundabout~~ roundabout, I do think it needs to become a 4 way stop, because people fly over the hill dividing Cherry Hills and Madison Park.

# EJ Indexes - PM 2.5



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

Project 1

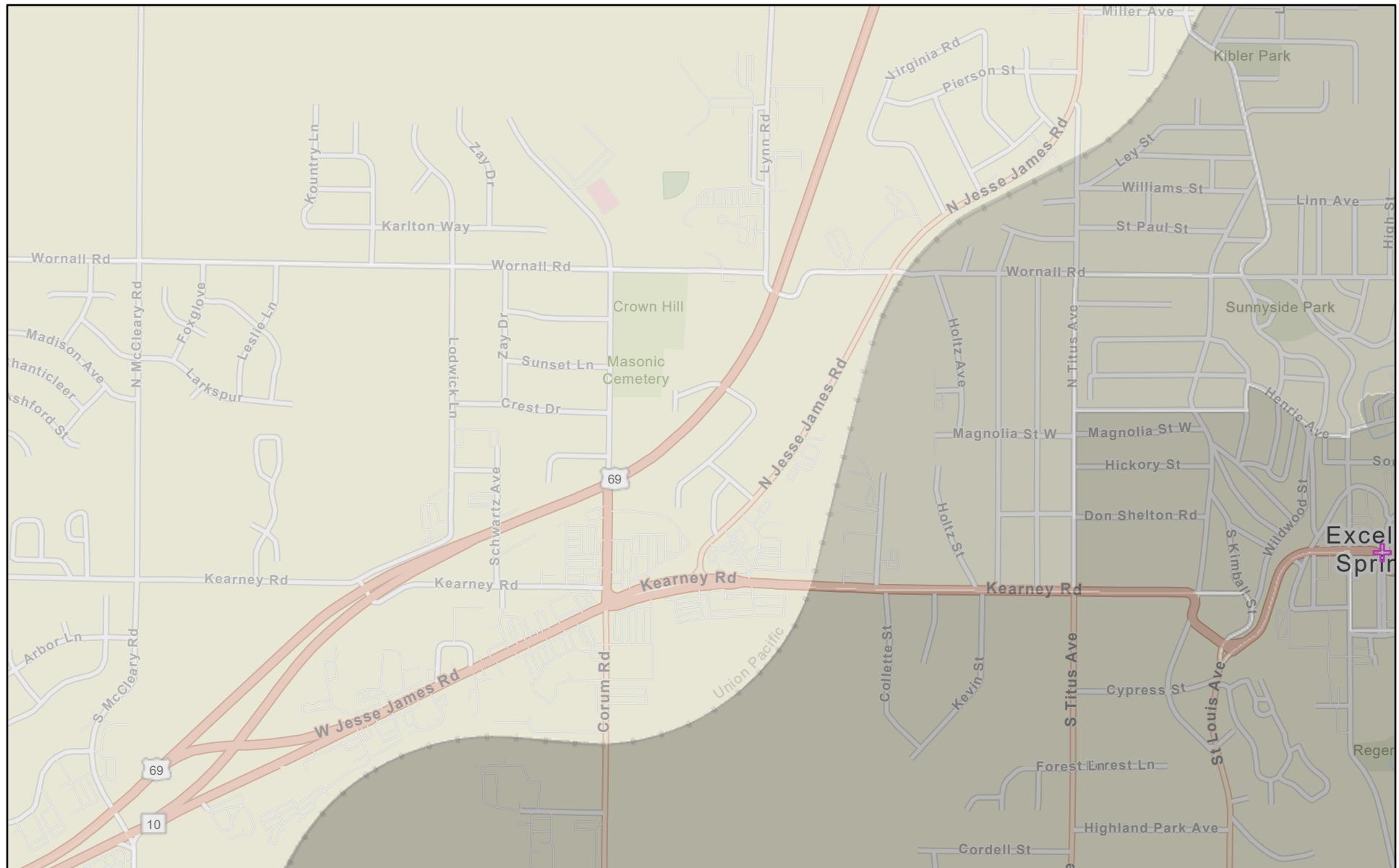
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - Ozone



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

Project 1

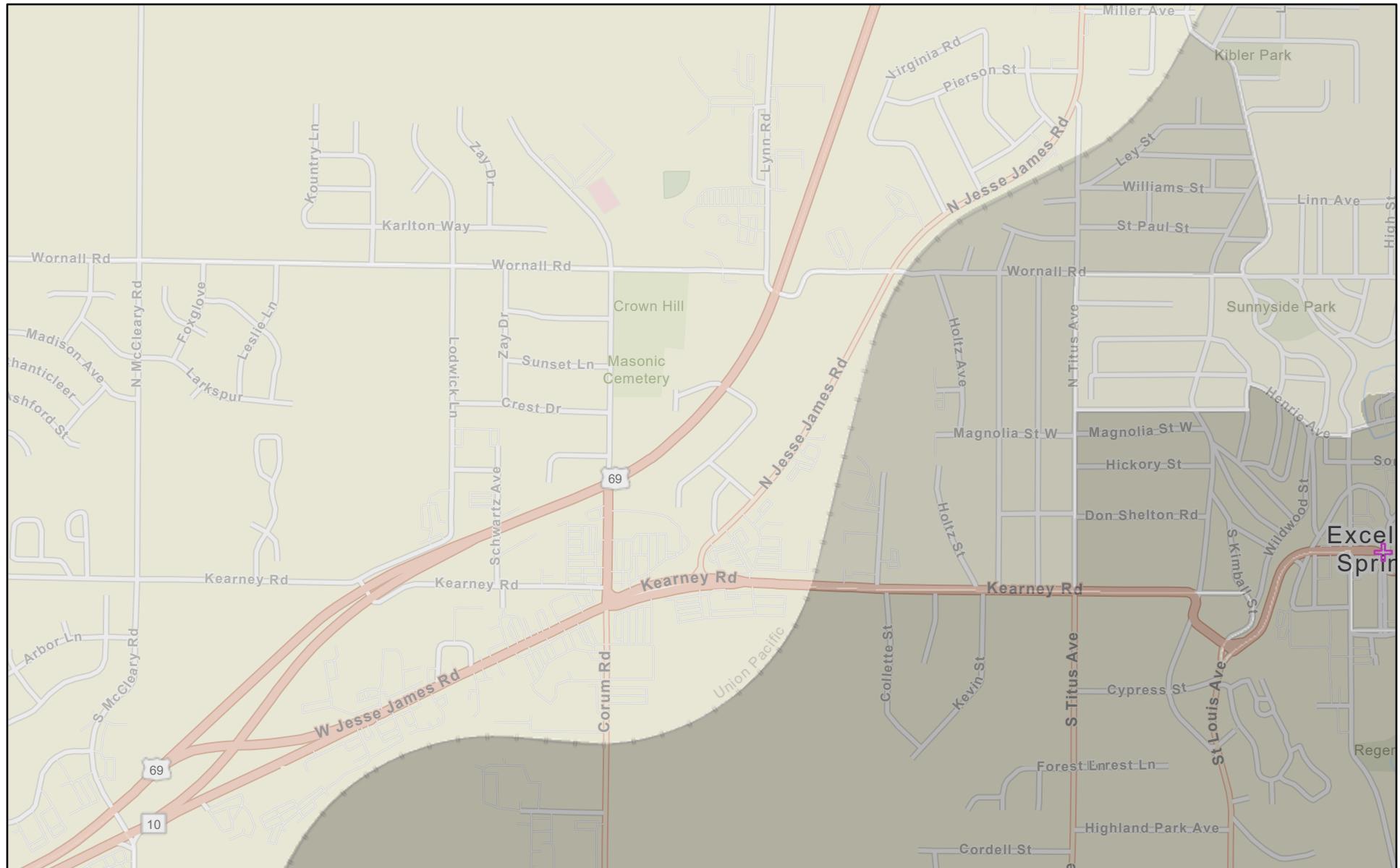
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - Diesel PM



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

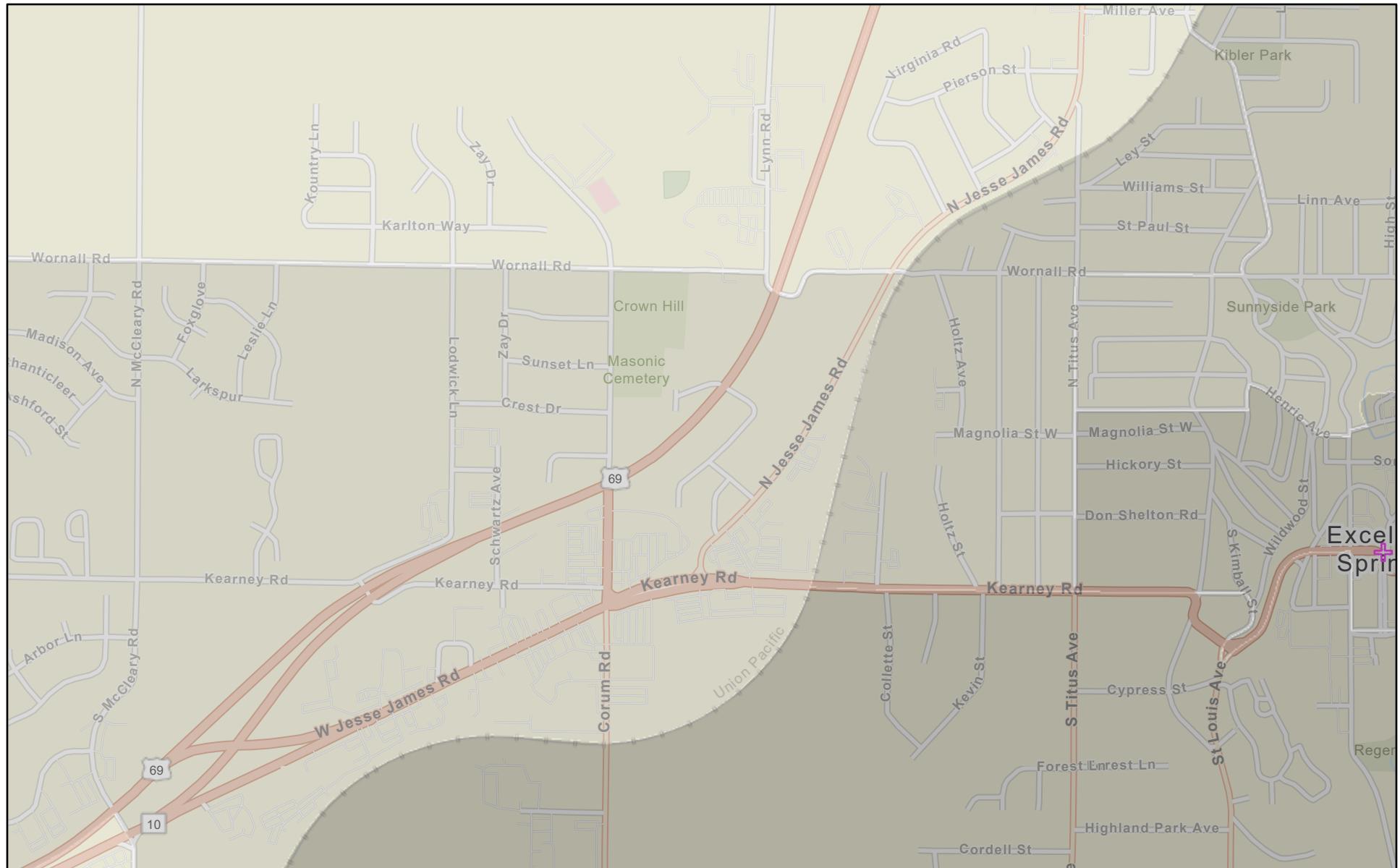
Project 1

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - NATA Cancer Risk



7/7/2021

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

EJSCREEN\_StatePct

50 - 60 percentile  
60 - 70 percentile  
70 - 80 percentile

80 - 90 percentile  
90 - 95 percentile  
95 - 100 percentile

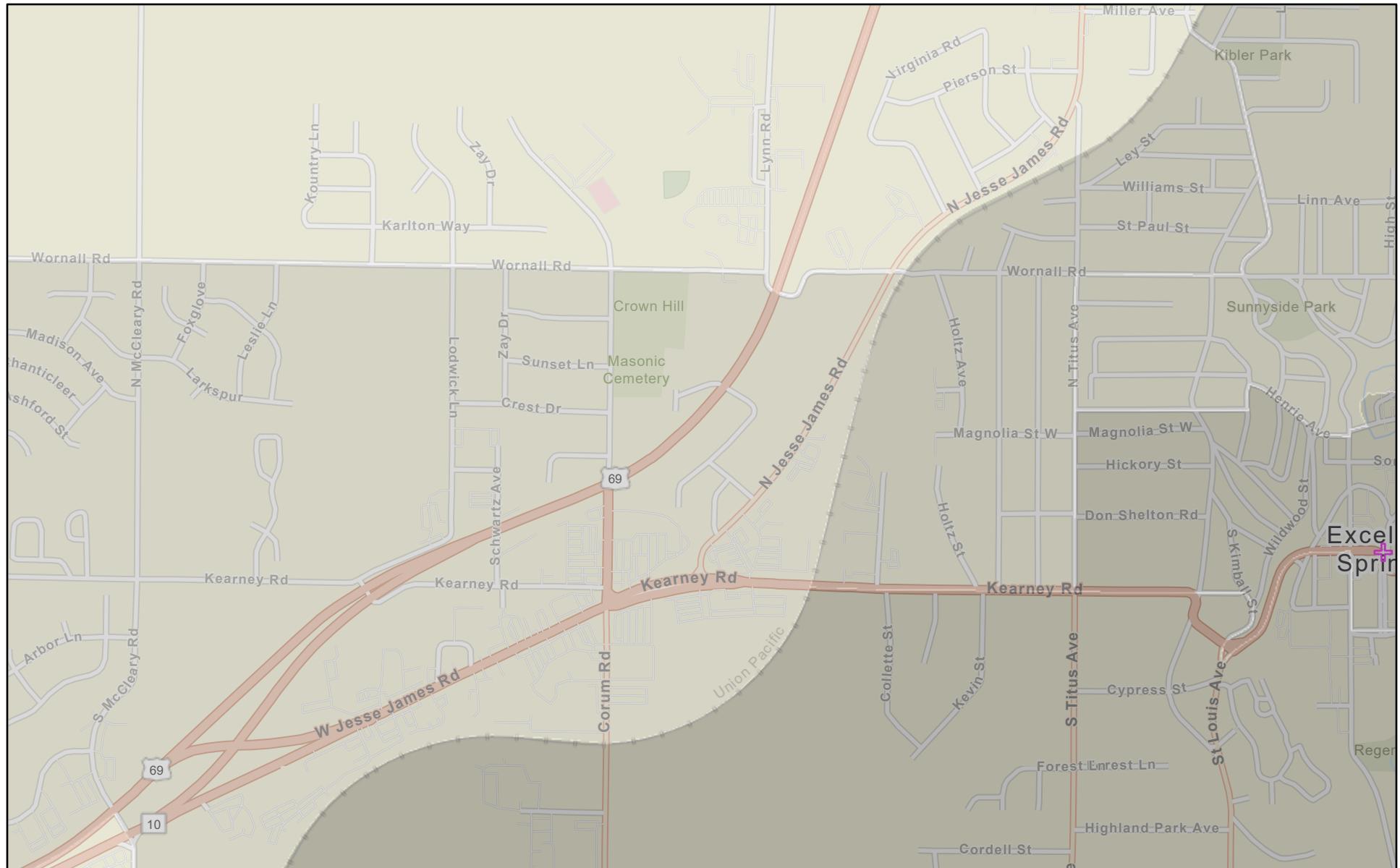
Data not available

Less than 50 percentile

Project 1

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - NATA Respiratory HI



7/7/2021

1:18,056

EJSCREEN\_StatePct

50 - 60 percentile

80 - 90 percentile

Project 1

Data not available

60 - 70 percentile

90 - 95 percentile

Less than 50 percentile

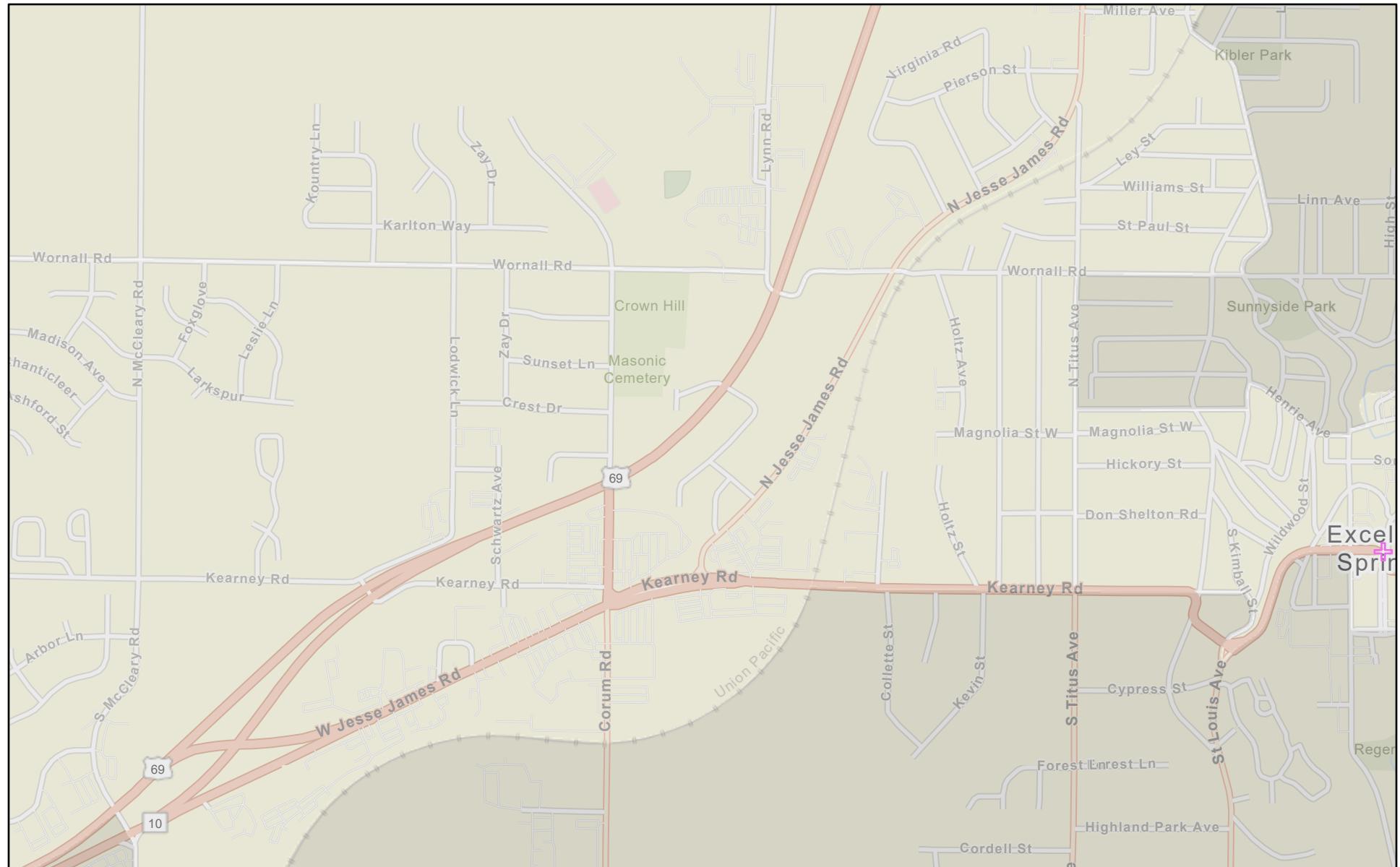
70 - 80 percentile

95 - 100 percentile

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes -Traffic Proximity



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

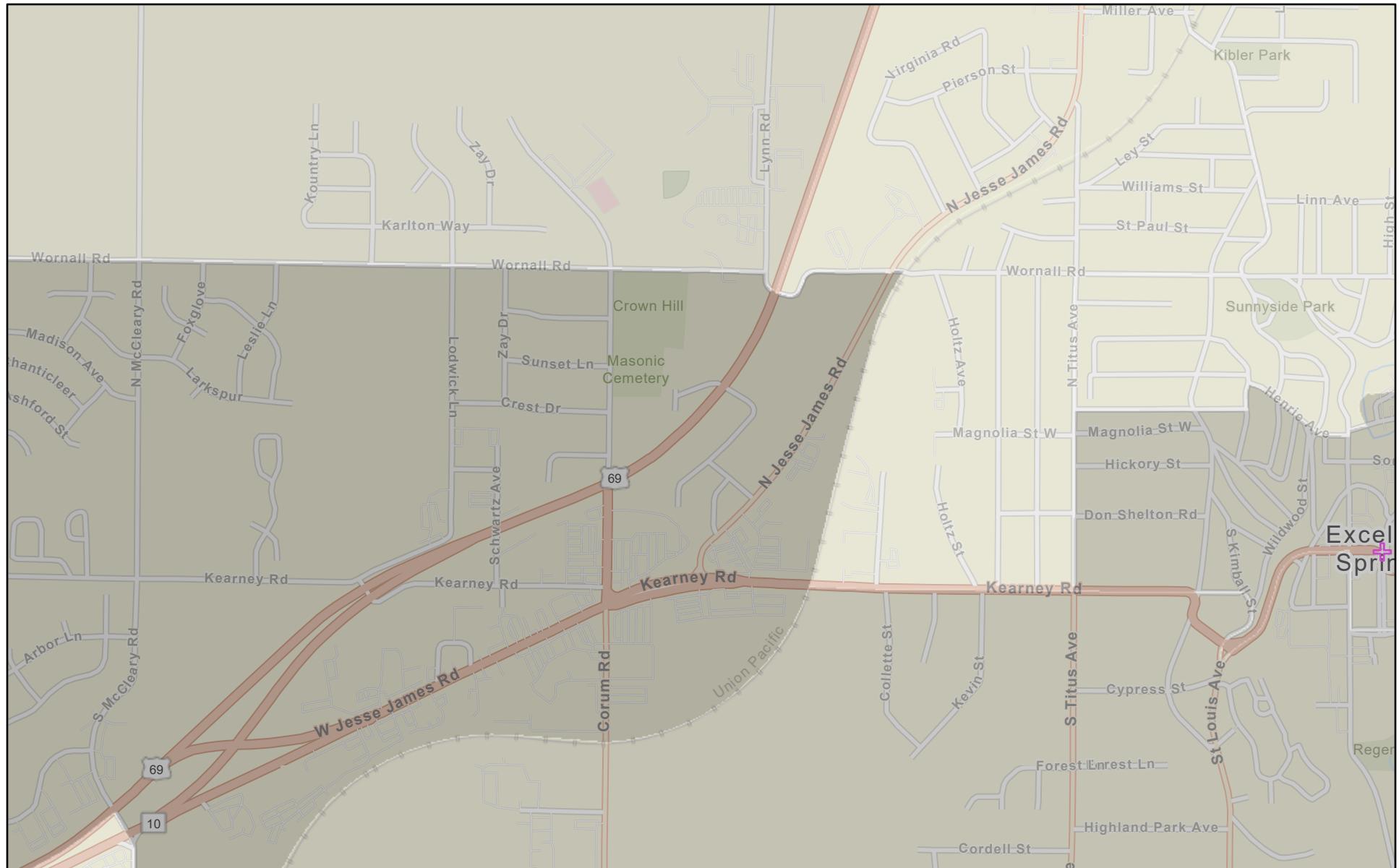
Project 1

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes -Lead Paint Indicator



7/7/2021

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

EJSCREEN\_StatePct

50 - 60 percentile

80 - 90 percentile

Project 1

Data not available

60 - 70 percentile

90 - 95 percentile

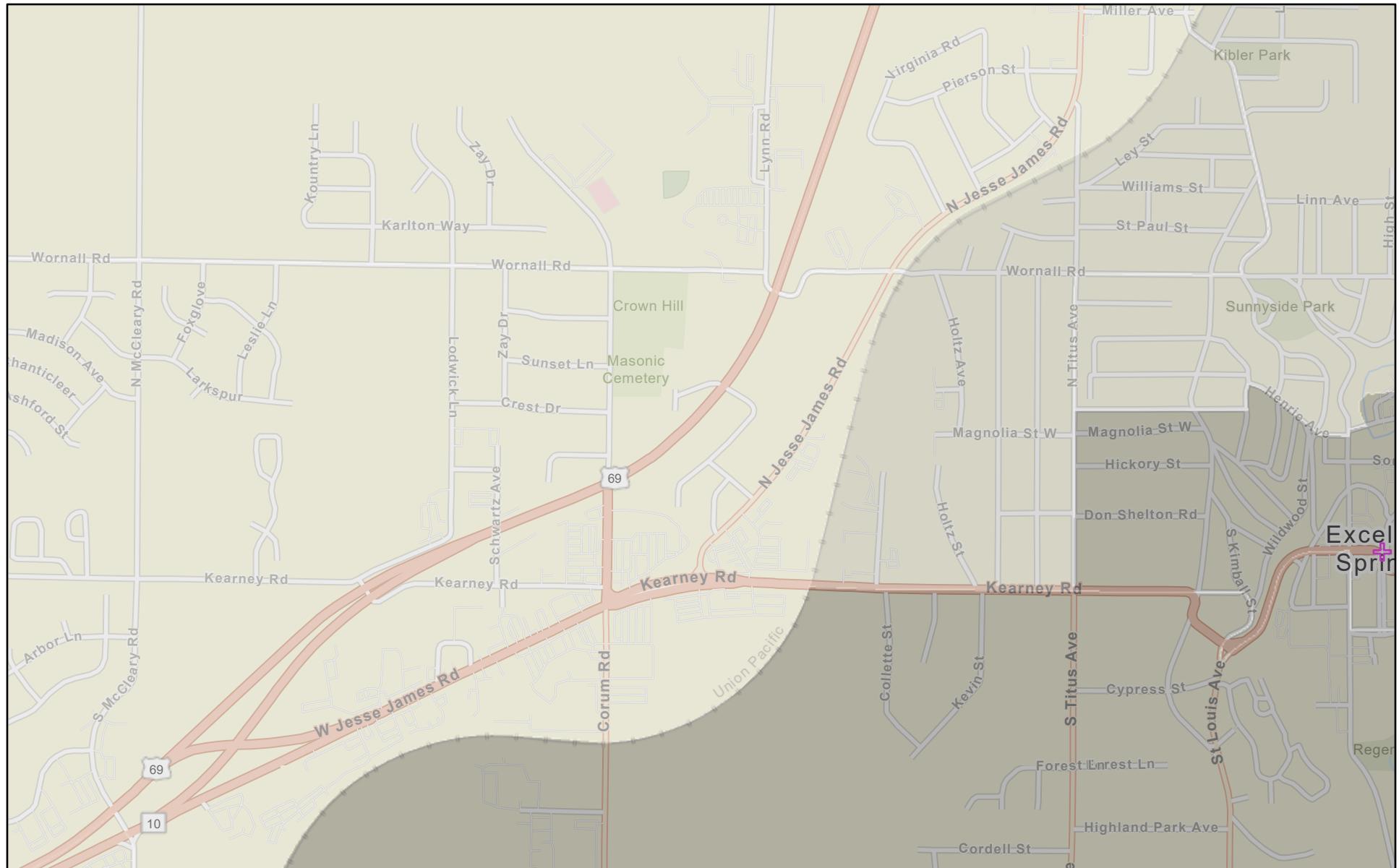
Less than 50 percentile

70 - 80 percentile

95 - 100 percentile

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes -Superfund Proximity



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

Project 1

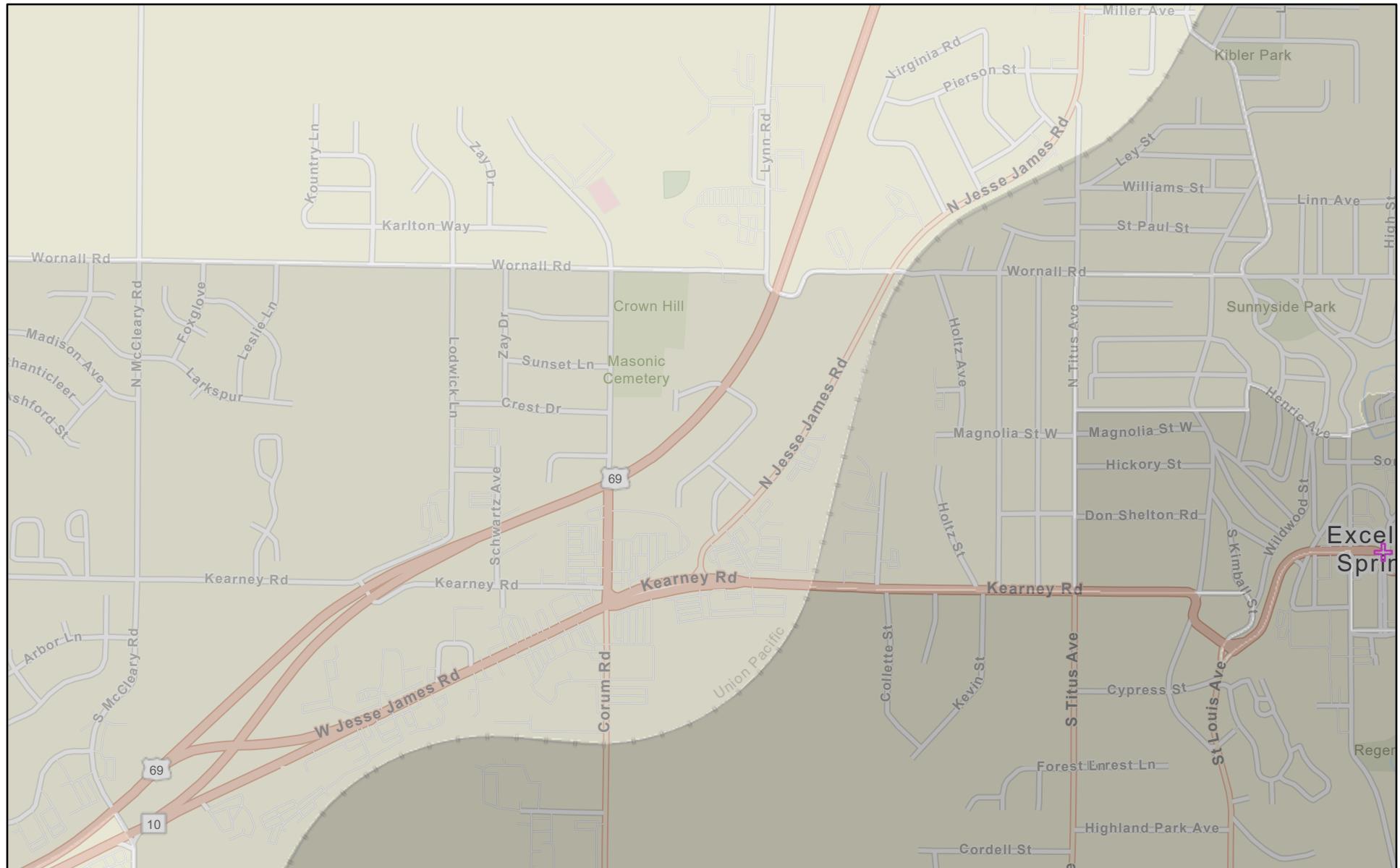
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes RMP Proximity



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

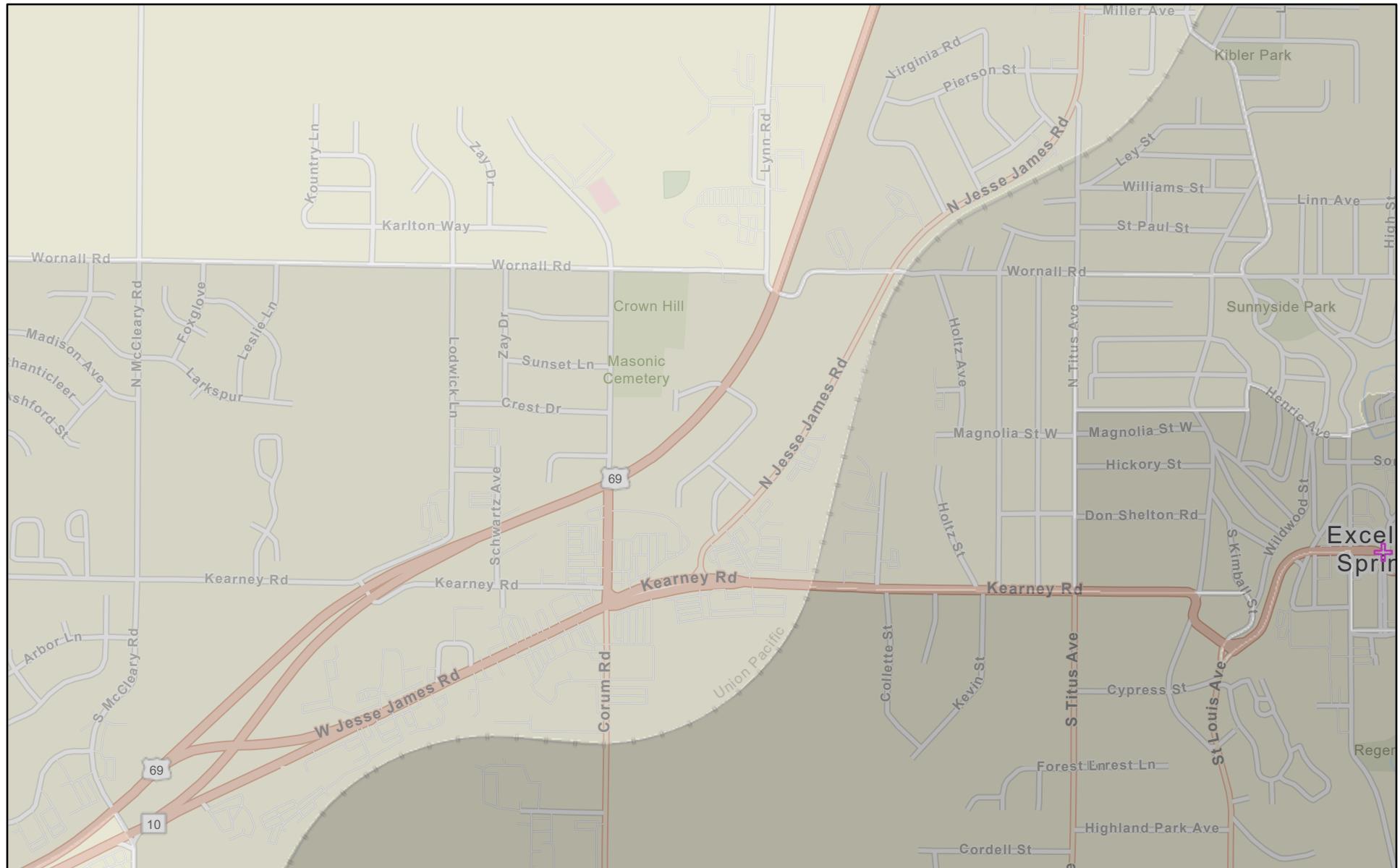
Project 1

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - Hazardous Waste Proximity



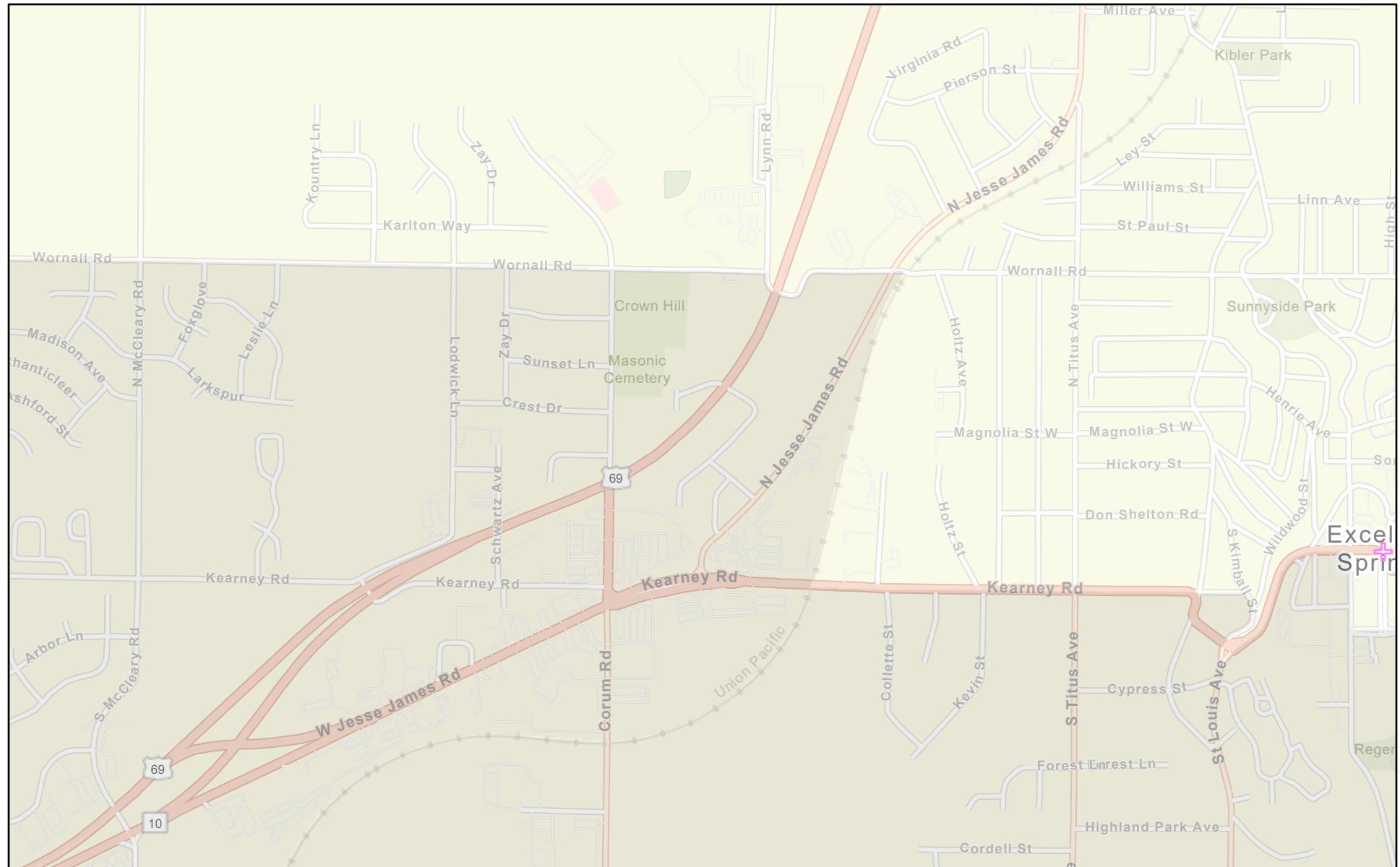
7/7/2021

1:18,056

0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# EJ Indexes - Wastewater Discharge



7/7/2021

EJSCREEN\_StatePct

Data not available

Less than 50 percentile

50 - 60 percentile

60 - 70 percentile

70 - 80 percentile

80 - 90 percentile

90 - 95 percentile

95 - 100 percentile

Project 1

1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

**The following attachment is not included in the view since it is not a read-only PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**11 Appdix-G-BCATechMemo.docx**

**The following attachment is not included in the view since it is not a read-only PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**12 Appdix-G-CrashData.xlsx**

Map 3.5  
**Trails & Transportation**  
 Excelsior Springs, MO

- Arterial Streets
- Collector Streets
- Existing Streets
- Proposed Streets
- Existing Trails
- Proposed Trails
- Nature Trails
- Railroad

