

CATSO Technical Committee Meeting
May 3, 2017

Members Present:

Tim Teddy	City of Columbia— Community Development
Thad Yonke	Boone County—Planning
Mitch Skov	City of Columbia— CATSO Staff
Drew Brooks	City of Columbia— COMO Connect
Mike Schupp	MoDOT —Central District
Dion Knipp	MoDOT Multi-modal

Members Absent:

Blake Tekotte (ex-officio)	Columbia Public Schools
Mike Henderson	MoDOT—Central Office
Steve Engelbrecht	MoDOT—Central District
Brad McMahon (ex-officio)	Federal Highway Administration
Richard Stone	City of Columbia—Public Works
Derin Campbell	Boone County Public Works
Mike Sokoff (ex-officio)	University of Missouri
Jeremiah Shuler (ex-officio)	Federal Transit Administration

Others Present:

Leah Christian	City of Columbia - CATSO Staff
Clint Smith	City of Columbia – Community Development
Tim Crockett	Crockett Engineering Consultants
Caleb Colbert	Crockett Engineering Consultants
James E. Lee	Dublin Avenue resident
Les Borgmeyer	Dublin Avenue resident
Carlos Wexler	Dublin Avenue resident

Item 1: Call to Order

Chair Tim Teddy called the meeting to order at 1:31 pm.

Item 2: Review and Approval of Agenda

Thad Yonke made a motion to approve the agenda as presented, with a second by Mitch Skov. The motion passed unanimously.

Item 3: Review and Approval of the February 1, 2017 Meeting Minutes

Mr. Skov stated that a clarification in the minutes was needed concerning Mike Henderson's role with MoDOT. The minutes should be changed from stating he is from the Central District to the Central

Office. Mr. Teddy asked that ex-officio member Mike Sokoff be listed as an absent member in the minutes. Thad Yonke made a motion to approve the minutes as corrected, with a second by Mitch Skov. The motion passed unanimously.

Item 4: Potential Collector Street Realignment – Brooks Phase 2 Development

Mr. Skov discussed two proposed future major collector streets on the north side of Route WW, in the existing CATSO Major Roadway Plan (MRP): 1) A north-south major collector, extending between the presumed terminus of the future Ballenger Lane extension at Richland Road, south to Route WW, aligning with Elk Park Drive on the south side of WW; and 2) A future major collector, which aligns with El Chaparral Drive, on the north side of Route WW, and extends northeast and then due east to provide access to Rolling Hills Road, ultimately terminating at Rangeline Road.

Mr. Crockett from Crockett Engineering Consultants discussed 3 proposed roadways that are part of the Brooks Phase 2 residential subdivision development, two of which could potentially replace the above described future major collectors. A neighborhood collector street, Hoylake Drive, is being proposed as part of the development to align with Elk Park Drive at the future signalized intersection at Route WW. From WW the collector alignment extends through the proposed subdivision to connect to an existing collector street terminus in an adjacent subdivision at the northeast corner of the proposed layout. It could serve as a replacement for future major collector street #2 above, and will provide access from Route WW to Rolling Hills Road, as the MRP collector does.

Mr. Crockett also discussed a north-south collector street alignment to the west of the subdivision layout, which aligns with El Chaparral at Route WW, and extends north to make the connection to Richland Road at the presumed terminus of the future Ballenger Lane extension, and would substitute for future collector street #1 noted above. Likewise, he discussed an additional internal neighborhood collector street, which aligns with Roseta Drive at Route WW and terminates at the north boundary of the subdivision.

Mr. Crockett explained that his firm commissioned a traffic study demonstrating that the proposed roadways would be sufficient to fulfill the traffic needs in the traffic plan. The firm also worked with the area residents, who see the long-term benefits of having a roadway connection, to change the route of the proposed collector. Staff stated that the proposed roadways serve the same function as the originally proposed MRP roadways. Mr. Yonke made a motion to provide a recommendation to the CATSO Coordinating Committee to consider the proposed streets as potential substitutions for the current MRP future major collectors, preceding a formal amendment. Skov seconded the motion and it passed unanimously.

Item 5: Proposed Functional Classification Map Changes

Mr. Skov discussed the three functional classification map changes that were proposed at the February 1 CATSO Tech Committee meeting: 1) Addition of a section of Clark Lane between Ballenger Lane/Route PP and St. Charles Road as a minor arterial; 2) Addition of Richland Road, St. Charles Road to Rangeline Road; 3) Addition of Rangeline Road, Richland Road to Route Z/I-70 interchange.

Since concerns were expressed at the last Tech meeting that the reclassification of Richland Road, and by association, the Rangeline Road section between Richland and Route Z/Interstate 70, would potentially negatively impact future funding for the needed replacement of the Richland Road bridge in the vicinity of Grace Lane, Mr. Skov proposed that the committee not recommend the addition of portions of Richland and Rangeline to the functional classification map. The committee agreed.

Mr. Skov did propose that the Tech Committee recommend that the Coordinating Committee discuss and potentially approve the addition of the section of Clark Lane between Ballenger Lane/Route PP and St. Charles Road as a minor arterial to the functional classification map. Mr. Yonke made a motion to forward the recommendation to the CATSO Coordinating Committee, with a second by Drew Brooks. The motion passed unanimously.

Item 6: Resident Concerns: Dublin Avenue Extension

Mr. Teddy started the discussion with a quick overview of the proposed Dublin Avenue neighborhood collector extension, included in CATSO's MRP, which would provide a link to Scott Boulevard and align with Georgetown Drive on the western side of Scott. The proposed Dublin extension is included in the City's 10+ year Capital Improvement Project (CIP) list. Mr. Teddy also explained that CATSO's Technical Committee serves an advisory role to CATSO's Coordinating Committee, which makes the final CATSO decisions. Once the Dublin Avenue extension discussion is moved to the Coordinating Committee they may decide to hold a public hearing to discuss the potential removal of the extension from the MRP. The Dublin residents also have an opportunity to petition the City Council to remove the Dublin extension from the CIP.

Ms. Christian then provided the staff report summarizing the Dublin Avenue residents' concerns with the potential extension. Resident concerns include potential property devaluation; an increase of traffic hazards to area children and pets; and destruction of the forested area surrounding the Scott's Branch trail crossing near Dublin Park as a result of the extension. Residents also see little need for the extension based on observations of negligible traffic volumes through existing neighborhood streets; existing quality access for pedestrians and cyclists; and a perception of minimal future growth or increased traffic in the area.

In addition, residents believe there are a number of existing area linkages superior to the potential Dublin extension, including the east/west connections of Broadway, Rollins and Chapel Hill, as well as Cunningham, which serves as the area's internal collector street connection to Chapel Hill. Residents also observe that Dublin does not provide a direct connection to Fairview, but instead connects through Bray at a T-intersection, which they feel is restrictive to traffic flow.

Ms. Christian said the fact that the Dublin Avenue to Scott Blvd extension is listed in the City's CIP as a 10+year unfunded project, there is a demonstrated lack of urgency/significance to pursuing its implementation. And because the extension would cross the Scott's Branch Trail there is also a lower

likelihood of its construction. However, as western Columbia continues to grow there may be a need for additional linkages between Scott Boulevard and Fairview Road.

Mr. Yonke did not see the trail crossing as an impediment to the Dublin Avenue extension and he reiterated the need for an additional connection between Fairview and Scott, especially because the original proposed connections of both Bray Avenue and Cunningham Road had been removed. Cunningham was originally meant to provide a connection between Chapel Hill Road and Rollins Road before the Bonne View Nature Sanctuary was completed. Mr. Borgmeyer, a Dublin Avenue resident in attendance, explained that when the development near the end of Bray Avenue was built, the developer made a deal to move the proposed road extension from Bray to Dublin, in order to appease the concerns of Bray residents who did not want the Bray extension built. Mr. Yonke re-stated the need for a connection in the area, especially if the property to the west of Dublin and Bray gets developed. Mr. Teddy can see the need for the Dublin extension to remain, but wonders how functional a connection it could be with all its driveways. Mr. Teddy also asked Mr. Brooks to provide the transit perspective. Mr. Brooks explained that transit is not going into neighborhoods currently, so the extension does not impact transit directly.

Mr. Teddy and Mr. Yonke discussed the need to view the potential removal of the Dublin extension within the entire Columbia roadway network and to try to find a good east-west connection for the area. Staff will begin to examine Columbia's MRP extensively through the process of developing the 2045 Long-Range Transportation Plan (LRTP) that is slated for completion in early 2019. The LRTP process will include thorough citizen outreach and feedback. Thus, Mr. Teddy asked how CATSO could best approach the issue from a procedural perspective: postpone a decision until the 2045 LRTP MRP update begins; or attempt to make a Dublin Avenue extension decision before that time. Mr. Yonke made a motion to forward that decision to the Coordinating Committee, with a second by Mr. Skov. The motion passed unanimously.

Item 7: Other Business

Drew Brooks mentioned that the transit survey, commission by transit consultant Olsson Associates, is ending on Friday. He would appreciate any additional public notification of the survey opportunity through social media.

Mitch Skov informed the group that CATSO completed its federal review in March and no formal corrections, only recommendations, were issued. Staff has not yet received the official recommendations but will provide an update once they are issued.

Tim Teddy stated that the City recently received a donation of approximately 40 acres adjacent to Strawn Road, north of Broadway and in the corridor of the proposed Scott Boulevard extension.

Item 8: General Comments by Public, Members and Staff

Mr. Borgmeyer explained that he has lived on Dublin Avenue since the 1990's. A lot has changed since he first moved to the area. He stated that Dublin Avenue is completely maximized and that the whole

neighborhood is an owner-occupied area. He does not believe that the Dublin extension will be very useful, in that it will only provide a short cut from Georgetown to Dublin, between the two neighborhoods. In addition, there are already problems with speeding in the neighborhood. The speed limit was recently lowered to 25 miles an hour on Bray Avenue to prevent speeding. He feels that the Dublin Extension would needlessly bring more traffic to the neighborhood and create more opportunities for traffic problems.

Mr. Wexler stated that he has lived on Dublin Avenue for 16 years, and he provided a handout to CATSO members. The handout showed a number of existing area connections for motorists, cyclists and pedestrians. The handout stated: Traffic in these streets is very light, never ever congested; and all areas in this section of the map are developed to > 90%. It is extremely unlikely that the population will increase.

Mr. Wexler also discussed the existing traffic issues on Fairview and Chapel Hill and how the City should deal with those issues before spending money on the Dublin Avenue extension. He also reiterated that there are already a number of Southeast and Southwest connections from the neighborhood to Chapel Hill and Fairview. Mr. Teddy asked him about the lack of connections to the Northwest. Mr. Wexler commented that the Northwest pedestrian and cyclist connections were sufficient for the area.

Item 9: Adjournment

Thad Yonke made a motion to adjourn the meeting, with a second by Mitch Skov. Meeting adjourned at 2:28 pm.