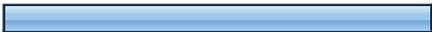


1. Tell us a little about yourself (optional).

		Response Percent	Response Count
Name:		89.7%	61
Company:		47.1%	32
Address:		82.4%	56
Address 2:		4.4%	3
City/Town:		95.6%	65
State:		95.6%	65
ZIP:		92.6%	63
Email Address:		82.4%	56
Phone Number:		64.7%	44
		answered question	68
		skipped question	12

2. Rail priorities and needs:

Response
Count

52

answered question

52

skipped question

28

3. Interstate freight [movement of goods via trucks or rail] priorities and needs:

Response
Count

36

answered question

36

skipped question

44

4. Streets/Roads/Highways priorities and needs:

Response
Count

53

answered question

53

skipped question

27

5. Bicycle facilities priorities and needs:

Response
Count

55

answered question

55

skipped question

25

6. Pedestrian facilities priorities and needs:

	Response Count
	53
answered question	53
skipped question	27

7. Regional Transportation [moving goods and passengers] priorities and needs:

	Response Count
	32
answered question	32
skipped question	48

8. Airport priorities and needs:

	Response Count
	44
answered question	44
skipped question	36

9. Transit [bus or other public transportation service] priorities and needs:

	Response Count
	60
answered question	60
skipped question	20

10. Existing Facilities (such as maintenance, congestion/traffic management, system connectivity, access management, intersection signalization, energy conservation, corridor preservation, etc.) priorities and needs:

	Response Count
	39
answered question	39
skipped question	41

11. Other priorities and needs:

	Response Count
	15
answered question	15
skipped question	65

12. System-wide goals and objectives:

	Response Count
	27
answered question	27
skipped question	53

Q1. Tell us a little about yourself (optional).

1

Name: Lawrence Lile Aug 23, 2013 7:57 AM

Redacted for Privacy

2

City/Town: Columbia Aug 6, 2013 11:45 AM

State: MO Aug 6, 2013 11:45 AM

ZIP: 65203 Aug 6, 2013 11:45 AM

3

Name: Sheela Aug 6, 2013 9:48 AM

Redacted for Privacy

4

Name: Annette Triplett Jul 25, 2013 1:19 PM

Company: PedNet Coalition Jul 25, 2013 1:19 PM

Address: P. O. Box 7124 Jul 25, 2013 1:19 PM

City/Town: Columbia Jul 25, 2013 1:19 PM

Q1. Tell us a little about yourself (optional).

State: MO Jul 25, 2013 1:19 PM

ZIP: 65205 Jul 25, 2013 1:19 PM

Email Address: annette@pednet.org Jul 25, 2013 1:19 PM

Phone Number: 5739999894 Jul 25, 2013 1:19 PM

5

Name: Isaac Dencker Jul 24, 2013 10:25 AM

Redacted for Privacy

6

Name: Beth Hastings Jul 21, 2013 9:51 AM

Redacted for Privacy

7

Name: Ian Thomas Jul 19, 2013 8:15 AM

Company: City of Columbia Council Jul 19, 2013 8:15 AM

Redacted for Privacy

Email Address: ward4@gocolumbiamocom Jul 19, 2013 8:15 AM

Q1. Tell us a little about yourself (optional).

Phone Number: 573-239-7916 Jul 19, 2013 8:15 AM

8

Name: Mike Peplow Jul 5, 2013 4:51 PM

Redacted for Privacy

9

Name: Matt McCormick Jul 5, 2013 2:36 PM

Company: Columbia Chamber of Commerce Jul 5, 2013 2:36 PM

Address: 300 S. Providence Rd Jul 5, 2013 2:36 PM

City/Town: Columbia Jul 5, 2013 2:36 PM

State: MO Jul 5, 2013 2:36 PM

ZIP: 65203 Jul 5, 2013 2:36 PM

Email Address: mmccormick@columbiamochamber.com Jul 5, 2013 2:36 PM

10

Name: Laura Cravens Jul 3, 2013 8:41 AM

Company: Boone County Family Resources Jul 3, 2013 8:41 AM

Address: 1209 E Walnut Jul 3, 2013 8:41 AM

City/Town: Columbia Jul 3, 2013 8:41 AM

State: MO Jul 3, 2013 8:41 AM

ZIP: 65201 Jul 3, 2013 8:41 AM

Email Address: lcravens@bcfr.org Jul 3, 2013 8:41 AM

Phone Number: 573-874-1995 Jul 3, 2013 8:41 AM

11

Q1. Tell us a little about yourself (optional).

Name: mike onofrio Jul 2, 2013 1:56 PM

Redacted for Privacy

12

Name: Regina Guevara Jun 26, 2013 7:45 PM

Company: Laborers' Local 773 Jun 26, 2013 7:45 PM

Address: 611 N. Garth Ave. Jun 26, 2013 7:45 PM

City/Town: Columbia Jun 26, 2013 7:45 PM

State: MO Jun 26, 2013 7:45 PM

ZIP: 65203 Jun 26, 2013 7:45 PM

Email Address: rguevara@local773.com Jun 26, 2013 7:45 PM

Phone Number: 573-449-5723 Jun 26, 2013 7:45 PM

13

Name: Dan Lester Jun 26, 2013 1:01 PM

Redacted for Privacy

14

Name: Melissa Jun 24, 2013 12:13 PM

City/Town: Columbia Jun 24, 2013 12:13 PM

State: MO Jun 24, 2013 12:13 PM

ZIP: 65202 Jun 24, 2013 12:13 PM

Q1. Tell us a little about yourself (optional).

15

Name: Kathleen Weinschenk Jun 24, 2013 11:31 AM

Redacted for Privacy

16

Name: Adam Saunders Jun 24, 2013 9:15 AM

Company: Columbia Center for Urban Agriculture Jun 24, 2013 9:15 AM

Address: 214 St Joseph Street Jun 24, 2013 9:15 AM

City/Town: Columbia Jun 24, 2013 9:15 AM

State: MO Jun 24, 2013 9:15 AM

ZIP: 65201 Jun 24, 2013 9:15 AM

Email Address: adam@columbiaurbanag.org Jun 24, 2013 9:15 AM

Phone Number: 5733569392 Jun 24, 2013 9:15 AM

17

Name: Nick Boren Jun 24, 2013 8:40 AM

Company: Columbia Public Schools Jun 24, 2013 8:40 AM

Address: 1818 West Worley Jun 24, 2013 8:40 AM

City/Town: Columbia Jun 24, 2013 8:40 AM

State: MO Jun 24, 2013 8:40 AM

ZIP: 65203 Jun 24, 2013 8:40 AM

Email Address: nboren@columbia.k12.mo.us Jun 24, 2013 8:40 AM

Phone Number: 573/214-3400 Jun 24, 2013 8:40 AM

18

Name: michael roberts Jun 22, 2013 6:53 PM

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

19

Name:	Catherine Shanahan	Jun 21, 2013 12:05 PM
Company:	Columbia College	Jun 21, 2013 12:05 PM
Address:	1001 Rogers St	Jun 21, 2013 12:05 PM
City/Town:	Columbia	Jun 21, 2013 12:05 PM
State:	MO	Jun 21, 2013 12:05 PM
ZIP:	65216	Jun 21, 2013 12:05 PM
Email Address:	cshanahan@ccis.edu	Jun 21, 2013 12:05 PM
Phone Number:	573-875-7232	Jun 21, 2013 12:05 PM

20

Name:	Ellen Thomas	Jun 21, 2013 10:54 AM
-------	--------------	-----------------------

Redacted for Privacy

21

Name:	Jonathan Eastman	Jun 21, 2013 5:25 AM
Company:	Columbia College	Jun 21, 2013 5:25 AM
Address:	1001 Rogers Street	Jun 21, 2013 5:25 AM

Q1. Tell us a little about yourself (optional).

City/Town:	Columbia	Jun 21, 2013 5:25 AM
State:	MO	Jun 21, 2013 5:25 AM
ZIP:	65216	Jun 21, 2013 5:25 AM
Email Address:	jpeastman@ccis.edu	Jun 21, 2013 5:25 AM
Phone Number:	573-875-7272	Jun 21, 2013 5:25 AM

22

Name:	Mary Lehmann	Jun 21, 2013 2:26 AM
-------	--------------	----------------------

Redacted for Privacy

23

Name:	Hany White	Jun 20, 2013 2:34 PM
Company:	United Way	Jun 20, 2013 2:34 PM
Address:	1700 East Pointe Drive	Jun 20, 2013 2:34 PM
City/Town:	Columbia	Jun 20, 2013 2:34 PM
State:	MO	Jun 20, 2013 2:34 PM
ZIP:	65201	Jun 20, 2013 2:34 PM
Email Address:	hwhite@uwheartmo.org	Jun 20, 2013 2:34 PM
Phone Number:	573.443.4523	Jun 20, 2013 2:34 PM

24

Name:	Ronald Minner	Jun 20, 2013 12:36 PM
-------	---------------	-----------------------

Redacted for Privacy

25

Q1. Tell us a little about yourself (optional).

Name: Ronald Minner Jun 20, 2013 12:35 PM

Redacted for Privacy

26

Name: Pat Kelley Jun 20, 2013 9:21 AM

Redacted for Privacy

27

Name: Dick Parker Jun 20, 2013 8:59 AM

Redacted for Privacy

28

Name: Bonnie Gregg Jun 20, 2013 8:53 AM

Company: University of Missouri Jun 20, 2013 8:53 AM

Address: 1095 Virginia Avenue, Room 101 Jun 20, 2013 8:53 AM

City/Town: Columbia Jun 20, 2013 8:53 AM

State: MO Jun 20, 2013 8:53 AM

Q1. Tell us a little about yourself (optional).

ZIP: 65211 Jun 20, 2013 8:53 AM

Email Address: greggb@missouri.edu Jun 20, 2013 8:53 AM

Phone Number: 573-882-4840 Jun 20, 2013 8:53 AM

29

Name: Mark Jeter Jun 20, 2013 7:46 AM

Redacted for Privacy

30

Name: Dennis Murphy Jun 20, 2013 7:05 AM

Redacted for Privacy

Name: Dawn Zeterberg Jun 19, 2013 9:12 PM

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

32

Name: maria

Jun 19, 2013 6:28 PM

Redacted for Privacy

33

Name: Stephanie Harman

Jun 19, 2013 5:19 PM

Redacted for Privacy

34

Name: Annie Piasecki

Jun 19, 2013 4:01 PM

35

Name: Gabriel Dean

Jun 19, 2013 2:29 PM

Redacted for Privacy

36

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

37

Name: Phil Wood Jun 19, 2013 12:55 PM

Redacted for Privacy

38

Name: Sam DeAtley Jun 19, 2013 12:20 PM

Redacted for Privacy

39

Name: Adrienne Stolwyk Jun 19, 2013 12:00 PM

Company: Simon Oswald Architecture Jun 19, 2013 12:00 PM

Address: 700 Cherry St Jun 19, 2013 12:00 PM

Address 2: Apt. #3 Jun 19, 2013 12:00 PM

Q1. Tell us a little about yourself (optional).

City/Town:	Columbia	Jun 19, 2013 12:00 PM
State:	MO	Jun 19, 2013 12:00 PM
ZIP:	65201	Jun 19, 2013 12:00 PM
Email Address:	anstolwyk@gmail.com	Jun 19, 2013 12:00 PM

40

Redacted for Privacy

41

Name:	Wilma	Jun 19, 2013 11:46 AM
-------	-------	-----------------------

Redacted for Privacy

42

Name:	Jerry W. Kiesling, LCSW	Jun 19, 2013 11:21 AM
Company:	MU Adult Day Connection	Jun 19, 2013 11:21 AM
Address:	137 Clark Hall	Jun 19, 2013 11:21 AM
City/Town:	Columbia	Jun 19, 2013 11:21 AM
State:	MO	Jun 19, 2013 11:21 AM
ZIP:	65211	Jun 19, 2013 11:21 AM
Email Address:	kieslingjw@health.missouri.edu	Jun 19, 2013 11:21 AM

Q1. Tell us a little about yourself (optional).

Phone Number: 573-882-6027 Jun 19, 2013 11:21 AM

43

Name: Laurel Goodman Jun 19, 2013 11:02 AM

Company: AmeriCorps VISTA Jun 19, 2013 11:02 AM

44

Name: James Flaherty Jun 19, 2013 10:53 AM

Redacted for Privacy

45

Name: Sean Coder Jun 19, 2013 10:49 AM

Company: Centro Latino Jun 19, 2013 10:49 AM

Address: 1203 E Ash St Jun 19, 2013 10:49 AM

City/Town: Columbia Jun 19, 2013 10:49 AM

State: MO Jun 19, 2013 10:49 AM

ZIP: 65201 Jun 19, 2013 10:49 AM

Redacted for Privacy

46

Name: Marc Halusic Jun 19, 2013 10:46 AM

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

47

Name: Elaine Hartley

Jun 19, 2013 10:44 AM

Redacted for Privacy

48

Name: Victoria Boyd-Kennedy

Jun 19, 2013 10:43 AM

Redacted for Privacy

49

Name: Steve Spellman

Jun 19, 2013 10:31 AM

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

50

City/Town: Columbia Jun 19, 2013 9:43 AM

State: MO Jun 19, 2013 9:43 AM

ZIP: 65201 Jun 19, 2013 9:43 AM

51

City/Town: Columbia Jun 19, 2013 9:39 AM

State: MO Jun 19, 2013 9:39 AM

ZIP: 65203 Jun 19, 2013 9:39 AM

52

Name: Andrew C. Twaddle Jun 19, 2013 9:36 AM

Redacted for Privacy

53

Name: John Johnson Jun 19, 2013 9:10 AM

Redacted for Privacy

54

Name: Duane Perry Jun 19, 2013 8:57 AM

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

55

Name:	Cheryl Price	Jun 19, 2013 8:39 AM
Company:	Services for Independent Living	Jun 19, 2013 8:39 AM
Address:	1401 Hathman Place	Jun 19, 2013 8:39 AM

Redacted for Privacy

56

Name:	Jack Jensen	Jun 19, 2013 8:12 AM
Company:	First Chance for Children	Jun 19, 2013 8:12 AM
Address:	P.O. Box 1101	Jun 19, 2013 8:12 AM
City/Town:	Columbia	Jun 19, 2013 8:12 AM
State:	MO	Jun 19, 2013 8:12 AM
ZIP:	65205	Jun 19, 2013 8:12 AM
Phone Number:	5737771815	Jun 19, 2013 8:12 AM

57

City/Town:	Columbia	Jun 19, 2013 7:58 AM
State:	MO	Jun 19, 2013 7:58 AM

58

Name:	PB Mendoza	Jun 18, 2013 8:08 AM
-------	------------	----------------------

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

59

Name:	Dave Cover	Jun 18, 2013 7:44 AM
Company:	The Crossing	Jun 18, 2013 7:44 AM
Address:	4417 Shoram Ct	Jun 18, 2013 7:44 AM
City/Town:	Columbia	Jun 18, 2013 7:44 AM
State:	MO	Jun 18, 2013 7:44 AM
ZIP:	65203	Jun 18, 2013 7:44 AM
Email Address:	Dave@thecrossingchurch.com	Jun 18, 2013 7:44 AM
Phone Number:	573-256-4410	Jun 18, 2013 7:44 AM

60

City/Town:	columbia	Jun 18, 2013 7:13 AM
State:	MO	Jun 18, 2013 7:13 AM
ZIP:	65203	Jun 18, 2013 7:13 AM

61

Name:	Sounak chakrAborty	Jun 18, 2013 7:10 AM
-------	--------------------	----------------------

Redacted for Privacy

62

Name:	Denise K Bryan	Jun 17, 2013 4:47 PM
-------	----------------	----------------------

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

Redacted for Privacy

63

Name: Bob Brendel Jun 17, 2013 2:53 PM

Company: MoDOT Jun 17, 2013 2:53 PM

Redacted for Privacy

64

Name: Chris Seris Jun 17, 2013 2:22 PM

Redacted for Privacy

65

Name: Ian Thomas Jun 17, 2013 12:55 PM

Company: City of Columbia Council Jun 17, 2013 12:55 PM

Redacted for Privacy

Q1. Tell us a little about yourself (optional).

Email Address: ward4@gocolumbiamo.com Jun 17, 2013 12:55 PM

Phone Number: 573-239-7916 Jun 17, 2013 12:55 PM

66

Name: Tom Lata Jun 15, 2013 6:46 AM

Redacted for Privacy

67

Name: Dan Harder Jun 14, 2013 3:06 PM

Redacted for Privacy

68

Name: Bonita Baer Jun 13, 2013 2:57 PM

Redacted for Privacy

Q2. Rail priorities and needs:

1	I want rail shipments to Columbia to continue, to promote industry.	Aug 23, 2013 7:57 AM
2	Need regional rail transportation for passengers, such as rail to/from Jeff City, STL, KC, Moberly.	Aug 6, 2013 11:45 AM
3	I have lived in developing countries for a majority of the last three years. It's a shame that Sri Lanka and India have more developed train lines than the US. I think it would be of great benefit in the long term for Missouri to work with neighboring states to upgrade, maintain, and introduce quality rail infrastructure especially to stick it to the NE corridor who think they are the only ones who can do rail right. Rail attracts younger, less temporary residents, and helps with the brain drain issue facing the midwest.	Aug 6, 2013 9:48 AM
4	Passenger rail stop and station in Columbia	Jul 25, 2013 1:19 PM
5	Do not continue funding private businesses including the dinner train. Other than that, only maintenance and improvements that are absolutely necessary.	Jul 24, 2013 10:25 AM
6	CATSO should start the conversation about statewide high-speed rail connections between KC, Columbia, STL, Jeff. City, The Lake, Springfield	Jul 19, 2013 8:15 AM
7	It would be great in the future to have access to the Amtrak railway system. Some sort of light rail to Jefferson City would also benefit commuters between Jefferson City and Columbia.	Jul 5, 2013 4:51 PM
8	none	Jul 2, 2013 1:56 PM
9	Greater access to rail to travel to KC and STL metro areas. High speed would be ideal. A proper rail system would help alleviate that lack of proper airport in Columbia.	Jun 26, 2013 8:20 PM
10	rail line connecting Columbia to Jeff City, for access to Amtrak.	Jun 26, 2013 1:01 PM
11	transportation between Kansas City and St. Louis. Increase freight by rail to ease up on I-70 traffic in Missouri.	Jun 24, 2013 12:13 PM
12	Utilize the colt rail road spur for light commuter purposes. Identify stops along the line up to Centrailia and several stops between with mixed use mixed density developments. Boone County Lumber or the current Ameren UE site could build a rail depot for people to get off in downtown CoMO.	Jun 24, 2013 9:15 AM
13	Unaware of any needs.	Jun 24, 2013 8:40 AM
14	none	Jun 22, 2013 6:53 PM
15	We use limited rail (Amtrak), but would certainly be interested in using it more for Chicago travel.	Jun 21, 2013 12:05 PM
16	Rail service to St. Louis and KC!!!! (passenger)--even improved service from JC would be great.	Jun 21, 2013 10:54 AM
17	High speed across Missouri from St. Louis to Kansas City, thru Columbia.	Jun 21, 2013 5:25 AM
18	See last question # 12	Jun 21, 2013 2:26 AM

Q2. Rail priorities and needs:

19	not applicable	Jun 20, 2013 12:36 PM
20	not applicable	Jun 20, 2013 12:35 PM
21	Opportunity to tap into the intermodal rail network via the NS railroad. Upgrade infrastructure (rail) to handle the 286,000 lb railcars	Jun 20, 2013 10:43 AM
22	There is no way to get to Jefferson City to take Amtrak without a car. If there were rail service to Jefferson City I would take trains all the time.	Jun 20, 2013 9:21 AM
23	1. More freight rail to move goods off of trucks. This needs among other things prompter delivery from the coasts. 2. More passenger rail so that it is easier to schedule trips. 3. It would be desirable for both to happen in Columbia but regionally works.	Jun 20, 2013 8:59 AM
24	Not sure	Jun 20, 2013 8:53 AM
25	I don't use the rails, but would like to. A fast rail to St. Louis and KC would be great.	Jun 20, 2013 7:46 AM
26	Improved access to Amtrak both in LaPlata and Jefferson City .	Jun 20, 2013 7:05 AM
27	A rail system that take people all over the state!	Jun 19, 2013 9:12 PM
28	all need fixed	Jun 19, 2013 6:28 PM
29	N/A	Jun 19, 2013 2:29 PM
30	Public transit to Amtrak in Jefferson City. This would be especially helpful to senior citizens who don't have a car or don't drive any more.	Jun 19, 2013 1:05 PM
31	Having light rail transport to St. Louis & Kansas City would be a good thing.	Jun 19, 2013 12:55 PM
32	Columbia's lack of access to commuter rail lines is frustrating. Increasing accessibility to Jefferson City's Amtrak station would be a good priority. This could be accomplished through a shuttle that could take Columbia residents to Jeff City (and might be able to take Jeff City residents to Columbia's Megabus station on the return trip). An additional rail priority would be to enable passenger use of the COLT rail line. This could encourage TOD (transit oriented design) neighborhoods / developments along the rail line, and provide rail transportation for residents of those developments directly to downtown.	Jun 19, 2013 12:00 PM
33	I'd use rail transportation to NY & WA to visit relatives, if it were cheaper than air.	Jun 19, 2013 11:56 AM
34	Light rail that moves people to downtown Columbia, Mall, social service agencies.	Jun 19, 2013 11:21 AM
35	Rail services to Kansas City, St. Louis, and Kirksville would help alleviate traffic on I-70 and would provide a necessary alternative to people living car free.	Jun 19, 2013 11:02 AM
36	We should develop new housing along the COLT railroad for ease of commuting to the city.	Jun 19, 2013 10:49 AM
37	A rail line or bus that runs between Columbia and the rail station in Jefferson City	Jun 19, 2013 10:44 AM

Q2. Rail priorities and needs:

	would be nice. I do not fly as it it a very carbon intensive way of traveling.	
38	I would use rail to travel from Columbia to Kansas City or St. Louis if routes were available.	Jun 19, 2013 10:43 AM
39	Hire a private rail manager to determine most valuable rail services to provide (like Boone County Fairgrounds did).	Jun 19, 2013 10:31 AM
40	A passenger rail station in Columbia would be nice.	Jun 19, 2013 9:43 AM
41	Rail connection to Kansas City and St. Louis.	Jun 19, 2013 9:36 AM
42	Colt is a vital link. If diesel goes to \$7 a gallon everyone will be scrambling to go to rail, keep that connection.	Jun 19, 2013 8:57 AM
43	Light rail to connect our region	Jun 19, 2013 8:39 AM
44	Why can't the city run commuter trains from surrounding towns to Columbia and re-establish passenger train service here? Especially with gas prices so high rail travel would be a great alternative for commuters.	Jun 19, 2013 7:58 AM
45	Plan for the future and high speed rail access in Columbia.	Jun 19, 2013 1:22 AM
46	Passenger rail to KC or StL would be helpful. If this is not possible, it would be beneficial to establish a rail link to Jefferson City Station. An ideal would be extending Metrolink from StL to KC with Columbia enroute.	Jun 18, 2013 8:08 AM
47	North/south passenger rail routes, or light rail connection with JC/lake oz	Jun 17, 2013 2:53 PM
48	Passenger rail service from Columbia to St. Louis, Kansas City, Springfield, and Chicago would make more sense than from Jefferson City or La Plata, Missouri.	Jun 17, 2013 2:22 PM
49	Missouri needs to prepare for a future when air travel will be unaffordable for many individuals and business. CATSO should coordinate with other MPOs in Missouri and start planning for a high-speed rail network connecting St. Louis, Columbia, Jeff. City, Kansas City, Springfield, etc.	Jun 17, 2013 12:55 PM
50	Very Long range goal of rail to Jefferson City; shuttle to Jefferson City Station in the short run, on demand. Need better PR.	Jun 15, 2013 6:46 AM
51	Rail between Kansas City, Columbia, and St. Louis. Also, between Columbia and Jefferson City.	Jun 13, 2013 9:03 AM
52	Improvements to the COLT: ROW, grade crossing safety, increased service, extension of an improved dinner train into downtown.	Jun 12, 2013 4:11 PM

Q3. Interstate freight [movement of goods via trucks or rail] priorities and needs:

1	Columbia is well connected by several highways. Rebuilding I-70 is a definite need. I hope that the rebuilding of I-70 does not bypass Columbia.	Aug 23, 2013 7:57 AM
2	Maintain existing infrastructure as needed. Only build new infrastructure if there is a DIRECT and IMMEDIATE financial benefit to our city (unlike the contract with IBM).	Jul 24, 2013 10:25 AM
3	Interstate freight should be encouraged to use rail through pricing disincentives to use road system.	Jul 19, 2013 8:15 AM
4	General improvements to I-17 with better exit accessibility	Jul 5, 2013 2:36 PM
5	none	Jul 2, 2013 1:56 PM
6	A three-lane corridor would be great in the the area between Boonville and US 54. There is plenty of congestion in this stretch.	Jun 26, 2013 8:20 PM
7	Add truck lanes to I-70 through town	Jun 24, 2013 10:40 AM
8	Building on the rail idea above: rural stops for ag products could be loaded on to rail as well. Food and woody biomass for energy use at city power plant	Jun 24, 2013 9:15 AM
9	Columbia has outgrown it's current Interstate structure and entrance and exit ramp system. Many accidents occur during rush hour traffic in the afternoons and in the mornings as a result of exiting traffic backing up onto the interstate.	Jun 24, 2013 8:40 AM
10	none	Jun 22, 2013 6:53 PM
11	n/a	Jun 21, 2013 10:54 AM
12	not applicable	Jun 20, 2013 12:36 PM
13	not applicable	Jun 20, 2013 12:35 PM
14	Priority is for rail. Less use of highways and highway damage and less fuel required.	Jun 20, 2013 8:59 AM
15	Not sure	Jun 20, 2013 8:53 AM
16	I don't use it directly.	Jun 20, 2013 7:46 AM
17	A train that goes from Kansas City to St.Louis. Kinda what they have on the East Coast.	Jun 19, 2013 9:12 PM
18	need to be fixed	Jun 19, 2013 6:28 PM
19	N/A	Jun 19, 2013 2:29 PM
20	We need to increase the movement of goods via rail and tax truck use more.	Jun 19, 2013 12:55 PM
21	We should utilize the COLT railroad more.	Jun 19, 2013 10:49 AM
22	More freight needs to move by rail as heavy trucks are very damaging to highways. Trucking companies do not pay their share of money to keep the	Jun 19, 2013 10:44 AM

Q3. Interstate freight [movement of goods via trucks or rail] priorities and needs:

highways in usable shape. Trucks also drive in a very dangerous and careless manner, particularly on Hwy 70. They should have a lower speed limit and be required to stay in the right hand lane. This is the practice in many other states.

23	I-70 needs to be improved to provide more efficient freight movement.	Jun 19, 2013 10:43 AM
24	Improve I-70, fund via user-based fees as much as possible: tolls or fuel taxes; as other options are less direct payments from road users.	Jun 19, 2013 10:31 AM
25	A more direct corridor going north and south in mid-Missouri.	Jun 19, 2013 9:39 AM
26	Too many trucks on the roads and they don't pay enough taxes to pay for the wear and tear they cause. Make them pay, we should not have to subsidize trucking.	Jun 19, 2013 8:57 AM
27	Once again, light rail. If that is not possible, some way to connect more efficiently in our region.	Jun 19, 2013 8:39 AM
28	Weekly deliveries from UPS, FedEx etc.	Jun 19, 2013 8:12 AM
29	Plan for the future and high speed rail access in Columbia.	Jun 19, 2013 1:22 AM
30	Not applicable	Jun 18, 2013 8:08 AM
31	Intermodal facilities to pull all facets of trans system together	Jun 17, 2013 2:53 PM
32	Improving rail capacity might very well decrease the amount of truck traffic needed on the highways. A rail system that moving through Columbia, with large capacity would potentially help with congestion along I-70 and make it cheaper on manufacturers.	Jun 17, 2013 2:22 PM
33	Rail should again be the priority. Reduce speed limit for trucks to 60 mph. Save gas and better safety. Six lanes through Columbia on I-70 and in the long run, on 63. .	Jun 15, 2013 6:46 AM
34	Allow continuous travel for intersection of Hwy 63 and I-70, too much delay. Continue to push towards Stadium extension from Hwy 63 to I-70.	Jun 14, 2013 3:06 PM
35	Widening of Interstate-70 to include a truck lane. I70 is one of the most commercially traveled interstates in the country, and it is absolutely necessary to expand this highway	Jun 13, 2013 9:03 AM
36	Safe truck laws and design on the interstate A travel center catering to truck drivers seems to be an area need.	Jun 12, 2013 4:11 PM

Q4. Streets/Roads/Highways priorities and needs:

1	Consider electric vehicle recharging stations at downtown public parking garages and key locations. The day of the plug-in electric vehicle is here. There are commercial charging stations that allow credit card access. Work with local business to locate charging stations in high traffic, walkable areas, such as downtown, so people can charge while they shop.	Aug 23, 2013 7:57 AM
2	Need wider shoulders on rural roads to accommodate bicycle traffic	Aug 6, 2013 11:45 AM
3	Maintain existing infrastructure as needed. Only build new infrastructure if there is a need to improve safety or congestion.	Jul 24, 2013 10:25 AM
4	Focus should be on safety and routine maintenance. Proposed expensive road expansion projects should be reviewed for whether goals could be achieved through improved mass transit services.	Jul 19, 2013 8:15 AM
5	While I realize that any improvements are currently underway, maintaining existing infrastructure needs to be more consistent. Numerous potholes, road resurfacing, maintaining sidewalks and small as well as large interchanges need to be kept current and safe.	Jul 5, 2013 4:51 PM
6	The extension of 740 (Stadium) to I-70 on the east side of 63 The extension of Scott Blvd. north to I-70General	Jul 5, 2013 2:36 PM
7	none	Jul 2, 2013 1:56 PM
8	Street repairs to be completed in a timely manner. Street repairs to be completed by the Public Works Street division to lower costs of contracting out. Scheduled preventative maintenance in cycles to keep up street repairs.	Jun 26, 2013 7:45 PM
9	Something needs to be done about I-70. Between St. Louis and Kansas City is the worst stretch of highway I have ever drive on.	Jun 24, 2013 12:13 PM
10	Scott Boulevard extension to north, with full interchange at I-70	Jun 24, 2013 10:40 AM
11	round about at Green Meadows and Forum.	Jun 24, 2013 9:15 AM
12	Intersections that lead to exits for I-70 are not designed to handle the volume of traffic that currently exists.	Jun 24, 2013 8:40 AM
13	I-70 needs more lanes and struture improvementsnone	Jun 22, 2013 6:53 PM
14	Resurfacing of major roads and highways.	Jun 21, 2013 12:05 PM
15	maintenance of current system over expansion;	Jun 21, 2013 10:54 AM
16	beneficial	Jun 20, 2013 2:34 PM
17	The streets and highways need to be safe for bicycles so bicyclists can travel to and from work without fear of getting hit by vehicles.	Jun 20, 2013 12:36 PM
18	The streets and highways need to be safe for bicycles so bicyclists can travel to and from work without fear of getting hit by vehicles.	Jun 20, 2013 12:35 PM
19	There are potholes all over the place. I think the solution is to try to build fewer	Jun 20, 2013 9:21 AM

Q4. Streets/Roads/Highways priorities and needs:

	roads because they are so expensive to maintain. We could have more paths for pedestrians and bicycles.	
20	We will likely still be car dependent.	Jun 20, 2013 8:59 AM
21	Service to those with disabilities in the downtown area. Fix potholes	Jun 20, 2013 8:53 AM
22	I would like to see sound, ongoing maintenance, of course, but also anything that reduces the adverse impact of traffic and heavy dependency on our cars.	Jun 20, 2013 7:46 AM
23	Better streets, Roads, Highways! They need to be fix!	Jun 19, 2013 9:12 PM
24	need more work and repaired	Jun 19, 2013 6:28 PM
25	Streets, roads, and highways should be repaired and repainted when needed in a timely manner. Street and road traffic should be monitored to determine whether streets or roads need widening. Visible, well-placed street signs should be placed and maintained at all intersections. I would recommend illuminated street signs for the downtown area and major roads around the local universities and colleges.	Jun 19, 2013 4:01 PM
26	N/A	Jun 19, 2013 2:29 PM
27	Regular maintenance of roads and bridges	Jun 19, 2013 1:05 PM
28	We have sufficient money for highways. Developers should pay more of the costs of streets and roads to support their developments.	Jun 19, 2013 12:55 PM
29	Bicycle lanes and other infrastructure to promote the safety of cyclists should be a high priority. This would include replacing stormwater grates that might have longitudinal gaps (can catch bicycle wheels; dangerous), signage to "Share the Road", and bicycle lanes or "Sharrows." Smaller streets in the Columbia area would benefit immensely from street standards that address street trees, rain gardens, improved crosswalk design, speed bumps and other traffic calming measures.	Jun 19, 2013 12:00 PM
30	Yes, streets and roads are very important priorities they need to repaired and maintained at all times to make for a better commute.	Jun 19, 2013 11:46 AM
31	We need better bike infrastructure, which means sufficient room for bikes and cars so as to minimize danger of collision and also more bike lanes!	Jun 19, 2013 10:49 AM
32	Maintenance of adequate roadway capacity and anticipation of future needs.	Jun 19, 2013 10:48 AM
33	added or improved shoulders on Scott Blvd, KK, Clark Lane for added safety and to handle increased traffic.	Jun 19, 2013 10:43 AM
34	MoDOT should delegate parts of it's relatively broad highway network back to Counties and municipalities, as appropriate.	Jun 19, 2013 10:31 AM
35	See above. Not easy to implement, I know, but it takes longer to travel from Columbia to Springfield (the 3rd largest metro area in the state) than from St Louis to Springfield, even though Columbia is closer.	Jun 19, 2013 9:39 AM

Q4. Streets/Roads/Highways priorities and needs:

36	Well maintained lanes provided for bicycle/pedestrians/ for alternate methods of people getting from one place to another.	Jun 19, 2013 9:10 AM
37	Columbia is growing but is that our only goal? Is Boone County destined to become wall to wall subdivisions, strip malls and the occasional park? Extending roads to undeveloped areas just benefits developers and a couple of land owners.	Jun 19, 2013 8:57 AM
38	Big improvements to I-70 and better base used for Columbia's streets so they don't fall apart a short time after they're fixed. Also in laying new roads and streets. Attention to when a builder is starting a new development and their requirements. More attention to streets where people with disabilities have to drive because there are no sidewalks.	Jun 19, 2013 8:39 AM
39	I-70 needs major improvement.	Jun 19, 2013 8:12 AM
40	Faster, wider, uninterrupted east - west travel alternatives to I70!	Jun 19, 2013 4:16 AM
41	Require developers to take more responsibilities and stop placing the burden on the homeowners!! Plan now for a southern loop off of 70.	Jun 19, 2013 1:22 AM
42	Roads should pedestrian access. Clark Lane is an example of people daily endangering their lives walking to work on the side of the road. Sidewalks should part of all new road laying and part of any improvement plan for road work. Sidewalk from the roundabout at the intersection of Ballenger and Clark would be a nice beginning.	Jun 18, 2013 8:08 AM
43	Nifong/Vauter School Rd is a growing bottleneck from 4:00-6:30 weekdays. Primary culprit seems to be the two stop signs. Either widening the road or at least putting in two roundabouts would make a big improvement.	Jun 18, 2013 7:44 AM
44	4 lane road in Scott and nifong	Jun 18, 2013 7:10 AM
45	Better anticipation of needs and plan for implementation prior to development and ensuing congestion.	Jun 17, 2013 2:53 PM
46	Generally, I find roads to be in acceptable condition.	Jun 17, 2013 2:22 PM
47	Scrutinize all new highway and highway expansion projects and ask whether the problem prompting the project (generally, this will be traffic congestion) is worth the projected cost and whether the project will solve the problem.	Jun 17, 2013 12:55 PM
48	. Improve existing roads rather than build new ones.	Jun 15, 2013 6:46 AM
49	help with congested areas in town such as Grindstone Parkway at Hwy 63	Jun 14, 2013 3:06 PM
50	Better maintained city streets should be a priority as I'm a bicycle rider and ruts and pot holes can be a real hazard.	Jun 13, 2013 2:57 PM
51	Removal of potholes	Jun 13, 2013 9:03 AM
52	Beautification of major intersections (Broadway and Stadium, for example) and medians. In other places where I have traveled, this has had an impact on my opinion of a city that I may have been visiting. Our city could be so much more	Jun 12, 2013 8:53 PM

Q4. Streets/Roads/Highways priorities and needs:

attractive if we used some of our parks funds on this type of effort.

53	"Fix it first" policy - favoring major maintenance over new construction. Criteria for new road investment priorities	Jun 12, 2013 4:11 PM
----	---	----------------------

Q5. Bicycle facilities priorities and needs:

1	Identify key bottlenecks that frustrate bicyclists. The recent addition of trails, new bike lanes at Rangeline under I-70, and other such improvements are much needed. Make sure we connect all of the schools with bike lanes and trails.	Aug 23, 2013 7:57 AM
2	Need to educate public that bicycles are transportation vehicles and require appropriate response from automobile traffic. All drivers in Missouri should be required to answer questions on drivers' tests pertaining to bicycle traffic (following distance, passing distance, rights of way, taking the lane when stopping at a stop sign, etc). Adult bicyclists (16 and over) should also have to pass a test to affirm that THEY know the rules of the road (how to stop at an intersection, etc.)	Aug 6, 2013 11:45 AM
3	I'm not well versed on the bicycle needs in Columbia, but I always think promoting healthy lifestyles isn't a bad thing.	Aug 6, 2013 9:48 AM
4	Additional bike trails, bike lanes and bicycle-friendly intersection improvements Dedicated bike boulevards	Jul 25, 2013 1:19 PM
5	NO ADDITIONAL BICYCLE LANES OR TRAILS ARE NEEDED or wanted regardless of the funding source (federal / state funds).	Jul 24, 2013 10:25 AM
6	Designated bike boulevard network should be expanded throughout Columbia.	Jul 19, 2013 8:15 AM
7	A bike lane along Providence all the way to the Missouri River would be much safer for bicyclists as well as people driving. The development of many homes along this road has increased and therefore increased the amount of automobile. This stretch of road while not in the city limits should be looked at as well.	Jul 5, 2013 4:51 PM
8	Maintain current structure	Jul 5, 2013 2:36 PM
9	please consider not planning bike trails through private property. specifically eliminate any consideration of county house trail phase 2 from stadium to Cowan. in coordination with parks dept and getabout our neighborhood (and city) voted to build a trail to rollins from stadium by southwest swim club as phase 2 of county house branch trail. if you need additional information feel free to contact Mike Onofrio. we have been assured by public officials that the trail through Cowan drive would not be built with getabout funds. We would like to have it taken off any list for consideration in the future. thank you	Jul 2, 2013 1:56 PM
10	An MKT type trail that links north Columbia with downtown is a priority. There is currently no truly safe way to get from, say, Albert Oakland park to the District - one must ride on very busy roads, that are unsafe even with bike lanes (Rangeline, Garth).	Jun 26, 2013 1:01 PM
11	I like how bicyclists are welcomed in Columbia, however most are not aware (or choose to ignore) the laws of the road. (not stopping at red lights, etc)	Jun 24, 2013 12:13 PM
12	Improve West Broadway; include bike lanes	Jun 24, 2013 10:40 AM
13	-Bike parking requirement for downtown apartment buildings -Improved way finding throughout town and to major landmarks (schools, parks, commercial districts)	Jun 24, 2013 9:15 AM

Q5. Bicycle facilities priorities and needs:

14	Unaware of any needs.	Jun 24, 2013 8:40 AM
15	need real bike lanes and not just lines down the middle of the road	Jun 22, 2013 6:53 PM
16	Continue adding bike lanes, bike boulevards, and an interconnected trail system. More covered bike parking would be helpful,	Jun 21, 2013 10:54 AM
17	beneficial	Jun 20, 2013 2:34 PM
18	I think we still need more bicycle racks downtown. I think there could also be a free service for some basic maintenance. I know people who are riding bicycles that are dangerous because the brakes don't work etc.	Jun 20, 2013 9:21 AM
19	This can be a major factor in reducing car use in town.	Jun 20, 2013 8:59 AM
20	No sure	Jun 20, 2013 8:53 AM
21	I commute by bicycle every ice-free workday, and have for six years. My home and office are close the Katy/Columbia trail. I save a small fortune in fuel expenses, get great exercise, and have a lot of fun. More motor vehicle-free routes would be great!	Jun 20, 2013 7:46 AM
22	Connected trails circling the Columbia area.	Jun 20, 2013 7:05 AM
23	More bicycle paths!!	Jun 19, 2013 9:12 PM
24	need more space cars cant pass very well	Jun 19, 2013 6:28 PM
25	N/A	Jun 19, 2013 2:29 PM
26	Build bike lanes on secondary roads. Take some lessons from European cities, e.g. Amsterdam, Copenhagen.	Jun 19, 2013 2:05 PM
27	maintain current bicycle lanes and trails	Jun 19, 2013 1:05 PM
28	Bike facilities need to be expanded so more people will use them.	Jun 19, 2013 12:55 PM
29	More bike lanes and trails	Jun 19, 2013 12:20 PM
30	Additional bike lanes and maintenance of existing roads should be a priority. Streets such as Ash (East of Orr St.) have cracks, gaps, potholes that are not completely repaired. Aside from the maintenance issues of the "bicycle boulevard" on Ash St, the concept is excellent and should be repeated on other streets to promote bicycle traffic. Paving the MKT trail would also be a good investment and improve access for cyclists, however paving should include "lanes" for slower traffic (i.e. pedestrians) that might remain unpaved. Additionally, a Bicycle Center (could include lockers, showers, rentals, maintenance, tourism information) in downtown Columbia would be a wonderful asset.	Jun 19, 2013 12:00 PM
31	I'm retired. I mainly bike & seldom use a car. Every new trail is something I enjoy.	Jun 19, 2013 11:56 AM
32	The areas that have been provided for the bicycle are a very good addition, it	Jun 19, 2013 11:46 AM

Q5. Bicycle facilities priorities and needs:

needs to more bicycle lanes throughout the city.

33	More bicycle racks, bike lanes, signage, and a bike share program are needed in Columbia. We cyclists do not currently feel that safe currently. Additionally, the new concrete walls put in on Old 63 are too narrow for bikes to maneuver at speed. Please include cyclists opinions in road improvements that are meant to serve them.	Jun 19, 2013 11:02 AM
34	expansion of backbone trail system including connections from shared use paths to neighborhoods and upgrading rough trail surfaces (Gravel) to hard surface to serve four season bicycle transportation traffic	Jun 19, 2013 10:59 AM
35	Bicycle lanes along Ballenger (MO PP) and Mexico Gravel Road	Jun 19, 2013 10:53 AM
36	We need more bike lanes and enough space between bikes and cars to allow for safety.	Jun 19, 2013 10:49 AM
37	Maintaining as a priority for future planning. This is one of the things that makes Columbia a "liveable" place.	Jun 19, 2013 10:48 AM
38	Bike lanes are currently dangerous, lacking any sort of physical barrier between bikes and traffic. A simple example of this sort of barrier can be found here: http://www.bikexpert.com/bikepol/facil/images/9107N10R16Barrier%20bike%20lane.jpg Also, bike boulevards, such as the one on Windsor street are extremely useful for keeping cars and bikes separate. Expanding roads for non-automobile transportation would be extremely positive. To effectively do this, put a traffic barrier every 5 blocks or so that bikes can cross easily. That way, people can still drive to and from their houses, but will avoid driving on these roads for long distances.	Jun 19, 2013 10:46 AM
39	More provision for the safety of bike riders and pedestrians should be made in Columbia, such as more crosswalks and bike lanes.	Jun 19, 2013 10:44 AM
40	By improving shoulders on KK, PP, Clark Lane & Scott, some safety concerns would be addressed for bicycles. Additionally, long term, separate lanes for bicycles need to be planned for Broadway, Stewart, Forum and other routes that feed into campus and downtown. Education of residents along streets with designated bike routes might reduce the parking of cars in bike lanes. I often encounter cars parked IN the bike lane on West Blvd and Worley.	Jun 19, 2013 10:43 AM
41	Continue to extend designated bike lanes through Columbia, and beyond on main corridors. Especially lower-income areas where bicycle transportation is becoming more necessary for economic reasons. Paris Road, Scott Blvd, and trails to edges of town are good.	Jun 19, 2013 10:31 AM
42	Hope we will continue to improve the quality of our bicycling facilities. Repainting bike lane stripes and markings is important. Following Model Street Standards with all major roads (improvements and new) has been very good. It needs to continue. Would be especially nice if West Broadway could be improved to include striped bike lanes and adequate space within the bike lane. Also, time to get decent sidewalks in there.	Jun 19, 2013 9:48 AM
43	Separated bike paths or wide, protected lanes parallel to high-speed	Jun 19, 2013 9:43 AM

Q5. Bicycle facilities priorities and needs:

roads/highways (70, 63, Providence, Stadium, Rock Quarry, etc.). Bike lanes should follow the AASHTO guidelines. Lanes that don't meet those guidelines should be improved or removed, as they are more dangerous than not having a bike lane at all. Disallow parking in bike lanes. Keep bike lanes free of debris.

44	Bike lanes are very helpful for the safety of the cyclists and providing less annoyance for the motorist. Lanes need to be regularly swept and maintained for the safety of the cyclists. Bike trails connected throughout the city are very very helpful for safely getting around Columbia.	Jun 19, 2013 9:10 AM
45	Bicycles and cars do not mix well. We would be far better off to improve our sidewalks. Pedestrians and bikers coexist quite well on the MKT. Check out the foot traffic on nice sidewalks (the new extension of Chapel Hill west of Scott Blvd.) Nice sidewalks benefit, walkers, joggers, bikers and the drivers who don't have to dodge them.	Jun 19, 2013 8:57 AM
46	Not sure.	Jun 19, 2013 8:39 AM
47	Continue expansion as resources become available.	Jun 19, 2013 8:12 AM
48	Somebody needs to tell Ted Curtis that painted on bike lanes don't make a bike-able city. They're a waste and there are better alternatives.	Jun 19, 2013 1:22 AM
49	The Cycling initiative under Mayor Hindman was great. As a former resident of both Davis, CA and San Diego, CA, the initial improvements begun under his leadership were a good beginning. Development of more bike lanes would be good. Additionally, a bicycle education program for both children and adults would be helpful to establishing a bicycle culture similar to Davis or Chicago. I would recommend the Effective Cycling recommendations from Dr. Forester would be good to consider or implement http://www.johnforester.com/ .	Jun 18, 2013 8:08 AM
50	Continued attention to bike/led needs where appropriate but not at expense of long overdue projects	Jun 17, 2013 2:53 PM
51	I don't believe we should hinder people who wish to use bicycles as a means of transportation, but at the same time I don't believe we should spend millions of dollars painting bicycle lanes on major roads which go unused for the most part.	Jun 17, 2013 2:22 PM
52	Continue to invest in bicycle infrastructure and promotion at the same approximate level established during GetAbout Columbia funding years.	Jun 17, 2013 12:55 PM
53	Main bike trails should be paved. This will add users. Katy through town is always in bad shape for bikes. Continue to improve connectivity on bike trails to encourage bike transportation. Establish a bike sharing program	Jun 15, 2013 6:46 AM
54	Having well-lit, accessible, safe paths in multiple parts of town. Certainly having access to the campus and university hospital is important. Well marked lines on the roadways is important too.	Jun 13, 2013 2:57 PM
55	Continued connections to trail system Safe crossings over/under I70 and US 63, across Stadium Blvd and Providence	Jun 12, 2013 4:11 PM

Q6. Pedestrian facilities priorities and needs:

1	Something I noticed throughout Turkey were raised yellow stripes along the sidewalks. this allowed physically disabled pedestrians to track the route safely.	Aug 6, 2013 9:48 AM
2	Additional sidewalks and pedestrian-friendly intersection improvements Pedestrian-only areas of downtown Columbia (even just on certain streets on certain summer nights would be a start)	Jul 25, 2013 1:19 PM
3	Maintain / reduce existing infrastructure as needed. No additional pedestrian facilities are needed unless they are necessary for the safety of the public.	Jul 24, 2013 10:25 AM
4	More sidewalks are needed overall, especially near apartment and residential districts, toward local businesses. Repair and widen existing sidewalks. It's bad when sidewalks end suddenly. For example, when walking south on Providence toward Stadium, (a very narrow and old sidewalk that should be replaced), it ends before Stadium. One cant walk from the residential area to the Forum shopping center. It'd be great to be able to walk to the movie theater or get groceries. Lesser but useful would be to allow walking area under overpasses. It's nearly impossible for a pedestrian to cross a highway without endangering themselves.	Jul 21, 2013 9:51 AM
5	"All red" period (when all traffic has red light and pedestrians cross in all directions) should be tried in downtown Columbia	Jul 19, 2013 8:15 AM
6	We must be sure to maintain sidewalks for the safety of children, older Colombians, people with disabilities as well as the general public. Columbia has a valuable resource with its many trails that also need to be maintained, but also continued development of new trails to connect areas of new residential developments.	Jul 5, 2013 4:51 PM
7	Improvements to Providence & Stadium for better pedestrian accesabilities. Continue to improve to pedestrian walking in the downtown area.	Jul 5, 2013 2:36 PM
8	sidewalks need to be maintained more thoroughly (many uneven sidewalks); better communication and transition during construction/renovation, look beyond the downtown area as well regarding sidewalks and accessibility issues; audible crosswalk on Walnut near BCFR/Brookside apartments	Jul 3, 2013 8:41 AM
9	Good trails for walking, biking, and wheelchairs.	Jun 24, 2013 11:31 AM
10	Extend north-south trail connections between MKT and Bear Creek Trails	Jun 24, 2013 10:40 AM
11	Nifong and Providence area needs a pedestrian master plan and a form based zoning review to see how it could have nice infill development.	Jun 24, 2013 9:15 AM
12	Unaware of any needs.	Jun 24, 2013 8:40 AM
13	Complete gaps in sidewalks, and improve decrepit sidewalks such as West blvd. and W. Broadway. I would like to see pedestrian crossings at all bus stops. I use the 104 SE, and notice that it can be difficult for people to get to and from bus stops such as IBM, and the one across from Boone Landing. Downtown could be better pedestrianized by eliminating right on red turns, and by giving pedestrians a 1 or 2 second head start on green lights (this works well in Milwaukee, for example). Also, there are many intersections that are very	Jun 21, 2013 10:54 AM

Q6. Pedestrian facilities priorities and needs:

difficult for pedestrians because they have crossings on 3 but not 4 sides, such as on E. Bdway at Brickton. Better snow removal from sidewalks.

14	It is very hard to get across Providence Road to get to Wilkes Blvd or to go to Hickman High School or Kilgore's Pharmacy. People from our neighborhood cut across all the time. It is dangerous. There should be a crossing in that area like there is in front of Douglass School. Near Douglass School there are also more traffic lights. I feel they put the new crossing in where it wasn't needed as much.	Jun 20, 2013 9:21 AM
15	Columbia's problem seems to be lack of walkable stores used on a weekly or less basis.	Jun 20, 2013 8:59 AM
16	Fix sidewalks downtown	Jun 20, 2013 8:53 AM
17	Columbia seems to me to do better than most places on enabling pedestrian travel. I would encourage more of this, wherever possible. To me, it definitely adds to the quality of live here.	Jun 20, 2013 7:46 AM
18	Safe walkways.	Jun 20, 2013 7:05 AM
19	Better sidewalks and repair the old ones instead of putting in new ones. Which will break in two years. Better cross walk all over the city!	Jun 19, 2013 9:12 PM
20	need more time to cross the street	Jun 19, 2013 6:28 PM
21	.	Jun 19, 2013 4:01 PM
22	More trails that are designed for walking passage from one end of the city to the other, rather than for purely recreational purposes.	Jun 19, 2013 2:29 PM
23	Build sidewalks in neighborhoods that don't have them, and also along Bus. Loop 70.	Jun 19, 2013 2:05 PM
24	The town should continue doing what it is doing to support more pedestrian traffic by planned zoning and sidewalks.	Jun 19, 2013 12:55 PM
25	More trails	Jun 19, 2013 12:20 PM
26	The recent crosswalks with push-button activated blinking lights (like that on Broadway & Waugh) are wonderful and should be repeated at dangerous intersections. College Ave especially lacks good pedestrian permeability. From the Business Loop south to the intersection of College & Walnut there is only ONE stoplight with a crosswalk! It is dangerous and encourages mid-block crossing by pedestrians.	Jun 19, 2013 12:00 PM
27	There need to more pedestrian crossings, it just are not enough. There are a lot of people walking more than it use to be, and we need more safe walkways.	Jun 19, 2013 11:46 AM
28	improvements to and rebuilding of existing sidewalks on collectors and arterials to meet ADA requirements	Jun 19, 2013 10:59 AM
29	Sidewalks along Ballenger (MO PP) from the roundabout at Mexico Gravel Road to the roundabout at Clark Lane	Jun 19, 2013 10:53 AM

Q6. Pedestrian facilities priorities and needs:

30	We need to keep prioritizing pedestrians and building infrastructure in newer and older areas of town for pedestrians to safely be able to walk to commercial, recreational, and neighborhood areas.	Jun 19, 2013 10:49 AM
31	Maintaining as a priority for future planning. This is one of the things that makes Columbia a "liveable" place.	Jun 19, 2013 10:48 AM
32	All streets should have high quality side walks. This is especially important for people in wheelchairs who, due to poor or absent side walks, often ride in the street, risking, and in at least one recent case, losing their lives.	Jun 19, 2013 10:46 AM
33	More crosswalks and pedestrian operated stoplights are needed.	Jun 19, 2013 10:44 AM
34	Sidewalks to connect bus stops to neighborhoods. Clark Lane, Rock Quarry Road & Old 63 are 3 roads where there is high density housing/apartments, but no sidewalks to connect people to bus stops or to campus/shopping/schools.	Jun 19, 2013 10:43 AM
35	Fill in broken sidewalks, as identified by City of Columbia. find solution to west Broadway traffic, and finally rebuild a proper sidewalk.	Jun 19, 2013 10:31 AM
36	Hope that there will be vastly improved pedestrian crossings along Stadium from I-70 to Broadway as the current construction takes place. The area is surrounded by residential housing and it is very dangerous to cross. Also hope it will be easier to cross I-70 on foot as a result of the current work.	Jun 19, 2013 9:48 AM
37	More and better sidewalks. Many are too narrow, overgrown, or just in terrible shape, and many places don't even have them. More and better street crossings and intersection treatments. I should be able to walk from anywhere to anywhere along a reasonably direct route (no less direct than if I were to drive) without having to stray from pedestrian infrastructure (sidewalks, trails, paths, etc.).	Jun 19, 2013 9:43 AM
38	Sidewalks in older Columbia neighborhoods. My street has no sidewalks, but is close to a school, so when I back out in the morning, I'm worried about small children riding bicycles or walking in the street. Lack of sidewalks can discourage physical activity in areas where poor health is a bigger concern -- one shouldn't have to drive to a park to take a walk. Make some intersections more pedestrian-friendly. I sometimes walk to the mall, but the light at Worley and Stadium stays green for a very short period, often turning red before one can clear intersection. Some, like College and E Broadway, have no pedestrian lights -- the Stephens bridges are not always accessible.	Jun 19, 2013 9:39 AM
39	Well marked crosswalks and signage.	Jun 19, 2013 9:10 AM
40	See bicycles.	Jun 19, 2013 8:57 AM
41	Better crosswalks - keep them painted plus installation of new ones. Don't concentrate simply on the number of cars at an intersection, but also the overall safety. Fixing existing sidewalks and pouring new ones based on a priority list of the Transition Plan and input from the Disabilities Commission - once again using a better base so they don' crumble in a very short time. Better crosswalks in places, especially around shopping areas and restaurants. Audible signal lights. All of these suggestions are good for our entire community and not just	Jun 19, 2013 8:39 AM

Q6. Pedestrian facilities priorities and needs:

	people with disabilities - good examples of Universal Design and not just compliance with the ADA.	
42	more pedestrian crosswalks on busy streets so people don't have to hike blocks out of their way or risk being mowed down trying to cross heavily traveled roads	Jun 19, 2013 7:58 AM
43	Sidewalks. We need to make it safe and appropriate for anyone to walk to the mall, to the grocery store, etc. and plan for this on all major road projects. Retrofits need to be made as well.	Jun 19, 2013 1:22 AM
44	Roads should have pedestrian access. Clark Lane is an example of people daily endangering their lives walking to work on the side of the road. Sidewalks should be part of all new road laying and part of any improvement plan for road work. Sidewalk from the roundabout at the intersection of Ballenger and Clark all the way to the restaurants Clark and 63 would be a nice beginning.	Jun 18, 2013 8:08 AM
45	MORE sidewalks LESS broken sidewalks LESS sidewalks just stopping (some in the middle of a block)	Jun 18, 2013 7:13 AM
46	I do not drive and TRANSPORTATION is my life!!! (I used to drive daily!!) I have good friends that drive for me. I know it is an inconvenience. If Columbia had the YELLOW taxi cab system, I would feel safe in taking a taxi. But not the taxis we have now. No one knows what it is like not driving. You jump in your car & go!!! Like I used to!!! I had to buy a home by places to walk to for everyday needs.	Jun 17, 2013 4:47 PM
47	Continued attention to bike/led needs where appropriate but not at expense of long overdue projects	Jun 17, 2013 2:53 PM
48	There are several areas in Columbia that do not have sidewalks along busier roads which should. In some areas pedestrians have to cross back and forth across a road without intersections, stop signs or stop lights, to continue on sidewalks.	Jun 17, 2013 2:22 PM
49	Continue to invest in pedestrian infrastructure and promotion at the same approximate level established during GetAbout Columbia funding years.	Jun 17, 2013 12:55 PM
50	Continue to add sidewalks in lower income areas along Worley and other main streets.	Jun 15, 2013 6:46 AM
51	Continue the trail to link new Battle Highschool to existing trail system.	Jun 14, 2013 3:06 PM
52	Same as #5.	Jun 13, 2013 2:57 PM
53	Sidewalk repair and filling of gaps in the network Safe crossings over/under I70 and US 63, across Stadium Blvd and Providence	Jun 12, 2013 4:11 PM

Q7. Regional Transportation [moving goods and passengers] priorities and needs:

1	Passenger bus line from Columbia to Jeff City, connecting with local bus lines. There are 10,000 cars a day going past Ashland. Could some of these miles be served by a regional bus?	Aug 23, 2013 7:57 AM
2	BUSES. There need to be more cheap alternatives to get around the mid Missouri and 1-70 regions. More large buses and minivan esque shuttles that take people to Jeff City (see interns!), St Louis, and Kansas City more frequently than once a day (or never in the case of JCMO) would reduce the burden of traffic, gridlock, the condition of the roads, and allow more residents and students to explore the great state of Missouri.	Aug 6, 2013 9:48 AM
3	Maintain / reduce existing infrastructure as needed. Only build new infrastructure if they are necessary for the safety of the public.	Jul 24, 2013 10:25 AM
4	fixed route to outer county communities (i.e. twice daily route to/from Centralia, Ashland, etc); bus transportation to Fairgrounds esp. as area becomes more developed	Jul 3, 2013 8:41 AM
5	commuter bus to Jeff City and CoMO	Jun 24, 2013 9:15 AM
6	Unaware of any needs.	Jun 24, 2013 8:40 AM
7	We have many employees that drive regionally. Resurfacing of major roadways is a priority.	Jun 21, 2013 12:05 PM
8	Bus service to Jefferson City.	Jun 21, 2013 10:54 AM
9	I would love to see inter urbans going between nearby towns.	Jun 20, 2013 9:21 AM
10	Buses for the major inter city commuting.	Jun 20, 2013 8:59 AM
11	Not sure	Jun 20, 2013 8:53 AM
12	As I mentioned, fast rail to St. Louis and KC would be great!	Jun 20, 2013 7:46 AM
13	good	Jun 19, 2013 6:28 PM
14	A shuttle to the airport.	Jun 19, 2013 2:29 PM
15	Public transportation to passenger rail and airport. This would help many who don't have their own vehicle or don't wish to drive to the Amtrak station or the airport.	Jun 19, 2013 1:05 PM
16	We should not fund this, as support light rail and existing rail transportation is preferable, economically and ecologically.	Jun 19, 2013 12:55 PM
17	Limiting sprawl in Columbia is of utmost importance in order to get at the cause of traffic problems (and not just treat the symptoms).	Jun 19, 2013 12:00 PM
18	It should be more affordable transportation for people, due to the unemployment rate.	Jun 19, 2013 11:46 AM
19	More flights out of Columbia, MO. Several people I know still drive to KCI or STL because existing flights do not fit their needs.	Jun 19, 2013 11:21 AM

Q7. Regional Transportation [moving goods and passengers] priorities and needs:

20	More rail, alternative transportation to cut down on the number of individual drivers that commute to and from Jeff City every day, public transportation to and from St. Louis and Kansas City. More affordable options to the airports is necessary as well.	Jun 19, 2013 11:02 AM
21	I think we should continue figure out a way to get on the Amtrak rail line, making it easier to travel to St. Louis and Kansas City by high-speed train.	Jun 19, 2013 10:49 AM
22	More rail, less airport	Jun 19, 2013 10:44 AM
23	Light rail connecting Columbia to Jeff City, Kansas City, St. Louis would be a good start.	Jun 19, 2013 10:43 AM
24	Find impediments to commuter busing, especially between Columbia and Jefferson City (perhaps Nifong commuter lot to Jeff City downtown). A toll station south of Ashland, would be good for road funding, and demand for commuter service would develop.	Jun 19, 2013 10:31 AM
25	Public transit in the future between select cities in Boone County and some service between Columbia and Jefferson City.	Jun 19, 2013 9:39 AM
26	Frequent, convenient bus service.	Jun 19, 2013 9:36 AM
27	Better coordination between entities so we avoid duplication of services.	Jun 19, 2013 8:39 AM
28	Faster, wider, uninterrupted east - west travel alternatives to I70!	Jun 19, 2013 4:16 AM
29	Plan for the future and high speed rail access	Jun 19, 2013 1:22 AM
30	Passenger light rail to KC, StL, JeffCity and Kirksville would be helpful to establishing a regional development network that incorporates government, higher education, and industry. This corridor would be akin to what is happening with BART in the Bay Area, in which many higher education centers are tied together within Silicon Valley.	Jun 18, 2013 8:08 AM
31	Improving rail capacity might very well decrease the amount of truck traffic needed on the highways. A rail system that moving through Columbia, with large capacity would potentially help with congestion along I-70 and make it cheaper on manufacturers. The same for passengers. The airport used to advertise how easy it is to fly from COMO to St. Louis. Taking the train could be just as easy and just as fast when you take taxiing and baggage claim into account.	Jun 17, 2013 2:22 PM
32	Long range plan. Work with other regional Cities, and employers, to improve bus transportation between Cities, especially Jefferson City.	Jun 15, 2013 6:46 AM

Q8. Airport priorities and needs:

1	It would be great if there was a shuttle service from CRA to downtown, but otherwise, I am impressed with the growing use of the airport. I'm personally able to fly back home from Sri Lanka directly because of the relationship with American Airlines.	Aug 6, 2013 9:48 AM
2	Shuttle/bus service from Columbia and Jefferson City to the airport	Jul 25, 2013 1:19 PM
3	Stop dumping TAX dollars, federal and state funds into an airport that is not profitable! Allow the free market to fund the airport and if it does not, it proves that there is not enough of a need/want to necessitate a local airport.	Jul 24, 2013 10:25 AM
4	We must be sure to not over focus on the airport, but also keep in mind other option of transportation more locally. These could be a light rail to local communities such as Jefferson City or expanding bus service between local communities such as Jefferson City, the Lake of the Ozarks, Moberly, Kirksville on Mexico.	Jul 5, 2013 4:51 PM
5	/continue runway expansion and new terminal	Jul 5, 2013 2:36 PM
6	efforts to make it more accessible for people with disabilities	Jul 3, 2013 8:41 AM
7	Forget the airport. Put money into proper mass transit from Central MO to KC and STL. Bus or train services would be a better use of funds than money for an airport that no one uses.	Jun 26, 2013 8:20 PM
8	Offer more flights and flexibility to be the go to airport for locals instead of STL or MCI airports.	Jun 26, 2013 7:45 PM
9	Get direct flight service to Chicago and/or Denver	Jun 24, 2013 10:40 AM
10	Continued progress on more connecting flights out of Columbia Missouri is needed.	Jun 24, 2013 8:40 AM
11	close it. st.louis and kansas city are to close and have better airports. you can get where you need to go	Jun 22, 2013 6:53 PM
12	We use Columbia Regional quite often and would definitely be interested in additional flights and/or routes.	Jun 21, 2013 12:05 PM
13	A city bus route that serves the scheduled flights.	Jun 21, 2013 10:54 AM
14	A second major airline besides American, and the two with direct flights to all major cities in the US.	Jun 21, 2013 5:25 AM
15	I don't think we need an airport. Airplanes are noisy and cause a lot of pollution. They degrade quality of life. I think we would be better setting up a rail system to get to St. Louis or Kansas City. That could be faster than taking a small flight and having to lay over in Memphis. It would also serve more people, not just those who are going to airports.	Jun 20, 2013 9:21 AM
16	I do not think that expansion of local flights will help more than a very small fraction of the population.	Jun 20, 2013 8:59 AM
17	Consistent service to major areas	Jun 20, 2013 8:53 AM

Q8. Airport priorities and needs:

18	More flight options would, of course, be nice.	Jun 20, 2013 7:46 AM
19	Free parking and more flights to hubs.	Jun 20, 2013 7:05 AM
20	The airport needs to be ADA Complant!	Jun 19, 2013 9:12 PM
21	na	Jun 19, 2013 6:28 PM
22	N/A	Jun 19, 2013 2:29 PM
23	It's time to close the airport. It's just not a viable service for this area.	Jun 19, 2013 12:55 PM
24	Bigger. Able to haul more people so as to lower ticket costs	Jun 19, 2013 12:20 PM
25	Need more flights out of Columbia, MO. Several poeple I know stlil drive to KCI or STL because existing flights do not fit their needs.	Jun 19, 2013 11:21 AM
26	Cheaper and more frequent transportation options.	Jun 19, 2013 11:02 AM
27	Our airport should keep expanding to allow for easy air travel to and from Columbia.	Jun 19, 2013 10:49 AM
28	Adequate terminal and facilities for anticipated passenger loads.	Jun 19, 2013 10:48 AM
29	Airports are not sustainable, particularly for a small city such as Columbia. We should invest in the transportation needs of the majority of citizens, not in the convenience or desires of the small percentage of the population that will use the airport.	Jun 19, 2013 10:44 AM
30	We need an airport; however, if people could easily and economically travel from St. Louis Airport to Columbia, we would not need to maintain an expensive airport. If a light rail system connected Columbia with St. Louis, the need for a small airport would be reduced. The economy of scale for a local airport is going to require incentives funded by tax payers.	Jun 19, 2013 10:43 AM
31	Hire a private rail manager to determine most valuable rail services to provide (like Boone County Fairgrounds did). Municipal governemnt should divest of owning and operating a commercial airport.	Jun 19, 2013 10:31 AM
32	I support improvements to the terminal but probably not a new building at this point. Planning for a new terminal and beginning to assemble money to build it in the future (as traffic increases) makes sense. Kind of like the City did when preparing for the new City Hall building. Improving overall air connections from Columbia would benefit many, many people.	Jun 19, 2013 9:48 AM
33	Flights with good connections to the East coast.	Jun 19, 2013 9:36 AM
34	Not sure except for improving ADA accessibility.	Jun 19, 2013 8:39 AM
35	Columbia Regional Airport is very good for its size. I would recommend that looking at the Urbana-Champaign airport as a potential model would be beneficial to further development. Connecting Columbia Regional Airport to the Columbia Transit at Wabash Station would further increase municipal accessibility for those who are unable to afford /or do not have private	Jun 18, 2013 8:08 AM

Q8. Airport priorities and needs:

transportation to the airport. If a passenger light rail system is established between Columbia and Jeff City, this would be a logical stop.

36	This is a huge need. Anything I say here would just be repeating what many others have already said. But to me losing Delta to Atlanta was a HUGE setback for Columbia region. Gaining American Eagle to Chicago/Dallas was not worth losing that key and more affordable connection. Updating Columbia Regional Airport facility seems to be a must-happen step before attracting any serious airline providers in the future.	Jun 18, 2013 7:44 AM
37	LESA new airport even the current airport was a joke when it was built. MORE airlines LESS money guarantee for airlines	Jun 18, 2013 7:13 AM
38	Upgrades to airport to keep it viable. Low cost connections to encourage usage and to take cars off of I-70	Jun 17, 2013 2:53 PM
39	Study long-range projections (20-50 years) for price of oil, cost of travel, and air travel demand, and be skeptical about major public investments in the airport unless the projections are positive and credible.	Jun 17, 2013 12:55 PM
40	Airport funds would be better used to subsidize bus transportation to Saint Louis and Kansas City, rather than try to entice airlines to come here. Improvements to the terminal are needed, however, it should pay for itself or go after grants.	Jun 15, 2013 6:46 AM
41	Having access from Columbia to a number of portals to other cities-- for example now having access from Columbia to Chicago is very beneficial since there is access from Chicago to many other cities including international.	Jun 13, 2013 2:57 PM
42	Expansion of service. The airport is not necessarily out of the way, but I would love to see the Columbia Regional Airport become more like the Missoula International Airport, which serves a community much smaller than ours, yet flies internationally and to numerous domestic locations.	Jun 13, 2013 9:03 AM
43	This is very important to the economic development of our area.	Jun 12, 2013 8:53 PM
44	Air freight Increased support for general aviation	Jun 12, 2013 4:11 PM

Q9. Transit [bus or other public transportation service] priorities and needs:

1	Identify bus schedules at bus stops. Post the latest schedule in an easy-to-replace sleeve on the signs. Many is the time I got to a bus stop, only to realize I had mis-remembered the schedule. Get rid of the "pulse" bus routes. Replace them with continuous routes that criss-cross the city, follow the stadium loop around the city, and then some that figure-8 through residential neighborhoods, connecting with the criss-cross at stops. Now it takes an hour to get across town on the bus, this should be ten minutes on a criss-cross or loop express. Portland has a system like this, you can get anywhere in town as fast as a car.	Aug 23, 2013 7:57 AM
2	Needs bus lines that actually go somewhere. Also need to advertise where the buses run, and when. It would be nice to have some brochures about town, or maps on the bus stops.	Aug 6, 2013 11:45 AM
3	More. Seriously. I don't understand why as a hub for the region we don't have more buses going to small towns and further out to the other large cities in the state. I suggest investigating the bus systems of Turkey and Sri Lanka. I was able to travel throughout the entire country of Sri Lanka (except for the end of the war site) by bus without a problem. I wish Missouri operated like that.	Aug 6, 2013 9:48 AM
4	Funding to allow for Columbia Transit expansion (more routes, expanded hours, routes/hours to increase access to employment for low-income individuals) Regional coordination between Columbia Transit, JeffTran Shuttle/bus service from Columbia and Jefferson City to the airport Commuter route (bus/shuttle) from Columbia to Ashland to Jefferson City	Jul 25, 2013 1:19 PM
5	Maintain / reduce existing infrastructure as needed. Buses and other public transportation should only be continued if the public is using them at 50% capacity minimum. If they are below 50% capacity, consider reducing number of buses as well as expanding the routes in order to better serve the public.	Jul 24, 2013 10:25 AM
6	Much is needed to improve the bus service. I use the bus to get to work and shopping, so it impacts my life greatly when the routes change. I currently live in Ward 6, but my husband and I are thinking of moving elsewhere in town - largely to be closer to a reliable and frequent bus route so I'm not dependant on others to drive me everywhere. I don't want to move somewhere where they might discontinue service. It's happened to me twice before. Unfortunately are houses I'd really like to consider over on West Blvd, between Broadway and Stadium, but, while there is a bus there (Orange South), it only runs one direction in the morning and another direction in the evening, for only a few runs. And any routes south of Broadway (such as the Nifong route) are basically unreliable because their connection to downtown and the rest of the system is through that route. Other routes I don't want to be on because, although the bus route may be frequent and consistent, they are sketchier neighborhoods where I don't feel comfortable walking alone at night. And areas that have a lot of nice houses for sale aren't frequented by buses. There aren't any buses west of W Broadway and Broadfield (by Paxton-Keely). So all of Chapel Hill and the Scott Blvd area are out of the question for me. There are houses up by Smiley Lane that are for sale, and one route even makes a circuit through a neighborhood, but I worry that might change. I mainly feel that the areas that are underserved are Chapel Hill, Scott Blvd, Fairview, Old 63, and a more reliable and frequent route down West (the section between Broadway and Stadium). Also more complete coverage of East Broadway & William St (not easy to get to Boone Hospital anymore), and more of West Broadway (toward Scott Blvd) would so helpful. It	Jul 21, 2013 9:51 AM

Q9. Transit [bus or other public transportation service] priorities and needs:

appears that Boone Hospital may be close to the college routes, but looks like they only are available during the semesters. I'd like to add that the loop routes are a big problem. For example it takes me just 8 minutes to get from Columbia College to Stadium and Audubon St - which is awesome! But if I want to get to work on the bus it can take about 45 minutes. It's not workable.

7	CATSO should promote and expand mass transit options throughout MPO area.	Jul 19, 2013 8:15 AM
8	Bus service within the city needs to appeal to a broader base. More frequent route times and later bus service need to be priorities. Expanding the bus service to have a cooperation between other city's bus lines in other communities should also be looked at as a means to decrease congestion of automobile traffic from commuters.	Jul 5, 2013 4:51 PM
9	bus routes at least twice daily to southwest Columbia, access to Columbia Mall – bus was moved away from mall entrance to farther into street, could be moved to low-traffic area of mall (i.e. by sears, mc sports), increased evening routes	Jul 3, 2013 8:41 AM
10	Invest in full time staff Bus Drivers with competitive wages and benefits to prevent high turnover. Invest in quarterly training to keep bus drivers sharp and alert. Reward outstanding bus drivers publicly. Offer more frequent pick up times to increase ridership.	Jun 26, 2013 7:45 PM
11	Longer hours, more routes.	Jun 26, 2013 1:01 PM
12	The Columbia bus system is a service to the community, just like sidewalks or roads. It is not feasible to be a money making operation and that is ok! To make money should not be the focus of the bus system; it should be transportation within the city.	Jun 24, 2013 12:13 PM
13	Buses that take people where they want to go.	Jun 24, 2013 11:31 AM
14	Improve public transit by extending hours of operation and frequency of bus service along key corridors such as Broadway, Grindstone Pkwy/Nifong, Providence, Old 63	Jun 24, 2013 10:40 AM
15	new route layout	Jun 24, 2013 9:15 AM
16	A comprehensive transportation system that allows for maximum transportation of all citizens that includes university students should be implemented.	Jun 24, 2013 8:40 AM
17	longer hours, shorter wait times. More than just students live here	Jun 22, 2013 6:53 PM
18	Where to begin...Head times of no more than 20 minutes. Bus stops that don't leave you standing in a ditch or waist-high weeds. Snow removal from bus stops. Sunday service, Saturday morning service, and service every evening. A comprehensible schedule. Smart phone or other bus information system (for bus times and especially for problems, like a bus that doesn't run it's route--I have been on two buses that didnt complete their routes because wing mirrors were knocked off by passing cars!) Partnership with middle and high schools. Consider making the whole thing free and tax supported. Could bus stops be included in adopt-a-spot programs? Prioritize bus routes for snow removal.	Jun 21, 2013 10:54 AM

Q9. Transit [bus or other public transportation service] priorities and needs:

19	Keep same.	Jun 21, 2013 5:25 AM
20	Need to have the transit stay running later and on Saturdays and Sundays. A lot of cities have transit systems running 24 hours, but having them run from 6am to midnight might help people with transportation difficulties be able to get to work and back home without difficulty.	Jun 20, 2013 12:36 PM
21	Need to have the transit stay running later and on Saturdays and Sundays. A lot of cities have transit systems running 24 hours, but having them run from 6am to midnight might help people with transportation difficulties be able to get to work and back home without difficulty.	Jun 20, 2013 12:35 PM
22	I take the bus almost every day. I can only make evening appointments on Thursdays so it would be nice to have the bus run late on other days besides Thursday and Fridays. Sunday service would be nice too.	Jun 20, 2013 9:21 AM
23	In town buses running on 15 minute intervals seems to be what is needed to get people out of cars. People without cars need to get to work early and return from work late so schedules should reflect this. Busses between cities for commuting is needed.	Jun 20, 2013 8:59 AM
24	Another MOX type service with better customer service.	Jun 20, 2013 8:53 AM
25	I might use the bus system if it came closer my house and had routes that got me easily to downtown, the library, perhaps the airport.	Jun 20, 2013 7:46 AM
26	More clearly marked bus stops .	Jun 20, 2013 7:05 AM
27	Longer hours and Sundays service!	Jun 19, 2013 9:12 PM
28	very reliable no problem unless one breaks down or late	Jun 19, 2013 6:28 PM
29	More bus routes - specifically those that serve the public school students and their schedule.	Jun 19, 2013 5:19 PM
30	More routes that run more often, including later into the evening (for both downtown area and throughout the parts of town that light night transit is possible).	Jun 19, 2013 2:29 PM
31	Upgrade and increase bus availability in Columbia.	Jun 19, 2013 1:05 PM
32	Some bus service that serves the county twice a day would help promote more commuting.	Jun 19, 2013 12:55 PM
33	Reorganizing the bus routes to be more linear (rather than loops) could encourage ridership, and increase collaboration with the University's bus system, as well as private developers (like Brookside), could create a very comprehensive and useable system. Increasing costs for parking might also disincentivize car use, and encourage alternate transportation.	Jun 19, 2013 12:00 PM
34	I occasionally take part time jobs. The bus has been helpful during rain or other situations when I can't use my bike.	Jun 19, 2013 11:56 AM
35	There need to be more routes available to get around Como	Jun 19, 2013 11:46 AM

Q9. Transit [bus or other public transportation service] priorities and needs:

36	increase timeliness of busses. Possibly develop smaller routes that connect riders to an express buss that would then take them to Wabash, Mall, Business districts.	Jun 19, 2013 11:21 AM
37	Buses could run later!	Jun 19, 2013 11:02 AM
38	Perhaps smaller busses that run more frequently and for longer hours through the week. Also there have been a few instances where there were not enough bike racks on the bus for all the folks who wanted to take their bike on the bus. It would also be nice to have covered waiting areas at more of the bus stops. Also it would be nice to have accurate route times on the signs at several bus stops.	Jun 19, 2013 10:53 AM
39	We need more frequent buses on the existing routes and more routes to better facilitate buses as a viable means of transportation in the city of Columbia.	Jun 19, 2013 10:49 AM
40	Adequate capacity and availability for mid- to low-income populations.	Jun 19, 2013 10:48 AM
41	All bus lines should go in two directions rather than working in a circuit. If, for example, I need to take a bus to a grocery store 3 stops away, right now I would then have to get back home by getting on the same bus, waiting until it finishes its circuit at the Wabash station, and then continuing back to my original stop.	Jun 19, 2013 10:46 AM
42	Bus routes should cover more of the city and run more frequently. Stop throwing money down the airport rat hole and into gigantic parking garages.	Jun 19, 2013 10:44 AM
43	Transit should be a higher priority than Airport needs. Bus/public transportation is essential for a thriving economy. It may not be able to pay for itself through ridership fees; however, the benefits to the economy offset those costs. A good transit system helps move people out of poverty by enabling them to travel to work sites and shopping.	Jun 19, 2013 10:43 AM
44	good ideas in current reform proposals. simplify routes, focus on high-demand demogrphics: students and lower income. Continue pilot projects with Schools (especially High Schools) to find School/City bus route synergies, particularly with the new Battle High School.	Jun 19, 2013 10:31 AM
45	Transit in Columbia can, eventually, be as robust as it is in other comparable college towns that have been visited by City officials recently. But, it will take a sustained effort to get there. Growing density in the downtown and the surrounding areas will help to build support and ridership over time. We aren't going to be able to build and widen roads to alleviate auto congestion in the heart of the city. I don't see Broadway ever being widened downtown so it's always going to be a bottle neck. Transit is the best option. We also need to provide some level of service to the pockets of poverty that exist around the city. The growing density will help us serve them better as well.	Jun 19, 2013 9:48 AM
46	Public transit should run later and more frequently, be more reliable, and cover more area. I should be able to get from anywhere to anywhere else by public transit with a minimum of walking (perhaps a quarter mile total at most) and with a minimum of waiting (30 minutes at most). Consider light rail and/or streetcars as an alternative to busses for busy routes.	Jun 19, 2013 9:43 AM
47	Extended night and weekend service. Another transit hub (park & ride) in	Jun 19, 2013 9:39 AM

Q9. Transit [bus or other public transportation service] priorities and needs:

	expanding area of Columbia to encourage more commuters to use public transit. Service to north Columbia. Ability to purchase transit passes at other locations besides Wabash (i.e. Gerbes or HyVee service desks).	
48	Frequent, convenient bus service.	Jun 19, 2013 9:36 AM
49	We really should consider some sort of mass transit like the Metro in St. Louis. We have concentrated employment areas (university, hospitals) that could be a starting point that could take a huge load off of our streets.	Jun 19, 2013 8:57 AM
50	Cooperation between the city and not for profits so we maximize our service and don't duplicate services. Earlier and longer hours. New bus shelters and consulting with people with disabilities on them. Less time to ride on fixed routes and more routes.	Jun 19, 2013 8:39 AM
51	Need a city/county bus system so that we are not so dependent on individual cars.	Jun 19, 2013 8:12 AM
52	The city needs to follow through on its plans to revamp Columbia's bus system ASAP. The current central hub and spoke system is outdated, inconvenient and inefficient.	Jun 19, 2013 7:58 AM
53	Catch 22 - we have to have a better system serving a wider area to increase ridership. People will use good public transportation for a variety of reasons so please stop focusing solely on students and low income. It will help to emphasize the convenience, cost-savings, environmental advantages but the bottom line is you have to have good coverage from morning to night.	Jun 19, 2013 1:22 AM
54	The transit system as it currently functions is not readily useful to year round Columbia residents. It is still primarily perceived as a bus system for students. Many Columbia residents in the service sector cannot use the system at all hours of the day as in some systems (the services in Fresno, CA come to mind). As a university employee who works many hours past 6 pm, I tried to commute by bus for two years with limited success. I was lucky that I could fall back on a car, some people do not have this option.	Jun 18, 2013 8:08 AM
55	Wish list: Free bus transit up and down Broadway and 9th St would be heavily used I would think. People could just hop on and off as they wished. Bus could come every 10 minutes. Kind of like Denver's 16th St transit service (I think that's the right St name).	Jun 18, 2013 7:44 AM
56	MORE residential routes LESS routes way out of the way that no one rides LESS focus on students MORE focus on the working class MORE extended hours	Jun 18, 2013 7:13 AM
57	Transit system will become ever more important in the future. FastCat is a good start	Jun 17, 2013 2:53 PM
58	This is where the most investment is required. With continued infill growth and development, it is essential that bus transit rapidly attains the quality of service (range, frequency, early/late hours, information) that will make it compete with the private car. This will require bold politics to achieve public and private investment, and excellent communications about the economic, quality-of-life,	Jun 17, 2013 12:55 PM

Q9. Transit [bus or other public transportation service] priorities and needs:

environmental, and health benefits.

59	Expanded service routes, faster service	Jun 13, 2013 9:03 AM
60	More flexible hours	Jun 12, 2013 4:11 PM

Q10. Existing Facilities (such as maintenance, congestion/traffic management, system connectivity, access management, intersection signalization, energy conservation, corridor preservation, etc.) priorities and needs:

1	Bike lane maintenance (sweeping glass, resurfacing)	Jul 25, 2013 1:19 PM
2	Maintain existing infrastructure as needed. Monitor more intersections for traffic flow to improve traffic management and reduce congestion.	Jul 24, 2013 10:25 AM
3	It seems recently there has been a confusing change to some of the traffic signals in town. For example at the intersection of College, Rogers & Paris. When going north on College to turn east onto Rogers, the arrow light turns red and then back to yellow. When you drive up to the light and it's red, you don't know if it's okay to go into the intersection to turn or if it's going to stay red. The same thing happens going south on College when turning east onto Stadium. Very confusing! Red means stop... or does it?	Jul 21, 2013 9:51 AM
4	beautification program on I-70 exits wich serve as the gateway to our community	Jul 5, 2013 2:36 PM
5	Areas where potholes develop and the repairs deteriorate quickly and repeatedly	Jul 3, 2013 8:41 AM
6	Prioritize funding for maintenance of existing streets and sidewalks over expansion of new streets.	Jun 24, 2013 10:40 AM
7	coordinate lights for streamlined travel	Jun 24, 2013 9:15 AM
8	Congestion/traffic management needs much improvement. Not only is this an issue during normal traffic periods but is increased significantly over the holidays.	Jun 24, 2013 8:40 AM
9	Widen statium, providence, and broadway	Jun 22, 2013 6:53 PM
10	More cameras on intersections and in the downtown area on streets and in garages.	Jun 20, 2013 8:53 AM
11	Better coordination between bikers and bus routes.	Jun 20, 2013 7:05 AM
12	need to get lights longer they change to quick	Jun 19, 2013 6:28 PM
13	The CATSO area should improve accessibility for those that are physically disabled as well as visually impaired by maintaining sidewalk cross slopes and installing accessible pedestrian signals (APS) at crosswalks, especially in the downtown area.	Jun 19, 2013 4:01 PM
14	N/A	Jun 19, 2013 2:29 PM
15	Prioritize pedestrian traffic rather than car traffic downtown. Ninth St. should be a pedestrian only street, which would greatly enhance the feel of downtown.	Jun 19, 2013 2:05 PM
16	Increased energy conservation should be our highest priority. In addition, more reliance on renewable sources of energy is needed.	Jun 19, 2013 12:55 PM
17	I know that has been a on going problem at the intersections, especially at morning and evening commutes.	Jun 19, 2013 11:46 AM
18	Congestion on Providence from Business Loop to Stadium needs addressed. Conley Road may benefit from stop lights to allow left turns. I avoid this area	Jun 19, 2013 11:21 AM

Q10. Existing Facilities (such as maintenance, congestion/traffic management, system connectivity, access management, intersection signalization, energy conservation, corridor preservation, etc.) priorities and needs:

because it is just too difficult to leave the parking lot.

19	As mentioned earlier, maintenance of sidewalks on busy streets	Jun 19, 2013 10:59 AM
20	The I-70/Hwy 63 interchange is pretty difficult. Often big trucks coming South from 63 and trying to head East onto 70 can block the whole intersection.	Jun 19, 2013 10:53 AM
21	Do we have enough energy conservation happening? I think not. Let's get more people working on this. It is a smart business decision because it will save money in the long term, not to mention it will lighten our load as users of expensive and non-renewable fossil fuels.	Jun 19, 2013 10:49 AM
22	Nifong corridor congestion during high-traffic times.	Jun 19, 2013 10:48 AM
23	The timing of the traffic lights on Broadway between Providence and Hitt Street is terrible. It is extremely common for me to catch all or nearly all red lights while driving. Perhaps the best way to deal with this would be to make Broadway and Walnut each one-way streets (in opposite directions), and then time the traffic lights well such that if a person starts at a red light, the rest of the lights in that stretch of road will be green.	Jun 19, 2013 10:46 AM
24	It seems that the Columbia City Government makes decisions based on the desires of a few wealthy developers to become even more wealthy and not on good planning principles or the good of the larger population. Personally I am pretty disgusted with the non-accountability of Columbia's officials.	Jun 19, 2013 10:44 AM
25	Major intersections, especially along Stadium are not pedestrian friendly. Forum and Stadium is an exception, the improvements are useful.	Jun 19, 2013 10:43 AM
26	Southwestern Columbia traffic is horrible, as is West Broadway. Continue traffic flow improvements through light signal timing (improvements on Boardway downtown are excellent)	Jun 19, 2013 10:31 AM
27	The Master Trail Plan is the heart of the bike/ped network. Expanding the network according to the plan and building neighborhood connections where possible will provide a transportation option that will grow in use and appreciation in the years to come. Being able to ride through nature on generally level surfaces is a heck of a way to go to and from work. More and more people will choose it as it the core of the city becomes more congested and parking becomes more expensive.	Jun 19, 2013 9:48 AM
28	Either keep up with repairs on brick/cobblestone streets or repave them with something that's easier to keep up with.	Jun 19, 2013 9:43 AM
29	Coordination of traffic lights so minimize stop and start driving.	Jun 19, 2013 9:36 AM
30	Keeping bicycle lanes clean and swept of debris.	Jun 19, 2013 9:10 AM
31	We need green areas in every neighborhood. We have done a good job so far but we need to stop letting developers set our standards. Building houses 20 feet apart with tiny yards does not benefit the community it just maximizes profits for a few. Why are houses in the old southwest so valuable? Because they are not packed in on tiny lots. If someone doesn't want a yard then there are	Jun 19, 2013 8:57 AM

Q10. Existing Facilities (such as maintenance, congestion/traffic management, system connectivity, access management, intersection signalization, energy conservation, corridor preservation, etc.) priorities and needs:

	condos. Hundreds of houses in a small area just put a strain on traffic, schools, water, sewer and electric.	
32	Good maintenance of all.	Jun 19, 2013 8:39 AM
33	I wish Columbia would do something about the way it times traffic lights. They aren't synchronized to all turn green at the same time so you end up stopping and starting, stopping and starting trying to get through the downtown area. Also, the lights on the east-west trajectory stay on about twice as long as those going north-south, which allow maybe three cars to get through before the lights turn red again. Maybe the city should consider replacing lights with roundabouts, which would also alleviate congestion where traffic typically backs up.	Jun 19, 2013 7:58 AM
34	Many arterials need traffic calming. Speeds and traffic noise are excessive and inappropriate in many neighborhoods and it gets worse every year. City staff doesn't seem to know anything except moving cars at the expense of everything else. Neighborhood safety and integrity need to come first.	Jun 19, 2013 1:22 AM
35	Due to seasonal exigencies, Columbia does a pretty good job with their resources most of the time. The primary recommendation here would be to levy more bonds that could increase road improvement during the construction season. Bond issues could lead to more staffing in Public Works to get more road work completed. I believe the increased use of roundabouts is a good move for congestion control.	Jun 18, 2013 8:08 AM
36	Better arterial routes n/s and e/w to reduce congestion on current limited options. Reduce development options at immediate intersection/interchange locations to reduce future upgrade costs. Examine design standards to accommodate traffic, I.e. area around Smithton where buses have destroyed inadequate concrete streets	Jun 17, 2013 2:53 PM
37	I work at the University, and it has increased size, the amount of time it takes to get on and get off campus has been increased dramatically in the last few years. This decreases my time with my family and generally increases the amount of time I am sitting stopped in traffic along major roads such as Stadium Blvd, College Ave., or Providence around the University Campus. I don't feel this has been analyzed and addressed properly.	Jun 17, 2013 2:22 PM
38	Focus on maintenance and safety improvements (e.g.. traffic calming) that do not involve additional roadway lanes.	Jun 17, 2013 12:55 PM
39	Traffic signal coordination Better urban design through downtown	Jun 12, 2013 4:11 PM

Q11. Other priorities and needs:

1	Please remove the barriers in the road at the intersection of Abbeywood Dr. and Barnwood Dr. Also, NO MORE USELESS PARKING GARAGES DOWNTOWN!	Jul 24, 2013 10:25 AM
2	Better communication to students regarding public transit and other transportation options - including encouraging them to either not bring a car or leave car in student 'commuter' lots; provide transportation passes (discounted or part of student fees) for public transportation	Jul 3, 2013 8:41 AM
3	Unaware of any.	Jun 24, 2013 8:40 AM
4	Encourage/attract a car share company to Columbia.	Jun 21, 2013 10:54 AM
5	We need a city treescaping plan and a plan to bury more power lines so that we can have trees growing in a canopy over the streets. It is terrible to walk on North Providence in the summer. Even if we can't bury lines there could be a lot more attention paid to planting trees along streets.	Jun 20, 2013 9:21 AM
6	Traffic is a major detractor in Columbia. At the same time, the constant pressure to widen roads leads to unpleasant and expensive consequences. Anything that can be done to encourage people to take alternative transportation options is something I would favor. If it were possible to provide really useful, pleasant transportation options, then encourage their use by NOT trying to reduce traffic or provide perfectly adequate parking, real change might be possible. Columbia is a suitable size town for such possibilities.	Jun 20, 2013 7:46 AM
7	na	Jun 19, 2013 6:28 PM
8	More parking downtown, as usual!	Jun 19, 2013 4:01 PM
9	N/A	Jun 19, 2013 2:29 PM
10	We need to raise taxes on parking in Columbia and at the University.	Jun 19, 2013 12:55 PM
11	General maintenance on streets and sidewalks. (I have noticed several spots where this is being done) On the whole, our street dept does a pretty good job.	Jun 19, 2013 10:53 AM
12	Consultation with people with disabilities on everything you do that concerns and effects them.	Jun 19, 2013 8:39 AM
13	I would recommend that Columbia City Council should do a transportation needs assessment for the parts of Columbia that are not wealthy or middle class. A door-to-door survey of residents who are working class or poverty level would help design future needs with consideration for socio-economic status. The people who would get the most out of any regional transportation plan are the ones who are not generally able to respond via websites or email solicitations.	Jun 18, 2013 8:08 AM
14	The real fix at prov/stadium is grade separation, running prov under stadium. Should have been done years ago. The lack of grade-separated intersections in this town is amazing and adds to congestion and future problems	Jun 17, 2013 2:53 PM
15	Too much emphasis and resources have been spent on bicycle lanes in Columbia. We now have fading lines and symbols from the installation of the almost completely unused lanes. No money should be spent repainting these or attempting to get people to use them. The bicycle is not a legitimate means of	Jun 17, 2013 2:22 PM

Q11. Other priorities and needs:

transportation for most people, and attempting to force more bicycles onto roads designed to accommodate motor vehicle traffic can create more dangerous situations on the road.

Q12. System-wide goals and objectives:

1	Increased funding and facilities for active transportation (walking, biking, wheelchairs, public transit)	Jul 25, 2013 1:19 PM
2	Spend fewer tax dollars regardless of the source (federal, state or local). Where possible, leverage intelligent traffic management software to reduce traffic congestion instead of spending millions on construction.	Jul 24, 2013 10:25 AM
3	Reduce VMT and improve mobility, not necessarily "level of service" for cars.	Jul 19, 2013 8:15 AM
4	Explore opportunities to exceed the minimum ADA compliance requirements and make transportation truly accessible to all	Jul 3, 2013 8:41 AM
5	Utilize internal talents and Public Works as a means to save dollars from outsourcing and/or contracting out vehicle repairs and street maintenance.	Jun 26, 2013 7:45 PM
6	Preserve green space!!	Jun 26, 2013 1:01 PM
7	50% of the next 10,000 bedrooms built in CoMO can commute to work on rail, bus or bike, rather than using a car. See idea in answer #1.	Jun 24, 2013 9:15 AM
8	NA	Jun 24, 2013 8:40 AM
9	We should be looking at a balanced transportation system. Short journeys should be divided between active transportation, transit and private car, fairly equally. Medium journeys should be possible by private car, regional transit, and car share. Long journeys should be a choice between car, bus, train, and air.	Jun 21, 2013 10:54 AM
10	I think this is the first question for which you should request answers. Only when you get the answers should you proceed further.	Jun 21, 2013 2:26 AM
11	Reduction in fuel use.	Jun 20, 2013 8:59 AM
12	na	Jun 19, 2013 6:28 PM
13	N/A	Jun 19, 2013 2:29 PM
14	We need to work more toward a sustainable plan of growth, promoting more dense population in the town and more parks and green spaces in the county.	Jun 19, 2013 12:55 PM
15	Encourage alternative means of transportation (train, bus, bike, walk) over car use as much as possible, for the long-term health and environmental benefits to our community!!!	Jun 19, 2013 12:00 PM
16	I've really appreciated bike lanes.	Jun 19, 2013 11:56 AM
17	Let's focus on renewable energy, better public transit, more pedestrian friendly infrastructure and, hey why not incorporate art?	Jun 19, 2013 10:49 AM
18	Columbia has outgrown it's transportation infrastructure and needs to upgrade existing roads/transit/bicycle and pedestrian routes. Then collaborative planning for the next 10-30 years needs to occur so that all stakeholders needs are addressed and the needs of the community can be met.	Jun 19, 2013 10:43 AM
19	fund transportation through user-based fees as much as possible. Shift	Jun 19, 2013 10:31 AM

Q12. System-wide goals and objectives:

responsibility/control/funding for roads and streets to as local a jurisdiction as possible (state to County, City to ward/neighborhood). Help shift toward citizenownership of transportation, rather than centralized - continue MoDOT's shift from statewide central planning to regional decision-making.

20	Improve access for rural communities. Make public transportation a more viable option for workers. Consider improvements that most benefit pedestrians and cyclists as a community health improvement. Long-term planning for potential challenges presented by growing population, expanding city limits, and environmental issues.	Jun 19, 2013 9:39 AM
21	The "grow or die" attitude has to go. Look at cities in Europe that have had stable populations for centuries. Go look at East St. Louis if you want to see what endless urban development can lead to. How about improving our city/county instead of just enlarging it.	Jun 19, 2013 8:57 AM
22	See all of the above!!!	Jun 19, 2013 8:39 AM
23	I imagine that the City Manager is examining services in cities/townships that have similar population demographics and industrial needs. I hope that the city fully involves those of us who would use the services in the long range planning.	Jun 18, 2013 8:08 AM
24	Maintain what we have. Improvements for safety and mobility and economic development	Jun 17, 2013 2:53 PM
25	Implement Traffic Demand Management techniques. Reduce Vehicle Miles Traveled in the long term.	Jun 17, 2013 12:55 PM
26	Continue to improve non-motorized transportation options.	Jun 15, 2013 6:46 AM
27	Improve I70	Jun 12, 2013 4:11 PM