

M. Transportation

This chapter details the Vision Statement, goal, and strategies developed by the Transportation Citizen Topic Group. They looked at four specific subtopics:

- Subtopic: Non-Motorized Transportation
- Subtopic: Advance Planning and Development
- Subtopic: Road Network and Traffic Management
- Subtopic: Public and Human Services Transportation

The Transportation Vision Statement is as follows:

“Columbia and central Missouri, a growing urban community, will have a modern transportation system, which allows its citizens to move about freely within the region using whatever means are desired – automobile, bus, bicycle, walking – and to do so safely, within a reasonable time frame, and without encountering needless congestion.”

Non-Motorized Transportation

Goal:

Columbia will enjoy a safe, interconnected, non motorized transportation network. It will be culturally supported by the citizens as it will encourage social interaction and healthy lifestyles. The roadway, sidewalk, public transit, and trail systems will all tie together into an effective integrated transportation network.

Strategies and Action Plans

***Note: For further information, please see Appendix G for a single action plan and highly detailed report that covers all strategies regarding Non-Motorized Transportation.*

Strategy 1: Appoint a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to (and whose recommendations will be sought by) the City Council, the Planning & Zoning Commission, and other public bodies.

Strategy 2: Institute a program to provide ongoing public education (adult and child) on road rules and safety tips. Suggestions include: distribution and installation of reflectors and lights for bikes, permanent signage displaying reminders of rules and tips, and advertising (newspaper, billboard, mailing) of rules and tips.

Strategy 3: Give proper funding, priority, and support to repairing, connecting, and expanding the city sidewalk system. Increase the pace of sidewalk improvements.

Strategy 4: Encourage the long-term growth of non-motorized transportation habits and skills by ensuring that all local residential streets receive either sidewalks or traffic calming elements. This will allow both children and adults to safely walk or wheel around their neighborhoods and develop healthy transportation habits.

Advance Planning and Development

Goal:

Columbia will have diverse travel options that allow for safe and efficient travel to and through destination points. Travel options will be compatible with adjacent land uses and coordinated with the transportation timing needs of the community.

Strategies and Action Plans

***Note: For further information, please see Appendix G for a single action plan and highly detailed report that covers all strategies regarding Advance Planning and Development.*

Strategy 1: Appoint a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to (and whose recommendations will be sought by) the City Council, the Planning & Zoning Commission, and other public bodies.

Strategy 2: Dedicate funds to identify routes and corridors for all modes, preserve rights of way, and improve existing intersections to enhance safety and improve capacity.

Strategy 3: Establish a protocol to coordinate all transportation, sanitary sewer, and other utilities. This protocol should address both minimizing future utility conflicts and managing land use.

Strategy 4: Identify large traffic generators and use MoDOT and City of Columbia modeling to identify origin and destination and also provide additional seats on CATSO.

Road Network and Traffic Management

Goal:

A network of safe roadways in and around the city will provide sustainable, efficient mobility to vehicular travel and other modes in a complementary manner.

Strategies and Action Plans

***Note: For further information, please see Appendix G for a single action plan and highly detailed report that covers all strategies regarding Road Network and Traffic Management.*

Strategy 1: Appoint a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to (and whose recommendations will be sought by) the City Council, the Planning & Zoning Commission, and other public bodies.

Strategy 2: Develop and adopt a clear area-wide major roadway plan that carries the commitment of the City and County.

Strategy 3: Establish a City-County partnership for necessary funding and construction of the roadway system, including all alternate funding sources and private development.

Strategy 4: Maximize the capacity of existing roadway systems by having the City and County adopt and implement programs for traffic signal optimization, intersection improvements, turn lanes, effective access management, etc.

Public and Human Services Transportation

Goal:

An efficient, innovative, accessible public and human services transportation system will be fully integrated with all other forms of transportation in Columbia and surrounding communities. It will be possible for all residents to live easily in Columbia without a vehicle.

Strategies and Action Plans

***Note: For further information, please see Appendix G for a single action plan and highly detailed report that covers all strategies regarding Public and Human Services Transportation.*

Strategy 1: Appoint a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to (and whose recommendations will be sought by) the City Council, the Planning & Zoning Commission, and other public bodies.

Strategy 2: Appoint a strong subcommittee of the Transportation Advisory Board (as described in the Transportation Action Plan) to study and develop recommendations for an innovative public and human services transportation system.

Strategy 3: Tie public transportation service into the permit process for new developments.

Strategy 4: Expand the public transit system, and identify and fill in existing gaps in that system to include longer hours of service, more frequent service, and greater coverage of the city.

Action Plan

Who should take the lead: The group strongly recommends the establishment of a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to (and whose recommendations will be sought by) the City Council, the Planning & Zoning Commission, and other public bodies to take those steps outlined in the Action Plan	
Who else should be involved:	Potential roles:
City Council	The City Council has the responsibility for identifying the City’s transportation needs, prioritizing the efforts to meet those needs, and obtaining and allocating the resources to meet those needs, and is supported in these efforts by: (a) Traffic and street planners in the Department of Public Works and the Department of Planning & Development of the City; and (b) Public Works Department of the City of Columbia
Planning and Zoning Commission	Responsible for making recommendations to the City Council on future developments, and in making those recommendations is in the position to consider the transportation system which will serve those future developments
County Resources (County Commission, Planning & Zoning Commission, Public Works, Dept. of Planning)	The County Commission of Boone County has similar responsibilities outside of the city limits of the City of Columbia and is supported by its Planning & Zoning Commission, Public Works director, and Department of Planning
Missouri Department of Highways and Transportation (MoDOT)	Has ownership of and responsibility for large parts of the major arterial roads that serve Columbia, including I-70, US Highway 63, Grindstone Parkway, substantial parts of Providence Road (Route 163), State Route WW (which will become increasingly problematical as substantial developments occur to the east), Route 763/Rangeline (an existing area of substantial problems) and other major thoroughfares. Federal funds can be utilized for extremely large scale construction projects such as I-70 and can also be utilized for smaller scale projects such as bridge replacements, Safe Routes to School, non-motorized enhancement projects, and other transportation projects
Columbia Area Transportation System (CATSO)	Charged with the responsibilities for coordinating some of the efforts of the City of Columbia, the County of Boone, Missouri Department of Highways & Transportation and

	others in meeting transportation needs in and around Columbia
Mid-Missouri Transportation Alliance and Human Services Transportation Providers	The Mid-Missouri Transportation Alliance of the Boone County Partnership, and a substantial number of human resource transit providers identified by its recently completed study of transportation services including: The Columbia Transit System Columbia Paratransit Service provided by the Columbia Transit System under contract with the University of Missouri OATS, Inc., which operates in 87 Missouri counties, and provides door to door transportation services to individuals with little or no alternative form of transportation A substantial number of other transportation providers and payors as identified in the recently completed study of Mid-Missouri Transportation Alliance
Private Providers	
Pednet Coalition	Promotes bicycle and pedestrian paths, trails, pedways and sidewalks, and advocates for the use of same and for the use of active, non-motorized transportation
Bicycle & Pedestrian Commission	
Engineering Firms	Provide substantial road and street network design services, traffic impact studies, traffic studies and other engineering studies
Construction Companies	Construction companies provide the physical work necessary to build and improve road and can influence the timing of project due to limitations in resources. They can provide a unique perspective on scheduling and construction issues
Private Developers and Homebuilders	In addition to providing new developments, they refurbish existing structures and create places for community members to live, work, and pursue recreation
Attorneys	Provide legal advice for public agencies as well as private companies and individuals for transportation services
How to jumpstart implementation:	Other recommended action steps:
	<ul style="list-style-type: none"> • <u>Resources.</u> The community needs to embark upon immediate efforts to identify new or additional resources that may be allocated to the community’s transportation system and transportation needs, including: <ol style="list-style-type: none"> a. Countywide Sales Tax. b. Vehicle Stickers. c. Community Improvement Districts (CIDs) and/or Neighborhood Improvement Districts (NIDs) d. Development Fees • <u>Enhanced Planning and Coordination in Connection with New Developments.</u> In the future, as new developments are being considered, the Department of Planning & Development of the City, the Planning & Zoning Commission of the City, the Public Works Department of the City and the City Council must give much more attention to the components of the transportation system which will serve each new development, (including non-motorized transportation, personal motor vehicle transportation, and public and human services transportation) • <u>Gaps.</u> Through the use of the Advisory Board described in paragraph D below and other available resources, steps should be immediately undertaken to identify and fill in the existing gaps in the sidewalk system, the pedway system, the major road system and the public transportation system • <u>Transportation Advisory Board.</u> The group strongly recommends that the City Council establish a Transportation Advisory Board, which will be empowered by the City Council to make recommendations to [and whose recommendations will be sought by] the City Council, the Planning & Zoning Commission and other public bodies to: <ol style="list-style-type: none"> i. Identify new and existing resources for transportation system needs; ii. Allocate such resources among the various components of the transportation system, including non-motorized transportation, human services transportation,

	<p>public transportation, and the road and street network;</p> <p>iii. Identify existing gaps in each component of the transportation system;</p> <p>iv. Identify potential users of the public transit and human transportation systems, whose needs are not being met;</p> <p>v. Plan for upgrades in all components of the existing transportation system;</p> <p>vi. Plan for future transportation system needs;</p> <p>vii. Expand all components of the transportation system to new developments</p> <p>This Advisory Board should be appointed by the City Council. Its members should consist of citizen stakeholders and users of the various components of the transportation system, who are respected individuals and who have substantial influence, and who have interests and stakes in each of the transportation system’s component areas, including: Non-motorized transportation; Advanced planning and development; Road network and traffic management; Public transportation; Human Services Transportation</p> <ul style="list-style-type: none"> • <u>Boone County Transportation System Study.</u> The City Council should consider participation in and partial funding of Phases II and III of the Boone County Coordinated Transportation System Study being conducted by the Mid-Missouri Transportation Alliance • <u>Pilot Project Participation.</u> Consideration should be given by the City Council to participation in and/or partial funding of the pilot project planned by Mid-Missouri Transportation Alliance and others for providing bus service from Centralia and other outlying communities north of Columbia, to Columbia, for individuals who live outside Columbia but work in Columbia, and for providing transportation services to and from Jefferson City for individuals who work in Jefferson City
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* This action plan covers all four subtopics.