



# City of Columbia, Missouri

## Meeting Minutes

### City Council

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Monday, December 19, 2016  
7:00 PM

Regular

Council Chamber  
Columbia City Hall  
701 E. Broadway

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#### I. INTRODUCTORY ITEMS

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, December 19, 2016, in the Council Chamber of the City of Columbia, Missouri. The Pledge of Allegiance was recited, and the roll was taken with the following results: Council Members TRAPP, SKALA, THOMAS, NAUSER, PETERS, TREECE, and RUFFIN were present. The City Manager, City Counselor, City Clerk, and various Department Heads and staff members were also present.

The minutes of the regular meeting of November 21, 2016 was approved unanimously by voice vote on a motion by Mr. Trapp and a second by Mr. Skala. Mayor Treece noted the December 5, 2016 meeting minutes were not yet complete.

Upon his request, Mayor Treece made a motion to allow Mr. Trapp to abstain from voting on R179-16. Mr. Trapp noted on the Disclosure of Interest form that he does a small amount of contract services for Welcome Home, Inc., which was an entity funded in the resolution. The motion was seconded by Ms. Nauser and approved unanimously by voice vote.

Mr. Thomas asked that B331-16 be moved from the consent agenda to old business.

The agenda, including the consent agenda with B331-16 being moved to old business, was approved unanimously by voice vote on a motion by Mr. Skala and a second by Mr. Ruffin.

#### II. SPECIAL ITEMS

SI20-16

Resolution of Appreciation - Robert Aulgur, Municipal Judge.

Mayor Treece asked Judge Aulgur and his wife, Linda, to join him at the podium. He commented that Judge Aulgur had invited him to his courtroom shortly after he had been sworn in and he was impressed with Judge Aulgur's philosophy of municipal courts. He thought Columbia could be proud that they had someone with his courtroom experience as a former prosecutor, along with the passion and compassion of a counselor. He explained he was struck by how fortunate Columbia was when Judge Aulgur had explained to him his philosophy of the Municipal Court as a neighborhood court. He pointed out this discussion had occurred after the events in Ferguson, Missouri, that had led to the disparities in the municipal justice system and pent up concerns. In Columbia, however, Judge Aulgur had been developing a system of justice. He noted Judge Aulgur had explained, for many people, their entrance into municipal court was likely their first interaction with the justice system, and hopefully their last interaction with that justice system. How they were treated in the courtroom would probably influence to a great degree whether they went home and cleaned up their back yard or their relationship with their neighbor, etc., or whether they proceeded to more serious charges at the circuit court level. For him to exercise the values and expectations of the Columbia community without being punitive in a way that could nurture and nudge a defendant into the behavior expected of people in the community was refreshing. As a result, it was no surprise that

Columbia was consistently ranked as one of the best municipal courts in the State of Missouri. When the Missouri Supreme Court came out in September with their minimum operating standards for municipal courts in the State of Missouri, Columbia was already compliant. The City already had an independent judiciary that was not a financing machine in terms of municipal court fines. It instead encouraged the behavior they wanted to see from friends and neighbors. He stated he had been disappointed when Judge Aulgur had announced he would retire.

Mayor Treece read the Resolution of Appreciation, which had been signed by the City Council, and presented it to Judge Aulgur.

Judge Aulgur commented that he had made his living as a trial lawyer for many years before taking the bench, both as a prosecutor and defense attorney. He stated he was overwhelmed and appreciative of the kindness and nice things that had been done by those here tonight. He thanked Mayor Treece and the Council for this honor, his fellow Council employees, Ms. Amin and Mr. Matthes, for their help over the years in fulfilling the job, the former mayors and council members that had been supportive of the court. He appreciated the confidence everyone had placed in his abilities and hoped he had lived up to their confidence. He thanked the staff at the Municipal Court, and noted he had been fortunate over the years to have had the absolute best Municipal Court Clerk's Office anywhere in the State of Missouri. He asked those staff members in attendance to stand and be recognized. He also thanked his wife, Linda. He commented that much of the worry and thought process continued after leaving the courtroom in terms of whether someone would get bond, get bail, or go to jail. The job involved so many decisions that made differences in people's lives, and it helped to have a supportive staff and supportive spouse. He stated his appreciation for Linda as she was always there for him and was understanding about the 3:00 a.m. phone calls he sometimes received. It was a 24-hour, 7-day a week job. He thanked the Columbia Police Department representatives present, and noted University of Missouri Police Department representatives had been at his reception this afternoon. He stated his appreciation for all of the law enforcement agencies that worked hard in presenting cases and to the defense bar that had done their job in representing defendants. He wished everyone a Merry Christmas and thanked them for this honor.

Mayor Treece complimented Judge Aulgur again for his stewardship of not only the Municipal Court system, but also the Municipal Court building. He commented that when he was on the Historic Preservation Commission, he had conducted walking tours on Saturdays, and one included artwork in downtown Columbia. He noted the Municipal Court had some fantastic murals that had been done during the WPA Administration by Sidney Larson. He explained since the Municipal Court building was locked on Saturdays, Judge Aulgur had come in on his day off and interpreted the murals in a way only a judge that had sat there every day and looked at each individual face as to the history of Columbia could. He stated Judge Aulgur had been such a good interpreter, narrator, and preservationist of the history, and he hoped that was conveyed to his successor. He also hoped Judge Aulgur's successor was as good of a steward as he had been to the building and its gentrification. It was an august courtroom and the murals only enhanced the expectations of the community.

### III. APPOINTMENTS TO BOARDS AND COMMISSIONS

#### BC13-16 Board and Commission Appointments.

Upon receiving the majority vote of the Council, the following individuals were appointed to the following Boards and Commissions.

#### BUILDING CONSTRUCTION CODES COMMISSION

Tipton, Austin, 2418 White Gate Drive, Ward 3, Term to expire August 1, 2019

CITY OF COLUMBIA NEW CENTURY FUND, INC. BOARD

Sajko, Amy, 3716 W. Broadway, Apt. 7102, Ward 4, Term to expire September 30, 2019

DISABILITIES COMMISSION

Bowders, John, 1342 Overhill Road, Ward 4, Term to expire June 15, 2017

FIREFIGHTERS' RETIREMENT BOARD

Yoakum, Michael, 4111 Meadows View Drive, Ward 6, Term to expire December 31, 2018

HUMAN SERVICES COMMISSION

Camp, Amy, 1308 Willowcreek Lane, Ward 5, Term to expire December 31, 2019  
Compton, Tonia, 2801 W. Broadway, T3, Ward 1, Term to expire December 31, 2019  
Jones, Mark, 901 W. Broadway, Ward 4, Term to expire December 31, 2019

MAYOR'S COUNCIL ON PHYSICAL FITNESS AND HEALTH

O'Neil, Laura, 4701 Silver Salmon Way, Ward 4, Term to expire November 30, 2019

POLICE RETIREMENT BOARD

Frede, Benjamin, 6706 Madison Creek Drive, Ward 5, Term to expire December 31, 2018

WATER AND LIGHT ADVISORY BOARD

Fallis, Kim, 4805 Muirfield Court, Ward 5, Term to expire June 30, 2017

YOUTH ADVISORY COUNCIL

Geyer, Alex, Ward 5, Term to expire June 1, 2017  
Loveless, Jared, Ward 3, Term to expire June 1, 2017

Mayor Treece commented that he had conversed with a couple members of the Finance Advisory and Audit Committee and would like the Committee to be a little more robust than it had been in the past. He asked that they hold off on appointments to the Finance Advisory and Audit Committee and for those vacancies to be readvertised. He noted he wanted a chance to meet with the applicants to ensure they would be willing to meet more regularly than in the past. He noted the Committee looked at the City's business, investment, and audit policies. He thought they would benefit by having more interaction with them.

Mr. Skala stated he agreed as he believed this Committee was an emerging group. He thought they owed it to the community to make this as robust a group as possible. He thought they should be more than a review body as he believed they should actively make recommendations. In that regard, he wanted to see more competition and to have an opportunity to chat with the applicants.

The Council agreed without objection to hold off on appointments to the Finance Advisory and Audit Committee and for the City Clerk to readvertise the vacancies.

**IV. SCHEDULED PUBLIC COMMENT**

None.

**V. PUBLIC HEARINGS**

PH42-16 Consider an amendment to the 2015-2019 Consolidated Plan and FY 2016 Annual Action Plan for CDBG and HOME funds; establishing a comment period.

Discussion shown with R181-16.

R181-16 Approving an amendment to the 2015-2019 Consolidated Plan and FY 2016 Annual Action Plan for CDBG and HOME funds; and authorizing the City Manager to submit the document to the Department of Housing and Urban Development.

PH42-16 and R181-16 were read by the Clerk.

Mr. Teddy provided a staff report.

Mayor Treece asked when the first meeting of the Community Land Trust Board would be held. Mr. Teddy replied he thought it would be January 10, 2017.

Mayor Treece noted the Council had discussed a liaison during at least the first year of the Land Trust. He understood Mr. Trapp had worked with the homelessness summit and the community land trust consultant, and asked Mr. Trapp if he would be willing to serve as the liaison on the Community Land Trust Board. Mr. Trapp replied he would. The Council agreed without objection to appoint Mr. Trapp as the council liaison to the Community Land Trust Board.

Mayor Treece thanked Mr. Trapp for his stewardship of this, especially during its infancy, as it could be catalytic for homelessness and affordable housing opportunities in Columbia.

Mayor Treece opened the public hearing.

There being no comment, Mayor Treece closed the public hearing.

Mr. Trapp explained both of the changes were good. The Centro Latino facility was near Lynn Street and the entire area had been part of a renaissance of city stimulated redevelopment. There had also been private development in the area. He commented that he understood there had been a shift to a small unit due to feedback, and all of the organizations had come together to agree upon equitable distribution of the housing subsidy. He believed this was a good amendment as part of a good plan.

Mr. Thomas thanked staff for its stewardship of this long-term process designed to increase affordable housing. He thought the establishment of the land trust had gone very well. He understood Michael Brown would be at the first Community Land Trust Organization Board meeting to continue to advise them. He also understood the next target for the land trust involved property near Range Line and North Eight Street that had previously been earmarked for a homeless day center that had not come to fruition. He thought it was exciting that they were already thinking about the next piece of land.

**The vote on R181-16 was recorded as follows: VOTING YES: TRAPP, SKALA, THOMAS, NAUSER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. Resolution declared adopted, reading as follows:**

## VI. OLD BUSINESS

PR178-16 Adopting a "Vision Zero" Policy; setting a goal of eliminating traffic deaths and serious injuries in Columbia by 2030.

The policy resolution was read by the Clerk.

Mr. Thomas explained this policy resolution had been the result of a spate in pedestrian deaths and serious injuries in late 2014 and in 2015 and the establishment of a Mayor's Task Force on Pedestrian Safety to study those events and make recommendations to improve safety for pedestrians in Columbia. He commented that over the course of 9-10 months, the scope had expanded to consider traffic safety as a whole. They had received presentations about a data-driven strategy a number of other cities had adopted called Vision Zero. The first step was to assert they wanted to see zero deaths and serious injuries on the roadways at some point in the future. He understood communities that had made this resolution and designed strategies to accomplish it had been remarkably successful. He noted New York City had a reduction in serious traffic

crashes of about 20 percent in its first year, and pedestrian-involved crashes had been reduced by about 30-40 percent.

Mr. Thomas understood there was an amendment they might want to address. Mayor Treece explained he did not want this to be so conscripted that the City Manager had to include every item in a recommended policy. As a result, he wanted it to say "which may include the guidelines" in order to provide some flexibility to determine how the items listed would fit with competing priorities and limited fiscal resources.

Mayor Treece made a motion to amend PR178-16 per the amendment sheet. The motion was seconded by Mr. Thomas.

Ms. Peters asked Mayor Treece if he was talking about Exhibit A. Mayor Treece replied Section 3 of the proposed policy resolution currently stated "...City Council hereby directs the City Manager to review the Final Report...and design a *Vision Zero Implementation Plan* that is consistent with the guidelines attached hereto and marked "Exhibit A,"...." He was suggesting "that is consistent with" be changed to "which may include" to provide some flexibility. Ms. Peters understood this would reaffirm what was stated as part of Exhibit A, which was that the bullet points were intended to be suggestions. Mayor Treece stated that was correct.

Ms. Thompson suggested changing the word "should" at the top of Exhibit A to "may" as well as it would be consistent with the amendment currently being made.

Mr. Thomas explained the thought was that all of the components should be included, but the bulleted items under each component were solely suggestions. He noted he was happy with whatever form of words they preferred.

Mayor Treece stated he agreed with the advice of Ms. Thompson, and asked Mr. Thomas if he was comfortable with adding that to the motion since he had seconded it. Mr. Thomas replied he was comfortable with the change to the motion.

Mr. Trapp suggested they vote on the amendment after taking public comment. Mayor Treece stated he was agreeable.

Mr. Trapp asked Mr. Matthes if April 30, 2017 was a deadline that was realistic and achievable with his other demands. Mr. Matthes replied yes. He commented that he had a lot of help and would rely on others to assist. He noted he would not be able to take on many more lists of task force recommendations, but thought this could be accomplished by April 30.

Annette Triplett, 201 W. Broadway, stated she was the Executive Director of the PedNet Coalition and explained PedNet had advocated for safe streets for everyone over the past 17 years. While they focused on the most basic forms of transportation, walking, biking, using wheelchairs, and public transit, their work benefited everyone regardless of the form of transportation chosen. Policies that made it safer for people to use active forms of transportation also made it safer for those who chose to drive a car. The one policy that had proven to be the most effective at improving road safety for everyone was the policy they had before them tonight, Vision Zero. On behalf of the PedNet Coalition and the 6,600 members they represented, she strongly urged the Council to vote in favor of the Vision Zero policy. Vision Zero was a policy goal and data-driven strategy to achieve zero traffic fatalities or serious injuries across all forms of road transportation. At its broadest level, Vision Zero was a philosophy on how to approach road transportation, traffic enforcement, and the transportation culture, but it became actionable through the adoption of a data-driven strategy of how to achieve the goal of zero. She commented that it was a comprehensive policy in that it considered all road users, people walking, biking, using a wheelchair, using public transit, or driving, and how those users interacted while prioritizing the safety of the most vulnerable road users. She stated Vision Zero was based on the principles of safety, ethics, and responsibility. She believed safety should be the number one priority, and Vision Zero encouraged them to prioritize safety over convenience. She felt crashes that resulted in deaths and serious injuries were preventable and ethically unacceptable, and Vision Zero placed the responsibility for safety primarily on system design as street design could encourage either safe or

dangerous behaviors. While they might never be able to completely eliminate crashes, they could prevent crashes from leading to serious injury or death as speed was the factor that most determined whether or not a crash would result in a death or serious injury, especially for vulnerable road users. As the speed of the vehicle increased, the risk of a fatality increased exponentially, so the higher speed fatality was preventable by reducing the speed of the vehicle. She explained Vision Zero had originated in Sweden where it was adopted as a national policy goal in 1997, and over the course of 20 years, Sweden had experienced a 73 percent reduction in road fatalities. Over the last five years alone, Sweden had seen a 50 percent reduction in pedestrian fatalities. Due to the successes in Sweden, Vision Zero had gained traction in the United States. In the last two years, Vision Zero policies had been passed in 21 cities. In 2014, New York City was the first city in the United States to adopt a Vision Zero policy, and within two years, it had achieved the lowest number of traffic fatalities since recordkeeping began in 1910. She commented that Columbia was lagging behind other cities that were prioritizing transportation safety. She noted traffic crashes were one of the leading causes of death in Missouri and the per capita fatality rate was twice as high in Columbia than New York City, Seattle, San Francisco, and Ann Arbor. She stated Vision Zero was a proven approach to preventing these deaths from happening, but the policy was only as strong as its implementation plan, and data-driven strategies addressing the cause of crashes would lead to a change. The success of other Vision Zero cities had been the result of using proven strategies, such as reducing dangerous speeding, redesigning high-risk streets, and transportation safety and marketing campaigns. She stated PedNet looked forward to working with the City of Columbia in developing an implementation plan. She commented that public safety was the first responsibility of government, and the Council had the opportunity to move Columbia forward toward saving lives and preventing life changing injuries. She urged the Council to vote for this proposed policy resolution to ensure Columbia had safe streets for everyone.

Gretchen Maune explained she had lost the ability to drive about ten years ago so she walked everywhere. Even when taking the bus, she had to walk to the bus stops and through parking lots to get to her destination. She commented that there were a lot of other people in Columbia in the same situation as her. She pointed out some people chose to walk because it was healthy and a great source of exercise, but there were also people like her, who did not have a choice. She agreed with Ms. Triplett in that one of the main functions of government was to keep its residents safe, and noted there was so much evidence that Vision Zero worked. She stated simple things like lowering the speed limit could be the difference between injury or death for someone that was hit. She thought many lives could be saved by implementing Vision Zero. She commented that she would appreciate feeling safer as a pedestrian when living, working, and playing in Columbia. She urged the Council to adopt this proposed policy resolution.

Cheryl Price, 511 Parkade Boulevard, stated she was the Chair of the Public Transit Advisory Commission (PTAC) and explained members of the PTAC had served on the Mayor's Task Force on Pedestrian Safety. She noted the PTAC as a whole had voted unanimously to support this policy resolution. She agreed the safety of citizens was one of the most important roles of city government. She explained the PTAC was in the process of conducting a bus service evaluation to help design safe routes and bus stops so they were able to reduce the number of errors to the extent possible. She noted she was a survivor of a traumatic brain injury due to a fall, and since she had been unable to go back to work as a nurse, she decided to assist other survivors of brain injuries and their families. She pointed out there many instances when she would sit with families while their loved ones were in surgery, and there were many times the loved ones did not make it. Much of the time, the injuries were the result of traffic crashes, whether impaired driving, impaired drivers, bad roads, etc. She commented that survivors had difficult lives as they did not have enough money to support themselves over their lifetime even with a settlement. It was a sad situation, and they had a chance to help with the

underlying problem with this Vision Zero policy. She urged the Council to support it.

Michelle Windmoeller, 705 Rockcreek Drive, explained she was the incoming President of the PedNet Coalition and noted a bike brigade of kids rode their bikes from the ARC area to Smithton Middle School. In order to get to Smithton Middle School, they would have to cross at the Ash Street and Stadium Boulevard intersection. It had a controlled light that was long enough to get them through so it was not a problem. The next intersection was at Ash Street and Fairview Road, and until recently, there was no control there. It had been a two-way stop on Ash Street, and traffic continued through on Fairview Road. If a Vision Zero policy had existed in Columbia, he thought the issue at the Ash Street and Fairview Road intersection would have been addressed earlier due to the nearby school and shopping areas. She noted there were hundreds of these types of intersections throughout the community, and it was the reason she was in favor a Vision Zero policy for Columbia.

Troy Balthazor, 3615 Chatham Drive, stated he was supportive of the Vision Zero policy. It was great opportunity for them to work collaboratively and cohesively with MoDOT. In addition, the policy took a universal approach in the sense it would identify what drivers, bicyclists, people with disabilities, etc. could do to be seen. It was not an initiative that came from one perspective.

Mary Hussmann, 210 Ridgeway Avenue, commented that she objected to the use of red light or speed cameras. She stated the Council had reconsidered the use of red light cameras in September of 2015 and had decided against reinstating them. She felt that decision needed to be respected. She stated virtually all of the Vision Zero suggestions had merit, but believed the Council should exclude the red light and speed camera recommendations. She understood many Columbians felt the controversial red light and speed cameras were used to generate revenue versus improving safety. It generated a lot of money that went out of state to for-profit companies marketing the devices. The technology was a good way to raise money, but not a good way to gain cooperation or avoid negative reactions from residents or guests. She understood red light and speed camera devices caused more rear-end collisions, and noted drivers were much more accepting of tickets issued by officers. She stated the right to face an accuser in court and cross examine witnesses was guaranteed by the bill of rights. Speed and red light cameras denied people of this right because the accuser was a machine. In 2009, Columbia had signed a contract with Gatso, and the company had determined where to place five cameras. Pictures of violators were taken and police officers were required to sit at desks in an attempt to match the driver's photo with a driver's license photo, which was difficult. In August 2013, it was agreed upon to only take a picture of the license plate and to ticket the owner of the car. Less than two months later, the Missouri Supreme Court declared this way of ticketing illegal. If red light and speed cameras were reinstated, she noted police officers would again be required to be at their desks trying to match pictures from the cameras to driver's license photos. She understood the Council recognized the need for more police officers on the street, so this desk confining job was not the best use of time. She commented that the timing of the yellow light was an important factor, and suggested that be considered. It had been found that an increase in the length of a yellow light at intersections would reduce the number of traffic violations and accidents. In addition, the red light in both directions being on for two seconds was another factor in preventing accidents. She suggested Columbia ask MoDOT to try either or both solutions as it would convince those, like her, who were skeptical of the cameras as a method to generate revenue, that the City was really interested in safety measures. She provided a few articles for the Council to review.

Kathleen McKinney, 27 N. Grace Lane, commented that she had been fortunate enough to work as an intern with the PedNet Coalition when she was obtaining a Masters in Public Health. During that time, her job was to research Vision Zero to determine if it would be a good fit for Columbia. She stated Vision Zero was a difficult philosophy to understand in the beginning, but the important thing to keep in mind was that it was just

a philosophy. It was data-driven and allowed the community to choose what strategies might work and fit best down to the intersection level. Everything was considered with safety being the top priority. She urged the Council to vote in favor of Vision Zero.

Michael Szewczyk, 1404 Highlands Court, stated he was representing the Board of Health and explained they had taken this issue up at their November meeting and had unanimously voted for the Council to adopt the Vision Zero policy. He commented that they saw it a public health issue. When looking at the number of people that were actually being injured or killed, it really was a public health issue. He pointed out if they had restaurants whereby 50-60 people were becoming seriously ill or 6-7 people were dying, they would address the situation. He noted Ann Arbor, which was another college town, only had 26 deaths in the last ten years, while Columbia had 64 deaths. In addition, Lawrence, Kansas had 34 deaths and College Station had 39 deaths. There was an obvious problem in Columbia. He commented that they viewed this as needless deaths and something that could change, enhancing the community. He believed one of the problems was cultural in that they viewed these incidents as accidents whereby nothing could be done to prevent it. He did not feel these were accidents. They were traffic-related tragedies, which did not have to happen. He suggested they view this as a public health issue and not be afraid to fund it. One concept of a way to fund it was a "one percent for safety" program. This had been done for art, and it had enhanced the community. He thought it was acceptable to do this to make roads safer. He reiterated that if they had 6-7 people dying due to something else, such as water contamination, they would attempt to fix the problem even if the cost was significant. He thought that was the attitude they needed to take and believed Vision Zero would assist.

Joe Alder, 511 Parkade Boulevard, commented that he had volunteered well over 25,000 hours in public safety and injury prevention programs. The concept, philosophy, and aspiration of Vision Zero was really not anything new as the industry had adopted Six Sigma and ISO standards. He noted Columbia was always rated as a good place to live as there was a high quality of life and self-reported well-being. He thought the one thing they needed to address was death, injuries, and property damage resulting from traffic crashes. He felt they were crashes, and not accidents, because they were preventable. He commented that he had not been on the Mayor's Task Force on Pedestrian Safety, but he had been a member of the engineering subcommittee. In terms of red light and speed cameras, he explained there was a need for the combination of engineering and enforcement. Like any type of human behavior, a large percentage of people complied with the rules and regulations. In addition, government tended to build and maintain road systems, and driving was a privilege and not a right. He believed government had the responsibility and moral obligation to diminish injury and deaths on the roads they built and maintained. He commented that the revenues of red light cameras did not cover the cost of death and injury that occurred in many crashes, and they would catch the worst offenders. He explained they also needed to address cell phone use as the idea of multi-tasking was a myth. Driving required one's full attention, and cell phones were a distraction. He urged the Council to support all of the aspects of the Vision Zero initiative.

Frank Schmidt, 505 Silver Thorne Drive, stated he was a member of the Mayor's Task Force on Pedestrian Safety and explained Vision Zero was motivated, defined, and built on the concept of social equity. Those most at risk were those with less access to transportation. The neighborhoods with the fastest streets in Columbia were not places where professors, surgeons, etc. lived. They were places the working class lived. If they were going to build an equitable community, they needed to ensure working class residents were not at any more risk than anyone else. He commented that the Task Force felt enforcement, education, and engineering went hand in hand, and anything they could do to reduce driver speed and distraction would be essential in this effort. He urged the Council to adopt the Vision Zero policy.

John Clark, 403 N. Ninth Street, encouraged the Council to adopt the proposed policy as



it would set a policy for staff to follow by adjusting the relative importance of design and enforcement on roads, and by raising the issue of safety so it was considered more than it had been previously. He commented that a core part of the safety aspect was prevention, which would be impacted largely by design. He stated he was an advocate of the Council providing direction to staff so they knew what should be valued. This moved safety to the forefront. He reiterated his support of the proposed policy as it would raise the level of service of roads and streets to include a much higher level of safety. It would allow staff to consider this during all of its planning going forward. He thanked the Council in advance for approving the policy.

Nate Brown, 3601 W. Broadway, explained he had been a member of the Mayor's Task Force on Pedestrian Safety, and noted there were a lot of statistics and figures in the report, but the report had not included the near misses. He commented that it did not include the woman he nearly hit tonight traveling to the Council Chamber at the Ninth Street and Cherry Street intersection, or the three women with shopping bags that were nearly hit Friday evening at the Ninth Street and Broadway intersection. He provided other examples of near misses as a driver and as a pedestrian, and believed intersections could be improved in terms of lighting, signals, sight lines, etc. He felt Vision Zero was a mindset for when they were planning streets in terms of whether they were considering safety along with other factors, such as movement and aesthetics. He urged adoption of this policy.

**The motion made by Mayor Treece and seconded by Mr. Thomas to amend PR178-16 per the amendment sheet, which would alter the wording in Section 3 so "that is consistent with" would be changed to "which may include," and to amend Exhibit A associated with PR178-16 by changing the word "should" at the top of that Exhibit to "may" was approved unanimously by voice vote.**

Mr. Trapp commented that he did not believe endorsing a Vision Zero policy would necessitate red light cameras as the local data had not shown safety gains in their use. In fact, they had seen crash reductions after red light cameras were removed. He stated he believed safety should be a very high consideration and should be taken into account when making decisions as a Council. As a community, he felt they needed to look hard at how they funded public safety. The Mayor's Task Force on Community Violence had recommended an increase in police officers in order to do community policing adequately, and an increase in police officers would also be needed for adequate traffic control.

Mr. Skala explained he tended to support the idea of safety as a priority as public safety was a responsibility of the City Council, and safety at intersections was a subset. He noted he and his daughter had been hit while crossing a street by a car turning a corner at about 5-8 mph. He commented that the only problem he saw was in terms of resources. They were always chasing resources as they had limited dollars. Sales taxes, which used to fund many aspects of government, tended to be down due to online purchases. He explained he was reluctant to go too far in terms of increasing staff when they had broad public safety needs, which included additional police officers. He pointed out the City had discontinued traffic safety officers so those officers could focus on other areas, such as community policing. He noted he was comfortable with the language changes so they would be able to tailor the policy to work for Columbia, but felt they needed to look really hard at what might or might not work for Columbia. He explained he was willing to try and emphasize this subset of public safety as part of the broader context of public safety and to try to fund it to the extent they could while keeping in mind financial limitations.

Mr. Ruffin stated he had participated on this Task Force even though Mr. Thomas had been the driving visionary. He noted this policy had broad support, which could be seen with the public comment heard tonight. If they were to adopt Vision Zero as a policy and

direction for the future, he did not feel the City could implement the ideas alone. It would require collaboration with the University of Missouri, Columbia Public Schools, and others, as the ultimate goal was to ensure that the most vulnerable members of the community were always protected and safe. He pointed out they were all pedestrians at some point in the day, and if they were able to protect those most vulnerable, those who were less vulnerable would also be protected. He stated he planned to endorse the Vision Zero policy and encouraged his fellow council members to do the same.

Ms. Nauser commented that she supported Vision Zero as a policy, and felt it was worth the effort if it would reduce fatalities and injuries from traffic accidents. She noted she had recently seen a couple of public service announcements involving left hand turns as it was one of the most dangerous times for pedestrian/auto accidents. She thanked Ms. Hussmann for speaking about red light and speed cameras. She explained she had recently been in a community with speed cameras, and those that lived there would slow down as they approached the cameras and then speed back up after passing them. She felt cameras only worked where they were placed and did not work as an entire system. She commented that several years ago she had been picking up trash along Highway 63 in front of the Walmart on Conley Road, and a MoDOT employee stopped and recommended she remove her earbuds because it was dangerous to be next to a roadway listening to music and not paying attention to traffic. It was a safety concern she had never previously considered. As police officers and others in the community saw people texting or doing something potentially dangerous, she suggested they speak up. She reiterated she would support the policy, and hoped existing laws, such as careless and imprudent driving, would be enforced rather than creating new laws.

Mr. Thomas thanked the members of the Mayor's Task Force on Pedestrian Safety along with the non-members that had participated in the subcommittees. He agreed with Mr. Ruffin in that this was a partnership project as they needed to work with the University of Missouri, Columbia Public Schools, MoDOT, and others. He believed they could create an implementation plan that would not be terribly expensive and would dramatically reduce the number and severity of crashes, which would save resources in the long run.

**The vote on PR178-16, as amended, was recorded as follows: VOTING YES: TRAPP, SKALA, THOMAS, NAUSER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. Policy resolution declared adopted, reading as follows:**

B331-16 Authorizing a memorandum of understanding with the Missouri Department of Natural Resources relating to development of an integrated management plan for City of Columbia wastewater and stormwater systems; authorizing approval of an Abatement Order On Consent with the Missouri Department of Natural Resources.

The bill was given second reading by the Clerk.

Mr. Noce provided a staff report.

Mr. Thomas asked about the process going forward. He wondered if they had appointed the task force at this point. Mr. Noce replied it was more of an engineering study. Mr. Sorrell explained Council approved a contract with HDR, Inc. to develop an integrated management plan last February. HDR, Inc. had held three work sessions to obtain public input on the priorities of the community on environmental issues. They were currently in the process of looking at alternatives. He noted they would likely hold public meetings after alternatives were established prior to developing the final plan and bringing it to Council for consideration.

Mr. Thomas asked if he saw any interaction between the report of the Mayor's Task Force on Infrastructure and HDR, Inc.'s work on this plan. Mr. Sorrell replied they would look at the recommendations the Council adopted from the Mayor's Task Force on

Infrastructure as part of the plan.

Mayor Treece commented that this was a great opportunity, and was better than paying \$15,000 per incident when looking at the six pages of incidents. It was a great way to reinvest what would have been a punitive fine into a long term solution and guaranteed a plan moving forward to taxpayers, which would address the highest community needs in this area.

**B331-16 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, THOMAS, NAUSER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. Bill declared enacted, reading as follows:**

## VII. CONSENT AGENDA

The following bills were given second reading and the resolutions were read by the Clerk.

- B325-16 Approving the CP/OP Plan for Discovery Park Subdivision - Plat 4 located on the west side of Nocona Parkway and south of Ponderosa Street; setting forth a condition for approval (Case No. 16-173).
- B326-16 Approving the Final Plat of Discovery Park Subdivision Plat 4 located on the west side of Nocona Parkway and south of Ponderosa Street; authorizing a performance contract (Case No. 16-175).
- B327-16 Vacating unused electric utility easements on property located east of Beverly Drive and south of I-70 Drive SW (1900 I-70 Drive SW) (Case No. 17-2).
- B328-16 Authorizing a development agreement with Greg and Kelly Deline as it relates to the proposed development of property located on the southwest corner of Highway 763 and Brown School Road (Case No. 17-30).
- B329-16 Authorizing a generators sale agreement with Shelter Mutual Insurance Company for the sale of two (2) generators and associated transformers and switchgear.
- B330-16 Authorizing a Freight Enhancement Program grant agreement with the Missouri Highways and Transportation Commission for the purchase of a railcar unloading ramp and development of an automotive loading and unloading facility at the Columbia Terminal Railroad (COLT) transload site.
- B332-16 Authorizing an agreement with the Columbia Public School District for playground improvement projects at Parkade Elementary School, Fairview Elementary School, Benton Elementary School and Paxton Keeley Elementary School.

- B333-16 Authorizing Amendment No. 3 to the program services contract with the Missouri Department of Health and Senior Services for the Healthy Eating Active Living in Local Communities program; appropriating funds.
- B334-16 Authorizing a program services contract with the Missouri Department of Health and Senior Services for child care health consultation.
- B335-16 Amending Chapter 18 of the City Code relating to police and fire pension plans.
- B336-16 Authorizing renewal of provisions pertaining to the operation of the Columbia Fire Department and conditions of employment of the Columbia Fire Department personnel.
- B337-16 Accepting a donation from United HealthCare for wellness promotions and programs for City employees; appropriating funds.
- B338-16 Adopting the Choice Plus \$750 Plan, the Choice Plus \$1,500 Plan and the Choice Plus \$2,600 High Deductible Health Plan for the City of Columbia.
- R179-16 Authorizing the City Manager to execute agreements with various social service agencies.
- R180-16 Approving a revision to the Preliminary Plat of Christiansen Deline Subdivision located on the southwest corner of Brown School Road and Range Line Street (Highway 763).

The bills were given third reading and the resolutions were read with the vote recorded as follows: **VOTING YES: TRAPP (except for R179-16 on which he abstained), SKALA, THOMAS, NAUSER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. Bills declared enacted and resolutions declared adopted, reading as follows:**

## VIII. NEW BUSINESS

None.

## IX. INTRODUCTION AND FIRST READING

- B339-16 Approving the Final Plat of Mataora Subdivision - Plat 3, a Replat of Lot 15 of Mataora Subdivision Plat 1 and Lots 22 & 23 of Mataora Subdivision Plat 2, located on the southwest corner of Hector Place and Ria Street; authorizing a performance contract (Case No. 15-224).

- B340-16 Amending Chapter 14 of the City Code to prohibit through truck traffic along Prairie Lane and Prairieview Drive.
- B341-16 Amending Chapter 14 of the City Code to establish one-way direction for the alley between Eighth Street and College Avenue.
- B342-16 Authorizing a right of use license permit with Room 38 for the construction, installation, maintenance and operation of fencing and an awning in a portion of the right-of-way located on the south side of Walnut Street.
- B343-16 Authorizing the filing of applications for public transit planning, operating and capital assistance grants with the Federal Transit Administration.
- B344-16 Appropriating funds to finalize and close out the pavement construction project along Broadway, between Providence Road and Hitt Street.
- B345-16 Authorizing a first addendum to agreement for professional engineering services with Burns & McDonnell Engineering Company, Inc. for the More's Lake remediation and site restoration project at the Municipal Power Plant.
- B346-16 Appropriating funds received from donations and miscellaneous revenue to the Parks and Recreation Department.
- B347-16 Appropriating funds from the 2016 Celebration for the Arts event.
- B348-16 Amending the FY 2017 Annual Budget by adding and deleting positions in the Fire Department; amending the FY 2017 Classification and Pay Plan by adding a classification.
- B349-16 Authorizing acceptance of a COPS Hiring Program grant from the U.S. Department of Justice - Office of Community Oriented Policing Services to fund four (4) new police officer positions; amending the FY 2017 Annual Budget to add police officer positions in the Police Department - Operations Division; appropriating funds.
- B350-16 Authorizing an agreement for transfer of real estate, establishment of funding account and provision for administrative services with Columbia Community Land Trust, Inc.

**X. REPORTS****REP94-16 Appointment of North 763 Community Improvement District Board of Directors.**

Mayor Treece made a motion to appoint Roger Moser and Robert Walters to terms ending in December 2020. The motion was seconded by Mr. Trapp and approved without objection.

Mr. Trapp understood Craig Valone was still listed as a member, but he was no longer employed at Burrell Behavioral Health, which was the member business, so the North 763 Community Improvement District (CID) might want to look at their existing members to ensure they all still qualify.

Mayor Treece asked Ms. Amin to reach out to the North 763 CID representative to obtain clarification.

**REP95-16 New Utility Billing System.**

Mayor Treece commented that staff had been very responsive to constituent concerns over this issue, and understood a lot of the issues were being resolved.

Mr. Johnsen provided a staff report.

Mr. Thomas stated he thought this was a very good report and really systematically laid out the different issues that had been encountered along with good explanations for each.

Mr. Trapp stated he appreciated the fact they would be able to make amends for the extended billing cycle and increased fees. He thought they should think about impacts to rates, whether directly or indirectly, as many people lived paycheck to paycheck and budgeted their utility payments based upon their shutoff notice. There was little room for error for many constituents, and something the City needed to take into account. He noted it had been a tough process as there was a change to the phone system along with the utility billing software.

Mr. Johnsen replied he thought they had recalculated the impacts to customers associated with the extended billing cycle and had refunded or rebated those amounts.

Mayor Treece commented that he had dealt with several unhappy constituents with regard to the billing cycle. It was a good reminder people lived paycheck to paycheck and the bill resulted in \$35 overdraft, two weeks of gas, Christmas presents, etc. It was humbling to be reminded of the struggles of some citizens.

Mr. Skala stated he had been impacted, but, fortunately, it did not affect him as it did some that lived day to day. He appreciated the capacity to go back and resolve the issues. Change was always hard and tended to come with unintended consequences. He was glad they were able to assure people they could address the problems and would ensure the problems were addressed.

Mr. Johnsen explained a benefit staff saw from the change was the fact there was more information on the bill. As a result, it allowed people, if they were willing to take the time, to determine how they could reduce or limit their exposure to these expenses.

**REP96-16 Annual Report of Volunteer Service to the City.**

Ms. Kottwitz provided a staff report.

Mayor Treece commented that it was great to see the number of people that felt so passionate about Columbia in terms of contributing their time. He also thanked staff as it took effort to coordinate volunteers and ensure they were deployed.

Mr. Skala stated he believed volunteer hours were essential to communities like Columbia and noted he appreciated their efforts.

Mr. Trapp stated he appreciated seeing how they compared to last year. He pointed out these numbers bucked the national trend, which showed volunteerism was going down. He explained he had been involved with a non-profit in the past, and wrangling volunteers

was tough. It often took more labor than received. This did not appear to be happening in Columbia. It appeared as though they received real value from their volunteers.

REP97-16 Intra-Departmental Transfer of Funds Request.

Mayor Treece understood this was provided for informational purposes.

## **XI. GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF**

Cheryl Price, 511 Parkade Boulevard, stated she had 60-65 handouts explaining how to participate in the on-line bus system evaluation survey, and asked that the Council help in handing them out to citizens.

Laura Mitchell, 1103 Jean Ray Drive, commented that she was with Race Matters, Friends, and explained members of their group had come before the Council consistently since 2015 to discuss fairness in traffic stops and other issues in policing. She understood about half of the calls at some point in time were calls involving thefts at area Walmart stores. This had been changed whereby the police did not go to the store if the cost of the items stolen was less than \$50, so the City had addressed that issue. She also understood police officers did not go to every traffic accident. They were only dispatched if there was an injury. She stated it was clear they did not have a large enough police force for the size of Columbia in terms of population and area. She understood they had about 16 officers on duty at any given time. She decided to tally yesterday's calls, and there were about 60 calls involving trespassing, larceny, suspicious persons, suspicious vehicles, traffic hazards, stalled vehicles, etc. She pointed out about 20 of the 60 calls involved security alarms. She understood the City had a policy indicating the a property owner was not charged the first two times for a false alarm, but afterwards, it was \$100 per incident. She commented that the Urban Institute had conducted a report in 2013 as to this problem and the solutions of different cities, and encouraged the Council to review the report. She noted one community required all properties with alarms to be registered and had implemented a progressive fine structure. She explained there were a number of things that could make an alarm go off, and wondered if people were motivated enough financially to resolve the problems. She pointed out a larger community had created a four-person staffed office, which was covered by the revenues received from the program. The report had indicated some businesses were afraid that response times would decrease, but they had actually improved. She noted Salt Lake City, Utah initially had a penalty system, and then decided the alarm companies should have their own guards to check on the situation first before contacting the police. She pointed out the data indicated burglaries were only involved for two percent of the times the alarms were sounding. She believed this was another way to reduce the workload of police officers so they were able to do more community work.

John Maslowski explained he worked with Renovate America and the Missouri Clean Energy District, and provided a handout. He noted he represented the private-public partnership between Renovate America and the Missouri Clean Energy District, which was a political subdivision of the State of Missouri. They partnered with local governments and local contractors to provide affordable and accessible financing for energy-efficient improvements in the community thereby increasing the value of the local housing stock. Specifically, the District provided authority for Property Assessed Clean Energy (PACE) financing, which was a single purpose financing tool for improvements to residential and commercial properties. In particular, it involved products fixed to the property and approved by the Missouri Department of Energy and other regulatory bodies, to include energy-efficient air conditioning and insulated doors, windows, and roofs. The name of their PACE financing program was HERO, and it was a state of the art technology and finance platform for property owners to access PACE financing. The

HERO program was the leading residential PACE financing platform in the United States and was operated by Renovate America. It offered long-term fixed rate financing over the useful life of the product or 20 years that was payable through the annual property tax bill. The HERO program offered unmatched consumer protections in the home improvement industry and support before, during, and after the project. They were active in three states, to include Missouri, and had over 450 government partners. He noted the Missouri Clean Energy District currently had 80 cities and counties as member communities, including Kansas City, where they began offering HERO in September. Within the first three months, they had already invested \$1.4 million into the local housing stock, partnering with over 80 local contractors. Since November, they had also begun offering HERO in the St. Louis metro area. He commented that their goal was to partner with the City of Columbia to help the City and its property owners achieve its job creation goals, economic development goals, and environmental goals. They projected abating over \$1.5 million tons of emissions and improving over 35,000 homes in the next five years in Missouri, while creating 6,000 local contractor jobs. An ordinance to join the Missouri Clean Energy District would not involve any membership costs, liability, or administrative burden to the municipality or costs to taxpayers, and would authorize PACE financing in the community through local contractors, facilitating economic development, improving housing stock, creating local jobs, and providing environmental benefits. He stated he would be available to present more formally on an ordinance to join the Missouri Clean Energy District if there was interest.

Mr. Skala noted he had requested a report from staff on this subject, and thought they would invite Mr. Maslowski to more formally comment on this initiative when they took the issue up.

Joe Alder, 511 Parkade Boulevard, explained he thought the discussion on Vision Zero had been very good as they had received diverse comments from those that spoke. He noted he had been impressed with the comment about social equity as those in the lower end of the social-economic spectrum did not have choices, causing them to utilize higher risk transportation modes. He believed this was a key element as they worked to make Columbia more equitable. He also agreed with comment of near misses, and pointed out the study of near misses had been the key to the success of the commercial airline industry in their Vision Zero program, which involved the study of behaviors, cockpit design, leadership aspects of the pilot and copilot, etc. He understood final reports tended to indicate pilot error or driver error, but there were often many other factors involving engineering or failure with the mechanics, causing the pilot to be overwhelmed. It was a complicated issue as it was not just engineering, education, or enforcement. It took all three along with encouragement. He thought they all needed to be active and proactive citizens, similar to what Ms. Nausser experienced when someone pointed out to her a hazardous situation. He felt they all needed to take personal responsibility.

Eugene Elkin, 3406 Range Line Street, commented that many wrecks were caused by cell phones so he hoped that would be addressed.

Mr. Elkin thanked Mr. Thomas for helping to open the homeless shelter a week earlier this year.

Mr. Elkin commented that during the ice storm it had taken him 45-60 minutes to get from Wendy's to Breaktime near the Highway 63 and I-70 interchange. He noted police officers had to direct traffic and thought they that should be kept in mind.

Mayor Treece stated his appreciation to the City staff and first responders during this past weather event. He noted the City had planned to start treating the roads at 1:00 p.m. but began at 11:00 a.m. when the freezing mist started. They had 25 salt trucks working around the clock, which took 50 drivers with the mandatory safety breaks every twelve hours. Operators, mechanics, and supervisors were all driving the trucks all day



Friday, all night Friday, all day Saturday, and all night Saturday. On Sunday morning, seven drivers had come in, but that quickly escalated to 20 drivers. They had been able to address the high traffic streets and almost all of the residential neighborhoods. He understood they went through 1,440 tons of salt, which was about 28 percent of the annual salt budget for the winter. He thought the City's response was fantastic. He noted he had visited with some first responders and understood there was no firefighter in a station on Friday evening as they were dealing with over 200 wrecks. It was a tremendous City response with a lot of coordination with the Columbia Public Schools, Boone County, and MoDOT. He thanked them for their efforts.

Ms. Nauser understood there had been several speed trailers on Scott Boulevard and noted she would be interested in the data, especially near the new elementary school as she had noticed not many people were slowing down at the school crossing sign. She wondered if speed calming measures needed to be implemented. She thought there would be a problem in the spring when more children were walking from the newly built neighborhoods.

Ms. Nauser asked for an update on the progress of the negotiations involving the Henderson Branch Sewer Extension project. She noted she would appreciate a report at the January 17, 2017 Council Meeting.

Ms. Nauser understood Suncheon, Korea, a sister city to Columbia, practiced dog farming and the eating of dogs. She asked staff to look into the situation and determine if Suncheon, Korea was taking measures to ban the activity. She wanted to know their policy and whether they were doing anything to change the policy as she did not believe it was something Columbians would approve.

Mr. Ruffin commented that the Blind Boone Home would host a special event honoring Walter Rolley, who was 97 years old, tomorrow at 4:30 p.m. He explained Mr. Rolley had attended Douglass High School during the 1930s and had dropped out of school to enter the military. He noted Mr. Rolley had become a decorated World War II veteran. He stated Mr. Rolley would be presented with an honorary high school diploma from the Columbia Public Schools, and the City of Columbia was participating through the drafting of a proclamation. He noted this was the first community event that would be held at the Boone House since its dedication.

Mr. Skala agreed with Ms. Nauser in that it would be nice to know of the status of the negotiations involving the Henderson Branch Sewer Extension project. Since a public referendum was involved, he believed they were obligated to consider spending the original amount of \$2.1 million while negotiating for some of the rest.

Mr. Skala explained he had been at a meeting in the Stephens Lake Park area when the storm hit, and it took him about three hours to get home. He noted there were many stalled cars making it difficult for crews to even treat streets. When traveling south on Old Highway 63, the left turn lane to go east on Broadway had been a washboard with ice on top and was a dangerous situation. He asked that crews focus on the innermost left turn lane in the future.

Mr. Thomas agreed with Mayor Treece with regard to the City's response to the ice storm. He noted he had received a few calls and concerns with regard to snow and ice clearance, and one couple called back to say their road had been treated.

## **XII. ADJOURNMENT**

Mayor Treece adjourned the meeting without objection at 9:06 p.m.

