

## *CATSO Staff Summary and Response to Public Comments on the Draft 2050 Long-range Transportation Plan (LRTP)*

DATE: November 6, 2019

On September 18, 2019, a public meeting/open house was held for presentation and discussion on the draft LRTP. Staff was available to answer questions and discuss citizen concerns. A variety of suggestions were received about potential revisions to specific components of the LRTP. Thirty individuals signed the attendance sheet and there were additional attendees as well.

A common theme of the comments was that the anticipated projects list for each of the CATSO jurisdictions did not sufficiently reflect the draft LRTP goals & objectives in terms of the percentage of funding for non-motorized transportation. Another was that more funding should be shown for the bus service and related transit services. Listed below are examples of public comments and CATSO staff response.

*Comment: The transportation projects and funding allocations do not reflect the goals & objectives, which emphasize a greater amount of pedestrian and bicycle travel as well as an improved transit system.*

CATSO Staff response: The staff has not set a specific % of funding to be shown for non-motorized projects, and does not control the transportation budgets for MoDOT, Boone County, or the City of Columbia. These are political decisions made by the respective bodies which administer the budgets, e.g. the Boone County Commission.

For Boone County, all financial resources will be devoted to maintenance of the existing roadway system, with no new street projects anticipated.

For MoDOT, this is also the case, although some reconstruction/capital preservation projects include sidewalk reconstruction, the installation of curb ramps, improved crosswalks, and pedestrian signals. One of the major MoDOT projects listed (approximately \$13 million) is for ADA Transition Plan improvements on a number of routes.

For City of Columbia streets, approximately \$106 million in new and level of service upgrade projects are shown for the LRTP scope period. An estimated \$58 million in new sidewalk and greenbelt trail projects are anticipated.

For MoDOT and City of Columbia, there are a combined \$334 million in new street/LOS upgrades projects. Of this total, \$71 million (MoDOT ADA project plus City of Columbia sidewalk-trail projects) is anticipated to be devoted to non-motorized options. This is 21% of the new project total. Additionally, for new/reconstruction projects, the City estimates that 10-20% of the total reflects expenditures for non-motorized transport, e.g. on-street bicycle lanes, grading/construction of sidewalks/pedways, etc.

Total financial resources expended on roadway maintenance for the LRTP scope period is an estimated \$497.7 million. This is strictly for the preservation of the existing road system and is not available for new projects.

For transit (Columbia Go COMO) an estimated \$217 million is estimated to be shown for maintenance/operations. This is 30% of the projected total of \$715 million for maintenance and operations. This estimate reflects the typical expenditures for Go COMO to operate their system, and includes an inflation factor.

*Comment: The LRTP seems general without taking into consideration problem areas or safety.*

CATSO Staff response – The LRTP is intended to be general, but does consider transportation safety and problem routes. The streets and non-motorized lists include projects prioritized by their respective jurisdictions for funding specifically to address safety for both/problem traffic areas/corridors. New sidewalk projects as their source the City’s Sidewalk Master Plan. That plan was developed to prioritize needed sidewalks based on a variety of factors, including heavier motor vehicle traffic volumes and speed and larger numbers of pedestrians.

*Comment: I would like to see the document revised to adopt the transportation related goals and objectives already adopted in city programs like Climate Action and Adaptation Plan (CAAP) Vision Zero, Columbia Imagined, the Loop Corridor Plan and the Community Health Improvement Plan.*

CATSO Staff Response: The LRTP incorporates by reference a number of the objectives noted in the above plans, with the exception of the health plan. Note that the LRTP includes other jurisdictions and is not only a City of Columbia plan.

*Comment: There are significantly more resources being put toward car-focused developments and not nearly enough resources allocated to pedestrians, bicycles, public transit, etc.*

CATSO Staff Response: This is correct as to the amount of funding being directed to the roadway system relative to stand-alone bicycle and pedestrian projects, but the road system is also used by non-motorized travelers as well as by the transit system. Maintaining that system in optimal condition is desirable for all modes of travel, non-motorized included. A CATSO survey was done in the fall of 2018. Respondents (860 total responses) indicated that 75% of local work trips are made by motor vehicle (solo driver) and 82% for non-work trips. As previously noted, the funding devoted to Go COMO transit system comprises 30% of all maintenance and operations expenses, which

is actually a high allocation of maintenance funding relative to the number of residents served by the system.

*Comment: The draft 2050 LRTP lacked public input, focus groups, input from local transit advocacy groups.*

CATSO Staff Response: CATSO staff could do more public information meetings, although efforts at that in the past held in evening hours have generally not gotten good attendance. The September 18, 2019 meeting at 5:30 was an exception to this trend and staff will proceed with such open house type meetings for future updates to CATSO documents.

The staff has generally relied more on commentary received on documents posted on the CATSO website than in-person meetings.

Note that this is not specifically a transit plan although the LRTP does seek to coordinate those plans, e.g. the Go COMO Transit Master Plan.

*Comment: If your goal is to widen roads to allow cars to go faster, please add barriers for bicyclists and pedestrians.*

CATSO Staff Response: It is not the goal of the LRTP to widen roads, although it does include specific projects that would include that. Most funding is dedicated to maintenance and operations of the existing roadway system, and other projects will provide safety upgrades, none of these involve roadway widening or capacity expansion.

*Comment: Add future planning for micro-mobility devices, e.g. electric bicycles, scooters, etc.*

CATSO Staff Response: This modes of transport will use the existing roadway system, and will not require specific facilities.

*Comment: Focus is entirely on roadways for vehicles. Need a map of existing or planned (electric) bus routes.*

CATSO Staff Response: The roadway system is for all modes of transportation. As for electric buses, these are part of the mix of motor vehicle traffic using the existing road system. Section 3.3 of the draft LRTP is an overview of the transit services and includes a map of the existing Go COMO bus routes implemented in June, 2019.

*Comment: Funding proportions do not match the CAAP mode share goals and will not allowance this mode shift to be achieved.*

CATSO Staff Response: As noted earlier, the LRTP is not strictly a City document and will not mirror exactly all other City documents. MoDOT and Boone County have not adopted climate plans to staff's knowledge.

*Comment: Relating to the CATSO Transportation Projects List (Unconstrained) – a number of comments were raised about how needs were determined.*

CATSO Staff Response: After further review, staff has omitted this table/listing as we feel it is not a productive exercise given the need for the LRTP to be fiscally constrained.

Again, to summarize the following issues were emphasized by meeting attendees and in other responses received via e-mail.

- 1) Need more opportunities for public input, e.g. more meetings, focus groups, and including better public outreach
- 2) More funding should be dedicated to non-motorized sources to better reflect the goals & objectives of the plan
- 3) More funding need to be dedicated to the public transit system (Go COMO)
- 4) LRTP Draft needs to match up with various City plans in terms of its goals & objectives, etc.

CATSO staff will continue to take public comments on the draft LRTP document.

The CATSO Coordinating Committee will hold a public hearing on the proposed 2050 LRTP at their December 5, 2019 meeting.