



City of Columbia, Missouri

Meeting Minutes

City Council

Monday, March 20, 2017
5:00 PM

Work Session

Conference Room
1A/1B
Columbia City Hall
701 E. Broadway

I. CALL TO ORDER

Mayor Treece called the meeting to order at approximately 5:04 pm.

Present: 6 - Ruffin, Trapp, Thomas, Peters, Treece, and Skala

Absent: 1 - Nauser

Transit Planning Consultant Report

Attachments: [COMO System Alternatives Report](#)
[Olsson Associates Presentation](#)

Public Works Director, Dave Nichols, stated that an RFP was done for this project and Olsson Associates was the selected organization to complete this project. Transit and Parking Manager, Drew Brooks, stated that there were big changes to the system in past years. Data is now being collected down to the bus stop level. Today is an overview of the findings of the transit consultant work. The report provided to Council focuses on alternatives developed by Olsson. The alternatives are scheduled for a public input meeting on April 20th and will take tonight's feedback into account. Mr. Brooks introduced Tom Worker-Braddock with Olsson Associates to review the alternatives.

Mr. Worker-Braddock reviewed the purpose of the study and the general schedule of the work that they did throughout the process. Study elements included a comprehensive operations analysis on existing service, visioning and outreach, development of service guidelines and standards, and development of transit system alternatives. He reviewed the outreach meetings that started in spring 2016. Issues that were discussed at those meetings included: route familiarity, perceptions of transit support, important elements of the COMO Connect Project vision, service priority, potential improvements, funding, and challenges and opportunities. A market analysis included a review of the makeup and composition of the community and he briefly reviewed that data.

Peer cities were looked at for comparison of several metrics. He reviewed some of the comparison data and how Columbia measured against peer cities in these areas. Comparisons included items such as: annual revenue hours per capita, cost per Paratransit boarding, Paratransit riders per fixed route rider, cost per fixed route boarding, revenue per passenger boarding, and more. He reviewed some ridership data noting that the main connector routes (the black and gold) clearly have the highest ridership compared to the rest of the routes. He reviewed the cost of each route and ridership data by time of day per route.

Mr. Worker-Braddock explained that a visioning session was held in October 2016 to collect public feedback. Sessions had around 75 attendees and 392 surveys were also

submitted. He reviewed the questions that were posed at the session and online, and the results for questions, which included items such as: coverage and accessibility, performance, resources, integration, marketing, safety, and other items that respondents were able to write in.

He reviewed the design guidelines that included a review of amenities, recommended service standards such as frequency, hours, stop spacing, bus stop amenities, etc. Mayor Treece asked for a bus shelter update. Mr. Brooks stated that 3 pads waiting for curating to finish and another 6 are in process. He added that there is a struggle to get necessary easements. There are 13 total in the works, but several are held up for easement issues.

He then reviewed passengers per revenue hour data and how they would determine: adding or reducing service, not changing service, increasing route marketing, eliminating service, etc. Right now COMO Connect does not have service standards for the City to fall back on to see what merits any change in service moving forward. He also reviewed scenarios of various frequencies, flex routes, costs, etc. He explained that flex routes are in zones of lower densities of population, employment, and ridership, with on-demand, general public transportation service. This is something currently being utilized in other cities. He then reviewed each scenario in more detail.

Councilperson Thomas stated that a set of standards would be helpful and he likes the concepts of the flex routes suggested here and feels that should be explored further. He also agrees that 20 minute frequency would be a great goal. He would like to eliminate the loops and go back to the straight routes which are more intuitive for people to understand than a one-way loop. He liked scenario D the best. Councilperson Skala felt the downtown Wabash Station hub is something to be taken advantage of and he is most likely to support an option with the flex route.

Mr. Brooks explained that next step will be to vet these scenarios to the public and have them prioritize the scenarios. This will begin on April 20th.

Project development and the process for identifying a project through construction.

Attachments: [Transportation project process presentation](#)

Mr. Nichols stated that step one in this process is to get Council direction, which I will include different council members, discuss varying funding mechanisms, and collect public input and CIP design considerations. CATSO's Long Range Transportation Plan reflects the Vision of Transportation as captured in Columbia Imagined. Those goals include areas of: non-motorized transportation, advance planning and development, road network and traffic management, and public and human service transportation. That CATSO Long Range Transportation Plan is updated every five years and can be found on the city website under Community Development.

He reviewed funding sources which included: CIP sales tax, Federal and/or MoDOT sources, Boone County Road Fund, Development fees, private development buildouts, and other sources. He noted that that last two ballot initiatives were 10 year ballots. Councilperson Trapp stated that the Boone County Road Fund is calculated by a formula which the previous Mayor felt was not a valuable formula, which should be looked at further. He felt that the City Manager should be sure that is something that they should support. Mr. Matthes added that the formula is not calculated per capita. That will come up for further discussion in August 2017. Mr. Nichols reviewed the last process for how the Capital Improvement Sales Tax ballot went and reviewed some of the documentation

used such as FAQ sheets, etc. He explained that STP funding is no longer available. He quickly reviewed the CIP Project Design and Public Improvement process noting that public hearings, right of ways plans, ROW acquisition ordinances, and bid call ordinances, all go to Council for approval. Mr. Thomas asked if CATSO goals included a plan to reduce vehicle miles traveled. Tim Teddy stated they are exploring that and will pursue it further when the plan is updated in 2018.

II. ALL OTHER ITEMS THE COUNCIL MAY WISH TO DISCUSS

None

III. ADJOURNMENT

The meeting adjourned at approximately 6:48 pm.