



Dear CATSO Technical Committee,

As a transportation nonprofit, Local Motion understands that CATSO and City staff make recommendations for street designations based on the needs of the predominant road user. We also know that if we continue to designate, design, and build roads for the most predominant road user—in this case cars—we will continue the cycle of building streets where the safest mode of transportation is a personal vehicle, rather than making shifts towards streets for all users. Downgrading Ash Street can create a ripple effect, leading to traffic calming measures, better infrastructure for all street users, and a safer, more accessible street corridor. If we start to build streets for people who walk, bike, bus, *and* drive cars, we will decrease barriers for people to travel outside of their cars and feel safer to use other modes of transportation.

We would like to offer our support of downgrading Ash Street from a major collector to a neighborhood collector for the following reasons:

1. Functional Classification and Roadway Hierarchy The Federal Highway Administration (FHWA) defines functional classification based on roadway purpose, traffic volume, and connectivity. A major collector is intended for higher traffic volumes and mobility between arterials and local streets, whereas a neighborhood collector serves local access needs with lower traffic volumes and speeds. Ash Street's characteristics align more with a neighborhood collector.

2. Connectivity and Network Function Ash Street does not function as a major collector, as it lacks direct links to commercial or employment centers and does not serve emergency response or freight movement. Instead, it primarily connects residential areas to local streets, a role more suited to a neighborhood collector. Even if Ash Street is downgraded, major transit and freight routes in Columbia currently run on local streets such as Garth Avenue and downtown corridors.

3. Land Use Context The surrounding land use is predominantly residential, with single-family homes and local amenities. Major collectors are usually found in higher-density mixed-use areas or near schools and transit corridors, none of which define Ash Street. Reclassification would reinforce appropriate traffic patterns and discourage cut-through traffic.

4. Safety and Speed Considerations Higher-classification roads encourage higher speeds and greater traffic volumes. Maintaining Ash Street as a major collector could promote unnecessary through traffic, increasing risks for pedestrians and cyclists. A downgrade would allow for traffic calming measures such as lower speed limits and narrower lane designs, allow Ash to be considered for traffic calming, and improve overall safety.

5. Compliance with Columbia's Unified Development Code (UDC) Appendix A of Chapter 29 of the UDC outlines street classifications and design standards. Major collectors are typically



located in commercial or mixed-use areas and handle higher traffic volumes. In contrast, neighborhood collectors serve residential neighborhoods, prioritizing access, pedestrian safety, and community cohesion. Ash Street's classification should align with these guidelines.

Conclusion Ash Street does not meet the criteria of a major collector based on land use, connectivity, and safety considerations. It primarily serves local residential traffic at lower speeds and does not function as a key transit or freight route. Additionally, Columbia's UDC supports its reclassification based on design standards for neighborhood collectors. Downgrading Ash Street would enhance safety, reduce maintenance costs, and better align the roadway network with actual use patterns.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Rikki Ascani", written in a cursive style.

Rikki Ascani | Community Engagement Director