

# CATSO MTP 2055 Update

CATSO  
Coordinating  
Committee

December 5,  
2024



# AGENDA

1. Updates to the Draft Plan
2. Major Milestones
3. Engagement Activities
4. Analysis Items
5. Plan Goals
6. Recommendations
7. Financial and Project Summary

# UPDATES TO THE DRAFT PLAN

- Updates to Go COMO's Agency Safety Plan Targets
- Some Illustrative projects were double counted.
  - Total illustrative project cost reduced from \$456.4 million to \$372.3 million
- The "Totals" column of the Summary of Forecasted Federal, State, and Local Revenue was not adding up the line items appropriately.
  - Grant total accurate
- An additioconstraint for Columbia projects long-term

# MAJOR MILESTONES

## Engagement

- Public Involvement Plan
- Kickoff and Site Visit
- Marketing and Branding
- Public Engagement

## Analysis

- Existing conditions
- Update Project Costs

## Coordination

- Align with existing plans

## Financial Plan

- Expected revenue
- List of projects

## Recommendations

- Create Project and Plan recommendations
- Level of Service Framework
- Emerging Technologies

## Citizen's Guide

- (Coming Soon)

## Review and approval

- Coordinating Committee – Dec 5 (today)
- Columbia City Council – Jan 6
- Boone County – Jan 9

# ENGAGEMENT: WHO WE TALKED TO



- Bike and Ped Commission
- Boone County Family Resources
- Boone County Fire Protection District
- Cambio Center
- Catholic Charities of Central and Northern Missouri
- City of Columbia Office of Sustainability
- City of Refuge
- Climate and Environment Commission
- Central Missouri Community Action
- COLT Railroad
- Columbia Board of Realtors
- Columbia College
- Columbia Housing Authority
- Columbia Police Department
- Columbia Public School District
- First Last Mile
- GoCOMO
- Homebuilders Association
- Local Motion
- OATS Transit
- Powerhouse
- Regional Economic Development Inc.
- Scheppers Distributing
- Sierra Club
- Services for Independent Living
- Disabilities Commission
- The District
- The Loop
- Transportation and Infrastructure Committee
- United Community Builders
- University of Missouri
- West Ash Neighborhood

# ENGAGEMENT: WHEN AND WHAT WAS DISCUSSED



## Be Heard Website

- <https://beheard.como.gov/catso-metropolitan-transportation-plan-update>



## Stakeholder Meetings Round 1

- 8/19/24 – 8/23/24
- Columbia City Hall
- Listening sessions
- 28 meetings with 31 entities



## Stakeholder Meetings Round 2

- 9/3/24 - 9/4/24
- Columbia City Hall
- Group discussions by travel mode
- Light turnout



## Survey 1

- Open 8/9/24 to 9/9/24
- Questions related to general transportation issues and preferences
- 327 Responses



## Public Meeting 1

- 9/4/24 6-8 PM
- Columbia City Hall
- Focused on general transportation issues and preferences
- 24 Attendees



## Survey 2

- Open 10/3/24 to 10/14/24
- Provided opportunity to comment on recommendations
- 17 Responses



## Stakeholder Meeting Round 3

- 9/30/24
- Columbia City Hall
- Discussed recommendations
- 20 Attendees



## Public Meeting 2

- 9/30/24, 4-8 pm
- Boone County Government Center
- Focused on recommendations
- 16 Attendees

# ENGAGEMENT: WHAT WE HEARD



## Pedestrian and Bicycle

- Address sidewalk gaps and maintenance
- Improve bike connectivity and protection
- Create safer street crossings
- Enhance street lighting for night safety
- Add traffic calming for safer biking and walking



## Transit

- Free fares are appreciated
- Improve headways and service hours for evening users
- Expand bus routes to reach more areas
- Plan transit regionally
- Simplify bus system, including for non-English speakers
- Enhance accessibility for disabilities

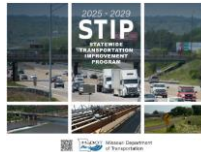


## Cars and Roads

- Traffic congestion is well managed
- Accommodate larger vehicles (emergency/ delivery)
- Improve downtown parking availability
- Add more EV charging stations

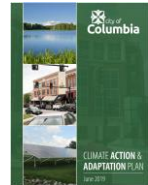
# OTHER KEY PLANS CONSIDERED

- Boone County Master Plan (*in development*)
- GoCOMO Comprehensive Transit Study (*in development*)
- MoDOT STIP
- MoDOT Columbia-Jefferson City Express Bus Study (*In development*)
- City of Columbia's Comprehensive Plan
- City of Columbia Sidewalk Master Plan
- City of Columbia Climate Action and Adaptation Plan
- City of Columbia Park Master Plan
- University of Missouri Campus Master Plan



Sidewalk Master Plan  
Prepared for the University of Missouri

Master Sidewalk Plan - 2024 Revision  
Prepared in October  
2023





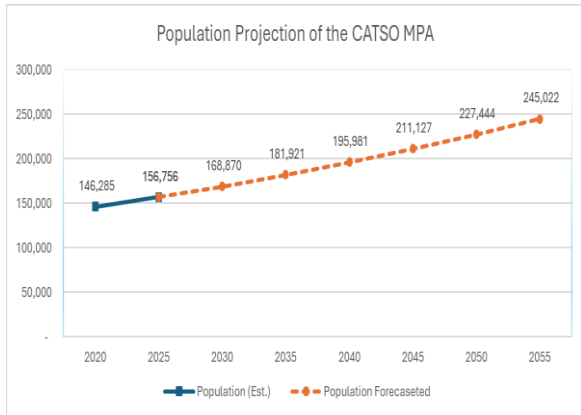
# ANALYSES

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# GROWTH PROJECTIONS - POPULATION

- 2022 MPA pop: ~149,908
- Projected 2055 pop: ~245,022 (+1.5%/yr)
- Avg annual increase: ~3,333 new residents/yr



# TOMORROW'S JOB MARKET: EMPLOYMENT TRENDS FOR 2055

## 2021 Employment Overview:

- Boone County: 96,600
- Columbia MPA: ~91,297 jobs (94% of county total)
- Job-to-population ratio: 0.5 jobs/person
- Influences: commuter influx, delayed retirements

## Projected Employment Growth (2021-2055):

- Annual growth: 1.3%
- 2055 Boone County: 158,310 jobs
- 2055 Columbia MPA: ~142,479 jobs (90% of county total)
- MPA increase: ~51,182 jobs

## Employment by NAICS Industry Sector -2055

	Count	Share
Agriculture, Forestry, Fishing and Hunting	234	0.2%
Mining, Quarrying, and Oil and Gas Extraction	77	0.1%
Utilities	752	0.5%
Construction	5,245	3.7%
Manufacturing	6,553	4.6%
Wholesale Trade	3,905	2.7%
Retail Trade	14,467	10.2%
Transportation and Warehousing	2,978	2.1%
Information	2,206	1.5%
Finance and Insurance	10,668	7.5%
Real Estate and Rental and Leasing	2,171	1.5%
Professional, Scientific, and Technical Services	6,251	4.4%
Management of Companies and Enterprises	4,982	3.5%
Administration & Support, Waste Management and Remediation	6,372	4.5%
Educational Services	24,045	16.9%
Health Care and Social Assistance	29,432	20.7%
Arts, Entertainment, and Recreation	2,124	1.5%
Accommodation and Food Services	12,002	8.4%
Other Services (excluding Public Administration)	3,267	2.3%
Public Administration	4,772	3.3%

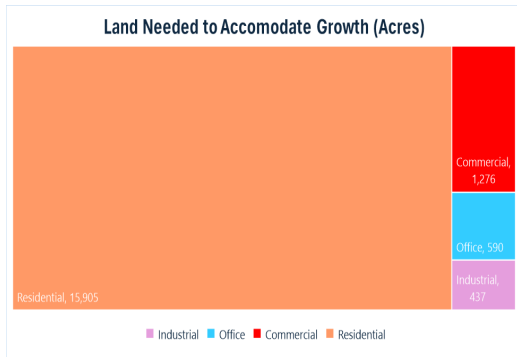
# LAND USE NEEDS

## 2055 Population & Housing Needs:

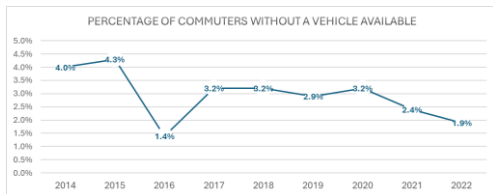
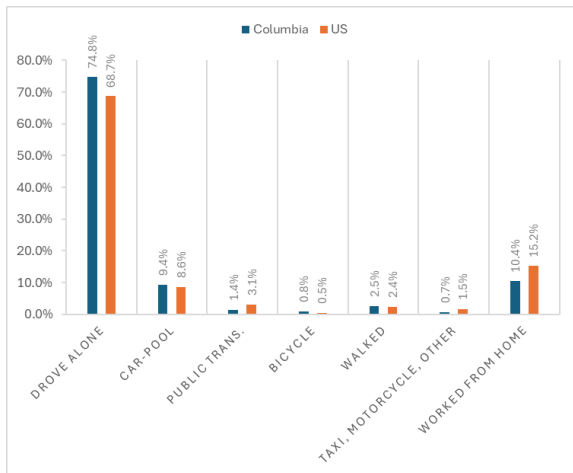
- Population: 245,022 (+95,114)
- Housing units needed: 41,354 (1 per 2.3 people)
- Land required: 15,905 acres (2.6 units/acre)

## 2055 Employment & Land Needs:

- Jobs added: +51,182 (total: 142,479)
- Land by type:
  - Industrial: 437 acres (7,873 jobs)
  - Office: 590 acres (17,118 jobs)
  - Commercial: 1,276 acres (25,516 jobs)
- Total land for employment: ~2,304 acres



# MEANS OF COMMUTING (2022)



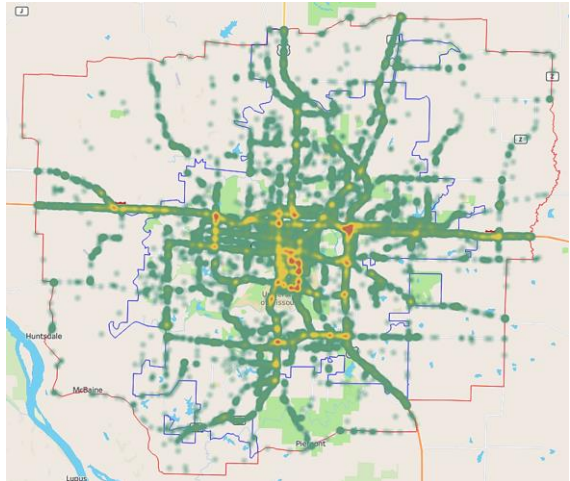
US: 4.4%



US: 26.4 min.

# SAFETY — CRASH DENSITY

**Red** = Higher Density of crashes;  
**Green** = Lower density of crashes



# ADDRESSING EMERGING TECHNOLOGIES



ELECTRIC  
TRANSIT  
VEHICLES



ELECTRIC  
CARS



E-BIKES



E-SCOOTERS



AUTONOMOUS  
VEHICLES

# ENVIRONMENTAL IMPACTS AND SUSTAINABILITY

## Challenges:

- Dominance of motor vehicles: 86% private vehicle use
- Environmental impacts: air pollution, runoff, noise, loss of green space

## Plan Goals:

- Reduce personal vehicle use
- Promote walking, biking, and transit (align with CAAP)
- Improve air quality, cut emissions, ease congestion

## Benefits:

- Cleaner air, less noise
- Better streetscapes with landscaping
- Healthier urban environments from non-motorized modes





# SUSTAINABILITY, LAND USE, AND RESILIENCY

## **Sustainable Transportation:**

- Sidewalks, trails, and bike lane investments
- Focus on Complete Streets with non-motorized options.

## **Land Use Strategies:**

- Mixed-use, compact growth
- Walkable communities near jobs and services.

## **Resiliency and Climate Adaptation:**

- Align with CAAP to cut emissions.
- Infrastructure: redundancy, multimodalism, landscaped buffers.

## **Environmental Resources:**

- Protect streams, wetlands, historic sites.
- Manage floodplains and soil impacts during construction.



# PERFORMANCE-BASED PLANNING AND NATIONAL GOALS

FHWA established PM1, PM2, and PM3 to assess key aspects of transportation which the plan addresses:

- **PM1: Highway Safety** – MoDOT and MPOs set targets for roadway safety, including fatalities and injuries.
- **PM2: Pavement & Bridge Condition** – MoDOT sets targets for NHS pavement and bridge conditions.
- **PM3: System Performance** – MoDOT sets targets for system performance, including truck travel time and NHS reliability.

Transit Performance Measures: FTA requires MPOs to monitor transit asset and safety targets:

- **Transit Asset Management (TAM)** – MoDOT's TAM Plan sets performance measures for transit asset maintenance.
- **Transit Safety (PTASP)** – Transit agencies set safety targets under the PTASP, working with MPOs and state agencies to address risks.



# PLAN GOALS



1. **Develop a first-class** street, highway, and non-motorized **network** that meets both short- and long-term needs of the Columbia MPA.



2. Create **an integrated and connected** transportation system that incorporates **all travel modes**.



3. Ensure that **public transportation is a viable** option throughout the MPA.



4. **Coordinate** long-range land use and transportation planning on both regional and local levels.



5. **Promote** compact, infill development, and **redevelopment in under-invested areas**.



6. **Align** land use planning with infrastructure development



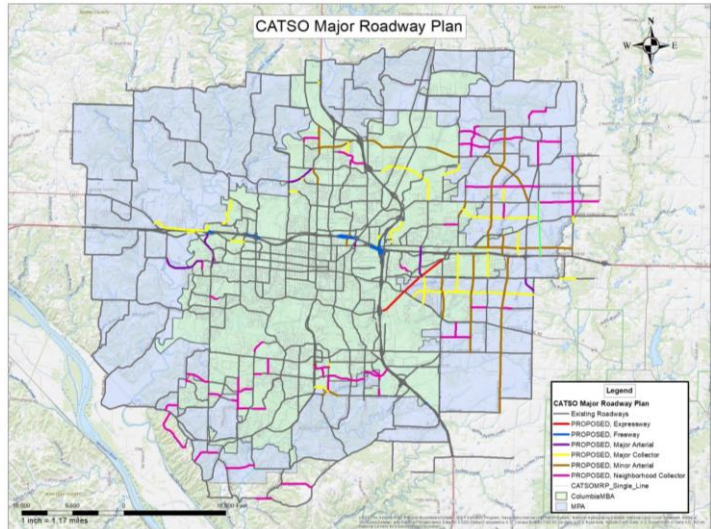
7. **Provide safe and secure transportation** facilities and infrastructure for residents, visitors, and commerce in the Columbia MPA.



8. **Reduce motor vehicle pollution and emissions** by promoting alternatives to internal combustion engine vehicles, including both vehicular and non-motorized options.

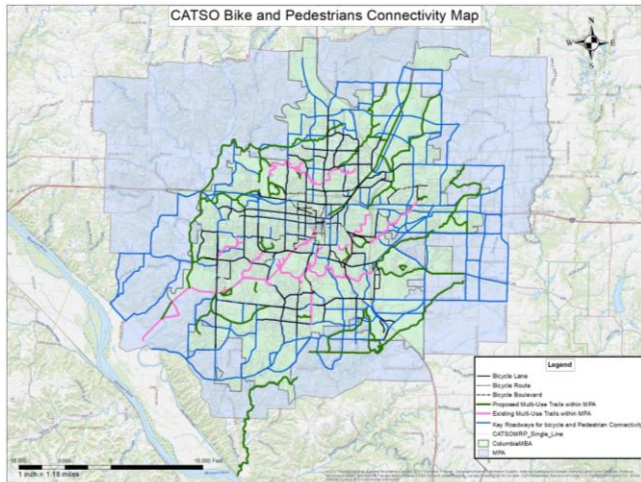
# MAJOR ROADWAY PLAN

- Enhances multimodal connectivity
- Integrates bike and pedestrian facilities into proposed roadways
- Reflects input from city, county, regional plans, and stakeholders
- Aligns MTP goals with regional transportation objectives



# BICYCLE AND PEDESTRIAN NETWORK PLAN

- 130+ miles of trails, 255 miles of pedways, 385 miles of bike routes
- Builds on Parks and Recreation Master Plan, focusing on complete streets
- Prioritizes safe, accessible infrastructure for all ages and abilities
- Implemented via roadway, trail, and sidewalk projects



# PROPOSED CATSO FUTURE STUDIES



## Westside Transportation Study

- Address Perche Creek infrastructure and connectivity issues
- Explore new arterial roads and crossings for local traffic and development
- Assess sewer network extension for integrated transportation and utility upgrades



## Regional Wayfinding Plan

- Develop cohesive signage for motorists, cyclists, and pedestrians
- Guide visitors to key destinations and boost local business
- Improve accessibility and safety with clearer navigation



## MO-740 Extension Study

- Study extending MO-740 from US-63 at E Stadium Blvd to I-70 at E St. Charles Rd
- Evaluate relief on US-63 and enhanced connectivity to Columbia's east side

# PROPOSED CATSO FUTURE STUDIES



## Road Safety Audits

- Assess safety on key corridors for all modes of transportation
- Identify improvements for motorists, cyclists, and pedestrians
- Use findings to enhance safety and reduce accidents



## Regional Sidewalk Maintenance Plan

- Ensure safe, well-maintained pedestrian infrastructure
- Prioritize repairs, upgrades, and ADA compliance
- Enhance safety, accessibility, and connectivity for pedestrians



## Regional Transit and Connectivity Study

- Assess transition to a Regional Transit Authority (RTA)
- Evaluate extending service to the airport and neighboring communities (e.g., Jefferson City, Ashland)
- Explore integration with Greyhound, Amtrak, and other services to improve regional connectivity

# PROPOSED CATSO FUTURE STUDIES



## Public Facing Mobility App

- Create a one-stop platform for mobility options, including routes, providers, services, and timetables
- Integrate first-mile/last-mile options like trails and sidewalks for seamless connectivity
- Partner with third-party providers (e.g., Moovel) to develop the platform



## Regional Freight and Delivery Plan

- Improve access and reduce congestion for freight operations
- Identify loading zones and explore regional sub-distribution centers to minimize large trucks in urban areas
- Integrate smart technologies to enhance delivery efficiency, safety, and sustainability



## Regional Smart Parking Plan

- Use advanced technology to optimize parking and improve user experience
- Implement real-time monitoring, mobile apps, and data analytics to predict demand
- Explore dynamic pricing to manage demand, reduce congestion, and support sustainable growth



# PROPOSED CATSO FUTURE STUDIES



## Regional Electric Transportation Charging Study

- Assess current and future demand for EV and e-bike charging infrastructure
- Identify optimal locations for new charging stations and explore partnerships for expansion
- Analyze usage, adoption barriers, and integration with urban planning to support sustainable transportation goal



## COLT Railroad Corridor Study

- Explore future development opportunities, including freight, passenger rail, trails, and recreational facilities
- Align with city goals: reduce congestion, improve multimodal transport, and support growth
- Determine optimal uses for freight, transit, recreation, or a combination

# FINANCIAL PROJECTIONS (2025-2029)

TIP Programmed Projects	Federal \$	Local \$	Total \$
<i>Capital Projects</i>			
MoDOT Roadways	\$19,596,800	\$543,913,200	<b>\$563,510,000</b>
MoDOT Scoping	\$0	\$280,800	<b>\$280,800</b>
Boone County	\$0	\$0	<b>\$0</b>
Columbia Streets	\$2,130,800	\$8,343,497	<b>\$10,474,297</b>
Columbia Sidewalks	\$838,481	\$1,097,684	<b>\$1,936,165</b>
Rail-Highway	\$0	\$0	<b>\$0</b>
Parking	\$3,610,708	\$902,677	<b>\$4,513,385</b>
Transit	\$29,304,903	\$22,081,014	<b>\$51,385,917</b>
<b>Total Capital Project Funding</b>	<b>\$55,481,692</b>	<b>\$576,618,872</b>	<b>\$632,100,564</b>
<i>Total Maintenance (Fed-aid system)</i>			
	\$0	\$21,573,818	<b>\$21,573,818</b>
<b>Total Programmed</b>	<b>\$55,481,692</b>	<b>\$598,192,690</b>	<b>\$653,674,382</b>
<i>Total Revenue</i>			
	\$60,371,292	\$786,484,388	<b>\$846,855,680</b>
<i>Funds Remaining*</i>			
	<b>\$4,889,600</b>	<b>\$188,291,698</b>	<b>\$193,181,298</b>

# SUMMARY OF FORECASTED FEDERAL, STATE, & LOCAL REVENUE

Anticipated Revenue Source	2025	2026	2027	2028	2029	2030-2034	2035-2044	2045-2054	Total
<b>Federal</b>	\$34,854,984	\$10,306,708	\$5,432,000	\$4,888,800	\$4,888,800	\$57,165,986	\$114,331,973	\$114,331,973	<b>\$346,201,233</b>
<b>State (MoDOT)</b>	\$40,017,257	\$494,966,257	\$12,413,601	\$7,417,695	\$9,971,949	\$50,679,796	\$104,313,050	\$108,737,665	<b>\$828,517,270</b>
<b>Boone County</b>	\$5,260,263	\$5,333,648	\$5,408,181	\$5,483,881	\$5,558,242	\$28,946,250	\$64,150,562	\$73,604,099	<b>\$193,745,125</b>
<b>City of Columbia</b>	\$37,966,277	\$38,451,750	\$38,914,804	\$39,415,250	\$39,905,334	\$207,110,878	\$454,963,512	\$515,706,258	<b>\$1,372,434,062</b>
<b>TOTALS</b>	<b>\$118,098,781</b>	<b>\$549,058,363</b>	<b>\$62,168,586</b>	<b>\$57,205,626</b>	<b>\$60,324,325</b>	<b>\$343,902,909</b>	<b>\$737,759,096</b>	<b>\$812,379,994</b>	<b>\$2,740,897,680</b>

# TRANSIT FINANCIAL SUMMARY

<b>Agencies</b>		<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030-2034</b>	<b>2035-2044</b>	<b>2045-2054</b>	<b>TOTALS</b>
<b>Go COMO; OATS, Inc.; ACT</b>	Federal	\$14,638,503	\$4,888,800	\$4,888,800	\$4,888,800	\$4,888,800	\$24,444,000	\$48,888,000	\$48,888,000	<b>\$156,413,703</b>
	State	\$128,500	\$128,500	\$128,500	\$128,500	\$128,500	\$642,500	\$1,285,000	\$1,285,000	<b>\$3,855,000</b>
	Local	\$6,484,294	\$4,622,200	\$4,622,200	\$4,622,200	\$4,622,200	\$23,111,000	\$46,222,000	\$46,222,000	<b>\$140,528,094</b>
	Other	\$285,280	\$310,280	\$310,280	\$310,280	\$310,280	\$1,551,400	\$3,102,800	\$3,102,800	<b>\$9,283,400</b>
	<b>Total</b>	<b>\$21,536,577</b>	<b>\$9,949,780</b>	<b>\$9,949,780</b>	<b>\$9,949,780</b>	<b>\$9,949,780</b>	<b>\$49,748,900</b>	<b>\$99,497,800</b>	<b>\$99,497,800</b>	<b>\$310,080,197</b>
<p><b>Note: FTA capital funding availability is subject to Congressional action or selection as part of the FTA rating process Note: Total FTA funding by year/category is as follows:</b></p>										
		<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030-2034</b>	<b>2035-2044</b>	<b>2045-2054</b>	<b>TOTAL</b>
<b>Federal Funding by Category</b>										
<b>Section 5307 Operating</b>		\$4,600,000	\$4,600,000	\$4,600,000	\$4,600,000	\$4,600,000	\$23,000,000	\$46,000,000	\$46,000,000	<b>\$138,000,000</b>
<b>Section 5307 Capital</b>		\$2,481,314	\$0	\$0	\$0	\$-	\$-	\$-	\$-	<b>\$2,481,314</b>
<b>Section 5339 Capital</b>		\$4,295,083	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000	\$600,000	\$600,000	<b>\$6,035,083</b>
<b>Section 5310 Operating</b>		\$115,000	\$140,000	\$140,000	\$140,000	\$140,000	\$700,000	\$1,400,000	\$1,400,000	<b>\$4,175,000</b>
<b>Section 5310 Capital</b>		\$163,063	\$28,800	\$28,800	\$28,800	\$28,800	\$144,000	\$288,000	\$288,000	<b>\$998,263</b>
<b>Section 5311 Operating</b>		\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000	\$600,000	\$600,000	<b>\$1,800,000</b>
<b>CARES Act Funding</b>		\$2,924,043	\$0	\$0	\$0	\$-	\$-	\$-	\$-	<b>\$2,924,043</b>
<b>Total</b>		<b>\$14,638,503</b>	<b>\$4,888,800</b>	<b>\$4,888,800</b>	<b>\$4,888,800</b>	<b>\$4,888,800</b>	<b>\$24,444,000</b>	<b>\$48,888,000</b>	<b>\$48,888,000</b>	<b>\$156,413,703</b>

# BALLOT MEASURE PROJECTS

<b>Project</b>	<b>Termini</b>	<b>Estimated Total Cost</b>
Clark Lane Improvements	Woodland Springs to Ballenger Lane	\$7,300,000
State Farm Parkway and Nifong Intersection	Intersection Improvements	\$1,100,000
New Haven Road Improvements	Warren Drive to Rolling Hills Road	\$6,900,000
Nifong Boulevard Improvements	Willowcreek Lane to Old Mill Creek Road	\$6,500,000
St. Charles Road Improvements	Keene Street to Richland Road	\$9,800,000
Blue Ridge Road and Providence Road	Intersection Improvements	\$1,000,000
St. Charles Road Improvements	Keene Street to Richland Road	\$9,800,000
Discovery Parkway and New Haven Road	Intersection Improvements	\$1,200,000
Richland Road Improvements	St. Charles Road to Grace Lane	\$4,800,000
Ballenger Lane and Rice Road	Intersection Improvements	\$1,000,000
Bethel Road and Green Meadows Road	Intersection Improvements	\$11,000,000
Rice Road Improvements	Hanover Boulevard to Ballenger Lane	\$3,200,000
Fairview Road and Worley Street	Intersection Improvements	\$1,500,000
Sinclair Road Improvements	Nifong Boulevard to South 9,000 Feet	\$12,100,000
<b>Total:</b>		<b>\$77,200,000</b>

# OTHER PROJECTS

<b>Project Description</b>	<b>Cost</b>
<b>Long-Term Projects</b>	
Rock Quarry Road - Grindstone Parkway to Stadium Boulevard	\$13,400,000
Creasy Springs Road - Bear Creek to Blue Ridge Road	\$13,800,000
Sinclair Road - Route K to north 6,700 feet	\$7,700,000
Forum Blvd (Stadium Blvd to Mills Drive)	\$6,000,000
Waco Road - Brown Station Road to Oakland Gravel Road	\$2,200,000
Old Mill Creek Road/Route KK (Vawter School Road to Scott Blvd)	\$8,700,000
Highway 63 & Broadway Overpass	\$18,000,000
Keene Street & St. Charles Road Intersection	\$1,500,000
New Haven Road (Lemone Industrial Blvd to Warren Drive)	\$3,100,000
Ballenger Lane Overpass (Clark Lane to Richland Road)	\$40,800,000
Grace Lane (Richland Road to St. Charles Road)	\$14,100,000
Oakland Gravel Road/Holly Ave Extension to Route B	\$816,000
Gans Road (Highway 63 to Bearfield Road)	\$8,100,000
Gans Road/Bearfield Road Extension to Highway 163	\$14,500,000
Business Loop 70	\$25,000,000
North Downtown Sidewalks and Bike Boulevards Connection	\$1,250,000
<b>Subtotal:</b>	<b>\$178,966,000</b>
<b>Illustrative Projects</b>	
Broadway Extension – current terminus to Route UU	\$54,000,000
740 Corridor/Stadium Blvd Extension to I-70	\$47,800,000
Scott Blvd and I-70 interchange	\$91,500,000
<b>Subtotal:</b>	<b>\$193,300,000</b>
<b>Grand Total:</b>	<b>\$372,266,000</b>

# TOTAL RESERVES (CITY OF COLUMBIA)

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## **Projected Revenues**

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	<b>Total</b>
City of Columbia	\$1,372,434,063
Projected Maintenance (all streets)	\$412,284,604
Ballot Issue Projects	\$77,200,000
Long-term Projects	\$178,966,000
Transit Operations	\$140,528,094
<b>Total Reserve Revenues</b>	<b>\$563,455,365</b>

*Illustrative Project Estimated Costs*      \$193,300,000  
*(3 projects- Broadway extension,  
Route 740 extension, and  
Scott Blvd ext/I-70 interchange)*

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# LOS FRAMEWORK FOR MULTIMODAL TRANSPORTATION

2. Go to table, pick correlating case and total points from each category

Category	Criteria	Point System Based on Case			OR/POW/OUT/IN/UT BELOW	Points Gained	Max Points
		Case 1	Case 2	Case 3			
Pedestrian Facility	Public sidewalk with a pedestrian through zone of 6-12 ft (excludes curb zone)	3	3	3	Public sidewalk with a pedestrian through zone of 6 ft or less (excludes curb zone)	1	5
	Public sidewalk with a pedestrian through zone of 5-7 ft (excludes curb zone)	2	2	2			
	Public sidewalk with a pedestrian through zone of 4 ft or less (excludes curb zone)	1	1	1			
	Shared-use path	2	2	2			
	No Pedestrian Facilities	0	0	0			
Buffer Characteristics	Buffer between sidewalk and road is 10 ft or wider	2	2	3	There is a parking lane, bike lane, cycle track, shoulder, etc. between sidewalk and roadway	2	-2
	Buffer between sidewalk and road is between 5-9 ft	1	1	2			
	Buffer between sidewalk and road is between 1-4 ft	0	0	-1			
	There is no buffer between ped facility and road	-1	-1	-2			
	There is a curb between facility and roadway	1	1	1			
	There is a parking lane, bike lane, cycle track, shoulder, etc.	1	1	2			
ADA Compliance at driveway crossings	Ramps across driveways				(Same) At some driveways or some unsignalized intersections where the sidewalk is not level with the street, ramps are provided if necessary	3	-1
	(Same) At some driveways or some unsignalized intersections where the sidewalk is not level with the street, ramps are provided if necessary	2	2	2			
	(None) No ramps are provided at driveways or unsignalized intersections where the sidewalk is not level with the street	0	0	0			
	(All) Detectable warnings are provided at all driveways and at all unsignalized intersections	0	0	0			
Detectable Warnings	(Same) Detectable warnings are provided at some driveways and at some unsignalized intersections	-1	-1	-1	(All) Detectable warnings are provided at all driveways and at all unsignalized intersections	0	2/-1
	(None) Detectable warnings are not provided at driveways or at unsignalized intersections	-1	-1	-1			
Ped Facility Surface Conditions	Damage inhibits travel in a few spots	-0.5	-0.5	-0.5	Damage inhibits travel in several spots	-3.0	-2
	Damage inhibits travel in several spots	-1	-1	-1			
	Surface is completely damaged/overgrown	-2	-2	-2			
	Gaps/gaps in continuity	-1	-1	-1			
Utilities	Lighting	1	1	1	Yes	1	4/-1
	Bikes	1	1	1	Yes	1	
	Signage for wayfinding	1	1	1	Yes	1	
	Benches	1	1	1	Yes	1	
Total Points of All Categories					0.0		
RESULTING LOS					A - Excellent		

<https://archive.ada.gov/adaonline/losk.pdf>

<https://macth.org/ada/adaonline/losk.pdf>

<https://macth.org/ada/adaonline/losk.pdf>

Assesses multimodal infrastructure performance in Columbia

## Framework Types:

- **Pedestrian:** Analyzes safety and ADA compliance.
- **Bicycle:** Assesses safety, width, and amenities.
- **Transit:** Evaluates service frequency, connectivity, and stop amenities.
- **Trail:** Focuses on width, conditions, and connectivity.

**Methodology:** Uses two assessment models:

- **Checklist Framework:** Scores based on feature presence.
- **Scale Framework:** Rates with weighted points for critical features



# THANK YOU

## CONTACT

Mike Albin, AICP

[malbin@cbbtraffic.com](mailto:malbin@cbbtraffic.com)

314-449-8247

Mitch Skov

[mitch.skov@como.gov](mailto:mitch.skov@como.gov)

573-874-7243