



Previous Plans and Studies

INTRODUCTION

This chapter summarizes previous plans and studies that have been undertaken for the Boone County area. Previous planning efforts give insight into how a community is to develop into the future and provides a vision, goals, objectives, and recommendations. Many of these plans are regional in nature; however, they provide guidance for the future and serve as a tool for evaluating current and future transportation issues. The available planning documents are reviewed for their relevance to the current Boone County Coordination Initiative as well as other important policy-shaping concepts.

COLUMBIA 2025 TRANSPORTATION PLAN

Background

The Columbia Area Transportation Study Organization (CATSO) prepared the 2025 Transportation Plan which encompasses the Columbia Metro Area and some areas into Boone County which are expected to urbanize within the next 20 years. In 1974, the Columbia Area Transportation Study was designated as an Metropolitan Planning Organization (MPO).

Goals and Objectives

The goals for the CATSO 2025 Transportation Plan are presented to provide insight into the vision of transportation for the urban area. These goals will be looked upon as possible future coordination of transportation resources evolves. The following are the goals as stated in the CATSO 2024 Transportation Plan:

- Plan and develop a coordinated and comprehensive intermodal transportation system to provide for safe and efficient movement of people and goods within and through the community.
- Provide coordination with applicable land use and development plans in order to ensure that the transportation system contributes to orderly development of the community;

Previous Plans and Studies

- Identify policies to make more efficient use of the existing transportation system to accommodate existing and future travel demands, and specify facilities which should function as part of the integrated metro area transportation system.
- Integrate all forms of transportation, where possible, focusing in particular on alternate forms of transportation to the auto in order to reduce congestion and environmental impact, save energy, and provide a reasonable alternative to driving.
- Analyze the socioeconomic and environmental impacts of all transportation projects.

City of Columbia Policy on Providing Transit Service

The following policy on the provision of transit service within Columbia is presented for review. Columbia Transit provides the fixed-route service within city boundaries and has been operating since 1965.

- Provide public transportation in the most cost-efficient manner possible.
- Develop public confidence in the public transportation system.
- Establish and maintain a direction for growth of the public transportation system and a level of commitment to future service.
- Encourage the use of public transportation as an alternative to travel by automobile to promote the preservation of the environment through the conservation of fossil fuel resources and improved air quality.

Overall Plan Recommendations and Comments

The following list provides the recommendations in the 2025 Plan as they pertain to public transportation:

- Transfer facility should remain at the current Wabash Station.
- Major employment areas should be served by Columbia Transit.
- Changes to the Columbia and Boone County Zoning Ordinance to allow higher densities and a greater mix of land uses would be a step toward establishing a new pattern of development more compatible with alternative modes of transportation.
- The current City of Columbia Master Bicycle Plan be replaced by a more comprehensive pedestrian/bicycle network that will cover the entire Columbia metro area.

MODOT'S LONG-RANGE TRANSPORTATION DIRECTION

Background

The Long-Range Transportation Direction (LRTD) represents Missouri's Statewide Transportation Plan for the next 20 years. The plan was completed in 2001 and provides a comprehensive picture of Missouri's transportation needs. According to a survey conducted as part of the plan, Missourians' top transportation goals were a safer transportation system. Approximately 12 percent reported that *developing multiple types of transportation* as the top goal, and approximately 10 percent reported that *improving connectivity between modes* was the top goal.

The following goals were developed in cooperation with MoDOT's transportation partners who represented rural and urban areas:

- Ensure safety and security in travel, decreasing the risk of injury or property damage on, in, and around transportation facilities.
- Take care of the existing system of roads, bridges, public transportation, aviation, passenger rail, and ports.
- Relieve congestion to ensure the smooth flow of people and goods throughout the entire system.
- Broaden access to opportunity and essential services for those who cannot or choose not to drive.
- Facilitate the efficient movement of goods using all modes of transportation.
- Ensure Missouri's continued economic competitiveness by providing a safe, reliable, and efficient transportation system.
- Protect Missouri's environment and natural resources by making investments that are not only sensitive to the environment, but that also provide and encourage environmentally beneficial transportation choices.
- Enhance the quality of our communities through transportation.

“While all modes of transportation have needs that cannot be met with existing funding, highways and bridges, passenger rail and bus service between cities, and public transportation have the costliest needs. Establishing priorities among each mode's needs allows MoDOT to meet the most important needs first.”

Previous Plans and Studies

- Highway and bridge investments will concentrate on the NHS and remaining arterials and establish goals for the entire highway and bridge system.
- The state's most important passenger rail needs can be met by implementing the Midwest Regional Rail Initiative (MWRRI) on existing rail tracks with modifications between St. Louis and Kansas City.
- Missourians consistently rated public transportation as a high-priority need. Trying to meet 90 percent of the established needs will bring significant improvements in urban and rural areas.

Throughout the course of the LRTD, MoDOT studied each transportation mode in detail and separately, then combined all the modal information into the final comprehensive direction setting plan. The modes which relate directly to public transportation systems and MoDOT's policies regarding each mode is presented in the following section.

Bicycle and Pedestrian

MoDOT stated in the LRTD that it will implement the following policies to guide investment in bicycle and pedestrian accommodations.

- MoDOT will incorporate bicycle and pedestrian accommodations in state transportation improvement projects when deemed appropriate and will consider providing for pedestrian and/or bicycle accommodations during preliminary studies, design, and construction.
- Improvements that provide the ability to cross major roadways and provide a link for neighborhoods, schools, recreational facilities, medical facilities, employment centers, and shopping areas will receive particular attention.
- MoDOT will develop or support the following items:
 - ▶ Identification and analysis of existing bicycle and pedestrian facilities on the state transportation system.
 - ▶ Education on use, safety, and benefits.
 - ▶ Recommendations on corridors and routes that comprise a state facility network.
 - ▶ Technical advice and input.
 - ▶ Establish standards for bicycle and pedestrian facilities, and work to integrate the USDOT policy for bicycle and pedestrian facilities into MoDOT policy.

Intercity Passenger Bus and Rail

The following policies will guide MoDOT investment in intercity bus and rail programs:

- MoDOT will continue to support the preservation of the existing intercity passenger service and expanded service within Missouri and to destinations outside the state.
- MoDOT will develop a comprehensive planning process to consider the economic impacts of improvements to the passenger rail and intercity bus systems. This might include expansion of existing service and adding new services.
- MoDOT will support the MWRRI in the development of an improved passenger rail corridor between St. Louis and Kansas City.
- MoDOT will work with service providers to educate the providers and the public about the mobility needs of the elderly, disabled, children, and those with low incomes.

Public Transportation

The following are excerpts taken from the LRTD:

"Public transportation agencies in small urban areas struggle to maintain service levels and do not provide service to their entire urban areas...The existing needs for public transportation include preserving the existing level of service and increasing the level of service."

"Access to public transportation is limited in rural areas. Because there are fewer mobility options for residents without access to automobiles, rural public transportation needs are growing. Few rural systems offer service to employment, schools, volunteer activities or community events. Better access to medical and nutritional services is especially important to certain segments of the population like the elderly and persons with disabilities."

"MoDOT believes approximately 90 percent of the projected needs must be met to adequately serve the needs of Missourians. That equates to approximately \$392 million per year for the next 20 years."

The following policies were presented to guide investments in public transportation:

- MoDOT will consider public transportation in its efforts to preserve and enhance Missouri's overall transportation infrastructure, environmental quality, and economic vitality. MoDOT will assist local communities in developing and maintaining public transportation systems that are safe, effective, and cost-efficient.

- MoDOT will support the preservation, maintenance, expansion, and enhancement of public transportation infrastructure including vehicles, facilities, and other assets. It will partner with law enforcement and civic groups to incorporate safety and security in public transportation facilities.
- MoDOT will work to establish stable and sustained funding mechanisms for public transportation projects and plan, facilitate, provide funding assistance, and establish service level guidelines for public transportation services.
- MoDOT will emphasize that transportation services and providers meet community needs and that transportation projects offer economic benefit to those communities.

MISSOURI STATEWIDE PASSENGER TRANSPORTATION STUDY

Background

Several “white papers” are provided regarding different elements of the Missouri Statewide Passenger Transportation Study. Two of these deal with (1) education transportation and (2) issues related to elderly and disabled transportation, including non-emergent medical transportation. These two documents are reviewed briefly for their relevance to Boone County.

Education Transportation Services in Missouri

The Missouri Department of Elementary and Secondary Education (DESE) tracks education statistics, including transportation information. In 2004, the DESE reported that the State of Missouri spent approximately \$305 million on education-related transportation. Districts are reimbursed through DESE and can either contract out for service through a private provider or provide service with their own equipment and drivers. At the time of this report, 26 percent of the districts contracted for service. Currently, Columbia School Districts contract with First Student, a private for-profit firm.

While publicly-owned school buses in Missouri *cannot* be used for any other general transportation services, private contracted firms, such as First Student, may contract out and use their buses anytime not required by the school. Funding for school-aged children cannot be done for any other mode other than the contracted or operated school bus; i.e., students cannot get funding for public transit, primarily because of a stated safety issue.

School buses are the primary means of providing transportation for school-aged children and generally these services are not coordinated with other public transportation services, according to this report.

Elderly and Disabled Transportation Issues

This report entitled, *Transportation Issues Related to the Elderly and People with Disabilities Including Non-Emergency Medical Transportation, MoDOT Statewide Passenger Transportation Study*, examines the transportation needs of the elderly and persons with disabilities as well as the issues and trends in the use of public transportation by these groups. This report is lengthy and provides good insight into the statewide issues. Presented for review are the recommendations which MoDOT can take to improve conditions for the elderly and disabled, as taken from the report:

- Increase the level of coordination between services, especially between intercity and local modes, with the goal of providing a seamless and convenient mobility-based system. Coordination of local modes, especially paratransit, is already excellent; it is in the extension of this model to the intermodal level that MoDOT can play a role. These efforts should include detailed consideration of the needs of elderly and disabled passengers.
- Increase the amount of information available to the public regarding existing non-automobile transportation systems, in multiple accessible formats (Web page, telephone hotline, etc.) that move toward a “one-stop shop” approach.
- Define standard minimum transit service (including careful consideration of the needs of the elderly and disabled passengers as well as requirements of the ADA), and then secure funding to provide that level of service across Missouri.
- Develop methods for measuring the performance of Missouri’s passenger transportation system with respect to the elderly and disabled; monitor the system and make improvements over time as necessary. Reliability and cost-effectiveness are two potential performance measures to consider in this process.
- Monitor upcoming changes in the ADA (and associated regulations) and understand their implications for Missouri’s passenger transportation system; continue to be cognizant of ADA-related regulations in developing statewide policies and procedures for both design and planning.
- Consider introducing capitated rates and managed health-care models to provide for innovations and incentives for efficiency.

INTERCITY SURFACE TRANSPORTATION SERVICES DEMAND ESTIMATE WITH CORRIDOR ANALYSIS - *DRAFT*

Background

This Draft Report discusses demand estimates for intercity bus and rail throughout Missouri. The findings from this draft estimate that total intercity bus ridership in 2002 was 736,789 with estimates in 2035 of 830,897 riders. These estimates were further broken down by corridor. The corridor of importance would be the St. Louis/Kansas City I-70 corridor. In 2000, the estimated bus demand was 127,342 with projected 2035 demand at 135,712 riders. While it is safe to say that most of these riders are passing through Boone County either on their way to St. Louis or Kansas City, some riders have their origin or final destination in Boone County.