

# Case Statement for Non-Motorized Transportation Programs City of Columbia, MO

If there were a new federal program funding Non-Motorized Transportation similar to the Non-Motorized Pilot Program of 2005, and the City of Columbia were to apply for and receive a 50 million dollar follow-up grant, the following most likely would be the essence of an application and the ensuing results.

## **GetAbout Columbia, See where it takes you.**



### **Making the Case**

More than a theme of the Non Motorized federally funded demo project, it is fast becoming a way of life for many. Being a college town of approximately 100,000 there has always been a segment of the population that would ride their bike to campus or work, visit friends, and do the necessities of life. Now we see people leaving their cars at home and commuting to work, the store, or recreational areas on bikes. As one citizen said, "as a lifelong lover of nature, riding my bike makes me feel more connected with my surroundings. It also is an easy way for me to take a stand against pollution, even if it is a small one."

### **Public Involvement and Political Support**

Columbia has a long history of public involvement in the bicycle and pedestrian area through the following:

- A Parks and Recreation commission
- Disability commission
- Bike/ped commission

- Citizens advisory committee
- Open meeting designed to solicit public input for each project

For the many citizens that want to start commuting on a bike there is a need to build more trails and trail connectors as well as improving roads and intersections for safer biking. Columbia residents are active and involved.

The City Council, Mayor and staff are heavily invested in the program and the anticipated results. Political support for the program is also strong at the County, State and Federal level.

### **The Plan**

Columbia has a comprehensive integrated Bicycle and Pedestrian Plan that includes:

- Striping bike lanes
- Increasing bike parking
- Improving some existing trails for year-around use
- Building connectors to existing trails and streets
- Improving intersections to make biking and walking safer
- Replacing non-bike-friendly street drain grates
- Building sidewalks
- Way-finding and maps
- Promotion and education

### **Implementation**

While the city of Columbia has made a great start with creating trails and shared use paths for safe commuting, much more needs to be done. Being a hilly community, we have many creek beds that, when shared use paths are installed, would make wonderful corridors that would assist active commuters by avoiding the more dangerous roadways. As the price of gasoline rises more people will find bike commuting and walking a reasonable and healthy alternative to driving. With additional funding we would have more safe routes in place to accommodate this shift from using the car to the use of the bike.

### **Innovation Test Bed**

The City of Columbia, as a recipient of the Non Motorized Transportation Pilot Program of 2005, has used the grant funds not only for the beginning of a state-of-the-art system, but has been a leader in developing, testing and documenting innovative bike and pedestrian treatments. Working with national bike/ped consultants and the Civil Engineering department of the University of Missouri, the following innovative items are being implemented or considered:

- the HAWK signal,
- shared lane markings,
- colored bike lanes and merge areas at intersections

### **A Cross Section of America**

There is the desire to become a national leader in promoting non-motorized forms of transportation and the City faces challenges that many other urban areas around the Country face. The City of Columbia is a typical mid-sized city with a core business district and significant urban sprawl. The City is also the home of a major university community of approximately 25,000 students. The terrain is hilly and the summers are hot and winters are short but cold. Nonetheless the population has always been interested in commuter biking. The community is extremely interested in shifting commuting from fossil fuel dependence to biking. An additional 50 million dollars in grant funds will be sufficient to turn Columbia into a model city for biking.

### **Momentum and anticipated results**

It is desired to keep the momentum for the entire project. Since the funds provided are insufficient to complete the project, additional funds are needed. As shown in Portland and other cities that have a significant modal shift to non-motorized transportation, the process is long and difficult. It has taken Portland 15 years to reach 4% modal shift to bicycles and the use is increasing. To realize a significant shift in Columbia, we must continue to invest heavily and keep the momentum up. Currently in Columbia 1.5% of all trips are taken by bicycle and 8% by walking. With a second round of funding, we anticipated reaching a Portland-level Non-motorized transportation shift.

### **Summary**

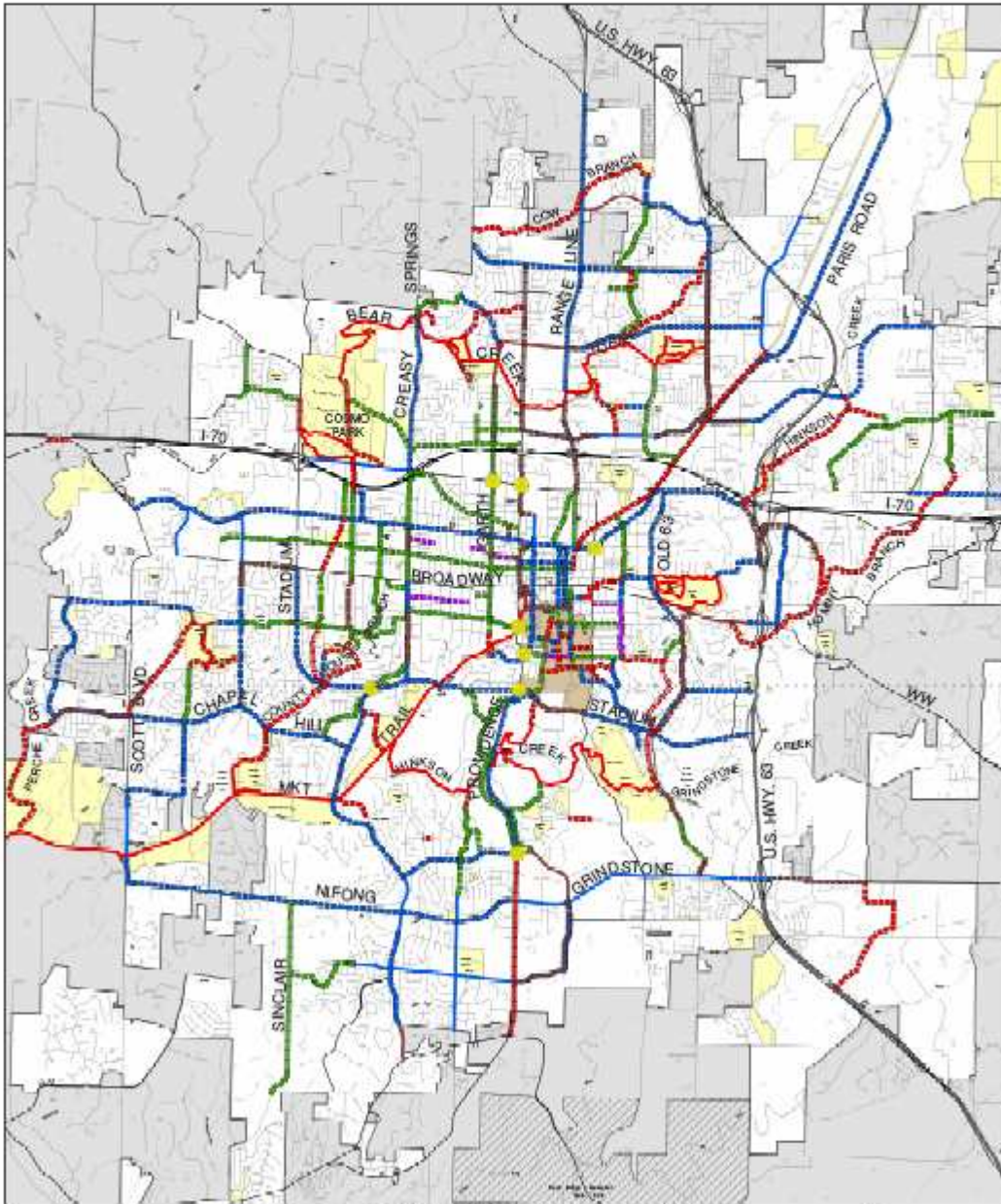
The non-motorized transportation Pilot Program grant has started Columbia on the path to significant reduction in fossil fuel use. The City has been able to accomplish much, has many projects in the works, and has plans for many others. Additional funding would allow the city to finish what has been started resulting in an integrated non-motorized transportation system with fewer new roads being built while the city becomes inter-connected with on-street bikeways and shared use paths.

# INFRASTRUCTURE WORKING PLAN

May 21, 2008



Overlay Legend		Proposed Infrastructure	
	City Owned Property (August 2006)		Site Route
	MI Main Campus Area		Shared Use Path
	Existing Infrastructure		Site Line
	Shared Use Paths		Site Boulevard
	Shared Use Paths		Transect Corridor
	Transect Corridor		Interaction Improvements



## COLUMBIA, MISSOURI

PUBLIC WORKS DEPARTMENT

SCALE: 1" = 450'

