

Our Boone County



OUR COMMUNITY. OUR FUTURE. BOONE COUNTY MASTER PLAN



APPENDIX to MASTER PLAN

April 2025

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Key Take Aways of Engagement, Survey, and Existing Condition Data

(This was part of the 'Discovery Report' issued in December 2023)

Is Boone County at a Tipping Point in Terms of Growth? Probably Yes.

Boone County has witnessed substantial population and economic growth in recent decades. The county's population has increased by over 50% since the previous county master plan nearly 25 years ago, with a notable 34% increase between 2000 and 2021.

The countywide survey and listening sessions have highlighted concerns regarding the potential impacts of future growth. These include increased traffic congestion, a higher cost of living, impacts of climate change, a shortage of affordable housing, inadequate infrastructure, and the potential loss of the picturesque landscape and small-town atmosphere that define Boone County.

While future concerns are indeed numerous, residents have consistently affirmed the county's current strengths and why it remains an excellent location to reside and raise a family. These strengths include the natural environment, scenic beauty, the rural/small-town atmosphere, and strong institutions. Additionally, despite apprehensions about future utility capacities, existing utility services, except for internet access, were generally positively rated by residents in the survey.

The available data on current conditions also indicates a relatively efficient pattern of growth over the last two decades. While worries about urban sprawl persist, Boone County has not experienced the extensive sprawl seen in many other regions. One characterization of urban sprawl is when areas of development surpass population growth. Unincorporated Boone County has grown by approximately 6% in population over the last two decades, with areas of development expanding by only 5%. The City of Columbia, experiencing a 47% population growth, has seen a 30% growth in areas of development. For comparison, from 1950 to 2010, the population of the St. Louis urbanized area increased by about 50%, while the land area nearly quadrupled.

Though the St. Louis regional comparison isn't a perfect apples-to-apples comparison for various reasons, it does provide some context regarding areas that have witnessed sprawl - the hollowing out of population in some regions while growth persisted on the urban fringe.

Boone County finds itself at a critical juncture in its history. The next planning phase will involve an in-depth examination of different growth scenarios and an evaluation on the impacts they may entail.

Strong Areas of Consensus - Especially "Balanced Growth"

The survey and listening sessions revealed numerous areas of consensus among Boone County residents. Notably, residents highlighted the strengths of living in Boone County, including its great location, natural environment, picturesque beauty, institutions, a great place to raise a family, rural/small-town atmosphere, employment opportunities, and a diverse culture. The agreement on these aspects showcases the shared pride and appreciation for the county's strengths.

Moreover, 90% of survey respondents expressed agreement with the statement: "Future growth in Boone County should better balance development with the preservation of farmland, rural character, and natural areas." This sentiment was consistently shared by residents across unincorporated areas, Columbia, and other cities within the county.

However, there were differing interpretations of what "balanced growth" entails. Differing opinions are anticipated at this stage of the planning process. It would have been surprising to witness a convergence of ideas given the complexities of this subject. Although the survey did not ask for solutions for achieving balanced growth, many respondents shared their individual perspectives and recommendations. Not surprisingly, these ideas exhibited a wide range of opinions. The stage is now set for the subsequent phase of the planning process, focused on Growth Analysis and Scenario Planning, which will delve into a more detailed examination of future growth.

Boone County is a Big County - Needs and Priorities Vary in Different Parts of the County

The engagement, survey, and existing conditions analysis identified many key issues including higher cost of living, affordable housing options, preserving and improving the natural environment, scenic beauty and the rural/small town atmosphere, improving transportation, preserving farmland, and continuing economic opportunities. However, Boone County is a big county with different needs and priorities in various areas of the county. The master plan will need to be nuanced in providing recommendations for different areas.

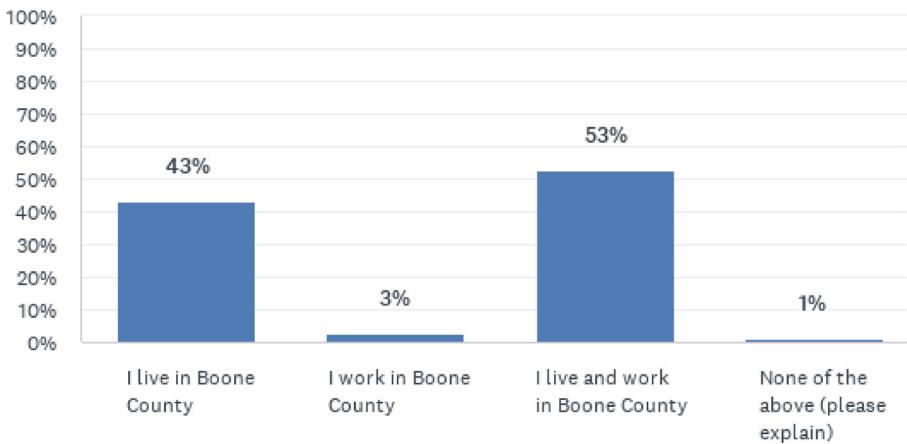
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Community Survey

SURVEY RESULTS

(This was part of the *Discovery Report* issued in December 2023)

Q2. What best describes you? [choose one]



All Respondents

Over 96% of respondents lived in Boone County, with 3% who worked in Boone County and 1% "Other". The subsequent **survey results encompass only those respondents residing in Boone County**, specifically those who selected "I live in Boone County" or "I live and work in Boone County."

The survey results start with question two. The first survey question asked, "What is your street address?" Addresses were only used internally by the planning team to track response distribution.

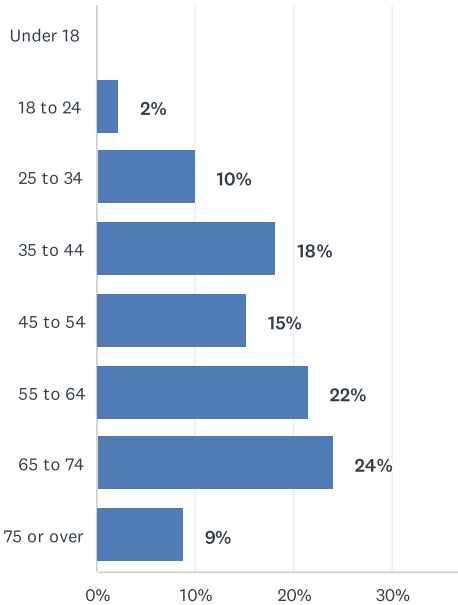
The survey data is further analyzed based on the following categories:

- All Residents
- Unincorporated Residents
- Small Town Residents (All cities except for Columbia)
- Columbia Residents

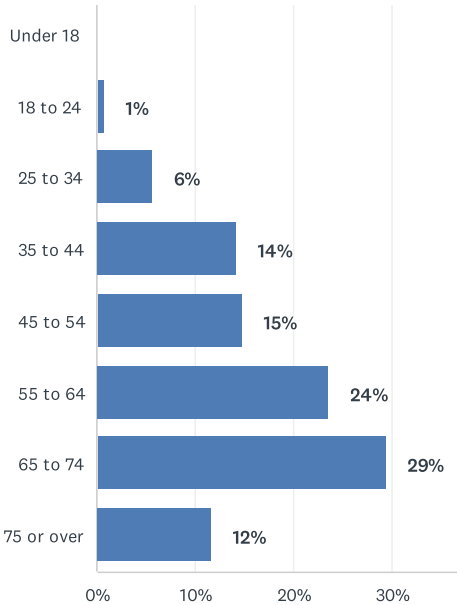
Survey results are as of October 6, 2023.

The following pages present the survey results, featuring representative comments for various questions. **In total, over 6,000 individual comments were submitted as part of the survey.** All comments are included in the appendix.

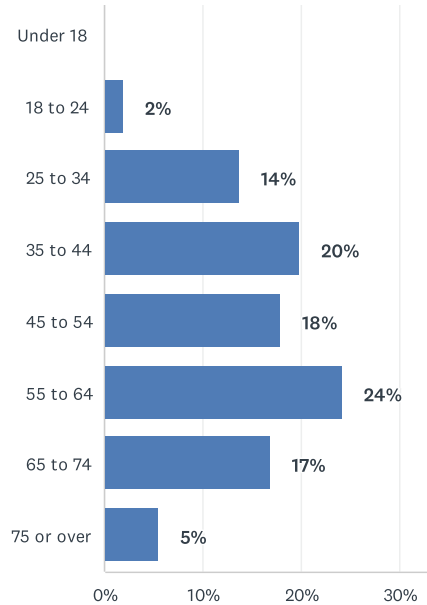
Q3. What is your age?



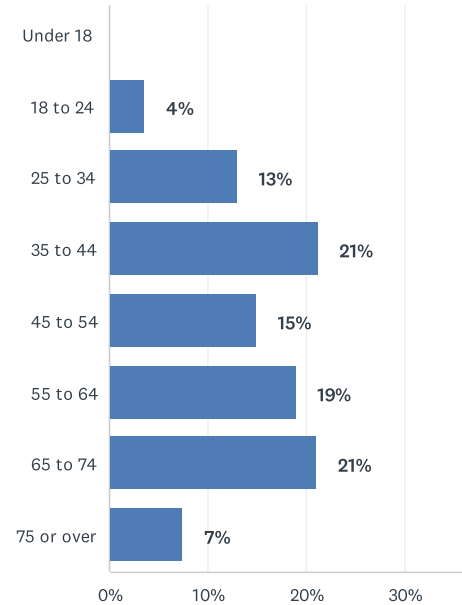
All Residents



Unincorporated Residents

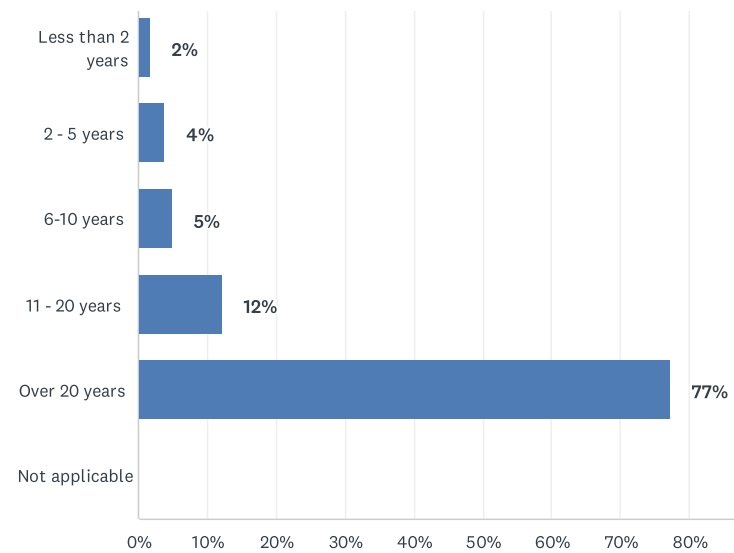
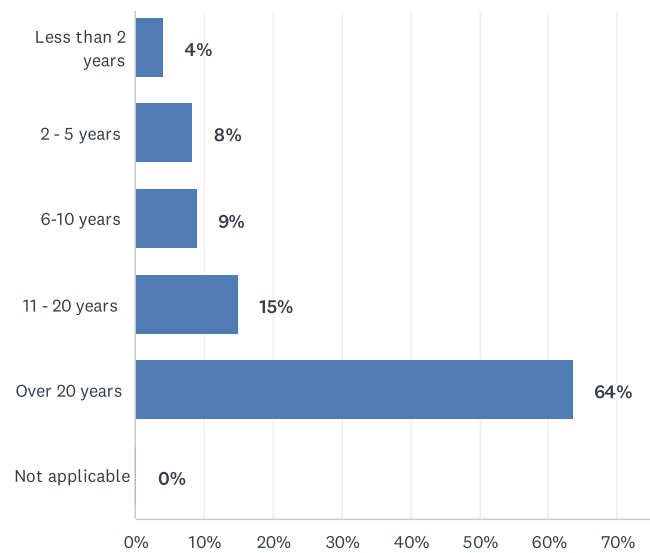


Small Town Residents
(All cities except for Columbia)

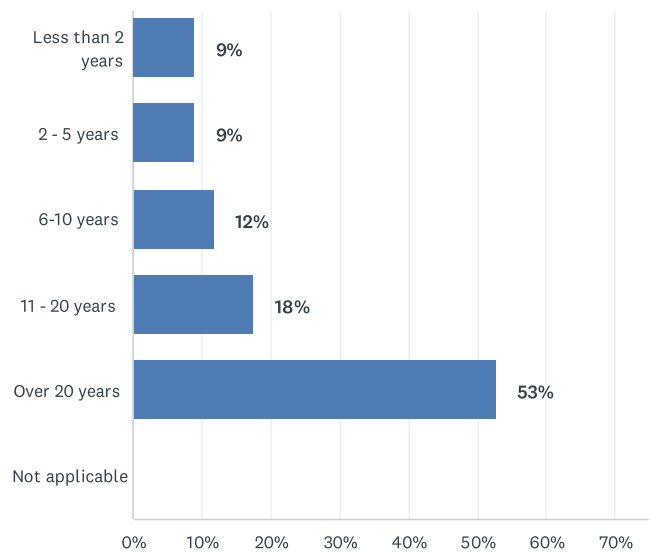


Columbia Residents

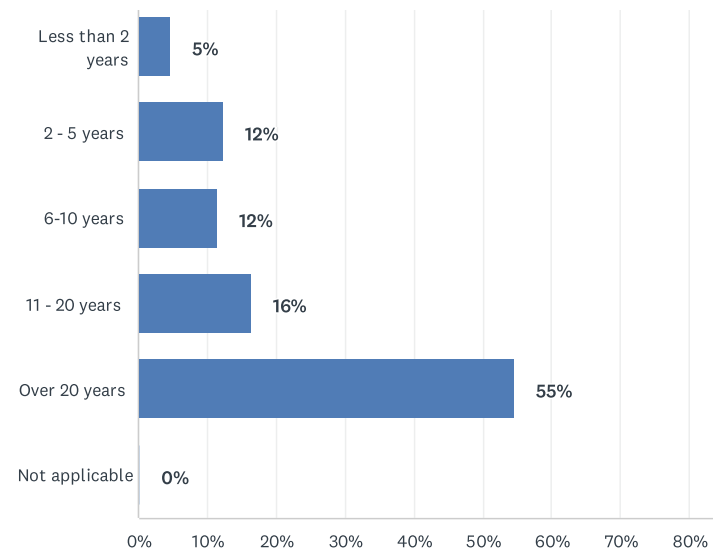
Q4. How long have you lived in Boone County?



All Residents



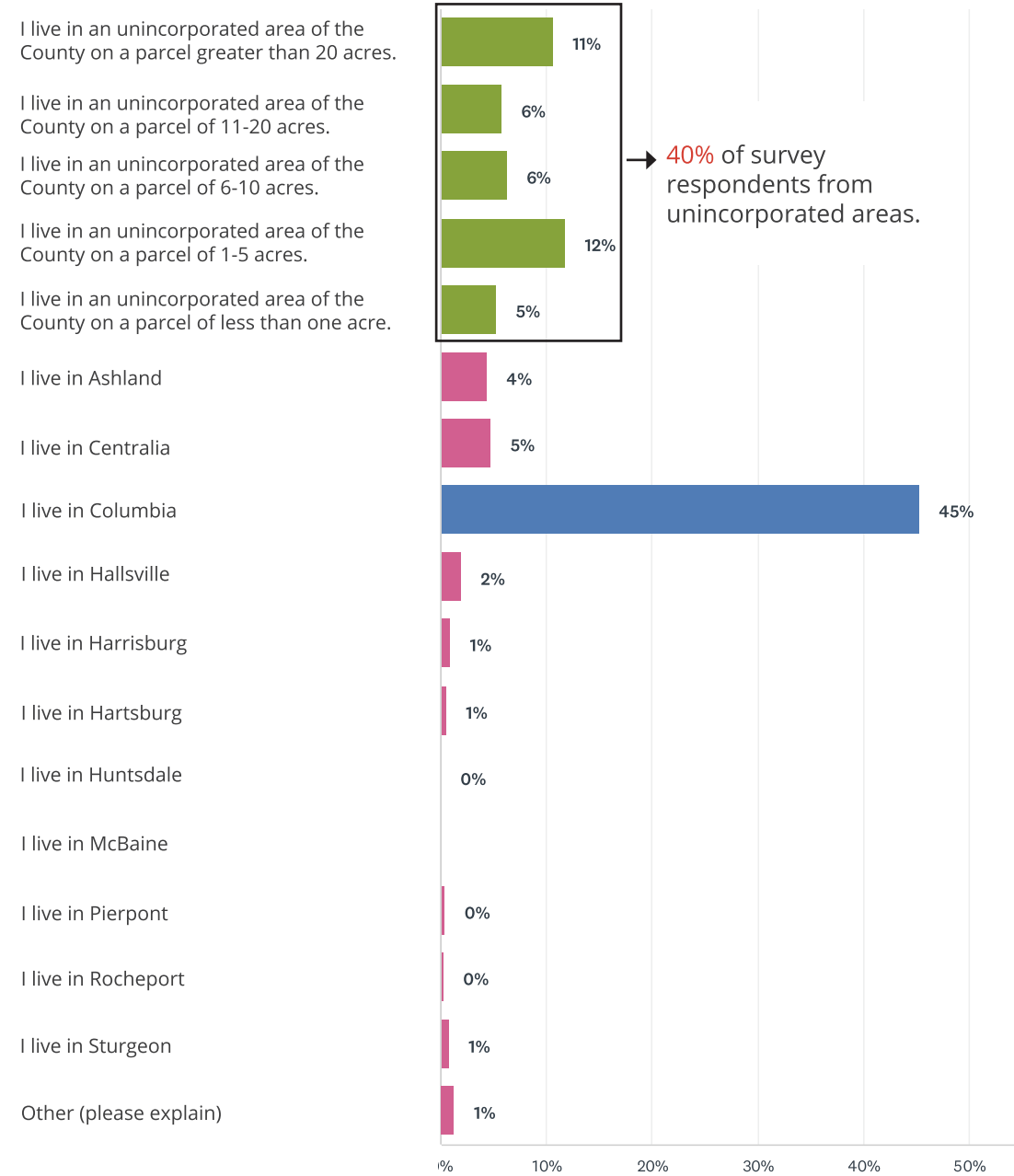
Unincorporated Residents



Small Town Residents
(All cities except for Columbia)

Columbia Residents

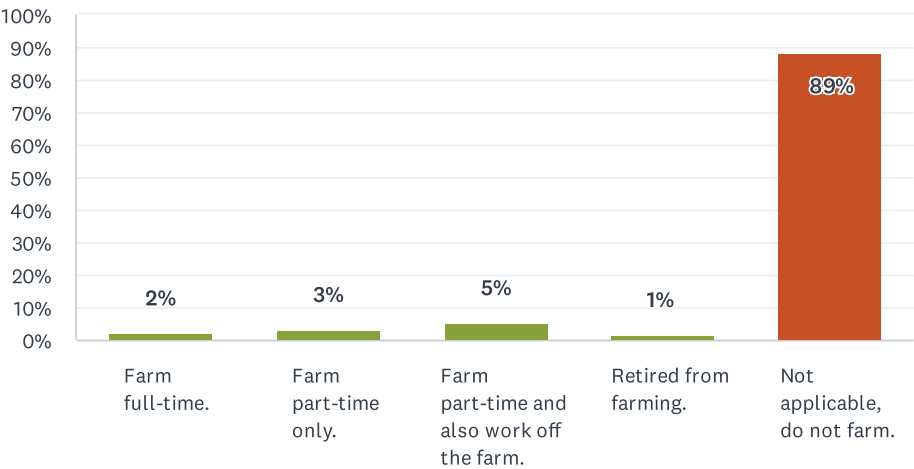
Q5. If you live in Boone County, what best describes you? [choose one]



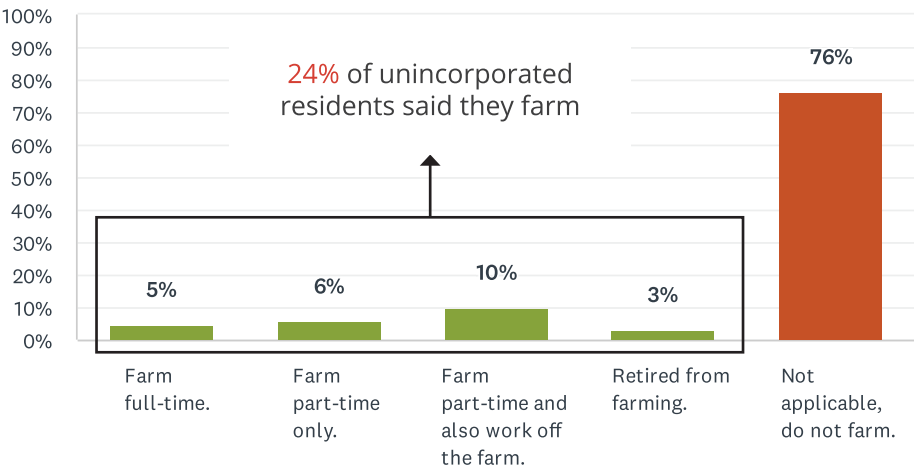
Area	% of Survey Respondents	% of Boone Population
Unincorporated Areas	40%	25%
Ashland	4%	2.7%
Centralia	5%	2.6%
Columbia	45%	68%
Hallsville	2%	0.9%
Sturgeon	1%	0.5%

All Residents

Q6. If you farm, what best describes you? [choose one]



All Residents



Unincorporated Residents

In addition to asking survey respondents where they lived and how long they lived in Boone County, the survey asked respondents if they farmed. The majority of survey respondents did not farm. Of unincorporated residents, 24% of respondents said they farm (full-time, part-time, or retired), with 76% saying they do not farm.

Q7. In five words or less, explain why you love living in Boone County.

Sample of Comments from Unincorporated Residents

"Rural living close to town amenities."

"Community, rural feel with city amenities."

"Diverse, safe communities. Economic opportunities."

"Rural, but close access to urban Columbia."

"Rural living, no close neighbors."

"People, natural beauty, cultural opportunities."

"I love living in the country and still having access to libraries, movies, plays, shopping, good restaurants, good medical facilities, and other cultural and social activities in Columbia and surrounding areas."

"Born here, family here."

Sample of Comments from Small Town Residents

"The sense of community."

"Small, safe, good community."

"I like living outside Columbia but still close to it. Our area is beautiful, peaceful and has a great sense of community."

"Small town and easy access to nature areas and bigger cities."

"We are near our family."

"Small town, educational opportunities, health care access."

"Rural small town values."

"Small town, quietness, friendliness of others."



Sample of Comments from Columbia Residents

"Community, nature, trails, markets, Mizzou."

"Diversity, progressive, community-focused, culture, nature-focused."

"I love the open mind that the community has."

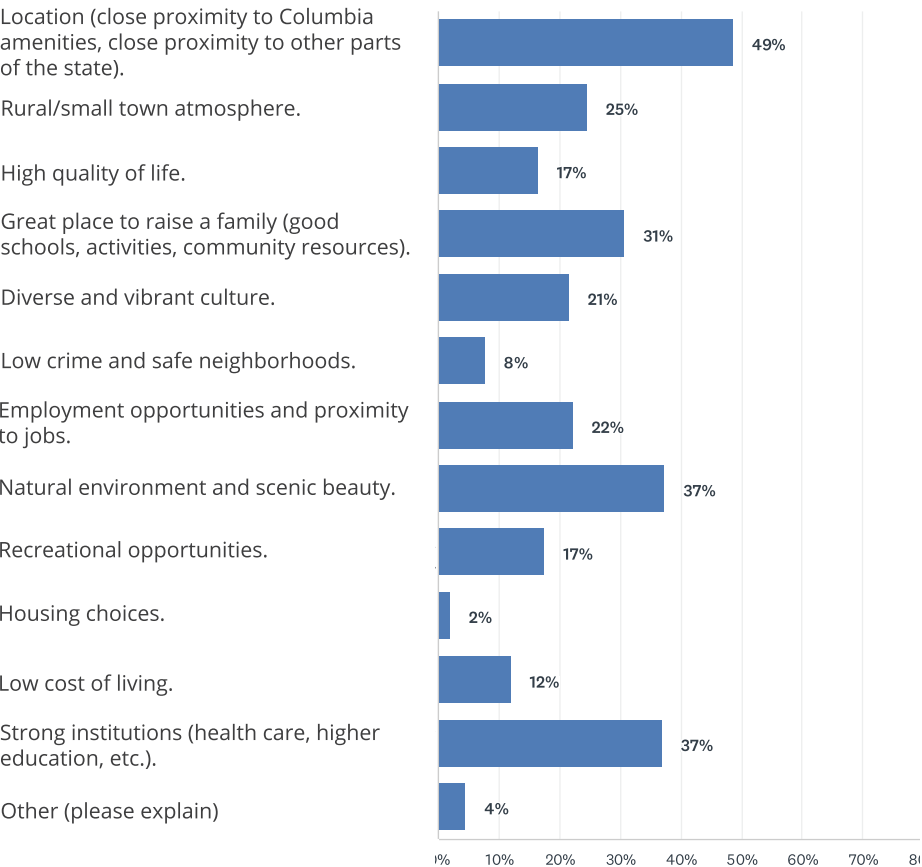
"Diverse activities and people in Columbia."

"University, opportunity, diversity."

"Scenery, green space, trails, culture."

"I love the people, the access to trails and our park system, our library system, the lack of traffic and the location between KC and StL."

Q8. What are the top three strengths of living in Boone County? [choose up to three]



All Residents

Top 5 Responses

- 1. Location
- 2. Strong institutions
- 2. Natural environment and scenic beauty
- 4. Great place to raise a family
- 5. Rural/Small town atmosphere

Similarities

Among Unincorporated, Small Town, and Columbia residents, the top five responses were similar and included:

- Location
- Natural environment and scenic beauty
- Great place to raise a family

For each of the three groups, 'Location' ranked either first or second, representing a range from 59% of Unincorporated responses to 38% of Columbia responses.

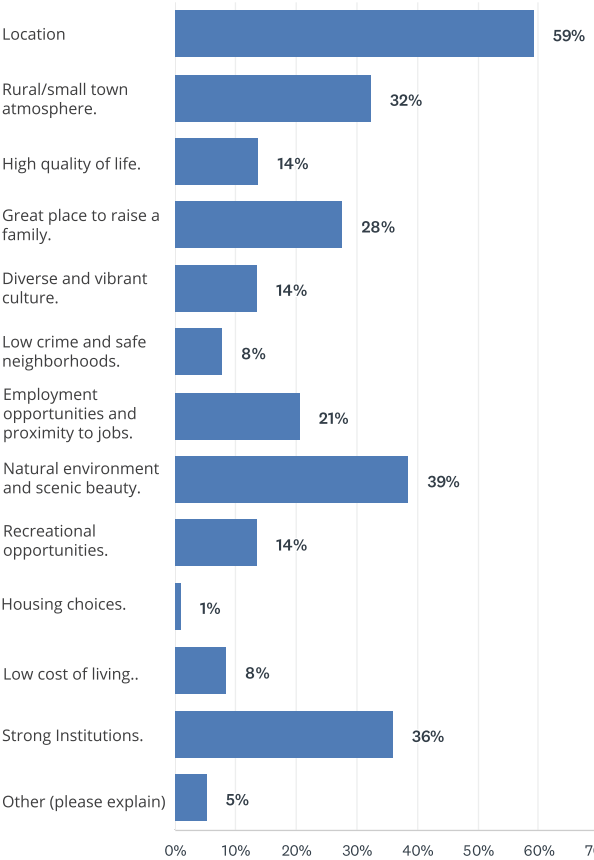
Differences

- Strong Institutions
'Strong Institutions' was ranked in the top three for both Unincorporated and Columbia residents, but it did not make it into the top five for Small Town residents. This difference in ranking might be attributed to concerns about access to healthcare within the small towns.
- Rural/Small Town Atmosphere
Not surprisingly, 'Rural/Small Town Atmosphere' claimed the top spot for Small Town residents and secured the fourth position for Unincorporated residents. Only 9% of Columbia respondents selected 'Rural/Small Town Atmosphere' as a strength.

Other Notes

- More consensus of Small Town rankings
Small Town residents exhibited more consensus in their top rankings, with two choices garnering over 50% and a third with over 40% support. Conversely, Columbia residents displayed a more diverse range of responses, with only one choice surpassing the 40% mark.

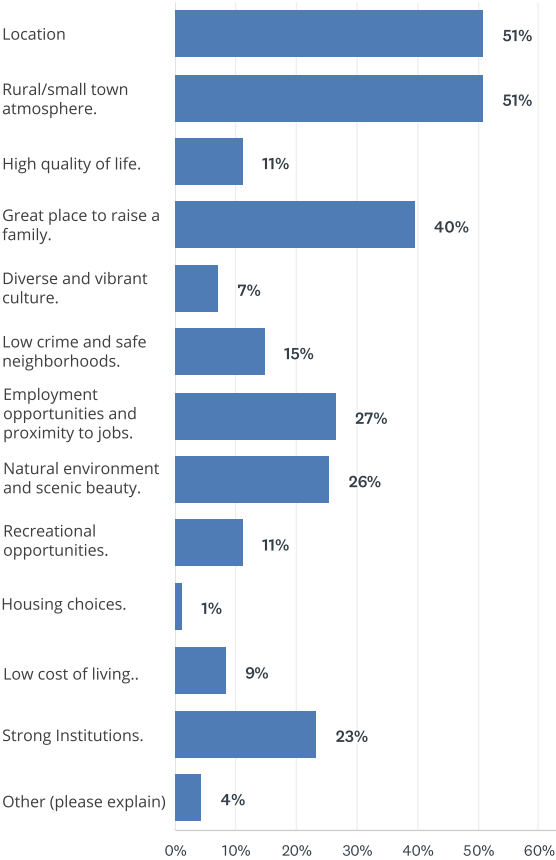
Q8. What are the top three strengths of living in Boone County? [choose up to three]



Unincorporated Residents

Top 5 Responses

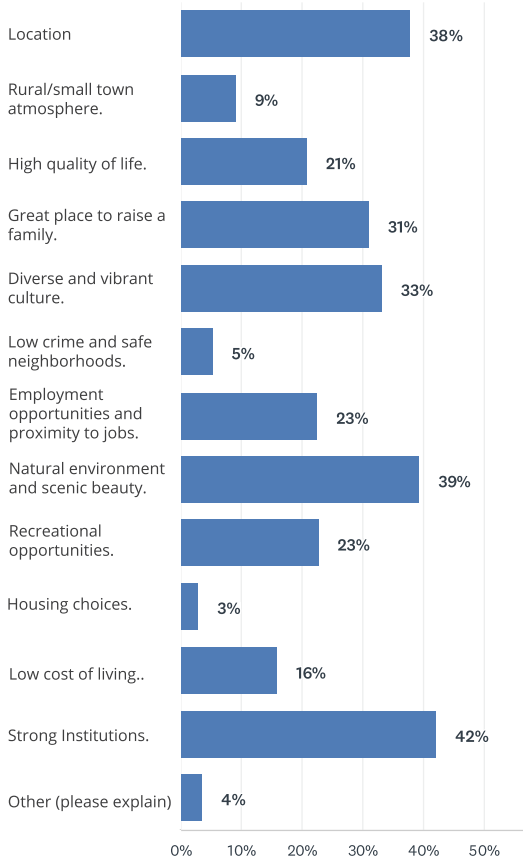
- 1. Location
- 2. Natural environment and scenic beauty
- 3. Strong institutions
- 4. Rural/Small town atmosphere
- 5. Great place to raise a family



Small Town Residents
(All cities except for Columbia)

Top 5 Responses

- 1. Rural/Small town atmosphere
- 1. Location
- 2. Great place to raise a family
- 3. Employment opportunities and proximity to jobs
- 4. Natural environment and scenic beauty

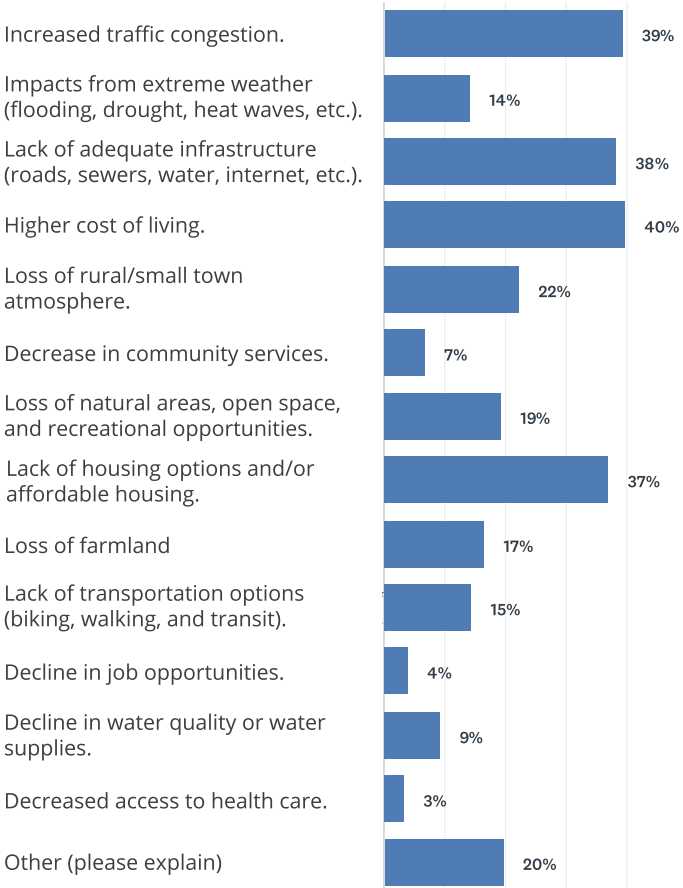


Columbia Residents

Top 5 Responses

- 1. Strong institutions
- 2. Natural environment and scenic beauty
- 3. Location
- 4. Diverse and vibrant culture
- 5. Great place to raise a family

Q9. What do you think are the top three challenges to the quality of life in Boone County in the next 20-30 years? [choose up to three]



All Residents

Top 5 Responses

- 1. Higher cost of living
- 2. Increased traffic congestion
- 3. Lack of adequate infrastructure
- 4. Lack of housing options and/or affordable housing
- 5. Loss of rural/small town atmosphere

Similarities

Unincorporated, Small Town, and Columbia residents shared similar top five concerns, which included:

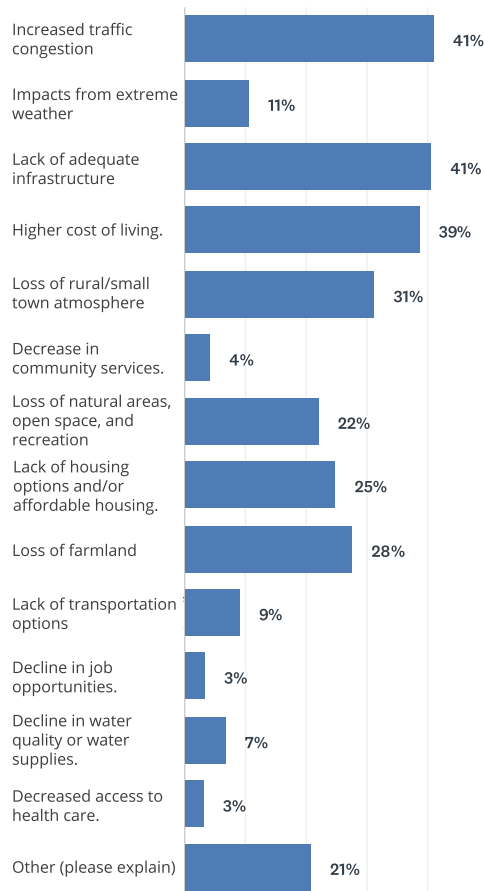
- Increased traffic congestion
- Lack of adequate infrastructure
- Higher cost of living

Notably, all three groups also saw a substantial number of respondents selecting "Other" as their concern, with approximately one out of every five respondents opting for this choice. This is a fivefold increase compared to the number of "Other" responses in the previous question (top strengths of living in Boone County). Among the common "Other" responses were worries about crime and its potential increase in the future. Additional concerns mentioned in the "Other" category included issues related to roads (particularly gravel roads), the homeless population, rising taxes, and inadequate internet access.

Differences

- Lack of housing options and/or affordable housing
"Lack of housing options and/or affordable housing" emerged as a significant concern for approximately half of Columbia residents, clearly ranked as the top challenge for Columbia. This concern was more pronounced among Columbia residents compared to Unincorporated and Small Town residents.
- Loss of rural/small town atmosphere
"Loss of rural/small town atmosphere" was ranked fourth by Unincorporated residents and fifth by Small Town residents. However, among Columbia residents, it held a lower position, ranking eighth in their list of concerns.
- Loss of farmland
Unincorporated residents expressed concerns about "Loss of farmland" about 3.5 times more frequently than Columbia residents, with 28% of Unincorporated residents choosing this concern compared to 8% among Columbia residents.

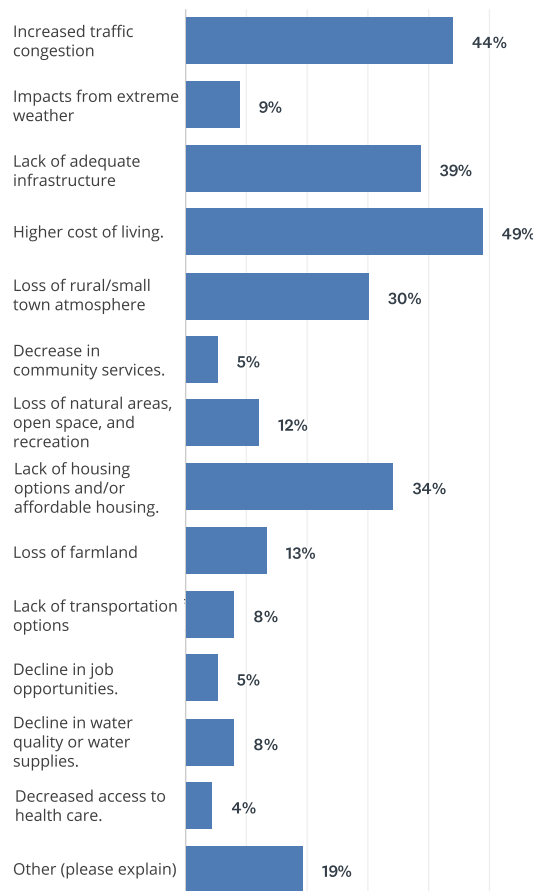
Q9. What do you think are the top three challenges to the quality of life in Boone County in the next 20-30 years? [choose up to three]



Unincorporated Residents

Top 5 Responses

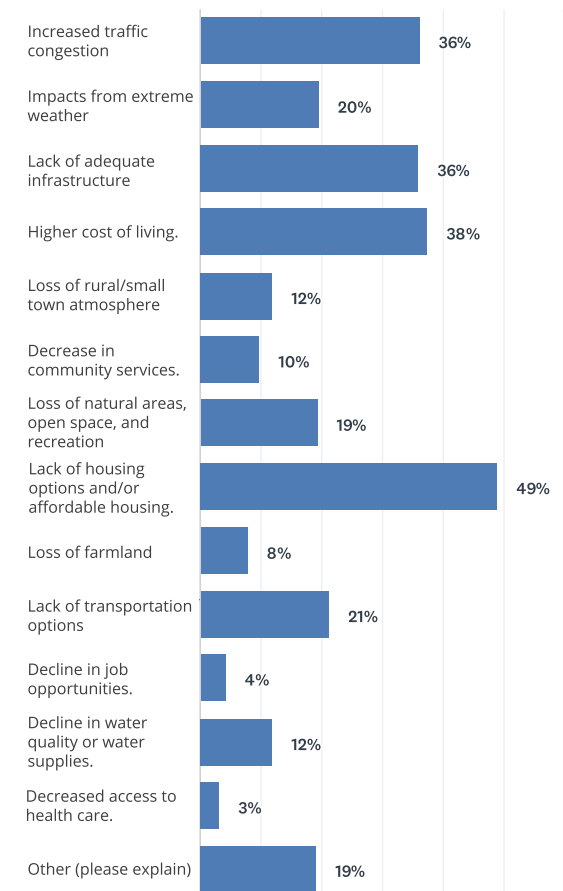
1. Increased traffic congestion
1. Lack of adequate infrastructure
2. Higher cost of living
3. Loss of rural/small town atmosphere
4. Loss of farmland



Small Town Residents (All cities except for Columbia)

Top 5 Responses

1. Higher cost of living
2. Increased traffic congestion
3. Lack of adequate infrastructure
4. Lack of housing options and/or affordable housing
5. Loss of rural/small town atmosphere

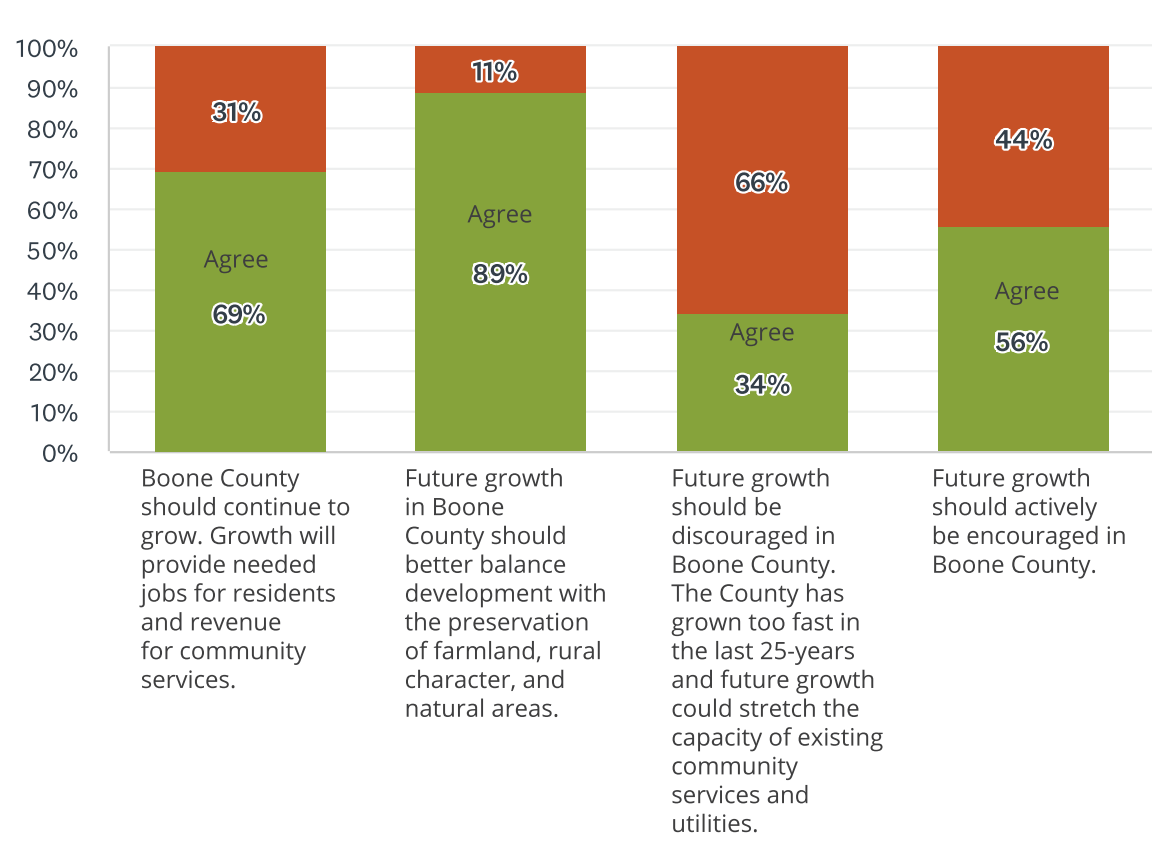


Columbia Residents

Top 5 Responses

1. Lack of housing options and/or affordable housing
2. Higher cost of living
3. Lack of adequate infrastructure
4. Increased traffic congestion
5. Lack of transportation options

Q10. Boone County has experienced a population increase of approximately 50% in the last 25 years. Select whether you 'Agree' or 'Disagree' with each statement below about future growth in the County.



For three of the questions, all three resident groups (Unincorporated, Small Town, and Columbia) showed similar concurrences, although opinions varied to some extent on each question.

The statement "Future growth in Boone County should better balance development with the preservation of farmland, rural character, and natural areas" garnered the most consensus, with close to 90% agreement from all three resident groups selecting "Agree."

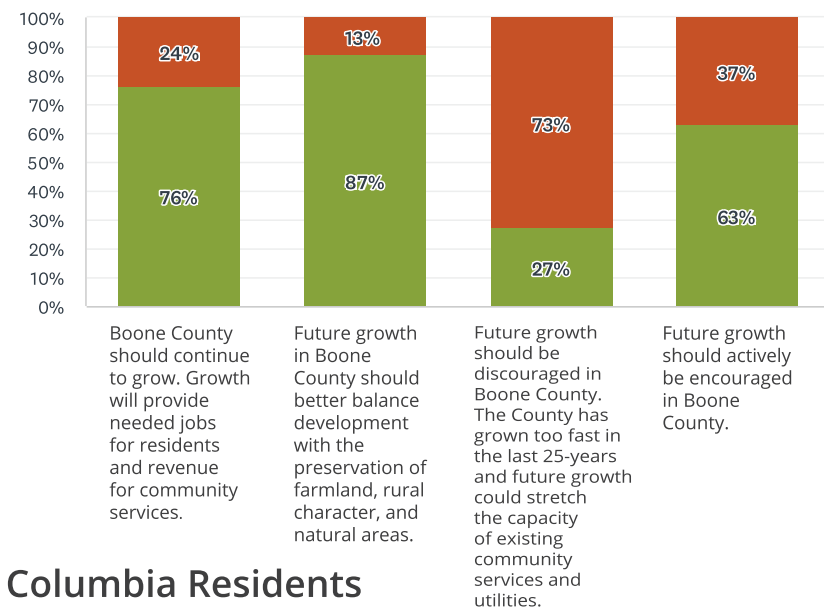
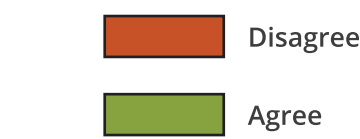
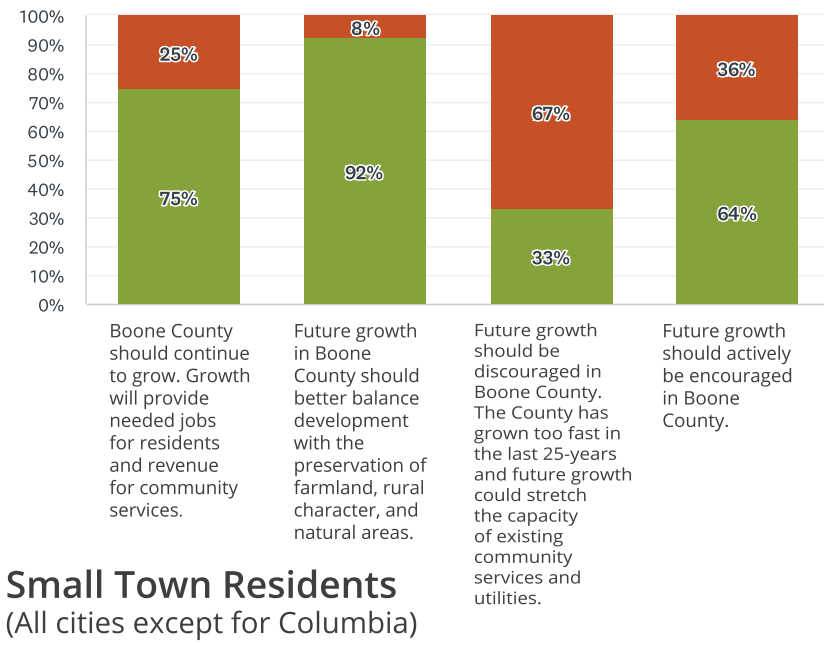
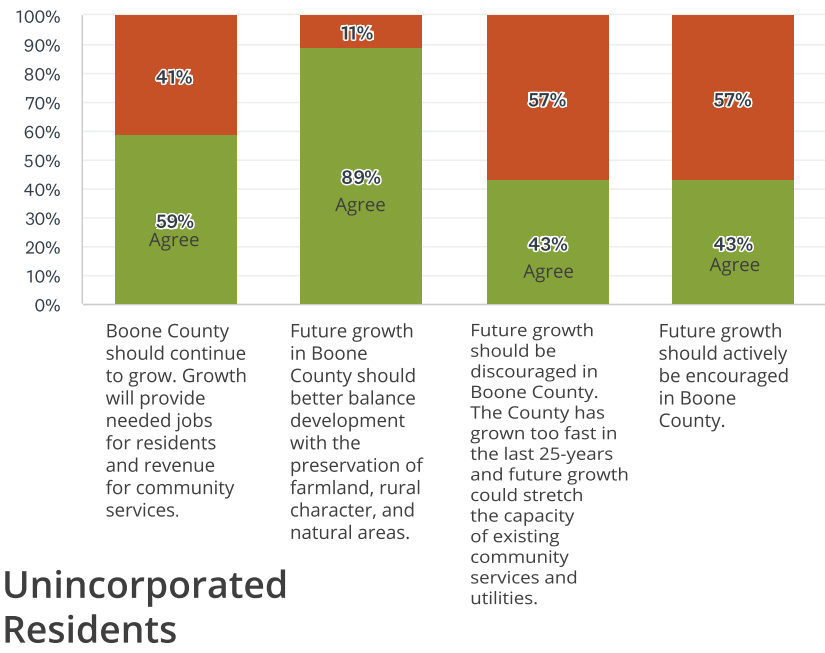
The statement "Future growth should be discouraged..." also showcased distinct differences between groups, with 43% of Unincorporated residents choosing "Agree" compared to only 33% of Small Town and 27% of Columbia residents choosing "Agree."

The statement "Future growth should actively be encouraged..." had the least consensus. 56% of All residents chose "Agree," with distinct differences between the groups. Notably, 63% of Columbia and 64% of Small Town residents chose "Agree," in contrast to 43% of Unincorporated residents. Among the four questions posed, this was the sole question where one of the groups, Unincorporated residents, held a different majority opinion. A majority of them (57%) *disagreed* with the statement, in contrast to a majority of Small Town and Columbia residents who *agreed* with the statement.

All Residents



Q10. Boone County has experienced a population increase of approximately 50% in the last 25 years. Select whether you 'Agree' or 'Disagree' with each statement below about future growth in the County.



Q10. Boone County has experienced a population increase of approximately 50% in the last 25 years. Select whether you 'Agree' or 'Disagree' with each statement below about future growth in the County.

**Unincorporated Residents
(Sample of Comments)**

"It's not that I oppose future growth. I believe that future growth should be better planned for and more balanced to support growth in the smaller communities and unincorporated areas (and still encourage better housing options/opportunities which in turn can support appropriate job growth and opportunities."

"Stopping is not an option. The key is balance."

"I can't say I want growth discouraged but we should be much more deliberate about infill."

"While I see many concerns with continued growth in Boone County regarding traffic, infrastructure, and affordability (especially housing), I don't think growth should ever be discouraged."

"Growth in the county should not be controlled by the government, the free market should decide."

"Growth should be regulated by infrastructure development capabilities."

"We need to protect our rural character."

"I think it will grow, wish it would stay small town."

"Growth cannot continue exponentially."

"Future growth should only be encouraged when the needed infrastructure for that growth is budgeted in and completed."

"We choose to live the rural life. If we wanted city life we would live in the city."

**Small Town Residents
(Sample of Comments)**

"Growth has to be accompanied by infrastructure upgrades to accommodate increase in traffic and other need."

"Growth in cities will happen. Growth without planning will result in one big suburb around Columbia. New developments should have natural areas with woods or prairies not just parks with mowed grass and a couple trees."

"I don't think you can stop growth, but you can prepare and plan for it in a way that preserves quality of life and intact ecosystem services. (I hope you can, anyway...)"

"BEFORE growth happens, the county needs to ensure adequate utilities, roads, and infrastructure can support it."

"Growth equates to commerce, jobs, and recruitment for employers to relocate here or for increased medical opportunities."

"We need to grow but at the same time protect farmland, rural character, and natural areas."

"Boone County is NOT just Columbia - they need to expand and grow the WHOLE Boone County area - better serves all the communities surrounding Columbia and will benefit Columbia and the smaller communities that make up Boone County."

"Natural topography, in addition to an abundant amount of protected local, state, and federal properties in the County, will ensure Boone County always maintains a high level of "rural" and "natural" areas."

**Columbia Residents
(Sample of Comments)**

"Growth needs to be sustainable and considerate of the transportation, infrastructure and resource needs of existing and new residents (not overloading water systems, prioritizing walkability/ bikeability on new roads and considering proximity of schools and shops when constructing new subdivisions."

"Improve existing infrastructure and services to serve better existing populations."

"Growth is what maintains quality of life for all and funds quality improvement of existing infrastructure. If no growth, will start moving backwards."

"Growth in the unincorporated county should not extend beyond the ability of public services and infrastructure."

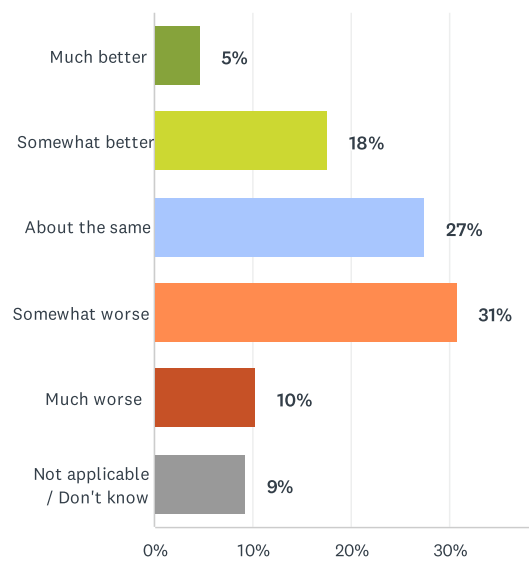
"I think Boone County will continue to be an attractive area that people will want to move to for jobs, raising a family, and retirement. But the growth will strain our infrastructure. Proper planning is essential."

"Growth needs to be carefully managed to be able to meet the challenges of climate change."

"There should be a better balance between the development and preservation of natural areas."

"Growth will happen because of Columbia - because it is a college town. But, we need to have balanced job growth with the increase in population and housing. We need to provide more affordable housing to support people already living here who are struggling to afford a place to live."

Q11. How does the quality of life in Boone County today compare to 25 years ago (or however long you have lived in Boone County)? [choose one]

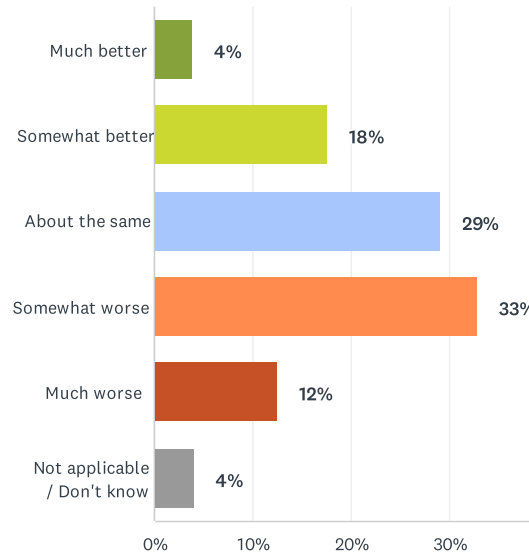


Approximately one-quarter of respondents rated the quality of life as "Much better" or "Somewhat better." However, a notable proportion (41% of all residents) expressed that the quality of life was "Somewhat worse" or "Much worse." This question also saw one of the highest percentages of respondents providing additional comments.

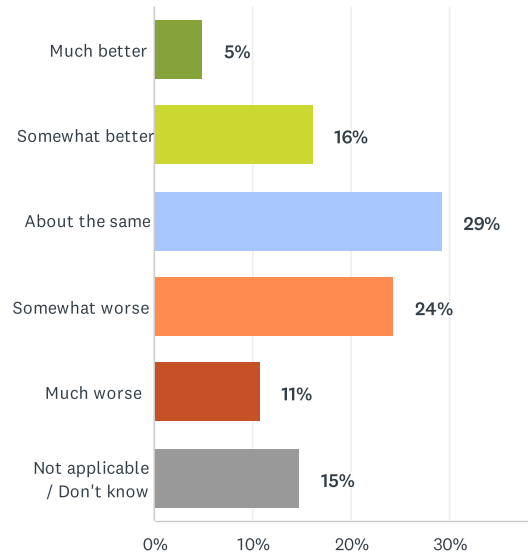
The most frequent response for why quality of life was perceived as "worse" was concerns about rising crime. Other commonly cited reasons included increased traffic, higher cost of living, taxes, and lack of affordable housing.

While the majority of comments were related to the reasons for a perceived decline in quality of life, there were also remarks about why it was seen as "better." These responses included mentions of increased opportunities (such as jobs and shopping), improved healthcare, and enhanced infrastructure.

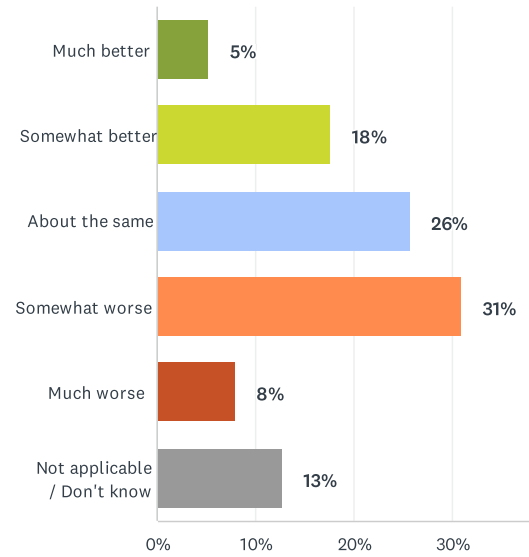
All Residents



Unincorporated Residents

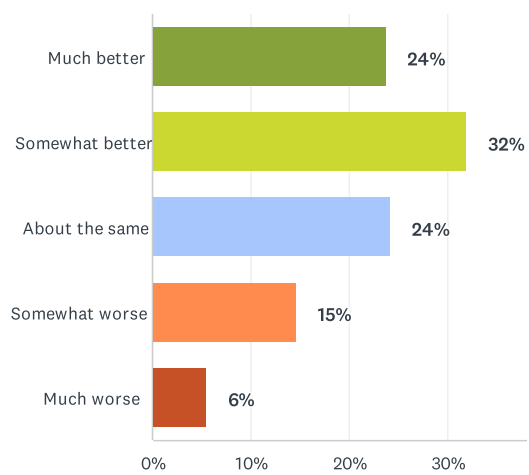


Small Town Residents
(All cities except for Columbia)



Columbia Residents

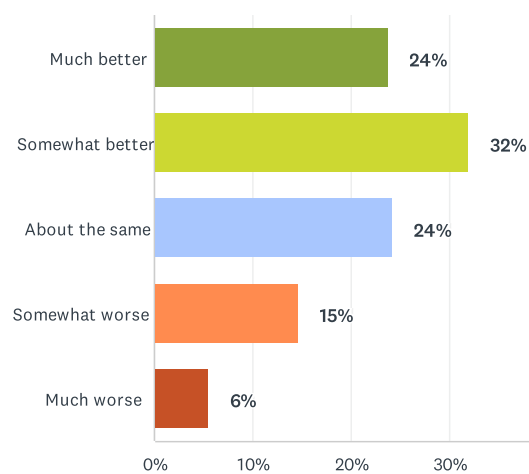
Q12. How would you rate the attractiveness of Boone County compared to surrounding counties?
[choose one]



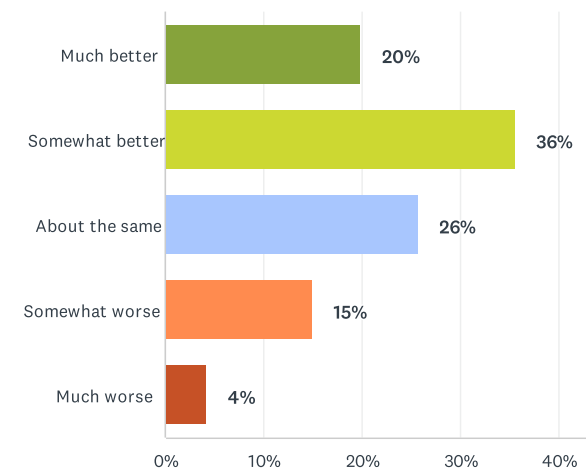
Respondents interpreted this question in two ways: one relating to physical attractiveness and the other to quality of life attractiveness.

The majority of comments were centered around the quality of life and the positive aspects of Columbia. Respondents highlighted the benefits of living in Columbia, such as the presence of the university, quality healthcare, culture, entertainment options, diversity, and various amenities that enhance the overall quality of life.

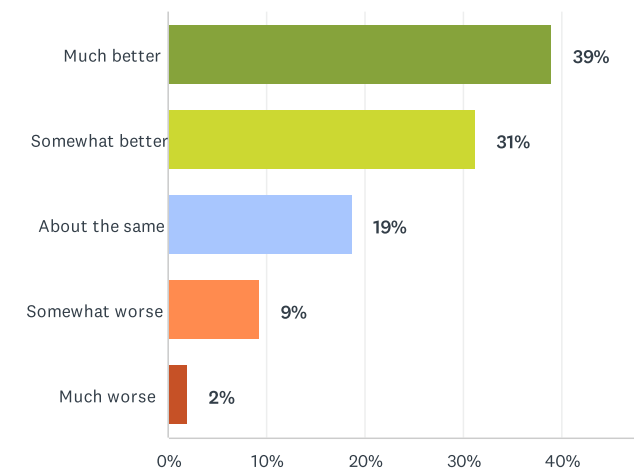
All Residents



Unincorporated Residents

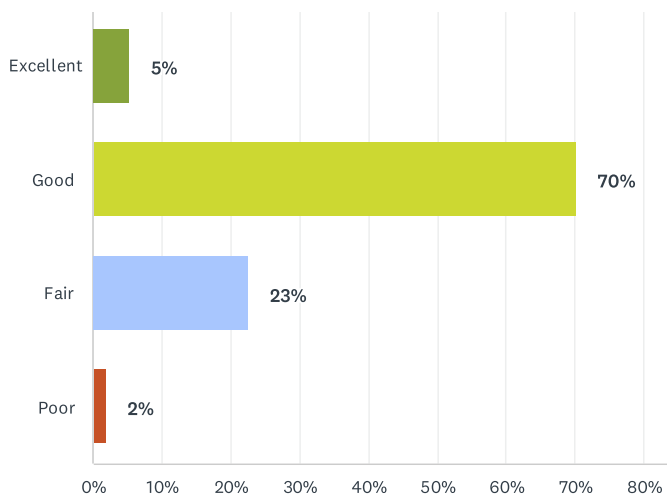


Small Town Residents
(All cities except for Columbia)



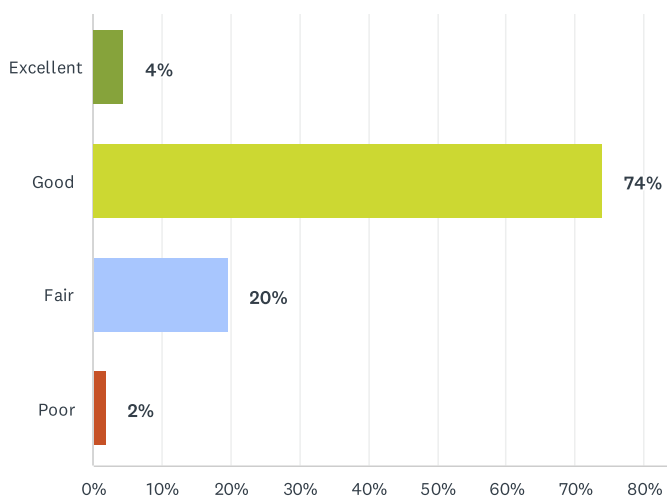
Columbia Residents

Q13. How would you rate the overall appearance of residential properties in Boone County?
[choose one]

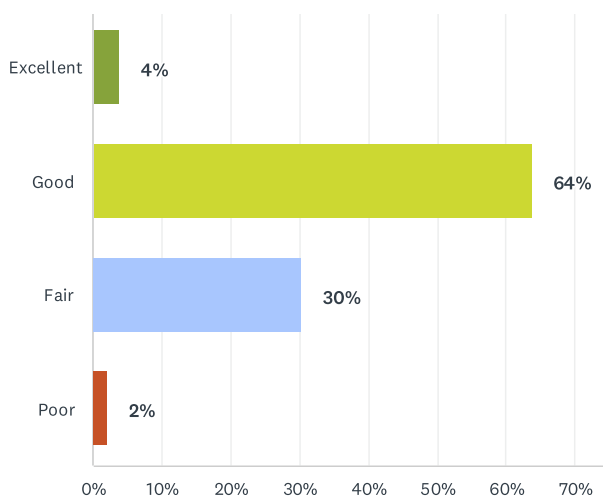


A majority of residents (70-80%) rated residential properties as "Excellent" or "Good." Comments acknowledged the diverse range of housing within Boone County and emphasized that the appearance of properties varied based on location or neighborhood, given the county's size.

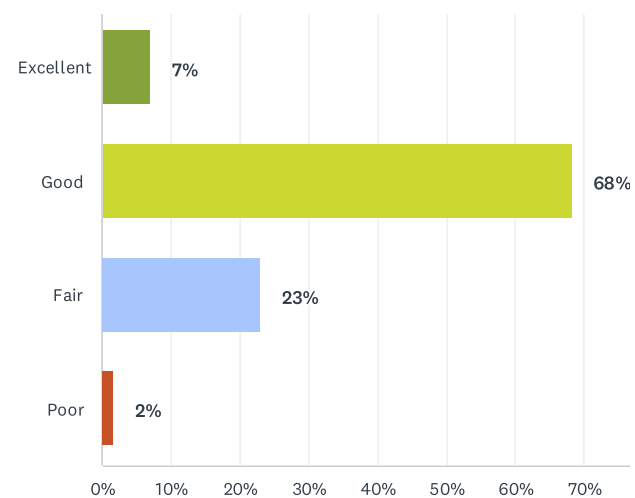
All Residents



Unincorporated Residents

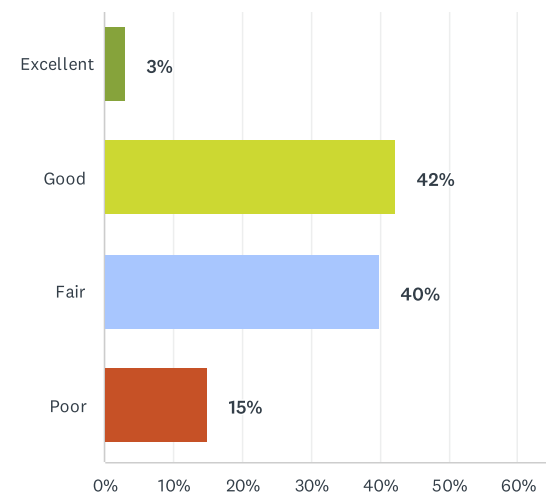


Small Town Residents
(All cities except for Columbia)



Columbia Residents

Q14. How would you rate the existing housing options for keeping and attracting residents?
[choose one]

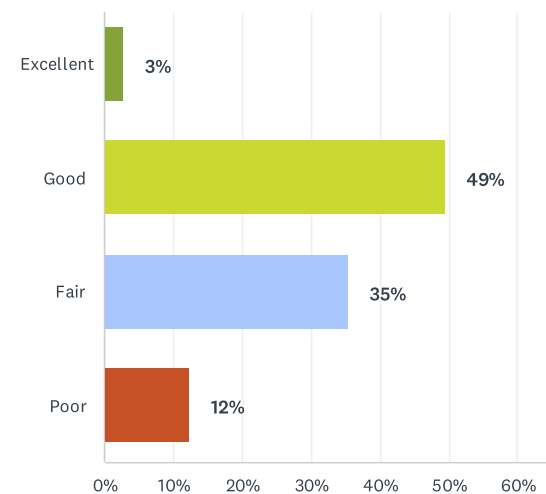


All Residents

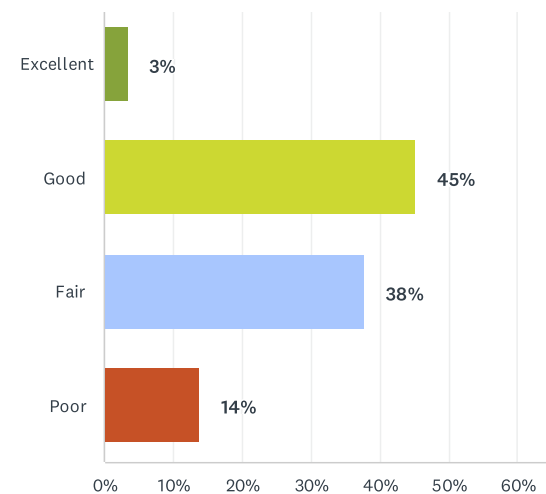
A prevalent concern among all respondents was the rising cost of housing, both in terms of purchasing and renting. Many respondents expressed frustrations about the lack of affordable starter homes, limited options for low and middle-income households, and the perceived poor quality of the available affordable housing.

Despite these concerns about affordability, 42% of All residents rated housing options as "Good," with an additional 40% rating them as "Fair." Only 15% rated the options as "Poor."

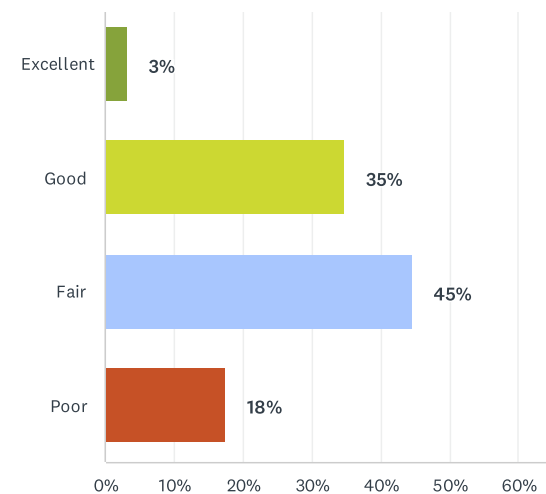
Columbia residents had a slightly more negative perspective on housing options, with 45% rating them as "Fair" and 18% as "Poor."



Unincorporated Residents



Small Town Residents
(All cities except for Columbia)



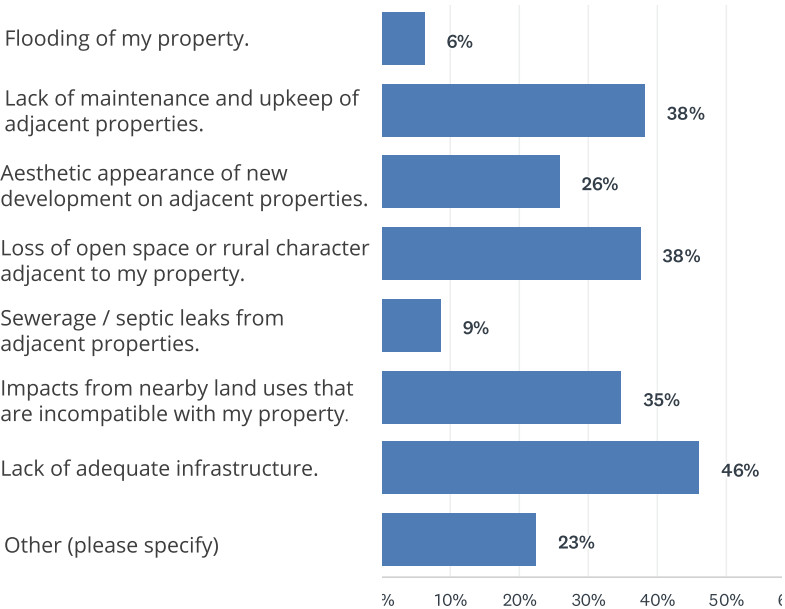
Columbia Residents

Q15. What are your top three concerns that may affect the value of your home or property? [Choose up to three]

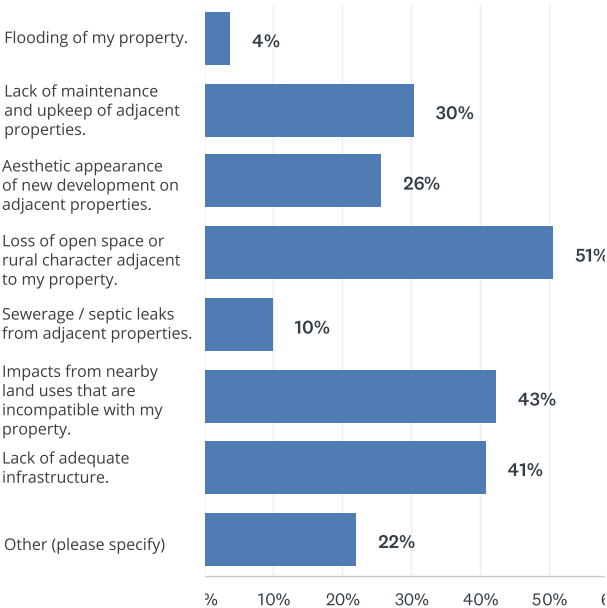
For Unincorporated residents, "Loss of open space or rural character adjacent to my property" emerged as the top concern, whereas it was ranked third by Small Town residents and fifth by Columbia residents. Another key concern for Unincorporated residents was "Impacts from nearby land uses that are incompatible with my property."

"Lack of adequate infrastructure" was a shared concern strongly expressed by all three resident groups, with Small Town and Columbia residents ranking it as their top concern.

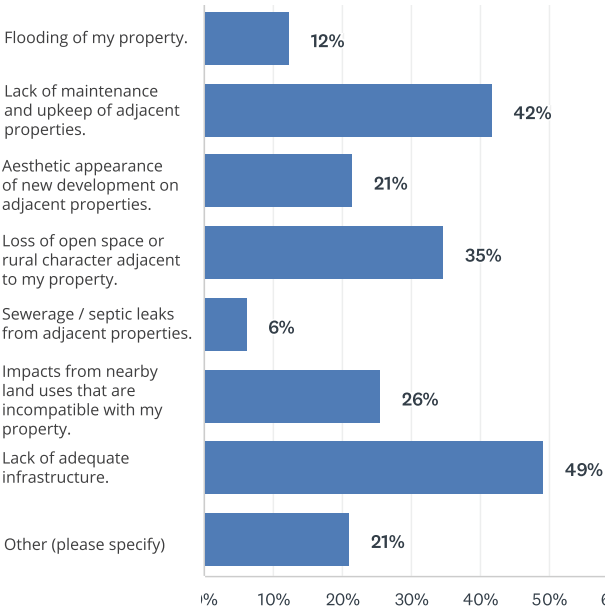
Each of the three groups had a notable number of "Other" responses, exceeding 20%. These "Other" responses varied widely. Unincorporated residents specifically mentioned poor internet and road maintenance, including concerns about gravel roads. In contrast, Columbia residents mentioned a range of issues such as crime, road maintenance, homelessness, and climate change.



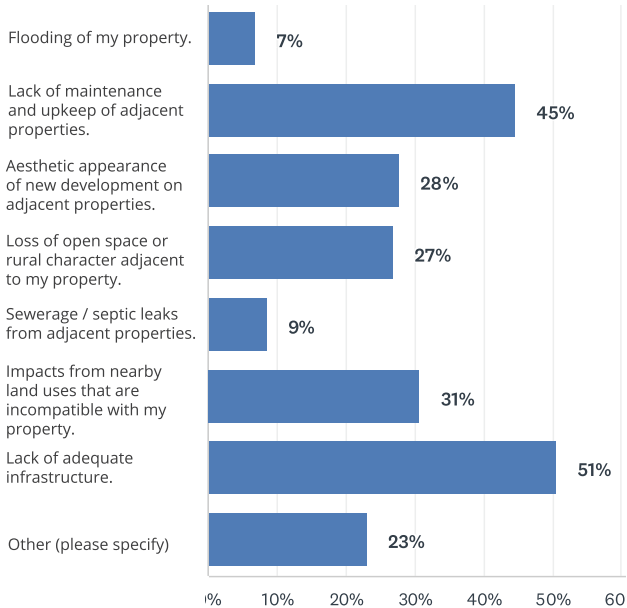
All Residents



Unincorporated Residents

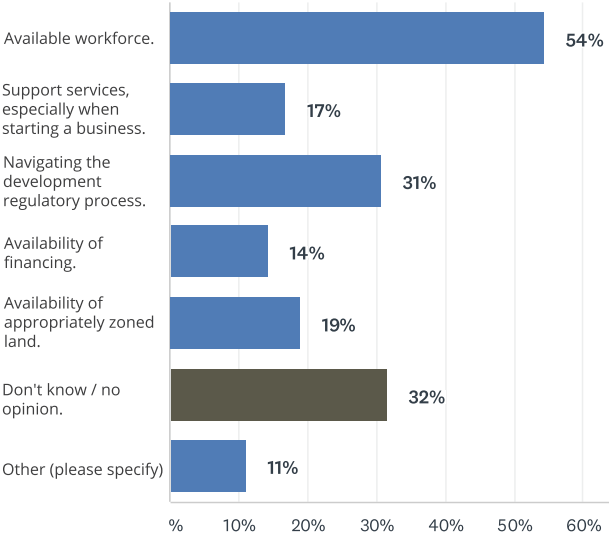


Small Town Residents (All cities except for Columbia)



Columbia Residents

Q16. What challenges do business owners face in Boone County? [choose all that apply]

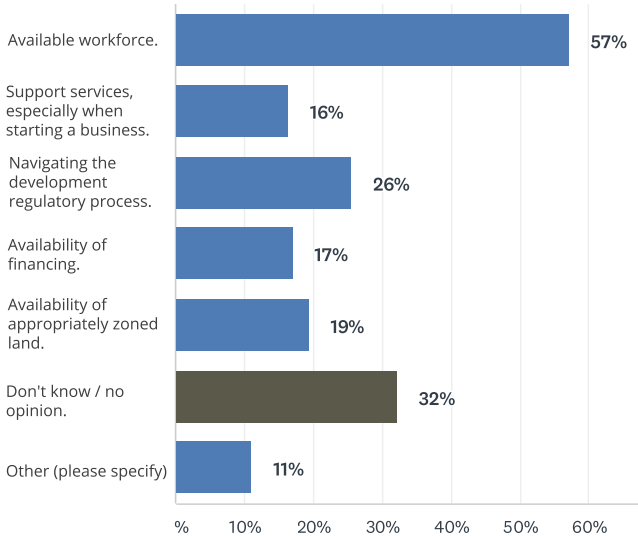
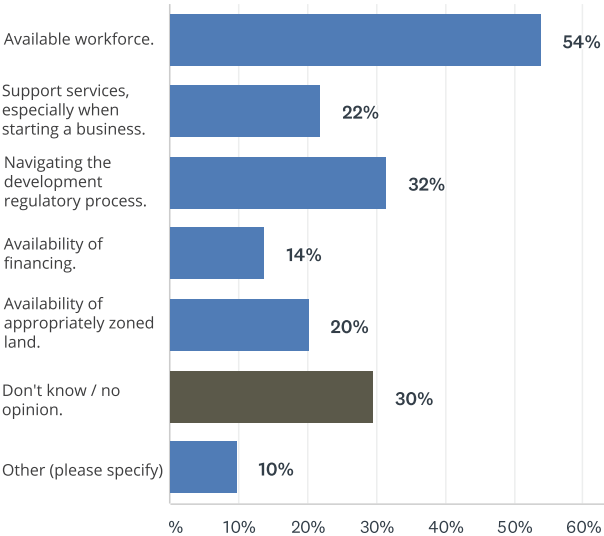
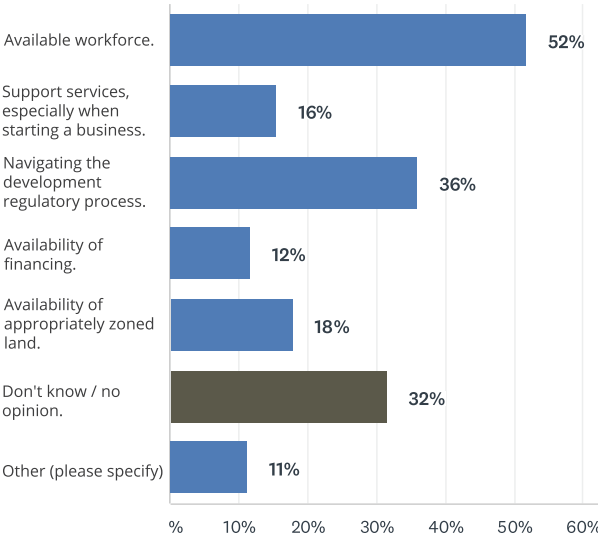


According to the rankings by All residents, the top challenge for business owners was identified as "Available workforce." All three resident groups had a consistent ranking for this concern.

Approximately one-third of respondents chose "Don't know / no opinion."

Around 11% of respondents selected "Other," and these responses displayed a wide range of concerns. Some of the "Other" responses included issues like poor internet connectivity, regulatory challenges, and concerns about the availability and cost of space.

All Residents

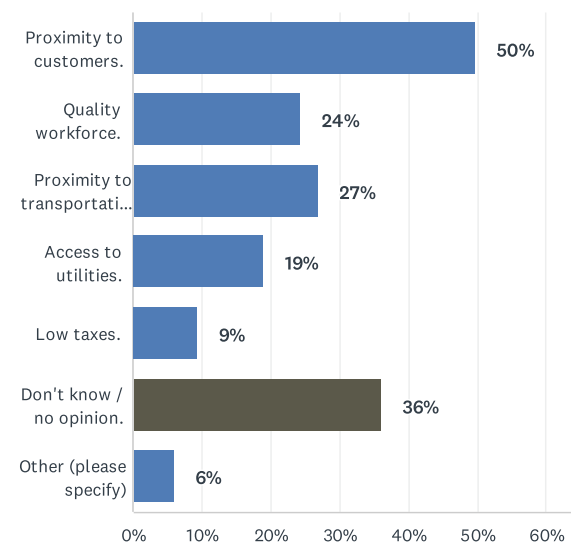


Unincorporated Residents

Small Town Residents
(All cities except for Columbia)

Columbia Residents

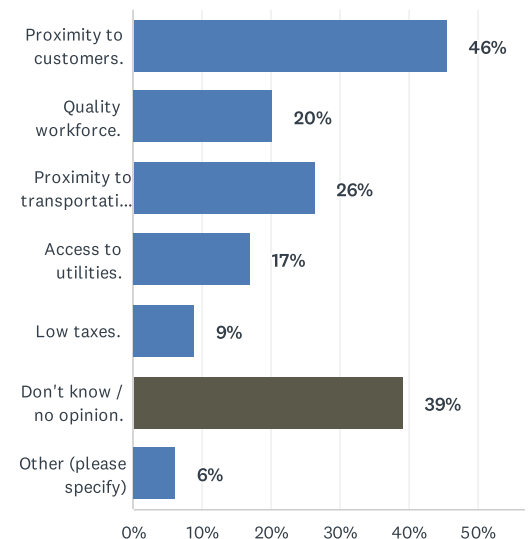
Q17. What are the key reasons for locating a business in Boone County? [Choose all that apply]



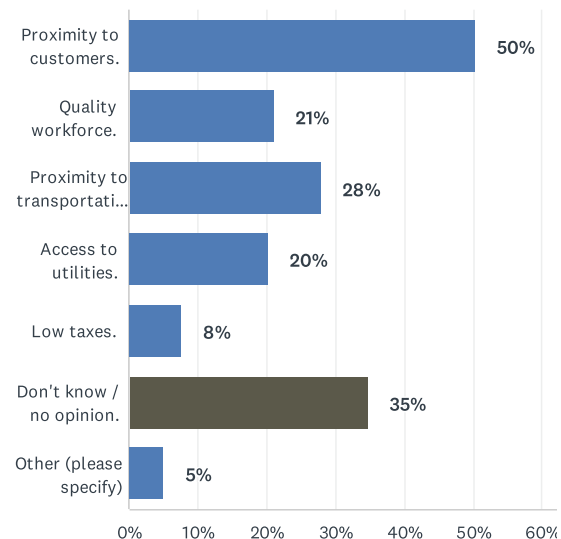
"Proximity to customers" was the top reason for locating a business in Boone County as ranked by All residents. All three resident groups ranked "Proximity to customers" fairly consistently.

About one-third of respondents chose "Don't know / no opinion."

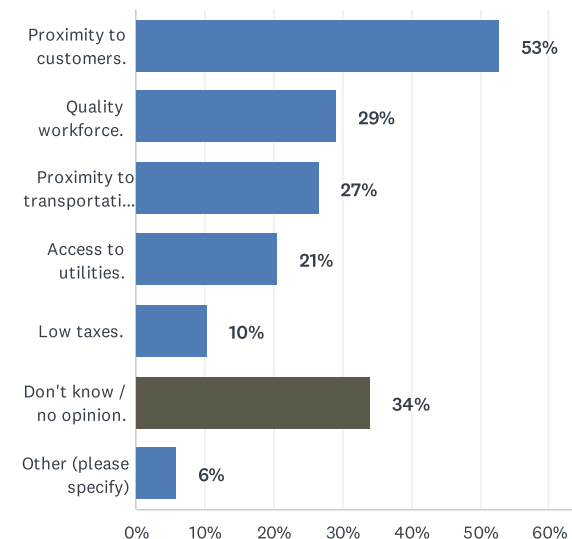
All Residents



Unincorporated Residents

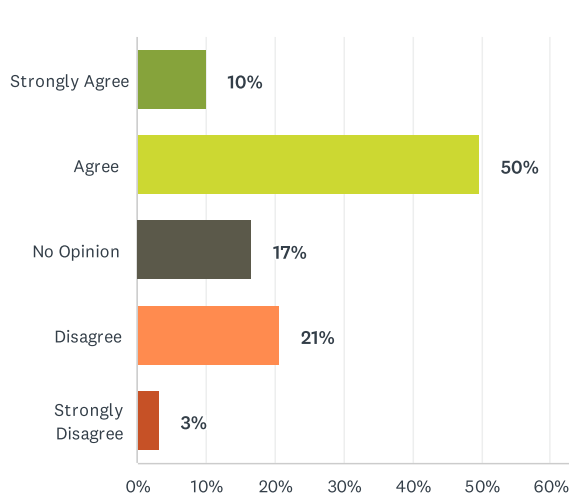


Small Town Residents (All cities except for Columbia)



Columbia Residents

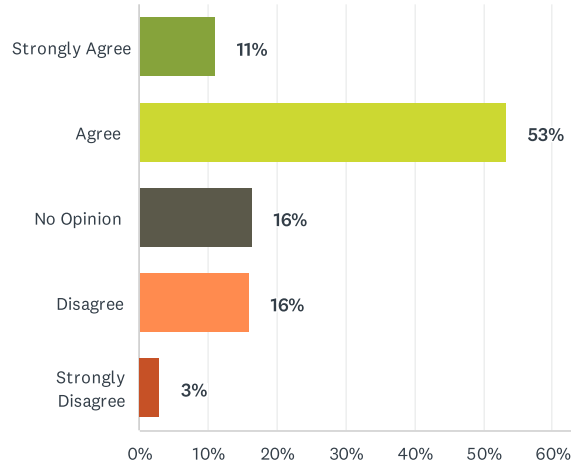
Q18. Do you agree that there are adequate job opportunities in Boone County (i.e. jobs that pay a living wage, provide benefits, and opportunities for advancement)? [choose one]



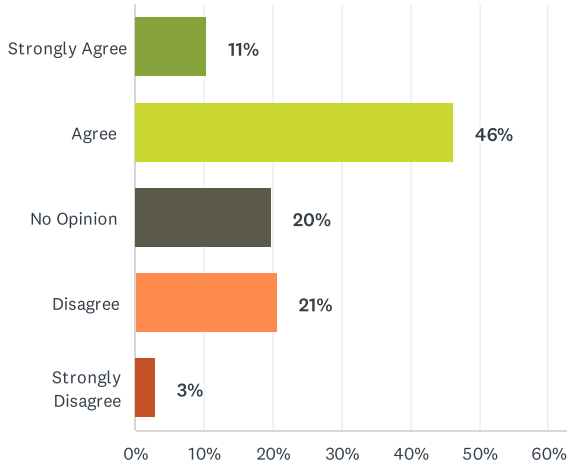
A majority of respondents agreed that there are adequate job opportunities in Boone County. Specifically, 10% of All residents chose "Strongly Agree," and 50% selected "Agree."

However, about one-quarter of respondents disagreed with this sentiment. A recurring theme in the comments was the concern that wages, particularly at entry level positions, were not keeping pace with the rising cost of living, including housing, childcare, healthcare, and transportation.

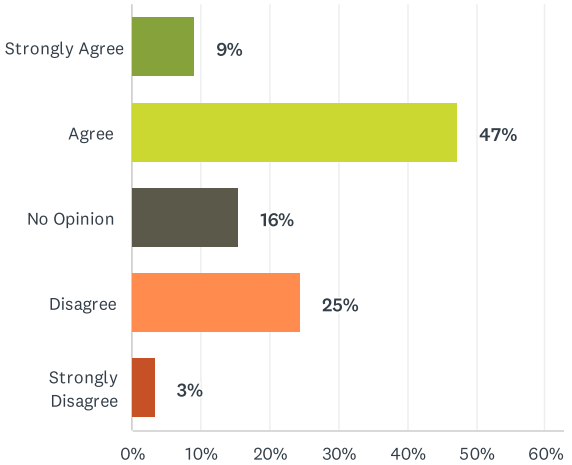
All Residents



Unincorporated Residents

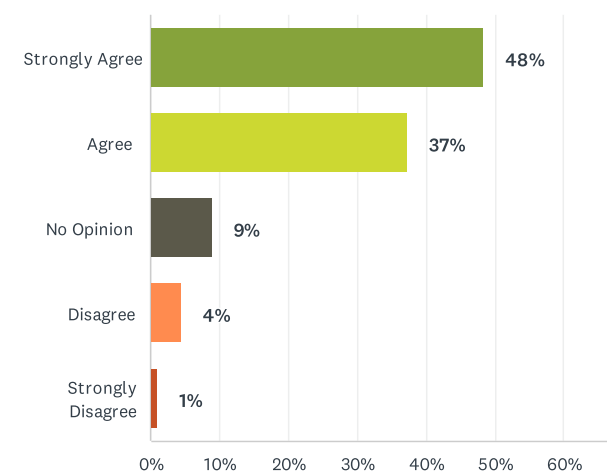


**Small Town Residents
(All cities except for Columbia)**

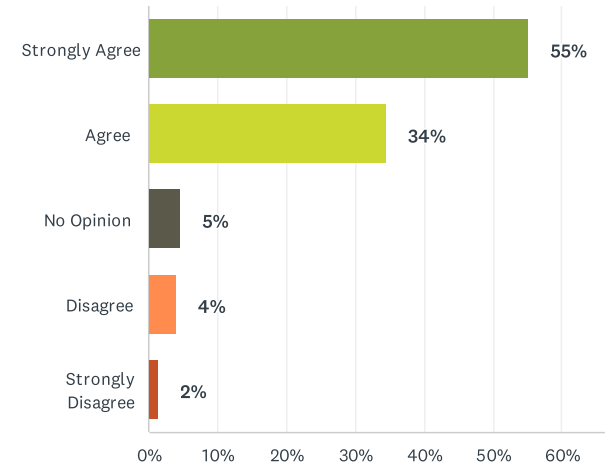


Columbia Residents

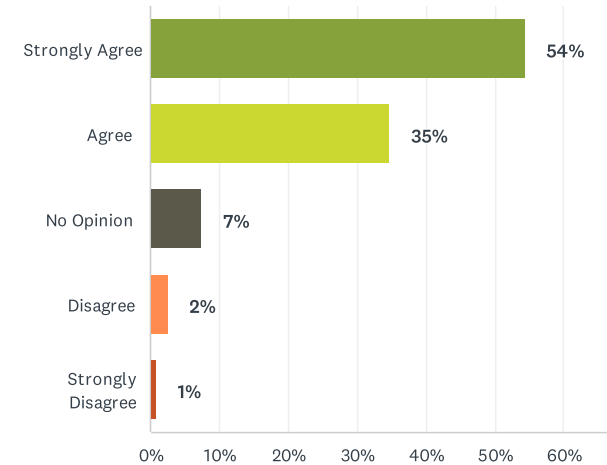
Q19. Do you agree or disagree with the statement, "Farming and family farms are important to the economy of Boone County"?



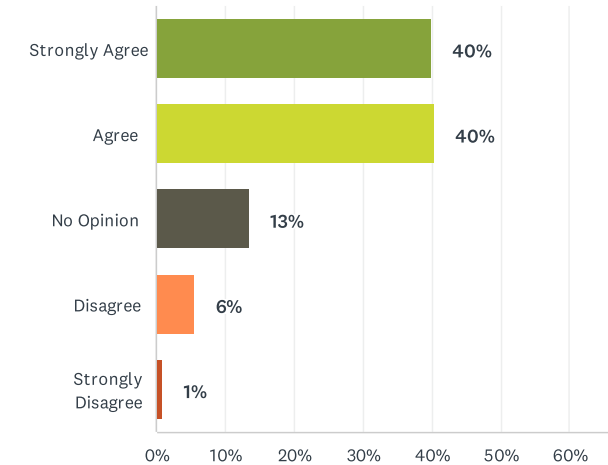
All Residents



Unincorporated Residents

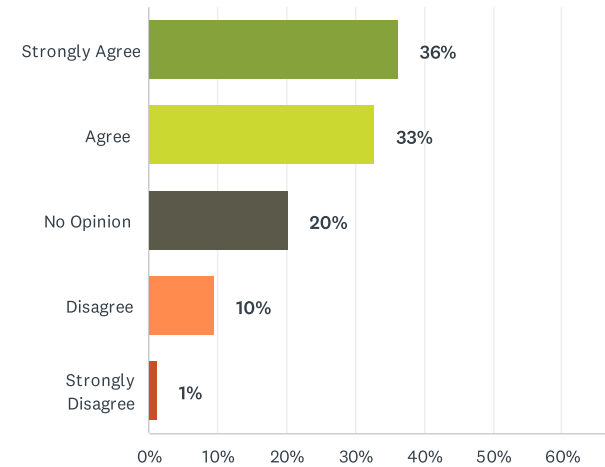


Small Town Residents
(All cities except for Columbia)

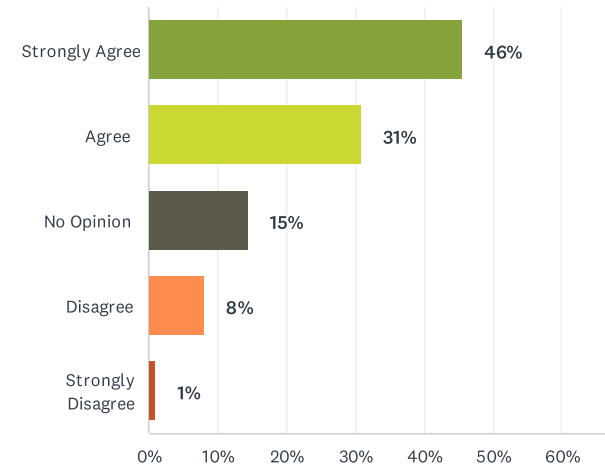


Columbia Residents

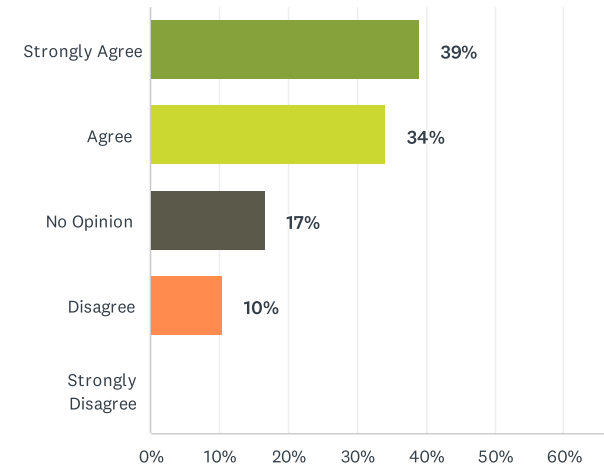
Q20. Do you agree or disagree with the statement, "The loss of prime farmland is a concern in Boone County"?



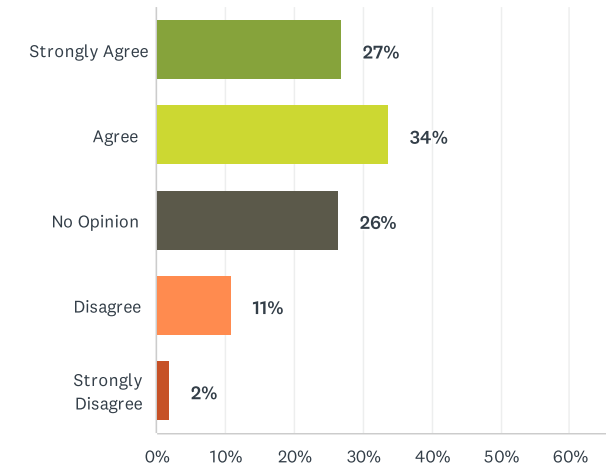
All Residents



Unincorporated Residents

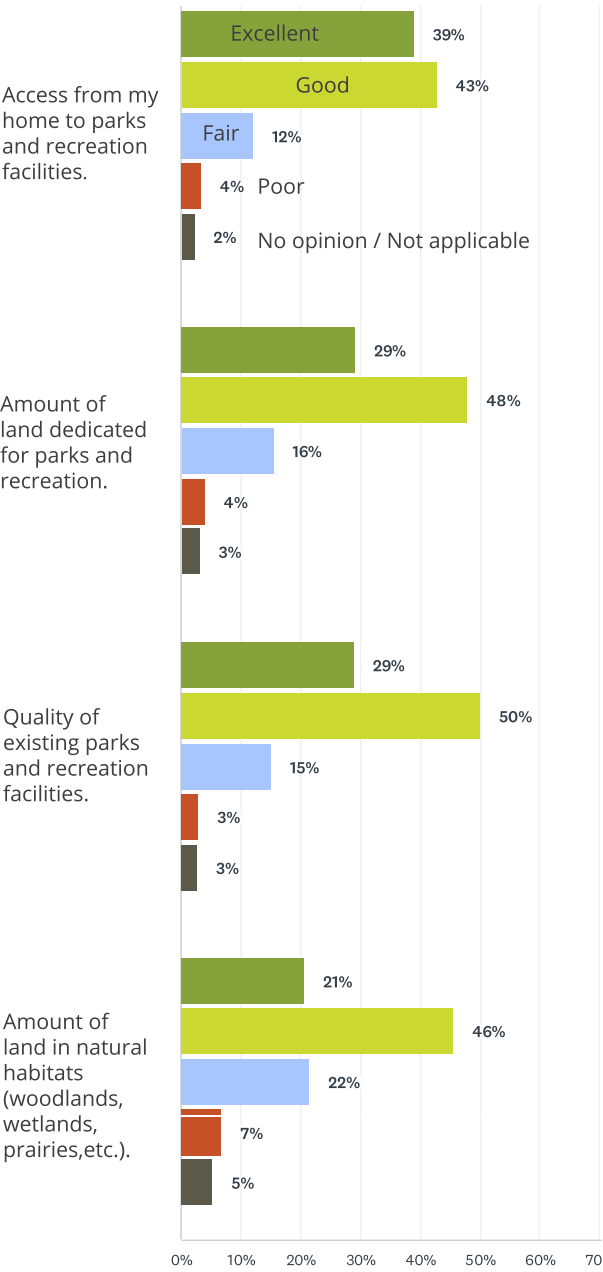


Small Town Residents
(All cities except for Columbia)



Columbia Residents

Q21. How would you rate the following for natural areas, parks, open space, and recreation facilities in Boone County?



All Residents

Notes
All residents provided favorable ratings for all four questions, ranging from 67% rating "Amount of land in natural habitats..." as "Excellent" or "Good," to 82% rating "Access from my home to parks and recreation facilities" as "Excellent" or "Good."

A significant majority of Columbia residents, nearly 90%, rated "Access from my home to parks and recreation facilities" as "Excellent" or "Good," with over half giving it an "Excellent" rating. In comparison, while access was also rated favorably by Unincorporated and Small Town residents, the rating for "Excellent" was lower, with 31% for Unincorporated residents and 27% for Small Town residents.

Unincorporated Residents (Sample of Comments)
"Boone County's high-quality natural areas, public spaces, and recreational facilities are heavily centered around Columbia (and especially wealthy parts of Columbia), so access to them is highly dependent on where you live."

"There could always be more. But Boone county is home to some beautiful natural areas."

"Plenty of parks and nature areas and we don't need lots of investment in this."

"Parks for recreation are wonderful, but we have got to prioritize our natural habitats before they're lost forever."

Small Town Residents (Sample of Comments)
"Plenty in central / southern Boone. Limited in northern Boone."

"I believe there are too many parks and recreation in Boone county."

"More parks, trails and recreational areas are needed in our smaller cities around Columbia."

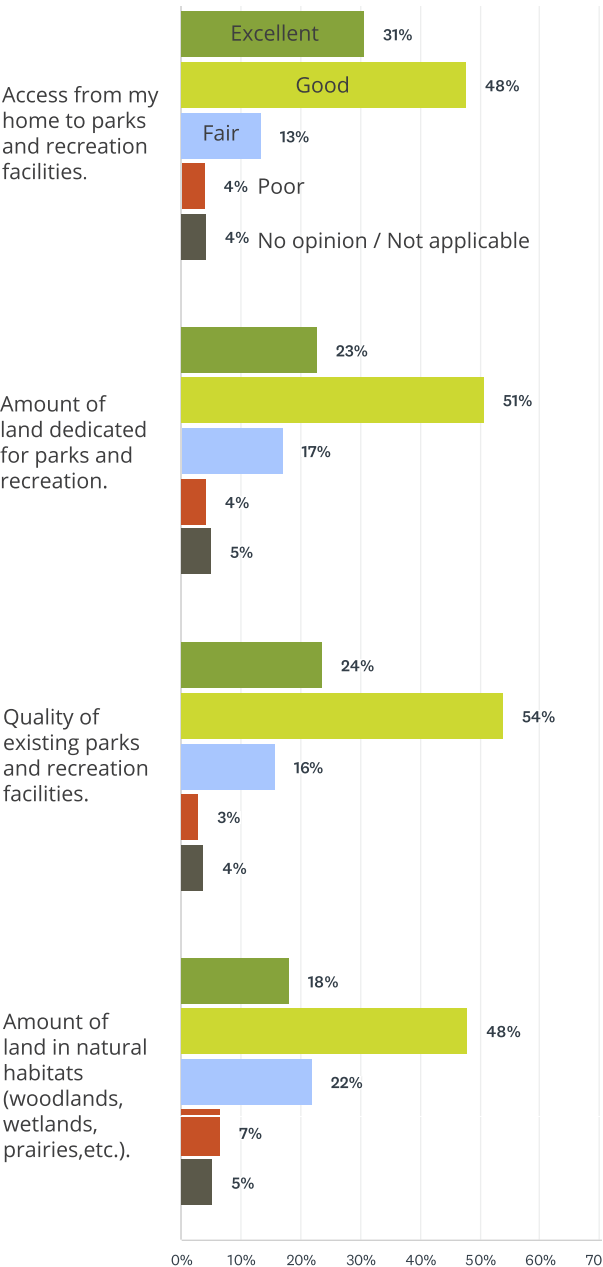
Columbia Residents (Sample of Comments)
"The trails and parks are very accessible from my home and they are very well maintained."

"Love Columbia and Boone County's access to parks and open space. We have many opportunities from Columbia Parks and Rec, 2 State Parks, Multiple MO Dept of Conservation and National Forest (southern/eastern Boone county)."

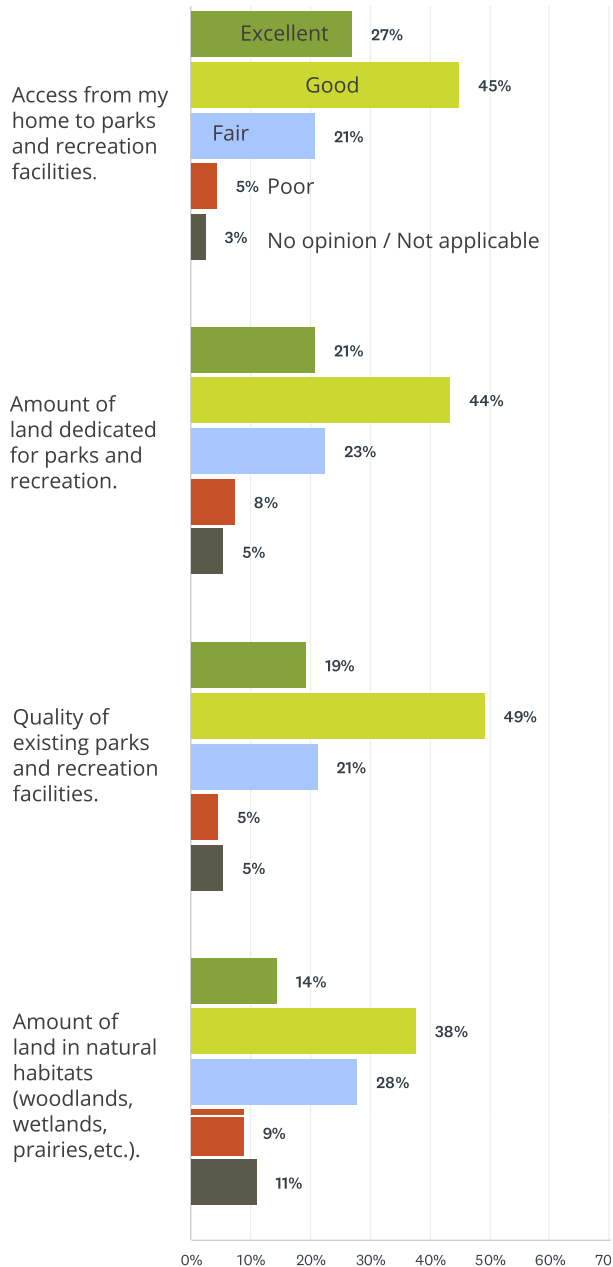
"One of the best - if not the very best - thing about Columbia is our parks and rec. Bravo!"

"Do need more parks, problems with upkeep to current, need more employees"

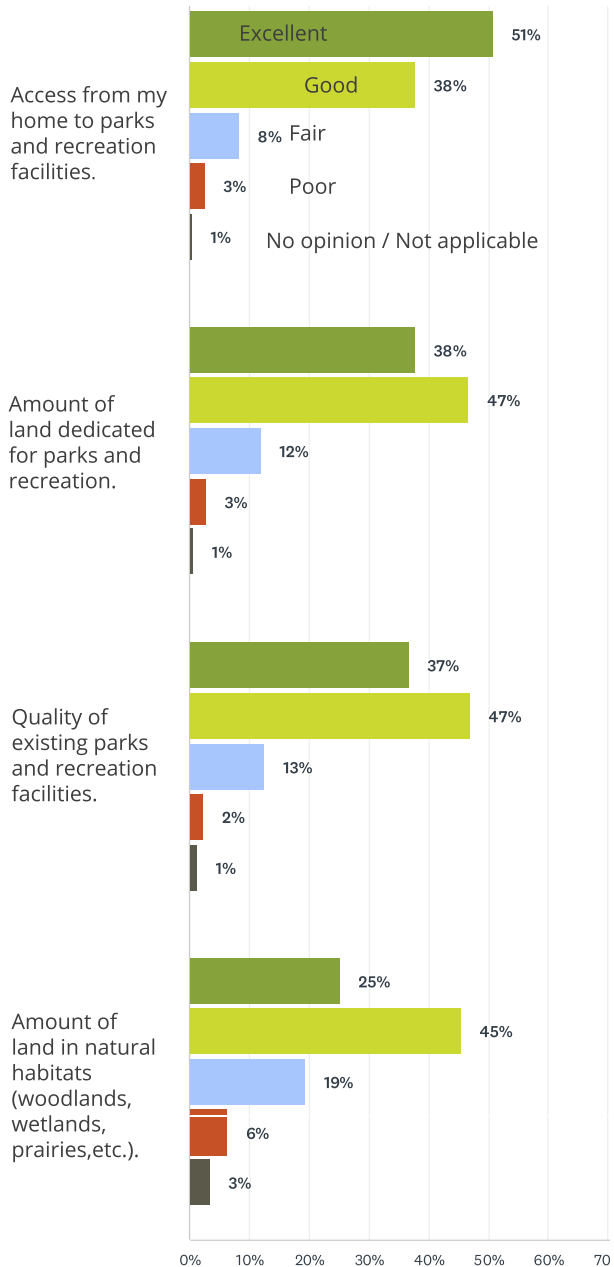
Q21. How would you rate the following for natural areas, parks, open space, and recreation facilities in Boone County?



Unincorporated Residents

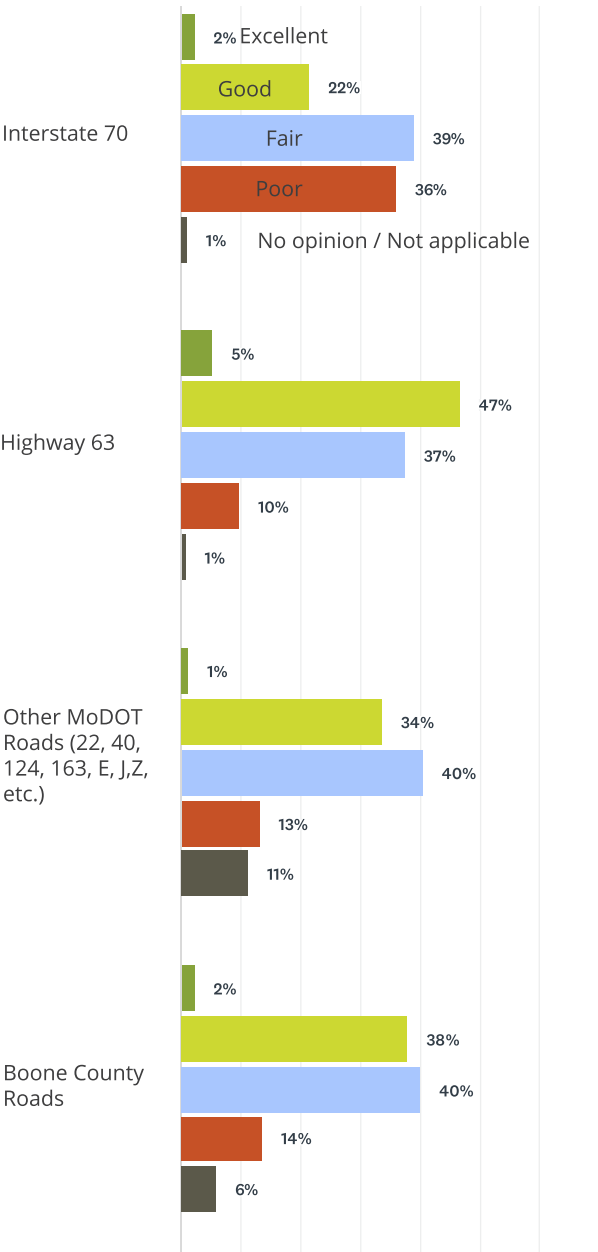


Small Town Residents
(All cities except for Columbia)

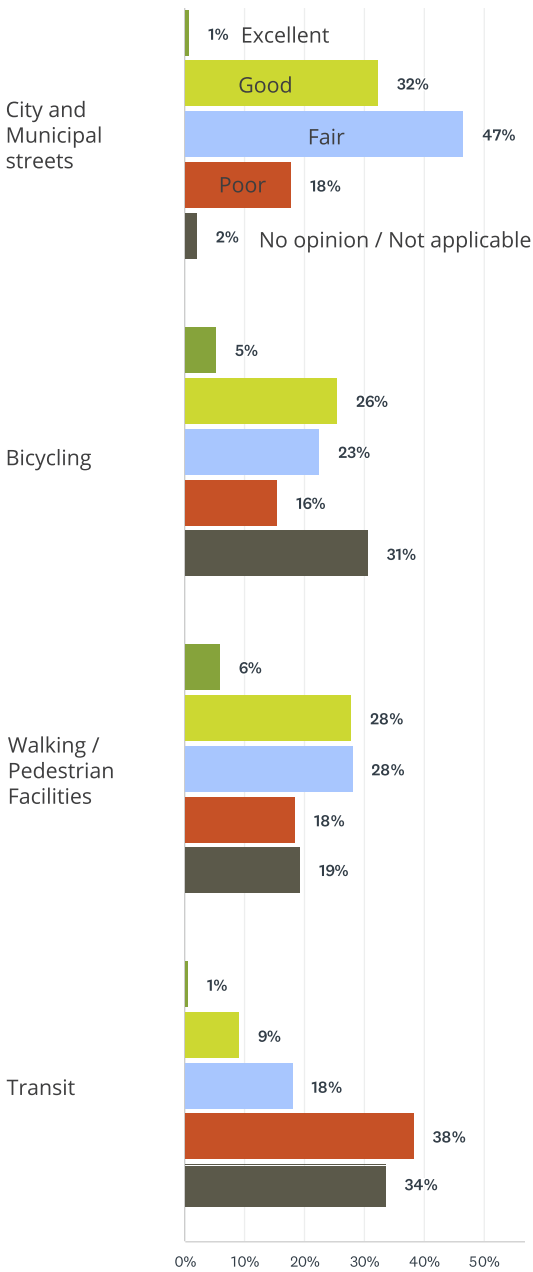


Columbia Residents

Q22. How would you rate the following modes of transportation in Boone County (in terms of condition, safety, lack of congestion, access, etc.)?



All Residents



All Residents

Notes
In a big county with many different types of transportation (rural highways, urban sidewalks, trails, etc), responses were not surprisingly varied and often very location specific.

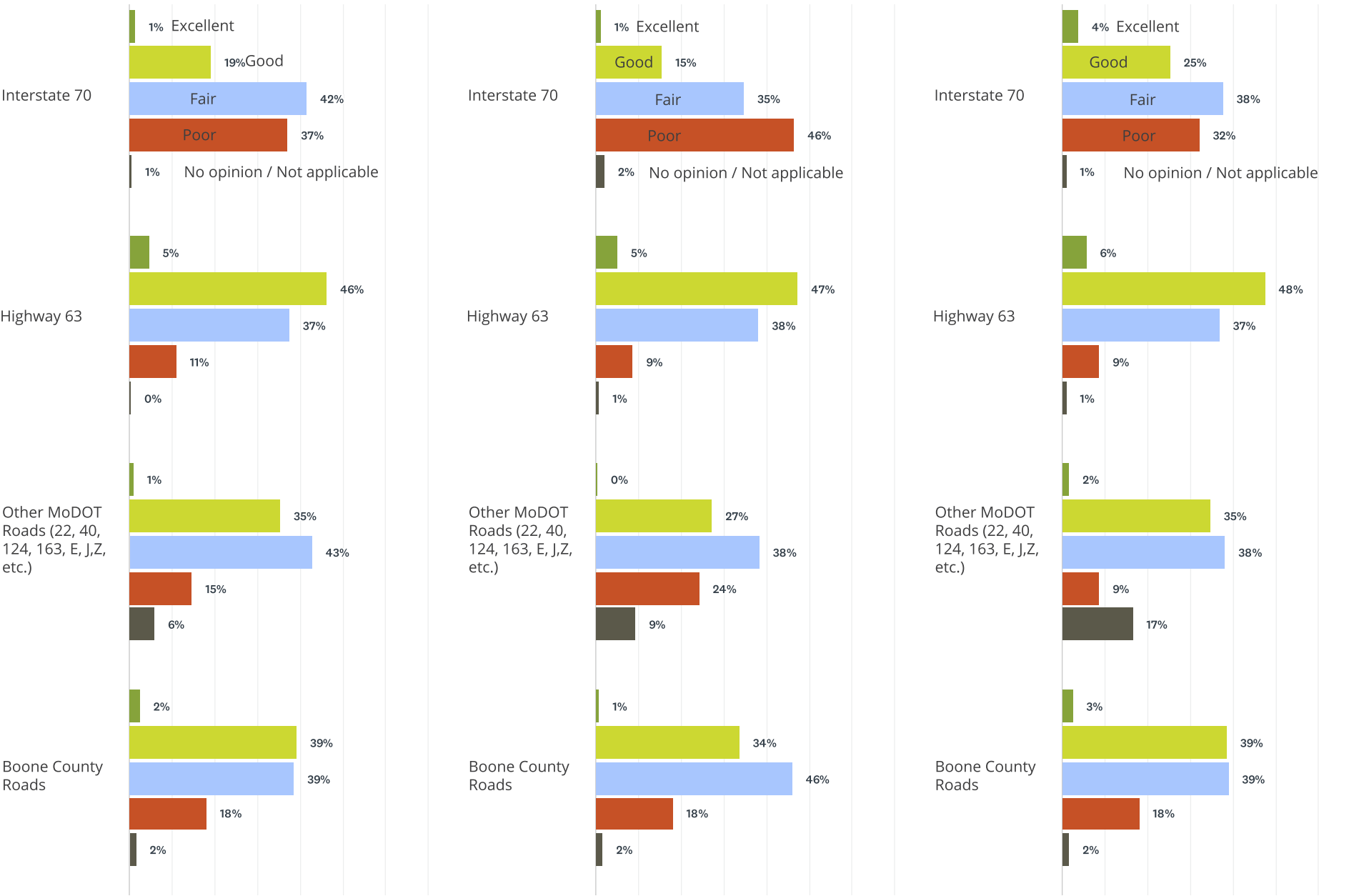
Interstate 70 and Transit received the most negative ratings, with 36% of All residents rating Interstate 70 as "Poor" and 38% rating Transit as "Poor."

Gravel Roads
For residents living in unincorporated areas where gravel roads are prevalent, there was a common desire for paved roads. Despite concerns about gravel roads, approximately 75% of Unincorporated residents rated Boone County Roads as "Good" or "Fair."

Transit
Transit received notably high "Poor" ratings, particularly from Columbia residents, with many comments highlighting the inadequacy of transit options.

Safety
Safety concerns were frequently mentioned, encompassing issues like lack of shoulders, high traffic speeds, and worries for the safety of bicyclists and pedestrians.

Q22. How would you rate the following modes of transportation in Boone County (in terms of condition, safety, lack of congestion, access, etc.)? 1 of 2

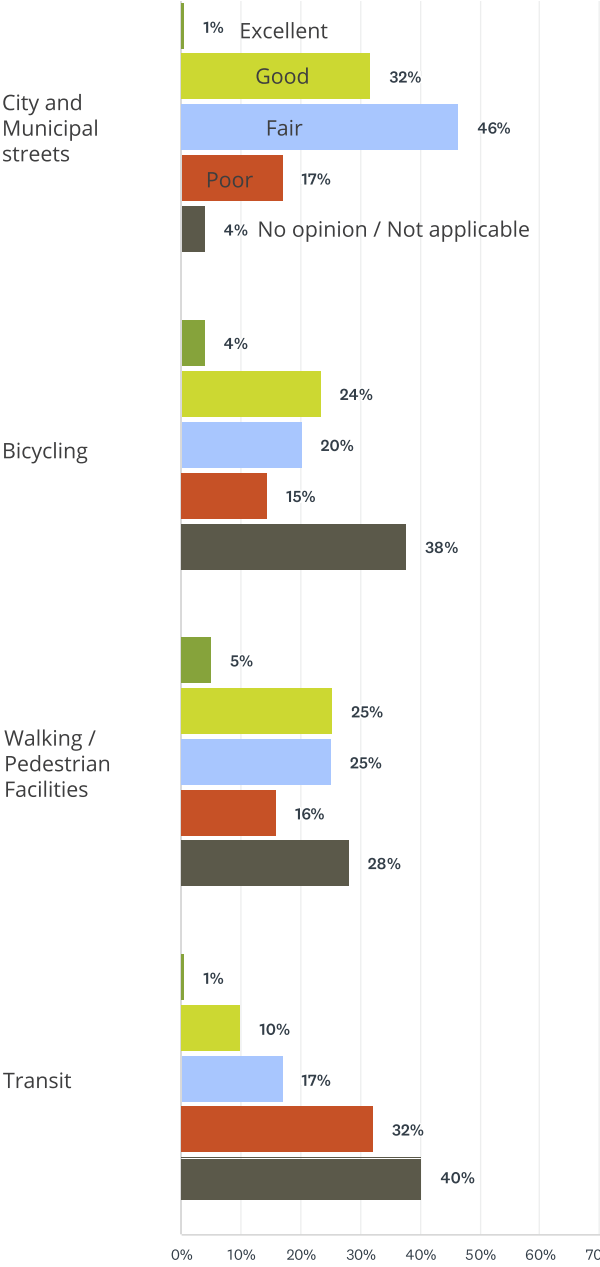


Unincorporated Residents

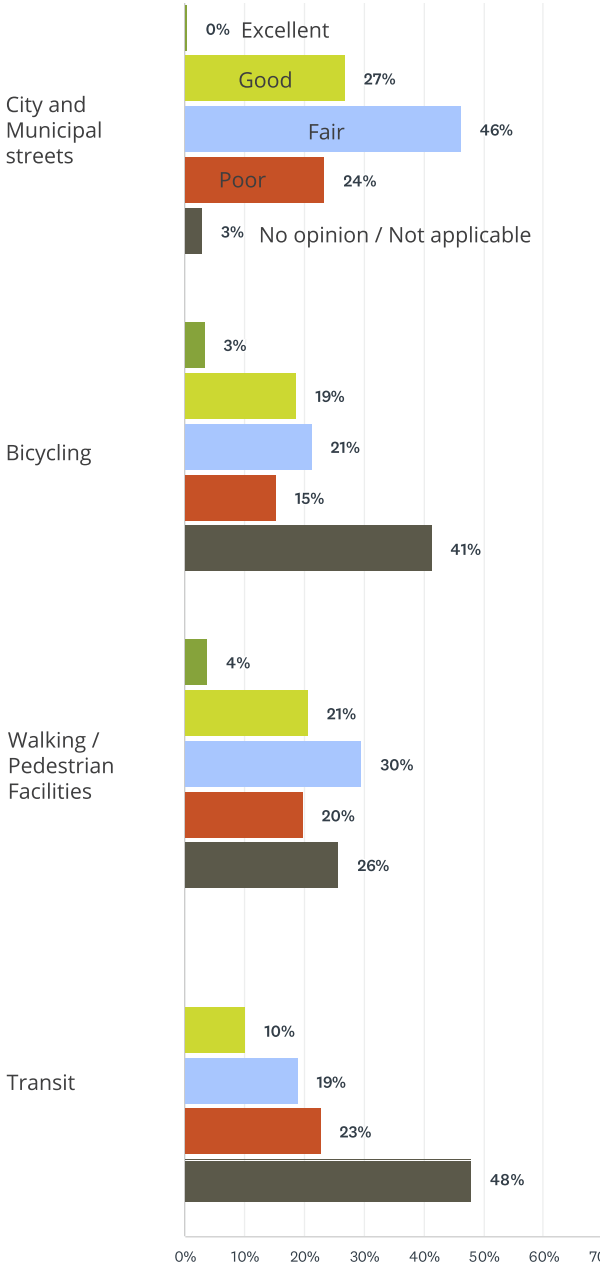
Small Town Residents
(All cities except for Columbia)

Columbia Residents

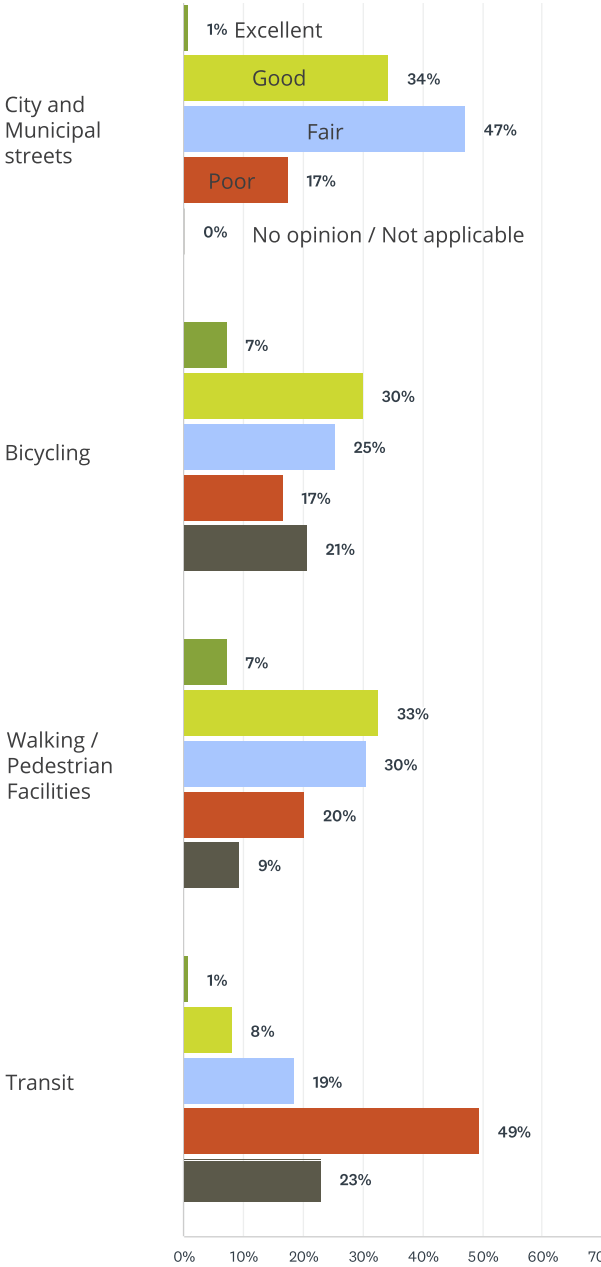
Q22. How would you rate the following modes of transportation in Boone County (in terms of condition, safety, lack of congestion, access, etc.)? 2 of 2



Unincorporated Residents

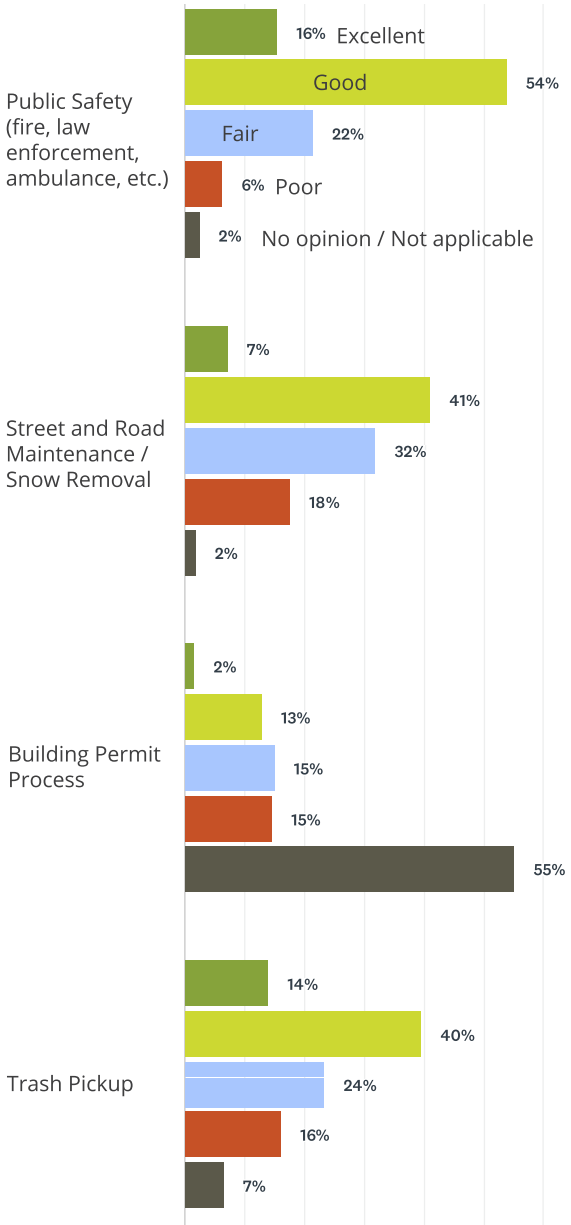


Small Town Residents
(All cities except for Columbia)

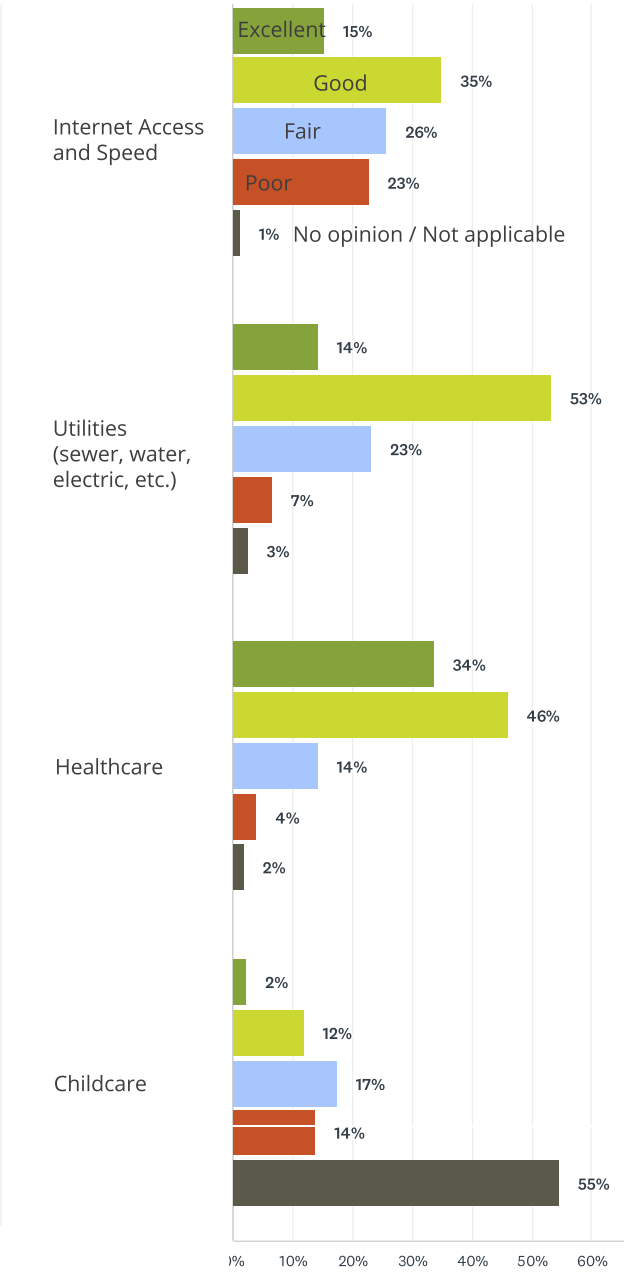


Columbia Residents

Q23. How would you rate the following community services and facilities for your home or immediate community (in terms of quality, proximity, availability, etc.)?



All Residents



All Residents

Notes

Lack of High Speed Internet
Approximately 40% of unincorporated residents rated internet as "Poor," compared to 15% of Small Town and 9% of Columbia residents.

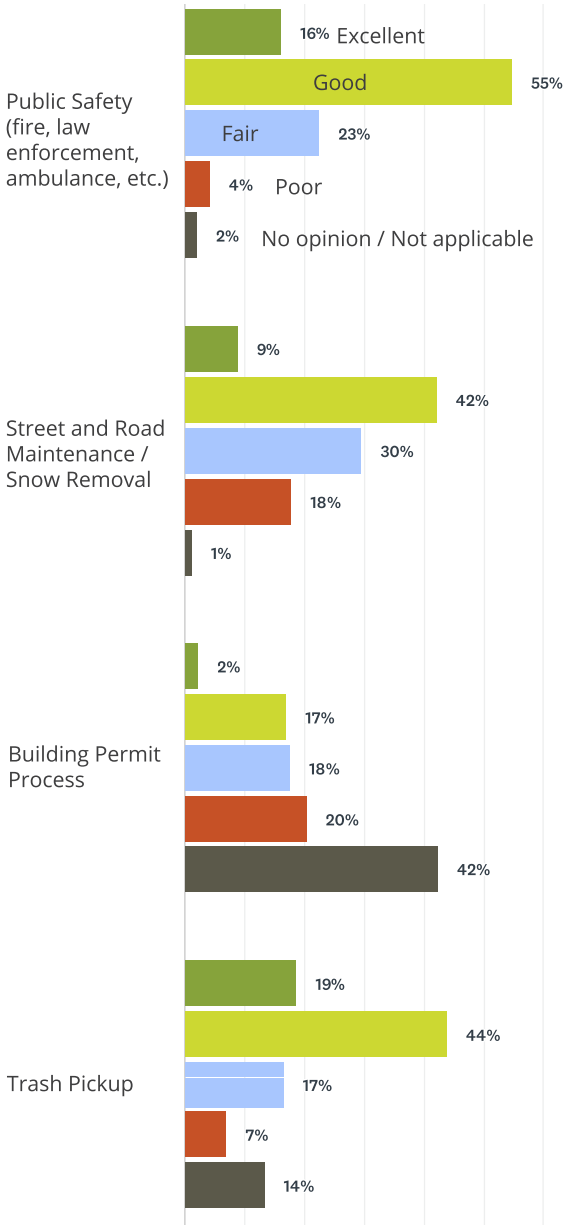
Concerns about Childcare Availability
Concerns about the lack of affordable or available childcare were frequently mentioned in comments. Excluding respondents who indicated "No opinion," **almost a third** of those offering an opinion rated childcare as "Poor."

Access to Healthcare
Overall, healthcare received a very positive rating, with approximately 80% of responses rating it as "Excellent" or "Good." However, Small Town residents rated healthcare somewhat lower, with 67% ranking it as "Excellent" or "Good." This lower ranking appears to be influenced by the availability of healthcare options in the smaller towns.

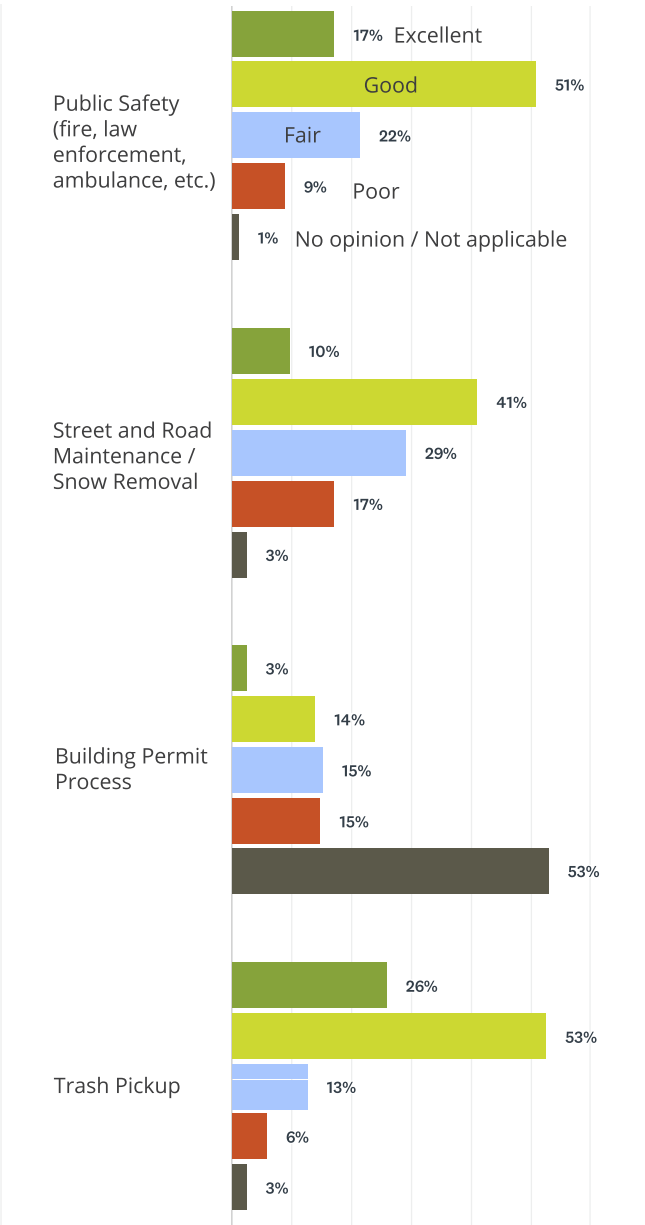
Utilities
Utilities were rated fairly positively, with 67% of respondents rating them as "Excellent" or "Good," and the ratings were consistent across the three respondent groups. However, it's worth noting that "Lack of Adequate Infrastructure" was identified as one of the top challenges to future quality of life in Boone County, as indicated in responses to question 9.

Mixed Experience with Building Permits
While the most common response for rating the building permit process was "No opinion / Not applicable," among those who did offer opinions, there was an approximately even split between those who ranked it positively ("Excellent" or "Good") and those who ranked it negatively ("Poor").

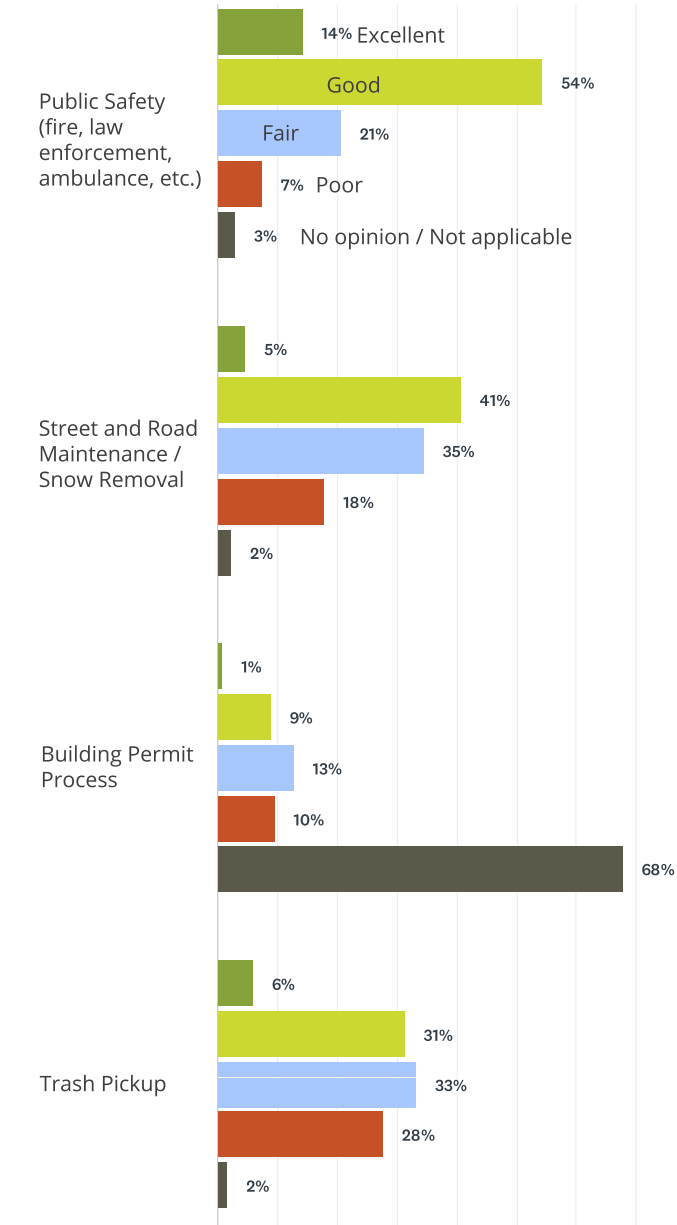
Q23. How would you rate the following community services and facilities for your home or immediate community (in terms of quality, proximity,availability, etc.)? 1 of 2



Unincorporated Residents

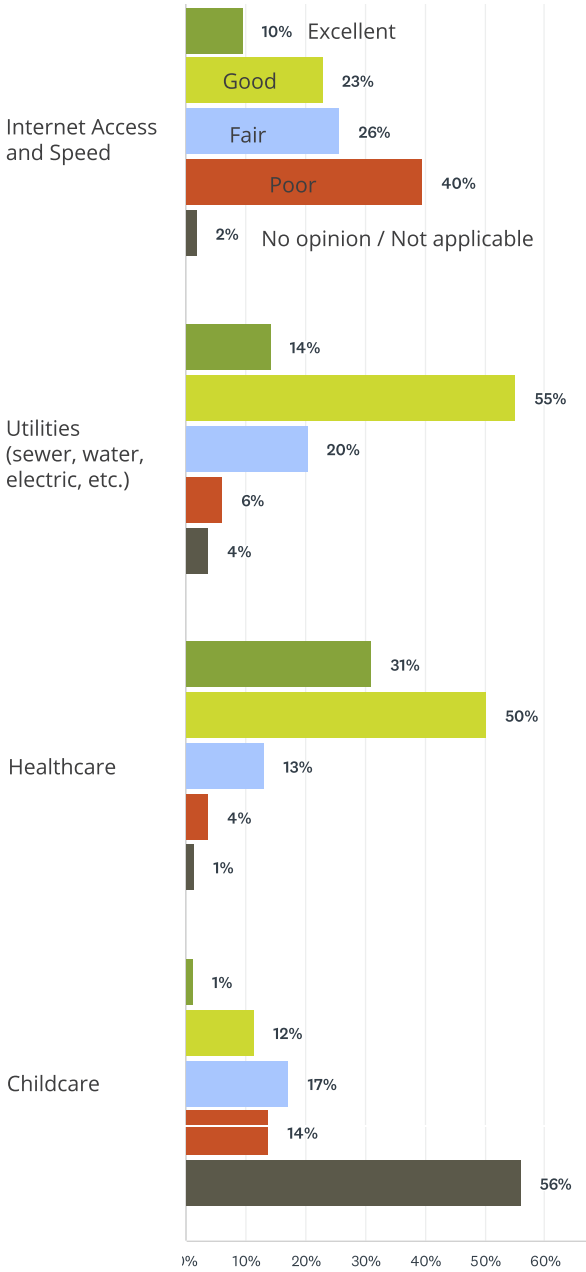


Small Town Residents
(All cities except for Columbia)

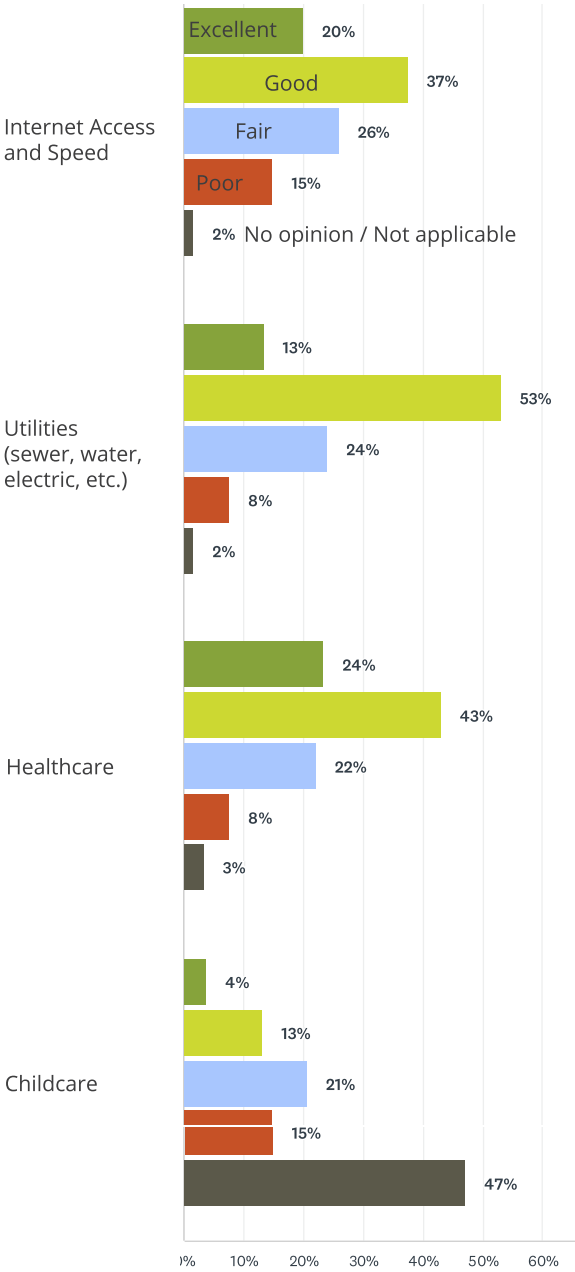


Columbia Residents

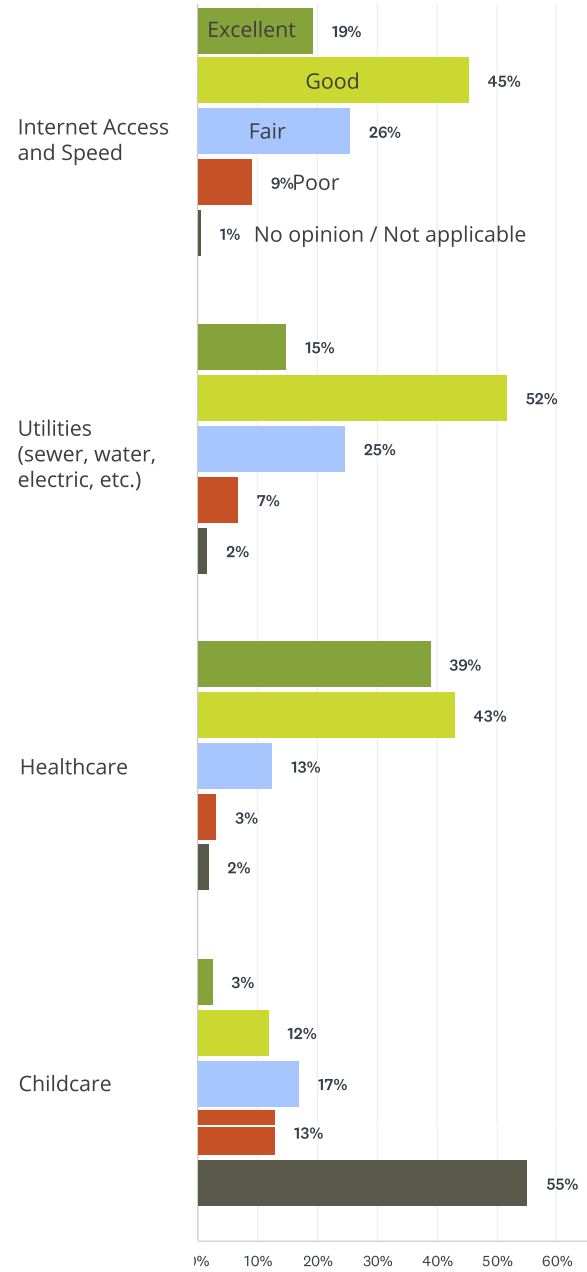
Q23. How would you rate the following community services and facilities for your home or immediate community (in terms of quality, proximity,availability, etc.)? 2 of 2



Unincorporated Residents



Small Town Residents
(All cities except for Columbia)



Columbia Residents

Q24. Are there any other comments you would like to share with the planning team about the Boone County Master Plan?

Approximately one-quarter of respondents contributed additional comments, reflecting the high level of interest residents have in this planning process and the future of Boone County. The quantity and quality of these comments underscore the engagement and concern of the residents. Below are highlights from these responses. Readers of this report are strongly encouraged to refer to the appendix to review all the comments provided.

**Unincorporated Residents
(Sample of Comments)**

- "Thank you for the opportunity to participate in this important survey!"
- "Boone County should continue to grow but the roads need to be better. Internet service to rural areas needs to improve. Boone County is a great place to live and we hope this continues."
- "Please address the gravel county roads high traveled roads to asphalt."
- "Keeping the beauty of Boone County and the rural life alive is important for now and the lives of those to come. IF not careful, Columbia will become another sunless metropolis. The farming aspect of life here adds another dimension to the population of "town and gown" seeing open farm land adds to a quality of life."
- "I don't feel like we need a bunch of codes and laws to make our rural areas more "city like."
- "Affordable housing and internet access are both critical needs."
- "Find the balance between growth and preservation. Without growth, there will be no reason to preserve. Both can be done."
- "This is a good step if you really are listening to the comments and opinions from everyone."
- "Do not forget that Columbia is NOT the entirety of Boone County."

**Small Town Residents
(Sample of Comments)**

- "Really consider outlying cities from Columbia."
- "Stop building more homes and work on the infrastructure. Highways, roads, schools, etc and more financial support for your law enforcement and fire protection."
- "I'm happy to see the county doing this. These issues are big, complex, and often divisive."
- "I have a feeling that all this concern is strictly relational to Columbia. Centralia, Hallsville, Ashland & Sturgeon will most likely see nothing positive from this."
- "Please don't forget about the small towns in the county. I think a majority of the county focus is Columbia. This is county government, not city government."
- "Road maintenance needs to be addressed."
- "Needs to have a plan about homeless community."
- "Columbia city limits cannot expand without budgeting for more emergency services and retaining that personnel."
- "Centralia is in Boone County we pay taxes we need support."
- "Our community could use an upgrade to fiber - optic cable for internet and communication."

**Columbia Residents
(Sample of Comments)**

- "Thank you for your work on this AND for the opportunity to provide input into the planning. While transportation is an important consideration for the City of Columbia, I hope the County doesn't ignore it's responsibilities/ possibilities to play a role."
- "I would love to see better public transit (bus system) and bike routes in Columbia."
- "Our primary concerns are to protect environmentally sensitive areas, protect contiguous green space and provide parks and recreation opportunities throughout the county."
- "We need to focus on preserving natural resources and ways to deal with climate change."
- "Infrastructure (road care, sewage, trash, utilities) need to be a priority before anything else."
- "Main concern is public safety. Roads need fixed, crimes reduced."
- "Please dedicate more efforts to sustainable public infrastructure and affordable housing, it is incredibly crucial to building a strong community capable of rapid development."
- "Set aside parks, green space, agriculture land, recreation land, and nature preserves everywhere."
- "I-70 is past due for updating!"

Mapping Tool Comments

In addition to the text-based survey, online respondents could provide map-based comments on a map of Boone County. The comment categories included: New Development, New Bicycle or Pedestrian Route, New Road or Street Route, Transportation Safety Concern, and Stormwater / Flooding Issues.

Over 800 map comments were submitted.

The results from the mapping tool are presented on the following pages. The mapping tool results were released separately from the 'Discovery Report.'

Your Comments

Where do you think new development should go? What type of development?

New Development

Draw new bicycle route or pedestrian route.

New Bicycle or Pedestrian Route

Draw new road or street route.

New Road or Street Route

Are there unsafe intersections, curves, or stretches of road?

Transportation Safety Concern

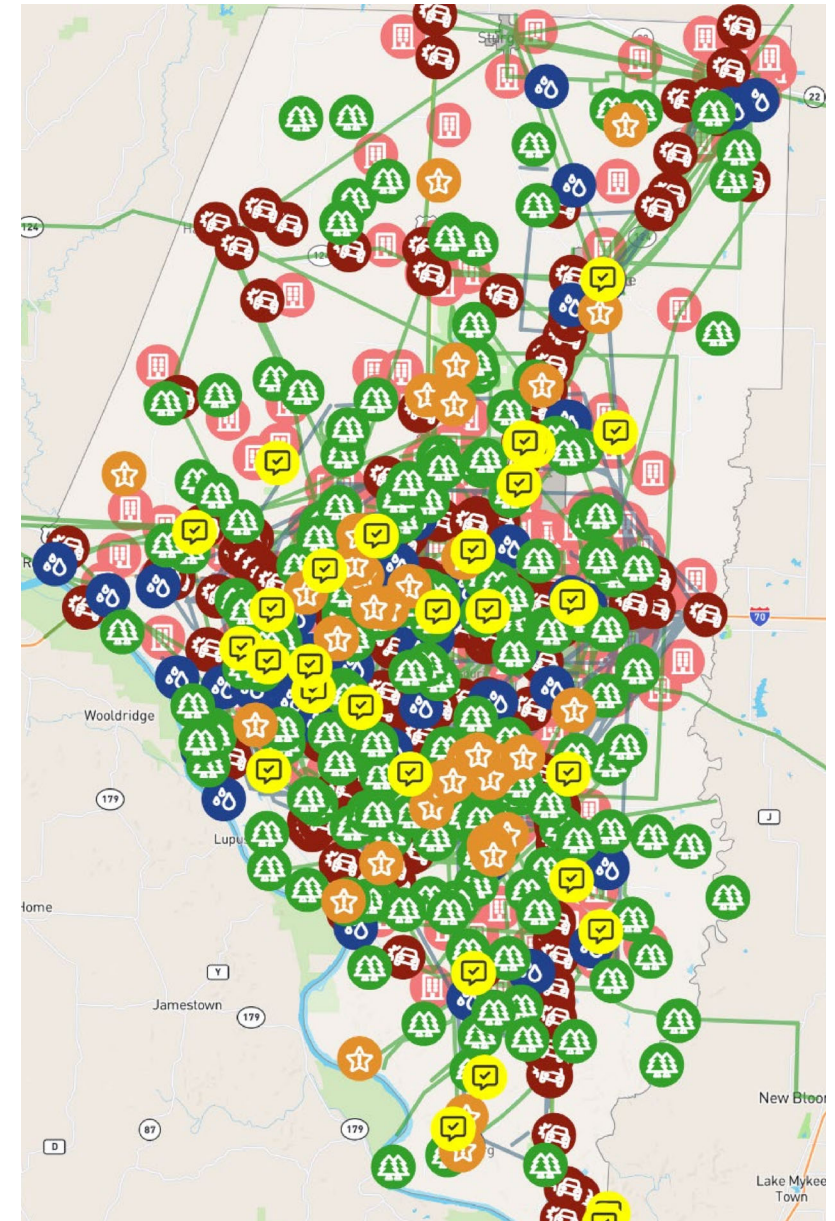
Are there areas where it floods when it rains? Drainage problems?

Stormwater / Flooding Issues

1 / 2

→

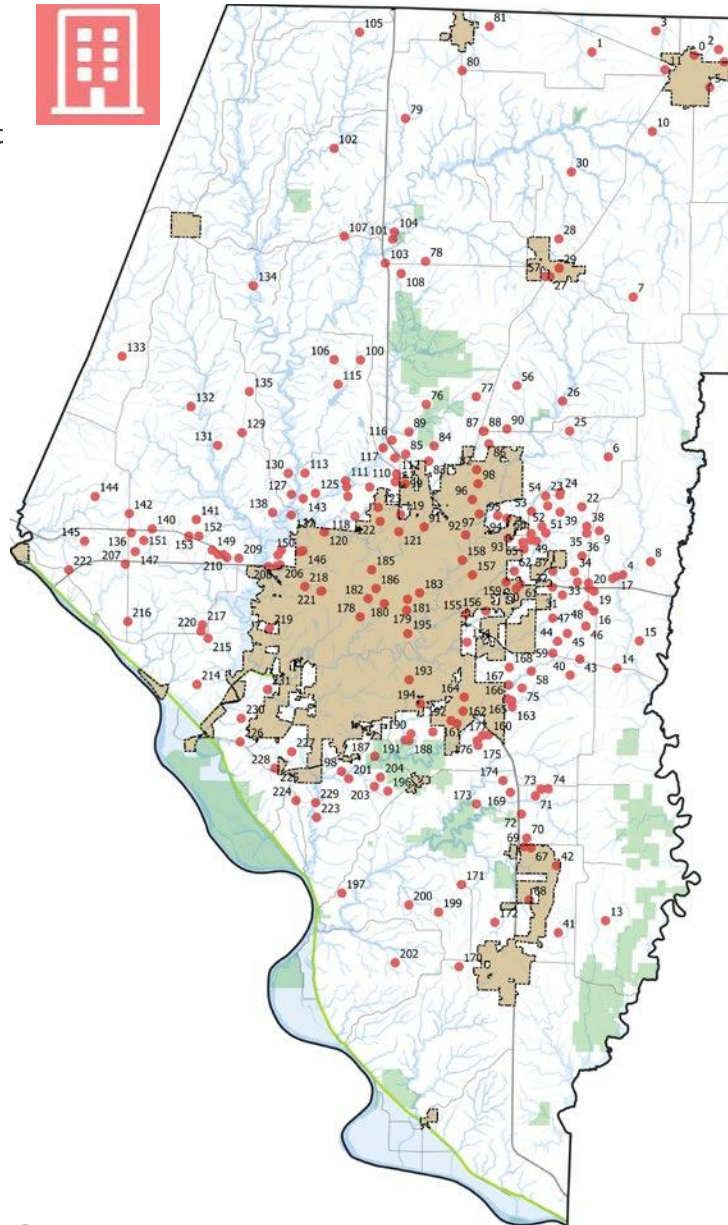
Mapping Tool Legend



All Map Comments

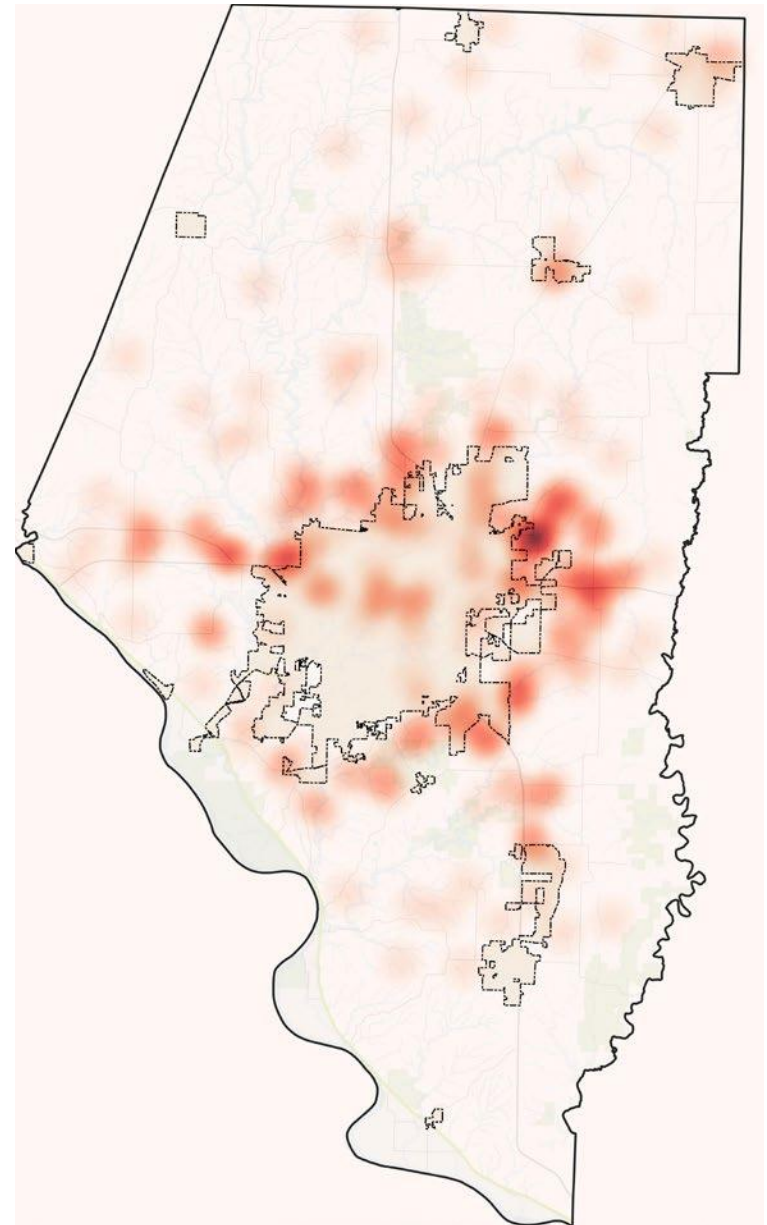
"New Development"

Where do you think new development should go? What type of development?



Comments

(See following pages for list of comments and corresponding identifier to map location)



Heatmap of Comments

"New Development" List of Comments

0		50	Grocery
1	manufacturing, offices, entertainment,	51	
2		52	Residential
3	Day care, fast food restaurants	53	Residential
4	manufacturing	54	I think more affordable residential communities with public transportation infrastructure that is connected to Columbia and other major parts of Boone County would be incredibly valuable in this area.
5	11 acres east of Orchard for new housing	55	
6	affordable housing	56	Visionary development of affordable housing with mixed use amenities. Leverage the existing RR right of way for light rail. Think REDI and attract new industry climate migrators.
7	residential to provide homes for those working in Columbia, and surrounds.	57	O/C, Commercial
8	Manufacturing, Office	58	
9	restaurants	59	Dense Single Family
10	manufacturer, restaurants, residential	60	office
11	Wedding Venue	61	industrial
12		62	Residential
13	Industrial and manufacturing near airport, including major community solar fields to power industry, airport facilities and Ashland and Columbia.	63	
14	Dense Single Family	64	residential, manufacturing
15	Manufacturing	65	Commercial/retail development.
16	industrial	66	Residential
17	Manufacturing	67	Continue investing in the industrial park, particularly with businesses that would benefit from the airport proximity.
18	Residential	68	
19	gas station	69	Gas station
20	Commercial, manufacturing, etc.	70	More destination type projects that lean on the airport for service deliveries. Something that is a regional or statewide attraction that brings people into Boone County or gives residents something to do on the weekend that doesn't require driving to...
21	Gas station (possibly large enough for a truck stop)	71	Expand Discover Ridge to include all types of development to build a large new bedroom community with transit to Colombia, including a micro grid distributed energy system.
22	residential	72	affordable housing
23	residential	73	Manufacturing, office ...near COU airport to take advantage of that asset It will be a tricky balance since it is in the watershed but can be done thoughtfully
24		74	office, strip mall, residential
25	Please do not allow Bruce Odle to develop the former Gonterman property on HH into a subdivision.	75	
26	residential housing, restaurants and strip malls	76	
27	Restaurant. Hallsville wants more restaurants, coffee shops, gas stations	77	
28		78	restaurants
29	Restaurant	79	
30	Residential, restaurants, office	80	office, manufacturing, entertainment
31	Residential		Put more lighting downroute B, use solar lights also Banks such as Missouri Credit Union, better roadways
32	Light Industrial with service businesses for employees	81	shoulders on road between Hallsville and otherwise of Hallsville going to Centralia. Bring back Walmart to Paris road between hh and add the Wa...
33	industrial	82	Restaurant/coffee shop
34	Build to the East of town	83	
35	Access to sewage system	84	
36	Residential	85	manufacturing, residential
37	Commercial and retail development to serve area northeast of Columbia.	86	Mixed Use Development along COLT Rail Line between downtown Columbia and Centralia
38	All types	87	Gas stations
39	residential	88	Restaurant
40		89	Residential and restaurant
41	More restaurant & grocery options.	90	Industry
42	Continue further growth with more commercial amenities around airport, hotel, restaurants, convention area		
43	Residential, restaurant, office		
44	Subdivisions		
45			
46	Manufacturing		
47	east columbia is prime for additional residential and commercial growth		
48	Residential subdivisions		

"New Development" List of Comments

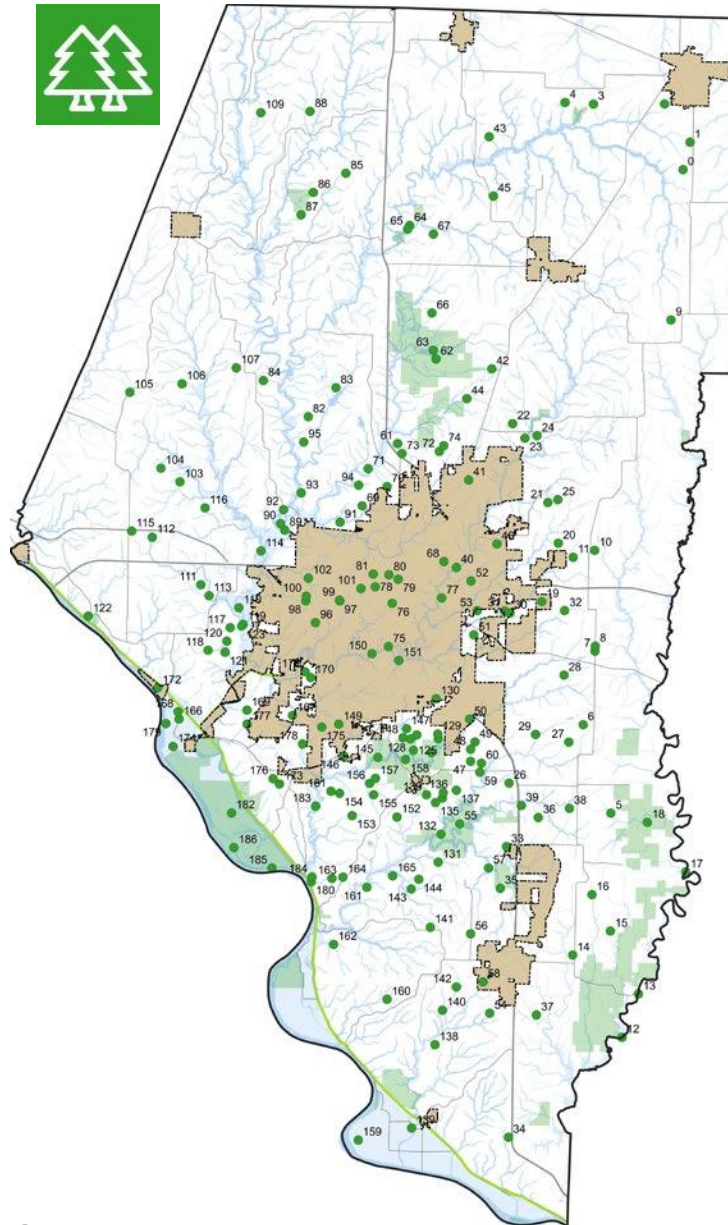
92	Restaurants and Shopping	137	sewer connections and compact growth. This growth ring should be modified as needed to protect watersheds, habitat and prime farmland. Ideally ...
93	The area northeast of Columbia needs more commercial/retail businesses to serve the population here.	138	Manufacturing
94	Office	139	None. Should remain agricultural.
95	Residential	140	
96	Commercial, manufacturing, etc. in the existing industrial Paris road industrial area.	141	Residential
97	Residential	142	None
98	Mixed use land development needs to be prioritized in this area as has been historically under developed for an area that has high concentration of low-income minoritized community members.	143	residential
99	Affordable residential homes	144	Office and residential.
100	manufacturing housing	145	Residential
101		146	The Northwest area of town is in need of a new high school facility within the next 10-15 years
102		147	manufacturing, warehousing
103	any type of development along highway 63	148	Residential
104	strip mall, housing and restaurants	149	Actual grocery store (if more residential neighborhoods keep being built, the need for a grocery store is going to keep rising).
105	manufacturing	150	Residential
106	restaurant, housing	151	manufacturing
107	residential	152	
108	Residential	153	I think this would be a great place for some sort of grocery store or other food business. The area across the street is really growing with more residential, plus there are already some near by business development.
109	restaurants, grocery store, strip mall and residential	154	
110			Small residential (tiny) homes and/or apartments for a senior community. There's a small complex at 5000 E
111	All, of the above.	155	Richland Rd. Lake George Assisted Living which is of interest but there are none that are similar to that in the county for residential care.
112	Grocery	156	
113	residential, manufacturing, restaurants	157	Residential
114	Manufacturing	158	Restaurants
115	Commerical (manufacturing)	159	Adding more shops/restaurants/etc near the new Schnucks
116	Residential	160	Offices, restaurants, services, etc.
117	Residential subdivisions.	161	restaurants, maybe a Costco or in a dream world, Trader Joe's.
118	Restaurant or grocery store	162	retail, grocery
119	Restaurants/Businesses	163	Residential
120	High School	164	
121	N. Columbia suffers from a lack of development and is a poor entrance to Columbia from the North, Investment in project to the North (along with a N/S street to ease transportation, would revitalize that side of town.	165	Residential
122	office, restaurant	166	Dense Single Family
123	Affordable residential homes.	167	Grocery
124	REsidential	168	Residential
125	Residential	169	I'd like to see Ashland and Columbia grow into each other.
126	All types	170	
127	residential	171	high end restaurants
128	None	172	Commerciae Development
129	affordable housing	173	Residential
130	Residential	174	
131	housing, restaurants and strip malls	175	
132		176	Restaurant
133	Manufacturing Logistical area with easy access to 70	177	Gas station and QSR
134		178	dense multifamily units within city
135	Residential	179	Residential
136	Commercial	180	All except Manufacturing. Manufacturing is better suited to the Route B sector.
		181	all

"New Development" List of Comments

183	Residential, office, and senior living space on property at either side of North Country Club Drive. Development in this area to compliment the housing in that Country Club Estates Neighborhood Association for retirees and seniors would be ideal tran...	224	dense Single family developments
184	Indoor Pickleball/Tennis Court Location	225	Groceries and other retail opportunities for the developing SW Columbia neighborhoods.
185	This land should be used as a green space/recreational space with a walking path and dog park.	226	
186	Keep it all within the city limits	227	residential, spaced out!
187	residential, spaced out!	228	Grocery
188	Residential	229	Residential
189	Any of the above	230	
190	Residential/Commercial/Office	231	Residential
191			
192	I believe all development South of Nifong and especially Gans Rd. should be severely restricted to protect the ecologically sensitive nature of this area in and around the Clear Creek watershed, and the Gans Wild Area and Rock Bridge State Park. I wo...		
193	An additional stand alone Target with a Red Robin or Outback would do well here!		
194	residential, manufacturing		
195	All development should be within the city		
196	residential, restaurant		
197	Residential		
198			
199	Possibly light manufacturing, restaurant		
200	Residential		
201	residential w acreage spaced out!		
202	housing		
203	Dense Single Family developments		
204	residential, spaced out!		
205	Sorrell's overpass needs to be a full intersection and the Strawn Rd corridor built out in business and multifamily developments.		
206	Mixed used Residential, behind commercial spaces		
207	commercial		
208	Access to I70		
209	County Convention Center to provide for large meeting spaces, catered dinners, educational and training sessions. Ideally somewhere off of Interstate 70 or south near the Boone County History and Culture Center on Ponderosa Street. There is no Conve...		
210	restaurants, shopping, residential		
211	quality retail and restaurant Maybe even big box home improvement which is all clustered on the east side of town		
212	restaurants, shopping, residential		
213			
214	Residential		
215	Residential		
216	Restaurant		
217	Dense Single Family Developments		
218	Residential		
219	light manufacturing, restaurant, office		
220	Grocery		
221	It is terrible the amount of unoccupied retail space this development has. This space is thr perfect location for a Burlington Department Store and Trader Joells. These two businesses will bring a tremendous amount of jobs and revenue to Boone County.		
222			

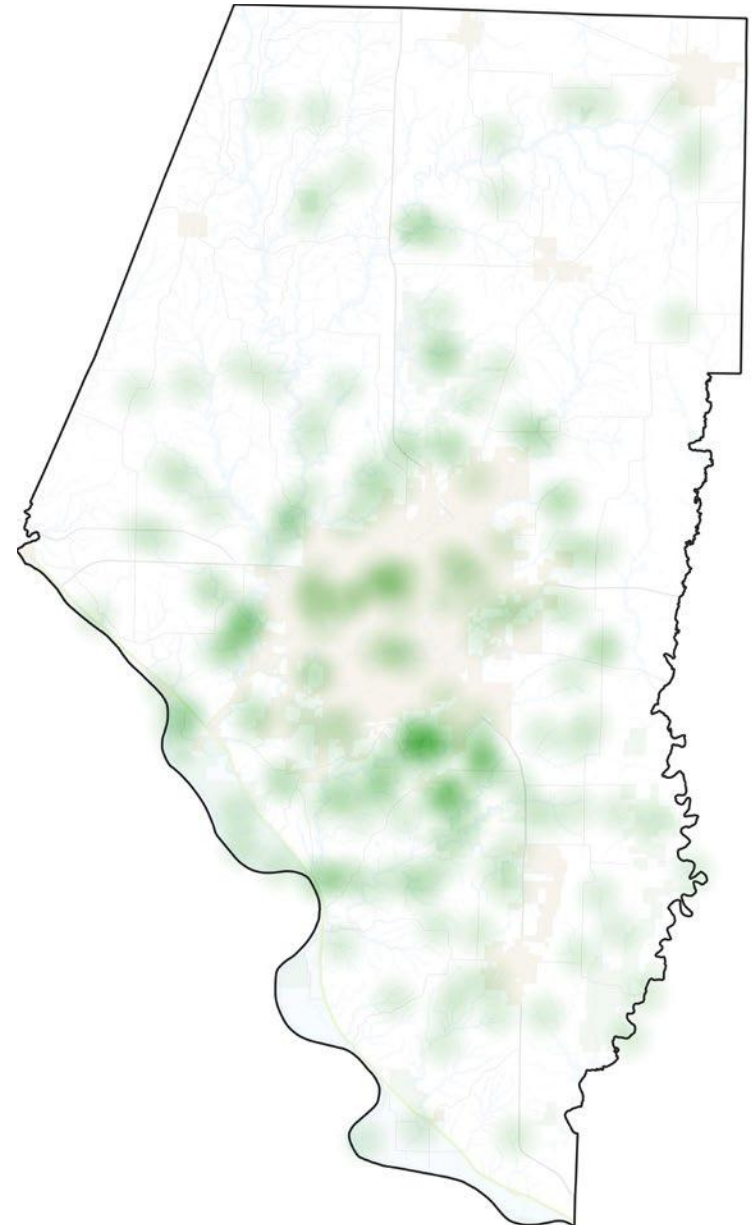
"New Parks or Open Space"

Where should there be new parks, open space, or improvements?



Comments

(See following pages for list of comments and corresponding identifier to map location)



Heatmap of Comments

"New Parks and Open Space" List of Comments

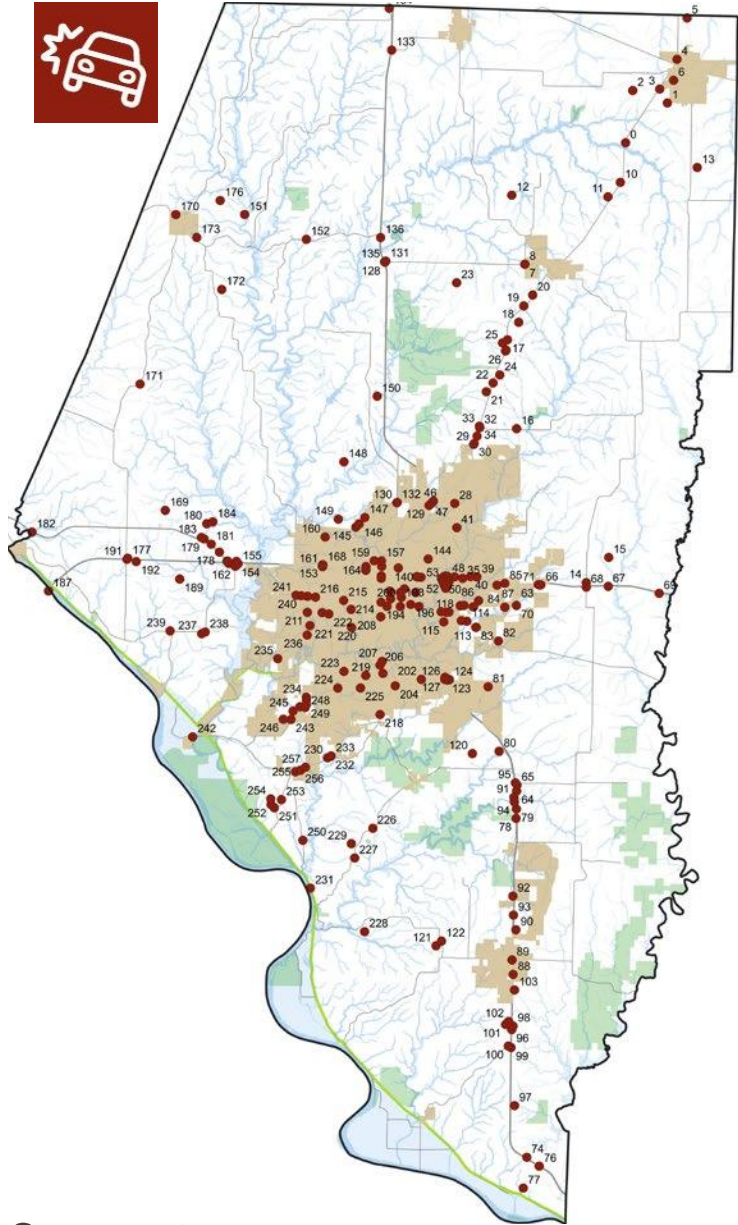
0	More trails between Columbia, Hallsville and Centralia so that people can walk or ride bikes to and from work.	50	
1		51	Needed parks and open space
2	More trails	52	New park in vicinity of Lake of the Woods Gold Course
3	Expand and upgrade Battlefield Park near Centralia.	53	
4		54	Add protected parkland to stop Ashland sprawl.
5	Add protected parkland to stop encroachment and fusing of Columbia sprawl and Ashland sprawl.	55	Housing in this area has been allowed too close to streams.
6	Residential park	56	Add protected parkland to stop Ashland sprawl.
7	East of Columbia	57	Sensitive Bonne Femme drainage
8		58	Kids could use a place to play in Liberty Landing neighborhood
9	Establish farmland community land trust to protect existing farmland.	59	Preserve land at 5700 S. Bearfield Road (East side of road) for wild area. Heavily timbered and beautiful. Next to Gans Creek
10	Two mile prairie		Recreational Area and Rockbridge State Park.
11		60	Add protected parkland to stop Columbia sprawl.
12	takeout on cedar creek	61	
13	takeout on cedar creek	62	awesome area, don't change a thing
14	Add protected parkland to stop Ashland sprawl.	63	area around Rocky Forks and Finger Lakes
15		64	Expand pinnacles natural area
16	Splash pad	65	
17	parking access and put in on cedar creek and upgrade of walking bridge access to national forest over Rutherford bridge	66	park or green space
18	US Forest Service land could be better utilized with a public-private-partnership to improve forest cover, encourage native ground cover, and thoughtful rotational grazing	67	Pinnacles should be County park
19	Anywhere we can add in some natural spaces we should try and do so - even if it's small areas around the parameters of other spaces. Each time an area is cleared for a development or subdivision all the wildlife that was there before is either killed ...	68	Neighborhood park area?
20	Add protected parkland to stop Columbia sprawl.	69	City should buy and turn Ausburn Lake to a public place for families, fishing, etc.
21		70	Park with a pavilion and gathering space for community. Maybe a splash pad for northsiders, or a community pool?
22		71	Add protected parkland to stop Columbia sprawl.
23	Prioritize protection of open space and water quality upper reaches of Hinkson Creek	72	Green space park
24	Add protected parkland to stop Columbia sprawl.	73	I would love to see an ice rink somewhere. It would be even better if it could hold college or minor league hockey games!
25	Add protected parkland to stop Columbia sprawl.	74	Add protected parkland to stop Columbia sprawl.
26	Conserve forest and woodland near and between public lands, such as W and S of Grindstone Nature Area, and N of Rockbridge State Park and between Rock Bridge and Three Creeks Conservation Area and between Three Creeks and Green Conservation Area to th...	75	Stop cutting trees at MU, add more tree groupings instead of maintaining lawns. Add more native vegetation at MU and everywhere
27		76	Add more trees in downtown Columbia and also in low-income housing, plant in groupings so the trees won't keep dying. Or plant trees in abandoned lots to reduce the heat for lack of green space.
28	Add protected parkland to stop Columbia sprawl.	77	Add more trees in these strip mall and walmart
29	Add protected parkland to stop Columbia sprawl.	78	Perfect park space to mainly serve the folks at Oak Towers and the future residents at the affordable housing that will be on the northeast corner of Sexton Rd & Garth Ave
30	There is already open space here that should be preserved.	79	
31	There is already open space here that should be preserved	80	There are not many safe parks or green space off the business loop. Cosmo park is filled with trails that are known for illicit activity.
32	Add protected parkland to stop Columbia sprawl.	81	
33		82	vacant for sale farm would be a great parkland
34		83	More parks and greenspace in northern Boone County. Conserve forest and woodland near Finger Lakes State Park and the adjacent Rocky Forks Lake Conservation Area, and near Lick Creek Conservation Area.
35	Add protected parkland to stop Ashland sprawl.	84	Skate Park
36	Add protected parkland to stop encroachment and fusing of Columbia sprawl and Ashland sprawl.	85	Need parts in NW Boone County.
37	Add protected parkland to stop Ashland sprawl.	86	Establish farmland community land trust to protect existing farmland.
38		87	area around Lick Creek
39	Restore tall grass prairie	88	
40	Protect and add buffer green areas to protect the Hinkson Creek and other bodies of water in Columbia and the rest of the county	89	Protect natural area around river for planned Columbia bike path loop around outskirts of city which will connect with Katy Trail connector.
41		90	Park where the creeks split
42	Assuming more development moves along Route B, there needs to be thoughtful park areas, and better integration of existing parks	91	
43	New wooded park area to enjoy	92	
44	New park off of 63, near 1-70. Land was donated to the city. Please keep that area natural and don't build a sports complex there.	93	Add protected parkland to stop Columbia sprawl.
45	Establish farmland community land trust to protect existing farmland.	94	This and any other parks should be within the proximity of a number/cluster of homes. This will provide more opportunities for people to enjoy green spaces where there is a lot of development, and reduce the strain/overcrowding at other parks
46	Need more parks in Northeast Como	95	Locate park in vicinity to preserve forest.
47	Keep as much open space as possible. If someone owns large land, reach out, will they donate it if it's just trees? There is nothing wrong keeping more land and making more trails.	96	Make lakes public.
48	Make this open space...connect it with Gans wildlife area.	97	big vacant lot, consider keeping as green space instead of new housing or business development
49	Protect the creek area where the blue herons are nesting	98	add more trees in parking lots
		99	The big empty lot here would provide a great opportunity for a park
		100	Add more trees in parking lots

"New Parks and Open Space" List of Comments

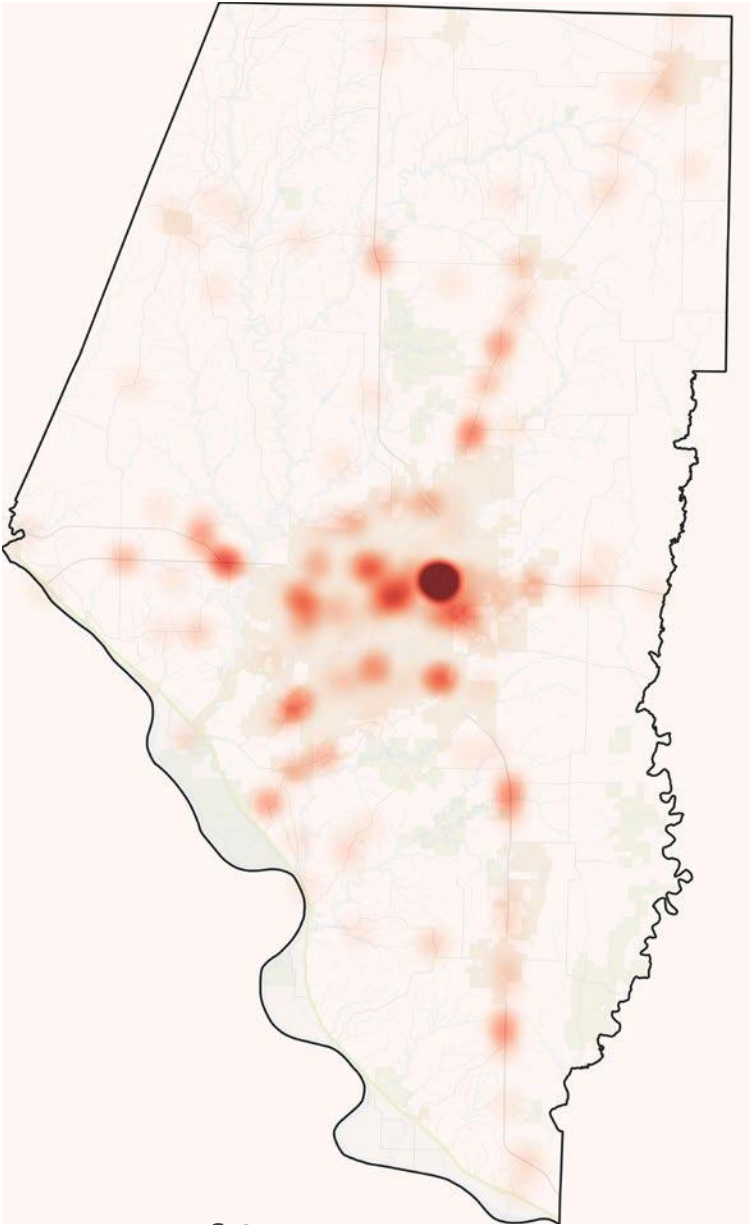
101		150	County needs to work with Mizzou to get new indoor tennis center. Maybe use old Macy's building temporarily. Or work to get a Y facility with indoor courts for pickleball, tennis, racquetball, kids soccer, basketball, etc.
102	Get rid of homeless camp turn into a park/pickleball/tennis courts	151	Open space is required on northern border of Rock Bridge Memorial State Park and there needs to be more overall protection of the Park from any development with drainage and run-off issues. Also, light pollution will have an adverse effect on the qual...
103		152	Discourage new development in areas near state parks
104	More parks and wooded area	153	Would be a great place for a park and new trails!
105	Thrall's Praire	154	Add protected parkland to stop Columbia sprawl.
106	Establish farmland community land trust to protect existing farmland.	155	Add protected parkland to stop Columbia sprawl.
107	Park with wooded area would be great in this areaq	156	The land around Rock Bridge Memorial SP needs to be protected.
108	No more parks. Parks should be a priority when Public Safety and housing are addressed.	157	Add county park or zoning protection to buffer Rock Bridge Memorial State Park, which benefits Boone County residents as well as Missourians in general and residents of other states.
109	Northern Boone County lacks open space for public gatherings or parks.	158	Wonderful trails
110	Protect areas surrounding perche creek which will eventually include a bike path as part of columbia park plan.	159	A public space/park at at least 1 location (preferably more than 1) along the Mo River between Cooper's Landing & Claysville Store would be amazing. Other than the Katie Trail & the MDC boat ramp access near Hartsburg, there is no public space or park...
111		160	
112		161	Preserve farmland and open space, stream buffers around Rock Bridge State Park and Three Creeks CA
113	Add protected parkland to stop Columbia sprawl.	162	Locate park in vicinity to preserve forest.
114	Add protected parkland to stop Columbia sprawl.	163	Protect more areas along the river
115	This would be a great spot for a big park and playground, walking path. There aren't any in Midway	164	
116	Karst	165	Add protected parkland to stop encroachment and fusing of Columbia sprawl and Ashland sprawl.
117		166	Big tree
118		167	Needed parks and natural space
119	There are no public baseball/softball fields on this side of the city.	168	Any protection that can be provided to help save the "Big Tree" from future destruction is appreciated. The county was asked to stay outside the drip ring when the current gravel shoulder repairs were made, but they did not. There is a active facebook...
120	This area is beginning to develop and it would be beneficial to have some sort of community green space before it is overrun with homes	169	Add protected parkland to stop Columbia sprawl.
121	Add protected parkland to stop Columbia sprawl.	170	Needed natural space
122	Moniteau Bluffs should be protected from development	171	Add more trees in parking lots like this one
123	Perche Creek Trail	172	Promoting access to the river
124	Protect Rockbridge State park from nearby upstream development.	173	
125	Rock Bridge Memorial State Park, and the Gans Creek Wild Area is a unique asset to the city of Columbia. Its Bluffs and stream valleys, mature forest, and rolling prairie, providing a wild experience just minutes from downtown. Its trails for hikers, ...	174	A park between the Katy Trail and the Missouri River would be great. Also need to protect the Gans Creek Wild Area from adjacent development. A park would be preferable to a subdivision.
126	Add county park or zoning protection to buffer Rock Bridge Memorial State Park, which benefits Boone County residents as well as Missourians in general and residents of other states.	175	
127	Please keep the area around rockbridge state park as preserved land or no further development	176	Add protected parkland to stop Columbia sprawl.
128	The ecologically sensitive area between the Rock Bridge State Park and the area around Gans Road and the areas of the drainage into the Park, including the Karst Plain should have better protection from development.	177	
129	park	178	
130	An expanded History and Culture Center for banquets, large events, education and training space, open spaces for gatherings.	179	
131	Karst plain	180	Park area
132		181	
133	The Southern edge of Rock Bridge Memorial State Park should be protected from waste infiltration into the cave system.	182	
134	area around Rock Bridge and Three Creeks	183	Protect Creek Watershed
135	Devils Icebox karst plain	184	Basically, all riparian areas should be protected from development and kept as farmland, parks or other open space. High income subdivisions with large mono-culture lawns are not appropriate for protecting our drinking and surface waters.
136	Add county park or zoning protection to buffer Rock Bridge Memorial State Park, which benefits Boone County residents as well as Missourians in general and residents of other states.	185	Protect access and scenic and biologic value of areas around the Missouri River
137	I'd love to see a connection between Rock Bridge and 3 Creeks	186	
138	Conserve forest and woodland on slopes and ravines along the Missouri River, especially near public lands like Eagle Bluffs Conservation Area and Hart Creek Conservation Area.		
139	The Bur Oak Tree is a county treasure. It needs to have a park around it for "parking" and maybe picnic services.		
140	Locate park in vicinity to preserve forest.		
141	Park area		
142	Add protected parkland to stop Ashland sprawl.		
143	park or greenspace		
144			
145	Expand protections of rockbridge park		
146			
147	Need for acquisition of open space or establishment of regualtory structure to protect Rock Bridge State Park from housing/commercial development along the urban-rural interface		
148	Add county park or zoning protection to buffer Rock Bridge Memorial State Park, which benefits Boone County residents as well as Missourians in general and residents of other states.		
149	pickleball courts similar to AO in SW		

"Transportation Safety Concern"

Are there unsafe intersections, curves, or stretches of road?



Comments
(See following pages for list of comments and corresponding identifier to map location)



Heatmap of Comments

"Transportation Safety Concerns" List of Comments

0		2 lane with minimal shoulder in several areas and the amount of traffic makes Route B dangerous.	32	<i>Dangerous intersection,Sightlines or lack of visibility</i>	The area along Route B near Settler's Ridge is really dangerous. There is a lot of traffic in the morning going into Columbia, plus so many cars waiting to turn onto Route B. I've seen a lot of close calls of near accidents from cars that get tired of...
1		railroad crossing without warning lights			
2					
3	<i>Other</i>	Need a turn in lane from 124 onto Lakeview	33	<i>Dangerous intersection</i>	Route B is busy so accidents frequently occur here. The pavement on north route B is also poor. North Columbia/Hallsville is being neglected
4	<i>Dangerous intersection</i>	4 way stop has accidents every week	34	<i>Dangerous intersection</i>	Light or roundabout badly needed
5	<i>Dangerous intersection,Sightlines or lack of visibility</i>	So many wrecks at This intersection.	35	<i>Dangerous intersection</i>	Hill and constant traffic make this intersection unsafe. Round-about at hanover and increasing to double lanes on Clark lane.
6	<i>Dangerous intersection,Sightlines or lack of visibility</i>		36	<i>Dangerous intersection</i>	
7	<i>Dangerous intersection</i>	The number of accidents here seems to be increasing alongside the increase in traffic through the area.	37	<i>Sightlines or lack of visibility,Other</i>	It is amazing that more pedestrians aren't injured or killed by vehicles along this stretch of Clark Lane, given the lack of sidewalks in this area
8	<i>Dangerous intersection,Sightlines or lack of visibility</i>	This intersection is terrible and should be considered for a round about	38	<i>Dangerous intersection,Sightlines or lack of visibility</i>	
9	<i>Other</i>	Establish more frequent multimodal transportation link between Columbia and Mexico (connecting OATS and other local transportation services).	39		There are accidents here all the time. There needs to be something to negate how often people are speeding and driving recklessly here.
10	<i>Other</i>	Inadequate for amount of traffic			This road needs a turning lane from Golden Corral to the roundabout on Belanger to keep traffic moving efficiently and reduce accidents. There is a high amount of rear end collisions and traffic congestion.
11	<i>Sightlines or lack of visibility</i>	Route B Corridor from 63 to Centralia...too much traffic for the two lane roads. Many head on accidents!	40	<i>Other</i>	
12	<i>Poor pavement condition,Other</i>	We get very little gravel through the year, always going around large pot hole and washboard. The road has been miss grading of the road. We can not use dust control due to a large lake. We would like to get the roads paved.	41	<i>Dangerous intersection,Sightlines or lack of visibility</i>	
13	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility,Other</i>	Route B need better shoulders areas in and around Hallsville	42	<i>Dangerous intersection</i>	
14	<i>Dangerous intersection,Sightlines or lack of visibility</i>		43	<i>Dangerous intersection</i>	
15			44	<i>Dangerous intersection</i>	HWY 63 and I-70 intersection needs more work to relieve congestion.
16	<i>Poor pavement condition,Sightlines or lack of visibility</i>	Route B	45	<i>Dangerous intersection</i>	
17	<i>Dangerous intersection,Poor pavement condition</i>	Hey B should be 4 lanes 2 each direction.	46	<i>Dangerous intersection</i>	There is a Stop Sign at this intersection. It might as well not exist. I have seen more people RUN the stop sign coming up that off ramp. At Lunch time or the end of the day more people run the sign than do STOP.
18	<i>Other</i>	COLT Rail Line should be host light rail commuter line	47	<i>Dangerous intersection</i>	
19	<i>Other</i>	I do not travel this route, but as it is a main artery servicing three cities, it may be helpful to examine whether the road will be able to keep up with the increased use that is attributed to commuter traffic over the long term.	48	<i>Dangerous intersection</i>	
20	<i>Dangerous intersection,Sightlines or lack of visibility</i>		49	<i>Dangerous intersection</i>	
21	<i>Dangerous intersection,Sightlines or lack of visibility</i>	Route B and the first stop light coming in to Columbia (Waco road, maybe Brown Station). There is no left turn light. It is dangerous with all the traffic there. It is also just one lane. Needs to be either 4 lanes or alternating 3 lane to Hallsvi...	50	<i>Dangerous intersection</i>	
22	<i>Dangerous intersection</i>		51	<i>Poor pavement condition,Other</i>	Not designed for traffic flow and backups create dangerous conditions
23			52		Terrible congested intersection!
24	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility,Other</i>	Needs to be four lane to accommodate the traffic!!	53	<i>Dangerous intersection</i>	
25	<i>Other</i>	overloaded road used by those how can't afford the rents in Columbia. Provide low-cost transit here and the congestion will vanish.	54	<i>Dangerous intersection,Poor pavement condition,Other</i>	Congestion, people not abiding by the lights
26	<i>Other</i>	Inadequate for amount of traffic	55	<i>Dangerous intersection</i>	
27	<i>Other</i>	Excessive amount of traffic for this two-lane roadway. Many crashes stretching from Columbia to Centralia, many front to rear collisions. Needs at least a continuous turn lane.	56	<i>Dangerous intersection</i>	
28	<i>Dangerous intersection</i>	At the intersection of Starke Road and Brown Station Road there is a Stop Sign on Starke Road. But there is NO White Line where to stop at. A lot of people pull way to far out into the intersection onto Brown Station Road. There needs to be a li...	57	<i>Dangerous intersection,Sightlines or lack of visibility</i>	
29	<i>Dangerous intersection</i>		58	<i>Dangerous intersection</i>	Re-vamp the 70/63 interchange, it's a cluster
30	<i>Poor pavement condition</i>	Route B is dangerous. Needs to be a better mix of highspeed and local traffic	59	<i>Dangerous intersection,Sightlines or lack of visibility</i>	
31	<i>Other</i>	Route B needs attention in both surfacing, shoulders and safety. An addition of turn lanes at major intersections (HH, MT Zion) would be a welcomed start	60	<i>Other</i>	Congestion needs to be addressed here.
			61	<i>Dangerous intersection</i>	Lots of people turn right off I-70 to hwy 63 interconnect but stay in left lane of right turn. It piles up. I need to turn left to go north on hwy 63 but I end up sitting on I-70 hoping I donlt get hit by a truck until I can go up to light to turn le...
			62	<i>Dangerous intersection</i>	Horrible planning failure
			63	<i>Sightlines or lack of visibility</i>	
			64	<i>Dangerous intersection</i>	J-turn exit to route AB east
			65	<i>Dangerous intersection</i>	
			66	<i>Other</i>	Flooding due to clogged drain pipe
			67	<i>Poor pavement condition,Sightlines or lack of visibility</i>	Test
			68	<i>Sightlines or lack of visibility</i>	
			69	<i>Other</i>	Do not expand I-70. Instead, work to expand multimodal options to neighboring cities (increase bus traffic; reduce car traffic).
			70	<i>Poor pavement condition</i>	Too much traffic

"Transportation Safety Concerns" List of Comments

71	<i>Dangerous intersection</i>		106	<i>Other</i>	Rough bridge/road transitions
72	<i>Other</i>	Establish more frequent multimodal transportation link between Columbia and Fulton (connecting Greyhound, OATS, Go COMO, and Fulton's transportation services).	107	<i>Poor pavement condition</i>	
73			108	<i>Dangerous intersection</i>	Extremely deadly interchange area for bicyclists and pedestrians. There are no trail links between the NE, SW, NW, and SE sections of the I-70/US-63 interchange (and not even crosswalks on Business Loop in Columbia for a two-mile stretch between Conle...
74	<i>Dangerous intersection</i>	63 and Westbrook dangerous	109	<i>Dangerous intersection</i>	This is a danger amoeba intersection. Just so crazy and so busy all the time. When traveling south, it is very difficult to see if there are cars stopped at the light at Conley and 1-70 Business Dr, due to the curvature of the road. The first time I encountered this I had to slam on the brakes, and so did other cars behind me. ...
75	<i>Other</i>	Establish multimodal transportation link between Columbia and Jefferson City (connecting Amtrak, Greyhound, OATS, Go COMO, JeffTran, and other transportation services).	110	<i>Sightlines or lack of visibility</i>	
76	<i>Dangerous intersection</i>	So many accidents!	111	<i>Dangerous intersection</i>	
77	<i>Dangerous intersection,Sightlines or lack of visibility</i>		112	<i>Dangerous intersection</i>	
78	<i>Dangerous intersection,Sightlines or lack of visibility,Other</i>	Boone County nature school development here will require better access to/from Tom Bass & 63	113	<i>Other</i>	WW is not sufficient for the amount of traffic it has. snow removal on this road is substandard
79	<i>Dangerous intersection</i>		114	<i>Other</i>	This is a dangerous curve and the speed limit needs to be reduced.
80	<i>Other</i>	I'd like to see mass transit options between Columbia and Jefferson City. Exit ramp from Stadium Blvd to Hwy 63 north is dangerous. It's difficult to see the cars coming from the north because of the angles. And those cars are driving very fast - allowing little room/time for error.	115	<i>Other</i>	Dangerous merging onto 63 south from Broadway, too many people already in the right lane to exit on Stadium
81	<i>Sightlines or lack of visibility</i>		116	<i>Sightlines or lack of visibility</i>	
82	<i>Dangerous intersection</i>		117	<i>Dangerous intersection</i>	It is very difficult to turn right off the northbound 63 ramp onto Broadway, and then get in the left lane to turn onto Keene Street.
83	<i>Dangerous intersection</i>		118	<i>Dangerous intersection</i>	Keene Street traffic is ridiculous
84	<i>Dangerous intersection</i>		119	<i>Dangerous intersection,Sightlines or lack of visibility,Other</i>	This is an extremely dangerous intersection when turning north onto Brickton Road from eastbound Broadway. Eastbound traffic on Broadway cannot tell which lane of westbound Broadway is being occupied by oncoming traffic, nor whether those oncoming veh...
85	<i>Other</i>	Needs speed limit enforcement	120	<i>Other</i>	Well when 163 was closed for bridge repair, it became ridiculous how fast cars drove down this road. Then it made the dust unbearable. And during the fall, the silly flag football that happens every Saturday at Bonne Femme Baptist Church...people park...
86	<i>Sightlines or lack of visibility</i>		121	<i>Poor pavement condition</i>	
87	<i>Poor pavement condition</i>		122		Bicycle route from Missouri River along Hwy. MM for safety
88	<i>Dangerous intersection</i>	Needs an acceleration/deceleration lane.	123	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility</i>	
89	<i>Other</i>	Lack of pedestrian access across Highway 63.	124	<i>Dangerous intersection,Sightlines or lack of visibility</i>	commuting on bike and crossing this intersection is terrible.
90	<i>Dangerous intersection</i>		125	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility</i>	People turn left at this intersection (Lemone meets Nifong) and it causes traffic concerns daily.
91		J turn south of Deer Park is ridiculous. Not wide enough for big trucks to make the turn and they have to pull into northbound Hwy 63 and stop all lanes of traffic to head back north on Hwy. 63 from southbound lanes. The J-turn approach is too close t...	126	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility</i>	
92	<i>Other</i>	The lack of outer road systems and overpasses servicing Ashland and the surrounding rural subdivisions make it dangerous and congested to try and get to 63 and make your way across the County. To support continued growth in the southern portion of the...	127	<i>Dangerous intersection</i>	
93	<i>Other</i>	There needs to be an overpass here. Ashland's population has skyrocketed and we have one way in and one way out. Traffic gets so congested. The round-about's do not work to control traffic. There has got to be another way exit town and be able to...	128	<i>Dangerous intersection,Sightlines or lack of visibility</i>	
94	<i>Other</i>	63 is a dangerous racetrack used by inattentive drivers on cell phones. Stop pouring money into making this wider and faster and just as deadly and instead tell MoDOT to put the same funds towards the transit system they have been giving lip service to.	129	<i>Dangerous intersection</i>	
95	<i>Dangerous intersection</i>	Lots of accidents here	130	<i>Dangerous intersection,Other</i>	Laces are uneven across the intersection
96		Lack of overpasses and too many crossovers south of Ashland on 63. Traffic is fast and continuous, J-turns are only a band-aid and commercial traffic keeps increasing.	131	<i>Dangerous intersection</i>	It's time for 63/124 to be an overpass/on ramp, not a cross traffic intersection
97	<i>Other</i>	People drive way too fast and recklessly on Hwy 63, between Columbia and Jefferson City.	132	<i>Poor pavement condition</i>	The transition across East Browns School Road across 763 is NUTS. Its just one Big BUMP going across that road.
98	<i>Dangerous intersection</i>		133		1. Intersections of Hwy 63 and West Hwy CC: traffic doesn't slow for traffic turning east onto W. Hwy CC. A turn lane and a street light would allow cars to safely turn and a light would allow cars turning onto W. Hwy CC to see the road at night, maki...
99	<i>Dangerous intersection</i>	The amount of traffic turning at Rt A deserves an acceleration/deceleration lane.	134		current median/signage makes it hard to tell which lane to get into to go south on 63
100	<i>Dangerous intersection</i>		135	<i>Dangerous intersection,Sightlines or lack of visibility</i>	This intersection is so dangerous and I have had cars pull out in front of me as they exit Hwy 124. I don't know what would specifically help this situation, but it's dangerous and I know there was a fatal crash here earlier this year.
101	<i>Dangerous intersection</i>	J turns are concerning for school buses and large trucks			
102	<i>Dangerous intersection</i>				
103	<i>Dangerous intersection</i>				
104	<i>Dangerous intersection,Sightlines or lack of visibility</i>				
105	<i>Dangerous intersection</i>				

"Transportation Safety Concerns" List of Comments

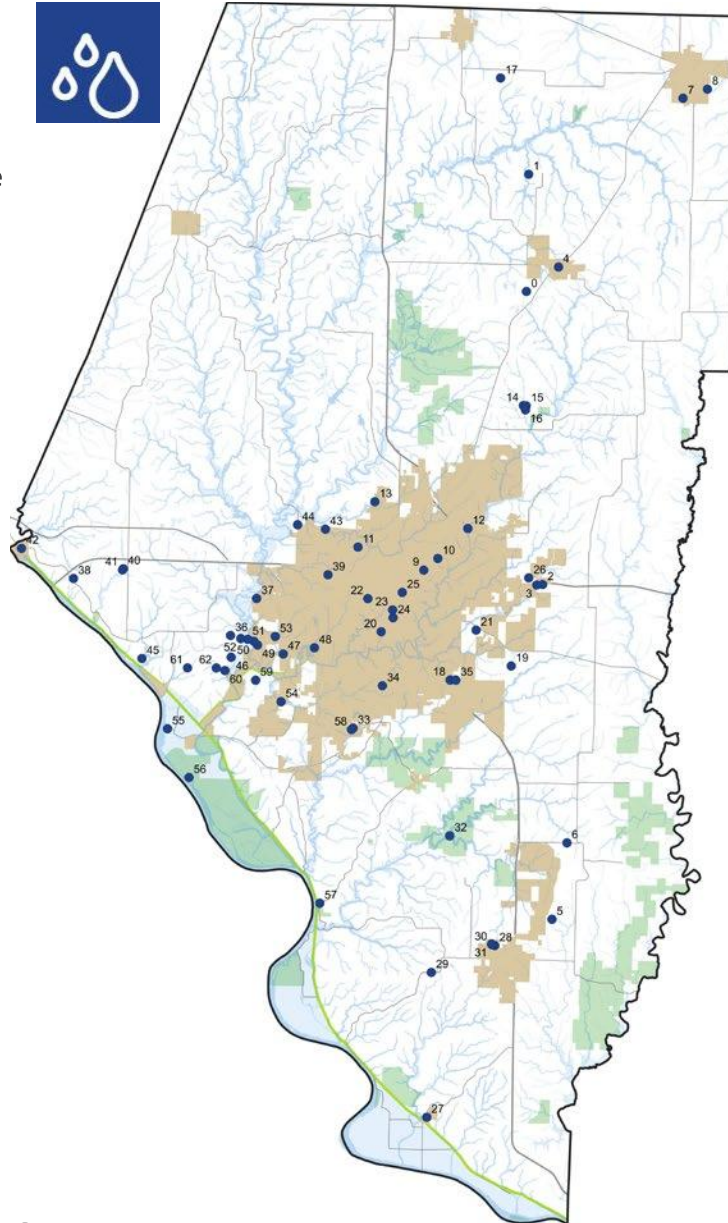
136	<i>Dangerous intersection</i>	Need a "runway" merge lane to enter southbound lane of U.S. 63 from Hwy 124 West. Southbound traffic is difficult to see and approached quickly from over a hill when trying to turn south on U.S. 63. A long merge lane would be beneficial.	165	<i>Poor pavement condition</i>	This intersection is in terrible conditions. This road needs to be resurfaced and new visible lines painted on the road
137	<i>Other</i>	On ramp is too short.	166	<i>Other</i>	Very narrow lanes and it floods the roads here.
138	<i>Dangerous intersection,Sightlines or lack of visibility,Other</i>	This road needs a turning lane to accommodate the amount of cars turning off Paris on to secondary roads and businesses. The amount of traffic backups that occur due to not having turning lanes is ridiculous.	167		Do not expand I-70. Instead, work to expand multimodal options to neighboring cities (increase bus traffic; reduce car traffic).
139	<i>Dangerous intersection,Sightlines or lack of visibility</i>	The visibility of oncoming traffic at the intersection of Charles Street and Business 70 by the Sydenstricker-Nobbe buildings is very poor especially if company owned vehicles are parked in front of the Quonset hut building.	168	<i>Dangerous intersection,Poor pavement condition</i>	
140	<i>Other</i>	Traffic needs to be slowed on Paris Road as it expands to 4 lanes	169		steep hill with no centerline markings
141	<i>Dangerous intersection</i>				
142	<i>Other</i>	Southbound Paris - For bicycles continuing southbound on Paris, there is no safely marked way for bicycles to cross the turn lane to the Business Loop.	170		124E, 124W, Rt E unsafe
143	<i>Dangerous intersection</i>	Providence and 70 is dangerous			
144	<i>Other</i>	Poorly designed intersection			
145	<i>Sightlines or lack of visibility,Other</i>	Why in the world does this curve like this?! It's so horrible to drive, and you can't see well. Plus it's not safe for anyone but cars, and it's not especially safe for cars. Please work with the city and straighten that out!	171	<i>Dangerous intersection,Sightlines or lack of visibility</i>	Resurface
146	<i>Other</i>	People speed excessively on this stretch of Blue Ridge. They also drag race here.	172	<i>Poor pavement condition,Other</i>	A left turn south bound from State J onto Boothe Lane has very limited visibility to north bound traffic on State J.
147	<i>Other</i>	There is a trail access not far and many children and families use this road and sidewalk. Someone is going to get hurt.	173	<i>Poor pavement condition,Other</i>	Speed/careless driving unenforced
148		Dangerous curvy hill. Creasy Springs.	174	<i>Other</i>	Speed and careless driving unenforced
149	<i>Sightlines or lack of visibility</i>	Rt E to Hallsville; also Rt O/J to Hallsville.	175	<i>Other</i>	Establish more frequent multimodal transportation link between Columbia and Moberly (connecting OATS and other local transportation services).
150	<i>Dangerous intersection,Poor pavement condition</i>		176	<i>Poor pavement condition,Sightlines or lack of visibility,Other</i>	Establish more frequent multimodal transportation link between Columbia and Fayette (connecting OATS and other local transportation services).
151			177	<i>Dangerous intersection</i>	Speed/careless and driving under the influence unenforced
152	<i>Other</i>	No shoulders the entire stretch of Hwy 124 between U.S. 63 north and Harrisburg. Large trucks and Tractor-trailers frequently use this road so shoulders are essential for safety.	178	<i>Dangerous intersection</i>	Increase in crashes
153	<i>Sightlines or lack of visibility,Other</i>	Left turn lanes need a dedicated arrow option instead of a yielding option. Traffic flows quickly/frequently in these areas during peak travel times and cause delays (which can cause drivers to take risks they normally wouldn't and cause accidents).	179	<i>Poor pavement condition</i>	In terrible need of a shoulder.
154	<i>Poor pavement condition</i>	I-70 is in rough shape	180	<i>Poor pavement condition</i>	This road constantly washes out and remains in washboard condition. The dust in unbearable.
155	<i>Sightlines or lack of visibility</i>	It needs to be an expanded lane or something. Too many people either enter the hwy too slow while other drivers are exceeding the speed limit/don't move over/it's a problem.	181	<i>Dangerous intersection</i>	Traffic moves too quickly and makes it tough to turn left onto 40. Morning commuters and traffic from local work crews create congestion.
156	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility</i>	Very dangerous	182	<i>Dangerous intersection,Sightlines or lack of visibility</i>	Trees and brush grown up along Hwy 40 at Rocheport Gravel Road. Very dangerous pulling out onto Hwy 40.
157	<i>Dangerous intersection,Other</i>	This intersection needs improvement. The yellow median poles are crushed, all over the turning lane and dangerous to swerve to avoid running over the large pieces in the street. Also, the "yield" turning onto Vandiver feels dangerous because no one wa...	183	<i>Poor pavement condition</i>	Terrible pot hole that did \$400 worth damage to our car. Other local residents have also had damage to their vehicles.
158	<i>Dangerous intersection,Sightlines or lack of visibility</i>		184	<i>Poor pavement condition</i>	This road washes out, is terribly dusty, and in need of constant maintenance.
159	<i>Dangerous intersection</i>		185	<i>Other</i>	Unsure why this area keeps getting overlooked for pavement.
160	<i>Poor pavement condition,Sightlines or lack of visibility</i>		186	<i>Other</i>	Establish more frequent multimodal transportation link between Columbia and Boonville (connecting OATS and other local transportation services).
161	<i>Dangerous intersection</i>	I love this diverging diamond. However because route E merges left to one lane too quickly after the intersection, traffic gets very backed up limiting access to 70	187	<i>Sightlines or lack of visibility</i>	No pedestrian crossing at new I-70 Rocheport Bridge
162	<i>Dangerous intersection</i>		188	<i>Other</i>	
163	<i>Other</i>	One example of where I-70 could easily have an extra lane added or entrance/exit lane extended.	189	<i>Other</i>	I-70 is dangerous. Needs to have lanes added. Why is there not public transportation Columbia to Jeff City
164	<i>Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility</i>	I-70 through Columbia is beyond dangerous. It is unacceptable. There are so many trucks entering/leaving from Hwy 63, and it is narrow.	190	<i>Dangerous intersection,Sightlines or lack of visibility</i>	exiting 70 to merge onto 40 is too short at the merge if traffic is on 40 going north.
			191	<i>Dangerous intersection,Sightlines or lack of visibility</i>	Entrance and exit ramps to 70 have limited sight lines
			192	<i>Other</i>	Do not expand I-70. Instead, work to expand multimodal options to neighboring cities (increase bus traffic; reduce car traffic).
			193	<i>Dangerous intersection,Other</i>	This intersection needs to have synchronized lights to better accommodate the amount traffic. Additionally, the traffic pattern needs to be improved to allow traffic to flow more efficiently.
			194	<i>Sightlines or lack of visibility</i>	
			195		In the downtown there are big drainage issues that must be addressed to continue safe environment and provide avenues for growth.

"Transportation Safety Concerns" List of Comments

196	Other	Speed limit needs more enforcement around Boone Hospital.	232	Other	Bicyclists on Route K are not safe but frequently use the road.
197	Dangerous intersection	This is a difficult street to bike on safely	233	Poor pavement condition,Other	Route K is very fast and dangerous
198	Poor pavement condition				The entire Old Mill Creek Rd and going into KK is narrow, has blind spots, no
199	Dangerous intersection				shoulder, clumps of road crumbling on the edges. This road is HEAVILY traveled,
200	Poor pavement condition	Frost humps	234	Poor pavement condition,Sightlines or lack of visibility,Other	full of speeders and should have been improved years ago. Why has it not been addressed?
201	Other	The amount of traffic has increased exponentially the past few years, making Route B/ hwy. 124 dangerous between Centralia and Columbia. We desperately need 4 lanes.			Very dangerous at the spot where southbound Scott Blvd narrows from 2 lanes to one. Please mark arrows on road surface to indicate right lane needing to merge into left. I witness many near collisions as cars compete for who gets the lane when it is s...
202			235	Other	
203	Poor pavement condition,Other	This road leading to the intersection needs to be improved by adding a traffic sensing signals, adding additional lanes, and having alternate routes to decrease the amount of traffic on this road.	236	Dangerous intersection,Poor pavement condition	Roundabout needs to be redone/replaced
204	Other	Grindstone from Providence to Hwy63 has fender benders almost daily			As this area is developing, the traffic is increasing and there may be a need to put a roundabout here. Probably not a traffic control device as that may upset those who already live in the area and enjoy the road freedom associated with not having a ...
205	Dangerous intersection	This intersection is so poorly designed and no one knows how to drive through it properly. I see an accident almost happen multiple times a week. Traffic gets extremely backed up here too	237	Dangerous intersection,Sightlines or lack of visibility,Other	
206	Dangerous intersection		238	Dangerous intersection,Sightlines or lack of visibility	
207	Other	Constant speeding	239	Dangerous intersection,Sightlines or lack of visibility	
208	Poor pavement condition	Multiple potholes in the right lane of providence heading north before the stop light at Stewart/providence	240	Dangerous intersection	Frequent accidents
209	Dangerous intersection	3 second left turn signal from Broadway onto old 63. Lots of people running this.	241	Dangerous intersection	Bad sight lines for left turns in all directions
210	Dangerous intersection	The lack of a right turn lane at the bottom of this hill is dangerous	242		Anticipate significant traffic growth.
211	Dangerous intersection	roundabout is way too small	243		
212	Dangerous intersection	Roundabout too small	244		
213	Dangerous intersection	hard place for pedestrians, I would walk more if there was an overpass here			Dangerous thoroughfare in its entirety between Vawter/Nifong and Scott roundabout. Many speeders, road in bad shape, no shoulders. And on a school bus route at that!
214	Dangerous intersection,Other	Difficult to cross West Blvd on foot here because of fast traffic. Also, West Stewart is WAY too wide here so cars treat it like a highway offramp, taking the turn dangerously fast for pedestrian safety. City should narrow West Stewart here.	245	Poor pavement condition	
215	Other	With no sidewalk on the south side, children biking to school have to cross fast traffic coming over the western hill. I've seen kids almost get hit many times, even when they were being smart bicyclists.	246		90 degree curve with drivers racing towards going south on the road. An individual was killed several years ago as he missed the sharp turn and landed in the creek.
216	Dangerous intersection,Other	Again, this stretch of road needs to have a turning lane to allow traffic to move efficiently. There are several accidents, traffic back ups, and speeding on this road due to it's inefficient design.	247	Dangerous intersection	Blind spots, along with all the other problems mentioned, narrow, no shoulder, speeding vehicles, crumbling road.
217	Dangerous intersection	Frequent accidents, running of red lights	248	Sightlines or lack of visibility	
218	Poor pavement condition		249	Poor pavement condition,Other	Dangerous narrow road with no shoulder, blind spots, heavily traveled, many speeders that show no regard for nearby pedestrians. Many deer cross road also.
219	Dangerous intersection		250	Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility	Many pot holes after rain and snow. Cannot see bicyclists or even cars due to the dust.
220	Dangerous intersection	could benefit from rotary intersection	251	Poor pavement condition	
221	Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility	There are pot holes everywhere.	252	Poor pavement condition	
222	Poor pavement condition,Other	Route K and South Providence have heavy traffic now at certain times of the day and needs widening, shoulders and turn lanes as well as new surface. All of this will be worse once the development SW of the Veterans United building is completed. Also a...	253	Poor pavement condition	
223	Dangerous intersection		254	Poor pavement condition	
224	Dangerous intersection,Sightlines or lack of visibility	Traveling westbound is dangerous because there's no left turn lane into the neighborhood across from the golf shed. I've nearly been rear-ended because people can't see that someone is stopped with a left signal on (or waiting for oncoming traffic to ...	255	Sightlines or lack of visibility	This road has lots of traffic headed to trails and the Missouri River, so this road at some point needs to be routed differently
225	Dangerous intersection,Other	traffic congestion plus high speed limits	256	Sightlines or lack of visibility	
226	Poor pavement condition		257		
227	Poor pavement condition				
228	Poor pavement condition,Sightlines or lack of visibility	Smith Hatchery is worse than driving in foggy conditions. The road is a dust storm which makes it unsafe. River road is a joke.			
229					
230	Dangerous intersection				
231	Dangerous intersection,Poor pavement condition,Sightlines or lack of visibility,Other	Update road to Coopers Landing along Missouri River			

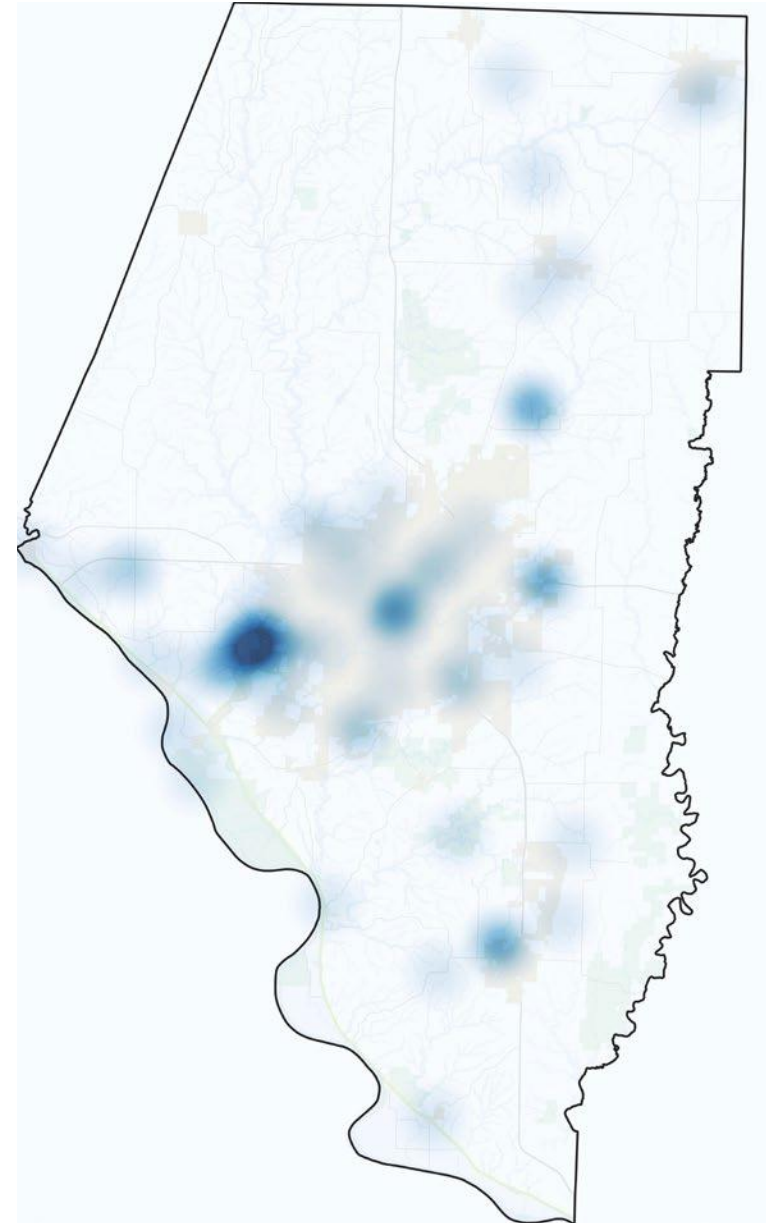
"Stormwater / Flooding Issues"

Are there areas where it floods when it rains? Drainage problems?



Comments

(See following pages for list of comments and corresponding identifier to map location)



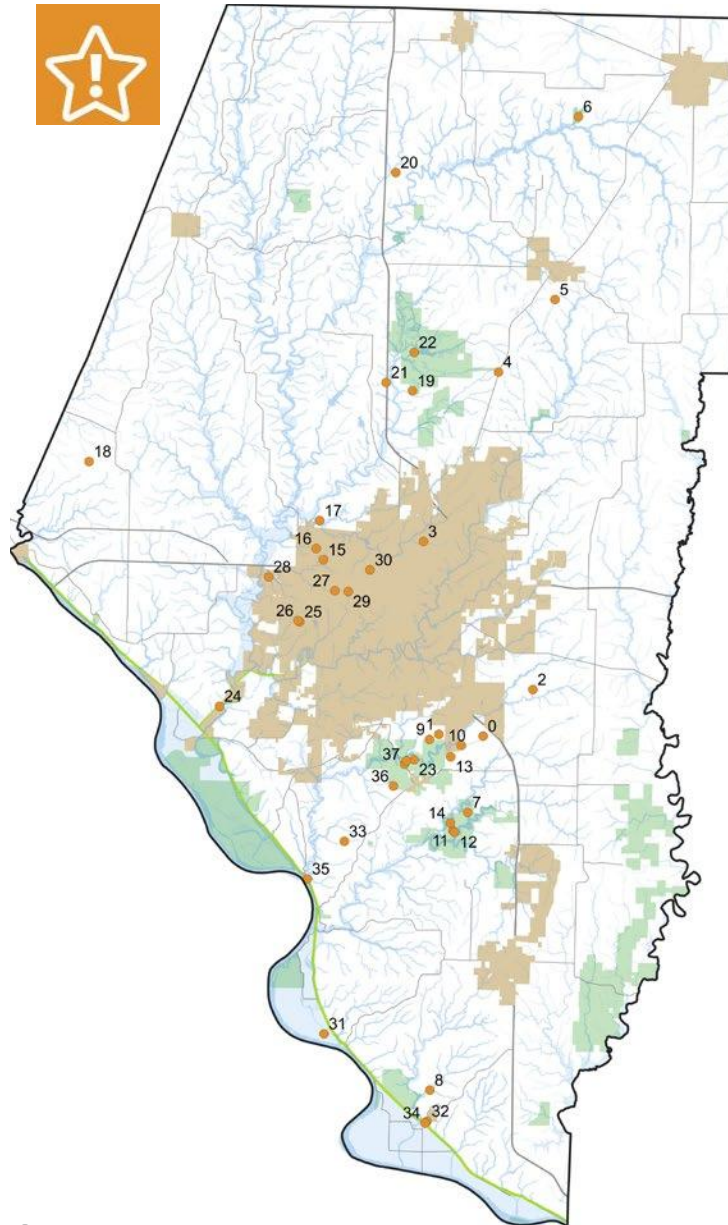
Heatmap of Comments

"Stormwater / Flooding Issues" List of Comments

0	Street / Road Flooding,Yard Flooding			
1	Street / Road Flooding	Gravel on mclane-dailing washes to the ditch with any decent downpour. Road is too hilly and needs paved to resolve like has been done in other areas.		
2	Street / Road Flooding	Plugged culvert		
3	Street / Road Flooding			
4	Street / Road Flooding			
5	Street / Road Flooding,Yard Flooding	Poor soil conditions exacerbate yard flooding		
6	Street / Road Flooding	It is extremely easy to hydroplane on Rte H anytime it rains. The road doesn't drain properly.		
7	Yard Flooding			
8	Yard Flooding	Water drains off neighbors field and floods our house in heavy rain situations		
9	Street / Road Flooding	On northbound Paris, in the bike lane there is regularly standing water on the bridge for a few days after precipitation.		
10	Street / Road Flooding	In the past few years the low spot in front of UPS started flooding any time it rains hard.		
11	Street / Road Flooding,Yard Flooding			
12	Street / Road Flooding	Hickson Creek Road floods frequently		
13	Street / Road Flooding			
14	Street / Road Flooding	Road has creek flood over during heavy rains.		
15	Street / Road Flooding,Yard Flooding	Ditches flood and flood yards/streets during heavy rain. Culverts/ditch depth not able to handle the volume of water.		
16		Lot floods during/after rain. Runs onto street, carrying debris.		
17	Street / Road Flooding	E. Hwy CC at Tri-City Road floods frequently also there are several areas that flood along N. Sydow Road when there is a heavy rain.		
18	Street / Road Flooding	Anytime it rains this area gets some flooding. Not usually enough to be terribly concerning, but still a safety issue as it can blend in and take drivers by surprise.		
19				
20	Street / Road Flooding,Yard Flooding,Building / Structure Flooding	when it rains downtown it always floods. Quit building down there		
21	Street / Road Flooding			
22	Building / Structure Flooding			
23	Street / Road Flooding,Yard Flooding,Building / Structure Flooding			
24	Street / Road Flooding			
25	Street / Road Flooding,Other	There are significant frost bumps on this section of road. After precipitation, the north side of Rogers remains wet for a few days. With the lack of a sidewalk on the north side of the road, it creates unsafe biking conditions. I have personally fall...		
26	Street / Road Flooding,Other	Large watershed overwhelming creek under WW near Auto Recycling Center, and a source of potentially hazardous runoff downstream. This needs immediate attention and investigation!		
27				
28	Street / Road Flooding			
29	Other			
30	Street / Road Flooding,Yard Flooding,Building / Structure Flooding	Has flooded onto my slab home		
31	Yard Flooding			
32		Strmwtr discharges to all sensitive watersheds should be allowed ONLY when non-degradation of stream flows (quality and quantity) can be protected, particularly around RB Park and osing streams in south Boone.		
33	Street / Road Flooding			
34	Street / Road Flooding	The northwest corner of Providence and Nifong is not safe for pedestrians crossing due to flooding that makes you have to walk out into traffic lanes for a day or so after it rains		
35	Street / Road Flooding,Yard Flooding			
36		Flood-prone area within markers		
37				
38	Street / Road Flooding,Yard Flooding,Building / Structure Flooding		Perche Creek area is prone to flooding.	
39	Street / Road Flooding			
40	Street / Road Flooding,Yard Flooding,Building / Structure Flooding		Due to all the growth and future development of I70, Sinking Creek floods this area frequently due to a private water crossing that is now becoming inadequate.	
41	Street / Road Flooding,Yard Flooding,Building / Structure Flooding		Due to recent expansions of businesses in the area, Sinking Creek flows more than ever. The private bridge on Kings Lane, as shown, can no longer handle the increased flow. This blocks residents into their homes and has flooded homes as well.. Solutio...	
42	Other			
43	Street / Road Flooding			
44	Street / Road Flooding			
45	Other		Flood-prone area within markers	
46	Street / Road Flooding		In years of normal rainfall, Gillespie Bridge Road at Perche Creek floods all too often.	
47				
48	Street / Road Flooding		This area often smells like sewage after a flood	
49	Other		The Chapel Hill/Coats Ln/Grocery Branch Rd/Rt K area must be protected from further subdivision development because of frequent, significant flooding issues.	
50	Street / Road Flooding			
51	Street / Road Flooding		Floods during periods of high flow. Sometimes for several days at a time.	
52	Street / Road Flooding			
53	Street / Road Flooding		County and City need to plan for rain events greater than 4 inches in a day and change road design accordingly. Also, need to stop allowing fill in the 100 year flood zone and stop building in the 100-200 year flood zone due to climate change impacts.	
54	Street / Road Flooding,Yard Flooding			
55	Other		Flood-prone area within markers	
56	Other		Flood-prone area within markers	
57	Other			
58	Street / Road Flooding			
59			Flood-prone area within markers	
60	Street / Road Flooding			
61	Other		Flood-prone area within markers	
62	Street / Road Flooding		Perche Creek flooding and water quality should determine development patterns west of Columbia	

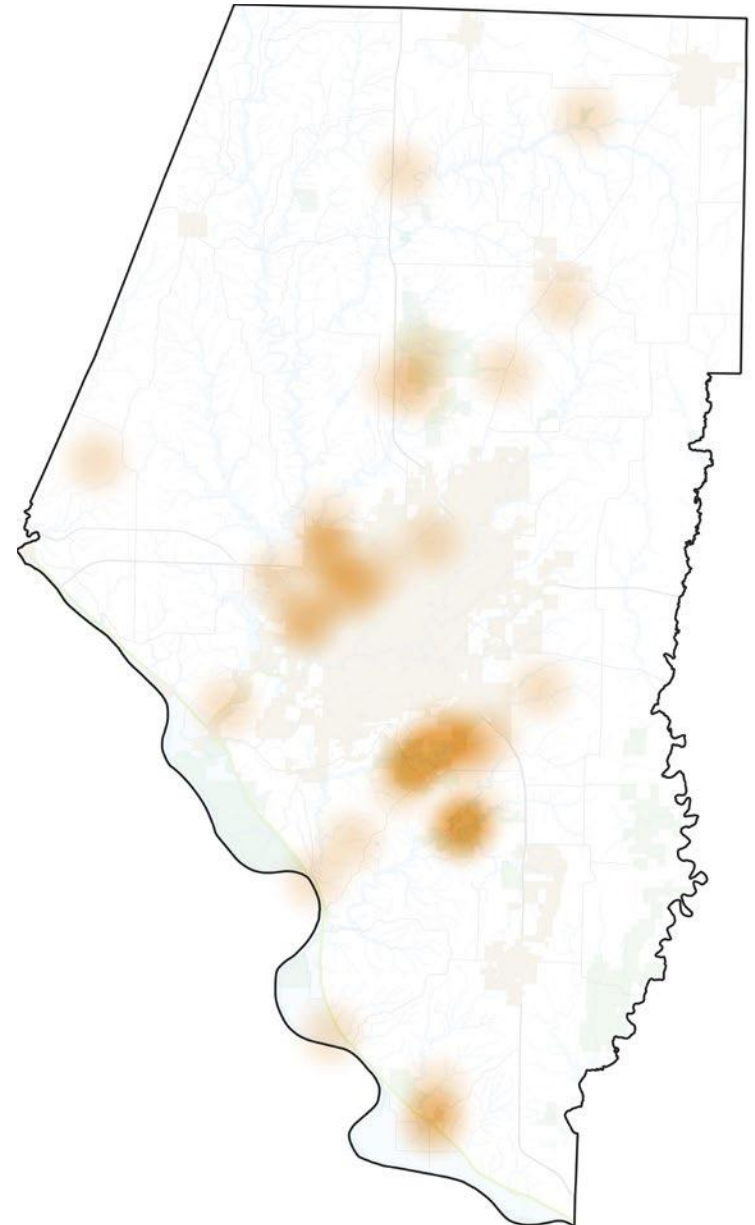
"Community Assets"

Are there parks, historic sites, natural areas or other locations that are countywide assets?



Comments

(See following pages for list of comments and corresponding identifier to map location)



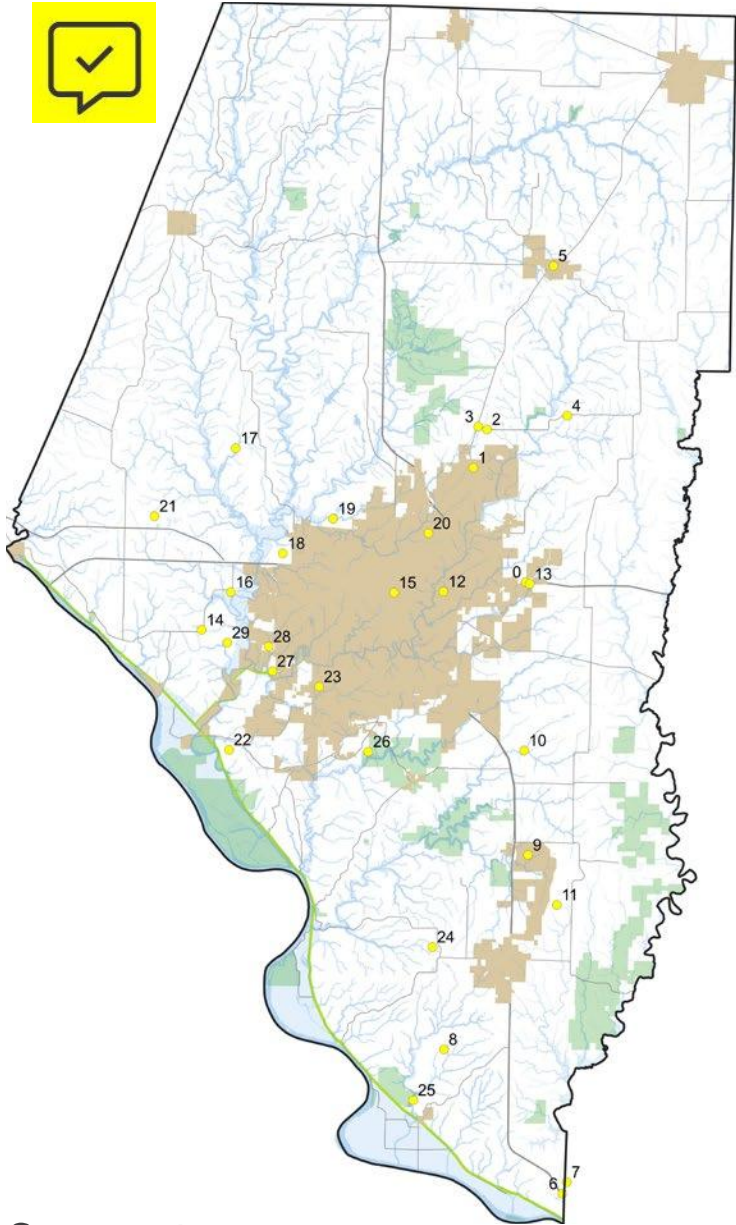
Heatmap of Comments

"Community Assets" List of Comments

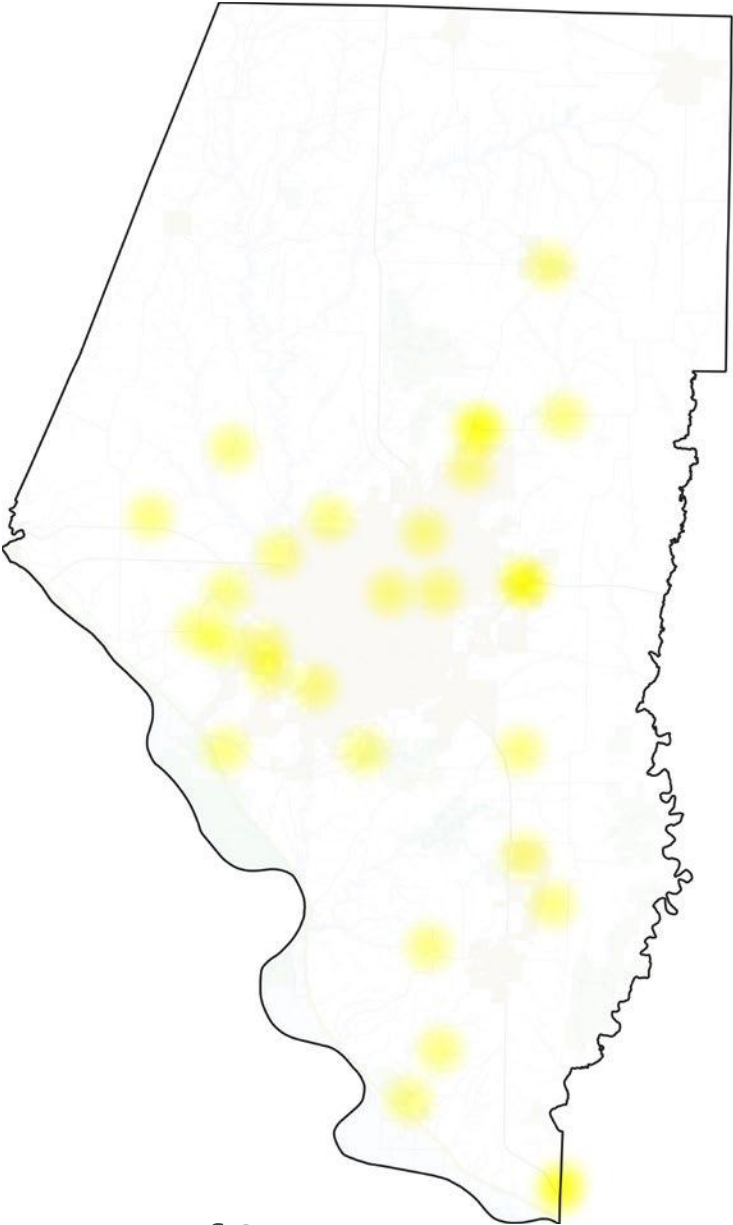
0 Ice Skating!
1 Provide a buffer around Gans Creek wildlife area. Protect what we have from developers. It makes Columbia and Boone County a
2 better place.
3 museum or art gallery
4 Great location serving a variety of populations. Very accessible.
5
6 This is a neat area that I think is under utilized and hard to access. A small pavilion and maybe a little trail work could make this a
7 nice gathering place.
8 Three Creeks is a wonderful asset for people to have a place for trail riding or hiking.
9 No cell service and very poor internet in this area
10 The Gans Creek Wild Area needs to be protected from adjacent development. A green space recreational park is very preferable to
11 a subdivision.
12 Provide a buffer around Gans Creek wildlife area. Protect what we have from developers. It makes Columbia and Boone County a
13 better place.
14 wonderful natural area that provides opportunities for families to experience nature.
15 It is a park
16 Provide a buffer around Gans Creek wildlife area. Protect what we have from developers. It makes Columbia and Boone County a
17 better place.
18 Access to nearby nature
19 A wonderful education option!
20
21 Encourage and maintain the village of Rocheport as a travel destination.
22 Sculpture Park
23 The addition of public transit/bus system that would take people from unincorporated areas of the county into the incorporated
24 areas (for free, or at a very very low fare).
25
26 I think Finger Lakes and RF Conservation area are great resources, but often come off as misunderstood about who can use them
27 and what they are for.
28
29 MKT trail is a huge asset.
30 wonderful green space
31 The wildlife here is so unique and amazing to our community
32 Best Farmers Market in Missouri. Access to locally produced nutritious foods for low income Boone County residents (SNAP and
33 WIC)
34 A gem.
35 Great neighborhood park. but could use a little TLC
36 New public library branch to service north/northeast Columbia.
37 River accesses would increase use and enjoyment on or near the Mo River.
38 The Hartsburg Grand is beautiful
39
40 Love the Katy Trail!
41 Coopers Landing is an amazing place. We should find ways to help this place improve it's ability to connect people to the Missouri
42 River.
43 Provide a buffer around Rockbridge State Park. Protect what we have from developers. It makes Columbia and Boone County a
44 better place.
45 trail system, access to nature
46 Rock Bridge State Park with its diverse hiking opportunities is wonderful!

"Other Comments"

Any other comments you would like to share not covered by an existing category?



Comments
(See following pages for list of comments and corresponding identifier to map location)



Heatmap of Comments

"Other Comments" List of Comments

- 0 Need more law enforcement in this area.
- 1 Brown Station Road intersection with Route B and east to railroad tracks, Route B up to HH, HH at RR tracks and over them down the hill east. All need better repairs for the amount of traffic they carry!
- 2 Railroad crossing on HH and down past North Gabe Road need road repairs or, preferably, improvements.
- 3 Per my previous comments, this is out of Columbia city limits down Rout B and HH.
- 4 Seems to be a lot of talk of a developer who buys the farm land under the guise of farming then is able to make all his changed to the land with out correct permits and costs and then suddenly decides to develop it instead.
- 5 Need more police coverage.
- 6 A bus or shuttle service to Jeff City (and other destinations)
- 7 Horrible that gravel company on south 63 prior to county line can ruin the wonderful properties in south Boone county with noise, blasting, property damage at all hours of the day and night. It used to be so peaceful and now hear noise many times dur...
- 8 The lack of high speed internet in southern Boone. The ONLY option for providers is currently Centurylink at less than 10mbps! Starlink is not even available currently in this area. We need fiber, many people work remotely. It is pretty sad when a cou...
- 9 This is the worst kind of dumb growth
- 10
- 11 There may be a concern (I am not sure) that Columbia will continue to have an outsized influence on the county as it continues to grow. A plausible remedy is to help aid the growth and economic development of existing municipalities or the development...
- 12 work with MODOT to Stop doing extensive herbicide spraying along Stadium Boulevard that killed mature trees. Also, in Boone county, work with MODOT to stop spraying whole trees, the look of an area with trees killed with herbicide is horrible, worst t...
- 13 Please protect the neighborhoods from noise generated by the increased capacity of I-70. We NEED sound barriers.
- 14 Suburban neighborhoods should not extend past UU. The area west of UU (and including parts of UU) has a high amount of sink holes that are not compatible with residential housing construction. The established vegetation that helps hold the ground stab...
- 15 I believe the number one concern in Columbia is crime! Something needs to be done about crime in Columbia. I won't go to the Walmart on the east side of Columbia and there are other areas of Columbia that I avoid because of crime. It seems like every...
- 16 High speed Internet access
- 17 Roads & rain - generally, I am not sure of how this is handled, but as the county's population continues to grow, there is a greater need for use of the roads at all times of the year. It will important to improve existing key roads to reduce the chan...
- 18 Farm land, open spaces
- 19 Maintain this area as its current zoning to reduce Columbia sprawl and protect Bear creek and cow branch natural areas.
- 20 please add a city bus stop here
- 21 north boothe lane needs to be blacktoped with all the housing
- 22 River hill area along the river is important forest cover. The soil of this area is not compatible with large scale development and associated land grading. Development of these forests/farms should be discouraged.
- 23 Stop putting in winding entrances to roundabouts. Roundabouts should only be used where they make sense for the long term.
- 24 They tend to be unmanaged and weedy, just hideous in terms of aesthetics. The winding approaches make car passengers sick and I ...
- 25 Better internet
- 26 We have absolutely no cell service and the internet is extremely poor with no fiber optic
- 27
- 28 Need more law enforcement in this area.
- 29 This neighborhood is evidently not incorporated into the city of Columbia and several residents there shoot large ordinance fireworks off year round. It is a major noise nuisance and fire hazard in such a tightly populated neighborhood.
- 30 Bus transportation in Boone county needs to be assessed.

Existing Conditions and Trends

POPULATION
JOBS AND ECONOMY
LAND USE AND DEVELOPMENT
NATURAL RESOURCES
TRANSPORTATION
HOUSING
COMMUNITY FACILITIES AND SERVICES

(This was part of the *Discovery Report* issued in December 2023)

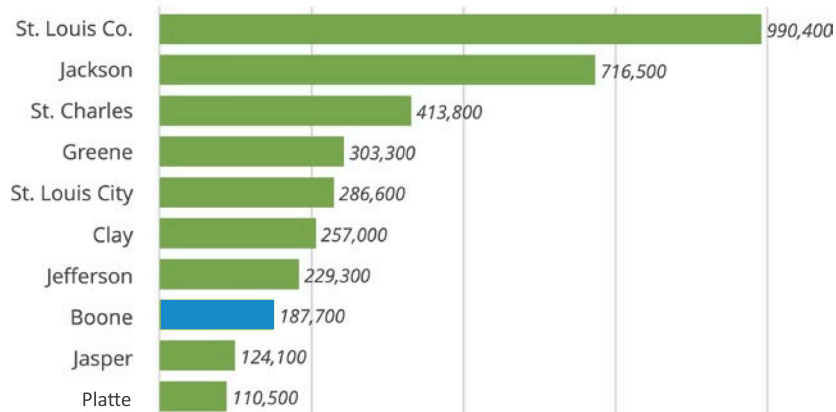
Population

In 2022, Boone County was the eighth most populous county in Missouri, sandwiched between Jefferson County in the St. Louis metro area and Jasper County in the Joplin metro area. The top ten counties were home to 59% of Missouri's residents, leaving the other 41% in the remaining 105 counties.

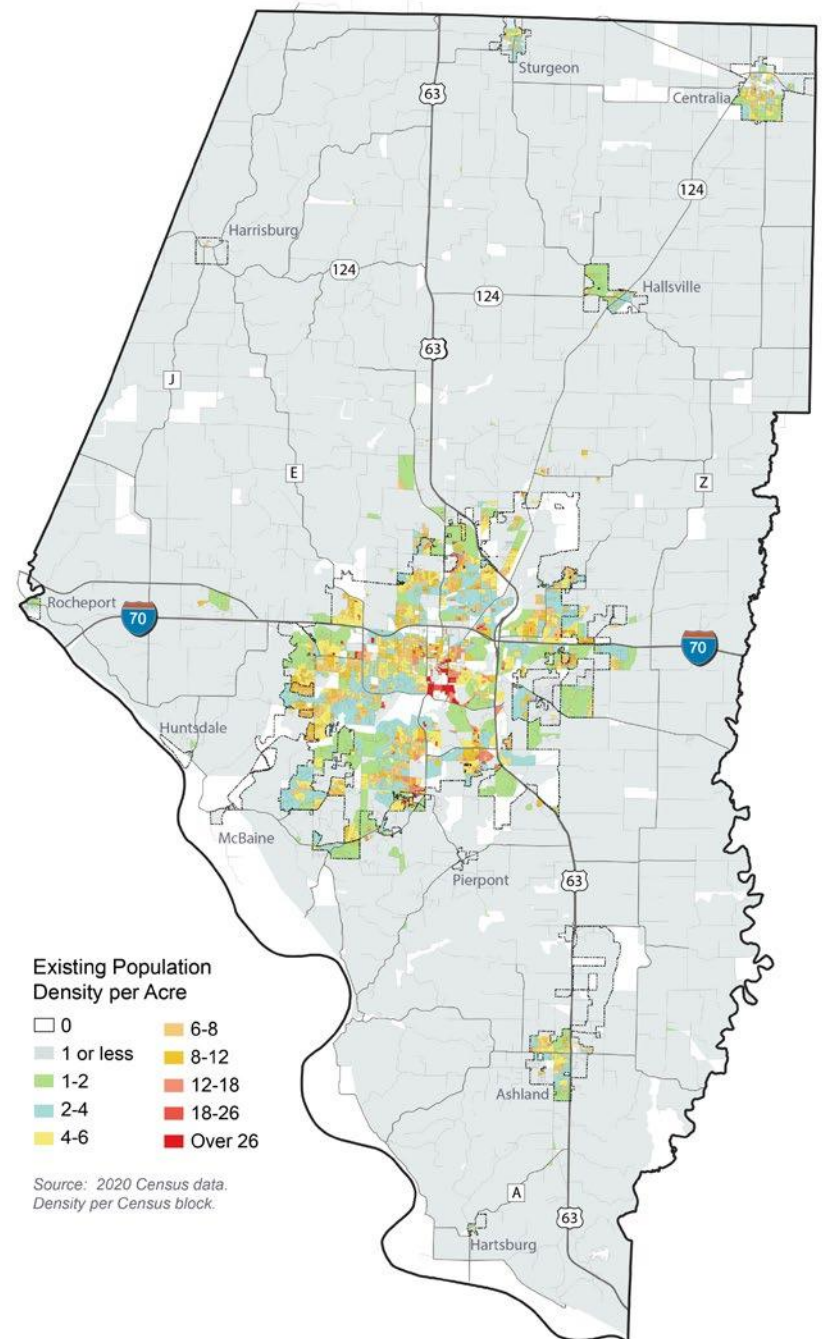
Boone County is the most populated of the three counties comprising the Columbia metropolitan area. Those other counties are Howard and Cooper. With a population of 213,100, the Columbia metro area is the fourth largest of eight metro areas located in Missouri—though some of them overlap into adjacent states.

TEN MOST POPULOUS COUNTIES IN MISSOURI, 2022

Source: U.S. Census Bureau



COUNTY POPULATION DENSITY

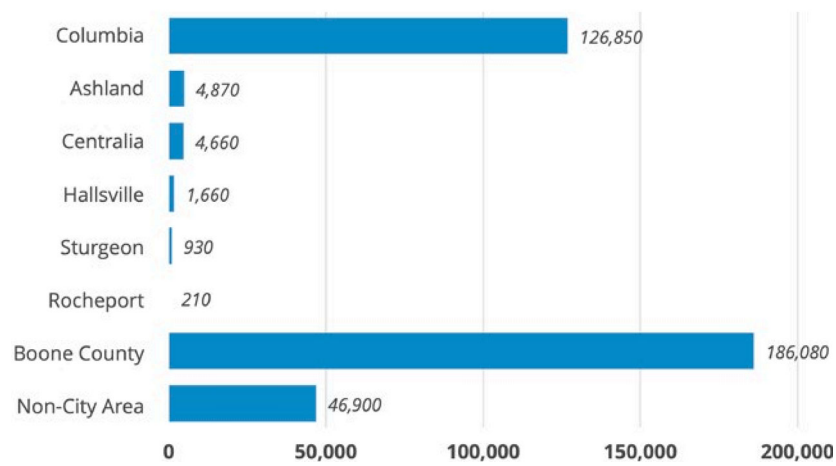




Population

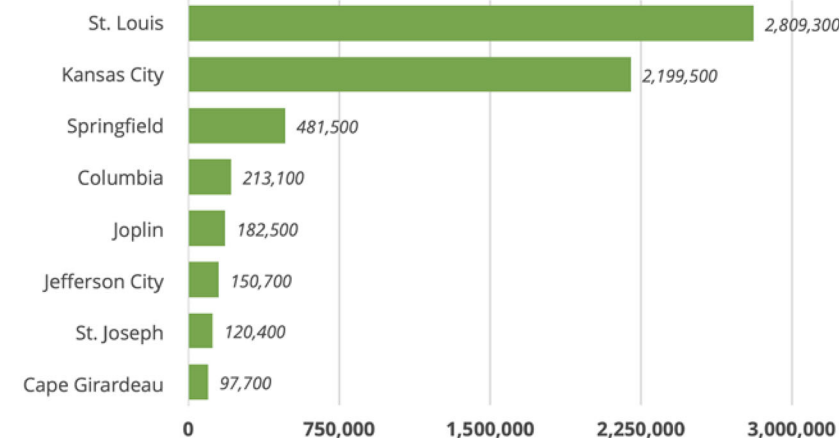
POPULATION OF BOONE COUNTY CITIES, 2021

Source: U.S. Census Bureau



POPULATION OF MISSOURI METROPOLITAN AREAS (INCLUDING OUT-OF-STATE COUNTIES), 2021

Source: U.S. Census Bureau



Boone County's population in 2021 was estimated by the U.S. Census Bureau to be 186,080.¹ The City of Columbia dominates the population of the county with 126,850 residents, or more than two-thirds (68.2%) of the county. The five other² incorporated cities in Boone County account for another just 6.6% while unincorporated areas account for a quarter (25.2%) of the county's population of 46,900.

¹ In 2022, the population estimate was 187,690. The year 2021 is used here because that is the latest year of estimates for the cities in Boone County. City-level population numbers for 2022 have yet to be released by the Census Bureau.

² There are eleven incorporated cities in Boone County. Graphs and charts in this section do not include Harrisburg, Hartsburg, Huntsdale, McBaine, and Pierpont because of chart size and available data. The total population of these five cities combined is less than 600. The reference to six cities (or five other cities) refers to comparisons being made to the Boone County cities listed in the graphs and charts.

Population

POPULATION TRENDS IN BOONE COUNTY, COLUMBIA, AND MISSOURI

The population of Boone County was counted by the U.S. Census Bureau in 2020 at 183,600 residents. This was a 35% increase from just 20 years earlier, a growth rate averaging 1.8% per year, almost double the national average growth rate. But the county's strong growth has been going on since about 1940, accelerating in the 1960s as Interstate 70 was completed and as the University of Missouri's student body expanded with the influx of then-college age Baby Boomers.

The year 1940 is something of a turning point for the county. Around that time, the population of Columbia aligned with the population of the rest of the county. Columbia began to accelerate in growth, while the rest of the county experienced a slight decline. As of 2020, Columbia had 126,250 residents, about 69% of the county's population. In 1940, Columbia had about half of the county.

Indexing the various populations to the value of 100³ in 1940, Columbia grew 586% by 2020 (Index of 686), almost seven times more residents

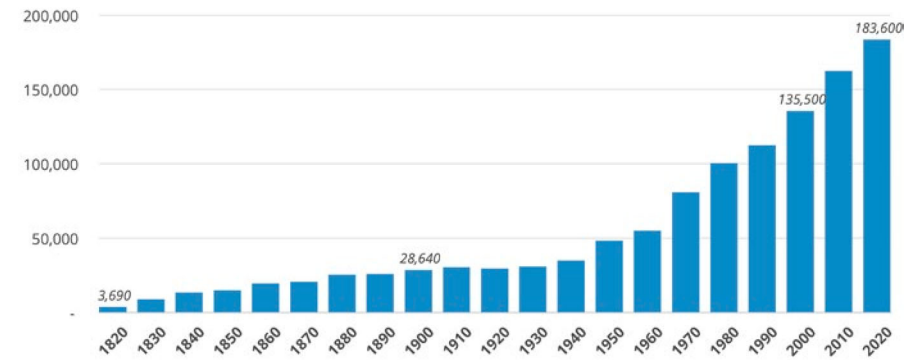
³ Indexing various populations to the value of 100 establishes a baseline or reference point for comparison. The idea is to set one particular year or group as the standard, assign it a value of 100, and then express other data points related to that baseline.

⁴ Some of Columbia's net growth might be attributable to annexations of previously developed and populated areas within unincorporated Boone County. In any event, Columbia continues to absorb an increasing share of the county's population.

than in 1940. Meanwhile, the rest of the county grew—substantially by most standards—246% (about 3½ times) with the county as a whole increasing by 425% (5¼ times). The following graph suggests that this “gap” between Columbia’s growth and the rest of the county has been widening at least since the year 2000.⁴ All of these growth rates considerably exceed the growth rate of Missouri as a whole, which added 63% more residents between 1940 and 2020 (less than doubling).

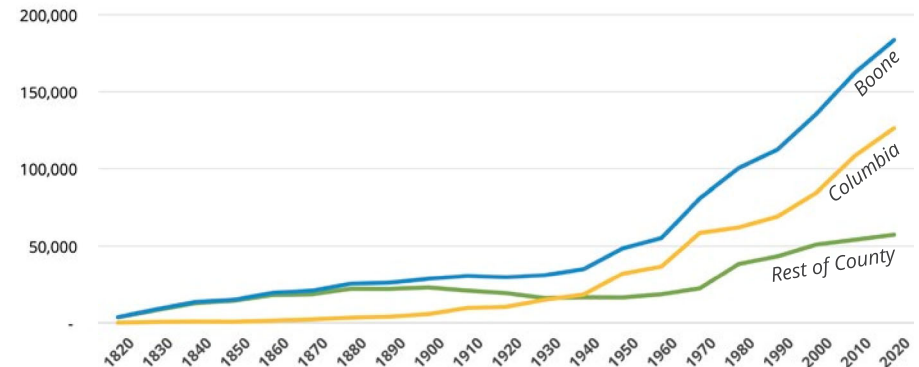
HISTORIC POPULATION GROWTH OF BOONE COUNTY 1820 TO 2020

Source: U.S. Census Bureau



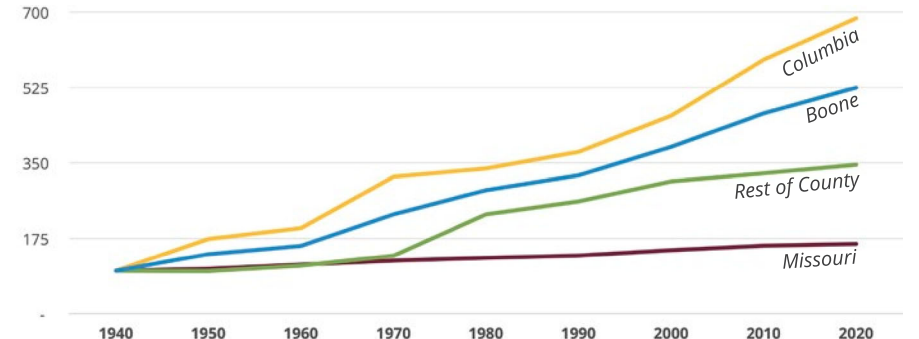
HISTORIC POPULATION GROWTH COLUMBIA AND THE REST OF BOONE COUNTY, 1820 TO 2020

Source: U.S. Census Bureau



POPULATION GROWTH RATES INDEXED TO 1940: MISSOURI, BOONE COUNTY, AND COLUMBIA 1940 TO 2020

Source: U.S. Census Bureau



Population

SLOWING NATIONAL GROWTH MAY AFFECT MISSOURI

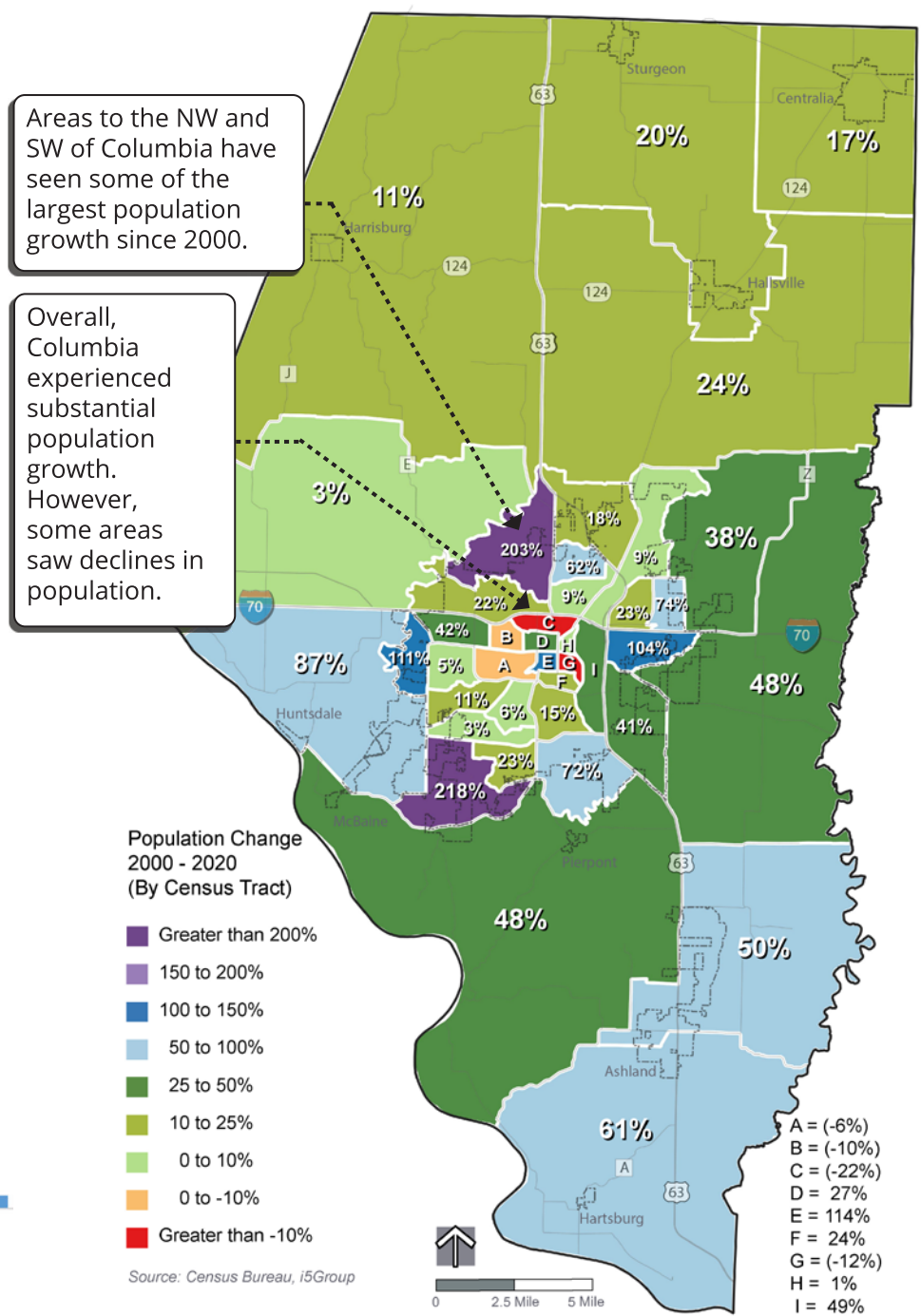
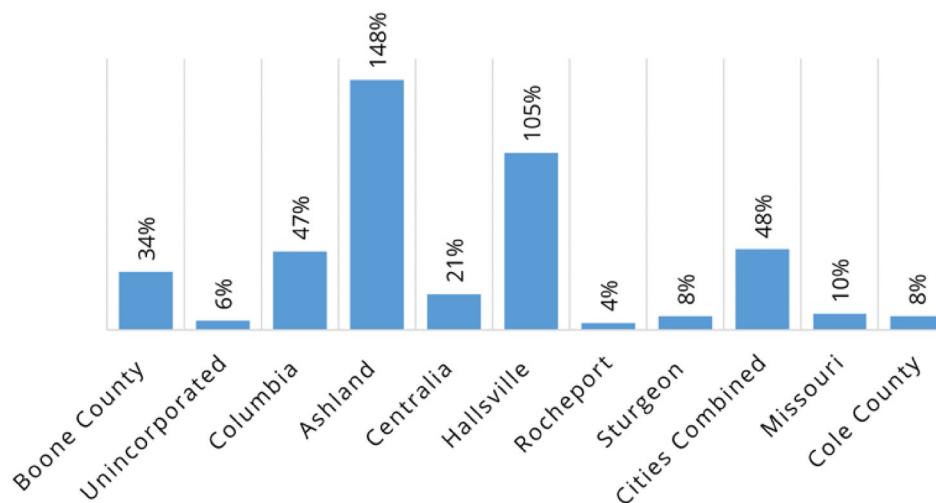
The most recent national population projections by the U.S. Census Bureau date from 2017 (so they do not yet reflect the 2020 Census). Unfortunately, they show dramatic decreases in the rate of national growth over the next 40 years.

Declining fertility rates, increasing death rates (think aging Baby Boomers), and steady net migration all contribute to much slower rates of growth which have averaged about ten percent per decade for over 200 years, but will decline to as little as four percent per decade. The highest growth rates in U.S. history were the 1950s and 1990s, but national projections that combine both natural increase and net migration to the year 2060 show dramatically slower population expansion. Midwest metro areas and all rural areas are anticipated to have the greatest struggles to attract significant growth from this “smaller pie.”

It's important to keep in mind that rapid population growth rates do not necessarily equate to substantial population figures. Take, for instance, the southernmost census tract in Boone County, which exhibited a substantial population percentage change of 61% between 2000 and 2020, ranking among the highest outside the Columbia area. Nevertheless, this increase only resulted in a modest actual gain of 1,785 people due to the census tract's initially low population.

POPULATION GROWTH RATES, 2000-2021

Source: Missouri Census Data Center, ACS 2000-2021



Population Change by Census Tract 2000 to 2020

Population

AGE STRUCTURE OF THE POPULATION

In light of the large presence of higher education institutions in Boone County, the median age of the county's population in 2021 was substantially lower than the national median. Boone County's median age was about 31.9 years compared to the U.S. median of 38.4.

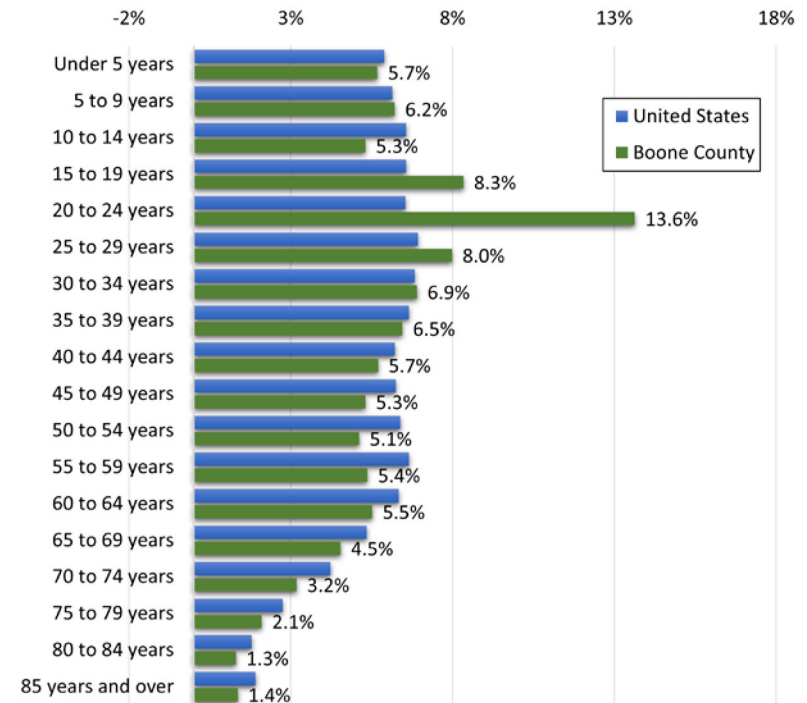
As the graph illustrates, the dominant age groups in Boone County are between 15 and 29 years, particularly between 20 and 24 years of age which made up about 13.6% of the population in 2021 compared to less than half that share for the nation.

For all of the illustrated 5-year age cohorts above 35 years, Boone County has smaller shares of its population than throughout the United States, as well as for two of three youngest cohorts: those who are under five years old and those between 10 and 14. On a countywide basis, the college-age population is clearly the overshadowing set of cohorts.

Not surprisingly, however, those "young adult" cohorts dominate in the cities of Boone County (really just Columbia, which dominates the cities) but not in the unincorporated areas. While the median age of the county as a whole was 31.9 years in 2021, it jumped to 34.5 for the unincorporated areas while falling to 24.2 in the combined cities.

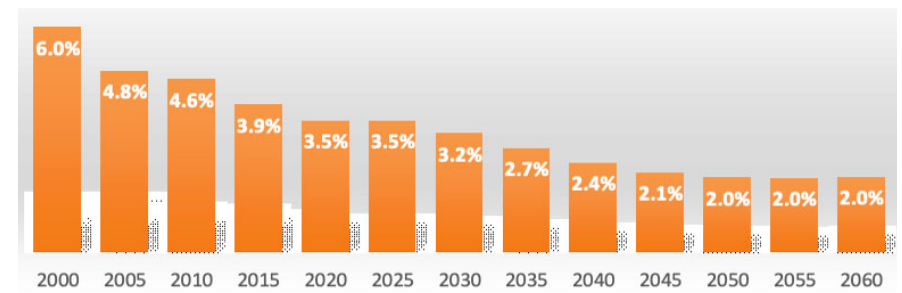
PERCENT OF POPULATION BY AGE: BOONE COUNTY AND U.S.A, 2021

Source: U.S. Census Bureau, American Community Survey



U.S. POPULATION PROJECTED 5-YEAR CHANGE RATES 2000 TO 2060

Source: U.S. Census Bureau



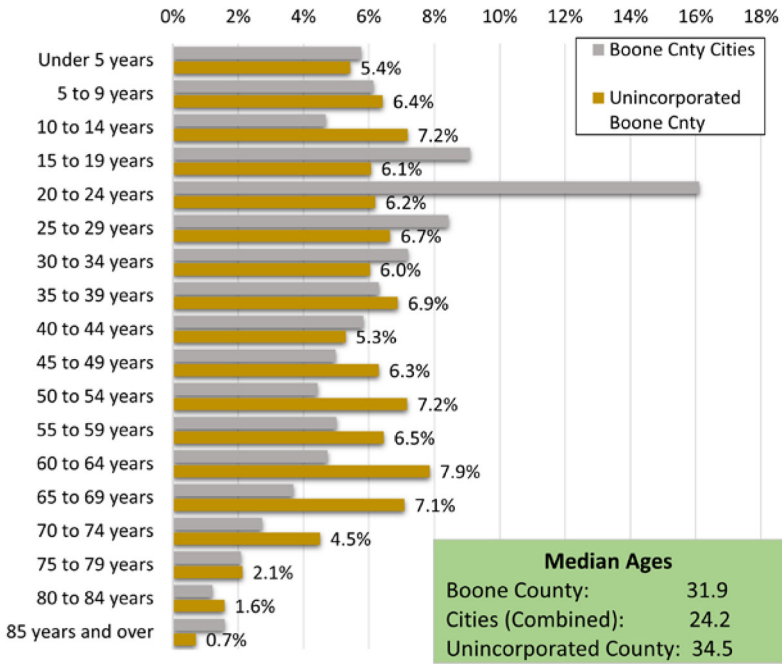
Population

Unincorporated areas of Boone County have notably higher percentages of residents in the older (over age 35) cohorts than the combination of the cities. In fact, removing Columbia from the other five cities reveals a median age within just those five cities of 37.2 years of age while Columbia’s median was about 24.1 years. Clearly, the age structure of unincorporated areas is quite similar to the age structure of the five smaller cities; again Columbia is an exception to many rules.

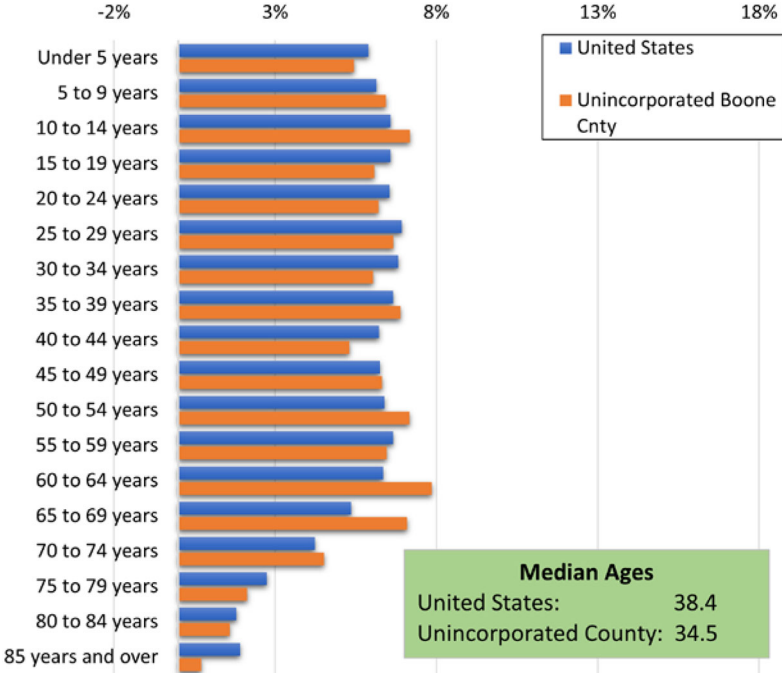
Unincorporated areas also had higher shares of children, particularly those between five and 14 years of age, than in the combination of the six cities.

In short, unincorporated Boone County is broadly older than the incorporated areas, though similar to the five smaller cities when excluding the population of Columbia. Excluding Columbia and the other cities reveals that unincorporated Boone County generally has an age structure similar to that of the U.S. as a whole, but is still “younger” than the U.S. The median age of unincorporated areas was about 34.5 years in 2021, almost four years younger than the U.S. median of 38.4.

PERCENT OF POPULATION BY AGE: BOONE COUNTY CITIES AND UNINCORPORATED BOONE COUNTY, 2021
Source: U.S. Census Bureau, American Community Survey



PERCENT OF POPULATION BY AGE: UNINCORPORATED BOONE COUNTY AND U.S.A, 2021
Source: U.S. Census Bureau, American Community Survey



Population

RACIAL CHARACTERISTICS OF THE POPULATION

Three quarters (76.2%) of Boone County residents declared themselves as “white alone” in the 2020 Census. This is a ratio similar to Missouri as a whole (77.0%) but well above the national share (61.6% saying “white alone”).

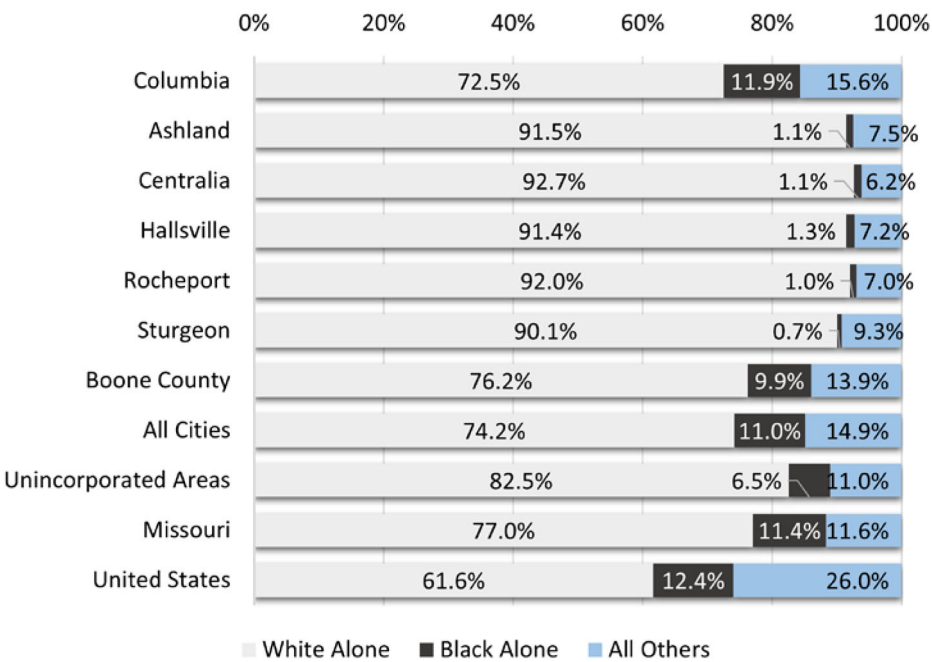
About one-tenth (9.9%) of Boone County’s population considers itself “Black alone” which is less than the state’s 11.4% and the nation’s average of 12.4%.

Almost 14% (13.9%) of Boone County residents consider themselves part of other racial and ethnic classifications, including those who consider themselves part of two or more classifications. This is about half the rate of “all others” as in the U.S. as a whole but notably more than Missouri’s population where 11.4% are in the All Others category.

For the most part, Boone County is reflective of the racial diversity of Missouri as a whole, but much less representative of the U.S. racial demographics. The incorporated cities are slightly more diverse than the unincorporated areas with Columbia being the most diverse.

MAJOR RACIAL CATEGORIES: 2020

Source: U.S. Census Bureau



Population

EDUCATIONAL ATTAINMENT OF THE OVER-25 POPULATION

Boone County has a well-educated population. Using data for the Census Bureau’s American Community Survey (ACS) for the year 2021, almost half (48.5%) of the population that is over the age of 25 has either a four-year college degree (27.1%) or a post-college advanced degree (21.4%). This compares to not quite a third (30.7%) of all Missourians over the age of 25 having at least a four-year college education.

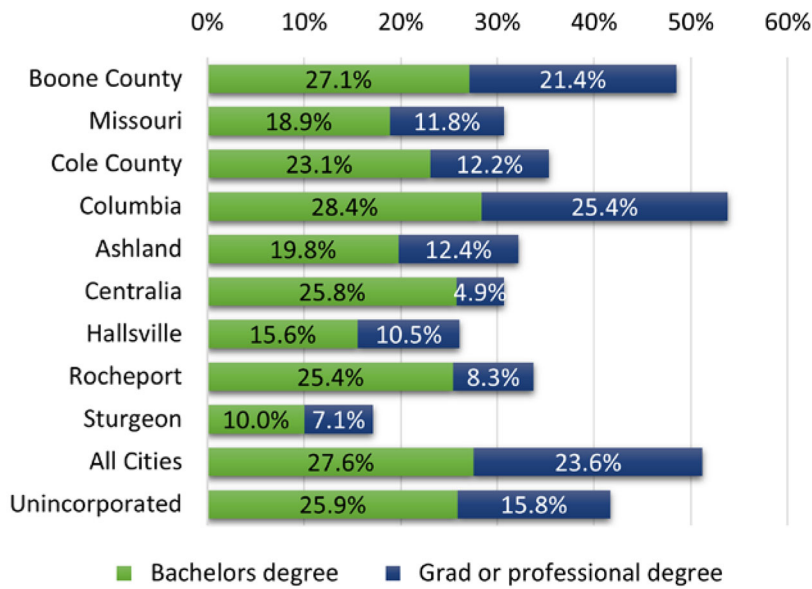
Residents of the City of Columbia exceed the county wide numbers. Over half (53.8%) of Columbians over the age of 25 have at least a four-year degree. Because Columbia dominates the population counts of all cities in Boone County, the six cities combined have 51.2% with four-year degrees or higher, even though the five smaller cities individually have lesser percentages.

Within the unincorporated parts of the county, 45.7% of the over 25 population has a college degree or higher, also well exceeding the state average.

In contrast, one-fifth (20.9%) of Boone County’s population over 25 has completed high school (or its equivalent) compared to 30.5% of Missouri residents over 25.

EDUCATIONAL ATTAINMENT: POPULATION OVER AGE 25 WITH 4-YEAR COLLEGE DEGREES OR HIGHER, 2021

Source: U.S. Census Bureau, American Community Survey



Population

AVERAGE ANNUAL HOUSEHOLD INCOME

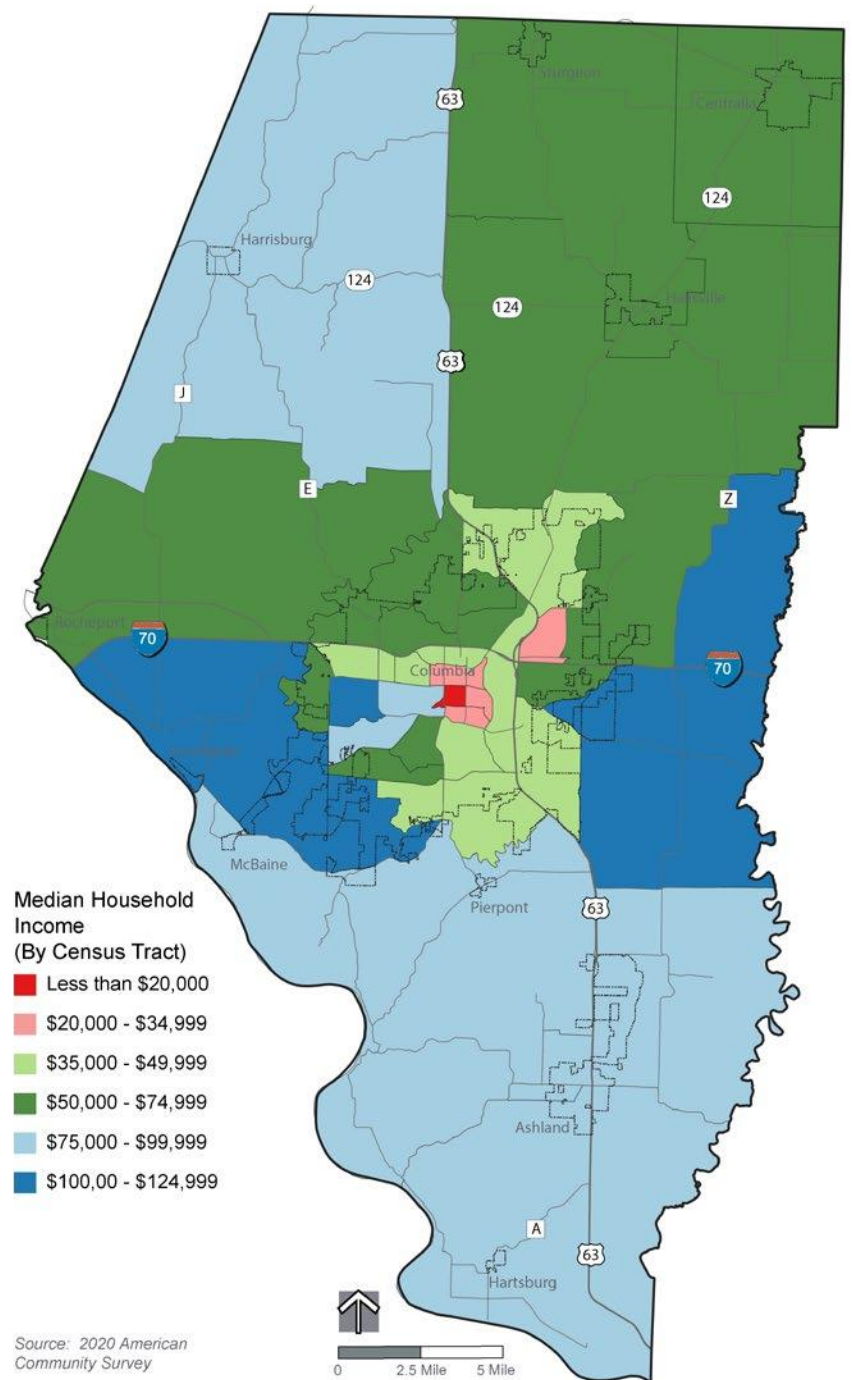
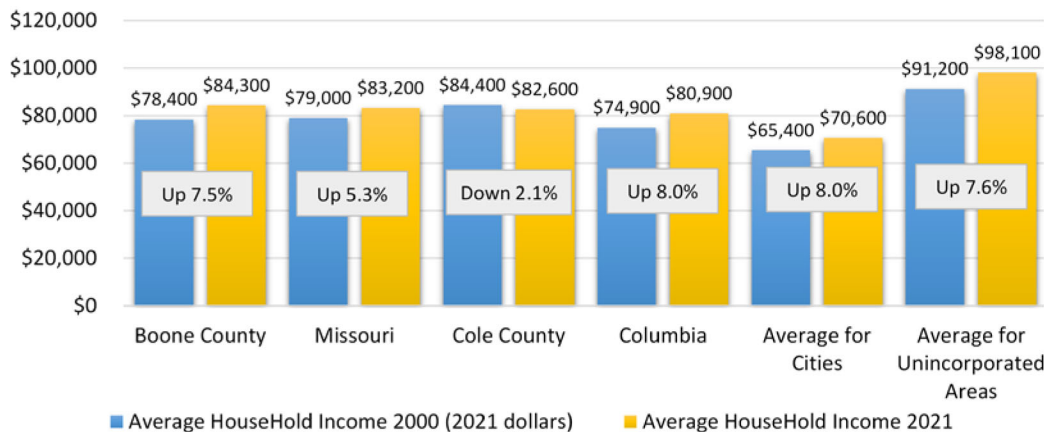
Average household income is relatively strong in Boone County. It was about \$84,300 in 2021 for the County as a whole. This was an increase of 7.5%, in 2021 dollars, from the year 2000.

Missouri's average household income was similar at \$83,200, but the state average grew more slowly over the prior two decades at 5.3%. Cole County experienced a net decrease in average household income, though its average is very close to Boone County's average for 2021. Still, Boone County experienced growth while Cole County did not.

Average household incomes in the six incorporated cities of Boone County were below the county average in 2021, but they grew at a slightly stronger rate. Meanwhile, the highest household incomes are found among residents of unincorporated Boone County, where the average household income was over \$98,000 in 2021, some 16% higher than the county average and 21% higher than in Columbia. Columbia, of course, is heavily affected by the university student market where a great many student "households" have very low incomes while their families support their rents and other living expenses.

AVERAGE HOUSEHOLD INCOME 2000 AND 2021 (IN 2021 DOLLARS)

Source: Missouri Census Data Center, ACS Data



2020: Median Household Income by Census Tract

Jobs and the Economy

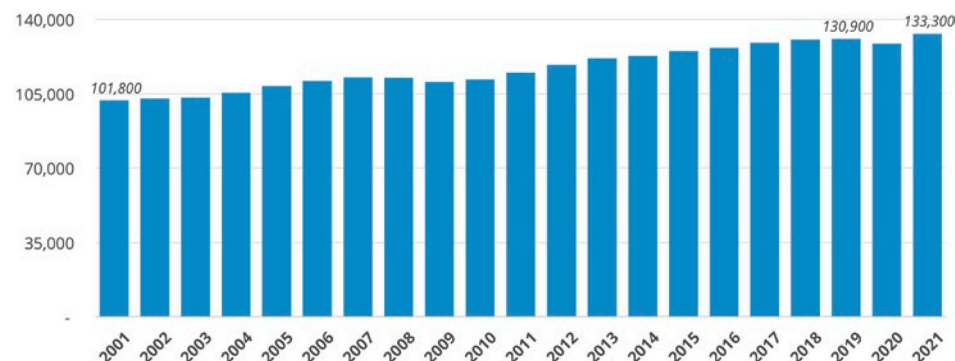
JOB COUNTS IN BOONE COUNTY

The best source of employment counts at the county level is the U.S. Bureau of Economic Analysis (BEA), which is part of the U.S. Department of Commerce. BEA compiles annual averages for all jobs - full time, part time, payroll jobs, self-proprietors, gig workers, etc. While the U.S. Department of Labor releases monthly reports on jobs, that information is based almost entirely on payroll positions which are relatively easy to track because of required reporting by employers to the government. BEA “improves” on that data by determining jobs that are harder to track such as self-proprietors or contract employees. But there is a time lag for this completeness and accuracy. The latest available BEA jobs data is for calendar year 2021.

In 2021, Boone County averaged 133,300 jobs (averages are for monthly numbers). This was a very robust increase of 31% from 2001, the first year that BEA began reporting employment data using the North American Industrial Classification System (NAICS).⁵ Over that 2001 to 2021 time period, jobs in the entire U.S. economy grew by almost 22% (about one percent per year, on average). Missouri added just nine percent more jobs and the adjacent Jefferson City metropolitan area added five percent. Boone County outpaced them all.

TOTAL JOBS IN BOONE COUNTY, 2001-2021

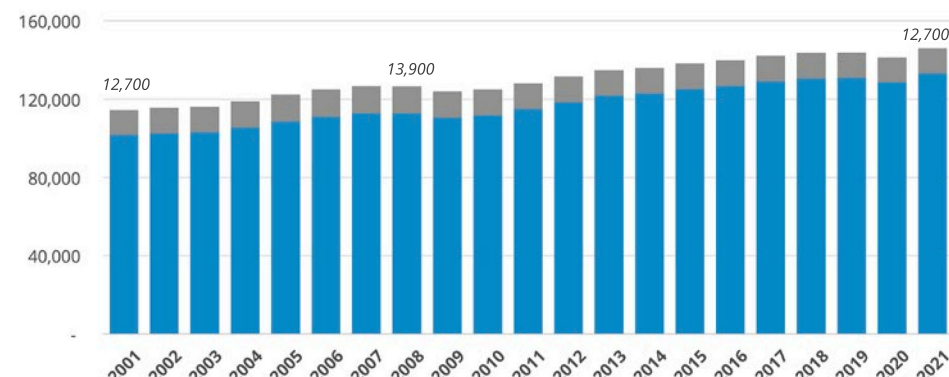
Source: U.S. Bureau of Economic Analysis



TOTAL JOBS IN COLUMBIA METRO AREA, 2001-2021 BOONE COUNTY COMPARED TO COOPER & HOWARD COUNTIES

Source: U.S. Bureau of Economic Analysis

Boone County
Cooper & Howard Counties

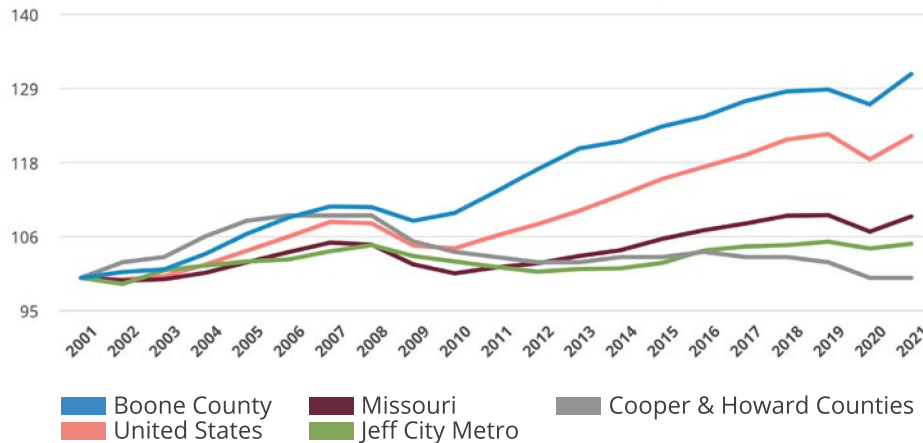


⁵ Prior to 2001, such data were reported using the Standard Industrial Classification (SIC) system, which was developed in the 1930s but does not have as many “major economic sectors” as NAICS. The NAICS improved on SIC by better recognizing the much increased diversity of not only the U.S. economy but also of Mexico and Canada, which now use the same classification codes.

Jobs and the Economy

TOTAL JOBS IN COLUMBIA METRO AREA, 2001-2021 BOONE COUNTY COMPARED TO COOPER & HOWARD COUNTIES

Source: U.S. Bureau of Economic Analysis



Note that Boone County, like almost everywhere else, lost jobs during 2020 at the height of Covid-19 pandemic restrictions. Job demand more than recovered in 2021, exceeding even 2019's job counts.

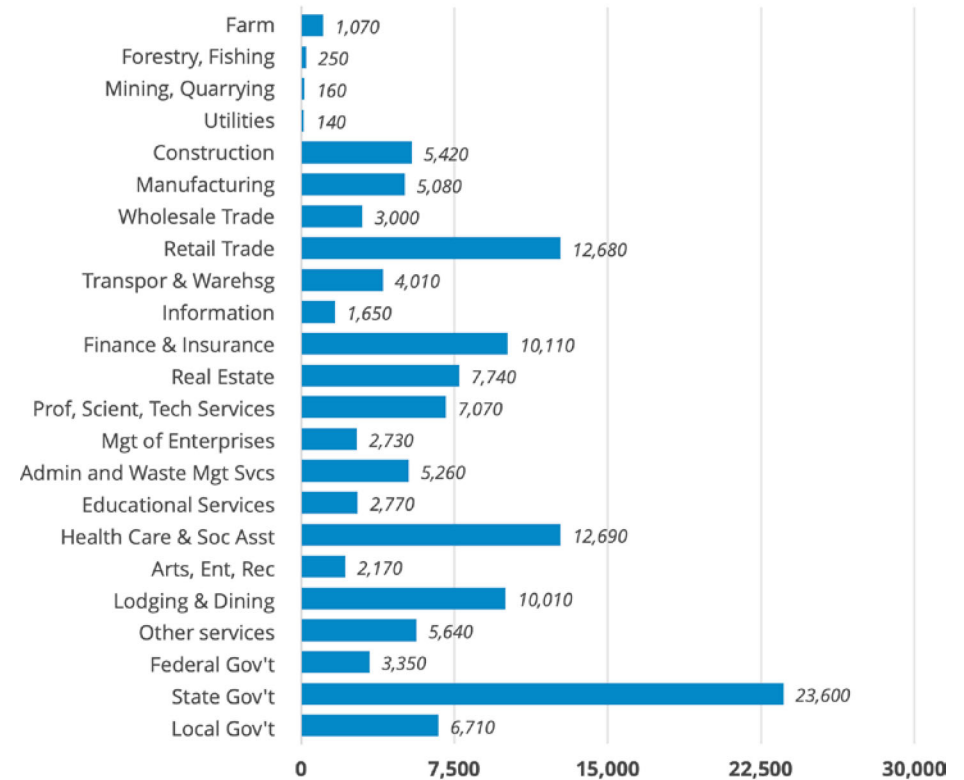
Meanwhile, the other two counties in the Columbia metropolitan area (Cooper and Howard) added no additional jobs between 2001 and 2021. There were a combined total of 12,700 jobs in both 2001 and 2021. There had been some small growth just prior to the Great Recession of 2008-09, but Cooper and Howard Counties haven't recovered their total jobs from that time. Consequently, the overall rate of growth for the metro area was dragged down a bit from Boone

County's 31% to about 28%. This was still substantially higher than the State or in the Jefferson City metro area, and greater than the national growth by a few percentage points.

The growth rate comparisons are shown on the graph above. Jobs in all the jurisdictions are set at an index of 100 in 2001, then their rates of growth are shown through 2021. With a 2021 index of 131, Boone County's employment expanded by 31% over the two decades; Cooper and Howard Counties showed no net growth.

JOBS BY MAJOR ECONOMIC SECTOR: BOONE COUNTY, 2021

Source: U.S. Bureau of Economic Analysis



JOBS BY ECONOMIC SECTOR

Of the 133,300 jobs in Boone County in 2021, 23,600 (17.7%) were considered in the state government sector. This is technically right, however slightly misleading. The BEA classifies all publicly-funded entities as being in the public sector. Thus, it classifies the University of Missouri as "state government" because the university is partly state government-funded. Likewise, it

puts all public school jobs into local government.

While there is a separate sector for educational services, BEA does not put *public* educational institutions in the educational services sector.

Jobs and the Economy

Thus, within the BEA database, 17.7% of all Boone County jobs are considered government, not dissimilar to the 18.7% of all jobs in the Jefferson City metropolitan area that are considered state government, which makes sense since Jefferson City is the state capital. However, Lincoln University would also be considered as part of state government in Jeff City.

A separate source of employment information at the local and county level distinguishes between “real” government jobs and educational jobs. The “On the Map” data series is from the U.S. Census Bureau. Boone County’s jobs by sector from this source are shown to the right. This database was initiated in 2002 (and presently goes through 2020). It matches addresses of workers with addresses of their employers. Thus, On the Map is a good indicator of commuting patterns from city-to-city and county-to-county. It is the only reliable source of economic information for employment at the sub-county level. Recall that the BEA data is limited to county-level statistics or combinations of counties like metropolitan areas.

The On the Map data does not track as many jobs as the BEA data. As noted, BEA accounts for 100% of employment at the county level. On the Map relies on the ability to match workers’ and employers’ addresses. Such links limit the number of jobs that can be accounted for. On the Map

accounts for 90,750 jobs in Boone County in 2020 while the BEA accounted for 128,600 jobs in Boone County in 2020, a gap of well almost 38,000 jobs!

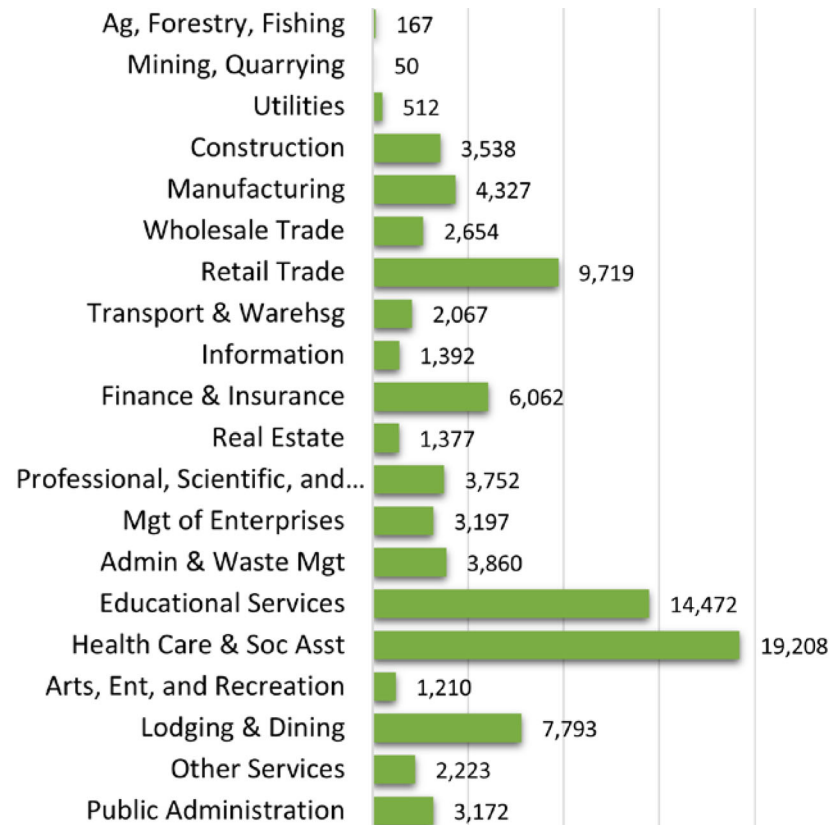
An important advantage of On the Map data for employment statistics, especially in locations like Boone County and the City of Columbia, is that it separates educational jobs from the public sector categories and moves them into the education services sector. A comparison of the two data sources helps to create a clearer picture of the distribution of employment where, say, higher education—but also all other forms of publicly supported schools—is a crucial job creator.

On the Map likely provides a more accurate *distribution* of the share of all jobs that should be in the educational services sector. While BEA says there are only 2.1% of all Boone County jobs in educational services, On the Map says 15.9%.

All of this leads to an analysis of the economic sectors that Boone County is most reliant upon. Because Boone County is home to the University of Missouri’s largest campus, it is best to rely on the database that puts public sector education jobs into the educational services sector—On the Map.

EMPLOYMENT IN BOONE COUNTY, 2020

Source: U.S. Census On-the-Map



Jobs and the Economy

The adjacent graph compares the shares of jobs in each sector to the shares in all of Missouri using On the Map data. Location quotients (LQs) of 1.0 mean that the percentage of jobs in a sector in the smaller jurisdiction (Boone County) is the same percentage as the larger jurisdiction (Missouri). The educational services sector has a location quotient of 1.91 in Boone County, a strong, but not overwhelming, ratio, though more descriptive of what is known about the economy of Boone County (comparisons with the City of Columbia are discussed shortly). Higher LQs indicate sectors that are solid “export” sectors because they serve markets that extend outside of the county’s borders (e.g., students from outside of Boone County receiving a service - college education - by bringing their tuition dollars into the county).

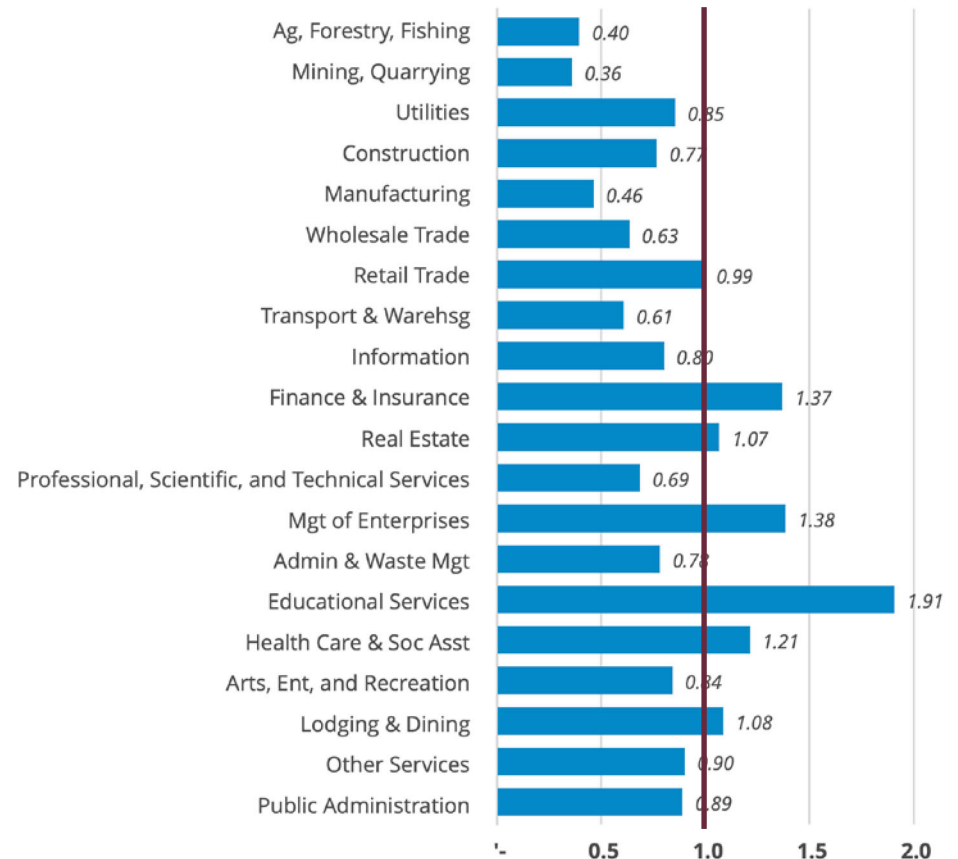
Also somewhat strong in Boone County are the management of business enterprises sector (1.38), the finance and insurance sector (1.37), and the health care and social assistance sector (1.21). Mizzou’s medical school plays a big role there. A few sectors hover close to the 1.0 “balance,” but there are also many sectors that are well below the 1.0 ratio (e.g., manufacturing and professional, scientific, and technical services). Often, this means that a

local economy has opportunities to attract more jobs in “weak” sectors to better balance economic diversity.

Not surprisingly, Boone County as a whole is broadly dependent on the educational services sector for a great deal of its economy and multiplier effects thereof. It is impressive that the economy also has a sound grounding in several other sectors rather than being wholly reliant on the University of Missouri and other educational institutions.

EMPLOYMENT LOCATION QUOTIENTS: BOONE COUNTY VS. STATE OF MISSOURI, 2020

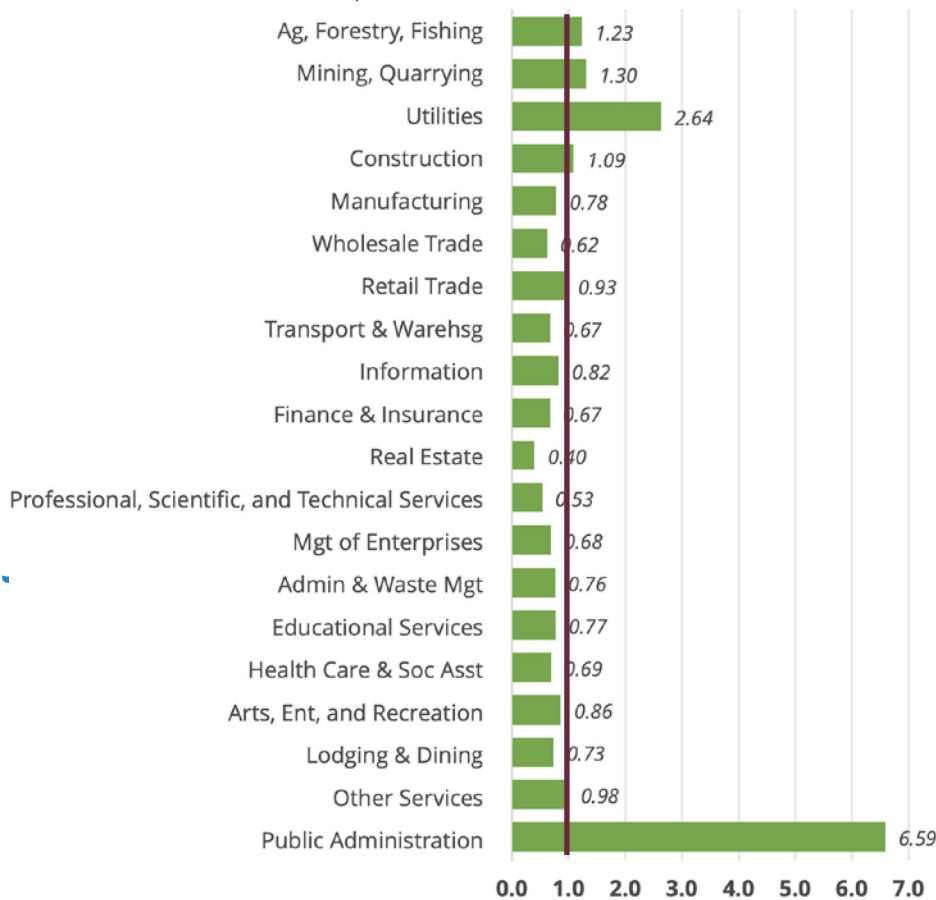
Source: U.S. Census On-the-Map



Jobs and the Economy

EMPLOYMENT LOCATION QUOTIENTS: JEFFERSON CITY VS. STATE OF MISSOURI, 2020

Source: U.S. Census On-the-Map

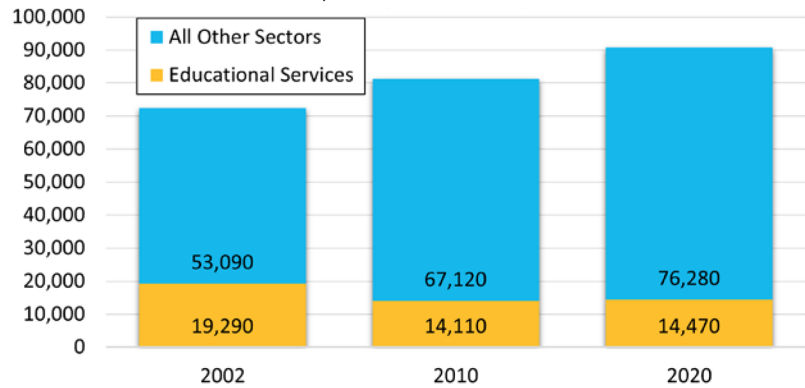


This is an important distinction between the Boone County (and the Columbia metro area) and the Jefferson City metro area. Employment location quotients for the Jefferson City metro area are dominated by the public administration sector, which includes state government.

That sector has a location quotient of a very high 6.59. State government sustains a great many jobs in the Jefferson City area, not only in government itself but also in the multiplier effects for “support sectors” such as retail trade, lodging and dining, and so on. The Jefferson City area is also much more vulnerable to the vagaries of the economy if state government

EMPLOYMENT IN BOONE COUNTY EDUCATIONAL SERVICES VS. ALL OTHER SECTORS, 2002-2020

Source: U.S. Census On the Map



suffers a recession. That said, state governments actually tend to be quite stable as they form the basis for both public policy and legal frameworks within which the rest of the economy tries to thrive.

Still, the Columbia and Boone County area is more adaptable to inevitably changing economic circumstances given its wider variety of strong economic sectors.

JOBS UP, BUT NOT ALWAYS

To Boone County's economic development credit is that it has become even less dependent on the educational services sector over the last two decades. As the graph on this page shows, total jobs in the county increased between 2002 to 2020 from 53,090 to 76,280, a growth rate of almost 44%.

(Note: This graph uses On the Map data. BEA data for the same time period shows the county growing from 102,700 jobs to 128,600 jobs, or 25%.)

But this net job growth occurred despite reductions in educational services jobs, down from 19,290 in 2002 to 14,470 in 2020, or a decrease of 25%. The year 2020 was a rough year for job counts given pandemic conditions, but this major reduction in the educational services sector began much earlier, as suggested on the graph for 2010. (The educational services sector dropped from 19,290 jobs in 2002 to 13,500 in 2003, increasing to 15,470 in 2015, then back down to 14,470 in 2020.)

Jobs and the Economy

JOBS BY ECONOMIC SECTOR IN COLUMBIA AND THE REST OF BOONE COUNTY

The job density map helps to illustrate that Columbia is the focus of jobs in Boone County. Effectively, nine out of ten jobs in the county are located in Columbia.

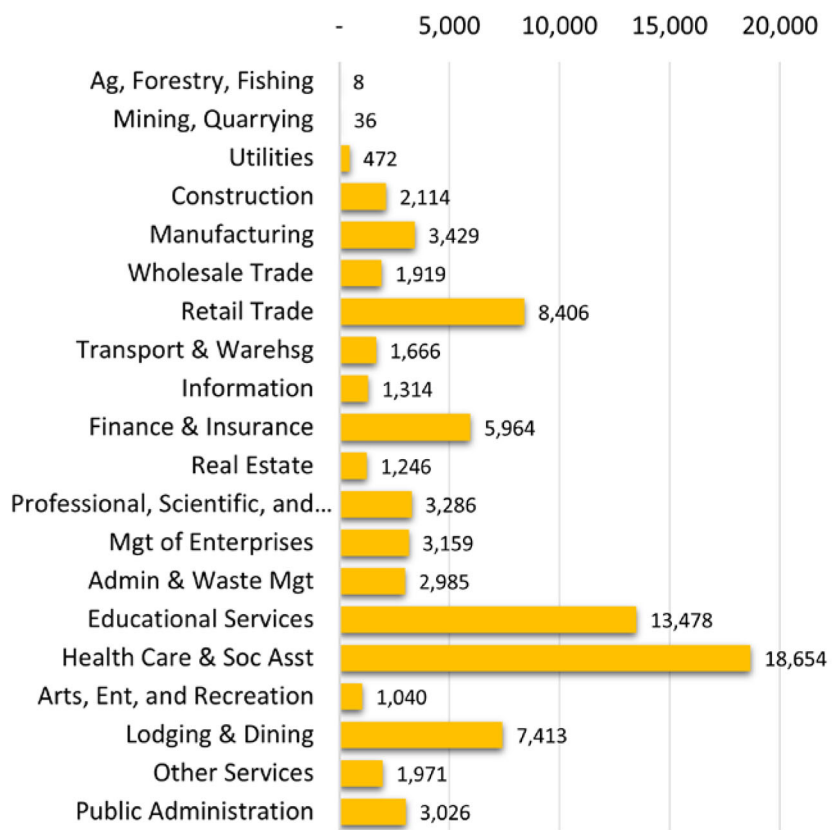
Again using the Census Bureau's On the Map data series, the accompanying graph shows the

distribution of jobs in just the City of Columbia which is wholly within Boone County. The graph on this page accounts for 81,590 jobs in Columbia in 2020, or 89.9% of all jobs in the county.

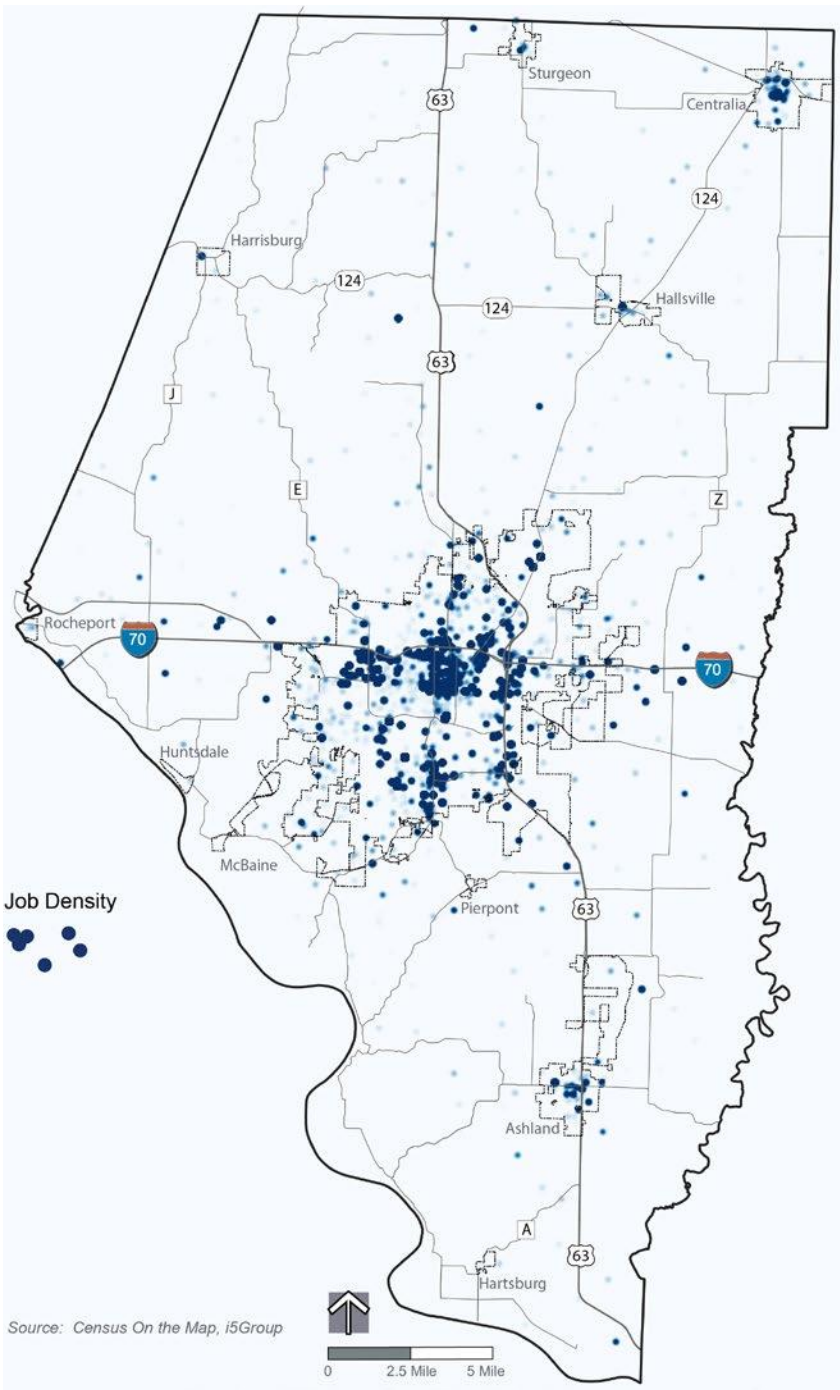
Particularly notable is that the largest single sector in Columbia is health care and social assistance with 18,650 jobs, or 97.1% of all such jobs in the county. Educational services is also a large sector with

EMPLOYMENT IN THE CITY OF COLUMBIA, 2020

Source: U.S. Census On-the-Map



JOB DENSITY



Jobs and the Economy

13,480 jobs, or 93.1% of the county's jobs. *(Remember, this sector includes public schools of all kinds as well as the University of Missouri.)*

The retail trade and lodging/dining sectors are also relatively large reflecting not only the buying power of Columbians but also the city's role as a travel crossroads in the state and as a multi-county regional attraction for sports, entertainment, and shopping.

The nearby graph includes the Columbia jobs but adds the number of jobs in each sector in the rest of Boone County, including the other incorporated places. The jobs represented by the blue bars make up 10.1% of all jobs in the county.

The largest sector in the rest of the county is construction, suggesting that a sizeable number of construction firms are located outside of Columbia. The 1,424 construction jobs in the rest of the county make up four out of ten such jobs throughout the county. That said, most construction jobs, while based out of a headquarters facility, are found all over the county at various sites.

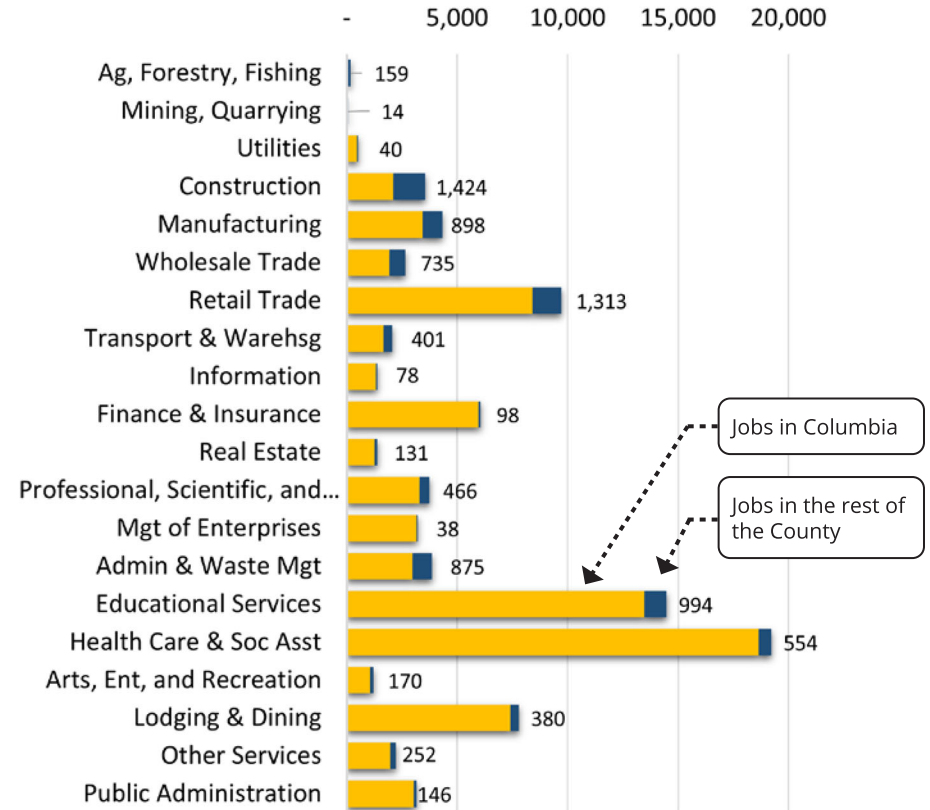
Retail trade follows as the second highest job count in the rest of the county. Its 1,313 jobs constitute 14% of the total county. Educational services make up the third highest job sector in the rest of the county. But these make up only about seven percent of all such jobs in the county. Similarly, the fourth largest jobs sector in the rest of the county, health care and social assistance, makes up only about three percent of all such jobs in the county. Clearly, educational services and health care jobs are concentrated in Columbia.

Ten of the 20 sectors (half) have percents of jobs that exceed the overall average of 10.1% in the rest of the county:

- Mining and quarrying (28%)
- Construction (40%)
- Manufacturing (21%)
- Wholesale trade (28%)
- Retail trade (14%)
- Transportation and warehousing (19%)
- Professional, scientific, and technical services (12%)
- Administrative support and waste management (23%)
- Arts, entertainment, and recreation (14%)
- Public administration (11%)

EMPLOYMENT IN COLUMBIA AND THE REST OF BOONE COUNTY, 2020

Source: U.S. Census On-the-Map



Jobs and the Economy

EMPLOYMENT LOCATION QUOTIENTS FOR THE REST OF THE COUNTY

The graph to the right shows the job location quotients for the areas of Boone County outside Columbia. Agriculture, forestry, and fishing stands out as the greatest relative strength of the rest of county economy with a location quotient of 3.72. This sector tends to be very important in many rural areas, though it also tends to have relatively few jobs.

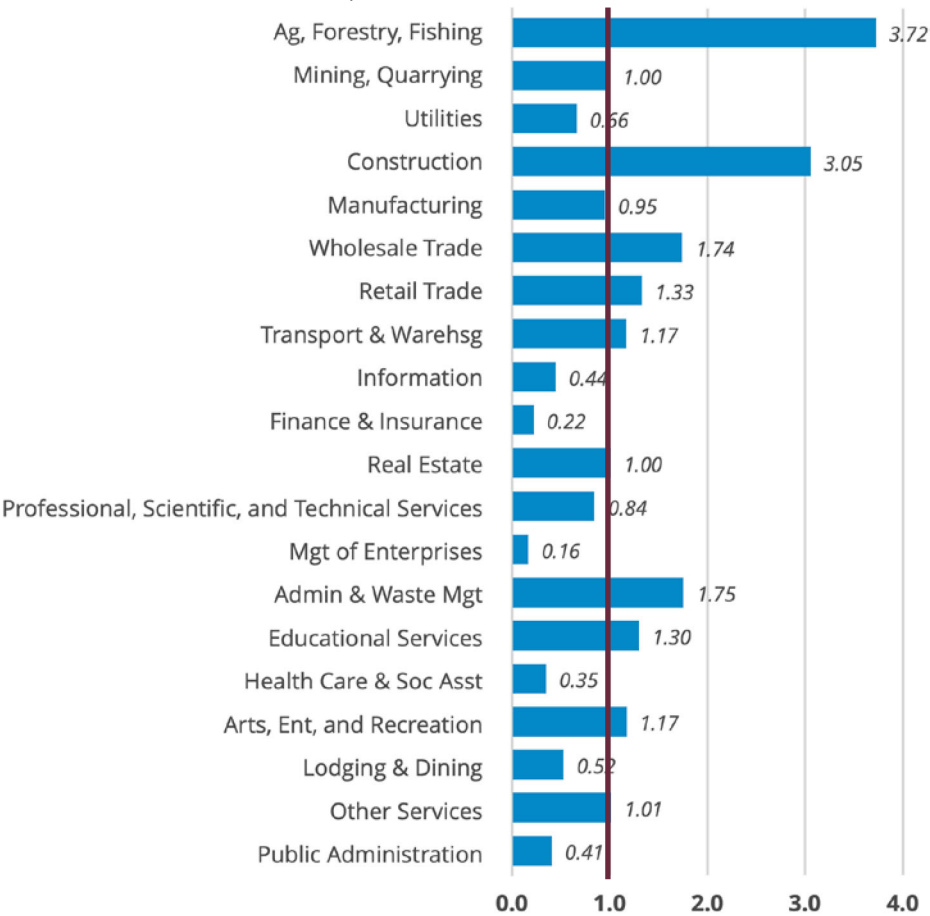
Given the scale of the construction sector noted earlier, it should be expected that construction has the second strongest LQ with an impressive 3.05. Wholesale trade and the administrative and waste

management sectors also have high LQs. Perhaps the areas outside of Columbia are better suited than urban and suburban environments for businesses like wholesale trade and waste management. Transportation and warehousing fits into that preference, too.

Still, even with local strengths, the rest of Boone County area is a small economy with fewer than 10,000 jobs (recall, however, that this figure is from On the Map which undercounts total employment - sometimes by a wide margin). Relatively speaking, however, the rest of Boone County has less than 12% of the economic power as found in the City of Columbia.

EMPLOYMENT LOCATION QUOTIENTS: REST OF BOONE COUNTY VS. STATE OF MISSOURI, 2020

Source: U.S. Census On-the-Map



Jobs and the Economy

EMPLOYMENT LOCATION QUOTIENTS IN THE CITIES OF THE REST OF BOONE COUNTY

There are ten incorporated cities in Boone County outside of Columbia. The five cities outside of Columbia for this analysis are Ashland, Centralia, Hallsville, Rocheport, and Sturgeon. The combined population of these geographically dispersed cities was 12,330 as of the 2021 Census estimates, making up 6.6% of the county's population and 20.8% of the population of the rest of the county.

While their economic footprint is relatively small, these five cities in the rest of county area have important strengths in sectors commonly found in rural cities: agriculture, forestry, and fishing; mining and quarrying; manufacturing; retail trade; and, especially, educational services. The latter suggests that the bulk of public school employment in the rest of the county is in the incorporated cities.

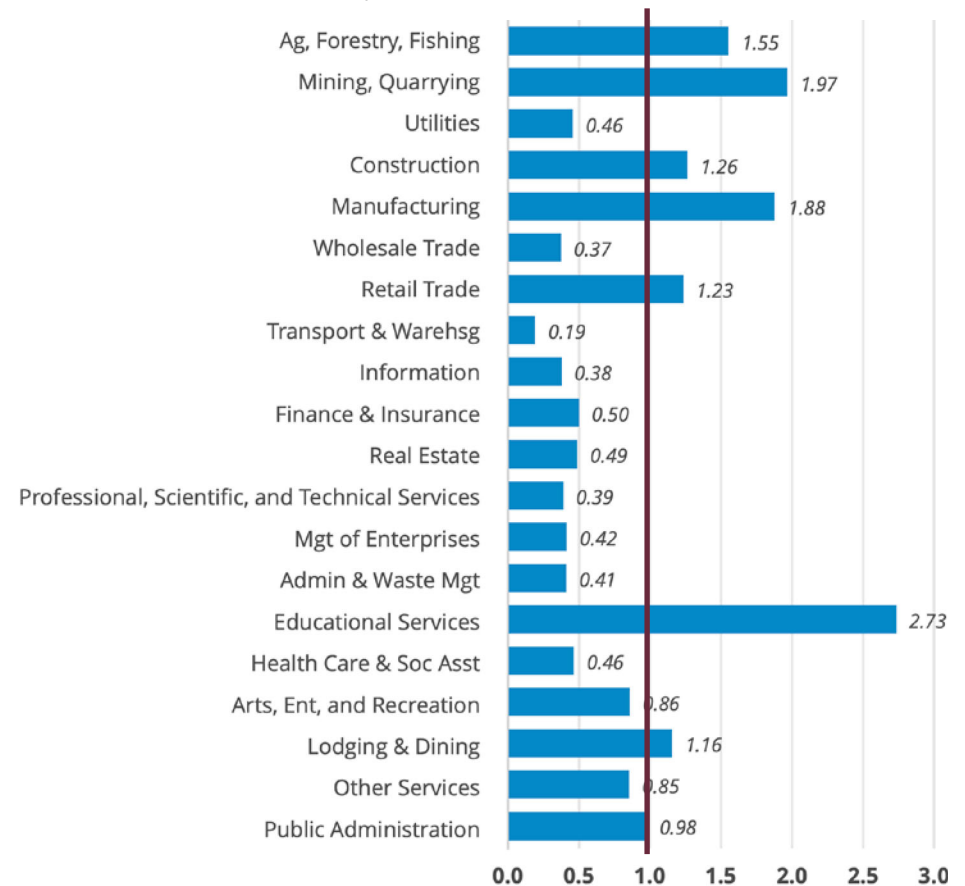
COMMUTING PATTERNS

On the Map data enables a fairly fine-tuned analysis of commuting patterns at the city and county levels because the data matches the addresses of workers to the addresses of their employers. On a typical day, 20,205 residents of Boone County commuted to another county for work. Another 54,828 county residents stayed within Boone County for work. And 35,924 residents of other counties commuted into Boone County for work.

The total job tally within the county was 90,752 (54,828 + 35,924), as discussed earlier. The total employed workforce (i.e., county residents holding jobs) was 75,033 (54,828 + 20,205). If all other residents of the county remained within the county for their daily pursuits, the population of Boone County was higher "during the day" than at night.

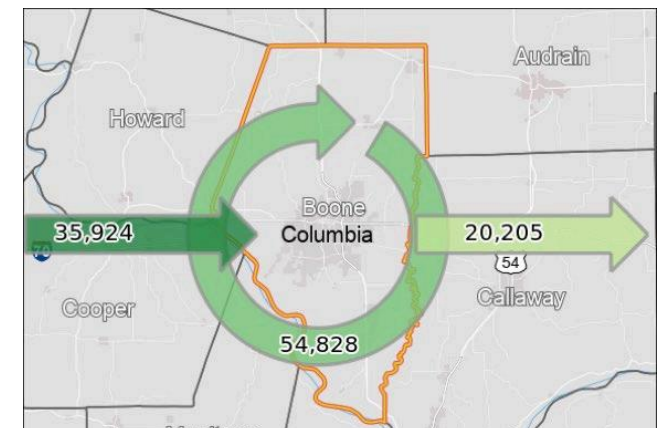
EMPLOYMENT LOCATION QUOTIENTS: CITIES IN THE REST OF BOONE COUNTY VS. STATE OF MISSOURI, 2020

Source: U.S. Census On-the-Map



COMMUTING INTO, OUT OF, AND WITHIN BOONE COUNTY, 2020

Source: U.S. Census On-the-Map



Jobs and the Economy

Not surprisingly, Columbia is the city which provides the vast majority of workers for jobs in Boone County, as shown to the right. Two thirds of all county jobs are held by Columbia residents. Jefferson City sends just over five percent of the county's workers while third place is registered as Kansas City. Centralia and Ashland are also cities in Boone County and together they were home to about two percent of job holders in the county.

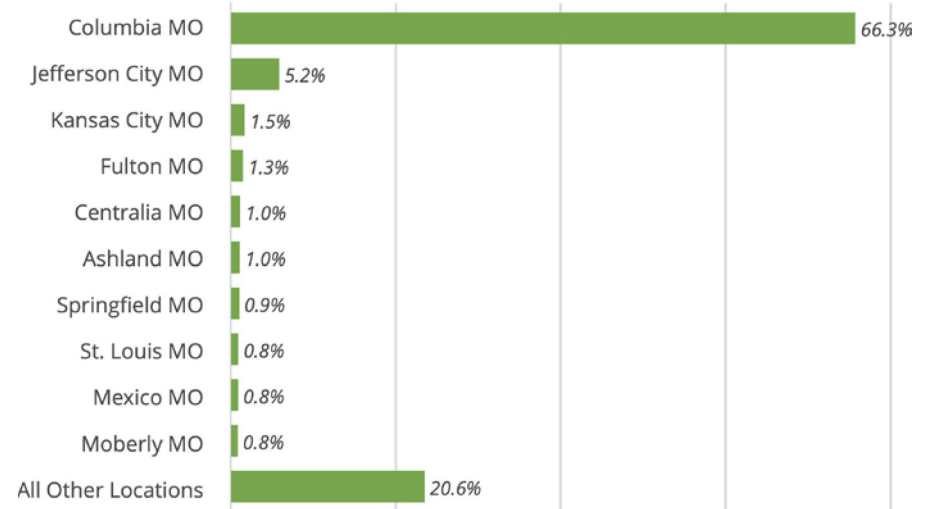
A more extreme in- and out-commuting pattern took place in the City of Columbia in 2020. Some 15,085 residents of the city commuted to jobs outside the city on a typical day. But these were "replaced" by more than triple that number from people commuting into the city from other places. (Some of those other places could be elsewhere in Boone County.) Another 34,303 residents of the city remained in the city for their jobs.

Thus, there were 81,586 (47,283 + 34,303) jobs in Columbia on an average day in 2020. Almost six of ten (58.0%) were held by 47,283 non-residents. Indeed, the workforce living in Columbia of 49,388 people (34,303 + 15,085) is far less than needed to take the 81,586 jobs in Columbia. The city is very dependent on outside commuters.

Unfortunately, a similar analysis cannot be done for the rest of Boone County outside of Columbia. While the size of that workforce is known and the number of jobs is known, the commuting "exchange" between jurisdictions cannot be determined from the available data.

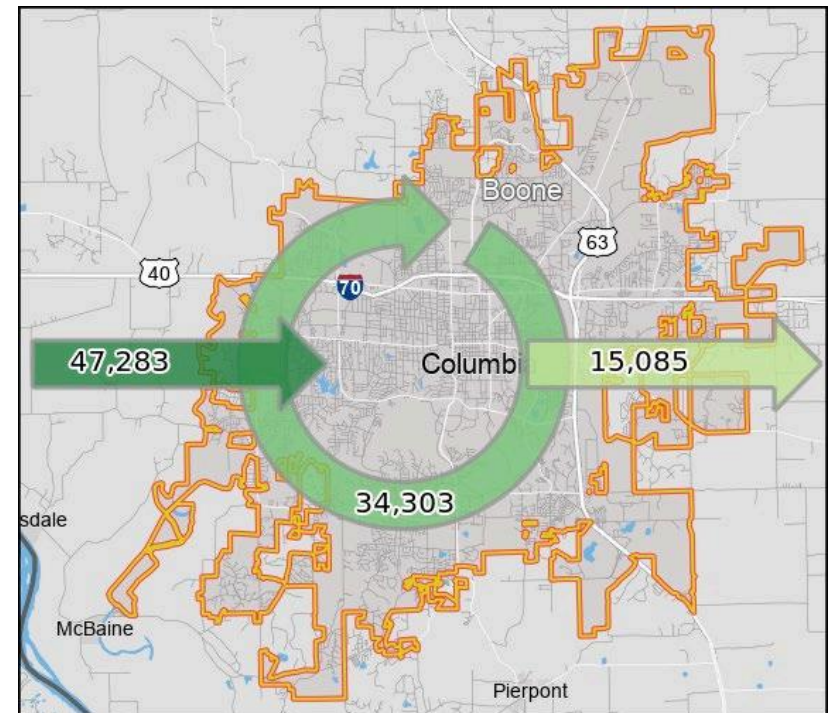
TOP TEN CITIES FROM WHICH BOONE COUNTY WORKERS COMMUTE, 2020

Source: U.S. Census On the Map



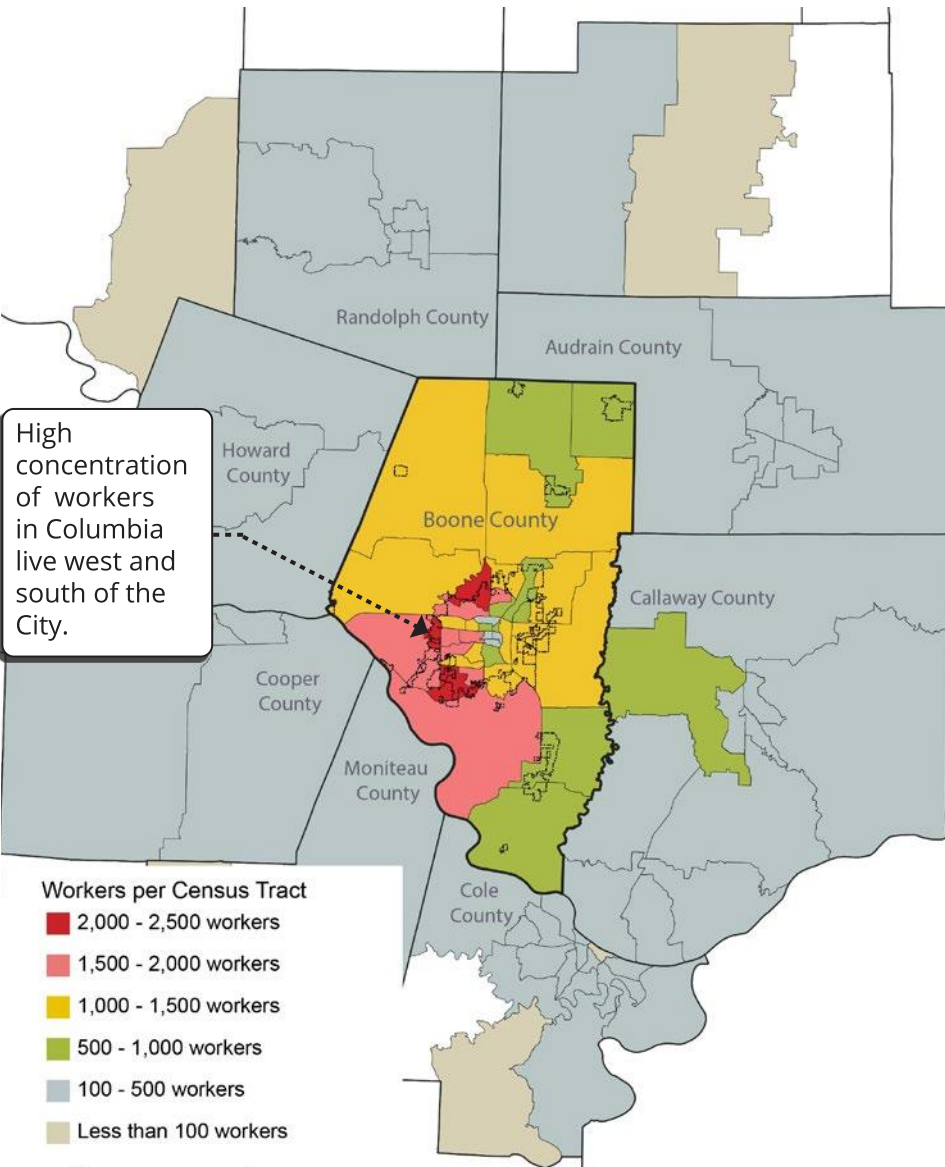
COMMUTING INTO, OUT OF, AND WITHIN CITY OF COLUMBIA, 2020

Source: U.S. Census On-the-Map

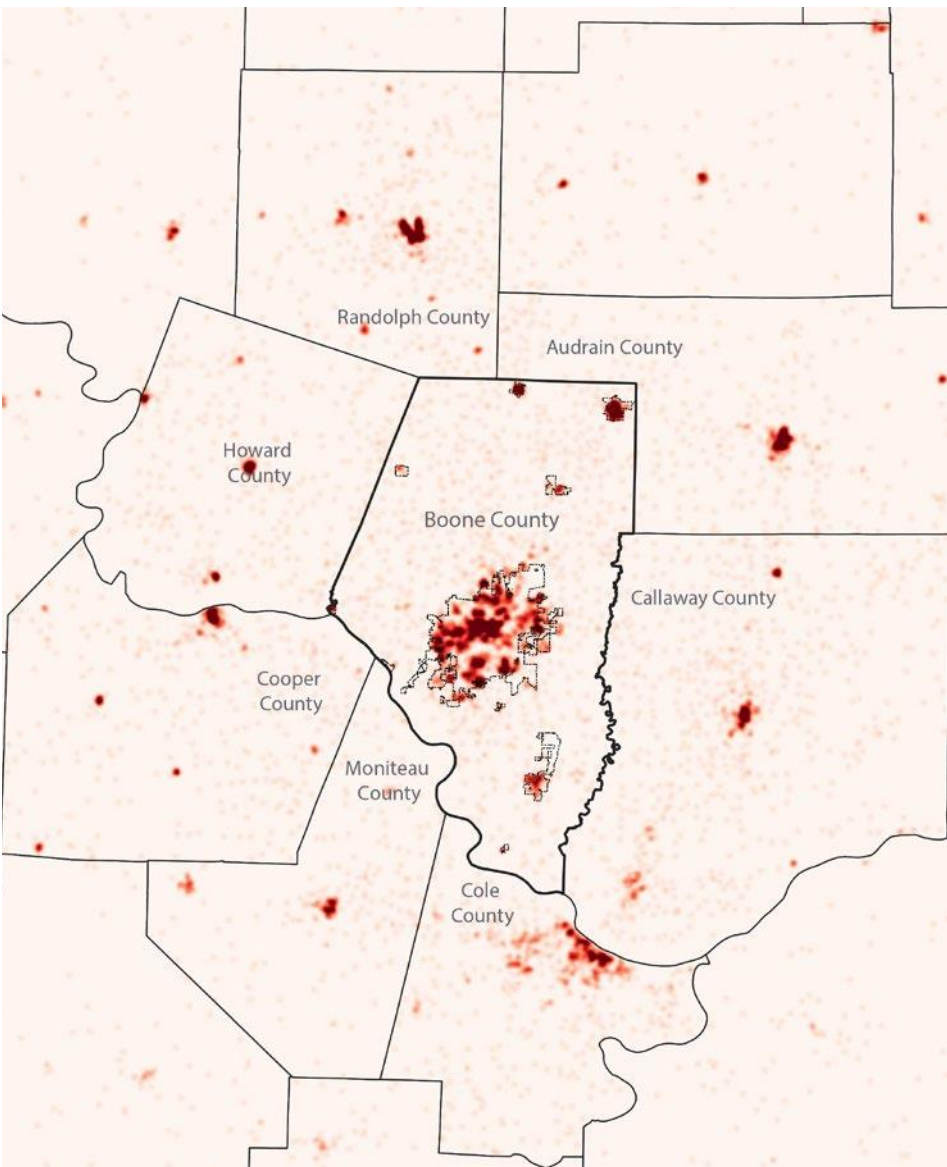


Commuting Patterns: Columbia

This page illustrates commuting patterns for workers in Columbia, indicating where workers reside.



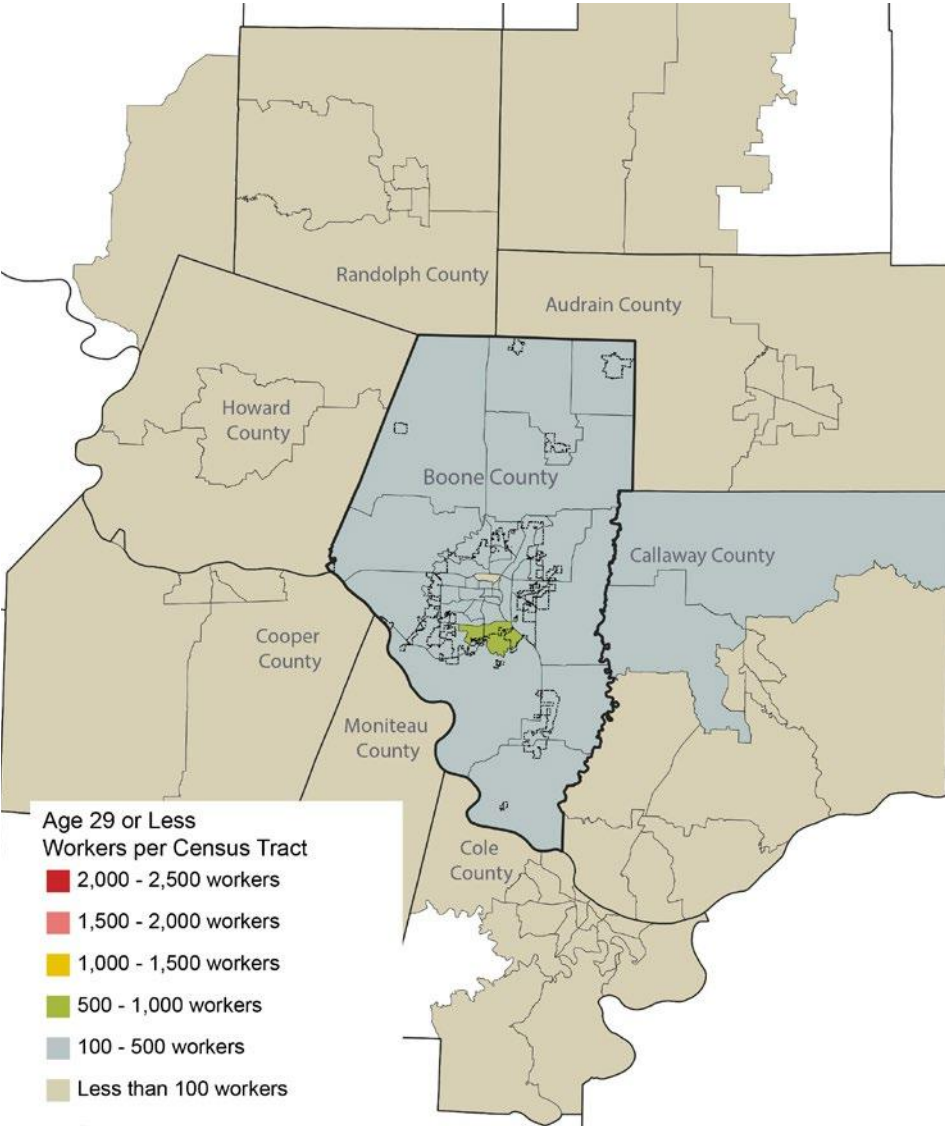
Columbia: Workers Home Destination by Census Tract (Top 100 Census Tracts)



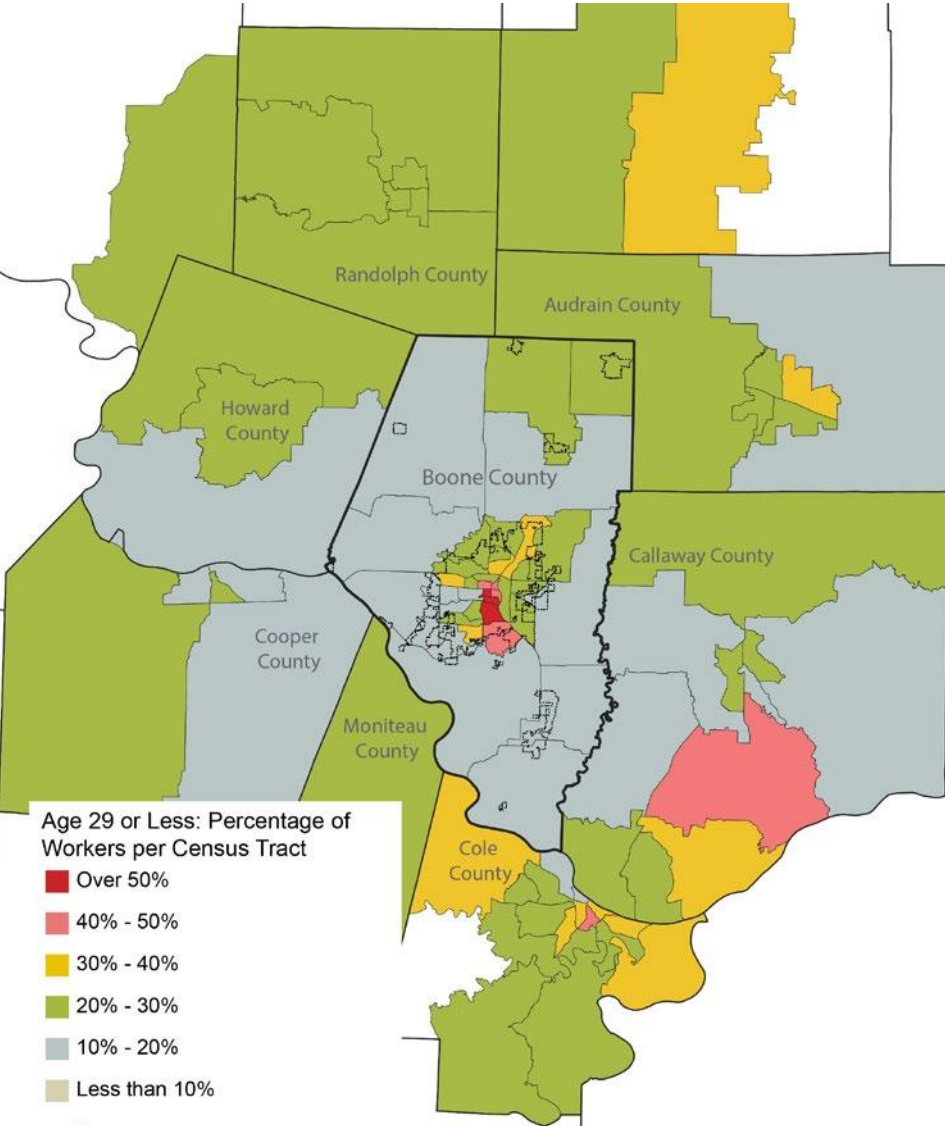
Columbia: Workers Home Destination Heat Map

Commuting Patterns

This page provides a detailed examination of the residential locations of young workers in Columbia (aged 29 or younger). The left map displays the total number of young workers, while the right map illustrates the percentage of workers in this age group.



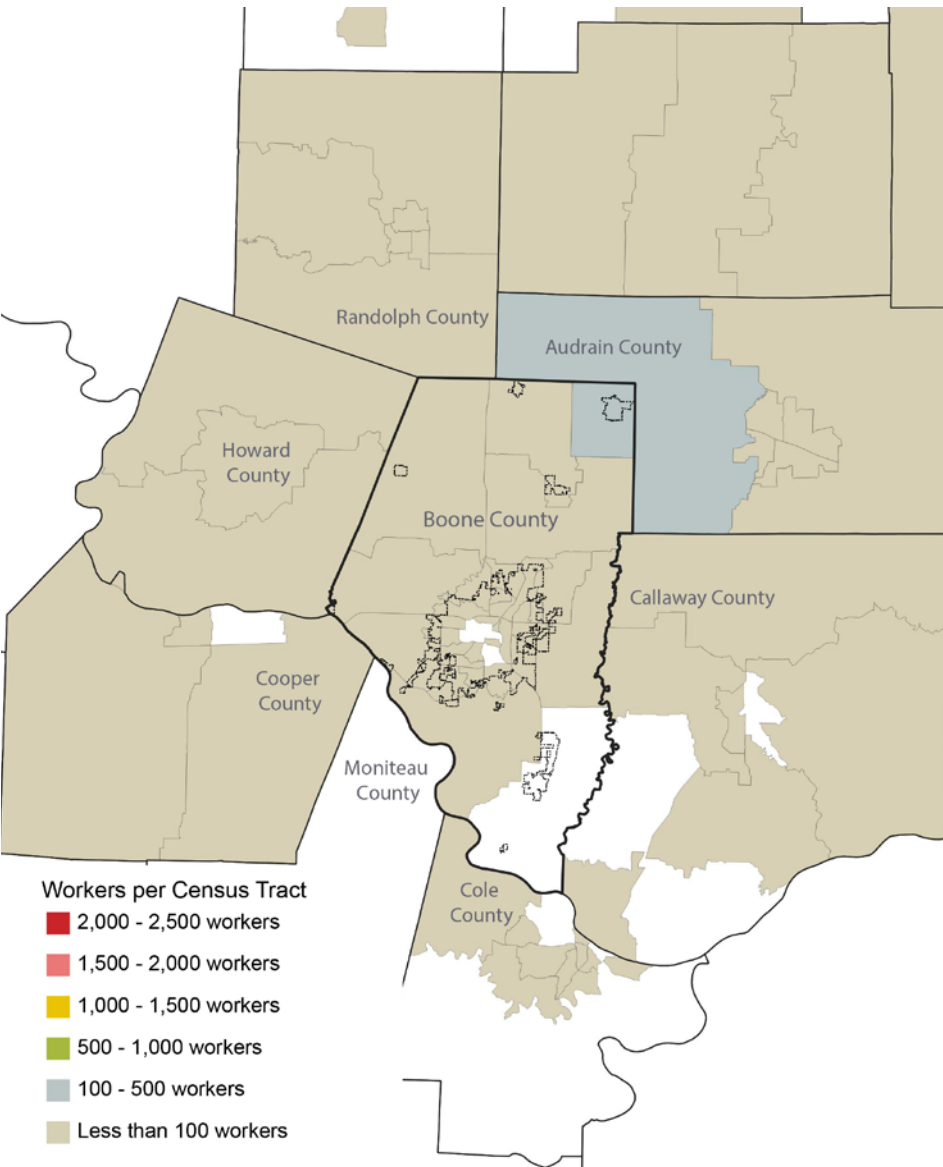
Columbia: Workers Under the Age of 29, Home Destination by Census Tract



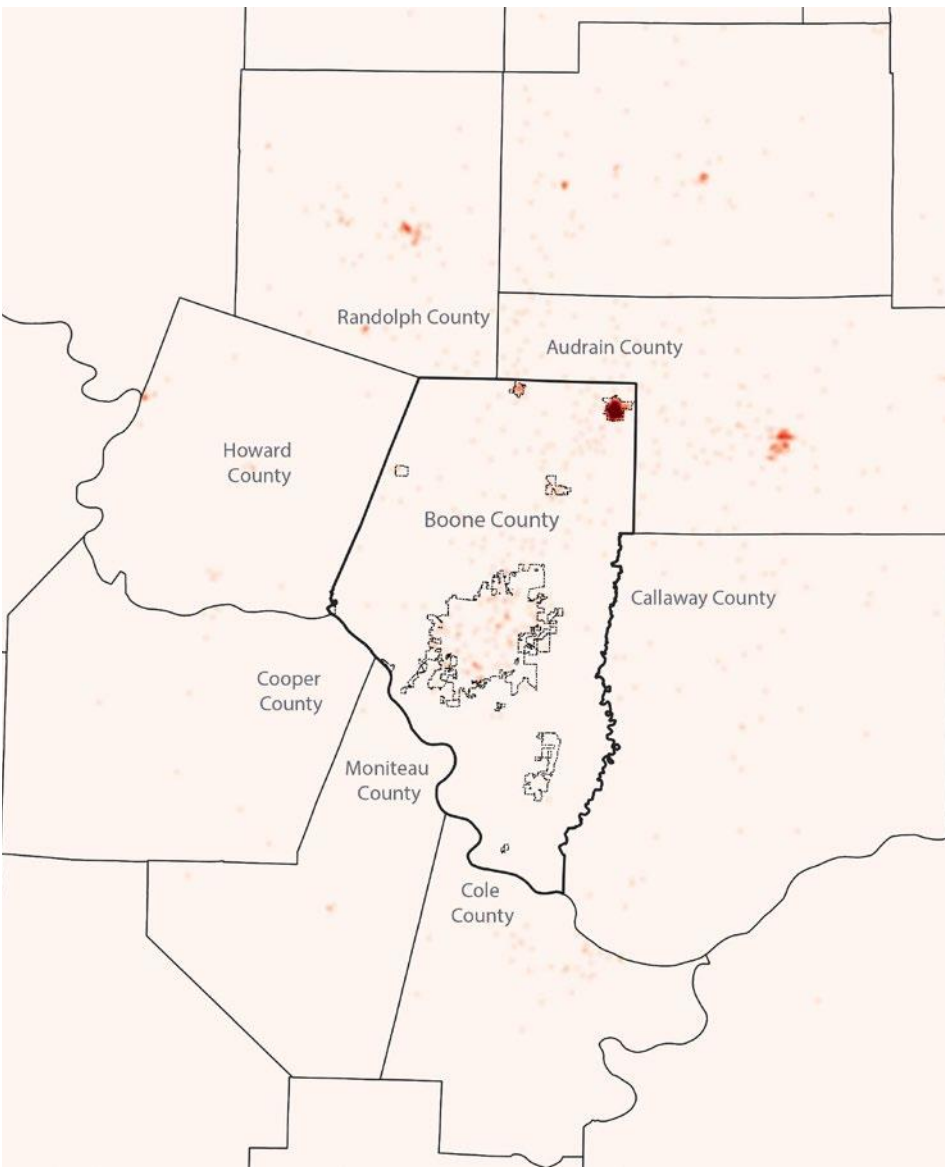
Columbia: Percentage of Workers Under the Age of 29, Home Destination by Census Tract

Commuting Patterns: Centralia

This page illustrates commuting patterns for workers in Centralia, indicating where workers reside.



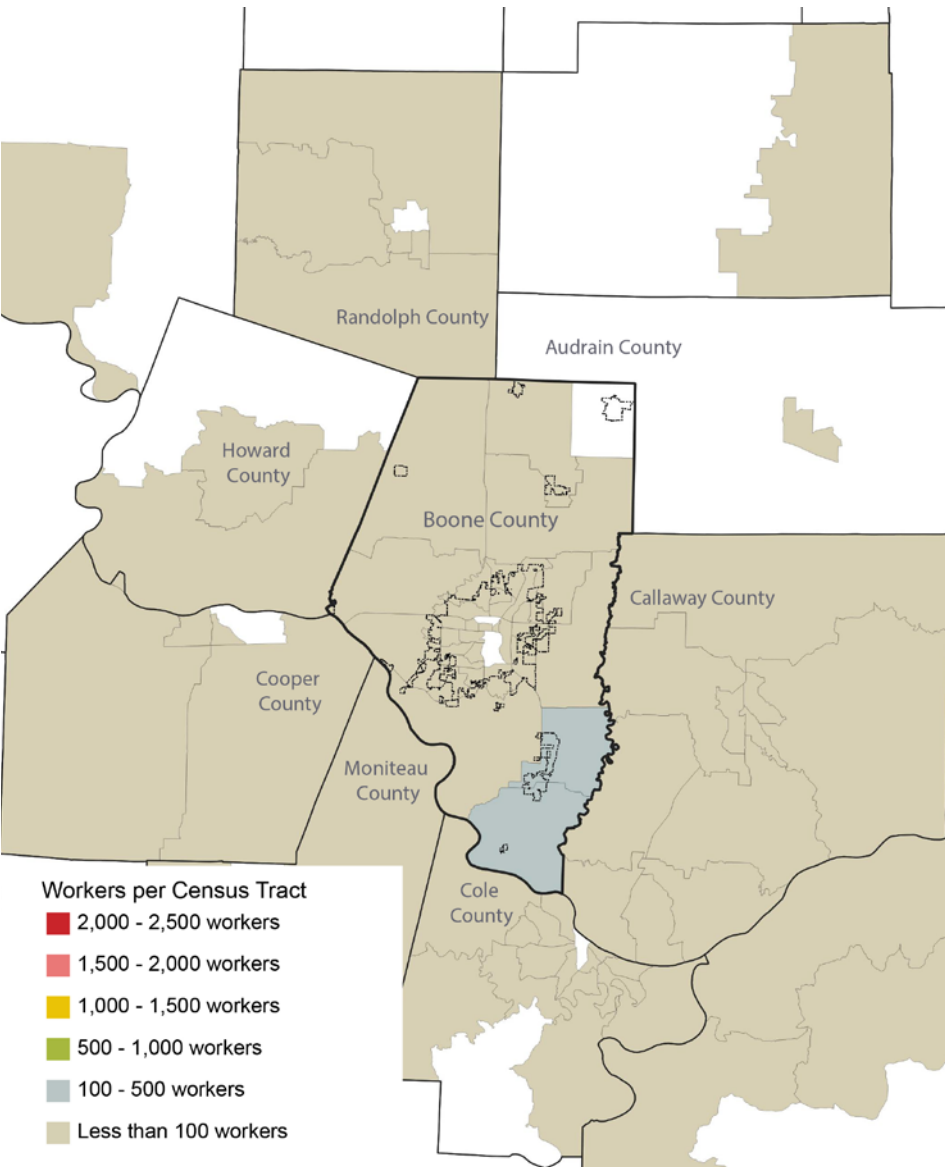
Centralia: Workers Home Destination by Census Tract (Top 100 Census Tracts)



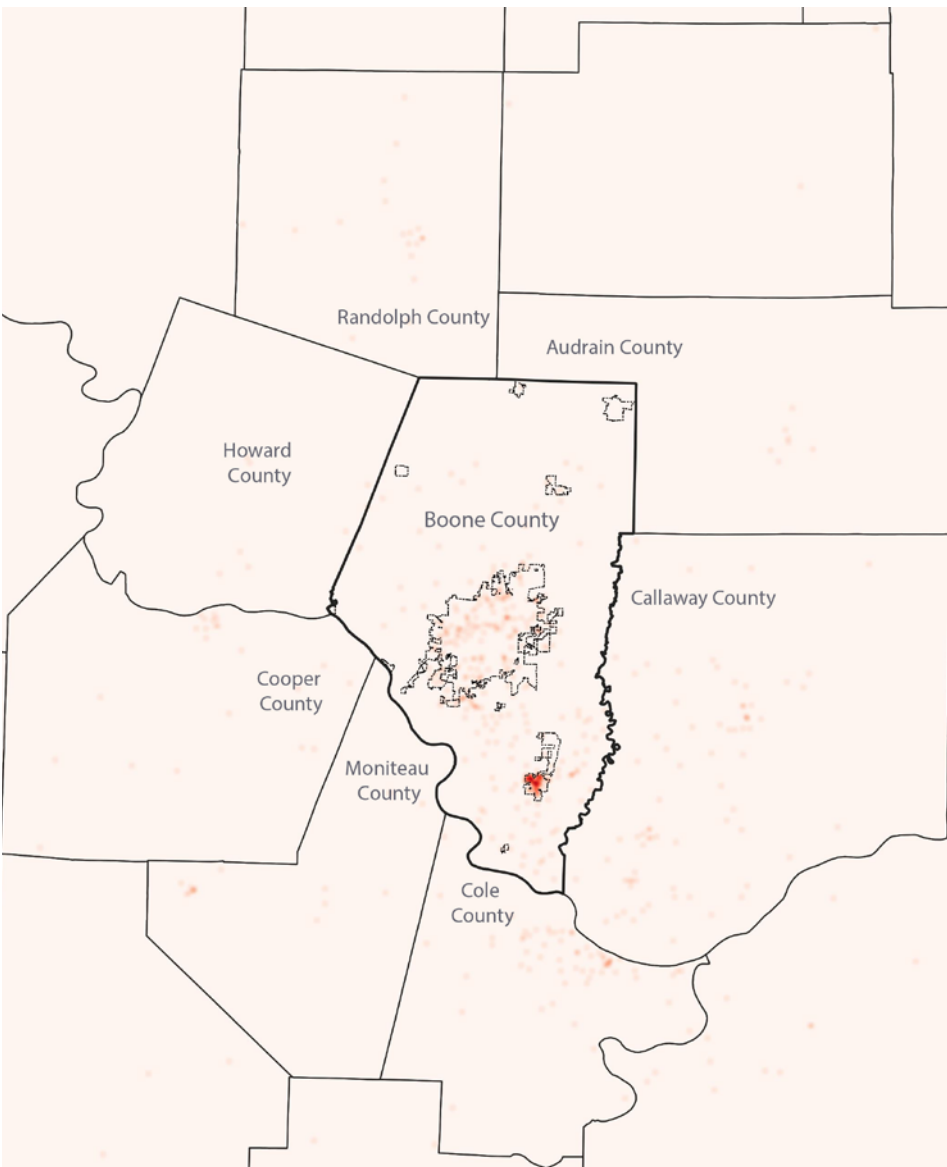
Centralia: Workers Home Destination Heat Map

Commuting Patterns: Ashland

This page illustrates commuting patterns for workers in Ashland, indicating where workers reside.



Ashland: Workers Home Destination by Census Tract (Top 100 Census Tracts)



Ashland: Workers Home Destination Heat Map

Jobs and the Economy

EARNINGS OF COMMUTERS

People who both live and work in Boone County tend to have slightly higher annual earnings from their jobs than all other commuters. Almost half (49.2%) of workers who live in the county and commute to work in the county earn more than \$40,000 per year, the highest of three earnings categories tracked by the Census Bureau.

Out-commuters and in-commuters in the county also have relatively high earnings with more than 40% in each category bringing home more than \$40,000 per year.

Commuters coming into Columbia earn more than in-commuters for the entire county. Over 46% of people taking jobs in Columbia but commuting from outside the city earn more than \$40,000 per year, while only about 42% do so for the entire county. While such data cannot be determined for the rest of the county, these data suggest that in-commuters to the rest of the county are paid notably less than those commuting into Columbia.

Both the county as a whole and Columbia outpace higher earnings workers in the Jefferson City metro area.

NUMBER OF BUSINESSES AND AVERAGE EMPLOYMENT IN BOONE COUNTY

The ESRI Business Analyst database⁴ estimates that, as of 2022, there were 6,700 business establishments in Boone County. Business establishments include not only private businesses but also non-profits and public agencies, such as schools and cities. Columbia is home to 5,460 (81.5%) of these county business establishments while the rest of the county has 1,240, or 18.5%.

ESRI also estimates that the establishments in Boone County employed 113,600 people in 2022, 103,800 of whom were employed at establishments in Columbia, or 91.4% of all employed people in the county. Recall that the Census Bureau's On the Map data showed that 89.9% of jobs in the county were in Columbia as of 2020. On the Map, however, counted only 90,750 workers in the county (80% of the ESRI estimate two years later) and 81,590 of those workers employed in Columbia (79% of the ESRI total). Thus, On the Map continues to underestimate overall employment, primarily due to its basis in address-matching of workers to places of work.

These findings mean that the rest of Boone County is not only home to less than a fifth (18.5%) of all business establishments, but less than a tenth (8.6%)—9,800—of jobs in the county.

The average business establishment in the rest of the county has 7.9 employees, less than half of the 17.0 average employment for the county as a whole and well below the average in Columbia. In other words, Columbia has a great many larger companies and employment establishments than in the areas outside of the city.

⁴ ESRI is a private sector firm specializing in organizing complex socio-economic data obtained from a number of sources, not least of which is the federal government. ESRI also make more current estimates of such data (e.g., 2022 above while government sources are still founded in 2020 or 2021).

Jobs and the Economy

NUMBER OF BUSINESSES BY ECONOMIC SECTOR IN BOONE COUNTY, 2022

The 6,700 business establishments in Boone County are in a variety of economic sectors as shown to the right. (Similar graphs shown earlier by economic sector were for *jobs* by sector. This graph shows *business establishments*.)

The largest single sector is retail trade with an estimated 883 businesses, or 13.2% of all businesses in the county.

Other relatively large sectors for numbers of businesses are other private services (many of which are found in retail and office settings), health care and social assistance, and professional, scientific, and technical services.

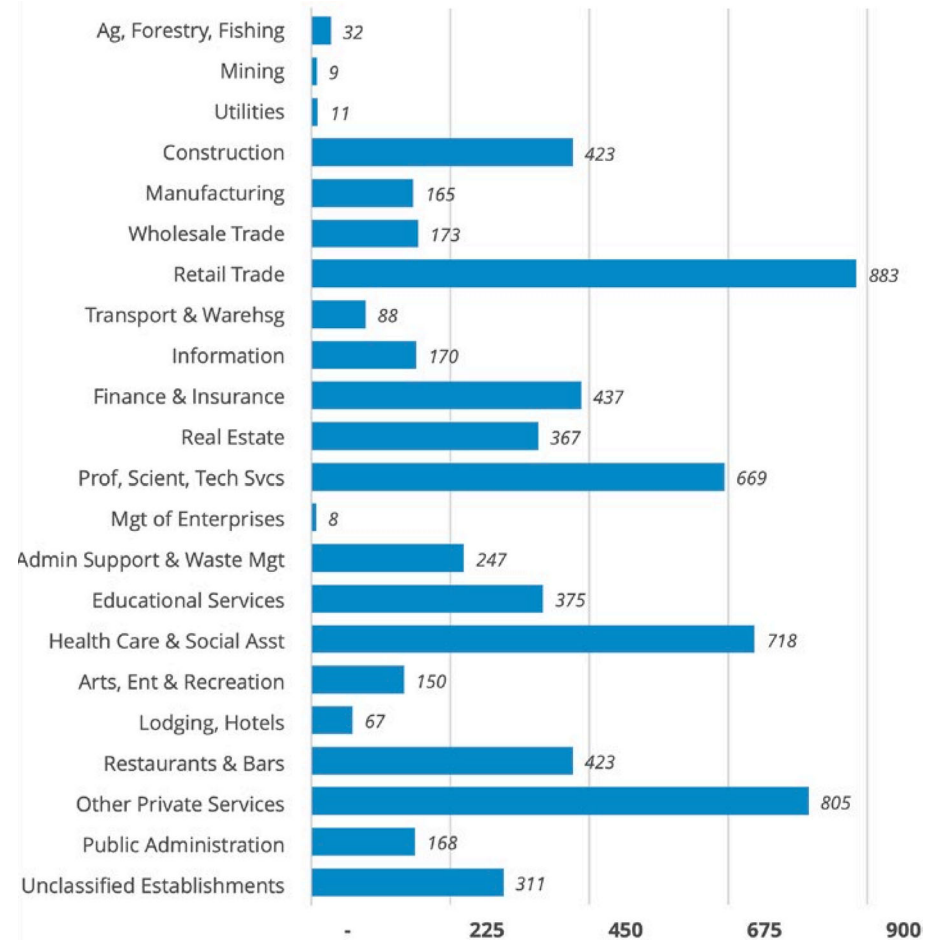
NUMBER OF BUSINESSES BY ECONOMIC SECTOR IN COLUMBIA AND THE REST OF BOONE COUNTY, 2022

The 6,700 business establishments in Boone County are distributed not only by economic sector but by geography. As noted previously from the On the Map data, Columbia dominates the number of businesses in all categories, encompassing more than eight out of ten in the county. But the rest of the county has its relative strengths, including several sectors with more than its 18.5% share of all business establishments:

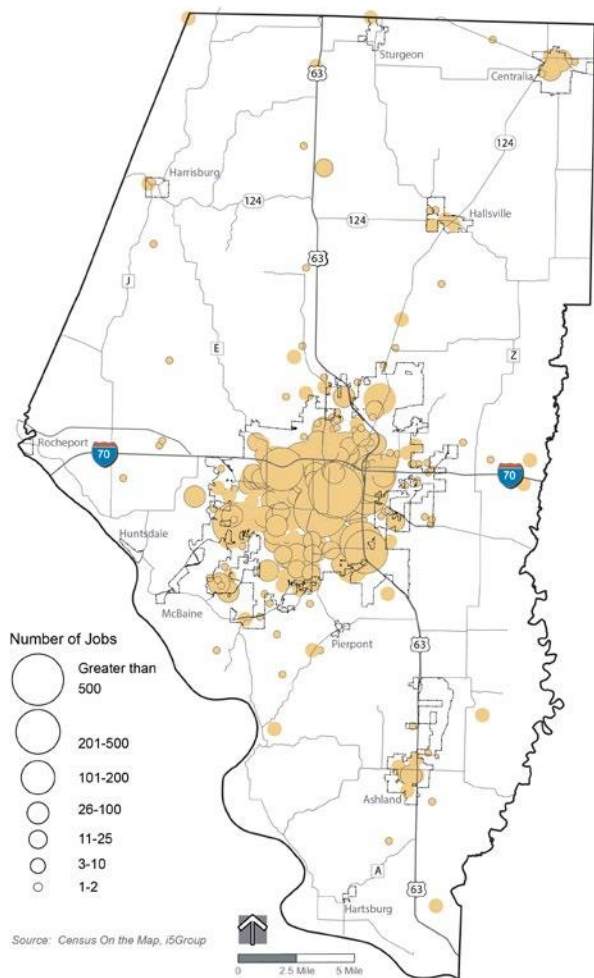
- Over a third (34.5%) of manufacturing companies in Boone County are outside of Columbia.
- Almost a third (31.8%) of wholesale trade businesses are outside of Columbia.
- Almost half (46.6%) of transportation and warehousing businesses are in the rest of the county.

NUMBER OF BUSINESSES BY ECONOMIC SECTOR IN BOONE COUNTY, 2022

Source: Esri Business Analyst



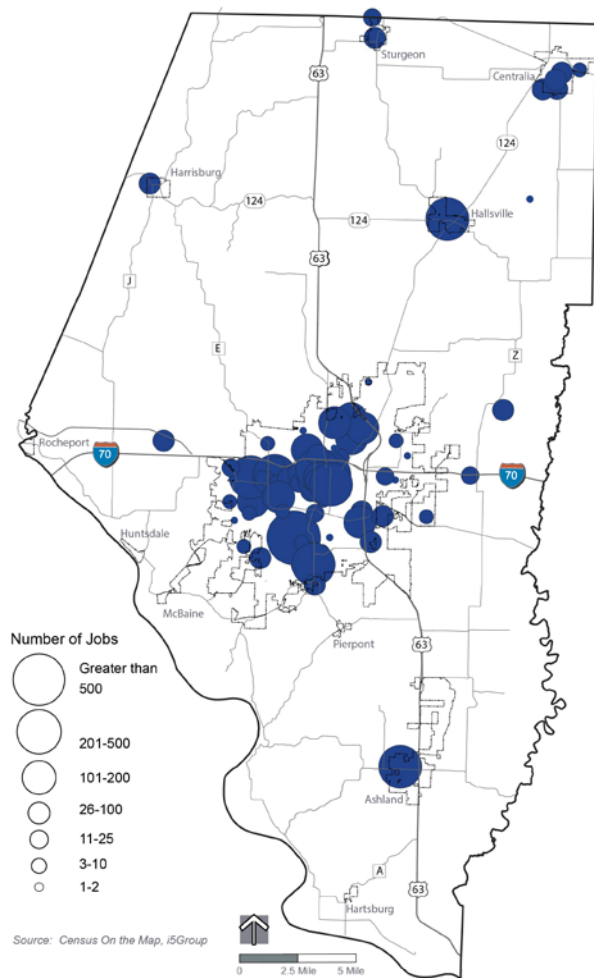
Location of Jobs of Largest Economic Sectors



2020 Jobs
19,208

Change from 2002

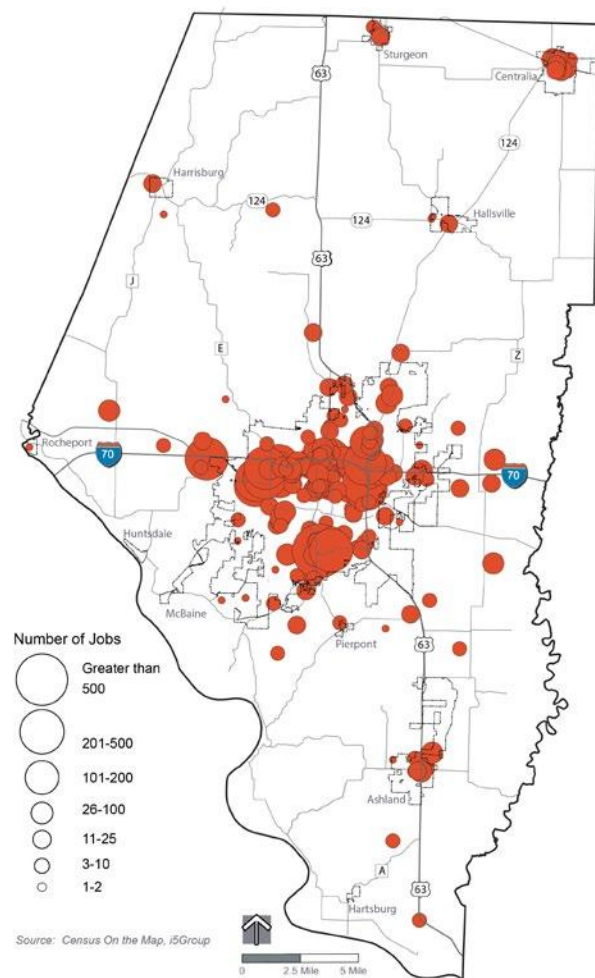
126%



2020 Jobs
14,472

Change from 2002

25%



2020 Jobs
9,719

Change from 2002

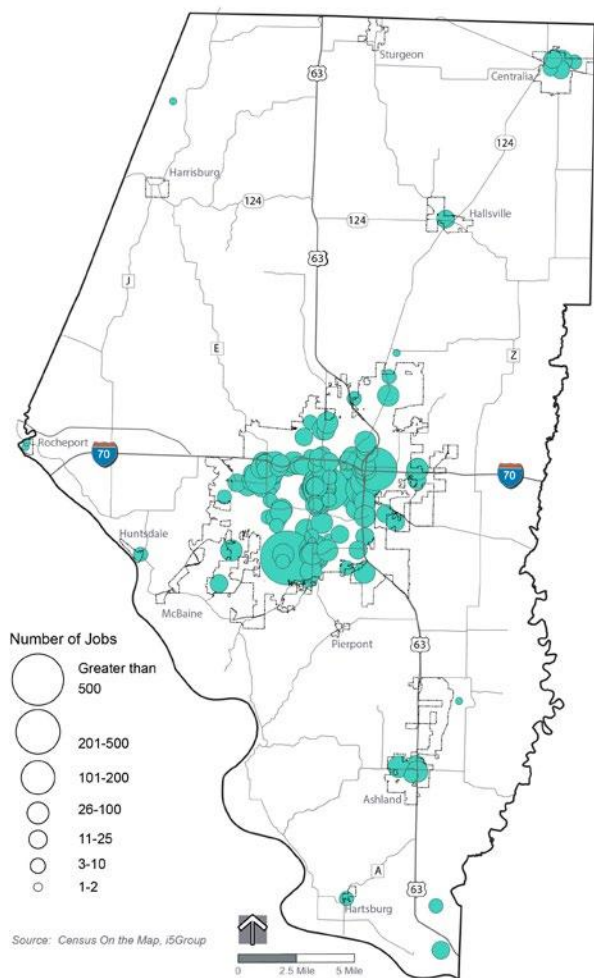
14%

Health Care and Social Assistance

Educational Services

Retail Trade

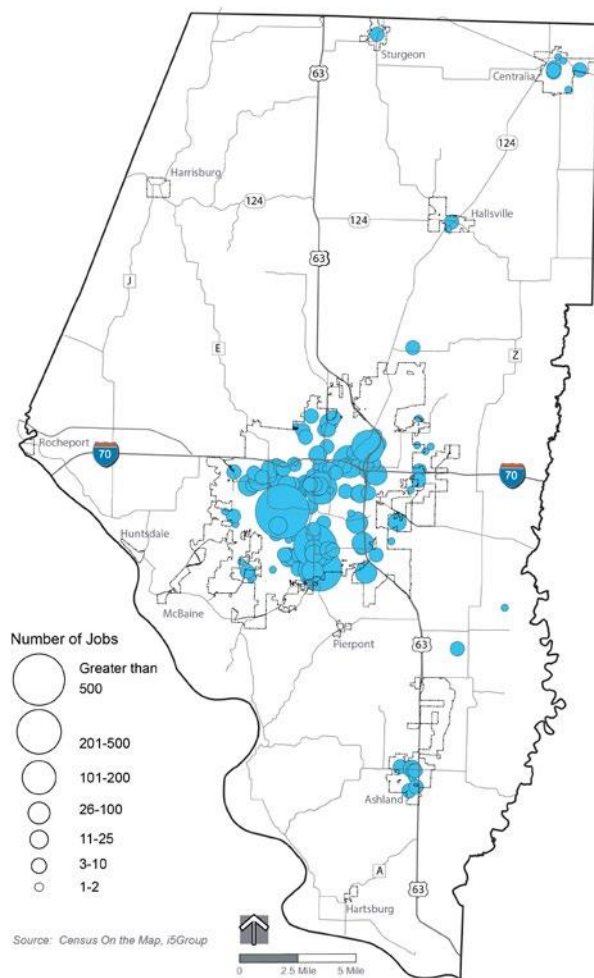
Location of Jobs of Largest Economic Sectors



2020 Jobs
7,793

Change from 2002

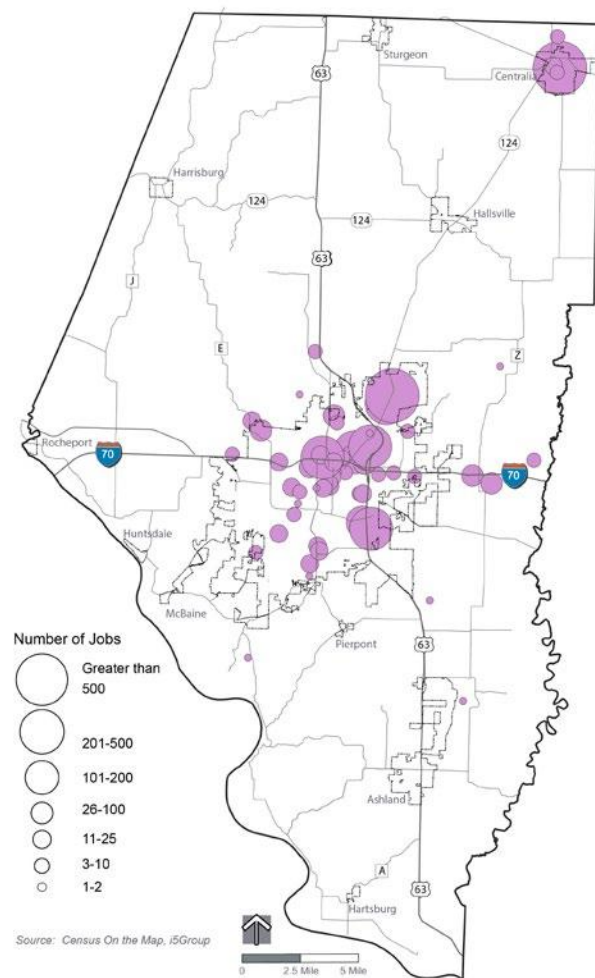
16%



2020 Jobs
6,062

Change from 2002

147%



2020 Jobs
4,327

Change from 2002

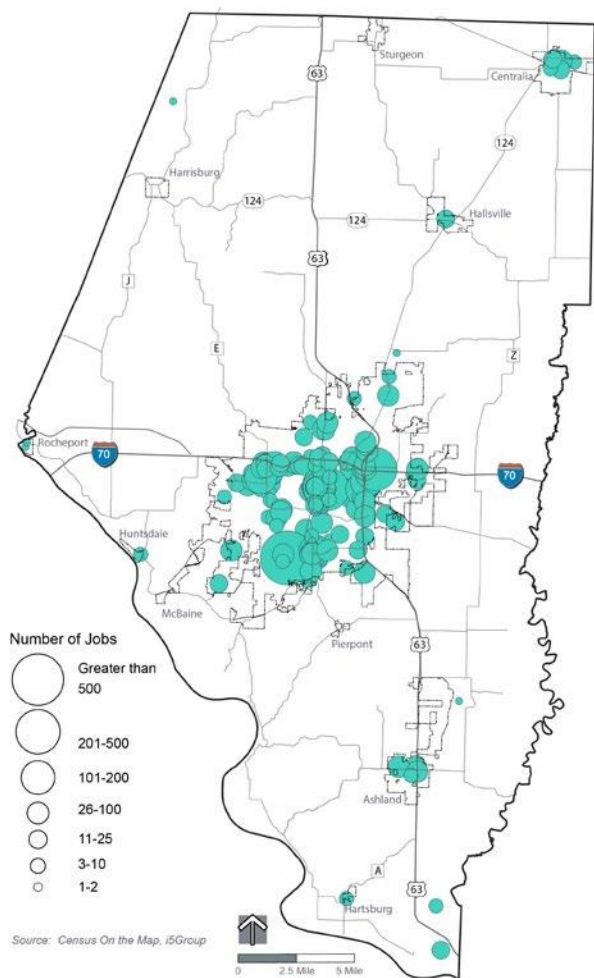
41%

Accommodations and Food Service

Finance and Insurance

Manufacturing

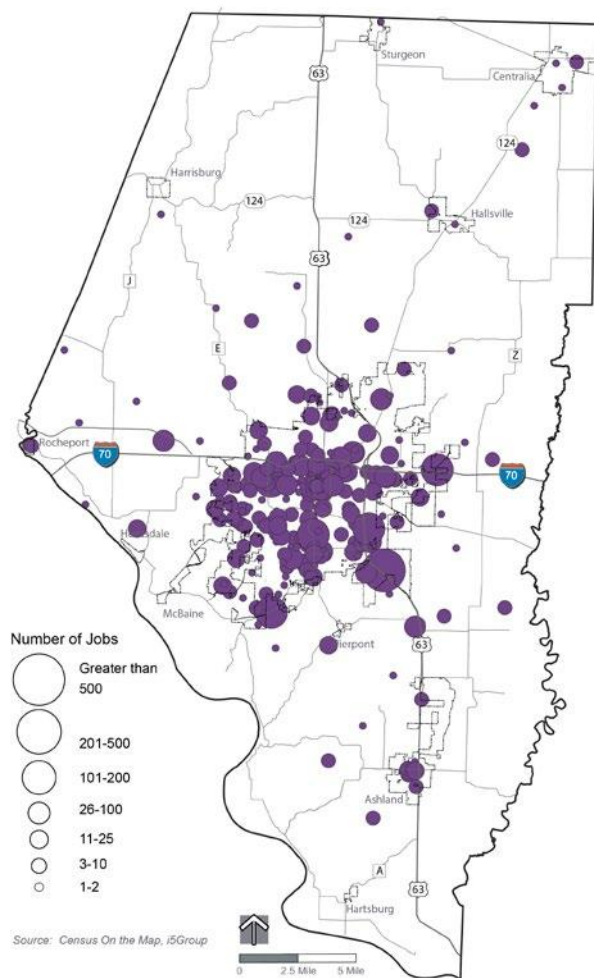
Location of Jobs of Largest Economic Sectors



2020 Jobs
3,860

Change from 2002
56%

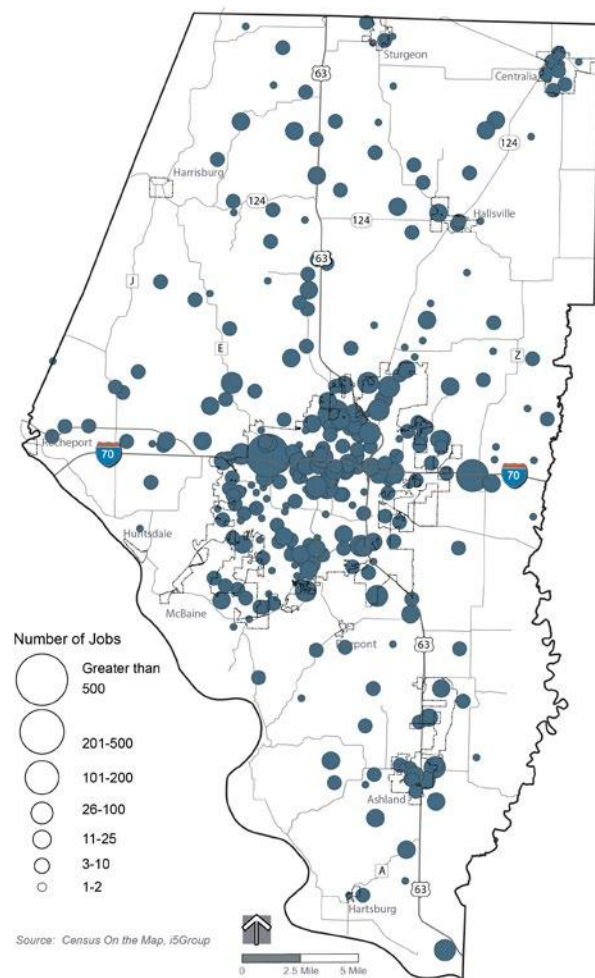
Administration & Support,
Waste Management and
Remediation



2020 Jobs
3,752

Change from 2002
85%

Professional, Scientific,
and Technical Services

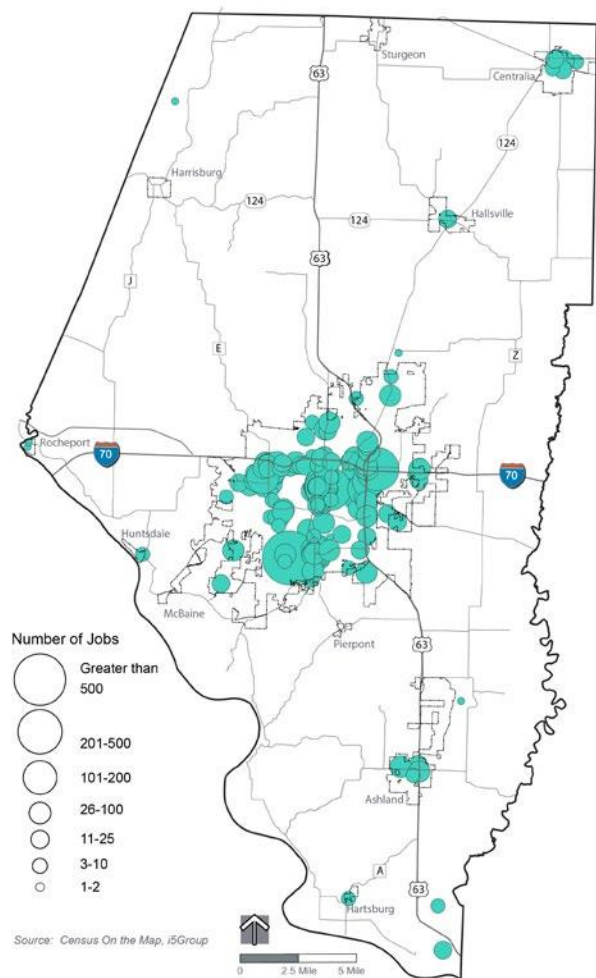


2020 Jobs
3,538

Change from 2002
5%

Construction

Location of Jobs of Largest Economic Sectors



2020 Jobs
2,067

Change from 2002



Transportation and
Warehousing

Economic Development

EXISTING ECONOMIC DEVELOPMENT STUDIES

REDI Strategic Plan 2021-2024

In May 2021, Regional Economic Development Inc. (“REDI”) adopted the “REDI Strategic Plan 2021-2024” to identify activities and initiatives to be implemented by the organization to advance its mission of promoting quality job creation in Boone County and to advance this mission by fostering business and economic growth through 1) business attraction, 2) business retention and expansion (“BRE”), and 3) entrepreneurship. REDI serves as the economic development organization for both Boone County and the City of Columbia. In 2023, REDI began the process of securing a mid-plan review to assess their strategies and guide their work going forward. The update is anticipated to be finalized in the spring 2024.

The plan identifies the following challenges and opportunities in Boone County for each of REDI’s focus areas.

Business Attraction

- Key established and growing industry clusters: health care, finance and insurance, education, research, life sciences and tech.
- Lack of urban infill development sites and lack of industrial development sites.
- Low unemployment, underscoring the need to attract and retain talent to support growing industries.
- Informal industry clusters in fintech and advanced food manufacturing but no formal strategy for connecting firms in these sectors with aligned resources at the University of Missouri that could strengthen their growth and the growth of these sectors.

BRE

- Strong BRE program that supports existing employers by connecting them with state incentive programs and other resources and training programs.
- High quality of life that helps with talent attraction.
- Shortage of skilled workers, especially in medical, finance and tech sectors, despite the presence of a significant pool of young workers who attend area colleges, Mizzou and technical schools and complicated by projected slowed growth and then decline in the population aged 20-39 by 2030.
- Infrastructure challenges, including poor road connectivity/quality and high speed broadband access.

Entrepreneurship

- High level of start ups and growing entrepreneurial ecosystem of supportive resources.
- Significant small business financing.
- Lack of experienced start-up mentors that provide guidance and access to networks that help early-stage businesses grow.
- Minority owned businesses often disconnected from support resources and the start-up community.
- Average levels of Community Development Finance Institution lending, which targets financing to low income and underserved markets.

During the information gathering and analysis process, two key themes emerged that helped shape the recommended strategies and action steps: one, economic growth in Boone County will depend upon attracting and retaining a skilled labor force, and two, advancing diversity, equity, and inclusion. Based on these themes, opportunities, and challenges identified, the plan lays out the following primary strategies for REDI that are supported by key action steps to support and grow business attraction, BRE, and entrepreneurship.

- **Catalyze Infrastructure and Site Development.** Promote discussion among local stakeholders about improving infrastructure and sites prepped for light industrial development, business/research parks and lab space for business attraction, retention and expansion and entrepreneurs.
- **Connect with HQ Decision Makers.** Build relationships with non-local headquarters to better respond to potential expansion or relocation of local facilities.
- **Act as a Clearinghouse for Entrepreneurial Resources.** Position REDI as a central point of contact for start-up resources and enhance accessibility for minority and women entrepreneurs.
- **Ensure Alignment of Workforce Development with Employer Needs.** Support the Columbia Chamber of Commerce’s workforce development consortium by communicating employer talent and skill needs so that training and talent address employer needs.

Economic Development

The plan goes on to identify five additional supporting strategies that are important for continued economic growth in Boone County, but for which REDI would play a supporting role rather than leading these initiatives itself.

REDI has taken meaningful steps to implement its strategic plan. In terms of infrastructure and site development, the organization uses Missouri's Chapter 100 program to help finance development projects. Offsetting projects cost through Chapter 100 has allowed the project sponsors to address gaps in funding for infrastructure improvements. Additionally, the county has been successful in securing grants that have supported the expansion of broadband in northern and southern parts of Boone. Access to highspeed broadband is now less of a challenge for most Boone County businesses. Rail access is a critical component for about one-quarter of the projects REDI works on, which continues to be a challenge. REDI has also taken steps to improve headquarter relationships through its BRE outreach. In terms of additional business support, the supporting strategies included the creation of an ombudsman to serve as a liaison between businesses and developers and city and county government to assist businesses in navigating the regulatory processes. An ombudsman was hired as part of REDI's department.

REDI has taken a leadership role with respect to entrepreneurial support. It operates the REDI Hub, a shared co-working space for start-ups, and has become a central point of contact for entrepreneurial support services. REDI has focused significantly on expanding start-up resources to improve firm success rate, including assembling a group of experienced coaches to mentor start-ups, with a focus on serving diverse entrepreneurs. About half of the entrepreneurs supported through free space and support services are from Columbia and the other half are from the rest of Boone County.

REDI is also actively engaged in the Columbia Chamber's workforce consortium and has served as a resource connecting local employers with workforce development programs and educational and training institutions.

In terms of diversity, equity and inclusion, REDI has a dedicated minority business coordinator and manages a minority business program that works with entrepreneurs to access government and private contracts. In response to capital gaps for minority and women entrepreneurs, REDI is also supportive of the work of Central Missouri Community Action to establish a financial arm to address the gap.

Columbia and Boone County Labor Basin, Labor Availability Analysis - 2022

REDI commissioned an examination of the labor pool available to Boone County and Columbia that was completed in 2022. The study looked at a nine-county labor basin area to provide an understanding of the interests, skills and needs of the "available labor pool," meaning individuals in the area who indicated that they were looking for employment or would consider changing their jobs for the right employment opportunity.

Key findings of the analysis include the following:

- The Available Labor Pool was an estimated 114,839 people out of a civilian labor force of 202,261.
- With an average age of 49, the majority have a bachelor's degree (61%) or some college (82%) and virtually all have a high school diploma (99.6%).
- In terms of occupational distribution, 32% held positions in the service sector (e.g., teaching, health, clerical); 23% held professional positions (e.g. lawyer, manager, doctor); 21% were non-employed (e.g. retired, student, homemaker); 16% fell into general labor occupations (e.g., manufacturing, construction); and 9% held high skill labor jobs (e.g., welder, mechanic, computer tech).
- Nearly 73% indicated they were willing to take a job outside of their primary field of employment or experience.

Land Use and Development

OVERVIEW

The preceding sections on population and jobs provide essential background on growth in Boone County, particularly over the last twenty years. This section further explains existing land use and patterns of development in the county.

This section includes the following subsections:

- **Population Density**
Population density will offer context on the density of existing residential development in the county.
- **Land Cover Changes**
Land cover trends over the last twenty years will be discussed to illustrate how land cover has evolved and demonstrate where development has taken place.
- **Rural Residential Development**
Rural areas have witnessed residential development on large parcels that may not be readily apparent on a countywide land cover map. This subsection presents additional information about trends in rural residential development.
- **Land Use and Zoning Overview**
An overview of existing zoning and land use in Boone County.



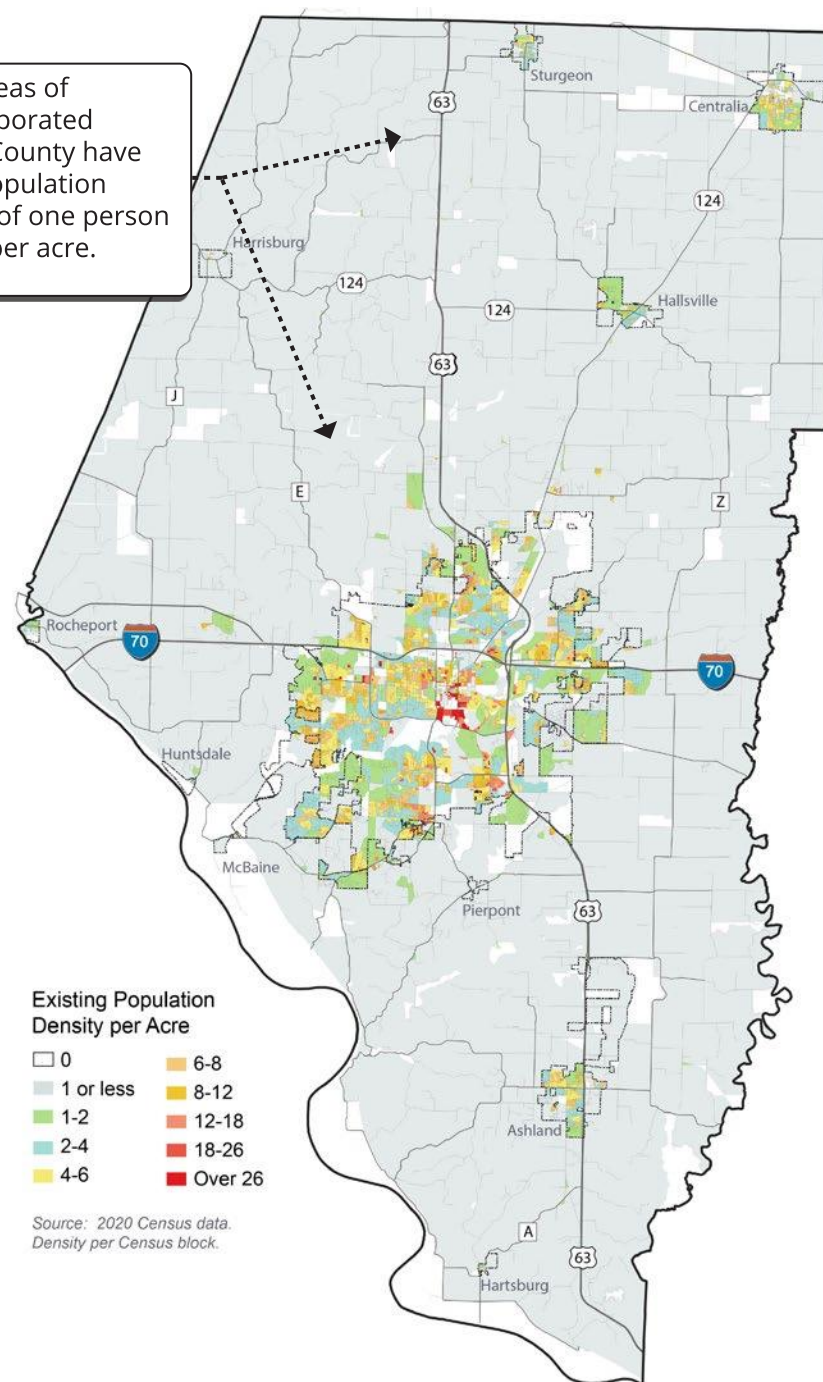
Residential Density

Boone County's population in 2021 was estimated by the U.S. Census Bureau to be 186,080. However, the distribution of the population varied greatly throughout the county. The City of Columbia has the highest density of population, but even within Columbia, population densities vary widely.

The map displayed on this page illustrates population densities in Boone County according to Census blocks. Most of the unincorporated areas of the county have a very low population density of one person or less per acre.

Subsequent pages provide aerial maps and photographs showcasing specific examples of the population densities depicted on the map. This information will enhance understanding regarding the location and type of existing residential development within the county.

Most areas of unincorporated Boone County have a low population density of one person or less per acre.



Population Density

Residential Density: Examples

This page and subsequent pages provide aerial maps and photographs showcasing specific examples of the population densities in Boone County depicted on the map on the previous page.

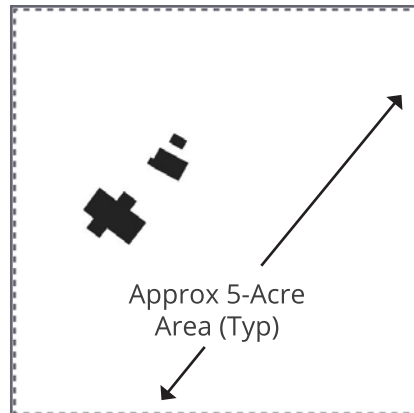
Each example plan view (figure ground and aerial map) shows an approximately five acre area.

Top Graphic: Figure ground of residential and auxiliary structures.

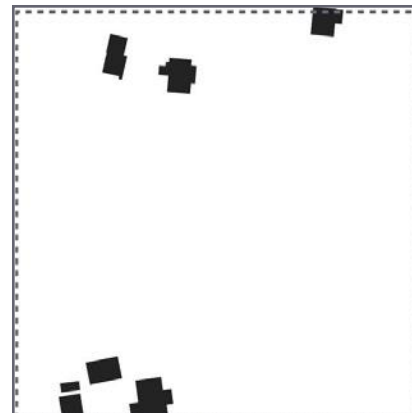
Middle Graphic: Aerial map of residential and auxiliary structures.

Lower Photo: Google street view of residential area.

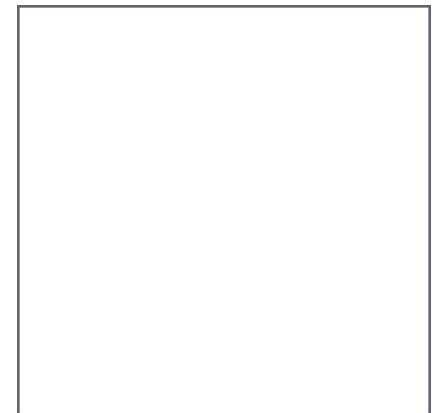
One person or less/acre



One person or less/acre

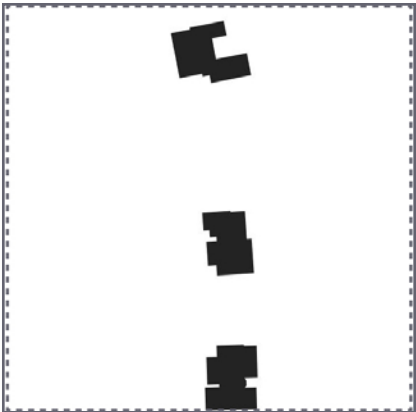


One person or less/acre

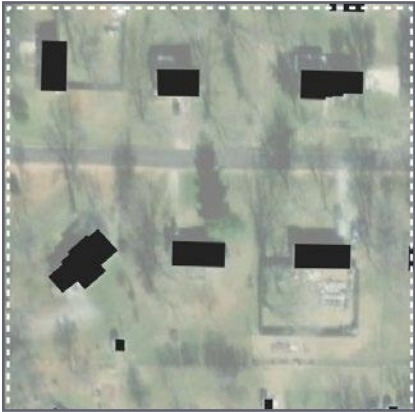
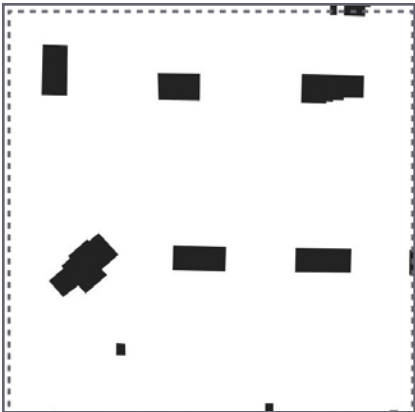


Residential Density: Examples

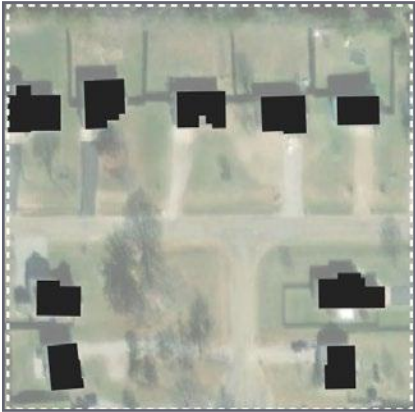
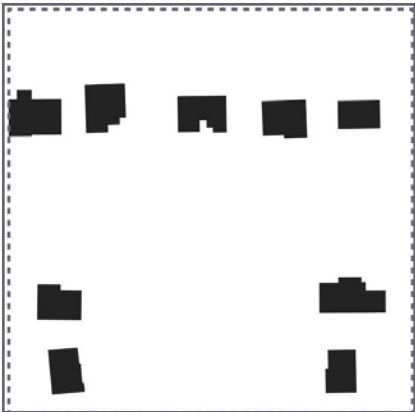
1-2 persons/acre



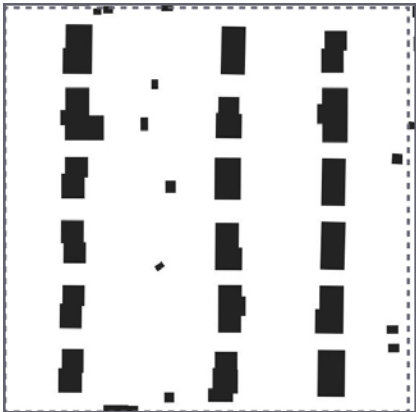
2-4 persons/acre



4-6 persons/acre

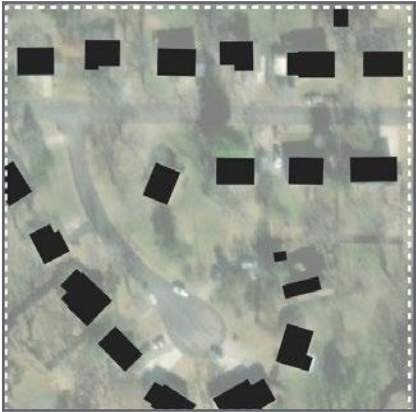
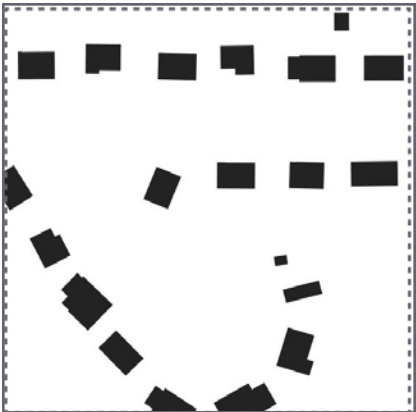


6-8 persons/acre

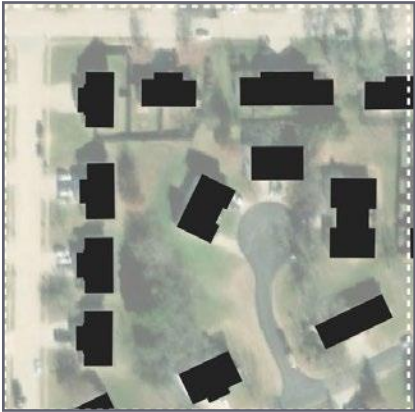
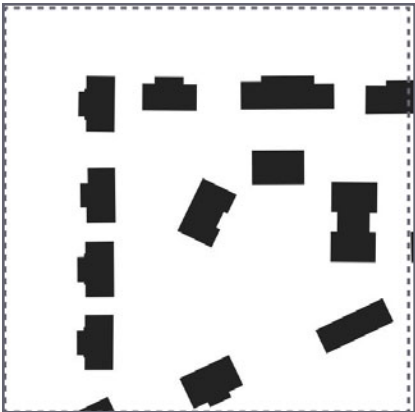


Residential Density: Examples

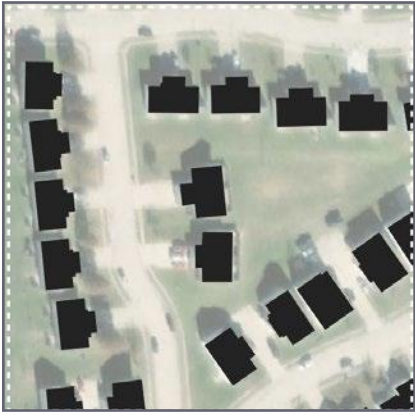
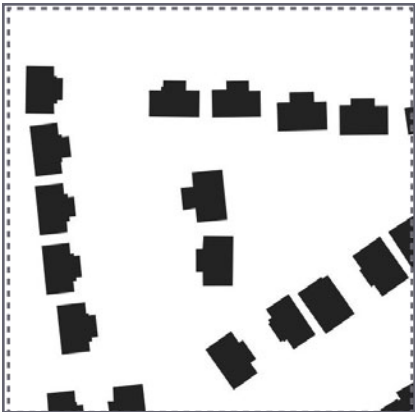
8-12 persons/acre



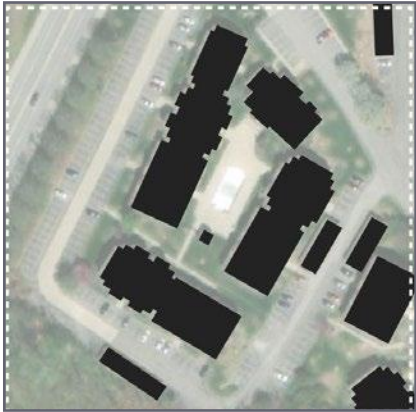
12-18 persons/acre



18-26 persons/acre



Over 26 persons/acre



Land Cover: Entire County

The top three existing land cover types in Boone County are Deciduous Forest, Pasture/Hay, and Cultivated Crops representing almost 80% of the land cover in the county. Approximately 12% of the county is considered developed, with almost half of the development within existing city boundaries.



34%
Deciduous Forest



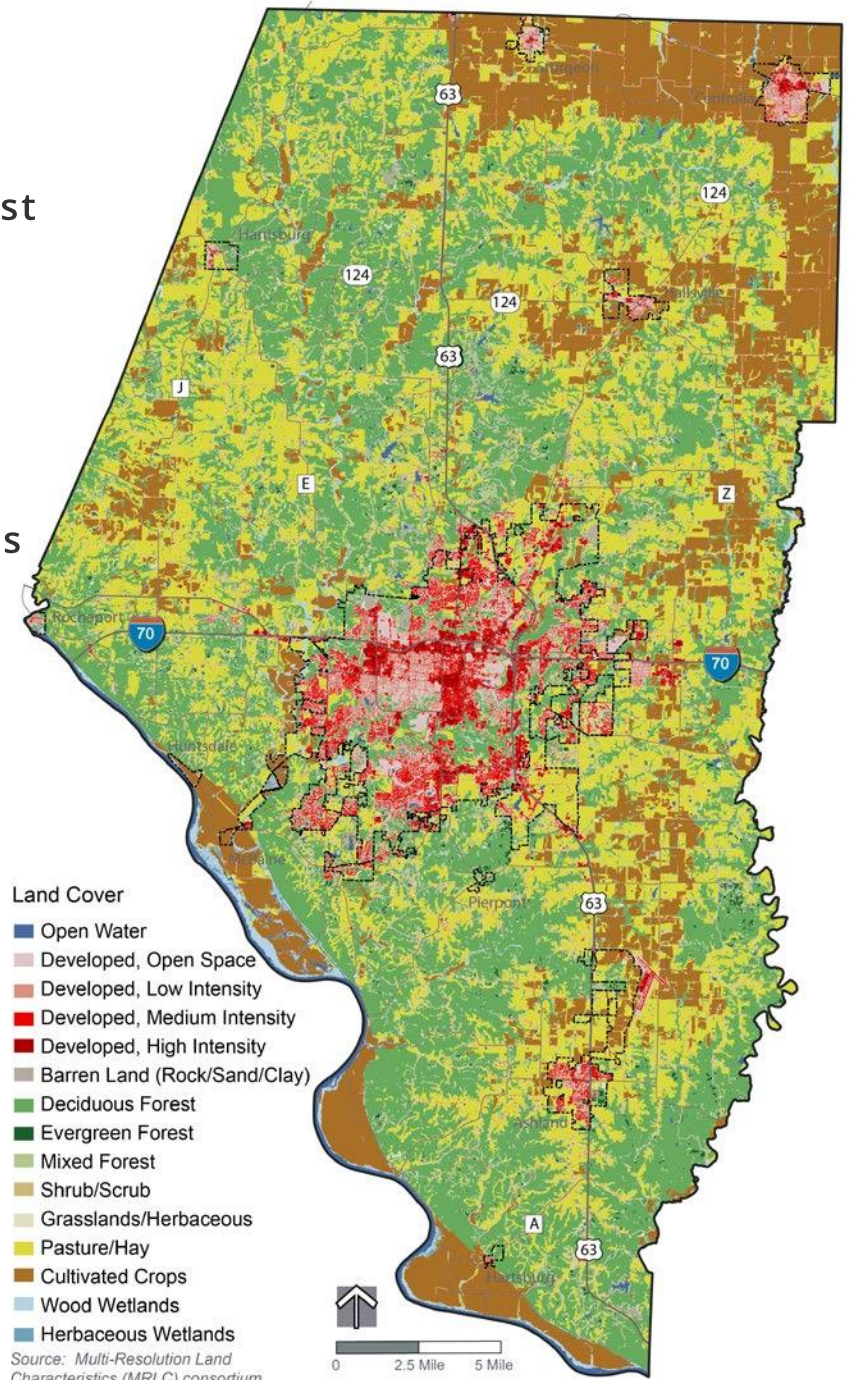
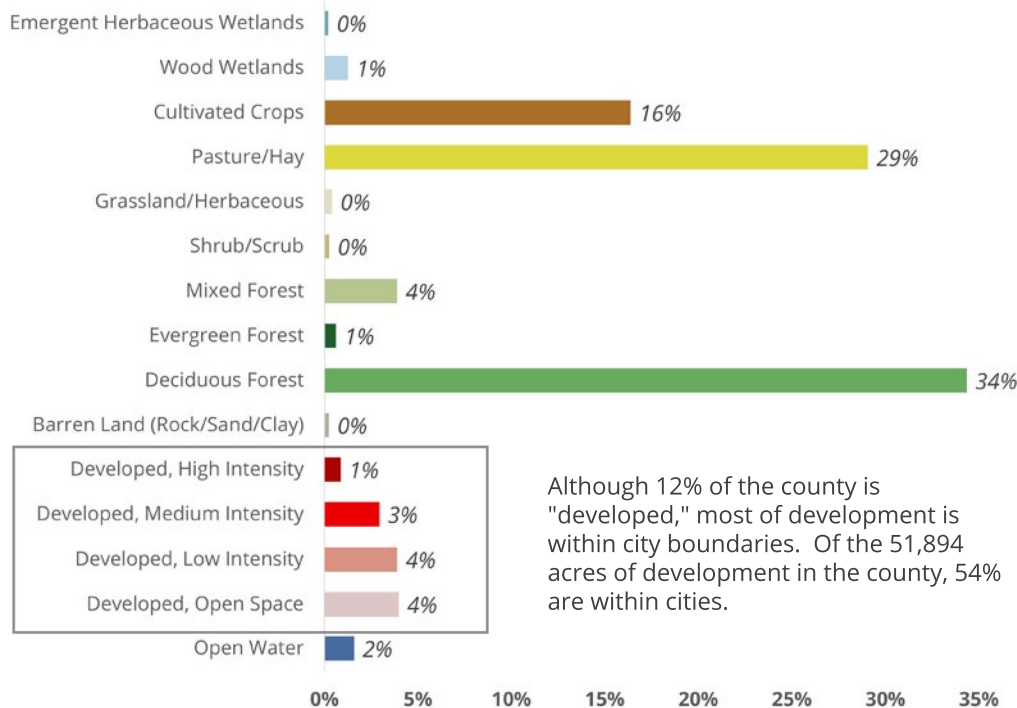
29%
Pasture/Hay



16%
Cultivated Crops

2019 Land Cover Percentages

Source: Multi-Resolution Land Characteristics (MRLC) Consortium, i5Group



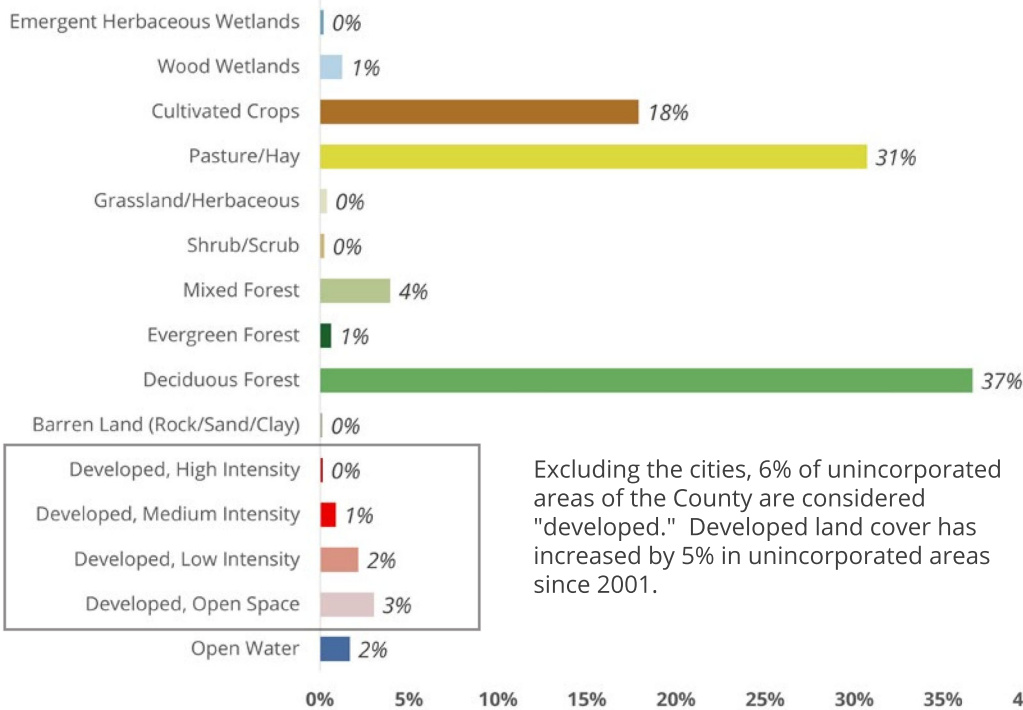
2019 Land Cover

Land Cover: Unincorporated Areas

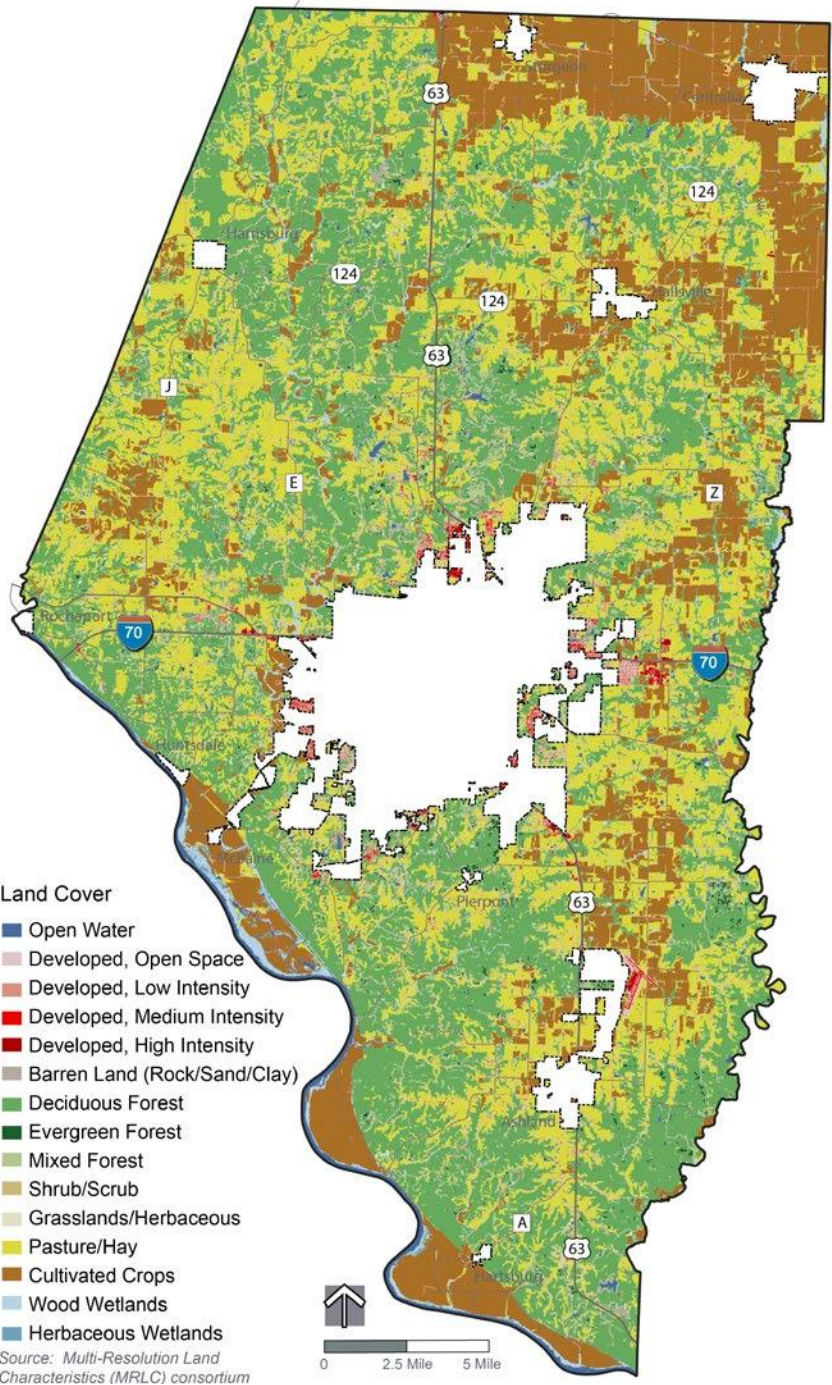
The top three existing land cover types in Boone County are Deciduous Forest, Pasture/Hay, and Cultivated Crops representing almost 80% of the land cover in the county. Approximately 12% of the county is considered developed, with almost half of the development within existing city boundaries.

2019 Land Cover Percentages: Unincorporated County

Source: Multi-Resolution Land Characteristics (MRLC) Consortium, i5Group



Excluding the cities, 6% of unincorporated areas of the County are considered "developed." Developed land cover has increased by 5% in unincorporated areas since 2001.

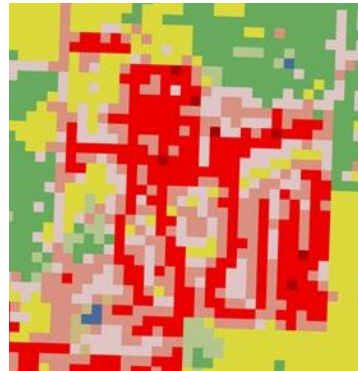


2019 Land Cover: Unincorporated

Land Cover: Definition of Types

Land cover information is derived from 30x30 meter "blocks" of data derived through the Multi Resolution Land characteristics Consortium (MRLC).

This page offers examples of various common land cover categories found in Boone County. While categorizing a 40-acre cornfield as "Cultivated Crop" is relatively straightforward, accurately categorizing areas of development presents challenges. Features like pavements, buildings, trees, lawns, and others don't neatly fit within a 30x30 meter block.



Land Cover Example Area



Aerial of Example Area



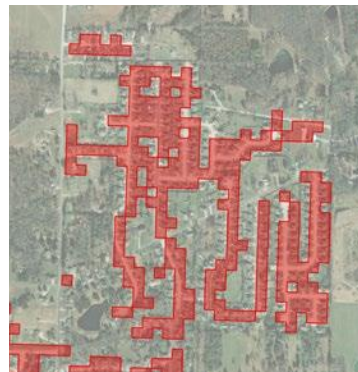
Land Cover: Development Open Space

Areas with a mixture of some constructed materials, but mostly vegetation in the form of lawn grasses. Impervious surfaces account for less than 20% of the total cover.



Land Cover: Development Low Intensity

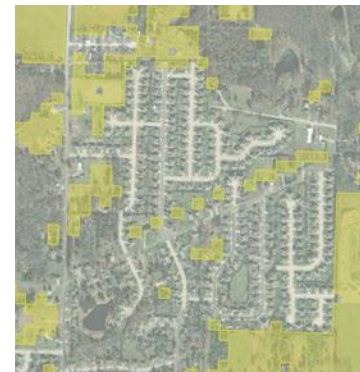
Areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 20% to 49% of the total cover.



Land Cover: Development Medium Intensity

Areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 50% to 79% of the total cover.

High Intensity is 80-100% impervious surfaces.



Land Cover: Pasture/Hay

In rural areas, pasture/hay is more traditional pastures or hay fields. In suburban areas, more likely lawn, recreational fields, and other grass areas.



Land Cover: All Forests (Deciduous Forest, Evergreen Forests, and Mixed Forests)

Evergreen forests consist of more than 75% of trees that retain their leaves throughout the entire year. Deciduous forests, on the other hand, have more than 75% of trees that shed their foliage with seasonal changes.

Land Cover: Areas of Development

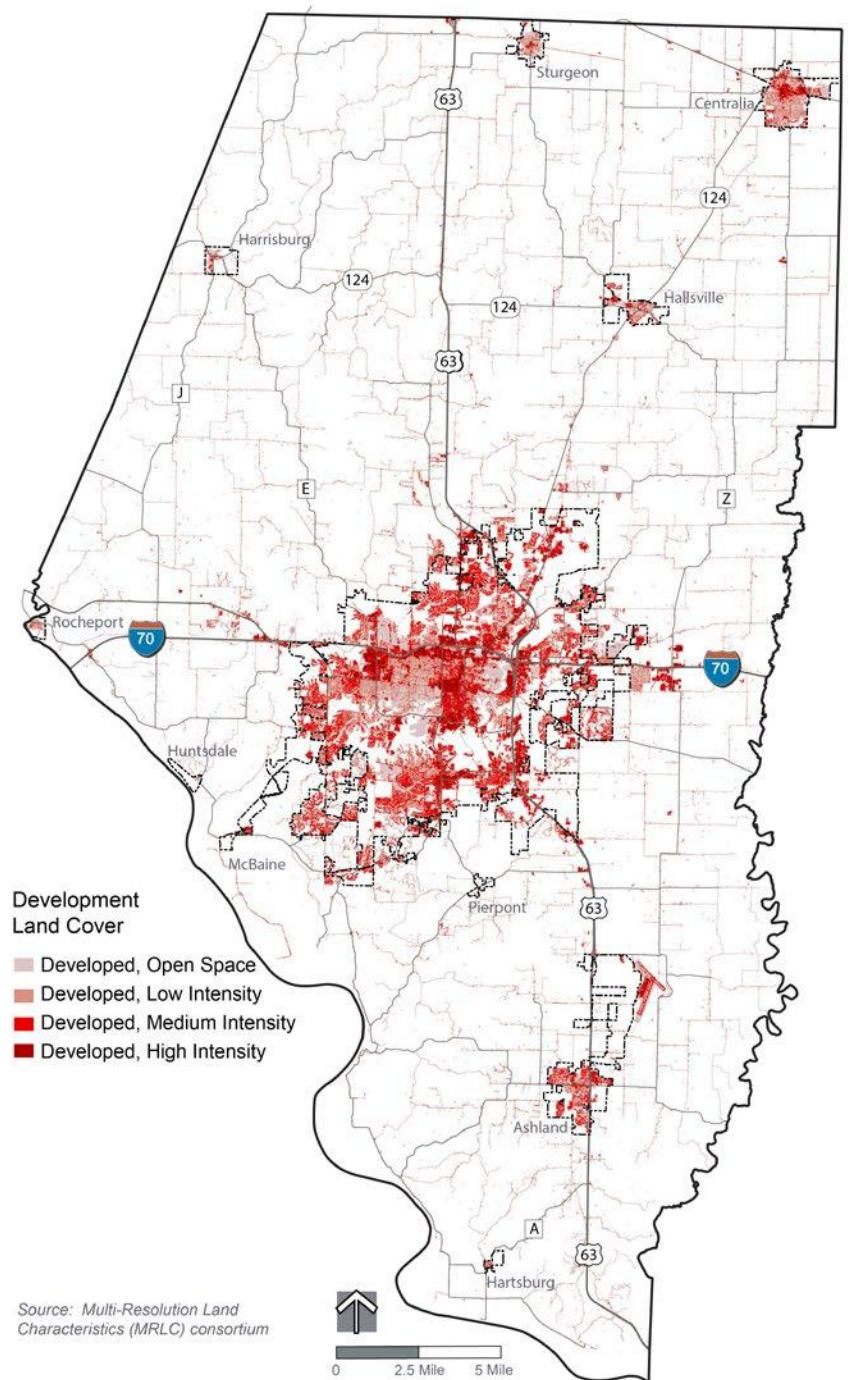
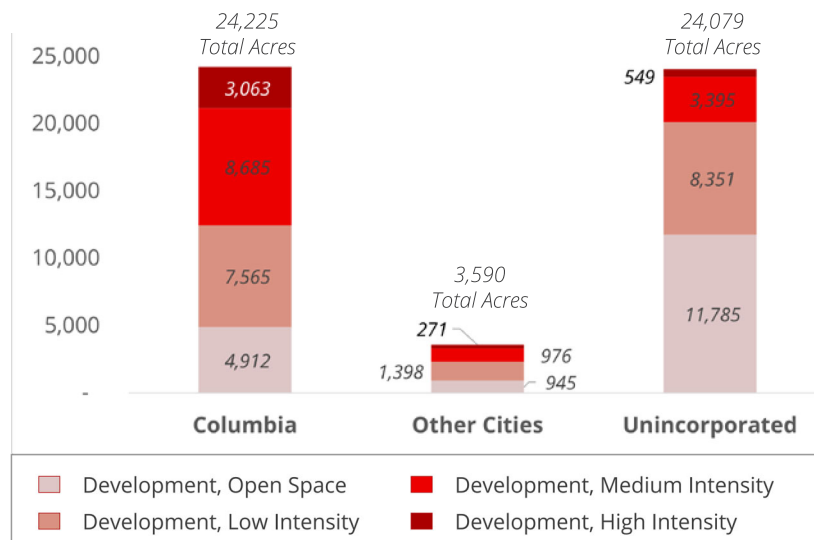
While the total amount of "developed" land cover is almost evenly split between unincorporated areas versus cities, the type of development varies. Almost half of developed areas in unincorporated areas is categorized as "Development, Open Space" where impervious surfaces account for less than 20% of total cover and often will include vegetation such as lawn grasses. Only about 16% of unincorporated areas is considered "High Intensity" or "Medium Intensity" development.

In contrast, Columbia exhibits a higher intensity of development. Nearly half of the developed land cover in Columbia is categorized as "High Intensity" or "Medium Intensity" development, indicating a denser concentration of impervious surfaces and more urbanized features.

Furthermore, the developed land cover in unincorporated areas tends to be more dispersed and interspersed among various land cover types. In contrast, within cities, developed land cover forms a more continuous pattern.

2019 Land Cover: Development Types (Acres)

Source: Multi-Resolution Land Characteristics (MRLC) Consortium, i5Group



2019 Land Cover: Development

Land Cover: Changes Since 2001

CHANGES IN LAND COVER: COMPARING UNINCORPORATED VS COLUMBIA

Since 2001, land cover changes in unincorporated areas include:

- Areas of 'Deciduous Forest' decreased slightly by 0.3% (423 acres)
- Areas of 'Cultivated Crops' increased by 7% (4,437 acres)
- Areas of 'Pasture/Hay' decreased by 5% (6,702 acres)
- Areas of all 'Development' increased by 5% (1,200 acres)

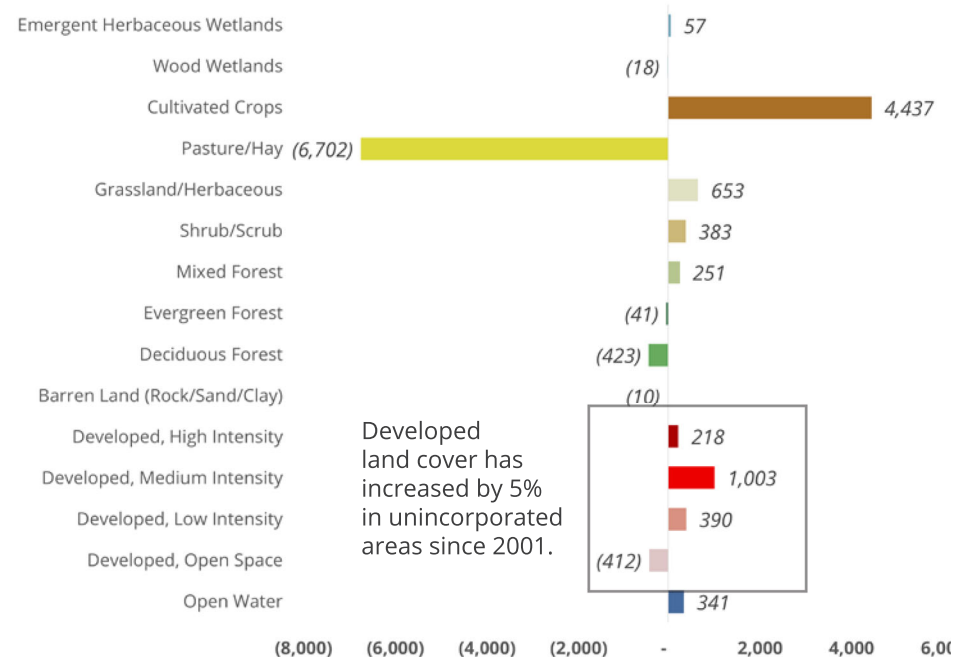
Since 2001, land cover changes in Columbia areas include:

- Areas of 'Deciduous Forest' decreased 19% (1,814 acres)
- Areas of 'Pasture/Hay' decreased by 35% (3,549 acres)
- Areas of all 'Development' increased by 30% (5,649 acres)

It is important to note that land cover quantities are based on 2023 city boundaries.

2001 to 2019 Change in Land Cover: Unincorporated County (Acres)

Source: Multi-Resolution Land Characteristics (MRLC) Consortium, i5Group

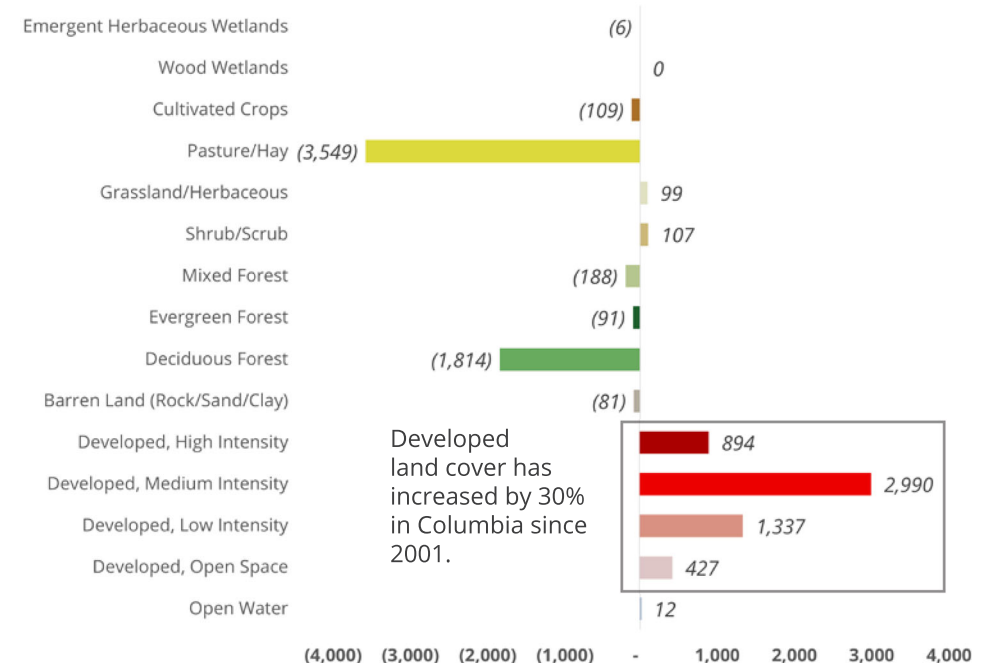


Over the past two decades, one could argue that Boone County has witnessed limited urban sprawl. Urban sprawl can be defined in various ways, but a prevalent definition involves development outpacing population (and job growth). In both unincorporated areas and Columbia, growth has been relatively efficient in terms of the areas of development and corresponding population growth. Notably, over the last two decades:

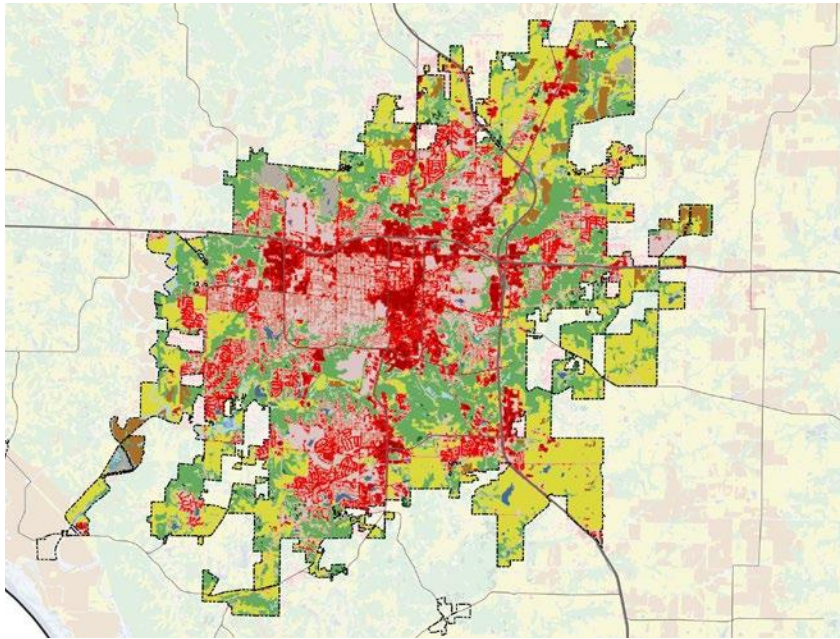
- Population in unincorporated areas grew by 6%, compared to a 5% growth in "development."
- Population in Columbia experienced 47% growth, while "development" grew by 30%.

2001 to 2019 Change in Land Cover: City of Columbia (Acres)

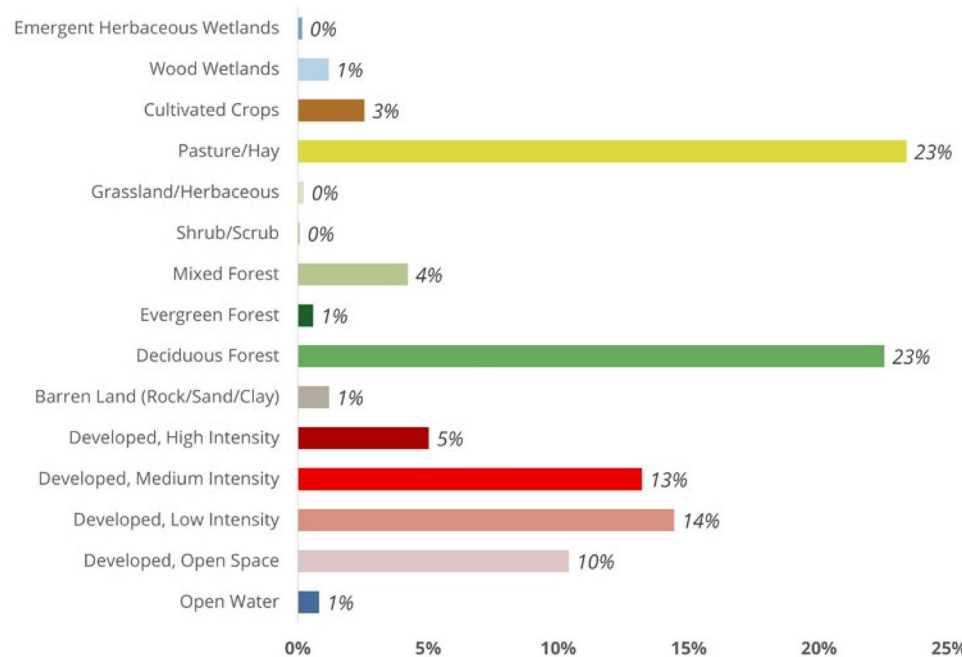
Source: Multi-Resolution Land Characteristics (MRLC) Consortium, i5Group



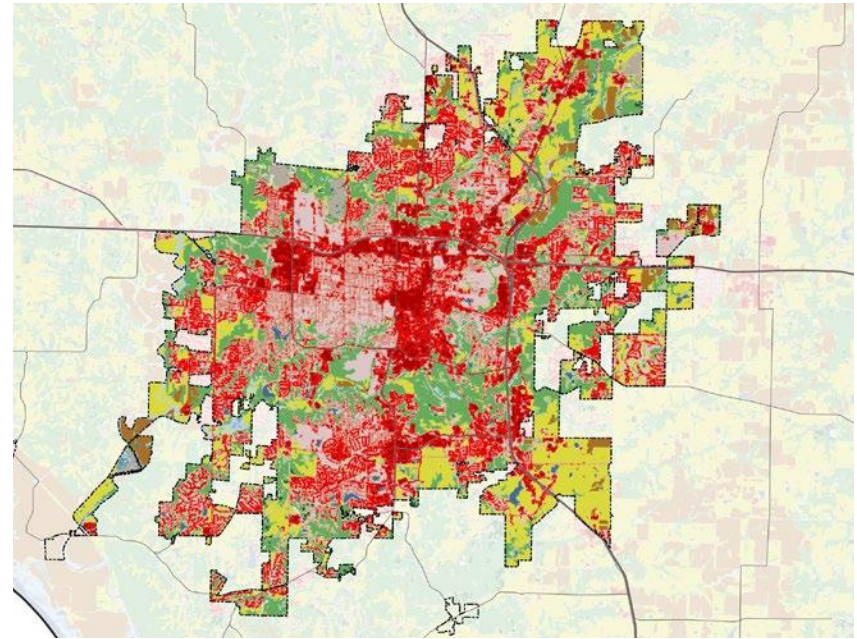
2001 Land Cover: City of Columbia



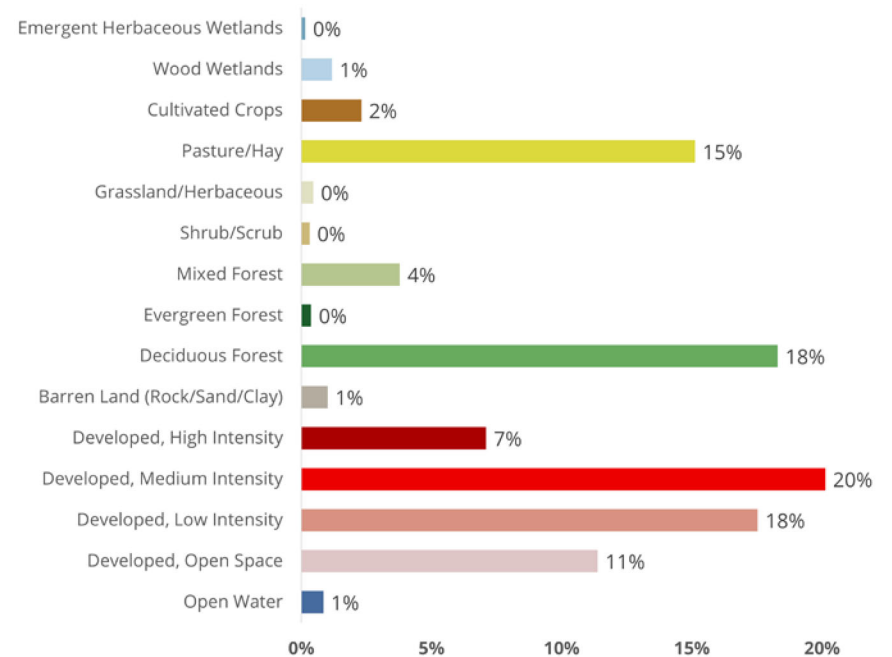
2001 Land Cover Percentages: City of Columbia



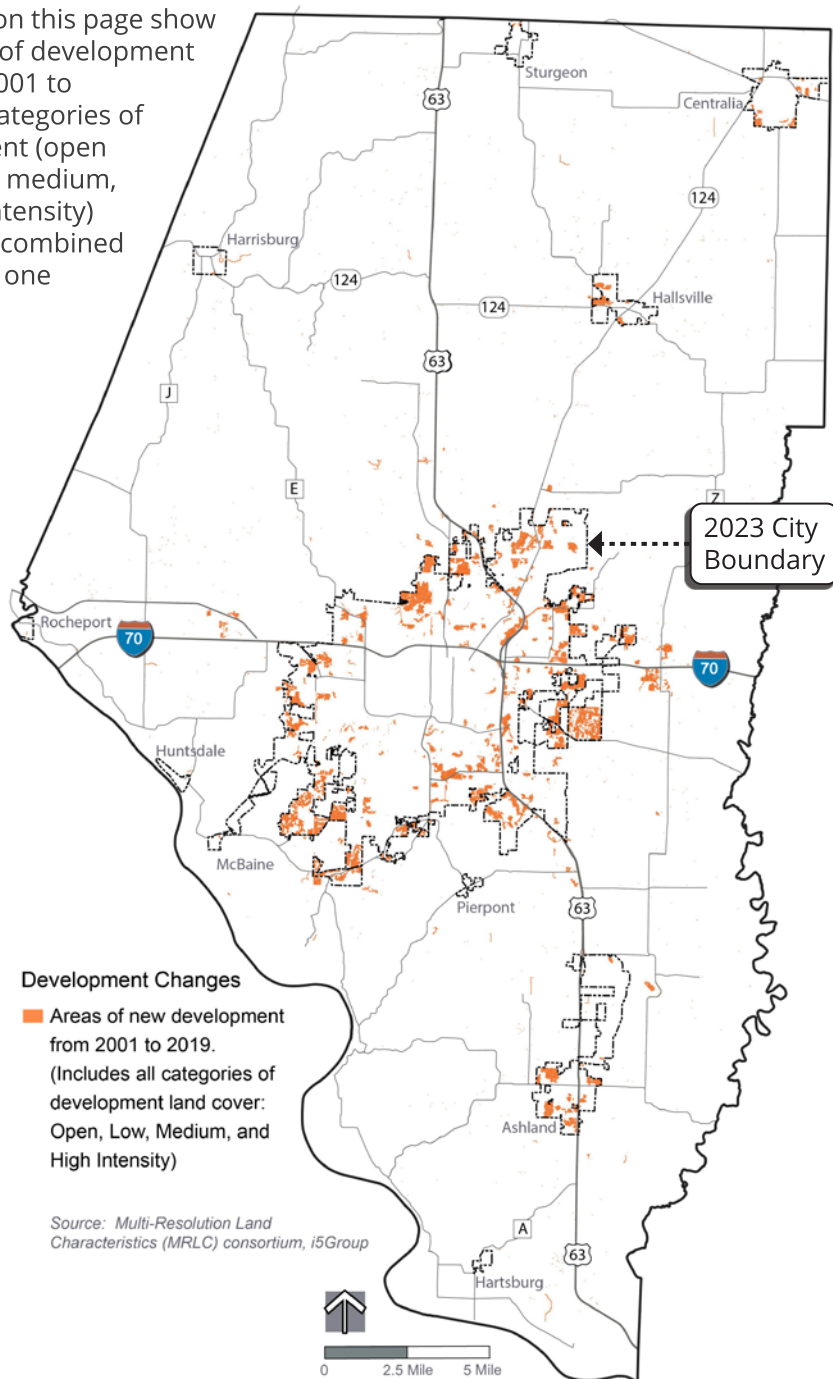
2019 Land Cover: City of Columbia



2019 Land Cover Percentages: City of Columbia

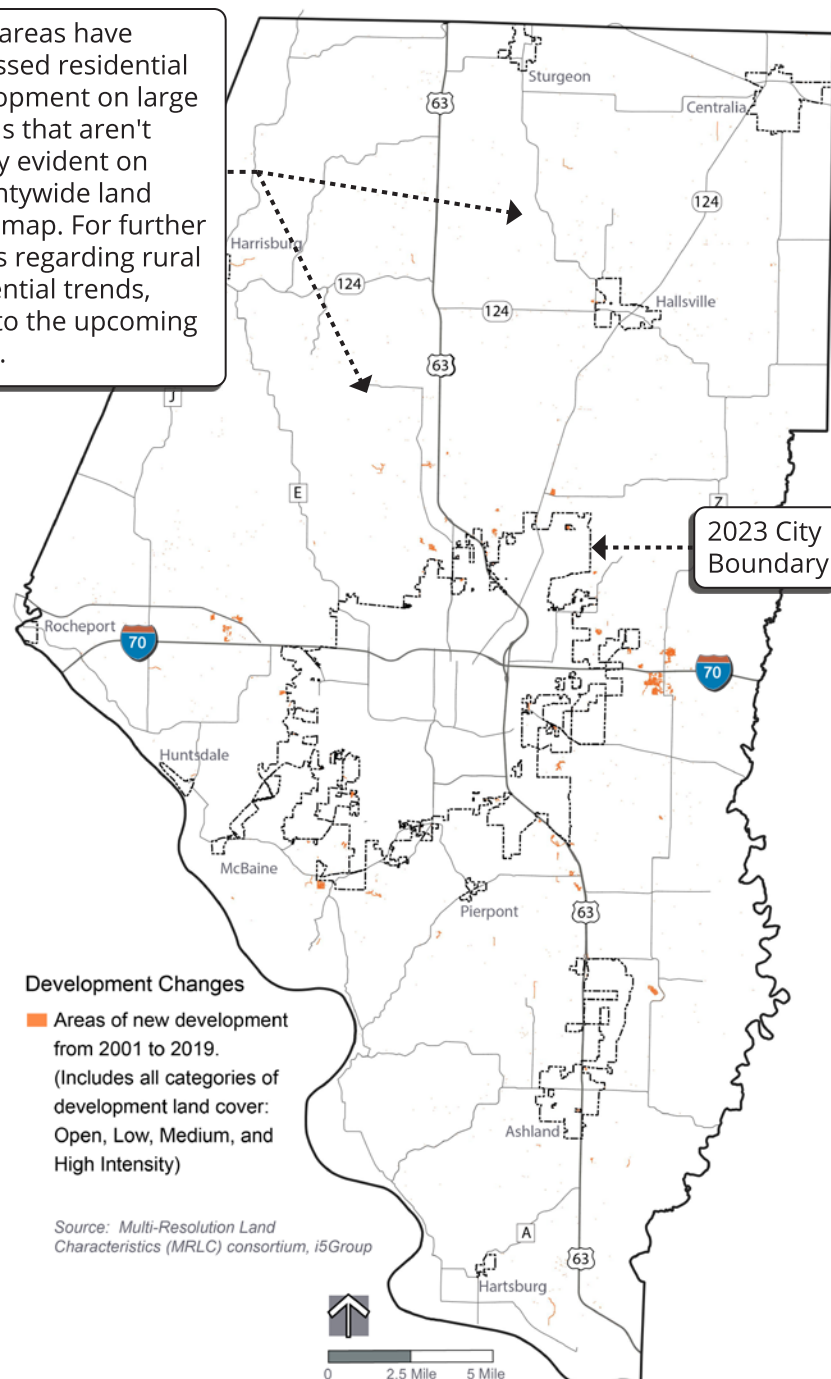


The maps on this page show new areas of development between 2001 to 2019. All categories of development (open space, low, medium, and high intensity) have been combined to show as one color.



2001 to 2019: Development Changes Entire County

Rural areas have witnessed residential development on large parcels that aren't readily evident on a countywide land cover map. For further details regarding rural residential trends, refer to the upcoming pages.



2001 to 2019: Development Changes Unincorporated County

Rural Residential Estates

A common residential development pattern in unincorporated areas of Boone County consists of residential properties ranging from five to fifteen acres in size. This type of development is often referred to as "Rural Estates," although there is no formal definition specifying the exact size range.

In the subsequent pages, a thorough analysis of this residential development pattern and its changes over the last decade is presented. One of the challenges in analyzing this pattern is that it may not be easily discernible from land cover data. A significant portion of these properties might be covered by grassland, woodland, or crops, with only a small area developed for housing, auxiliary structures, and roads.

For the purpose of this analysis, we have defined parcel sizes ranging from two to twenty acres. While it is possible that some parcels within this size range could still be subdivided in the future, the popularity of these "Rural Estates" could influence long-term development trends.

To provide a visual representation of the variety of parcel sizes, the photos on this page showcase examples of properties with different acreages.

Example Residential Parcels: 2-3 Acres



Example Residential Parcels: 5-6 Acres



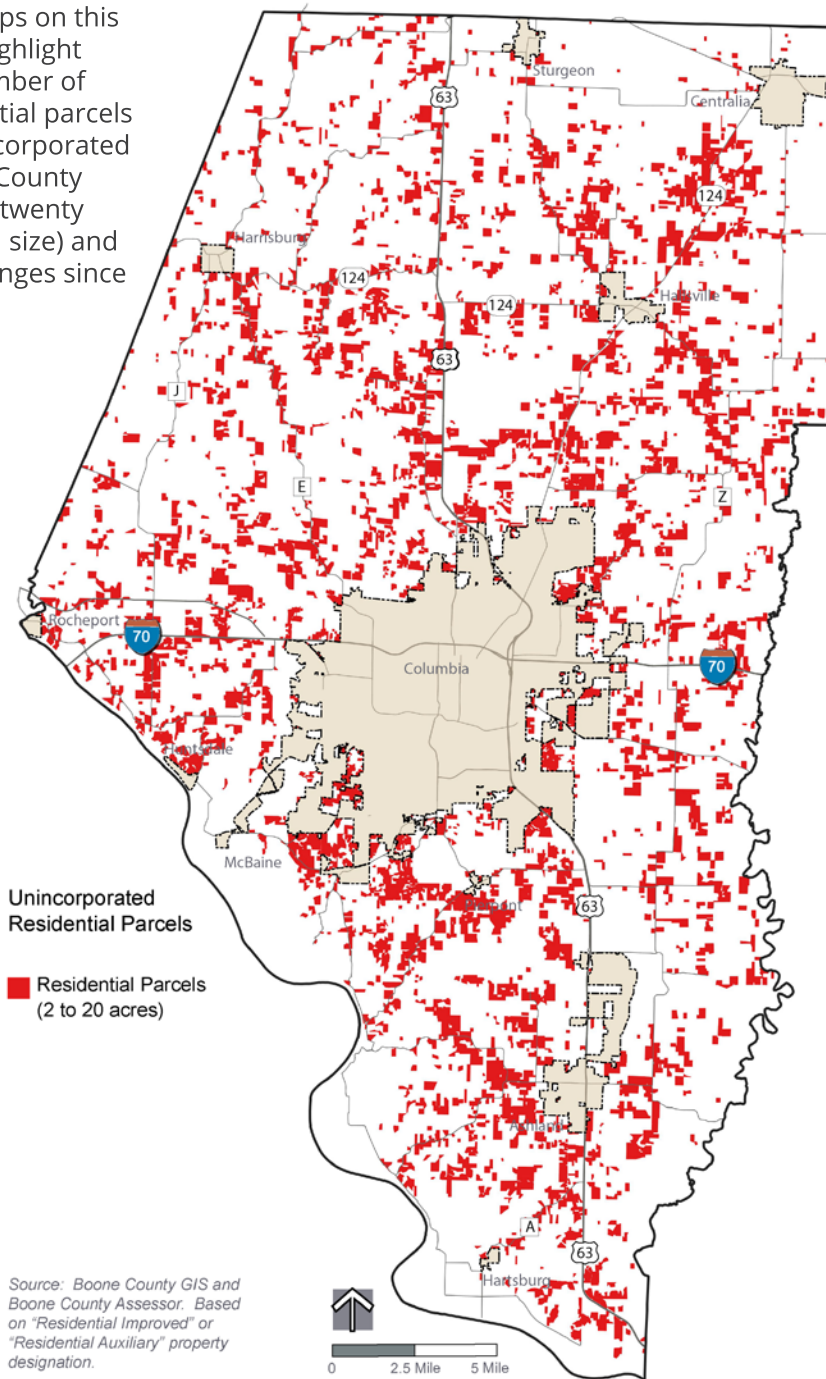
Example Residential Parcels: 12-14 Acres



Example Residential Parcels: 13-17 Acres



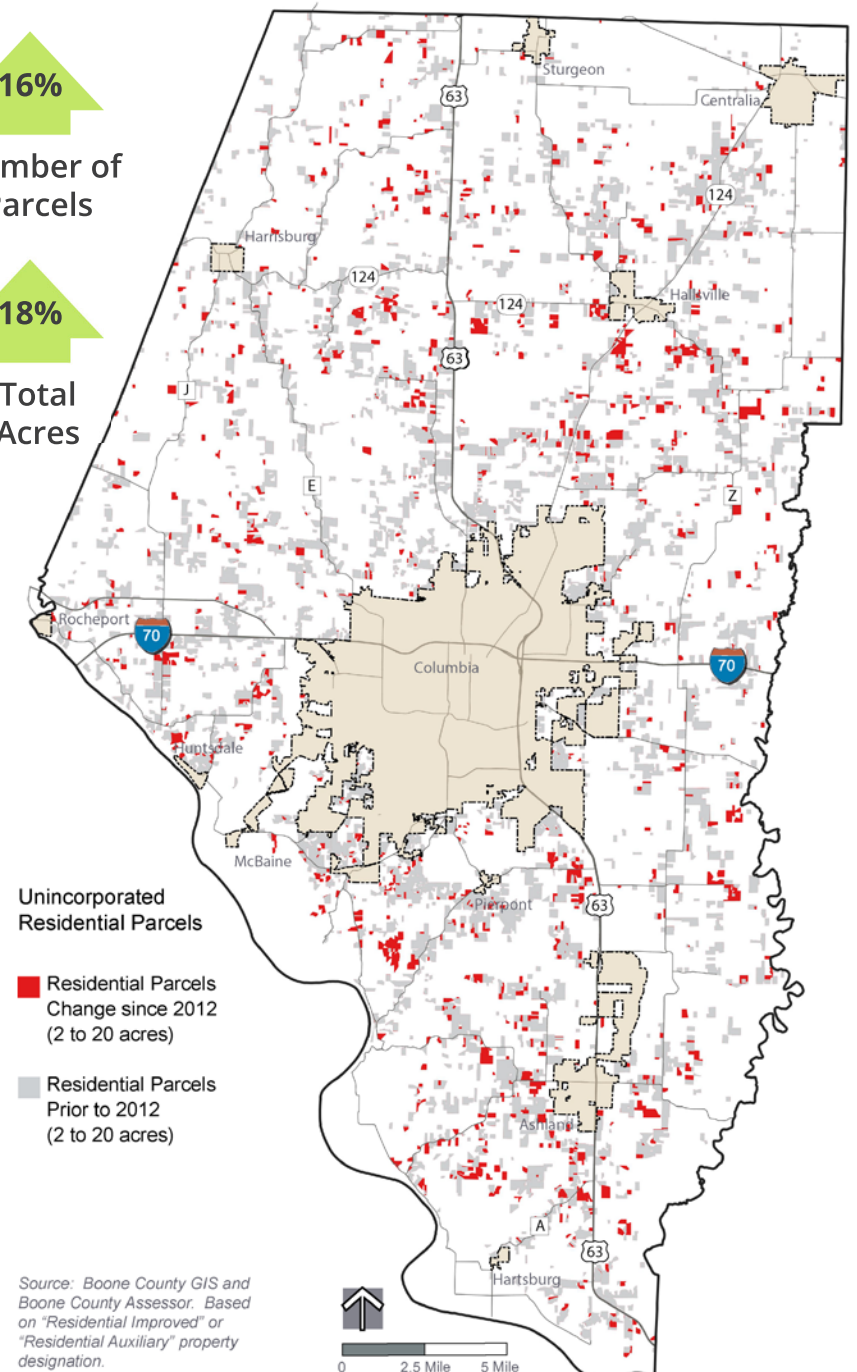
The maps on this page highlight the number of residential parcels in unincorporated Boone County (two to twenty acres in size) and the changes since 2012.



2023: Unincorporated Residential Parcels (2 to 20 acres)

16%
Number of
Parcels

18%
Total
Acres

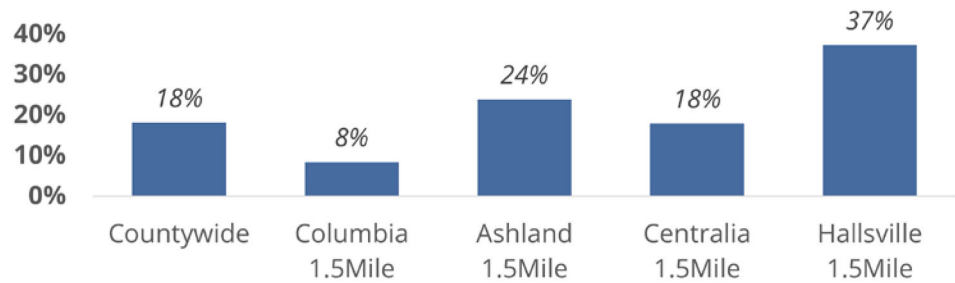


2012-2023 Changes Unincorporated Residential Parcels (2 to 20 acres)

The data on this page examines the increase since 2012 of unincorporated residential parcels (two to twenty acres in size) within a mile and a half of existing city limits. The charts below include the increase in the number of parcels and total acreage. Both Hallsville and Ashland have seen a significant increase in the number of residential parcels (2 to 20 acres) near their city boundaries.

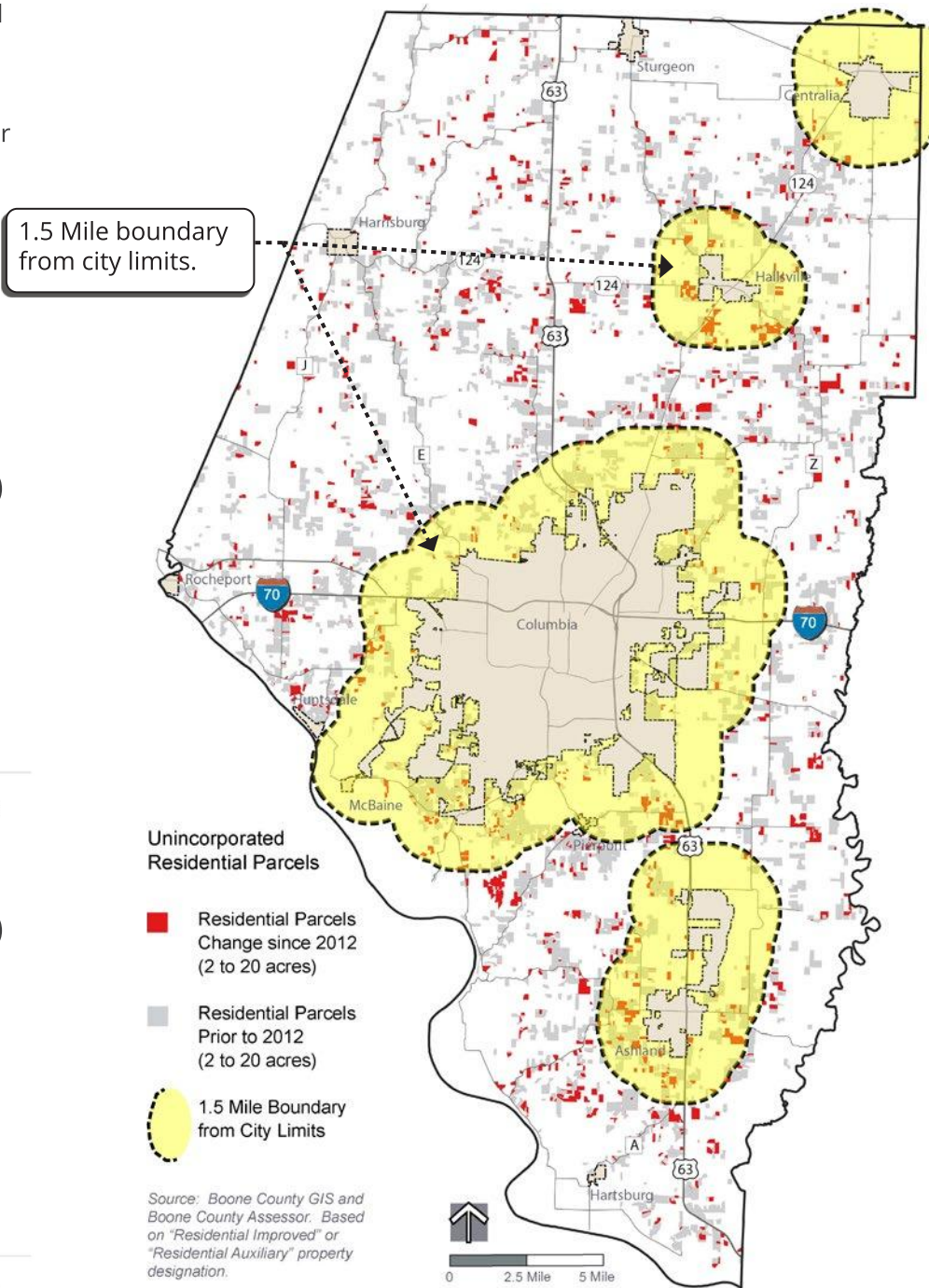
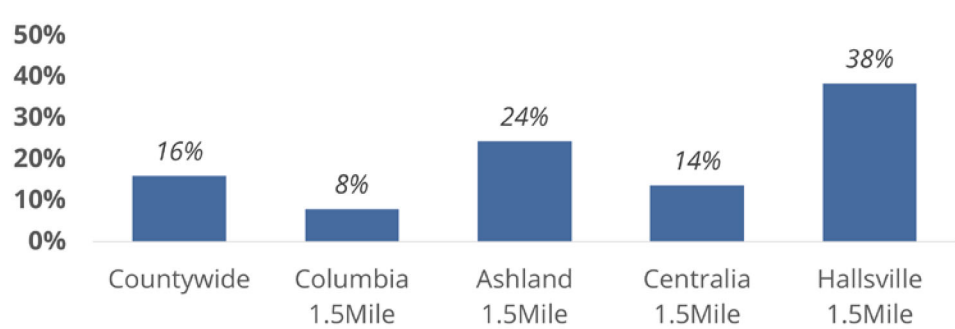
Unincorporated Residential Parcels (2 to 20 acres)
Percentage Increase in Acres 2012-2023

Source: Boone County GIS, Boone County Assessor, i5Group



Unincorporated Residential Parcels (2 to 20 acres)
Percentage Increase in Parcels 2012-2023

Source: Boone County GIS, Boone County Assessor, i5Group



2012-2023 Changes Unincorporated Residential Parcels (2 to 20 acres)

Existing Zoning

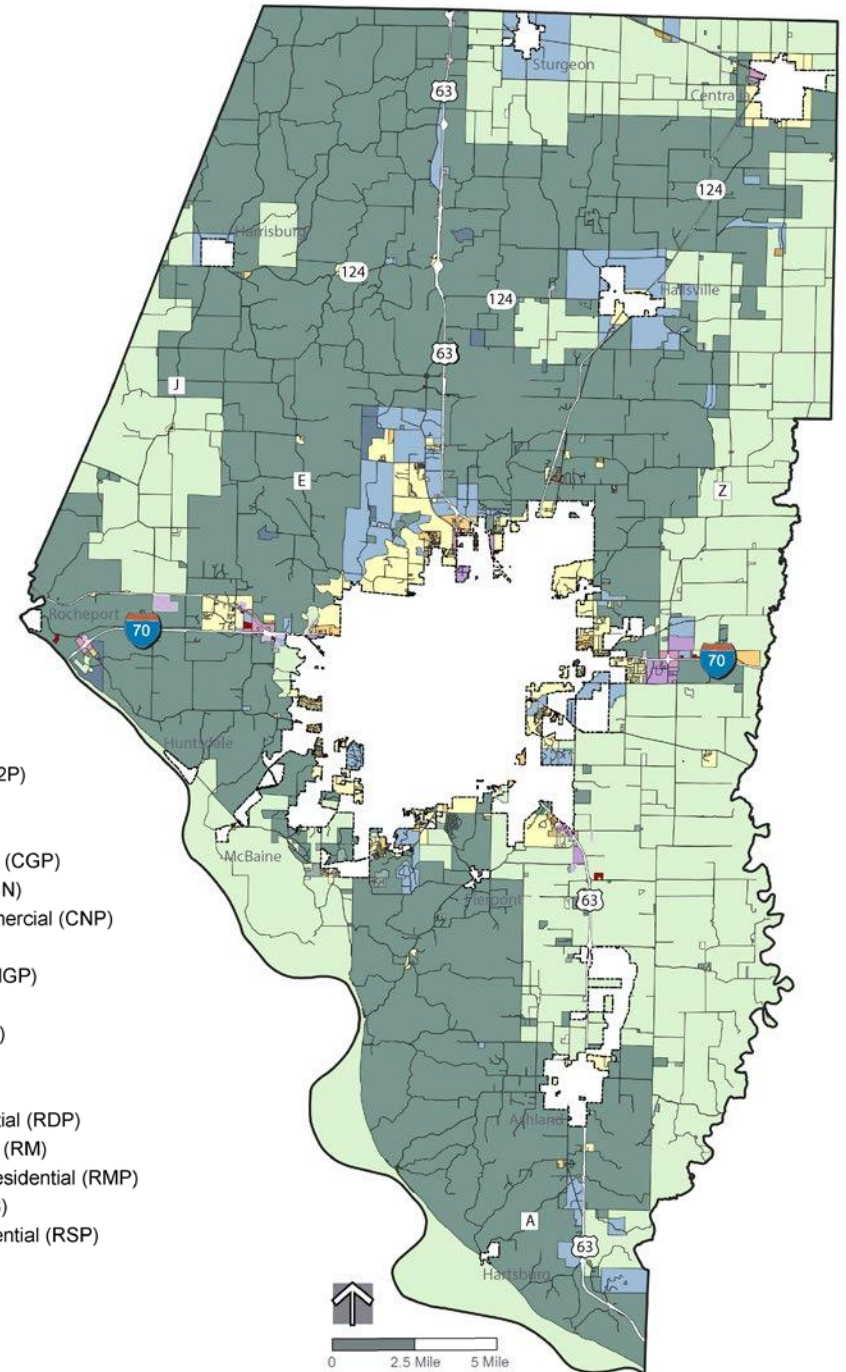
Zoning for unincorporated areas is mostly 'Agriculture' (A1) or 'Urban Agriculture' (A2). Near city boundaries, unincorporated zoning is more mixed with 'Agriculture - Residential', 'Single Family Residential' (RS), and 'General Commercial' (CG).

Zoning is a regulatory tool. It is a legal mechanism that designate specific areas for specific types of land uses, such as residential, commercial, industrial, agricultural, or mixed-use. Besides uses, zoning regulates setbacks, building heights, parking, signage, and other development requirements.

An essential outcome of this planning process will be the future land use plan. The future land use plan is a broader, long-term vision that guides how land should be used and developed. While the new master plan will not immediately impact zoning, the future land use plan is an important guide in making rezoning decisions or updates to the existing zoning.

Zoning

- Agriculture (A1)
- Planned Agriculture (A1P)
- Urban Agriculture (A2)
- Planned Urban Agriculture (A2P)
- Agriculture - Residential
- General Commercial (CG)
- Planned General Commercial (CGP)
- Neighborhood Commercial (CN)
- Planned Neighborhood Commercial (CNP)
- General Industrial (MG)
- Planned General Industrial (MGP)
- Light Industrial (ML)
- Planned Light Industrial (MLP)
- Mixed
- Two Family Residential (RD)
- Planned Two Family Residential (RDP)
- Moderate Density Residential (RM)
- Planned Moderate Density Residential (RMP)
- Single Family Residential (RS)
- Planned Single Family Residential (RSP)
- Recreation (REC)
- Planned Recreation (REC-P)
- City Zoning



Existing Zoning - Unincorporated

Existing Land Use

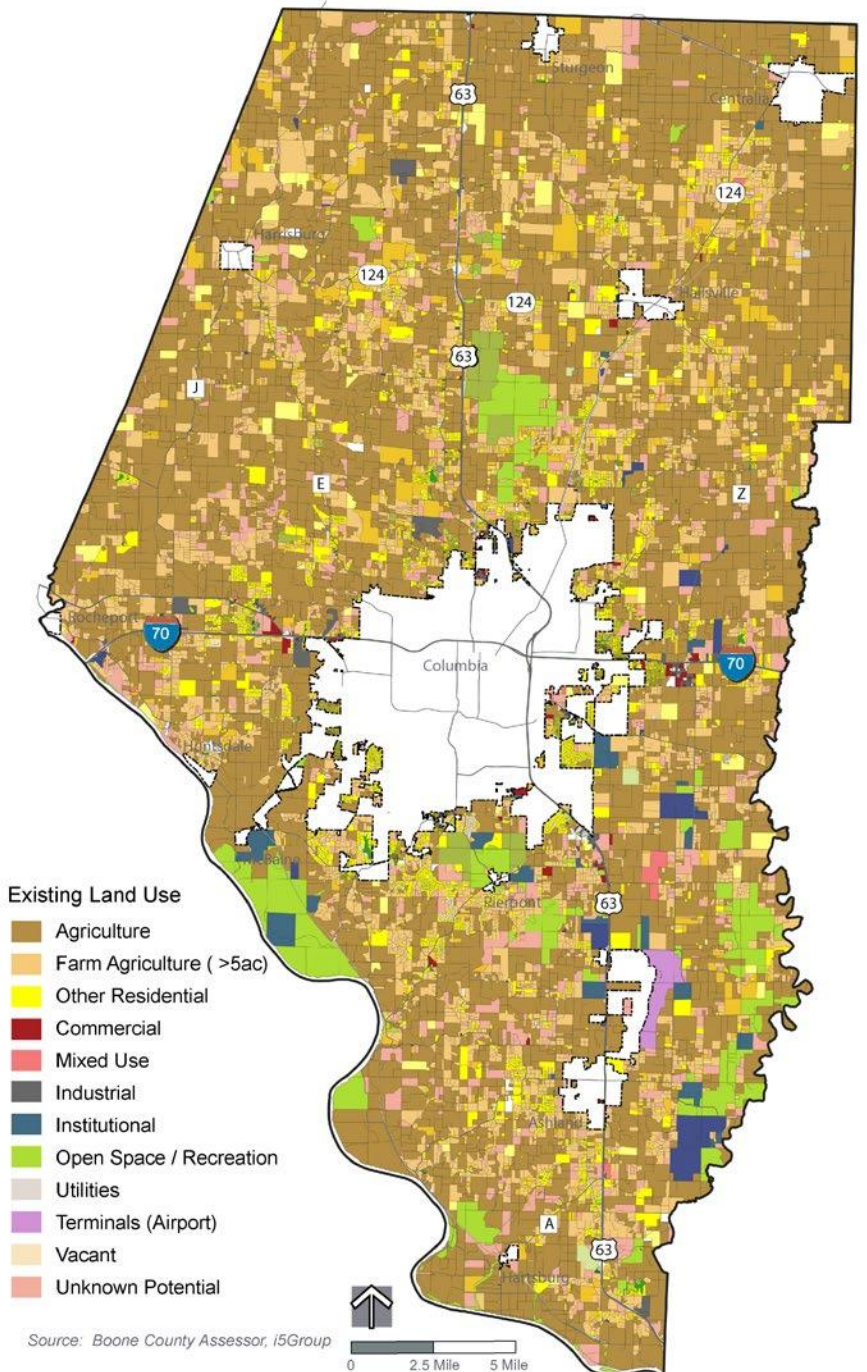
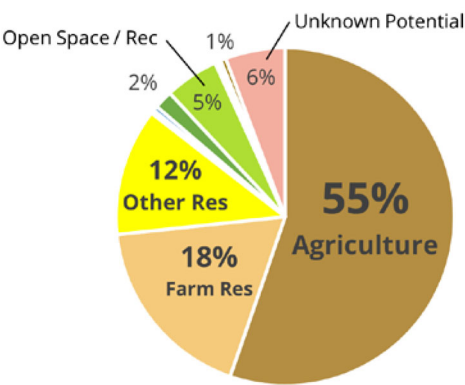
The Boone County Assessor employs a comprehensive system comprising more than 150 land use codes to categorize the existing land use of properties. This page offers a simplified summary of prevalent land uses based on Boone County's land use designations.

In the unincorporated areas, 'Agriculture' stands as the predominant land use, encompassing approximately 55% of the unincorporated areas. Following closely is 'Farm Residential (Greater than 5 acres)' at 18%, and 'Other Residential' at 12%.

Existing Land Use Percentages (Total Acres) - Unincorporated Areas

Source: Boone County GIS, Boone County Assessor, i5Group

Land Use Category	Land Use Percentage (Unincorporated Areas)
Agriculture	55%
Farm Residential (>5ac)	18%
Other Residential	12%
Commercial	0.3%
Mixed Use	0.2%
Industrial	0.4%
Institutional	2%
Open Space/Recreation	5%
Utilities	0.3%
Terminals (Airport, etc)	0.3%
Vacant	0.5%
Unknown Potential	6%



Existing Land Use - Unincorporated

Natural Resources

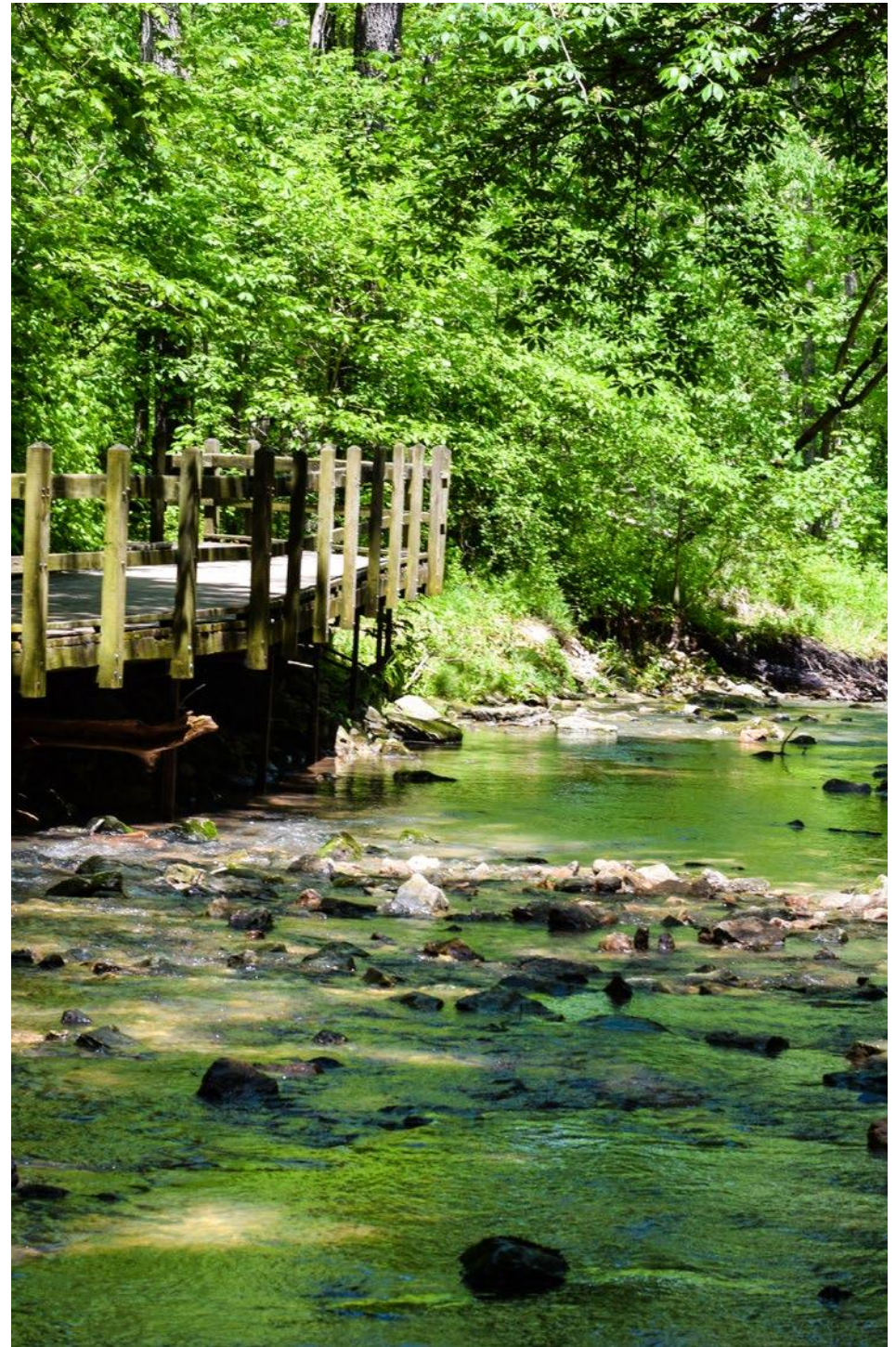
OVERVIEW

Boone County's natural resources include all landscape features that humans can use. Fertile soils, clean waterways, and healthy forests are examples of Boone County's wealth of natural resources. These resources provide many tangible and intangible benefits called ecosystem services to residents of Boone County. Fresh water, wildlife, stormwater storage, reduced local flood risk, shade that counteracts urban heat islands, trees that improve air quality, and nutrient cycles for healthy soil are some of the essentials provided by natural systems when they are healthy. Functional ecological systems can also recover from regular disturbances such as tree falls or flood events, whereas compromised systems are subject to rapid degradation and provide fewer services.

Stewardship that secures these resources into the future begins with a shared understanding of the county's existing Natural Resources, their benefits, the challenges they face, and the management tools currently available or in use. This section summarizes these resources as soils and ecoregions, terrestrial, and aquatic.

Boone County's natural resources are a key piece of what residents appreciate about their lives here. A few salient points about natural resources that could have planning implications:

- Open space and pastoral viewsheds are important resources valued throughout the county.
- Some of the most ecologically significant areas of the county include the forest of the northwest portions of the county and the aquatic resources linked to the river in the south and southwest portions of the county.
- Managing stormwater and flood risk is becoming more challenging with development paired with increasingly intense and flashy storm events.
- Water quality is an issue in several county watersheds, some of which fail to meet water quality standards for their designated uses. Boone County and multiple partners are actively engaged in ongoing initiatives to enhance watershed health. This includes the recent approval of the Greater Bonne Femme Watershed-Based Plan, ongoing participation in the Hinkson Creek Collaborative Adaptive Management (CAM) process, and various other endeavors.
- Sinkholes appear regularly in karst areas, which is a consideration for potential future development in several areas of the county.



Natural Resources

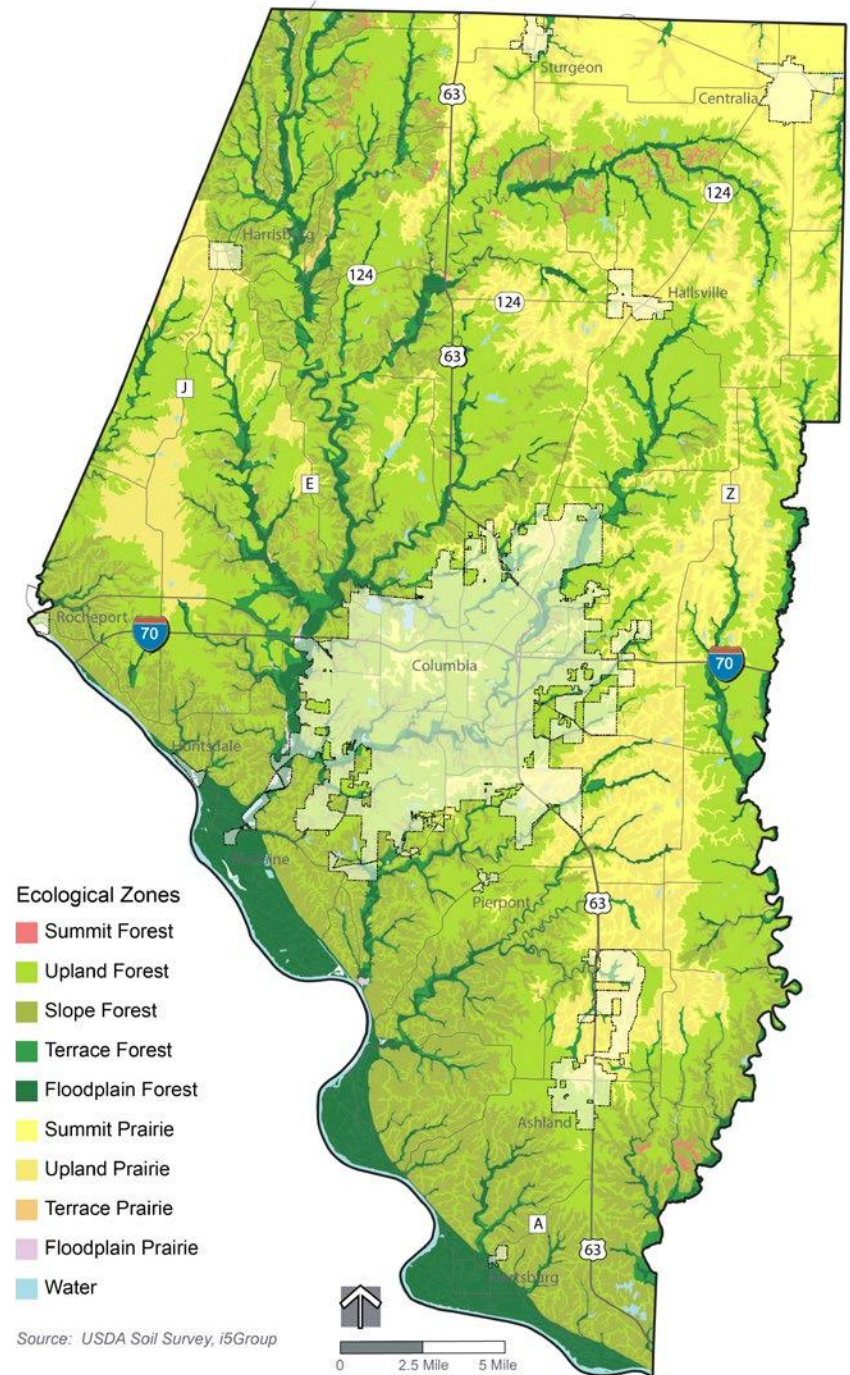
SOILS AND ECOREGIONS

Boone County straddles two ecoregions with very different characteristics: the Claypan Till Plains in the northeast and Forest Hill sections of the Outer Ozark Border to the southwest. This line bisecting the county marks the lower edge of the glaciers' journey, and therefore the extent of where glaciers dropped out their load of rock fragments, sediment, and clay (called "till").

The Claypan Prairie in the northern parts of the county is flatter or gently rolling and was covered by tallgrass prairie with few woodlands before European settlers arrived. A notable remnant of this almost vanished "Grand Prairie" is Tucker Prairie near Kingdom City. The open prairie condition was maintained by trampling and fire management by Native Americans. Where bison and fire did not reach, woodlands extended along the waterways. Ephemeral (seasonal) wetlands peppered the landscape. Today, much of this area is in agricultural use.

Moving south and closer to the Missouri River, the Forest Hills land type is characterized by a combination of wide, flat-bottomed, terraced valleys, forested valley slopes, and hills covered with loess and areas with karst features. The landscape is diverse, comprised of row crops, improved pasture, woodland, and oak and mixed hardwood forests.

The map displayed on this page delineates ecological zones according to the USDA Soil Survey. It specifically represents the ecological types corresponding to presettlement conditions rather than showcasing current land cover.



Ecological Zones

TERRESTRIAL SYSTEMS

Forest

Although extended tracts of forest was not the native condition of Boone County, today the forests of the northwest part of the county, for example near Lick Creek Conservation Area, offer regionally important biological connectivity to the landscape. Landscape connectivity refers to the degree to which different habitats or patches in a landscape are connected or linked together. It is the measure of how easy it is for organisms, such as animals, plants, and even water, to move across a landscape without encountering significant barriers. High landscape connectivity means that there are continuous or easily traversable pathways between habitats, while low connectivity indicates that habitats are isolated or fragmented.

Prairie

Most of the current agricultural land in north and northwest Boone County was originally tallgrass prairie, an ecological system that has lost most of its former extent. Because of the clayey soil, native grasses and forbs were intermixed with wet-tolerant sedges. The historic hydrology was characterized by very shallow drainages and a seasonal high water table, perched on the clayey subsoil. Some depressional areas pond for short periods of time, mostly in the spring. These shallow depressional areas were more common prior to the conversion of nearly all areas of this ecological site from prairie to other land uses. Post settlement land uses have significantly changed water quality and hydrology in these areas of former prairie.

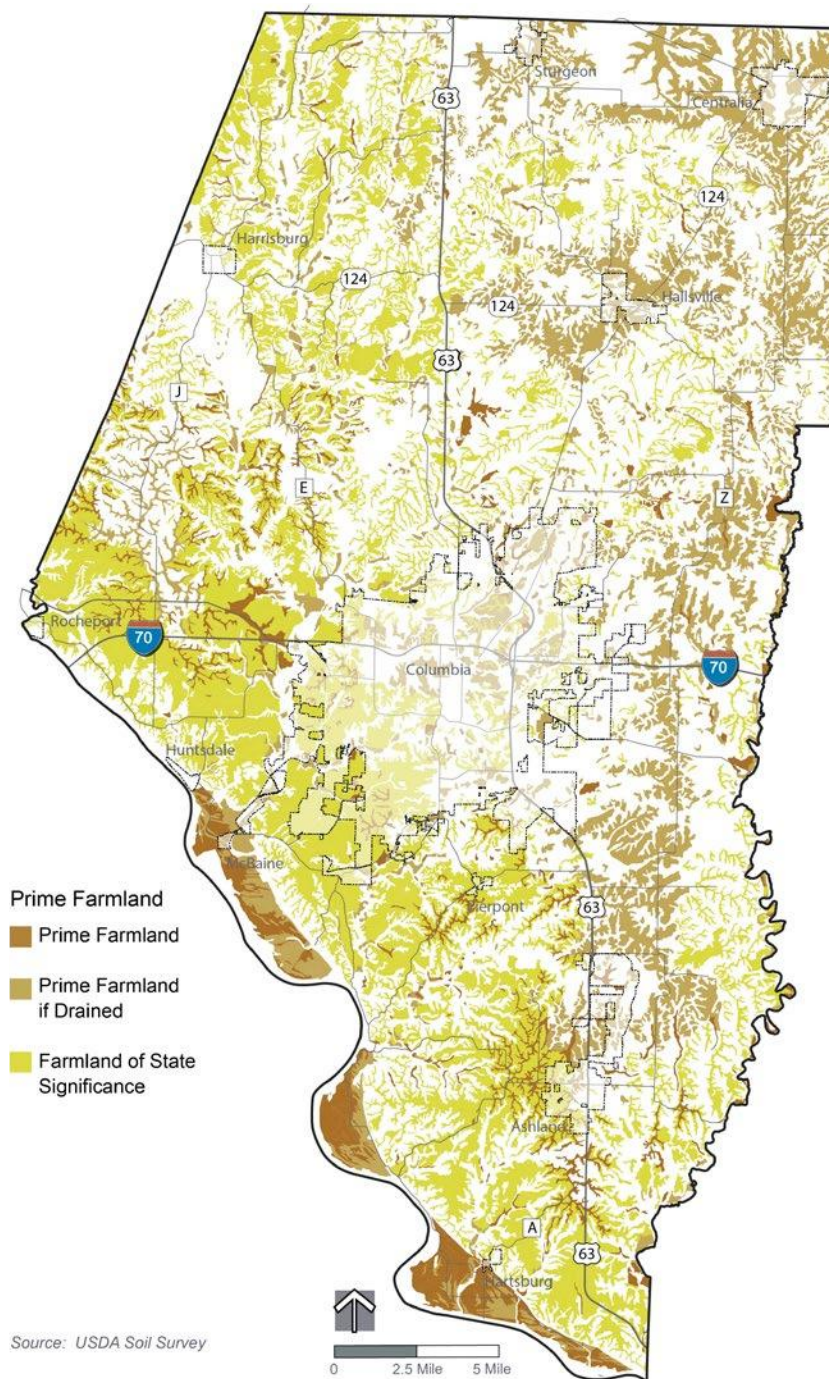
PRIME FARMLAND

The map on this page illustrates areas of prime farmland based on the USDA Soil Survey. The map represents the prime farmland corresponding to the soil survey, rather than existing farmland actually under agriculture production. The U.S. Department of Agriculture provides the following definition of prime farmland and farmland of state significance:

Prime farmland is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Because the supply of high-quality farmland is limited, the U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our Nation's prime farmland.

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding.

In some areas, land that does not meet the criteria for prime farmland is considered to be **farmland of statewide importance** for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate State agencies. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable.



Prime Farmland

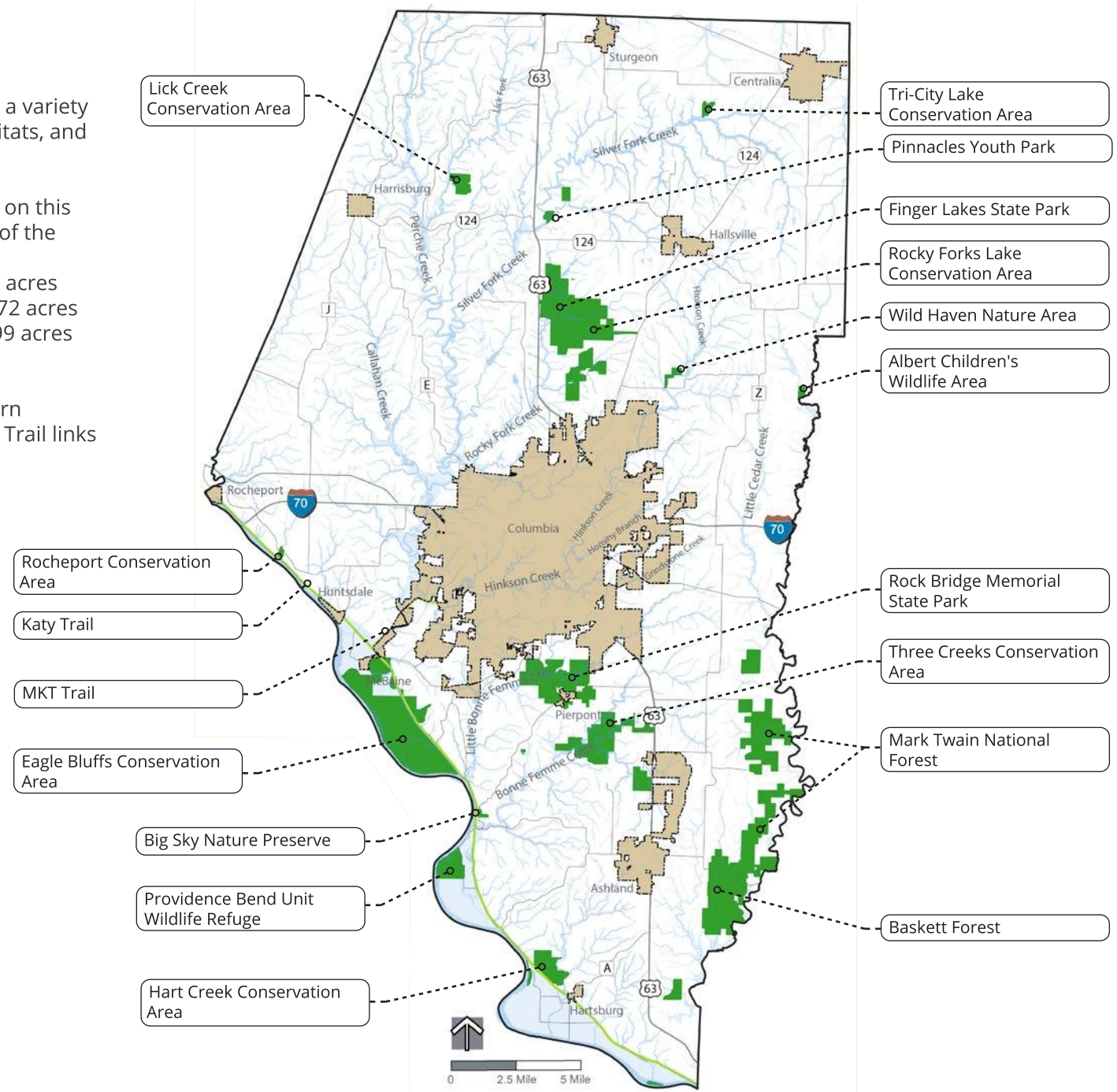
PARKS AND CONSERVATION AREAS

Boone County is fortunate to be home to a variety of parks, conservation areas, wildlife habitats, and nature reserves.

The parks and conservation areas shown on this map represent over 20,000 acres. Some of the larger areas include:

- Eagle Bluffs Conservation Area: 4,431 acres
- Rock Bridge Memorial State Park: 2,272 acres
- Three Creeks Conservation Area: 1,599 acres
- Finger Lakes State Park: 1,138 acres

The Katy Trail runs the entire southwestern expanse of Boone County, while the MKT Trail links the City of Columbia to the Katy Trail.



Parks and Conservation Areas

AQUATIC SYSTEMS

Watersheds

Boone County watersheds largely drain from the northeast to join the Missouri River to the southwest, though the Cedar Creek watershed is distinct, draining almost straight south to a confluence east of the county line. The northeast corner of the county, including the City of Centralia, is part of the Salt River watershed and drains toward the northeast. The watersheds vary by size, amount of development, and area contained within the county. Because watersheds integrate drainage and ecological processes across county lines, their care and quality are important connections to neighboring counties. The larger Perche Creek watershed, for example, extends north into Randolph County.

Missouri River

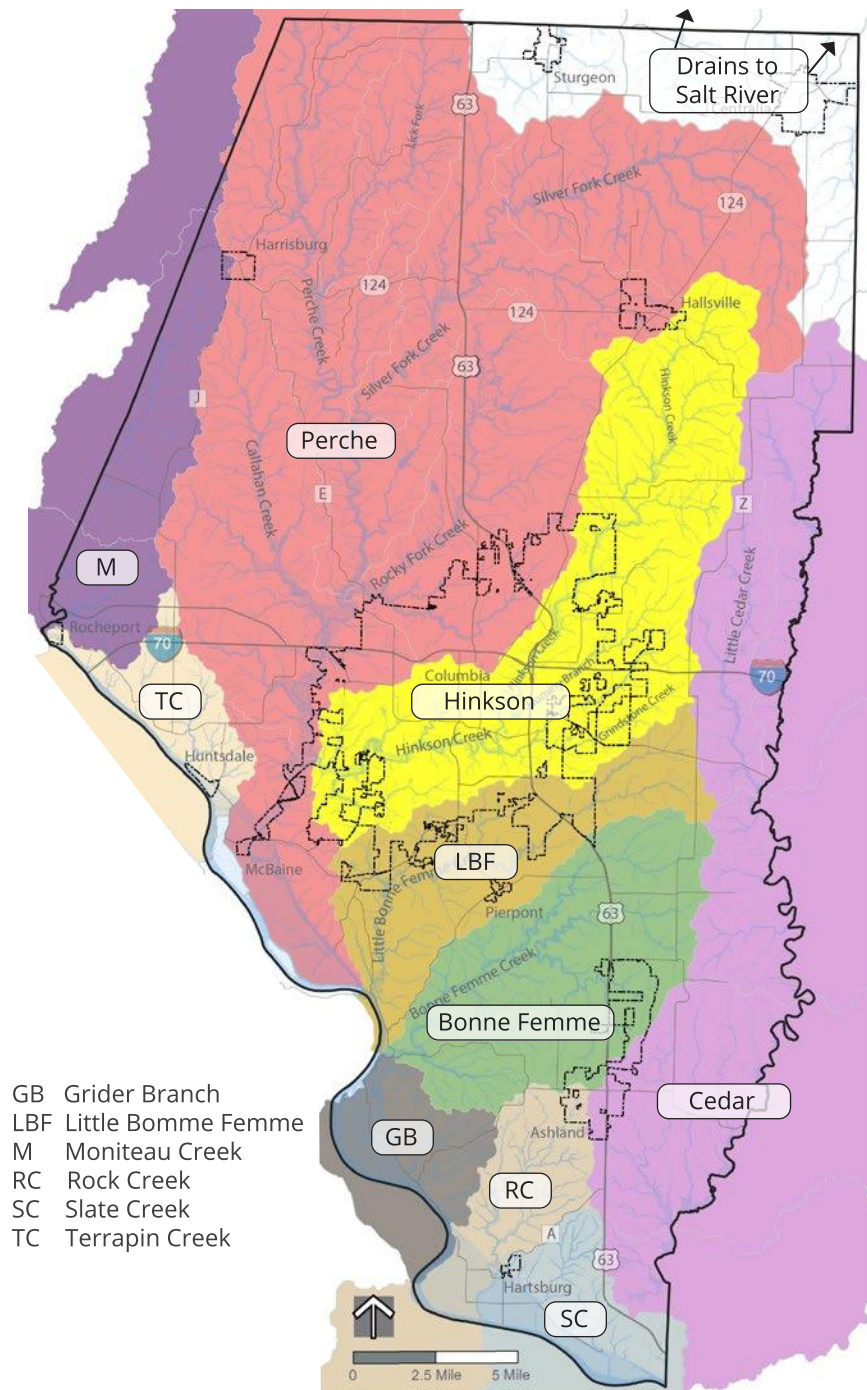
By far the most significant aquatic resource in Boone County is the Missouri River, an important transportation and recreation resource to the county. Management of its aquatic conditions respond to landscape processes well above the geographic scale of the county, but the county plays an important role in managing the flood risk it poses. Rivers overflowing their banks in spring floods are a natural part of the river's annual cycle, but where people locate buildings and infrastructure relative to their chances of inundation determines "flood risk."

Streams

Boone County has hundreds of miles of streams, ranging from seasonal intermittent drainages that are often dry to perennial streams that have flowing water year round. Post-development urban, residential, and agricultural landscapes can affect water volume and quality in Boone County's streams, sometimes resulting in impairments. In contrast, certain sections of Turkey, Bonne Femme, and Bass Creeks in Three Creek Conservation Area as well as Gans Creek in Rock Bridge State Park, are designated as Outstanding State Resource Waters because they have significant aesthetic, recreational, or scientific value. These reaches receive special protection against any degradation in quality.

Stream Buffers

Stream buffers are natural vegetation along riparian corridors that serve as boundaries between disturbed land and aquatic resources, protecting them from erosion and pollution. Buffers stabilize stream banks, mitigate flood risk, and preserve natural areas. These riparian zones serve as superhighways in a highly developed landscape, offering wildlife and plants an opportunity to spread and move across the landscape.



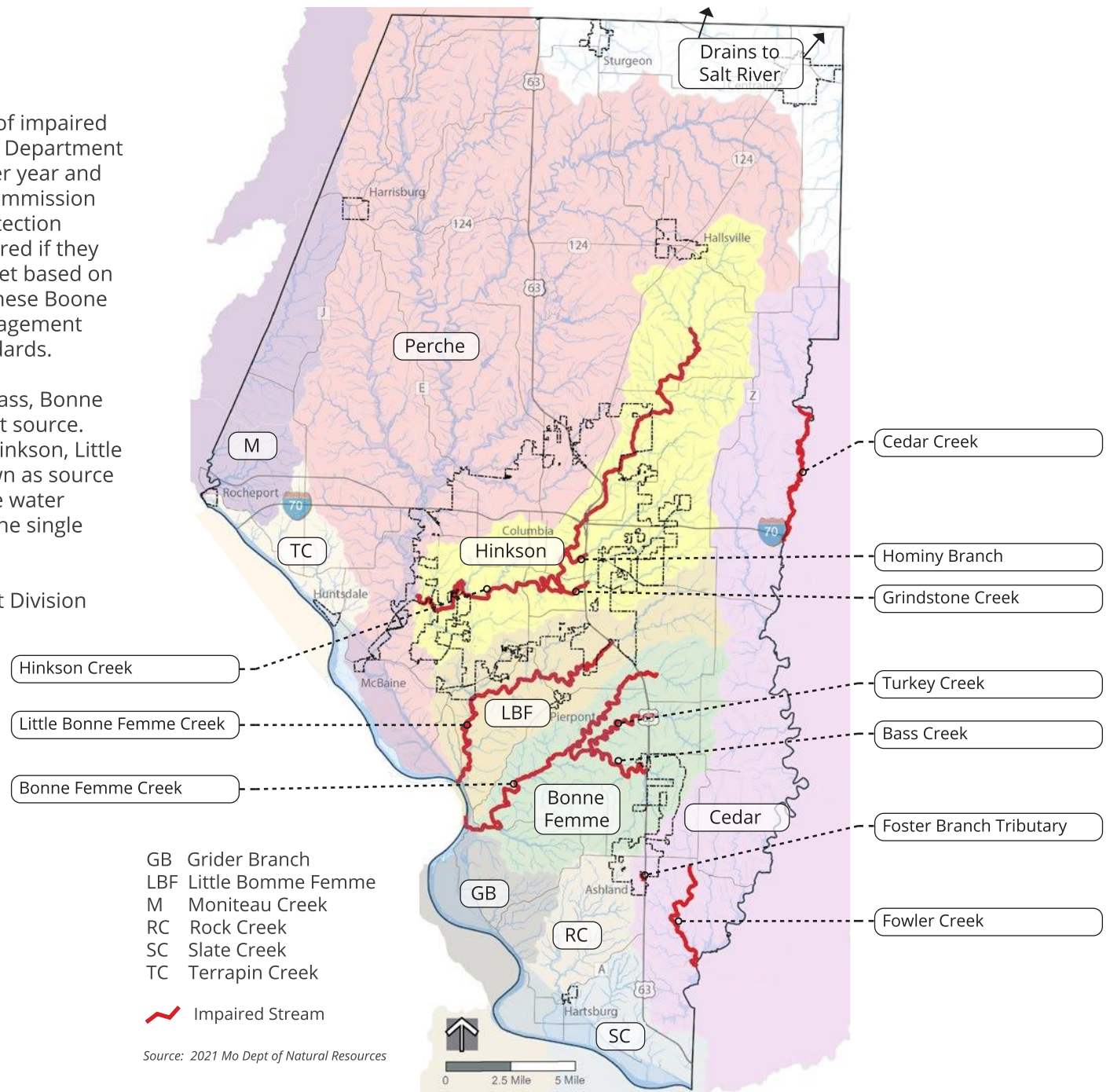
Watersheds

Impaired Streams

Under the Federal Clean Water Act, a list of impaired waterbodies is generated by the Missouri Department of Natural Resources (MoDNR) every other year and approved by the Missouri Clean Water Commission and the United States Environmental Protection Agency. Features are designated as impaired if they exceed water quality standards that are set based on the designated uses of the waterbody. These Boone County streams may require special management measures to meet the water quality standards.

The source of the impairment listed for Bass, Bonne Femme and Gans Creeks is rural nonpoint source. The source of the impairment listed for Hinkson, Little Bonne Femme and Turkey Creeks is shown as source unknown, which generally means that the water quality impairment cannot be traced to one single causal pathway.

Boone County's Stormwater Management Division and the Department of Resource Management work with local, state, and federal partners to protect water quality in the County's watersheds. This includes both recent successes and ongoing collaborations.



Watersheds: Impaired Streams

The following briefly summarizes past and ongoing efforts in watersheds in Boone County.

Bonne Femme

The Greater Bonne Femme Watershed is in the southwest of Boone County. The greater watershed consists of the Little Bonne Femme Creek Watershed to the north, and the Bonne Femme Creek Watershed to the south and west for a total watershed land area of approximately 92.4 square miles. Losing streams, sinkholes, and other pathways connect surface flow with groundwater and also connect the hydrology of the two watersheds. The recharge areas for the Devil's Icebox Cave and Hunter's Cave are locations where there is a clear connection between what happens to the water quality on the surface of the land and the condition of water quality in the respective cave systems.

The Bonne Femme Watershed Project is the umbrella plan for six impaired reaches in the watershed. Past watershed planning includes the Bonne Femme Watershed Plan in 2007 by Boone County and multiple partners. The 2007 Bonne Femme Watershed Plan included the following vision statement for the watershed:

"In the year 2030, we envision a watershed where quality of life and economic vitality are fostered by maintaining or improving the current conditions of the water resources, having a mix of land uses and development types, and maintaining thriving agricultural activities."

The goals for the Bonne Femme Watershed Project include:

- Help Boone County, and the Cities of Ashland and Columbia, adopt policies and procedures that will protect the streams in the watershed.
- Assist developers and builders in adopting best management practices (BMPs) that will help protect the streams' integrity.
- Provide cost-share assistance for landowners in the watersheds to implement practices that will protect and restore the streams.

In June 2023, the United States Environmental Protection Agency (USEPA) and the Missouri Department of Natural Resources approved the Greater Bonne Femme Watershed-Based Plan developed by Boone County and project partners. The watershed-based plan contains EPA's nine critical planning elements for Bonne Femme and Little Femme subwatersheds. The plan will help protect water quality in the watershed by identifying pollutant sources, identifying better management practices to be implemented, setting reachable goals and a timeline for implementation projects, and establishing an evaluation and monitoring program.

Hinkson Creek

Hinkson Creek nearly bisects the City of Columbia. The Hinkson Watershed encompasses predominantly urbanized areas, particularly in the southern section of the watershed. The northern reaches of the watershed extend just beyond Hallsville.

In 1998, Hinkson Creek was placed on the list of impaired waters for failure to fully support aquatic life. A specific pollutant in Hinkson Creek could not be identified that was causing the impairment, so the USEPA issued a Total Maximum Daily Load (TMDL) document that identified stormwater as a surrogate for a known pollutant and called for a substantial reduction in peak flow for specified design storm events. An alternate plan was negotiated in 2012 among the USEPA, Missouri Department of Natural Resources (MoDNR), Boone County, the City of Columbia, and the University of Missouri, which implemented the Collaborative Adaptive Management (CAM) process.

The goal of the CAM process is to improve water quality in Hinkson Creek by using a science based approach with a stakeholder process for decision making. A Stakeholder Committee, Action Team, and Science Team were formed to support the CAM process.

Recent and current CAM projects include:

- **Synoptic Sampling:** Sampling different stream conditions such as nutrient concentrations, temperature, specific conductivity, and pH at numerous locations along the stream during the same day.
- **Chloride Task Force:** The Chloride Task Force was formed in 2022 to understand how chloride is used in the community, its environmental impacts, and evaluate options for mitigating those impacts while maintaining public safety. The Task Force's 2023 report found that chloride concentrations in urban areas near Hinkson Creek are approximately four times higher than those in reference/control streams. The 2023 report provided the CAM with a series of findings and recommendations.
- **Comprehensive Chemical Sampling:** Water and sediment sampling from Hinkson Creek and major tributaries.

The CAM process has resulted in a number of projects that have improved water quality and reduced flooding. The ultimate goal of the CAM process is to improve the water quality of Hinkson Creek so it can be removed from an impaired status.

Cedar Creek

Cedar Creek lies as part of the boundary between Boone County and Callaway County, with the Cedar Creek Watershed encompassing parts of both counties. Cedar Creek origins are within Boone County, east of Hallsville, near the county line.

The upper sections of Cedar Creek were severely degraded by strip mining from the 1940s through the early 1960s. In 1979, the U.S. Forest Service declared 14 miles of Cedar Creek "lifeless."

Upper Cedar Creek has been a management success story. In the 1980s, the MoDNR implemented a reclamation project that, according to MoDNR, resulted in fish and other aquatic life returning and was one of the most effective water pollution abatement projects in the state's history. Further improvements in the watershed occurred in the early 2000s with wetland construction and streambank improvements.

Foster Branch & Fowler Creek

Fowler Creek lies in the Cedar Creek watershed. The main branch of Fowler Creek is southeast of the City of Ashland, with tributaries of Fowler Creek within Ashland. Lower sections of Fowler Creek and a tributary in Ashland are designated as impaired.

In 2020, the City of Ashland opened a new mechanical Wastewater Treatment Plant (WWTP). The WWTP replaced the previous aeration lagoon as the primary wastewater treatment system for the city. The modern treatment plant has helped improve water quality in the watershed.

FLOODPLAIN, STORMWATER, AND STREAM BUFFER REGULATIONS

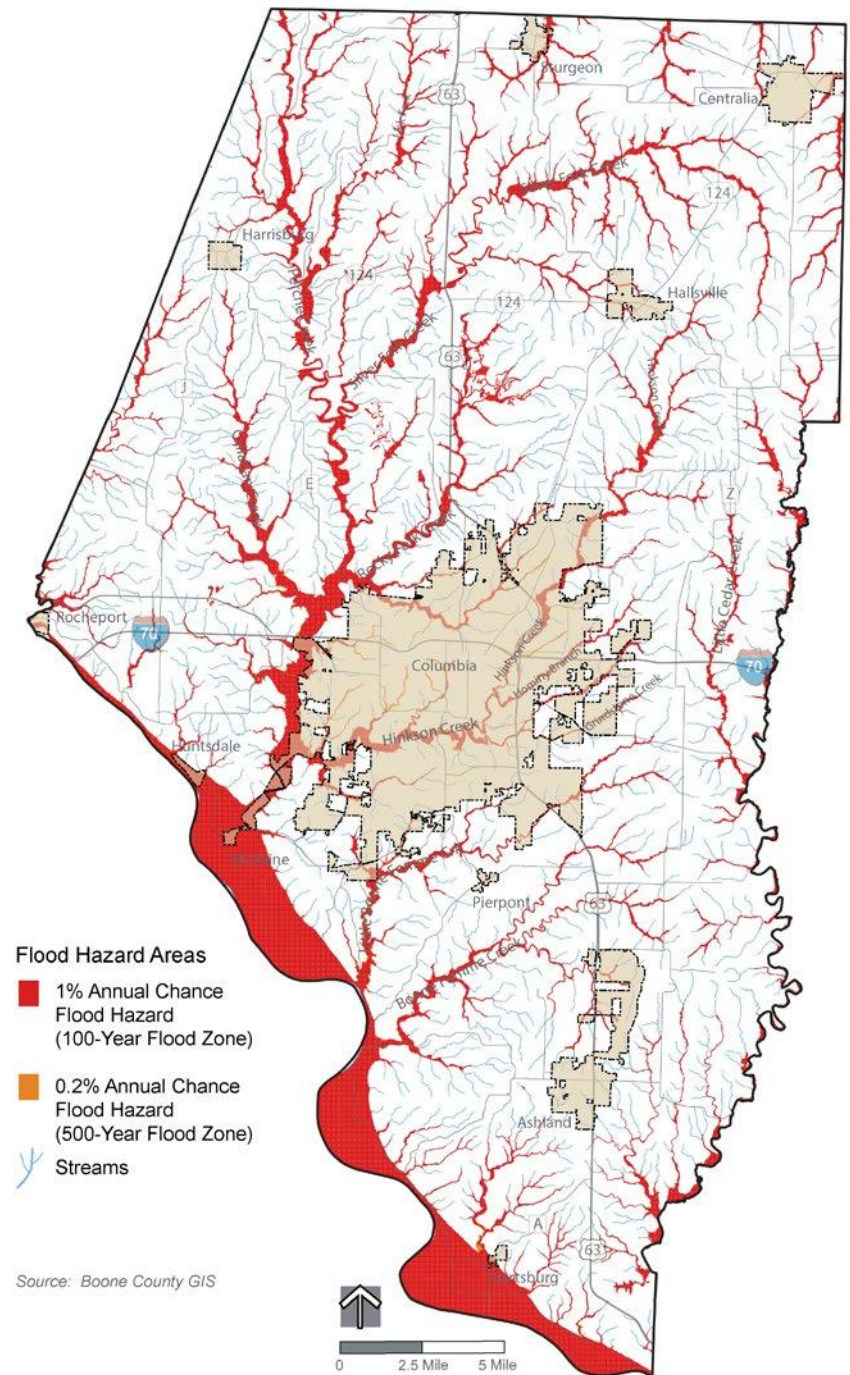
The map on this page shows flood hazard areas in the county. Boone County floodplain management program includes floodplain regulations that restrict development within the 100 year floodplain except for limited development subject to the issuance of a floodplain development permit.

It is important to note that while the map represents regulatory flood hazard areas, flashy and intense storm events can result in localized flooding, often repeatedly, that is not designated on the flood hazard map. Boone County has an online stormwater issue reporting tool where residents and property owners can report stormwater problems, including house, street, or yard flooding and other stormwater issues.

In 2009, Boone County adopted stream buffer regulations, and in 2010 adopted a stormwater ordinance. The City of Columbia had recently adopted its stormwater regulations in 2007. For stream buffers, the required width of the buffer depends on the type of stream and the presence of steep slopes.

A key purpose of the stormwater ordinance is to control the rate, quality, and volume of stormwater originating from development and redevelopment sites so that surface water and groundwater are protected, and flooding and erosion potential are not increased. Boone County provides a Stormwater Design Manual that contains technical standards, specifications, policies, and procedures to comply with the stormwater ordinance.

The stormwater ordinance provides enhanced criteria for development near environmentally sensitive areas, including karst areas, steep terrain, highly erodible soils, streams that maintain permanent flow, and Outstanding State Resource Waters.



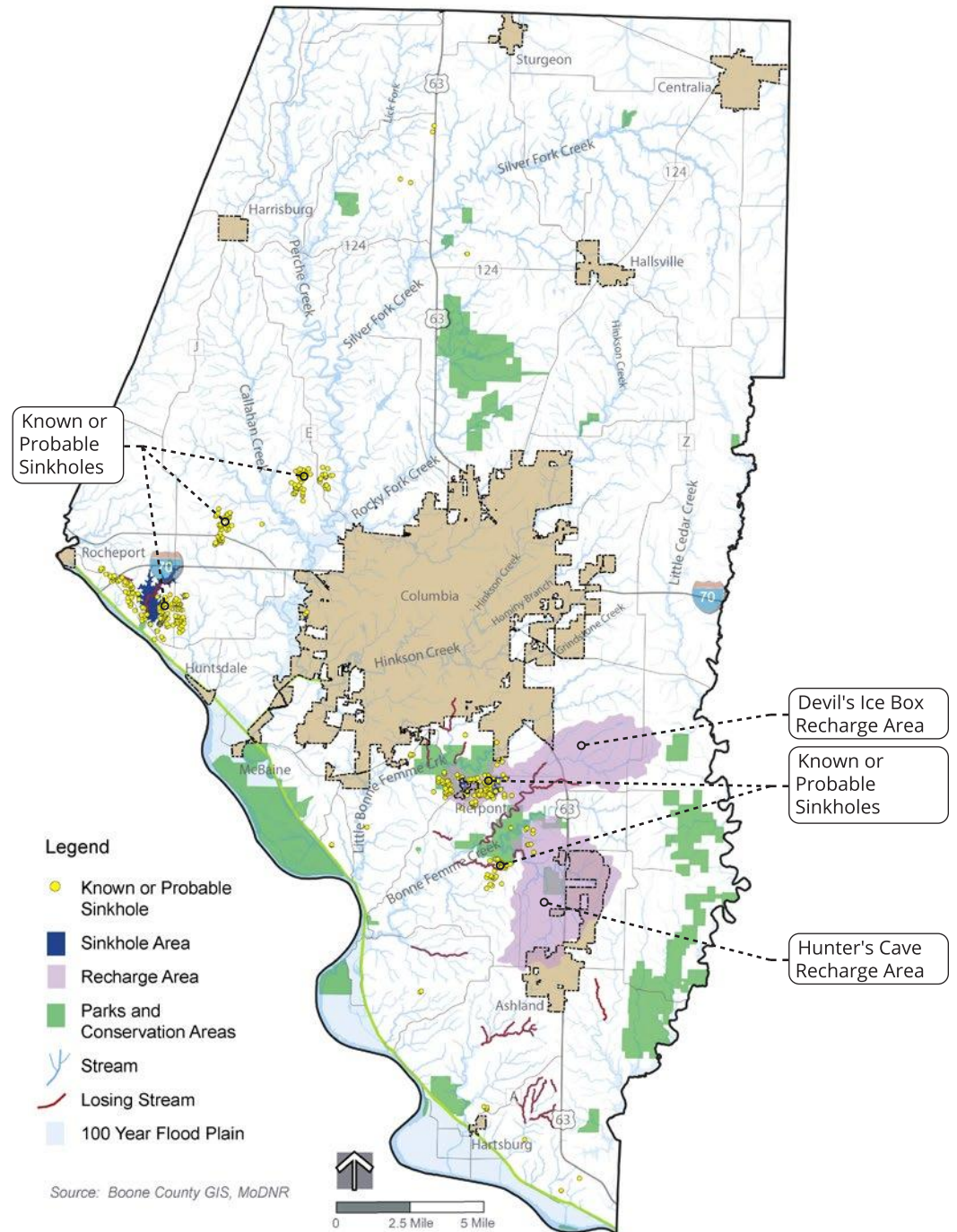
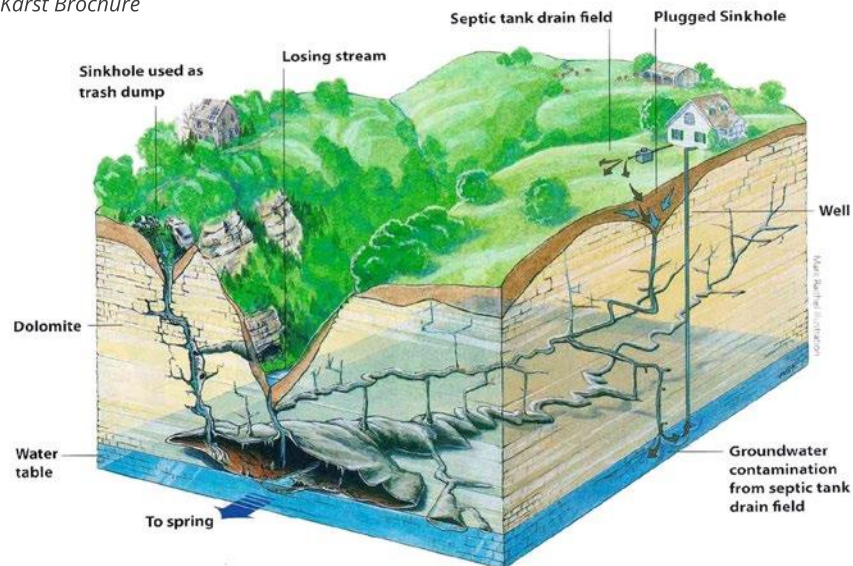
Flood Hazard Areas

KARST LANDSCAPES

For planning purposes, the presence of karst features, caves, and sinkholes is important. Karst landscapes can be challenging and potentially problematic for construction and development because the bedrock can be dissolved by rainwater (which is slightly acidic) over long time periods, forming sinkholes, caves, and underground drainage systems. Therefore, both Boone County and the City of Columbia have special protections for karst areas in their regulations. Several landscape features are associated with karst, including “losing streams.” A losing stream is easy to measure in terms of flow: its water gradually disappears from the channel or sinks into the ground through the karst. Within the county, there are over 43 losing stream segments along Gans Creek, Fox Hollow Branch, Bonne Femme Creek, Slate Creek, Sinking Creek, Jemerson Creek, Bass Creek, and their tributaries. Losing stream segments can also be found in tributaries to Clear Creek, Fowler Creek, and Little Bonne Femme Creek.

Karst Diagram

Source: Boone County
Karst Brochure



Karst Landscape Features

HABITATS OF SPECIAL VALUE

What Makes Habitat Valuable?

Speaking broadly, important habitat is often designated by its rarity or size. Some regionally rare habitats, such as sinkhole ponds, support an unusual or uncommon assemblage of plant and animal species, which we identify as valuable habitat. But large extents of habitat are inherently rare in urban and agricultural landscapes, so habitat that is large or well-connected by corridors is also of special value. Ecological fragmentation occurs when natural habitats are divided or broken into smaller pieces due to human activities such as urbanization, deforestation, or road construction. This can have detrimental effects on wildlife and ecosystems by isolating populations and limiting their ability to migrate and access resources. There are several robust planning tools that can help document valuable natural resources according to their local rarity or unusual size.

ESRI Habitat Cores and Hubs

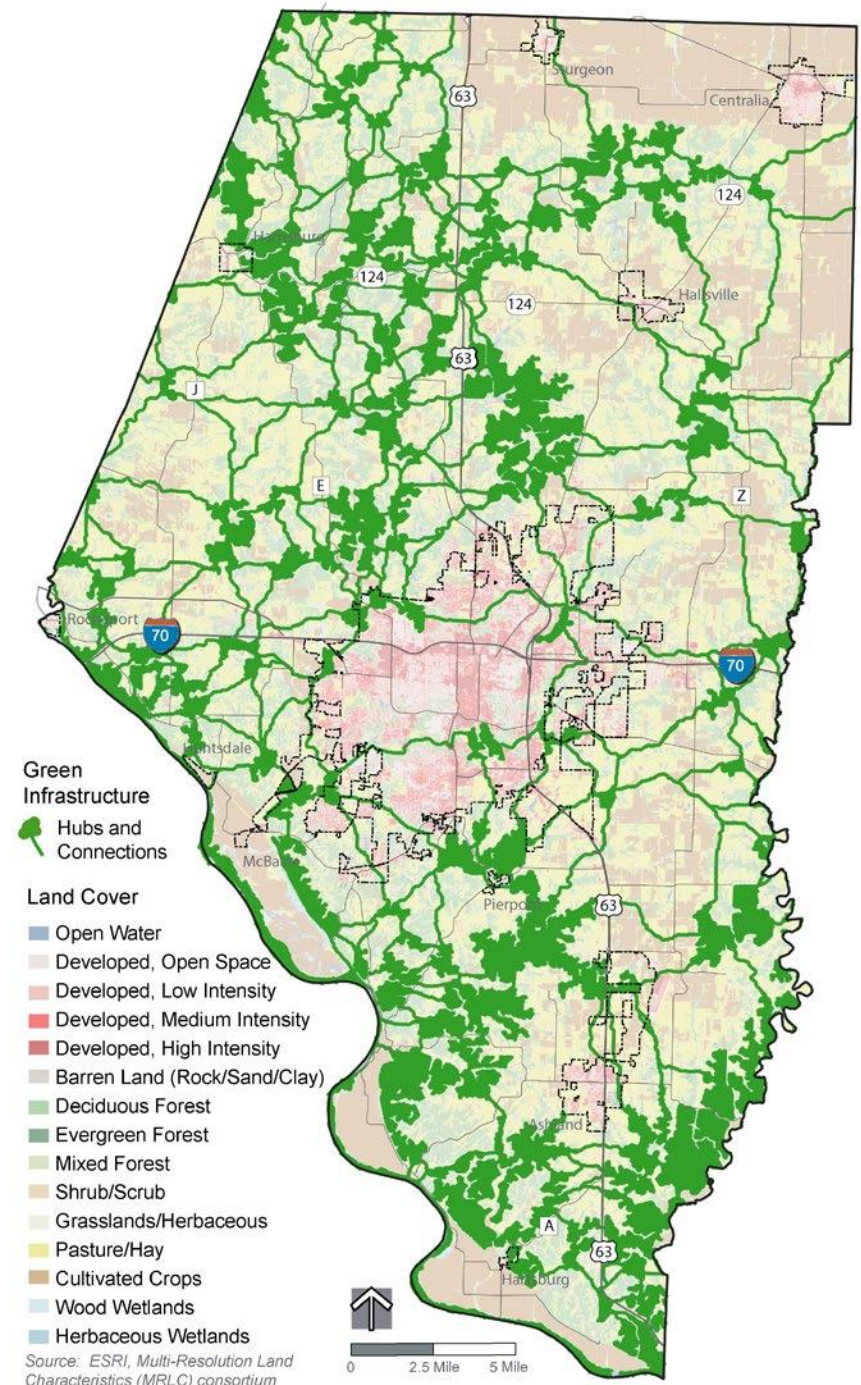
In 2016, the Environmental Systems Research Institute (ESRI) launched a Green Infrastructure tool to allow planners and developers to identify and connect valuable landscapes before development begins. ESRI identified Intact Habitat Cores, or minimally disturbed natural areas, and ran paths of least resistance to analyze how species or material might travel between them. The resulting cores and connectors analysis provides guidance on high-value natural areas.

Southeast Conservation Blueprint and Midwestern Conservation Blueprint

The Southeast Conservation Blueprint, spanning 15 states in the Southeastern region, relies on 37 indicators encompassing natural and cultural resources, representing terrestrial, freshwater, and coastal/marine ecosystems. The Blueprint combines information about corridors, bird habitats, water quality, climate resilience, prescribed burning, and reforestation to highlight areas where conservation action can create a connected network of protected lands and waters.

The Midwest Conservation Blueprint is a base map of priority lands and waters for conservation across the Midwest. It is meant to appeal to anyone doing conservation in the Midwest. The blueprint is developed from more than 20 social and environmental values that represent diverse interests across society.

Both sets of data are intended to be used with local spatial datasets to offer guidance on conservation activities, such as management, economic incentives, and protection. By combining regional perspectives with local data and knowledge, decisions can be better informed about where to focus conservation efforts.



Green Infrastructure Hubs and Connections

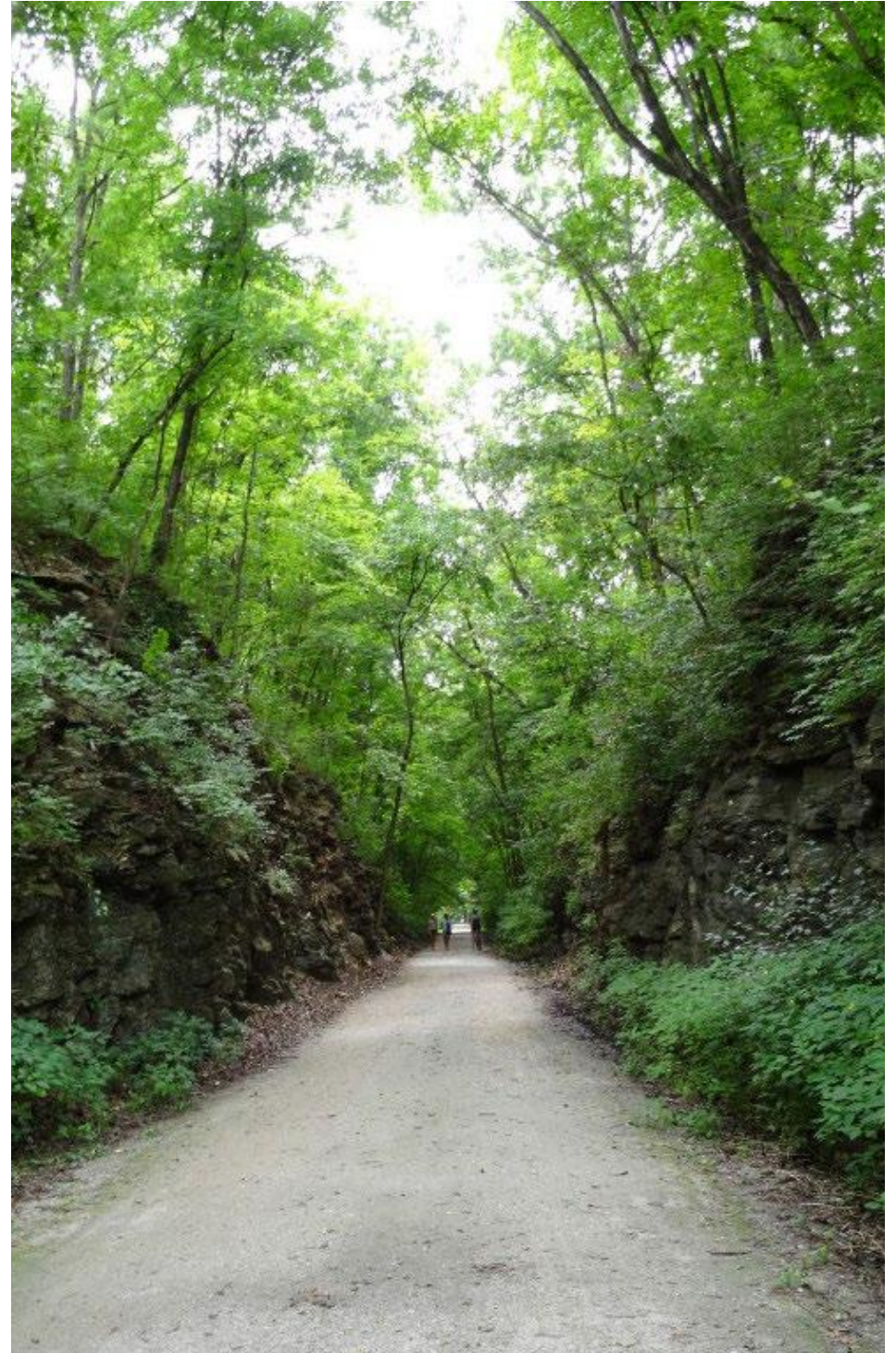
NOTABLE AND ENDANGERED SPECIES

Six federally endangered or proposed endangered species *may* be found in Boone County, though none are common. In addition, a locally endemic flatworm is a notable county resident because it has been found nowhere else.

Mammal	Gray Bat	Myotis grisescens	Endangered.
Mammal	Indiana Bat	Myotis sodalis	Endangered.
Mammal	Northern Long-eared Bat	Myotis septentrionalis	White-nose syndrome, a fungal disease known to affect bats, is currently the predominant threat to this bat, especially throughout the Northeast where the species has declined by up to 99% from pre-white-nose syndrome levels at many hibernation sites. Endangered.
Mammal	Tricolored Bat	Perimyotis subflavus	Tricolored bats face extinction due primarily to the rangewide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent. Endangered.
Fish	Pallid Sturgeon	Scaphirhynchus albus	Endangered.
Insect	Monarch Butterfly	Danaus plexippus	Endangered.
	Pink Planarian	Kenkia glandulosa	The pink planarian is a species of free-living flatworm found only in Devil's Icebox Cave in Boone County. Like many other cave-dwelling animals, the pink planarian lacks the ability to sense light. Endemic.

Transportation

A safe, efficient, and resilient multimodal transportation system does more than just provide for the movement of people and goods from one location to another. It creates opportunity for economic development and private investment, adds character to the public realm, and enhances the quality of life for county residents. Boone County's transportation system consists of an interconnected network of roadways, sidewalks, bikeways and trails, transit services, railroads, and airports that together serve the daily needs of Boone County residents, visitors, and businesses. These transportation features are documented on the following pages.



Roadway Network

The Boone County Road and Bridge Department, Missouri Department of Transportation (MoDOT), and local agencies operate and maintain over 1,800 miles of roadways in the county. Key characteristics of the roadway system, including functional classification, roadway ownership, surface type and condition, traffic, and safety, are described within this section.

FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Roads with higher classifications serve the mobility needs of a greater number of people and typically carry more traffic. Roads with lower classifications tend to provide access more to individual properties than serve the mobility needs of a greater number of people.

In addition to being a hierarchical system of classifying roadways based on their general function, the functional classification of a given road facility also has implications for the eligibility of a transportation-related project (on that same facility) to receive and utilize Federal (and sometimes State) transportation funds.

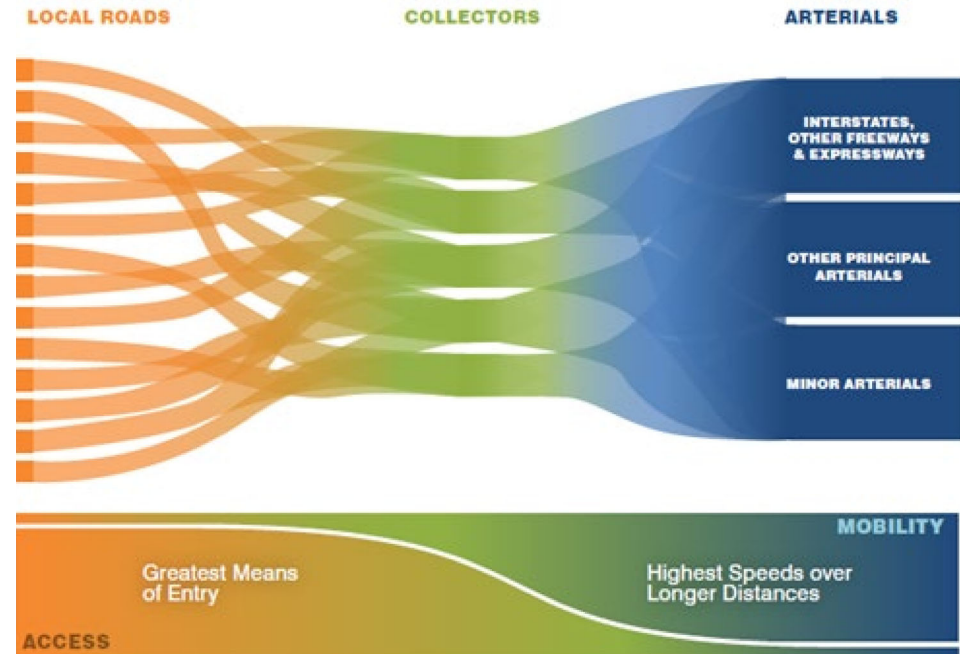
While most roads in the network provide some combination of access and mobility, a roadway's functional classification indicates its primary purpose. MoDOT classifies roadways into the following types:

- Arterials
 - Interstate
 - Freeway/Expressway
 - Principal Arterial
 - Minor Arterial
- Collectors
 - Major Collector
 - Minor Collector
- Local Roads

The nearby graphic shows the Federal Highway Administration (FHWA) functional classifications, highlighting the relationship between these different roadway types and the dynamic balance between access and mobility. Arterials generally support mobility, through movements, and higher speed travel over longer distances, while local roads are focused on access and providing the greatest means of entry.

It is important to note that MoDOT's functional classification system differs from Boone County's and Columbia Area Transportation Study Organization's (CATSO) which also differ from one another. For example, Boone County does not differentiate

FHWA FUNCTIONAL CLASSIFICATIONS



between major and minor for either arterials or collectors, but does identify collectors that serve industrial and commercial areas and provide unique standards for these "Commercial Collectors." Boone County policy designates any roadway that was not created as a local by subdivision plat or designated officially within the CATSO area is by default considered a collector.

INTERSTATES, FREEWAYS, & EXPRESSWAYS

Interstates, freeways, and expressways are characterized by high traveling speeds, limited access, and the greatest capacity for traffic volumes. They are divided and have at least two lanes of traffic in each direction. Boone County is served by I-70, running east-west through central Boone County and by US-63 which runs north-south through the county. Interstates, freeways, and expressways comprise roughly 3.5% of the roadway network.

PRINCIPAL & MINOR ARTERIALS

Principal arterials are designed to serve high-volume traffic movements for statewide travel while connecting major destinations within urban areas. Minor arterials generally connect city to city in rural areas but can serve to connect principal arterials to denser urban road networks within urban areas. Several principal arterials service Boone County, all of which are within the City of Columbia. Principal arterials in Boone County include MO-740 and MO-763 and minor arterials include MO-124.

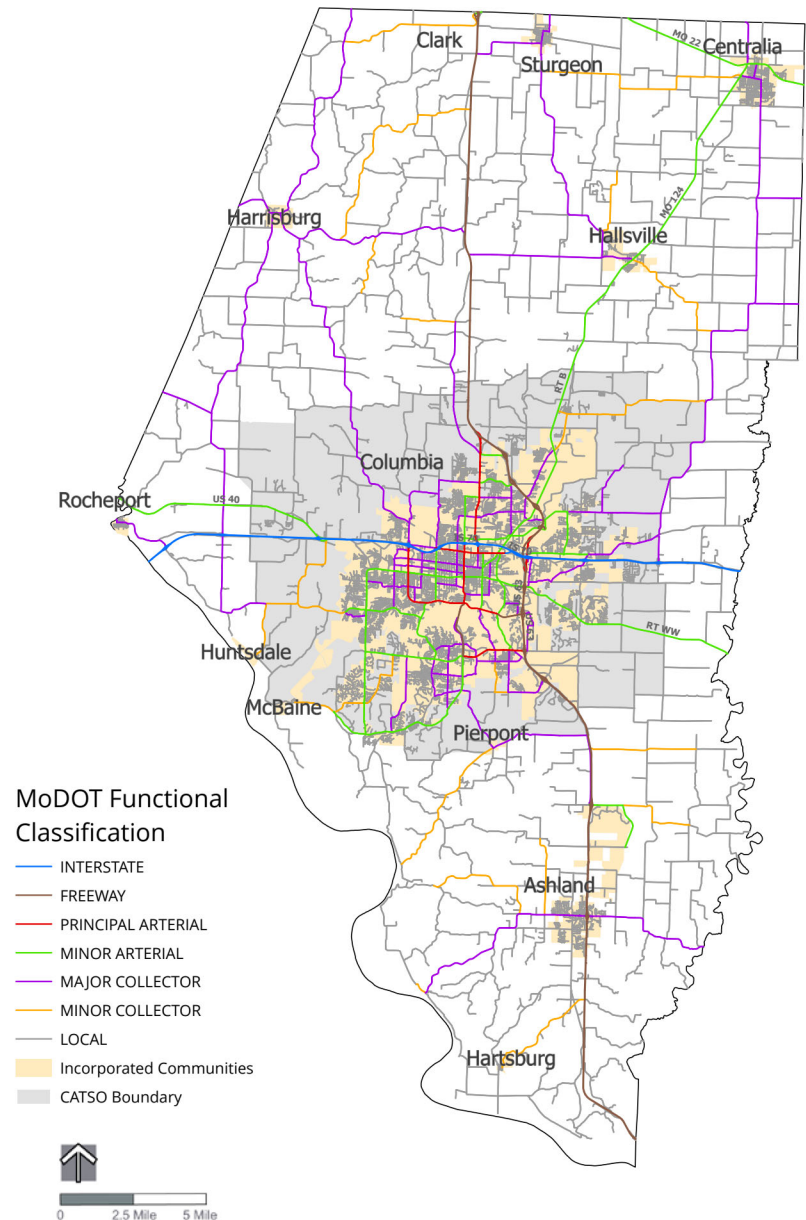
MAJOR & MINOR COLLECTORS

Collector roads serve a critical role in the transportation network by gathering traffic from local roads and funneling them to the arterial network. In rural areas, collectors provide connections between cities and towns. In urban areas, collectors provide links between neighborhoods and to higher class arterials. Collector roads are characterized by moderate to low speeds, lower traffic volumes than arterial roadways, and greater access to adjacent parcels and land uses. In Boone County, collectors make up a little more than 15% of the roadway network, with the majority of these being major collectors.

LOCAL ROADS

All other public roads and streets form the local road network. Generally designed for short-distance travel, local roads are characterized by maximum access to adjacent properties, low travel speeds, and typically one travel lane in each direction. Local roads make up more than 75% of total roadway network mileage in Boone County.

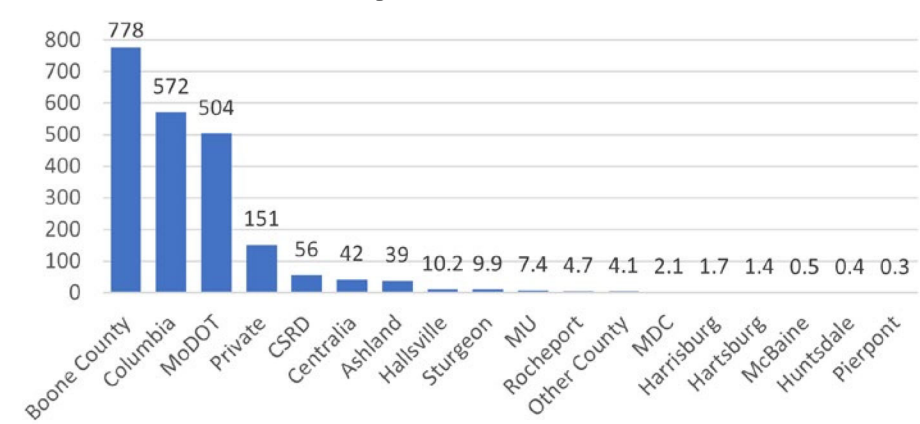
FUNCTIONAL CLASSIFICATION MAP



ROADWAY OWNERSHIP

Boone County is one of multiple government agencies responsible for maintaining roads and providing a seamless transportation experience for motorists, pedestrians, bicyclists, and other road users throughout the county. Boone County owns and maintains over 778 centerline miles of roads (35% of all roadways in the county). The City of Columbia owns the second-most miles of roads in Boone County (572 centerline miles, 26%), followed by MoDOT (504 centerline miles, 23%). Private roads account for nearly 7% of roadways.

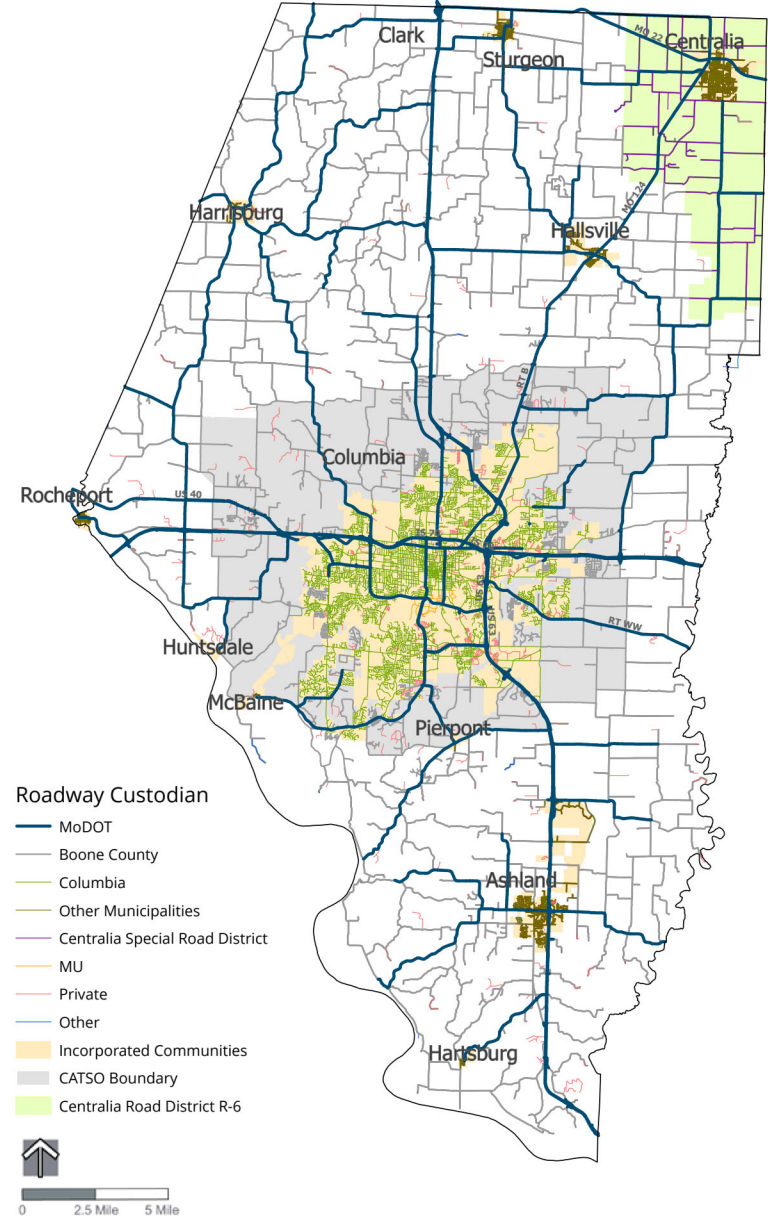
ROADWAY MILES BY JURISDICTION



CATSO STUDY AREA

The Columbia Area Transportation Study Organization (CATSO) is a designated Metropolitan Planning Organization (MPO) within Boone County, encompassing (and including) the City of Columbia and shown in the map to the right in gray. CATSO is tasked with coordinating transportation planning processes and administering federal funding allocated to the Columbia Metropolitan Area. At 181 square miles, the Columbia Metropolitan Area represents 26% of land area in Boone County; however, 51% of all roadways are within the CATSO boundary, reflecting the higher density of population, development, and roadways in the City of Columbia and the surrounding area.

ROADWAY OWNERSHIP



ROADWAY CONDITIONS

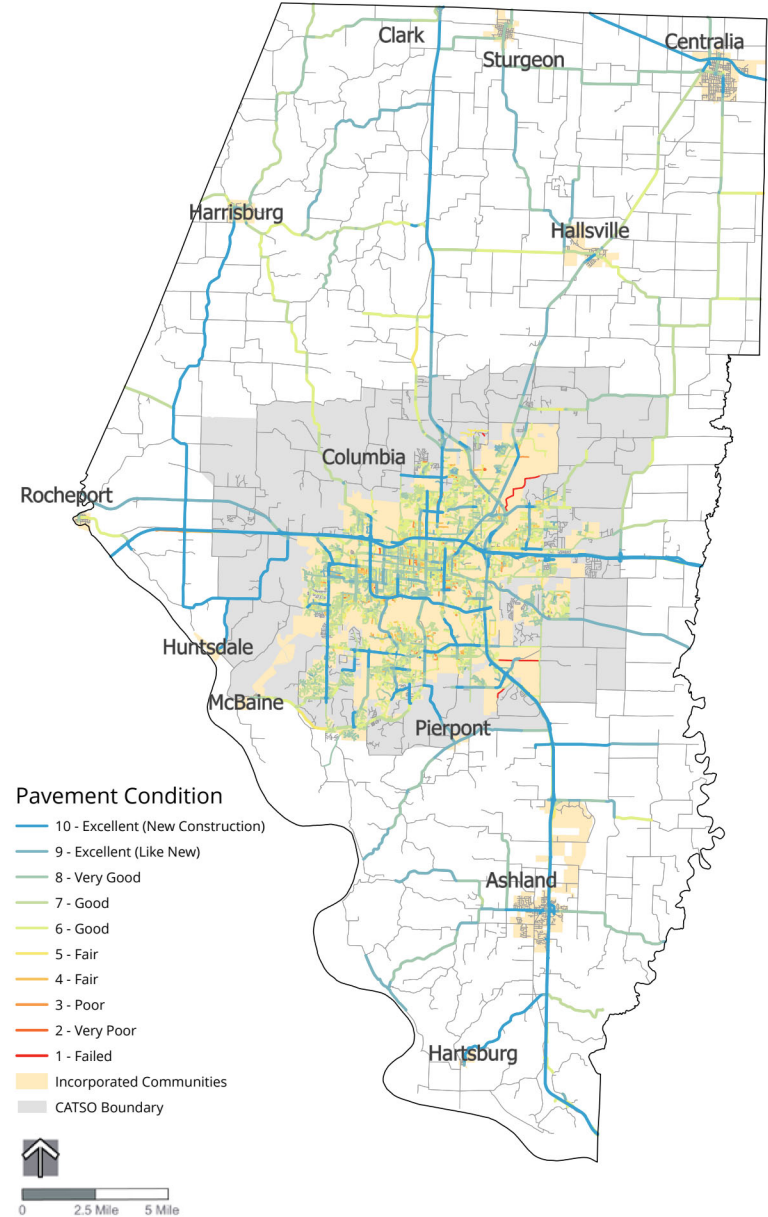
Pavement conditions are an integral part of the traveling experience for motorists in Boone County, and they are also an important metric for Boone County in the decision-making process for allocating resources to and scheduling transportation improvements like roadway patching, resurfacing and full-depth reconstruction.

PAVEMENT CONDITION RATINGS

Most agencies evaluate pavement conditions using a standardized rating system like the PASER (Pavement Surface Evaluation and Rating) scale, which assigns a rating of 1 (failed) to 10 (excellent) to a roadway segment. Roadways with higher ratings may only need or require minor routine maintenance, while roadways with poor (3-4) and failed (1-2) ratings may require pavement overlays, extensive rehabilitation, or reconstruction.

The pavement conditions map to the right displays pavement ratings on roadways within Boone County for which data are available, including MoDOT roads and most roads within the CATSO metropolitan area. It is important to note that gravel roads are not considered paved roads and are not evaluated in the same manner.

PAVEMENT CONDITION RATINGS



TRAFFIC

MoDOT, Boone County, and other local agencies count traffic volumes as a measure of activity along a given road or at a specific intersection. Traffic volumes are typically measured in annual average daily traffic (AADT), which is the average number of vehicles passing a given location or “screenline” along a roadway.

Traffic counts can be used to:

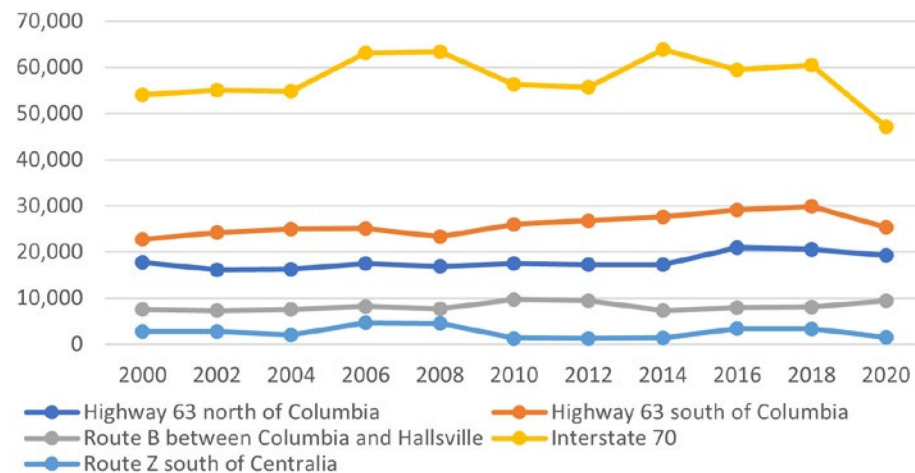
- Measure a roadway’s significance within the roadway network.
- Evaluate its level of service.
- Compare historic or year-over-year changes in traffic.
- Project future traffic volumes based on historic growth, planned development, and anticipated future growth.
- Assess a roadway’s capacity for travel lane reconfigurations

(also referred to as “road diets”) and other reconfigurations to improve safety and better support pedestrian, bicycle, and transit modes.

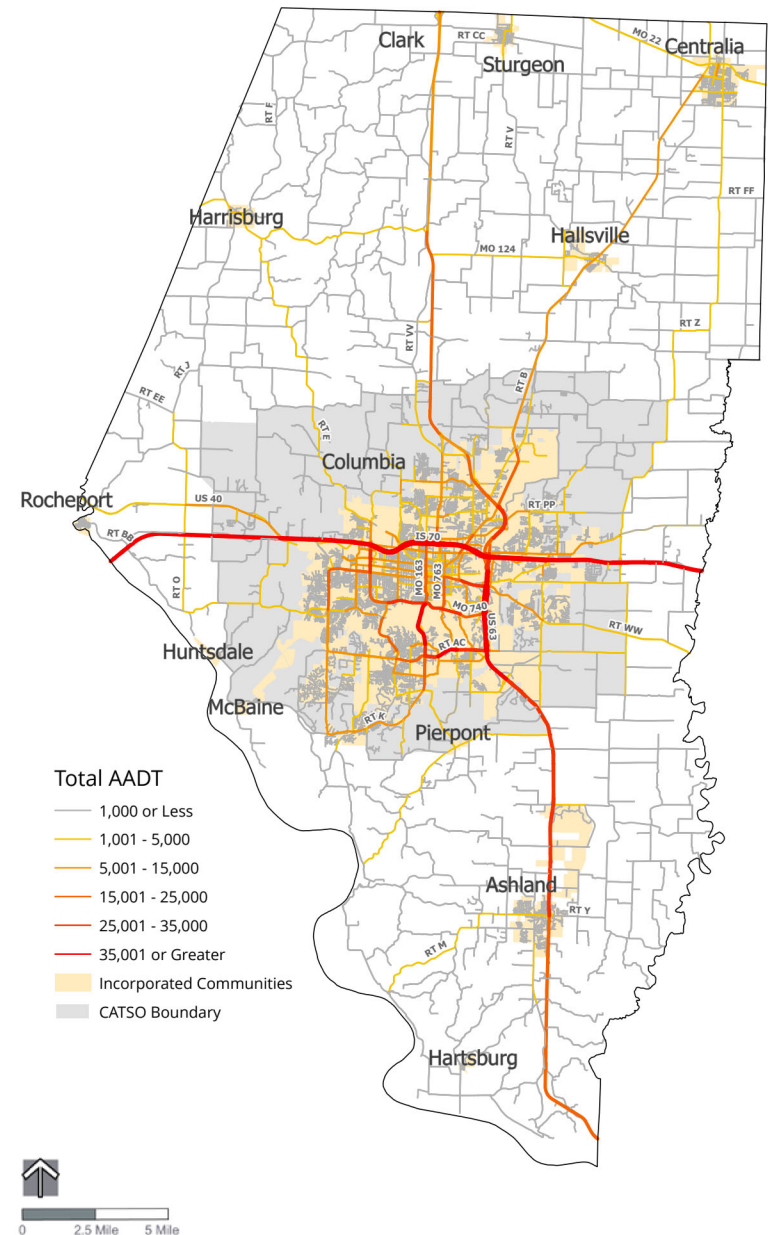
The map to the right illustrates traffic volumes on roadways in Boone County, highlighting the importance of I-70 and many of MoDOT’s highways as arterials carrying significant volumes of motor vehicle traffic in the county.

Examining AADT over time, the chart on this page illustrates changes in traffic volumes over a 20-year period from 2000 to 2020 for a sample of key roadways in Boone County. While most roads experienced a minor reduction in 2020 due to travel restrictions during the COVID-19 pandemic, these volumes are expected to level out in the coming years.

TRAFFIC VOLUMES FOR SELECT HIGHWAYS IN BOONE COUNTY, 2000 TO 2020



TRAFFIC VOLUME MAP



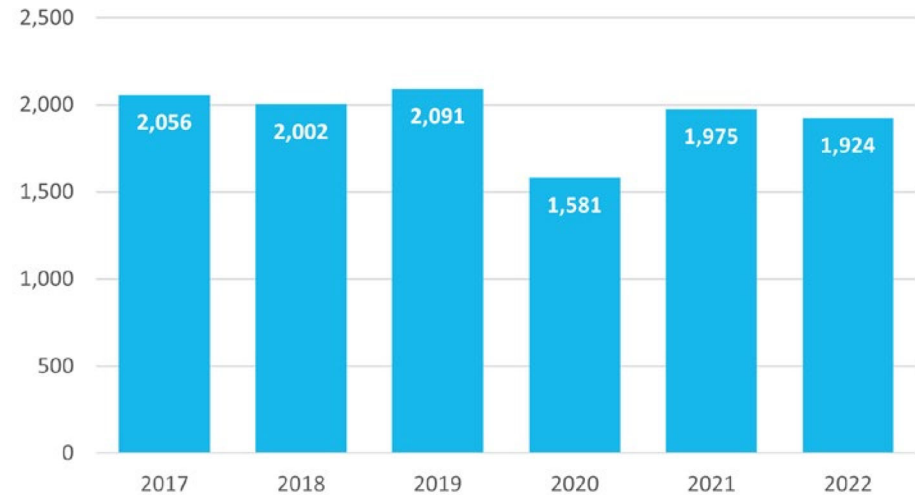
ROADWAY SAFETY

Roadway safety is a significant concern for people that live, work, and visit Boone County, especially pedestrians, bicyclists, and other vulnerable road users. Boone County values and prioritizes the safety of all road users, as do its state and local partners. To better understand traffic safety trends and issues in the county, Boone County retrieved and analyzed crash records for a six-year period from 2017 to 2022.

CRASHES BY YEAR

Excluding crashes on I-70, there were 11,629 crashes in Boone County, with an average of 1,938 crashes each year. There was a significant decrease in crashes in 2020, likely attributable to COVID-19

CRASHES PER YEAR, 2017 - 2022

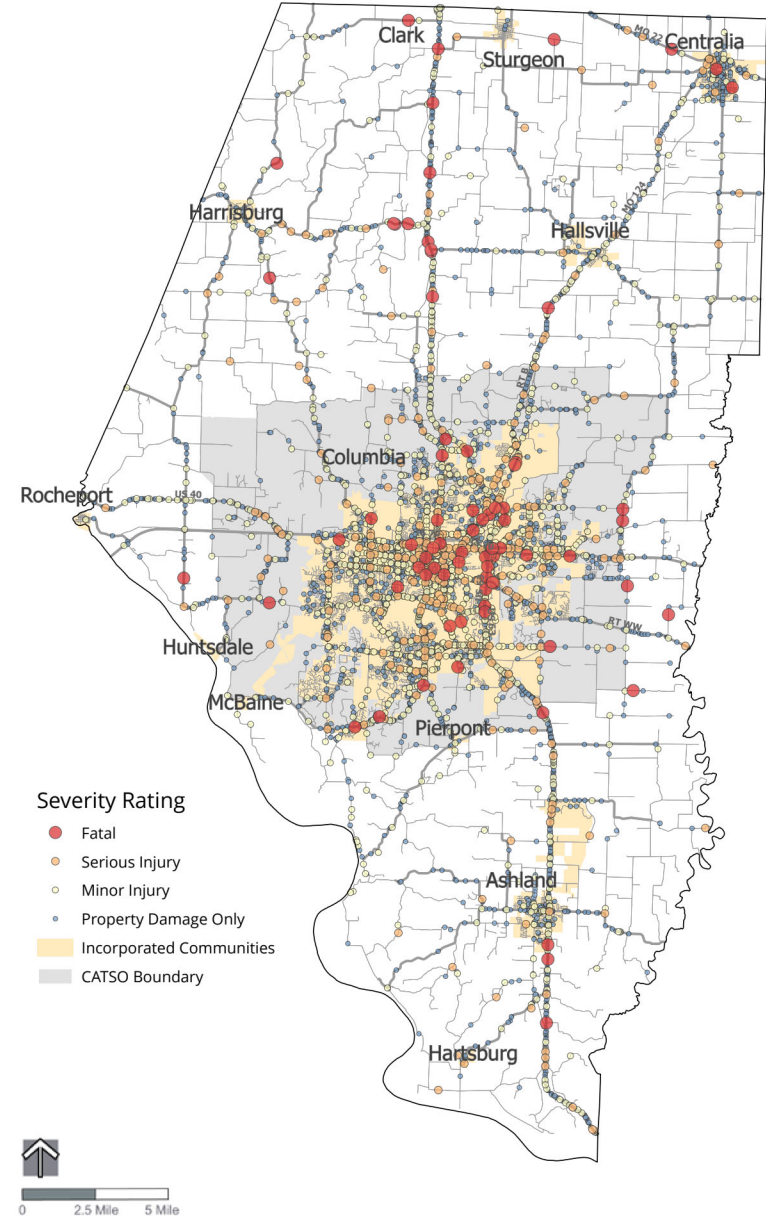


pandemic-related travel restrictions, shifts to remote work and schooling, and an overall reduction in vehicle miles traveled (VMT). Crashes increased in 2021 as many of these restrictions were lifted.

CRASH SEVERITY

The map to the right illustrates crashes in Boone County by crash severity, with fatal crashes shown in red. Crashes occurred on nearly every collector and arterial road and on many local roads throughout the county. There are multiple clusters of fatal and severe injury crashes, including US-63 from I-70 south to East Stadium Blvd, along Route B north of I-70, and at US-63 and Hwy 124. Addressing safety at these and other high-crash locations can create a safer environment for people traveling in Boone County.

CRASHES BY SEVERITY, 2017 - 2022



As shown in the chart on this page, 4% of all crashes resulted in a person being killed or seriously injured (KSI), and nearly a quarter of all crashes (24%) result in minor injury. Crashes resulting in an injury or fatality make up over 30% of crashes in incorporated areas of Boone County, but just 24% of crashes in unincorporated areas.

BICYCLE AND PEDESTRIAN CRASHES

Speed plays a significant role in determining injury severity for pedestrians. Pedestrians' fatality rates when involved in a crash with a motor vehicle increase exponentially with the speed of the vehicle. There is a 95% likelihood that a pedestrian struck by a vehicle traveling at 20 miles per hour will survive the collision. That likelihood of survival decreases to 55% when vehicle speed increases to 30 miles per hour and decreases again to 15% when vehicle speed increases to 40 miles per hour.

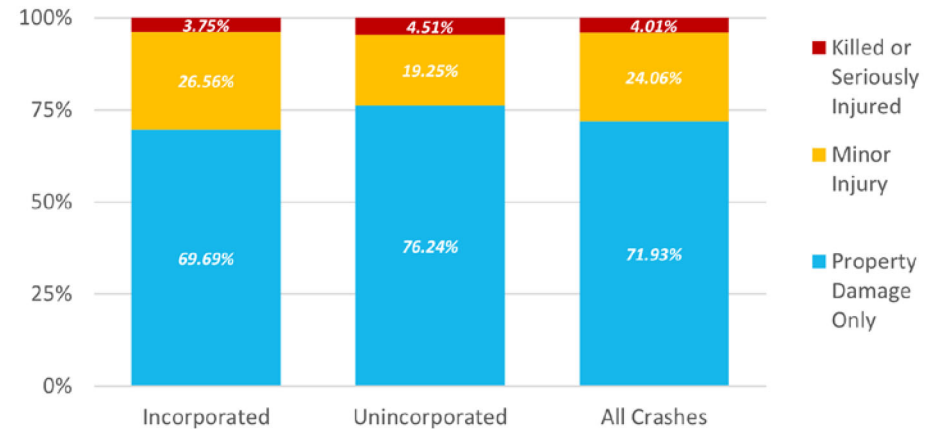
Fifteen percent of KSI crashes involve a bicyclist or pedestrian, and 24% of bicycle and pedestrian crashes resulted in a fatal or serious injury, highlighting the vulnerability of non-motorized travelers and their likelihood of injury when involved in a crash.

CRASH TYPE

The table to the bottom right displays the percent of crashes by crash type. The most common crash type is rear end crashes (25%), representing one in every four crashes in Boone County. Other common crashes types include out-of-control crashes (24%) and right angle crashes (15%), indicating possible contributing factors such as speeding and lane departures. Crashes that typically result in more serious injuries include out-of-control, head on (5%), and pedestrian and bicyclist (2%).

By separating incorporated and unincorporated crashes, noticeable differences emerge that highlight the unique roadway characteristics and development patterns in these distinct contexts. For example, rear end crashes represent closer to 30% in incorporated areas, but just 16% of crashes in unincorporated areas. Out-of-control crashes comprise 42% of unincorporated crashes, but only 16% of incorporated crashes.

PERCENT OF CRASHES BY SEVERITY, 2017 - 2022



CRASHES BY TYPE, 2017 - 2022

Crash Type	Incorporated		Unincorporated		Total	
	Count	Percent	Count	Percent	Count	Percent
Rear End	2382	29.6%	558	15.5%	2,940	25.3%
Out of Control	1251	15.6%	1492	41.5%	2,743	23.6%
Right Angle	1466	18.2%	313	8.7%	1,779	15.3%
Turning Movement	859	10.7%	99	2.8%	958	8.2%
Head On	460	5.7%	93	2.6%	553	4.8%
Parking or Parked Car	401	5.0%	104	2.9%	505	4.3%
Passing	353	4.4%	148	4.1%	501	4.3%
Animal	88	1.1%	403	11.2%	491	4.2%
Other	169	2.1%	193	5.4%	362	3.1%
Pedestrian or Bicyclist	251	3.1%	26	0.7%	277	2.4%
Sideswipe	90	1.1%	93	2.6%	183	1.6%
Backing	73	0.9%	19	0.5%	92	0.8%
Changing Lane	79	1.0%	10	0.3%	89	0.8%
Fixed Object	65	0.8%	22	0.6%	87	0.7%
U - Turn	50	0.6%	19	0.5%	69	0.6%

Transit Service

Transit services in Boone County are provided Go COMO and Operating Above the Standard (OATS) Transit.

Go COMO operates six fixed routes with 90-minute headways solely within the City of Columbia: the Black Route, Red Route, Gold Route, Orange Route, Blue Route, and Green Route. Go COMO's fixed route services have contracted in recent years, both in terms of service coverage area and frequency. In addition to the fixed routes, Go COMO offers a paratransit service Monday-Friday between 7 a.m. and 5 p.m. within $\frac{3}{4}$ of a mile from any of Go Como's fixed routes for residents who qualify as elderly or disabled.

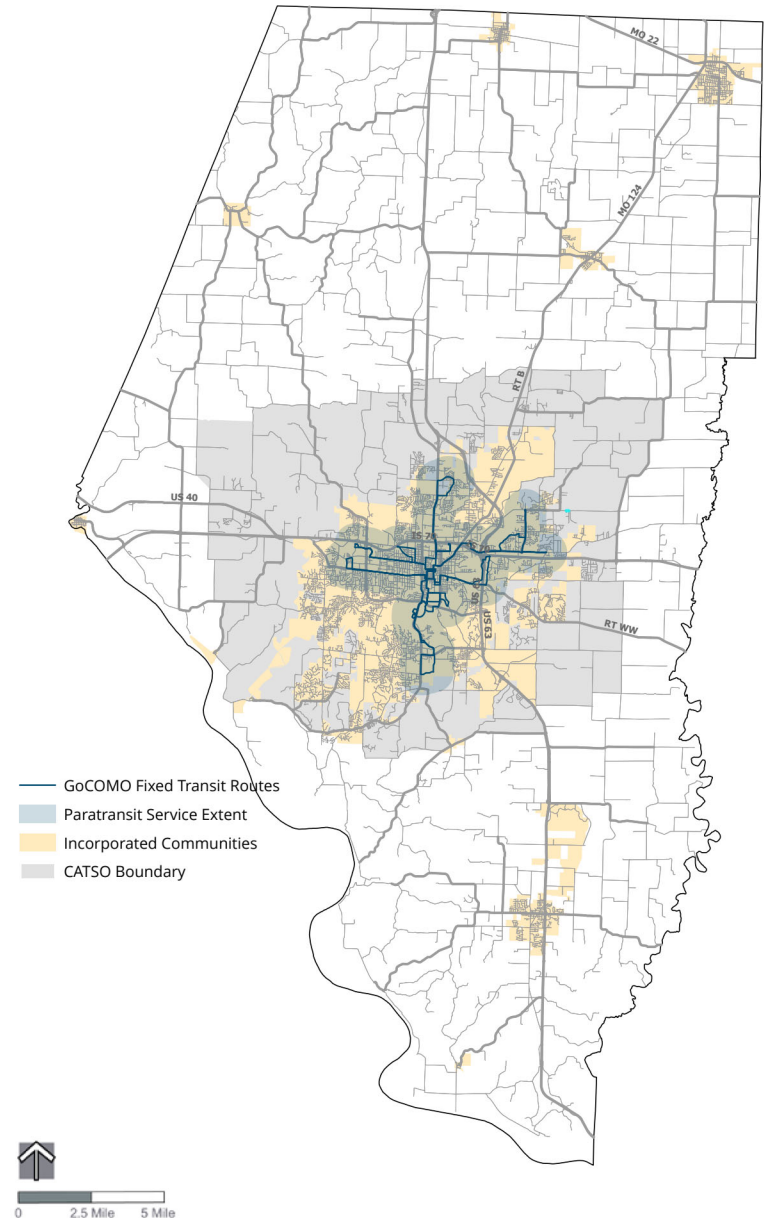
Go COMO also partners with the University of Missouri to provide shuttle services for the university community seven days a week. Three shuttle routes (Hearnes Loop, Trowbridge Loop, and MU Reactor Loop) operate during weekdays, and the Campus Loop operates on Saturdays and Sundays.

Many private student housing complexes offer private shuttle service for University of Missouri students, which has decreased reliance on Go COMO buses and university shuttles.

OATS Transit is an on-demand, door-to-door transit service operating in 87 counties within Missouri, including Boone County. OATS Transit requires advanced booking in order to ride and operates both within and outside of Columbia. County service, going from Ashland, Hallsville, Centralia, Harrisburg, Rocheport, and Sturgeon to Columbia, operates on the 2nd and 4th Monday of each month and is open to individuals of any age. Service within Columbia operates Monday-Friday between the hours of 8:30 a.m. and 4:30 p.m. and are available only for medical appointments for seniors 65+ or individuals with disabilities.



GO COMO TRANSIT SERVICE MAP



Bicycle and Pedestrian Facilities

Sidewalks, trails, and on-street bikeways like bike lanes and signed bike routes are integral components of the transportation network in Boone County. While sidewalks can be found in most incorporated communities in the county, their coverage and quality vary significantly.

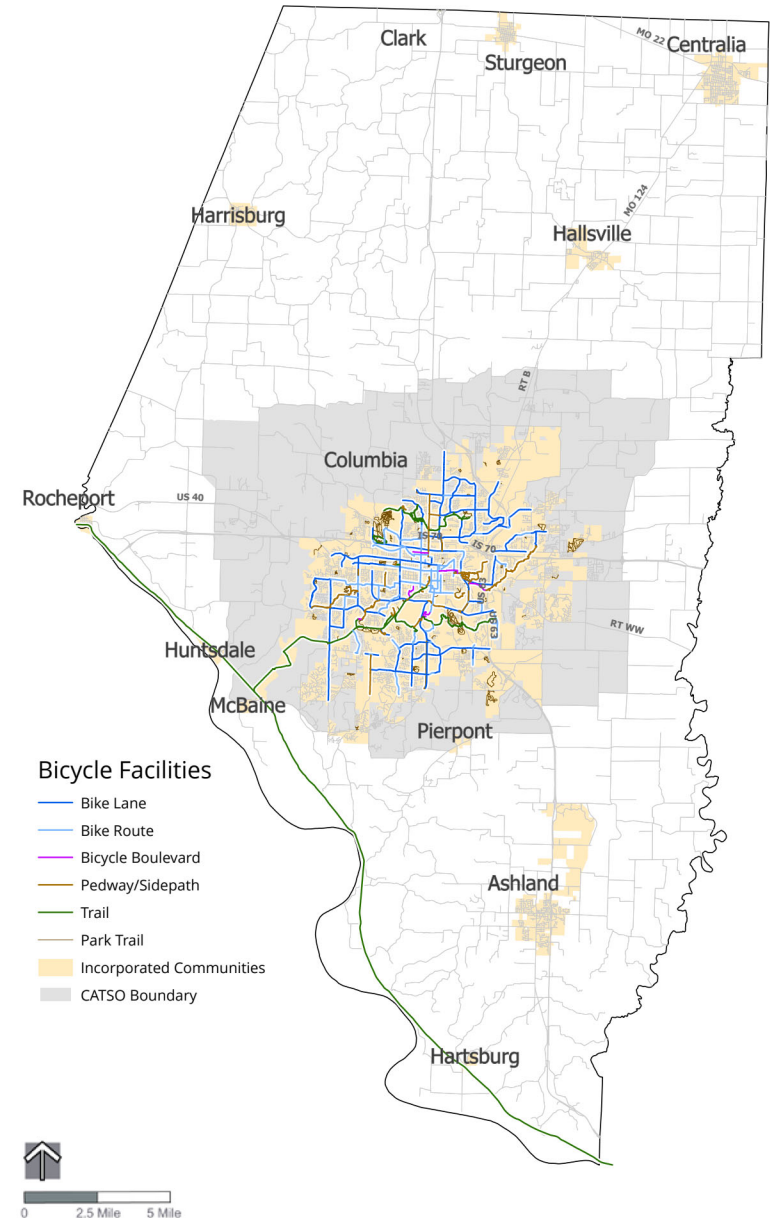
The City of Columbia has an extensive network of shared use paths (paved trails) and on-street bikeways like bike lanes, bike routes, and bike boulevards (low-speed neighborhood streets with additional traffic calming to prioritize bicycle traffic) to support bicycle mobility and safety.

The Katy Trail, the longest continuous rail trail in the US, runs approximately 30 miles along the southern border of Boone County parallel to the Missouri River. Communities along the trail benefit from recreational tourism activity and the nearly 500,000 visitors who walk and bike the trail annually, many of whom stop in Rocheport and Hartsburg and patronize local businesses.

The 8.9-mile MKT Trail spurs off the Katy trail and heads up into the City of Columbia providing more recreational opportunities and a connection for Columbia and the rest of the county to the Katy Trail.



TRAILS AND ON-STREET BIKEWAYS



Freight, Rail, & Air

Safe, efficient, and reliable freight movements help ensure that Boone County is economically prosperous. Boone County is home to a multimodal freight network consisting of highways, railroads, and an airport. Together, this multimodal transportation network moves goods and people throughout the region and the nation.

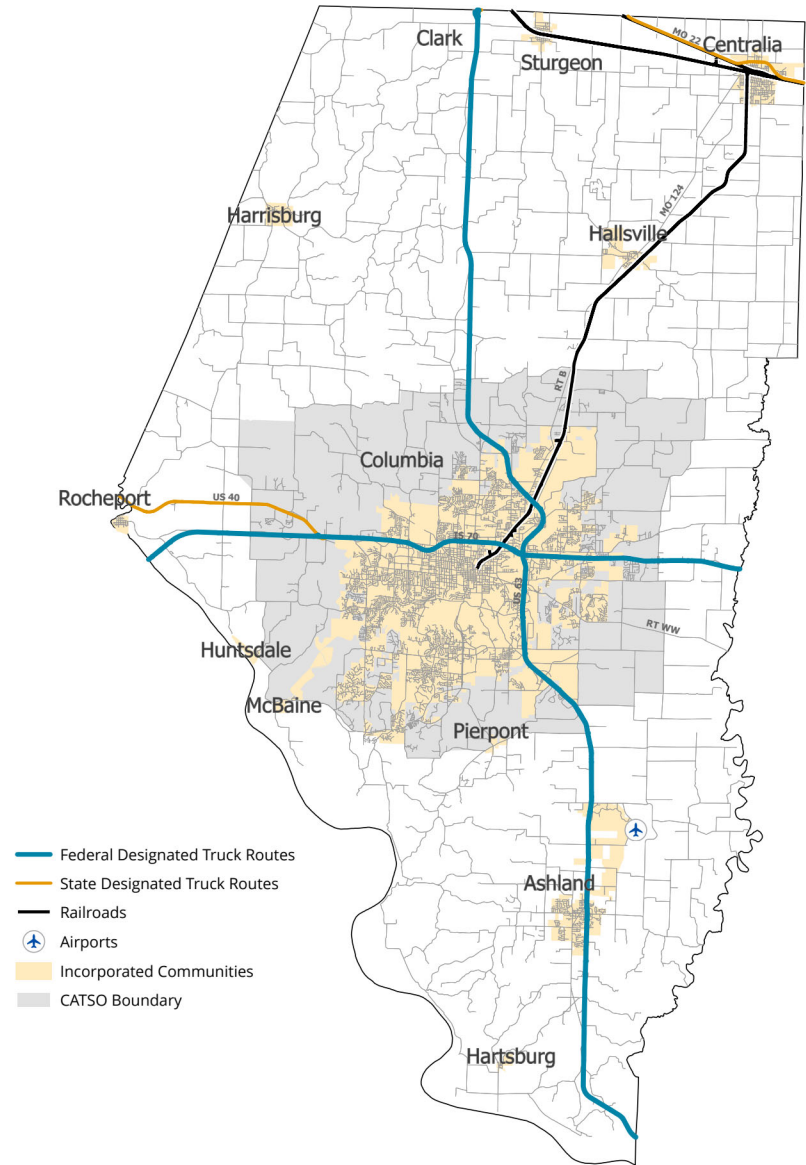
Boone County is home to various corridors that play a vital role in the movement of truck freight. I-70 is a federal designated truck route and part of the Primary Highway Freight System due to its national significance as a critical part of the U.S. freight transportation system. I-70 provides truck freight with multimodal connections in St. Louis and Kansas City. US-63 is also a federal designated truck route that provides connection to I-70 as well as I-44 and northeast Missouri. Additionally, state designated truck routes include MO-22 in Centralia and US-40 in Rocheport.

Boone County is also home to Kansas City Southern (KCS) and Norfolk Southern (NS) Railroads. KCS and NS are both Class I freight railroads due to the size and extent of their national networks. Class I rail access is provided in Centralia with connections to St. Louis and Kansas City.

Additionally, running from the NS mainline in Centralia to the City of Columbia is the Columbia Terminal (COLT) Railroad. The COLT is local Class III (shortline) railroad that provides access for shippers in Columbia, Hallsville, and Centralia.

Boone County is home to one commercial airport, the Columbia Regional Airport located near Ashland. The airport is home to two runways and is served by American Airlines, providing passenger service is provided daily to Chicago and Dallas. In addition to passenger service, the airport provides services for air cargo, flight training, and recreational flying.

TRUCK ROUTES, RAILROADS, AND AIRPORTS



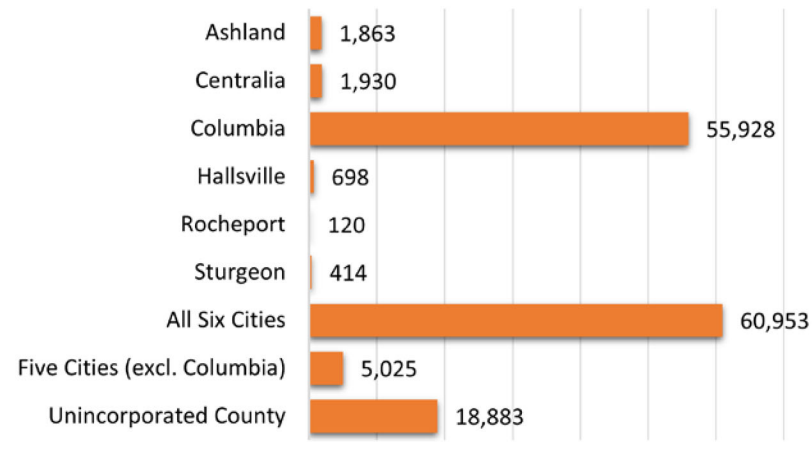
Housing Trends

As of the 2020 Census, there were over 78,800 housing units in Boone County. A housing unit is defined as including complete bathroom, plumbing and kitchen facilities for independent living. Housing units include single family homes, apartments, and even boats and recreational vehicles¹ as long as a household can live independently within it with sharing of facilities only among household members. College dormitories, prisons, and nursing homes - as examples - are not considered independent housing units in this context. These are generally considered “group quarters” and the occupants are not considered households. The population living in households or housing units is typically smaller than the total population of a jurisdiction because some of that population may be living in group quarters.

Seven out of ten (70.1%) housing units in Boone County were located in the City of Columbia in 2020. The six cities² in Boone County combined to encompass just over three fourths (76.3%) of all housing in the county. Not quite one quarter (23.7%) of all housing units in the county were located in unincorporated areas.

TOTAL HOUSING UNITS IN BOONE COUNTY, 2021

Source: U.S. Census Bureau



¹ Boone County regulations classify recreational vehicles as temporary living quarters for recreational, camping, travel, or seasonal use. Recreational vehicles are not allowed for use as permanent dwellings.

² There are eleven incorporated cities in Boone County. Graphs and charts in this section do not include Harrisburg, Hartsburg, Huntsdale, McBaine, and Pierpont because of chart size and available data. The total population of these five cities combined is less than 600. The reference to six cities (or five other cities) refers to comparisons being made to the Boone County cities listed in the graphs and charts.



Housing

OCCUPANCY AND VACANCY RATES

Occupancy of Boone County's housing units in 2020 followed a similar pattern with some slight differences between incorporated and unincorporated areas.

Not quite seven out of ten (69.6%) occupied units were in Columbia in 2020, suggesting that Columbia had a higher vacancy rate than elsewhere. Combined, the six cities made up 76.0% of occupied units in the county, slightly less than their combined share of housing units. Thus, while unincorporated Boone County had 23.7% of all housing units, it had 24.0% of all occupied housing units.

An occupied housing unit is also called a household. Households consist of single people living in a housing unit or a group of people sharing the same housing unit. Families are a subset of households and consist of people related by blood or marriage. Many households are not families if the occupants are not related other than as friends or roommates. Single person households are also not considered families.

Boone County had almost 6,400 vacant housing units in 2020. Obviously, not all the housing units in Boone County were occupied in 2020, nor should they be expected to all be occupied.

Columbia again dominates Boone County with just over three quarters (75.5%) of all vacant units in 2020. The six incorporated areas combined for eight out of ten (80.1%) of the county's vacant units.

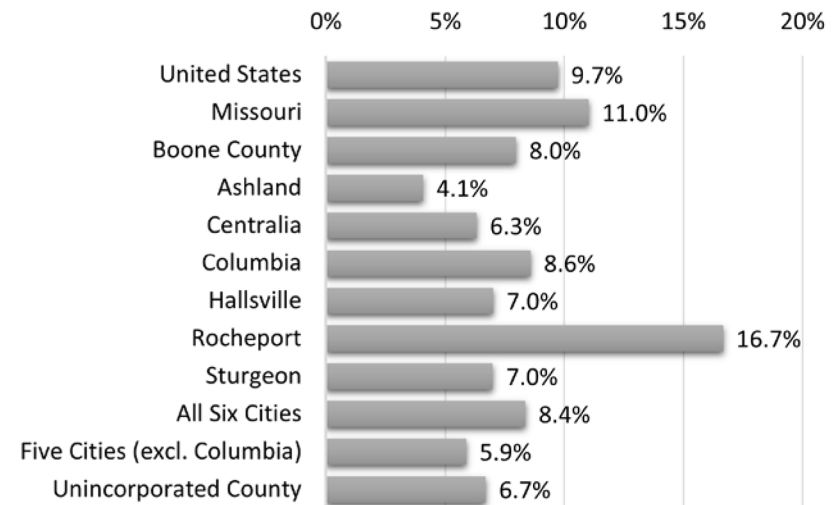
While unincorporated Boone County accounted for 23.7% of all housing units in 2020, it accounted for only one fifth of all vacant units. Unincorporated areas enjoyed relatively low housing vacancy rates in 2020.

In the end, a crucial indicator of housing market behavior is the housing vacancy rate - that is, the percent of housing in any jurisdiction that was unoccupied at the time of measurement, this time as of the taking of the 2020 Census nationwide.

Boone County as a whole had an 8.0% vacancy rate which compared favorably with the United States (9.7%) and even more so with Missouri's 11.0% vacancy rate. A broad rule of thumb is that ten percent vacancy rates should trigger housing price and rent declines because the available

HOUSING VACANCY RATES BY JURISDICTION IN BOONE COUNTY, 2020

Source: U.S. Census Bureau



housing supply (i.e., vacant units) has expanded too much. Lower than ten percent typically means that the demand side of the market is getting stronger which should trigger more housing development.

Despite Columbia's market scale and high representation of vacant units in Boone County, it still had a vacancy rate of under ten percent in 2020. Unincorporated areas shared a vacancy rate of just 6.7%, a clear indicator that the market may need more housing units to accommodate the growth trends described earlier in the population analysis.

Vacancy rate analysis for 2020, in particular, is less certain than other times or previous Census years because of the strange market effects on housing (and much of the rest of the economy) attributable to the COVID-19 pandemic. In all likelihood, 2020 vacancy rates—generally—are overstated because of difficulties that many households had in paying rent or mortgages due to job losses. Many such households moved in with others (e.g., parents), leaving behind a larger stock of vacant units than normal market circumstances would expect.

Housing

TYPES OF HOUSING, UNITS IN STRUCTURE

Just over six in ten (61.6%) housing units (occupied or not) in the United States was considered single family detached housing in 2021—that is, housing not touching other units and often including front, back, and side yards.

In Missouri, single family detached units made up seven out of ten units (70.5%). In Boone County, however, the share was closer to the U.S. than to the state (59.2%) primarily because only a little over half (51.8%) of the housing in Columbia fits this category.

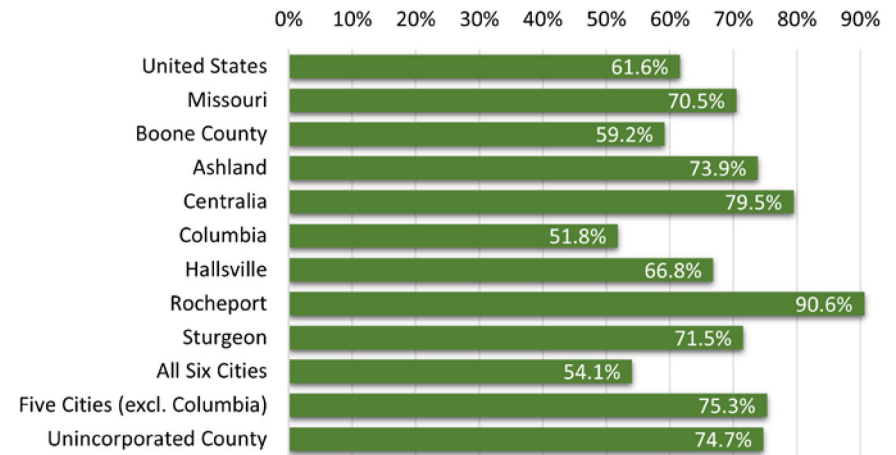
In contrast, the five cities outside of Columbia average three quarters (75.3%) of their housing in single family detached units, just slightly higher than in unincorporated Boone County (74.7%). Columbia has a more diverse housing market while the unincorporated areas attract lower density housing.

In fact, unincorporated Boone County has a higher percentage of detached units than the state of Missouri, 74.7% compared to 70.5%. The state, as a whole, also has a wider variety of housing choices, ranging from single family attached housing (e.g., townhouses) to structures with 50 or more units.

Unincorporated areas have almost double the share of mobile, or manufactured, homes as the overall state - 10.1% compared to 5.7%. Mobile homes are often a good alternative as affordable housing and are particularly popular in rural communities when economies of scale often discourage home building companies from entering the market.

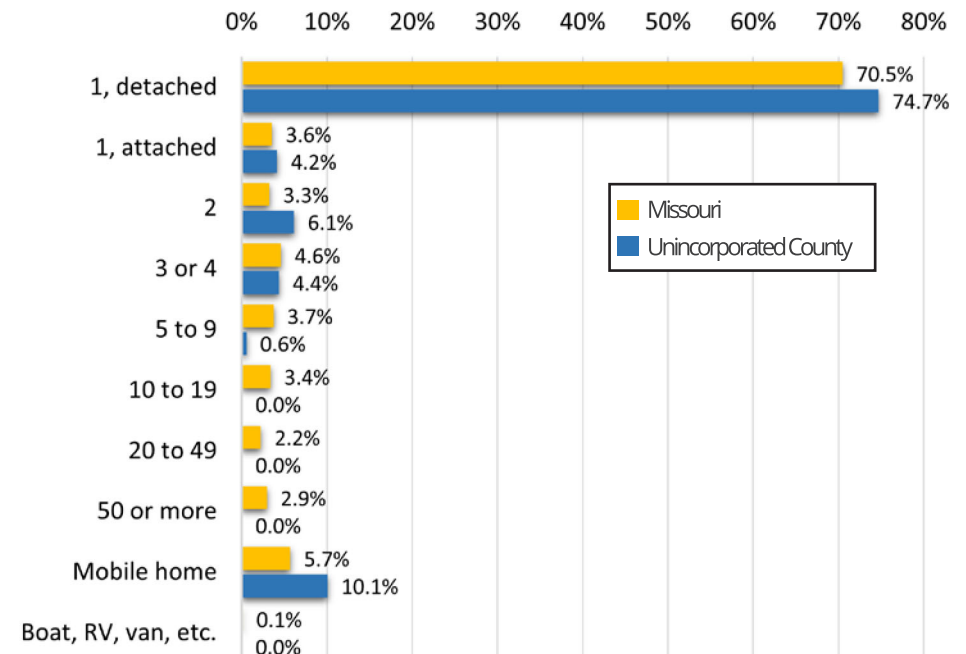
SINGLE FAMILY, DETACHED HOUSING AS PERCENT OF ALL HOUSING UNITS, 2021

Source: U.S. Census Bureau, American Community Survey



HOUSING UNITS PER STRUCTURE COMPARISON, 2021 UNINCORPORATED BOONE COUNTY VS STATE OF MISSOURI

Source: U.S. Census Bureau, American Community Survey



Housing

AGE OF HOUSING

Housing in unincorporated Boone County is substantially younger than for the entire state of Missouri. The median year built for housing in Missouri, as of 2020, was 1973. That means half of the housing that existed in the state was built before mid-1973, and half was built after mid-1973.

The median year built in unincorporated Boone County was 15 years later, or 1988.

As the graph illustrates, very little housing existed in unincorporated areas prior to about 1970. Starting in about that year, the rate of housing construction in unincorporated Boone County exceeded the rate of construction throughout the state until about the present time. This date of 1970 coincides with the sharp uptick in the population growth rate of the unincorporated areas, as illustrated earlier, a point in time when the county adopted its first zoning ordinance that better regulated housing and other land uses.

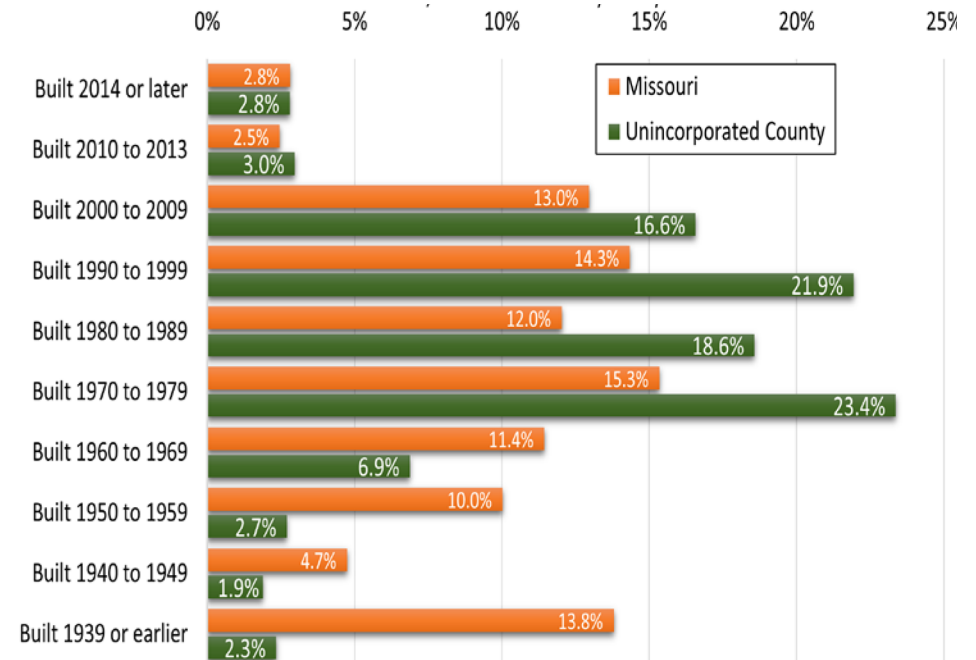
While unincorporated areas have relatively newer housing when compared to the state, the median year for construction in the entire county is one year later—1989. This is attributable to the even younger housing in the market-dominating City of Columbia where the median year built is 1992. As Columbia has been adding population rapidly, its need for housing has kept pace with a result that the city has a relatively young housing stock.

Even younger, however—and by a substantial margin—is the City of Ashland, south of Columbia. Its median year of housing construction was 2001 as of the 2020 Census. This city has experienced very rapid growth serving the job markets in both Columbia and Jefferson City.

Notable for its sharp contrast with the rest of the county is the City of Rocheport which has a median year of construction in the 1930s. More than half of its existing housing in 2020 was built in or before 1939, the earlier period tracked by the Census Bureau.

PERCENT OF HOUSING UNITS BY YEAR STRUCTURE BUILT: MISSOURI AND UNINCORPORATED BOONE COUNTY, 2020

Source: U.S. Census Bureau



MEDIAN YEAR BUILT

MISSOURI: 1973
UNINCORPORATED COUNTY: 1988

Housing

HOMEOWNERSHIP AND RENTER RATES

Two thirds (67.0%) of households in the United States are homeowners, meaning that those households occupy the housing units they own. This means that all other households are renters. Meanwhile, unincorporated Boone County has a far higher homeownership rate of nearly 80%.

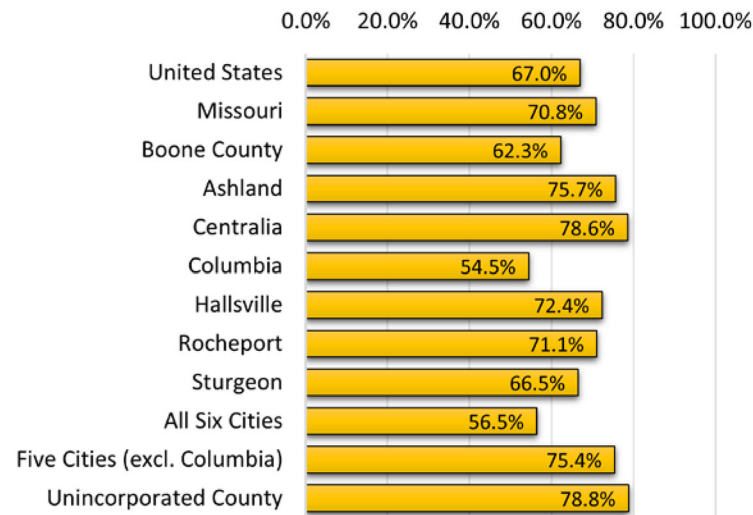
Many people own and/or rent more than one housing unit. . .second homes, investment properties, etc. The statistics here reflect primary residences, or the places that households occupy the most during a calendar year. The sum of owner occupants and renter occupants is, by definition, 100% of occupied housing. Vacant housing is not part of this equation.

Missourians are a bit more prone to owning their housing units than the average American at just over seven out of ten households (70.8%). But Boone County, as a whole, is just over six out of ten owner-occupants (62.3%). Boone County's below average share of homeowners is attributable to the City of Columbia which not only dominates the housing market but has a much lower homeownership rate of 54.5%. Conversely, this means that 45% of occupied housing in Columbia is rented.

Removing the effects of Columbia, the other five cities in Boone County have a combined homeownership rate of three quarters (75.4%) but this is exceeded in the unincorporated areas at nearly eight out of ten households (78.8%).

OWNER-OCCUPIED HOUSING UNITS AS A PERCENT OF ALL HOUSEHOLDS, 2020

Source: U.S. Census Bureau



Housing

TRENDS AND COMPARISONS IN MEDIAN HOUSING VALUES

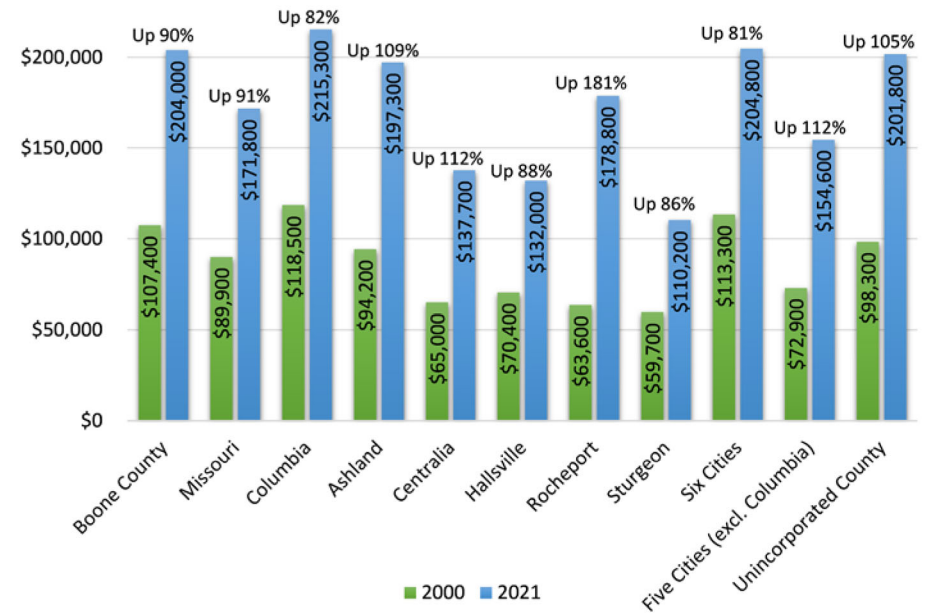
The median value of owner-occupied housing in Boone County increased by 90% in the 21 years between 2000 and 2021, reaching \$204,000 in 2021. This was virtually the same rate of growth as for the state (91%) though Missouri's median housing value in 2021 was \$171,800, substantially below Boone County.

But there was much volatility among the cities of Boone County. Columbia's housing values grew the slowest at 82%, though Columbia's median value of \$215,300 in 2021 was higher than any of the other cities. The fastest rate of growth over two decades was in Rocheport - up 181% (almost tripling) to \$178,800 but still well below the county's median in 2021 of \$204,000.

While the median housing value grew 90% over 21 years in the county as a whole, it more than doubled (up 105%) in the unincorporated areas of the county, reaching almost as high as the entire county at \$201,800. This means that the combined growth rate of the six cities in Boone County grew more slowly than the county. At 81% higher than in 2000, however, the cities still combined to have a median slightly higher than the overall county (\$204,800).

COMPARATIVE MEDIAN HOUSING VALUES 2000 AND 2021

Source: U.S. Census Bureau



Housing - Cost Burdened Households

OVERVIEW

It is relevant to look at independent sources of information on the challenges of affordability - challenges which extend not only to individual households but also to fiscal sustainability in local government. An excellent resource is the Comprehensive Housing Affordability Strategy (CHAS) data provided by the U.S. Department of Housing and Urban Development (HUD), in conjunction with the Census Bureau, for cities across the nation. This section of the report discusses CHAS data and its implications for Boone County.

Households are considered “cost burdened” if they spend greater than 30% of monthly incomes on housing costs. Households are considered “severely cost burdened” if they spend greater than 50% of monthly incomes on housing. Housing costs in the CHAS data are separated between owner-occupants and renter-occupants.

- Housing costs for homeowners are considered the total of mortgage payments, utilities, association fees, insurance, and real estate taxes.
- Housing costs for renters are considered “gross rent,” which is the sum of the contract rent (what the household pays the landlord) plus utilities. If some or all the utilities are paid through the rent, gross rent becomes either the overall rent payment or that payment plus other utilities.

Income is measured at the household level against the “HAMFI” or the H.U.D Area Median Family Income. This is the median family income calculated by HUD for each jurisdiction to determine fair market rents (FMRs) and income limits for HUD programs.

The following pages compare the household incomes in Boone County renter and owner households with the household incomes of the renters and owners in the State of Missouri between 2015 and 2019 (the latest years available from HUD).

Housing - Cost Burdened Households

COST BURDENED RENTERS

More than six out of ten renters (62%) in Boone County as a whole were cost burdened in the year 2000.

40% spent between 30% and 50% of their incomes for rental costs.
22% spent more than 50%.

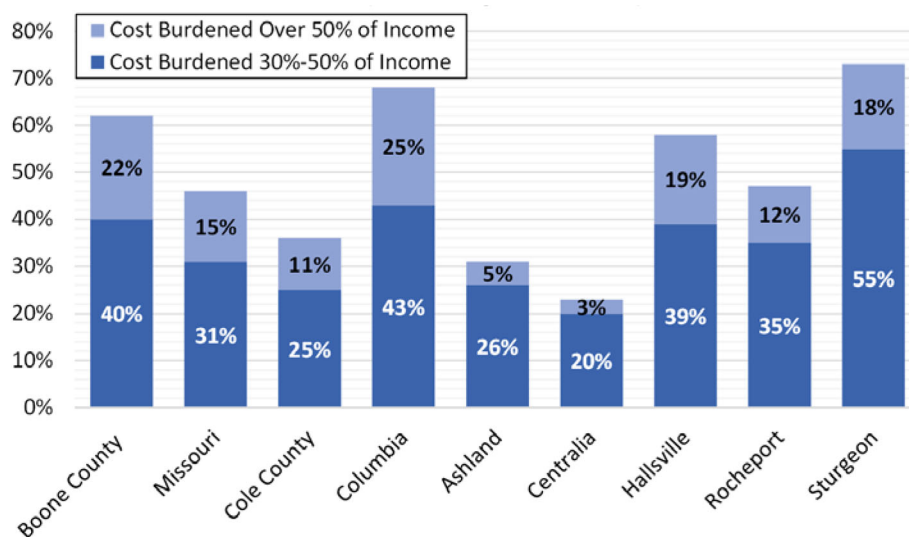
Such burdens exceeded state averages and even those of neighboring Cole County. The City of Columbia had higher rates of cost burdened renters probably driven by the presence of college students with relatively little household “income” themselves, but their families could afford the rent.

Conditions notably improved by 2019. Not quite half of renters in the county (48%) were cost burdened, suggesting that rental housing became generally more affordable relative to income. Still, almost half of the county’s renters were cost burdened.

The biggest decline occurred in the City of Sturgeon where cost burdened rates dropped from 73% of all renters to just 19%. Columbia, too, experienced a notable decline but is likely still statistically skewed because of family support of student renters.

PERCENT OF RENTER HOUSEHOLDS WHO WERE COST BURDENED, 2000

Source: U.S. Dept. of Housing & Urban Development



Percentages are one thing, but the actual numbers of cost burdened households is quite revealing about the scale of such challenges. The 62% of cost burdened renters in 2000, for instance, meant that about 14,000 households met this criterion. 12,150 of those households were in Columbia—or 87% of the county.

Again, however, consider that a great many rental units were occupied by college students whose families likely paid the bulk/all of the rent while the households themselves (i.e., students) probably had very little income.

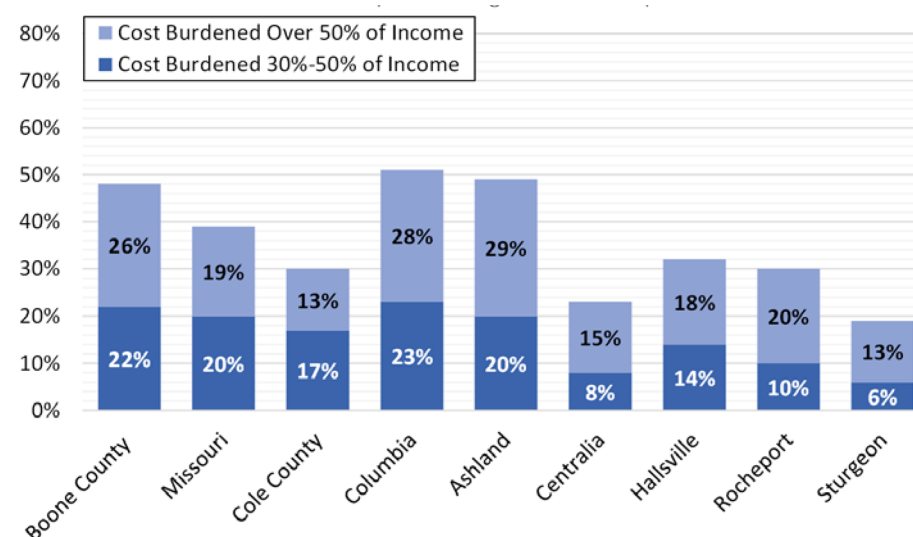
Unincorporated Boone County was no stranger to cost burdened renter households with just over 1,500.

While the percentage of cost burdened renter households dropped in Boone County between 2000 and 2019, the number increased to almost 15,000 from just over 14,000. With population and housing growth during the two decades also came more households with cost burdened challenges.

The number also increased in the City of Columbia from about 12,150 in 2000 to 12,900 in 2019. In unincorporated Boone County, cost burdened renter households remained roughly stable at 1,500.

PERCENT OF RENTER HOUSEHOLDS WHO WERE COST BURDENED, 2019

Source: U.S. Dept. of Housing & Urban Development



Housing - Cost Burdened Households

COST BURDENED HOMEOWNERS

Cost burdens among homeowners are not as pronounced as among renters. While 62% of renters in 2000 were cost burdened in Boone County, just 22% of homeowners were cost burdened. County rates were similar to statewide rates, but higher than in Cole County.

Columbia had owner occupancy cost burdened rates similar to the county, mostly because Columbia dominates the housing market.

Like cost burden rates among renters, rates among homeowners declined strongly in the county by 2019. Fourteen percent of county owner households were considered cost burdened in 2019 compared to 22% in 2000.

Again, Boone County compares favorably with Missouri's rates of cost burdened homeowners and with Cole County. Challenges vary city-to-city but are generally much improved from two decades prior.

The number of cost burdened homeowners in Boone County was much lower in 2000 than for renters—about 6,800 homeowners vs. 14,000 renters. But that was still 6,800 owner-occupied housing units.

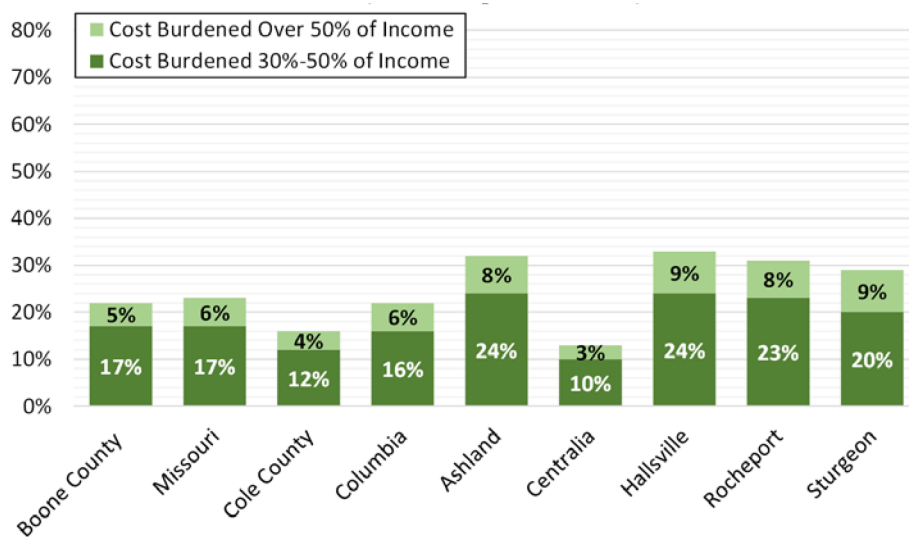
In unincorporated Boone County, cost burdened homeowners totaled about 2,900 in 2000, almost 43% of the county total. It appears that, at least in 2000, unincorporated Boone County had a highly disproportionate share of cost burdened homeowners.

Unincorporated Boone County's number of cost burdened homeowners fortunately shrank from 2,900 in 2000 to about 2,000 in 2019 but still made up 37% of the county total.

Cost burdened owners also reduced in number county wide from about 6,800 in 2000 to 5,330 in 2019. Thus, even with substantial population and housing unit growth over the two decades, cost burdens among owner-occupied housing units declined.

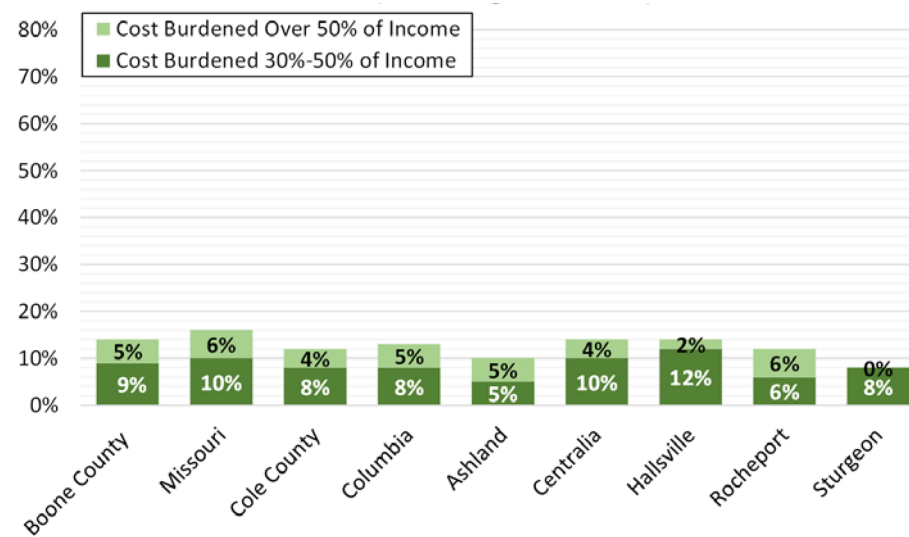
PERCENT OF OWNER HOUSEHOLDS WHO WERE COST BURDENED, 2000

Source: U.S. Dept. of Housing & Urban Development



PERCENT OF OWNER HOUSEHOLDS WHO WERE COST BURDENED, 2019

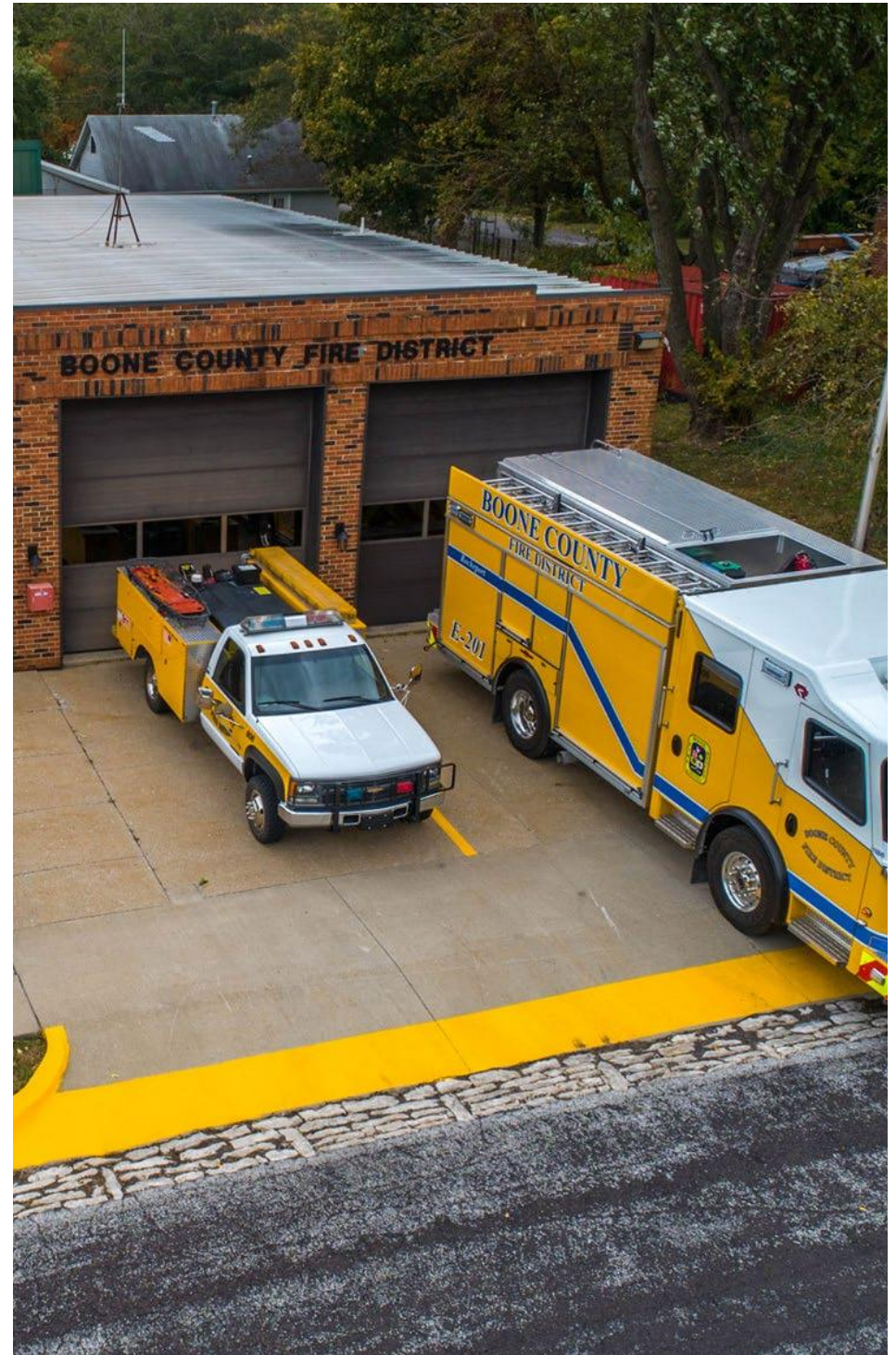
Source: U.S. Dept. of Housing & Urban Development



Community Facilities and Services

This section offers a brief overview of community facilities and services, specifically focusing on those impacted by population growth and land use changes. As the planning process advances, the planning team will include additional information on community facilities and services.

Gaining insight into recent growth trends and anticipated future impacts will be valuable to service providers and utilities as they conduct their own capital and strategic planning endeavors. The Technical Committee, comprised of representatives from these service providers and utilities, plays a dual role in both shaping the plan and staying well-informed about its outcomes.



School Districts

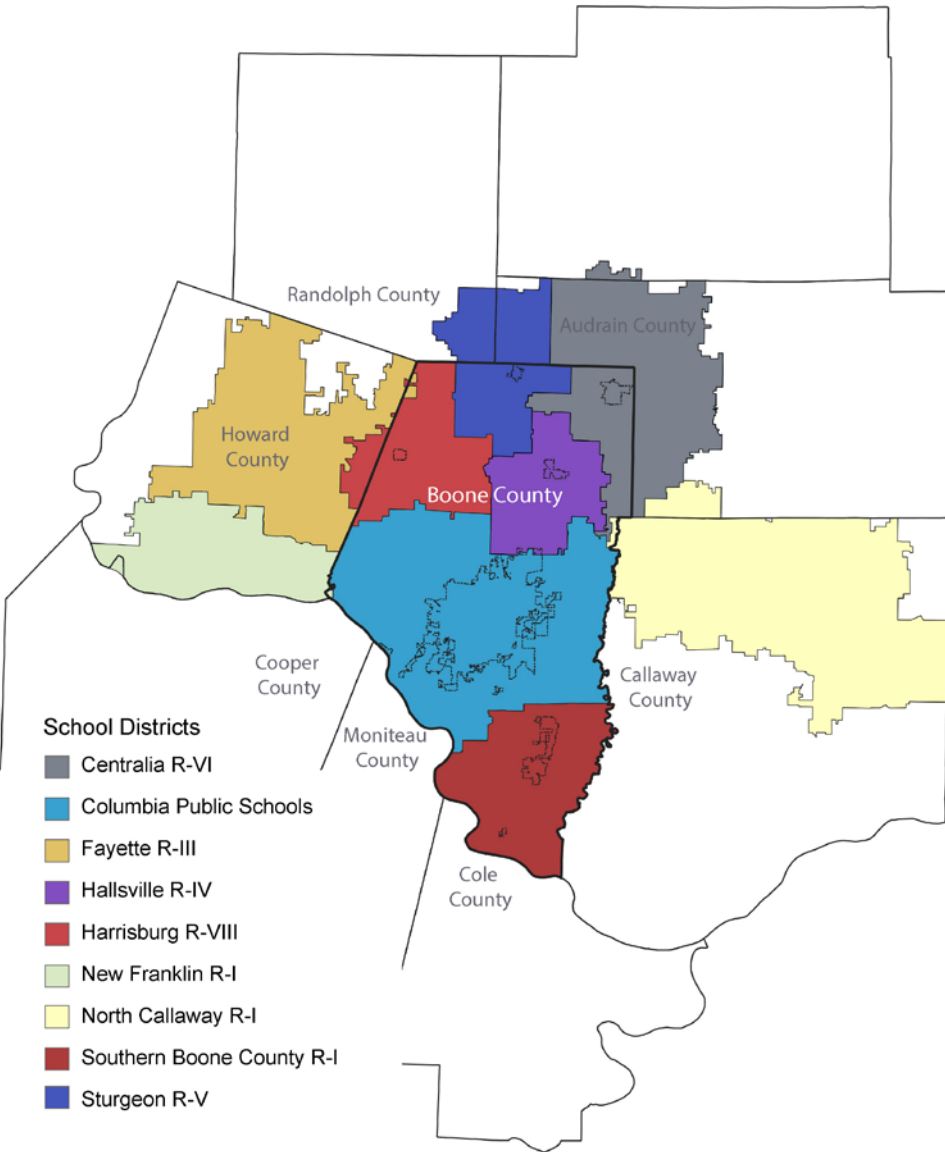
There are a total of nine school districts in Boone County. However, only three school districts (Columbia Public Schools, Hallsville R-IV, and Southern Boone County R-1) are entirely within Boone County.

Three school districts are headquartered in Boone County, but their boundaries extend beyond the county. Centralia R-VI School District extends into Audrain County and a very small portion of Monroe County. Sturgeon R-V School District extends in Audrain County and Randolph County. Harrisburg R-VIII School District extends into Howard County.

Three school districts (Fayette R-III, North Callaway R-I, and New Franklin R-I) are primarily outside of Boone County, but have very small coverage within the county. New Franklin R-I School District includes the City of Rocheport. Fayette R-III School District covers a small part of rural northwest Boone County. North Callaway R-I School District covers a small part of eastern Boone County.

District	Approximate Enrollment
Columbia Public Schools	18,500
Southern Boone County	1,900
Hallsville	1,500
Centralia	1,300
Harrisburg	600
Sturgeon	400

Source: *Enrollments from Public School Review 2023-24. Rounded to nearest hundred.*



School Districts

Fire Districts

Boone County is served by two fire districts and two fire departments.

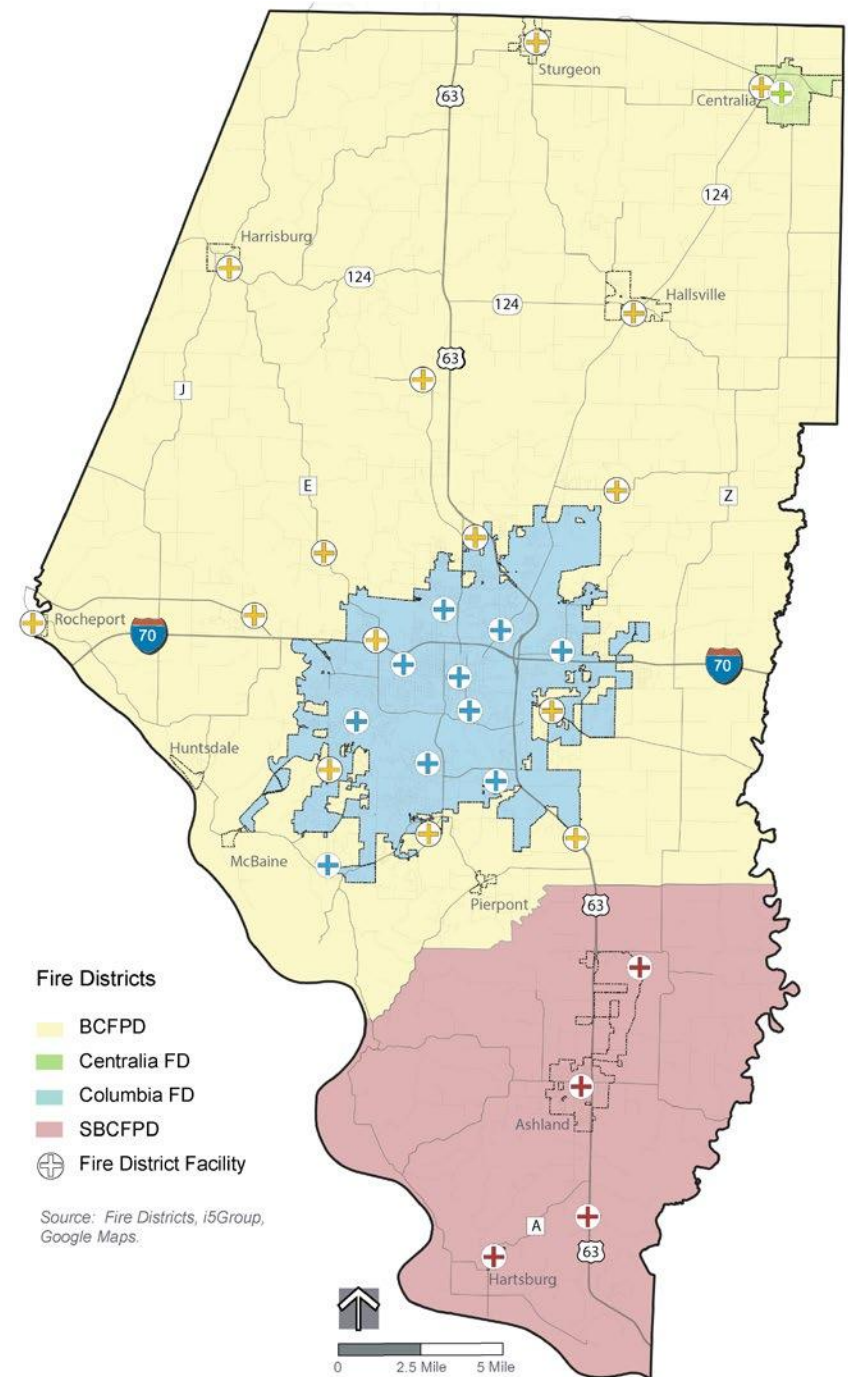
The **Boone County Fire Protection District (BCFPD)** is the largest volunteer fire department in the State of Missouri and the third largest fire agency in the state. BCFPD covers the northern two-thirds of unincorporated Boone County in addition to nine different municipalities. The District has a cooperative agreement with the City of Columbia.

According to the District, the district had the following calls for service in 2020: 1,067 fire related and 2,509 rescue, emergency medical and motor vehicle accidents.

The **Columbia Fire Department** serves the City of Columbia. The City also has a cooperative agreement with the BCFPD. The Department's newest station is opening in Fall 2023 (Fire Station 11, 6909 S. Scott Blvd). According to the District's 2020 Annual Report, the district reported 12,906 incidents in 2019 of which EMS accounted for the largest amount at 8,034.

The **Southern Boone County Fire Protection District (SBCFPD)** serves the southern one-third of Boone County, including the City of Ashland. The District is all volunteer.

The **City of Centralia Fire Department** serves the City of Centralia with an all volunteer force.



Fire Districts

Water Districts

Boone County water distribution is provided by water supply districts and municipal departments.

Water districts include:

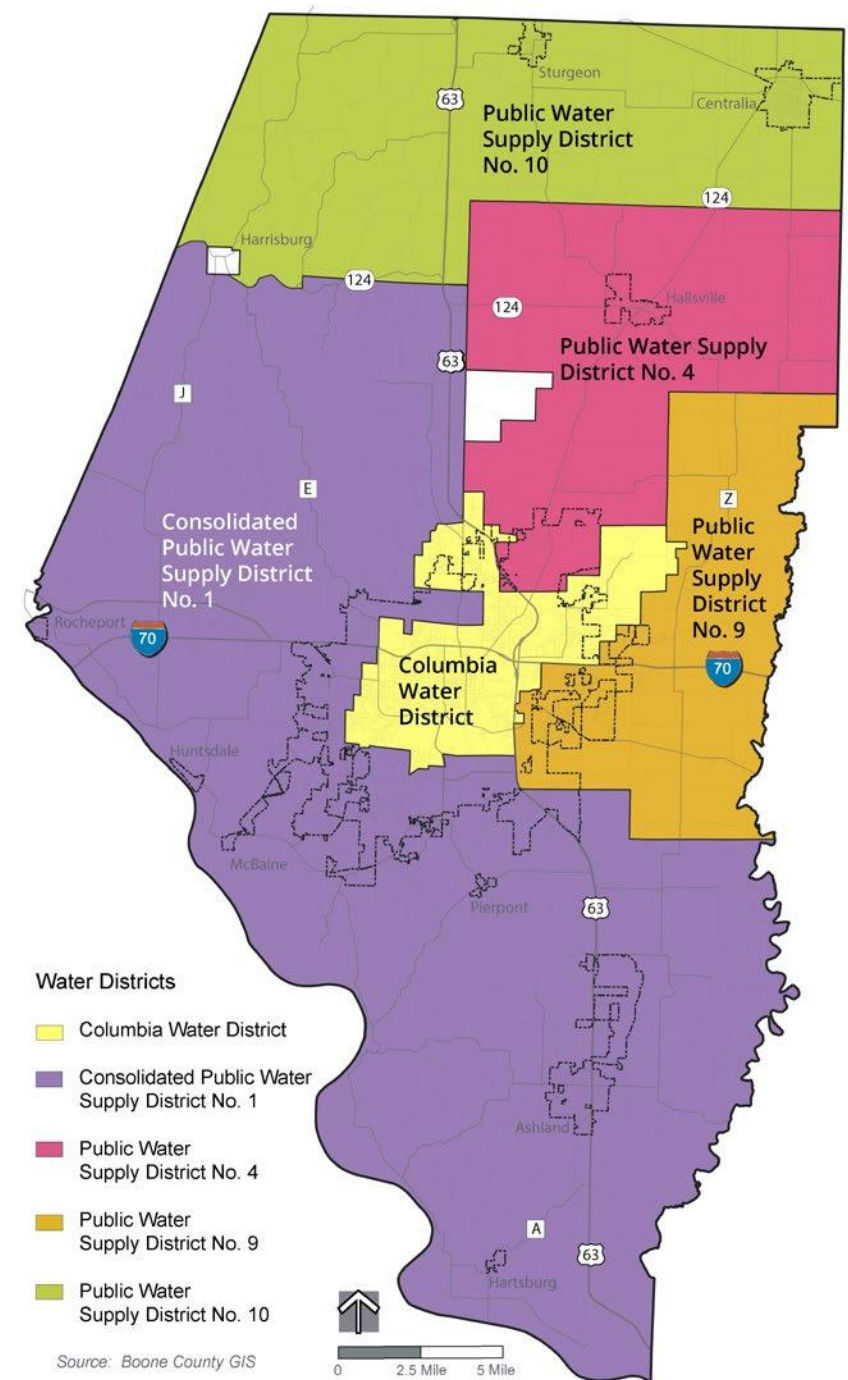
- Consolidated Public Water Supply District No. 1
- Public Water Supply District No. 4
- Public Water Supply District No. 9
- Public Water Supply District No. 10

The following municipalities have their own water department:

- Ashland
- Columbia
- Centralia
- Hallsville
- Harrisburg
- Sturgeon

With multiple water districts in the county, the impacts of future growth areas will be important for service distribution and adequate water source capacities. Key considerations include areas experiencing growth near the boundaries of water districts, where infrastructure may be limited, and the availability of flows sufficient for fire suppression.

Boone County also has properties served by private wells, although specific data on the number and locations of these properties is not readily available.



Water Districts

Waste Water

WASTE WATER

The Boone County Regional Sewer District (BCRSD) provides waste water treatment in the county except for municipal and private systems. BCRSD was formed by a county-wide vote in October of 1973 and is a public sewer utility. The District is controlled and operated by a five-member Board of Trustees who are appointed by the Boone County Commission. The District is charged with responsibility for long-range countywide planning, responsibility for wastewater quality, and the day-to-day operation of wastewater treatment facilities. The District's mission is to eliminate wastewater discharges to water bodies.

BCRSD is approved by the MoDNR as a Level 2 continuing authority in Boone County. Level 2 continuing authority means that the BCRSD has regional jurisdiction and long-term planning authority for the management and treatment of wastewater in all areas of Boone County not served by a municipal sewer system.

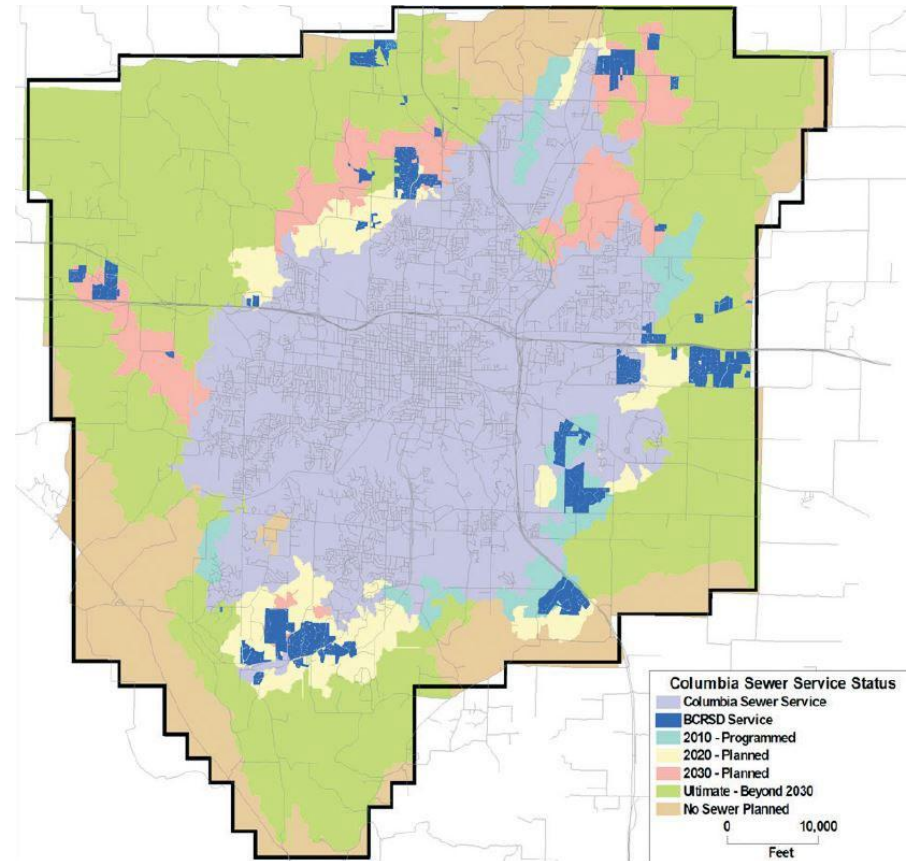
The following municipalities provide their own wastewater treatment: Ashland, Centralia, Columbia, Hallsville, Hartsburg, Harrisburg, and Sturgeon.

For areas not served by public systems, private on-site wastewater systems provide treatment. The type of private system depends on several factors such as soil properties, site selection and the amount of treatment required. Onsite, private wastewater systems, are regulated by Boone County Resource Management and the Missouri Department of Natural Resources (MoDNR). Wastewater amounts that exceed 3,000 gallons per day or types generated by commercial processes are regulated by the MoDNR.

Waste water systems play a critical role in future land use planning and development for several reasons, ranging from public health and environmental sustainability to economic growth and urban planning. Well-designed systems prevent the contamination of natural water bodies, preserving the environment and aquatic ecosystems. They help in treating and managing wastewater effectively, minimizing pollution. Areas with proper sewer infrastructure can accommodate a mix of residential, commercial, and other developments. Additional information will be included as the master plan progresses.

2013 COLUMBIA SEWER SERVICE STATUS

Source: City of Columbia 2013 'Columbia Imagined' (Comprehensive Plan)



Above: Map of Columbia Sewer Service Status as part of the City's of Columbia's 2012 comprehensive plan ('Columbia Imagined').

Internet Broadband

The Federal Communications Commission (FCC) publishes a national broadband map. The data displays where Internet services are available across the United States, as reported by Internet Service Providers (ISPs) to the FCC. All ISPs must file data with the FCC twice a year on where they offer mass-market Internet access service using their own broadband network facilities.

The map on this page approximates the FCC Broadband Map for Boone County.

Fixed Broadband

Type: Residential

Technology: Any Technology

Speed: 100/20 Mbps or greater

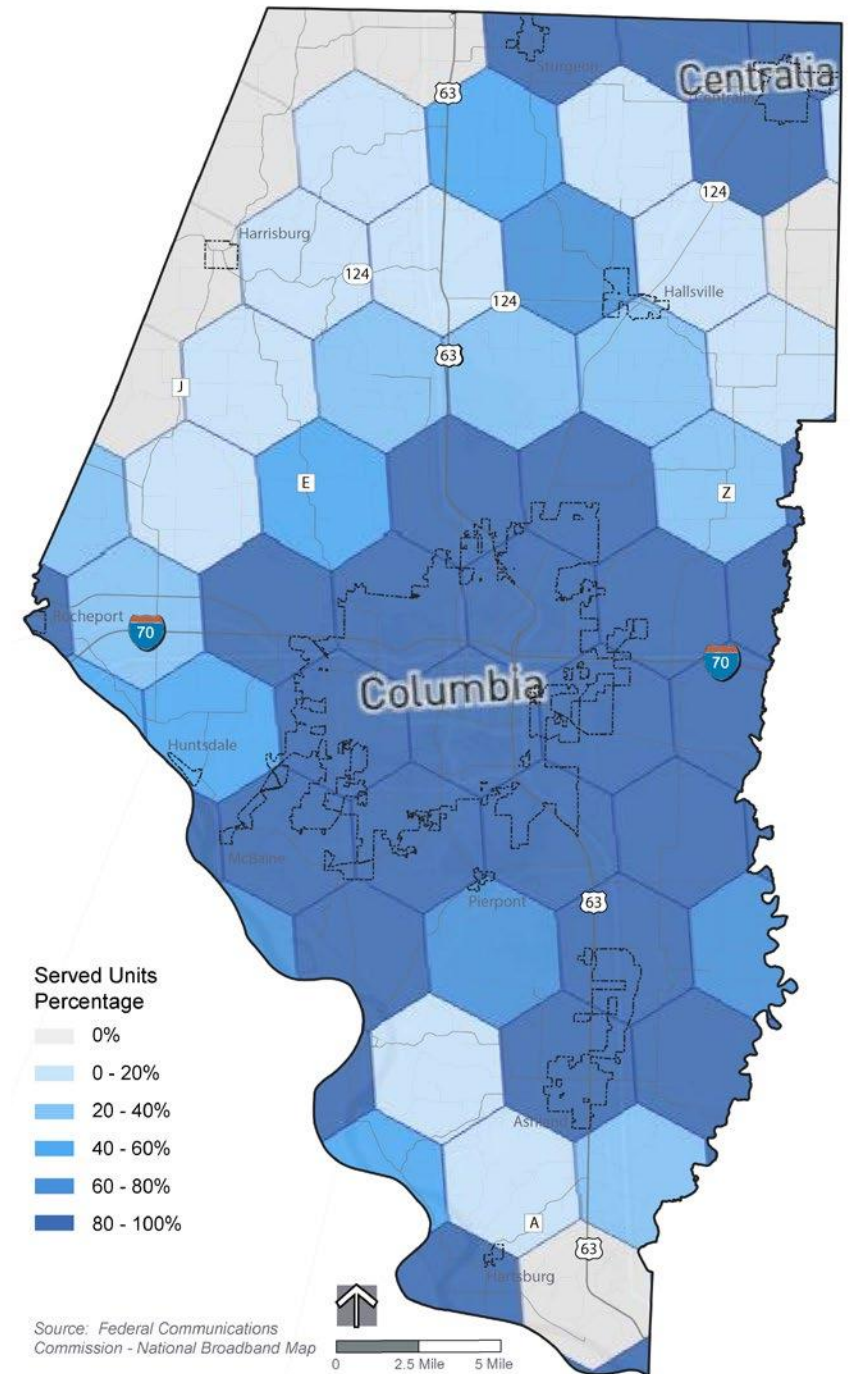
Date: Data as of Dec 31, 2022

As the map illustrates, Columbia and other parts of the county enjoy excellent access to broadband internet. However, many areas in the county still lack sufficient high-speed internet connectivity. This disparity is also evident in the results of the Master Plan survey, where approximately 40% of respondents from unincorporated areas rated their internet access as poor.

ELECTRICITY

Boone County Electric Cooperative provides electricity for large extents of Boone County. Boone County Electric Cooperative has more than 30,000 connected services in Boone County and portions of five other mid-Missouri counties, including Randolph, Audrain, Callaway, Howard, and Monroe. The City of Columbia and the City of Centralia each have municipal electric systems. Ameren provides service in portions of the county. Howard Electric Cooperative service area includes parts of northwest Boone County.

Electric providers have service area agreements to delineate provider territories for efficiencies of service and to reduce service duplication. The Missouri Public Service Commission oversees service agreements.



Broadband Availability

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www.OurBoone.com

last updated 4/11/2025