

# Public Comment Form

## Ash Street Improvements

We would appreciate hearing your thoughts about this project. You may make comments on this form and leave it with City staff at this meeting; or take it home to fill out and send it back within 14 days (August 9, 2022). Please write legibly. There is space for additional comments on the back of this form. Thank you for your input!

Comment forms can be mailed to: **Allison Anderson P.E.**  
**Public Works Department**  
**City of Columbia**  
**PO Box 6015**  
**Columbia, MO 65205**

Comments may also be email to: **PubW@CoMo.gov**  
(be sure to include "Ash Street Improvements" in the subject line)

Please send comments by August 9, 2022. Thank you for your input!

### Comments:

I appreciate the thought & planning that is obvious in this proposal. The attention to pedestrian issues is greatly appreciated. If the data drawn from incident reports involving accidents, ticketed fatalities is used ~~to~~ to make the best decisions regarding traffic safety I will feel better about roundabouts!  
I certainly hope the new retaining walls will be included in the project

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: Karen Morrison

Karen Morrison morrisonbs@gmail.com  
Name E-mail  
427 W. Ash Columbia MO 65203  
Mailing Address City State Zip

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### Comments:

NO ROUNDABOUTS PLEASE

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**Signature:** 

**Name**

SAM ELY  
14 AIDEART

**E-mail**

COLUMBIA

MO

65203

**Mailing Address**

**City**

**State**

**Zip**

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### Comments:

- Ban parking in the bike lanes!
- Use mountable curbs at drive ways instead of sloped drive ways across sidewalks and the shared use path.
- A "pedway" is not a thing. It's something that was invented by Columbia's engineers. Also, make it 10'!
- Slow the cars!
- These Roundabout designs are inappropriate and can be designed to actually slow cars but are not needed
- Put a stop sign on Ash at Aldec and remove the stop sign on Aldec

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**Signature:** \_\_\_\_\_

**Name** \_\_\_\_\_ **E-mail** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_ **City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

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### Comments:

PREFER IMPROVED 4-WAY INTERSECTION  
VERSUS ROUNDABOUT AT ~~W~~ WEST BLYD  
AND ASH STREET.

ROW ENCROACHMENT WILL NEGATIVELY IMPACT  
THE VALUE AND LIVABILITY OF HOMES AT  
STREET CORNER, ESPECIALLY THE "GINGERBREAD"  
HOUSE. IT IS A LOCAL LANDMARK PROPERTY AND  
SHOULD NOT BE TAMPERED WITH

**\*\* The personal information requested below is not required and could be made available to the public.**

**Signature:** 

**Name**

LOUIS WILSON

**E-mail**

**Mailing Address**

HISTORIC WEST BROADWAY

**City**

**State**

**Zip**

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### Comments:

As a wheelchair user I would support any plan that improves sidewalks so I will no longer have to roll in the street with cars or bicycles (my chair is much slower than a car or a bicycle). Consistent sidewalks with usable curb cuts would be a great help to me. By consistent I mean sidewalks that don't disappear (ie turn impassible or ~~cease~~ cease to exist entirely).

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: Barbara Ky Huberig

Name

E-mail

Mailing Address

City

State

Zip

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### Comments:

The newer plans look good, but I'd still like to see more emphasis on non-motorized amenities and safety. The currently mocked up 11 ft lanes should be the maximum - 10 ft. is plenty wide enough for this class of road. Take the extra inch on each side and create a protective curb for the bike lane, so it actually feels safe to ride on. If more space is needed, the 3' green strip is strictly unnecessary, and could even facilitate the bike lane on the north side if removed.

Flashing beacons at all three midblock crossings are nice to have, but strictly unnecessary if lost prohibitive - would rather focus on the physical infrastructure and prioritize the Aldrich crossing if one is to be put in.

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: 

Matt Wright

Name

E-mail

811 Broadhead St.

Columbia

MO

65203

Mailing Address

City

State

Zip



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### Comments:

The improved 4-way stops, with lane narrowing, suits the scale of the streets' intersections much better than roundabouts. I like roundabouts in general, but only where they are appropriate. I don't think they are a good solution for Ash. Since I understand that funds to do the project are limited, I'd scrap the roundabouts in favor of the improved 4-way stops and better road and crossing markings. Put pedestrian crosswalks at all major intersections, in all directions. There are lots of pedestrians in the W. Ash area, so roundabouts are not great for pedestrians because there is never a break in traffic to allow safe crossing, esp. where there are

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Signature: \_\_\_\_\_

Name \_\_\_\_\_ E-mail \_\_\_\_\_

Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

need flashing lights at Ash/West so pedestrians can cross safely

no crosswalks

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### Comments:

I was glad to see the addition of a green space between the roadway + the street, even though the roadway is not quite as wide. It will be great for wheelchairs not to have to go up + down + every driveway.

I like the "pedestrian refuges" at the 2 major intersections. I am really opposed to roundabouts at those 2 locations

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: Laura Mitchell

Name	Laura Mitchell	E-mail	laura.g.mitchell@hotmail.com	
Mailing Address	209 Ridgeway Ave	City	State	Zip
		CoMo		65203



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### Comments:

While I recognize that many use Ash as ~~car~~ pedestrians, I oppose the impact this will have on Ash St. property owners. The proposed plan would remove nearly half of our already small front yard and bring foot traffic within feet of our front door. The current sidewalks appear poorly maintained and could benefit from fixings not pouring miles of additional concrete. We would not have purchased our current property if it had already received these improvements.

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**Signature:** \_\_\_\_\_

**Name** \_\_\_\_\_ **E-mail** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_ **City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

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### Comments:

- A) Please consider - in lieu of roundabouts
- 1) larger stop-signs
  - 2) warning signs or flashing lights ahead of intersection
  - 3) Rumble Strips!!!  
- or -
  - 4) one lg speed bump ahead of intersection
- B) NOT in favor of having a sidewalk on both sides or an 8' sidewalk on north side. We don't have homogeneous yards like the folks on Broadway!  
- thank you! -

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: Tara Cox

Name	<u>Tara Cox</u>	E-mail	<u>taracox517@yahoo.com</u>
Mailing Address	<u>912 W. Ash St.</u>	City	<u>65203</u>
		State	
		Zip	

To City of Columbia

RE: adding a hardship for handicapped + elderly

Against

# Public Comment Form Diversity Issue

Ash + Clinksdale

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### Comments:

Objection to round about @ Clin Kdale + Ash.

I own 2 houses on Ruby 201 + 202 Ruby

201 (1) ~~201~~ I am remodeling for a Air B+B for handicapped  
There are none for handicapped in Columbia

(2) 202 - I bought this because I am 80 with an eye problem + will move here in 3 yrs when I do not drive

Putting in this roundabout would

(1) make a longer trip to ~~Gettysburg~~ Gettysburg, ARK, bus stop  
in weather

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: Heat + Snow would be an inconvenience + increase difficult crossing street

This is an inclusion of handicapped + elderly issue

Name

E-mail

Mailing Address

City

State

Zip

Mary Louise Grafield (573) 590-0039  
over →

Please let me know when  
city reviews plans.

my hand writing is poor

I would like a chance to  
tell how the round about  
at Clinksdale + Ash is an  
obstacle, safety + inconvenient  
to handicapped + elderly living  
on Ruby Lane

My properties is at 201 +  
202 Ruby Lane

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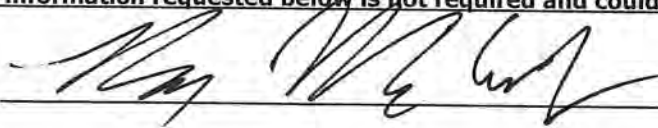
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### Comments:

As a cyclist who lives in the area & utilizes the painted bike lanes on the south side of Ash Street as my primary thoroughfare - the rate of cars parking along the road makes sharing the road with my wife inaccessible - i, myself, choose to ride in the street despite the bike lanes because it makes me a more predictable rider for cars to share the road with. Unfortunately less experienced cyclists (children, my wife) cannot keep up with automotive traffic and are banished altogether

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Signature: \_\_\_\_\_



Name

ben mcCreedy

E-mail

mccready.ben@gmail.com

Mailing Address

407 Alexander Ave

City

Columbia

State

MO

Zip

65203



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### Comments:

I am extremely displeased with the revised plans. The reduction of the mixed-use path (10') to an 8' "pedway" makes the plan less accessible for cyclists, and likely more dangerous. With less room for mixed use and virtually no gutter on the north side of Ash, the 'pedway' will easily get congested, be blocked by debris or refuse, and will be less usable in inclement weather.

The design of the roundabouts proposed for several intersections will facilitate ~~motor~~ increases →

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Signature: 

Austin Lawrence	1.austin.lawrence@gmail.com		
Name	E-mail		
807 W Ash St	Columbia	MO	65203
Mailing Address	City	State	Zip

in motor vehicle speed and traffic volume. These roundabouts are less safe for pedestrians, cyclists, and wheelchair users. The lack of raised crosswalks maintains the same problems currently present on Ash for pedestrians.

The effect of these changes is to make Ash less accessible for cyclists and pedestrians, allow for increased traffic volume and speed, and make the corridor less safe and inviting for non-motor vehicle users. This is a substantial blow for accessibility on Ash.

The wide ~~diameter~~ radius and lack of vertical elements in roundabouts will encourage higher speeds for motor vehicles, not accessibility for other users.

I live on Ash and commute by bike on Ash every day. It already feels unsafe. ~~These changes~~ The proposed changes in the revised design will make it much worse.

I am very disappointed and deeply concerned with the direction this project has taken.

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### Comments:

Get another firm "No" to the Roundabout  
at Ash & West.

**\*\* The personal information requested below is not required and could be made available to the public.**

**Signature:** Colleen Cable

<u>Colleen Cable</u>	<u>colleen.cable@gmail.com</u>		
<b>Name</b>	<b>E-mail</b>		
<u>911 W. Ash St.</u>	<u>Columbia</u>	<u>Mo</u>	<u>65203</u>
<b>Mailing Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>

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### Comments:

The configuration on the Ash Street project makes absolutely no sense; its better to isolate the bike lane from traffic, if you want the bike lane utilized, and if you're building a bike lane, it seems that the maximization of its use would be the design goal. Perhaps a compromise would be some kind of rumble strip or some rounded divider.

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: \_\_\_\_\_

*David Cass*

Name

*David Cass*

E-mail

*605 W. Broadway*

*Columbia 65203*

Mailing Address

City

State

Zip

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### Comments:

- mountable curve to force cars to slow down
- \* do not widen road at Alexander/Ash !!!
- remove all parking in bike lane, especially by growth + machine on south side
- put ped activated signal at Alexander + Ash (ped way)
- narrow driving lane and increase sidewalk width to 10 ft on north side
- what are we doing for water permeability (Josie Sullivan 15510 x2)
- eliminate all roundabouts, especially the highway design to increase speed

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: 

Ginny Chadwick womanlyart@hotmail.com  
Name E-mail  
305 Alexander Ave Como MO 65203  
Mailing Address City State Zip



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### Comments:

- Glad to see Pedway & Sidewalk construction along the entire corridor; if more funds are needed, then provide more funds.
- Would prefer a bike lane on northside, but understand \$ issues.
- Public opinion appears to be against roundabouts, but in favor of striped crosswalks w/ stop signs at ~~intersections~~ ~~(signalized)~~ the major roads. With current traffic counts I agree.
- I am in favor of the pedestrian refuges, w/ HAWK lights.
- Make sure that the ramps are wide enough to navigate bikes, strollers (double wide), large electric wheelchairs etc. without curbs creating trip hazards.
- Try to save mature trees.

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Signature: 

Name \_\_\_\_\_ E-mail \_\_\_\_\_

Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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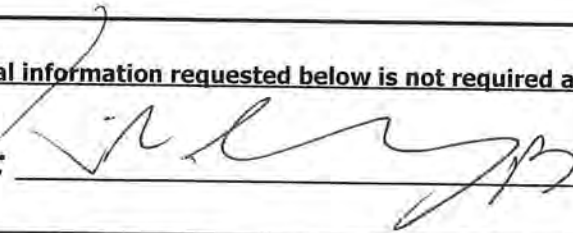
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### Comments:

This is BS! The 10' roadway gets "reduced" to 8' but now with a 3' greenspace & 2' gutter?! For my math that's an increase to 13'. And the south side will also lose 13' to bike lane / sidewalk etc. in yards that are NOT big to begin with. Will we have a corresponding decrease in our real estate taxes? And were on the hook for at the least a 100% increase in area for snow removal. I simply do not see the need for this. Improve existing bike lanes & sidewalks and build some Red Xing to slow traffic down. Or build speed bumps.

**\*\* The personal information requested below is not required and could be made available to the public.**

Signature: 

LIAM MAHONEY

liamamahoney@hotmail.com

Name

E-mail

803 W. Ash 65203

Mailing Address

City

State

Zip

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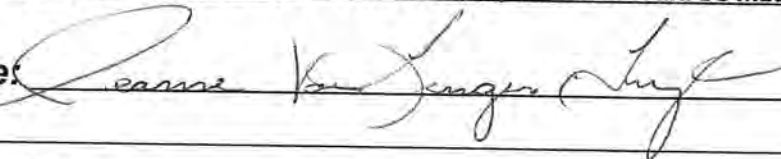
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### Comments:

Glad to see the plans and the planned improvements for pedestrian and bicycle pathways to improve safety. I am disappointed the shared pedestrian and bike pathways do not extend to Providence Rd.

**\*\* The personal information requested below is not required and could be made available to the public.**

**Signature:**



Jeanne Van Lengen Taylor

**Name**

jevlta@yahoo.com

**E-mail**

24 E Ash Street

**Mailing Address**

Columbia

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### Comments:

I feel like these "improvements" are unnecessary and will cause those who live along Ash increased hardship (snow removal), decreased property value and loss of yardspace. Some of us greatly value our yards, gardens, and trees and do not wish to see them destroyed. Additionally, the traffic along Ash does not warrant these changes! There isn't enough foot traffic, bike traffic or car traffic for these drastic measures. I feel like the city is trying to force more traffic onto Ash, and that is NOT what we want. I say no to more concrete and yes to preserving our greenspace/yards.

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### Signature:

The roundabouts, while also not necessary, at least will impact fewer homes/yards. I feel negatively

Name

E-mail

toward them as well, as again it seems the city is

Mailing Address

City

State

Zip

trying to invite more traffic to Ash St.

Sidewalks

Roundabouts

# Public Comment Form

## Ash Street Improvements

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**Public Works Department**  
**City of Columbia**  
**PO Box 6015**  
**Columbia, MO 65205**

Comments may also be email to: **PubW@CoMo.gov**  
(be sure to include "Ash Street Improvements" in the subject line)

*Please send comments by August 9, 2022. Thank you for your input!*

### Comments:

"ASH ST & GANTH ST ROUNDABOUT"

- THE HOUSE ON THE NE CORNER OF THIS INTERSECTION  
HOUSES AN AFRICAN-AMERICAN HERITAGE TRAIL  
MARKER. THE PURPOSE OF THESE MARKERS (IN-PART)  
HELPED TO COMMEMORATE THE WHITE WASHING OF  
THE BLACK HISTORY IN COLUMBIA. AND REMOVING  
A MARKER THAT SIGNIFIES THAT ISN'T A GOOD  
LOOK. SO PLEASE DON'T REPEAT HISTORY BY REMOVING  
THE THING THAT'S BEEN PUT THERE TO REMEMBER IT.

**\*\* The personal information requested below is not required and could be made available to the public.**

**Signature:** \_\_\_\_\_

Name	JAY SPARKS	E-mail	SPARKS JAY@GMAIL.COM				
Mailing Address	114 W ASH ST	City	COLUMBIA	State	MO	Zip	65203



AS A RESIDENT OF

A

I WOULD LIKE TO STATE ~~THE~~ THE BLOCK FROM GLENWOOD TO ALDEAN, ON THE SOUTH SIDE OF ASH, I WOULD LIKE TO REQUEST THAT THE 5' + 3' AND 8' NON-MOTORIZED IMPROVEMENTS BE LABELED AS "LOW-PRIORITY" FOR THE PURPOSES OF ACQUISITION OF FUNDS AND APPROPRIATION

HAVING A SIDEWALK 15' TO 18' OUTSIDE OF OUR FRONT PORCH, WITH PEDESTRIANS MOVING TO AND FROM DOWNTOWN SEEMS LIKE A PUBLIC SAFETY CONCERN, AND HENCE, PLEASE LABEL THAT AFOREMENTIONED BLOCK AS "LOW-PRIORITY" FOR FUNDING.

# Public Comment Form

## Ash Street Improvements

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### Comments:

100% Do the Shared-use path! It's what the neighborhood wants. It improves the entire street and makes it more friendly for people walking and biking. Narrow driving lanes to 10'. Also, keep the shared use path at 10'. Stop prioritizing people in cars driving through the neighborhood and prioritize people and family in this neighborhood. put a crossin at park and AShe

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**Signature:**



Name

E-mail

Mailing Address

City

State

Zip

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### Comments:

My concerns largely concern water run-off vs water retention. At some places the sidewalk is 5' w/ 3' green space (along the South side) & some places 6'. I understand the foot difference as "the feeling of safety". This specific section (Glenwood to Aldeah) is currently w/o sidewalk. While a continuous one would be great for accessibility, the flip side is, there is low priority for a need, when the North would be improved & made accessible. Most importantly, this block (Glenwood to Aldeah) is THE BASIN for all of our watershed. In removing green space, & adding so much

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Signature: 

Name

E-mail

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Impermeable surface, (I'd love to know the actual square footage added of concrete)  
The plan will add a significant amount of unretained stormwater.

This will all flow, literally, through our backyards.

IF the city approves the plan as such w/ South sidewalks, an actual rainwater retention approach needs to happen. This is too important to slap concrete in a green space. The city has already piled money into the Aldeah money. Impermeable surfaces will negate that work.

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### Comments:

All the roundabouts are completely NOT needed and go against the neighborhoods wishes and continue to prioritize cars which goes against all the city's plans and goals.

Had an engineer effectively say climate change isn't a thing as an excuse to still prioritize cars.

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**Signature:**



Name

E-mail

Mailing Address

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Zip



I like a lot about the proposed project. Things I would like to see updated are.

1. Narrow driving lanes from 11' to 10'.
2. Raised crosswalks. This is a standard traffic calming treatment used in other areas, and stormwater is managed. We are not the only city that has stormwater.
3. Widen the shared-use path back to the standard 10' width. ("Pedways" are not a thing, and are only built in Columbia.)
4. Prioritize through traffic of people walking & biking — not cars.
5. Retain as much of people's yards & trees as possible, but do build the proposed walking & biking infrastructure on both the north & south sides.
6. Do not build the roundabouts. They are out of context in a neighborhood setting & are not designed to prioritize safety of people walking, biking, using wheelchairs, and people with disabilities.

Annette Triplett, 114 Aldeah Ave

I would like to see the driving lanes narrowed by 1-2 ft and the "gutter" reduced to 1ft from 2ft. Most residents ~~are~~ seem to prefer ~~less~~ to keep more yard and that would also slow traffic and make the neighborhood safer. Any roundabout option will increase ~~the~~ traffic volume and speed. I feel the roundabout option isn't an improvement at all.

Joshua Carroll  
13 West Blvd N.  
Columbia, MO 65203  
618-781-7546  
joshuawaltsbiceshop.com

Resident on Anderson Ave. since  
1960!

---

Yes - sidewalks from Garth to  
Clinkescale.

Yes Roundabout Ash/Garth.

Yes Roundabout Ash/W. Blvd.

No Roundabout Ash/Clinkescale.  
(Due to school bus use.)

I drive up & down Ash many times a day & am <sup>I have, for 25 years</sup> very opposed to roundabouts. I find the 4-way stop option much more acceptable, esp. at Ash & Garth & Ash & Clukscales. I have not experienced traffic backups, etc at the 4-way stops & question the need for roundabouts.

I am happy to see a plan for a continuous sidewalk down Ash.

For homeowners concerned about the amount of property loss caused by the pedestrian refuge design, you could consider speed bumps to slow traffic w/out the medians & widening the road.

Thanks,  
J Buchanan

Carrie Partner  
Jonathan Sessions  
115 Aldean

Bike blind traffic needs to be prioritized & protected.  
Place 2 stop signs on Ash at that intersection (Aldean/  
Alexander) to protect bikers + pedestrians. It will  
also slow traffic coming over that blind hill  
where some idiot speeder ran over our dog.

I know Joe + Jo on ~~the~~ The corner of Aldean + Ash  
are worried about losing their gardens. If you have  
stop signs at Ash + Aldean, you don't need a  
ped refuge (horrible word) <sup>keep a crosswalk</sup> and you don't need to widen  
the street. You still slow traffic, offer a safe  
crossing for peds + bikes, and save Joe's garden - a  
win all around!

Also, big fan of traffic circles but not in small  
neighborhood intersections. Not sure there is the  
traffic to warrant it.

Also - New idea: narrow down lanes on Ash from  
11 to 10 ft to find a balance between  
taking yards + a happy ped. experience.



## Comments

1<sup>st</sup> ~~priority~~ priority should be pedestrian/bike/WC improvements ~~as proposed~~ as proposed with road narrowing to calm traffic. Take some roadway instead of lawns. Put roundabouts on the shelf for when or if they are ever needed.

10' roadway is safer.

I LIVE 1 BLOCK OFF ASH & DRIVE 80-90% OF MY MILES ON ASH (EVEN FOR WORK).

NOT ENOUGH TRAFFIC @ CLINKSCALES TO WARRANT ROUNDABOUT \$\$\$; ASH <sup>HEIGHT</sup> FOR 10-15 YRS FROM NOW. OTHER ELEM SCHOOLS HANDLE TRAFFIC EFFICIENTLY

ROAD "FURNITURE" (ISLANDS\*) ARE DANGEROUS TO CYCLISTS & OLDER DRIVERS WHO DON'T DISCERN DEPTH AS WELL ~~AS~~ IN DARK/RAINY WEATHER. (PED "REFUGE"\* @ REDWOOD)

↑  
PAINT NOT MAINTAINED

IF BIKE LANE ONLY 1 DIRECTION, PLEASE! PUT SHARROWS IN OPPOSITE DIRECTION TRAFFIC LANES FOR EXPERIENCED CYCLISTS AFRAID TO RIDE ON SIDEWALKS (HEADPHONES = OBLIVIOUS).

ISLANDS MORE DANGEROUS THAN ROUNDABOUTS (PED REFUGES). <sup>PLEASE</sup> INSTEAD USE FLEXIBLE FLAGGING IN PAVEMENT INSTEAD <sup>→ TO CYCLISTS & DRIVERS</sup>

PRIORITIES

#1 → SIDEWALKS FIRST

#2 → ROUNDABOUT (BEFORE ISLANDS!) ON WEST/GARTH, NOT CLINKSCALES

#3 → SHARROWS ESP. ALONG PEDWAY

# Public Comment Form

## Ash Street Improvements

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### Comments:

- ① I want a walkable bikeable wheelchair accessible Ash St from Stadium to Wabash Station and I hope this will be the first phase.
- ② Consistent traffic calming design the whole length to bring vehicle speeds to 20/25 MPH so humans will feel comfortable and safe the whole length.
- ③ No roundabouts - they <sup>would</sup> discourage the human's using Ash St and would be unsafe for children biking/walking to school, etc

**\*\* The personal information requested below is not required and could be made available to the public.**

**Signature:** Christine Gardener

Christine Gardener

Name

E-mail

112 Anderson Ave

Mailing Address

City

State

Zip

I own the property located at 1300 W Ash St and am in favor of the proposed sidewalk improvements.

I am in favor of the stop improvement at Ash St. and West Blvd. but not in favor of roundabouts in any of the proposed locations. I think roundabouts work less well when the intersecting streets have markedly different volumes of traffic. When this occurs it disrupts the smooth interweaving of traffic that is the primary advantage of a roundabout in my view.

Regards,  
Jim Meyer, MBA, GRI  
Managing Broker, MeyerWorks, LLC

Thanks to the City of Columbia Public Works for providing this forum. I am generally a fan of SINGLE LANE roundabouts and would like to see the proposed roundabout happen at Ash and Clinkscals. I live on Gary St and am a frequent pedestrian, biker, and driver through this intersection. I went to see the display at the ARC in March and I was pleased to learn that the mid-lane island was 6 feet in length. That's enough room for a bike, stroller, or power wheelchair.

As a pedestrian or biker, I would feel more confident crossing the proposed roundabout because you only have to look in one direction at a time 1) to your left to get to the island, 2) to your right, before leaving the island. In contrast, the current 4-way stop requires the pedestrian to look to the left, ahead, to the right, and to the rear, all at the same time before leaving the safety of the sidewalk. I think high-traffic 4-way stops are hazardous (we've had 2 fender benders at that intersection - the only accidents we've had in town).

Thank you,  
Evan Prost  
p.s. tangent issue: please stop planting any vegetation in the center of any roundabout. Having clear, unobstructed, 270 degree visibility is necessary for safe entry.

Hello! My apologies for sending this so late. I won't be able to be at open house due to work. But I wanted to voice my thoughts. I live at 128 Redwood, right on the corner with Ash. I'm also a full time delivery driver so I'm all over this part of town.

Regarding the possible roundabouts or enhanced crosswalks for 3 or more intersections. A roundabout at Ash and Clinkscals makes a lot of sense. A roundabout at Ash and West makes a lot of sense. West is just a generally busy street. Clinkscals is only really busy because of Gerbes and the ARC. No more roundabouts needed. However, an enhanced crossing at Redwood (there already kind of is) and/or Pershing would also make a lot of sense to help people get to and from Again Street Park.

Thank you for your time and I hope you have a great day.  
Christopher Lukens

The current plan of making the road wider at ash+aldea needs to be looked at for a different solution because I do not believe that is a good option, I also don't want to lose a huge amount of my yard and my rewilding project. I understand there could be compensation if that is the

case but that doesn't really make me feel better cause money doesn't equal nature. Money also doesn't help me fix a situation where more pavement is being added where my rewilding is happening.

Hopefully I can continue to talk to someone about this cause really, I'm pretty upset about this whole thing haha. The current plan anyway, I'm not upset about the idea of improvements. If the map drawing is accurate, we are losing a lot of the reason we even bought the house in the first place...which sucks cause we are just finishing an addition because this is supposed to be our forever home.

I'm just, super not stoked haha.

Thanks,  
Joe Dino

I live at 111 N. Greenwood Avenue. I live 4 houses south of the Ash/North Greenwood intersection.

I am a frequent walker and driver on Ash, North Greenwood and Broadway streets. When I leave my home in my car, most often I drive north to Ash Street because there is less traffic on Ash than Broadway. I have lived at this home for a little over 30 years. So, I believe I have a good long term perspective on traffic patterns and what many of my neighbors want to see this area grow into.

Over the years myself and neighbors have asked for help controlling speeders along West Ash, North Greenwood and Anderson Avenues. Many impatient drivers use North Greenwood and Anderson as cut through streets between Broadway and West Ash. The city administration has been resistant to providing any help on controlling these drivers through signs, speed bumps or any other helpful deterrents. Neighbors have purchased their own signs to try and create safe streets for their children. So, when we say we want a safe, walkable, bikeable and wheel chair safe route from downtown to the west side of town, that is truly what we envision for the Ash Street Improvement Project.

According to [americantrails.org](http://americantrails.org), the City of Columbia was the first municipality in Missouri to adopt a "Complete Streets" policy in 2005. "Complete Streets is a policy that requires streets to be planned, designed, operated and maintained to accommodate road users of all ages and abilities regardless of their mode of transportation. Unfortunately, this policy has not been updated since it was adopted." It is time to look at this policy in regards to the Ash Street Improvement Plan.

Any non-driving person trying to get from downtown to the west side of Columbia, where there is more access to grocery stores, restaurants, Farmers Markets basically has three choices; Broadway, Ash and Worley. If you have tried to walk on Broadway you would notice the horrible state of the sidewalks! The City could improve the sidewalks but they don't want to unless the home owners give in to a complete remake of the street into a two lane thoroughfare. Once again, the City has their own plans and won't budge to the will of the people living along this street to make a safe path for walking without added traffic. Traffic along Worley travels very



fast even though there are families and a deaf child (indicted by a sign) who live along this street. I realize some people feel that slowing traffic on West Ash might lead to more and faster traffic along Worley. I empathize with them but that doesn't mean we cannot focus on having at least ONE safe path through the heart of our City. So, this brings us to Ash Street Improvement.

Yes, to better sidewalks if they don't take all of people's front yards! Yes, to safe bike and wheel chair paths!! Yes, to traffic control speed bumps! Yes, to narrower street widths for cars! NO, NO, NO to roundabouts!!! Has anyone talked with a person who needs to negotiate a wheel chair through a roundabout?? Has anyone talked to a bus driver who has to drive through a roundabout?? By the way, we also need smaller busses if anyone that has anything to do about that is listening!!

Columbia advertises itself as a 'Walkable Community'!! Let's make this a priority for now and for the future, as more people try to reduce global warming and dependency on fossil fuels.

Sincerely,  
Therese Folsom  
111 N. Greenwood Ave.

Below are my comments on the Ash Street Improvements project from the 2nd Public Information meeting on July 26. Thank you for your work on this project and for the frequent communication with stakeholders.

Pedestrian Path and sidewalk completion:

- Overall I support the pedestrian focused improvements that include an 8' shared pedestrian path on the north side of Ash with completed sidewalks and bike lanes on the south side of Ash.
- This plan should be completed by narrowing the width of the driving lanes. Driving lanes may be narrowed as much as 9 ft. We are asking for 10 ft.
- According to the National Association of Transportation Officials (NACTO) Design Guide "Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations." ... "Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes." (<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>)
- Neighbors and property owners living along Ash do not want to give up yard space and mature trees. Narrowing the driving lanes achieves the goal of both conserving green space/front yards and calming traffic. Houses in this area already have smaller than standard front and side setbacks than most of Columbia due to the age of the buildings. Some people on Ash don't have much space to give up.
- I'd also like to see equity in the execution of this plan throughout the length of Ash. One phase of the plan showed narrower driving lanes on Ash from approximately Redwood to Garth. But in the portions from Clinkscales to Redwood and Garth to Park/First street the

driving lanes did not appear to be narrowed. These areas are also primarily Neighborhood use.

- Please allow parking on only one side of the street.
- We'd like to spare as many mature trees as possible. The Neighborhood groups would be happy to host a tree planting education event. Would the city consider partnering with us on this, perhaps by sending a speaker? This pairs well with our current Pollinator Day event.
- Complete sidewalks that are in good repair and ADA compliant are much needed along Ash. Even if we got no other improvements I would ask for completed sidewalks and bike lanes.

#### Enhanced stop Control

- I like what I see in the plan for enhanced stop control. Ideally I would want both enhanced stop control and the pedestrian improvements (above).
- The intersection of Ash and West is most in need of enhanced stop control. A pedestrian refuge island may go a long way to improving pedestrian safety at this intersection. This would be a "top of the list" improvement in my eyes.
- There were several marked crossings with pedestrian refuge islands depicted at minor crossings too. For the most part I found these to be located in sensible places.
- I also see a lot of walkers and kids on bikes attempting to cross Ash at the minor Park/First Street intersection with Ash St. to get from the CHA housing and the houses on the North side of Ash to the Library and to the Eatwell grocery store. The traffic can be pretty fast here. I feel that this location would benefit from a safer crossing with a pedestrian refuge island as well. Yes it's a broader street crossing (currently) but that's why it needs a pedestrian refuge island.

#### Roundabouts

- The traffic data presented at the first public information meeting did not support the need for a roundabout at any of the three intersections proposed, even when planning for a traffic increase over 20 years. I do not feel that this plan needs to go forward to council.
- I do understand the motivation to report on all three options that were initially proposed however if the roundabout plan is carried to council the traffic studies and diagrams showing 4 way stop control vs. roundabout should be presented along with that plan for full transparency.
- This is an expensive plan that does not appear to be called for.
- The neighborhood does not support roundabouts as shown in the current design concepts because they depict a larger intersection footprint than is necessary for Ash Street and favor moving traffic through quickly.
- As a pedestrian I do not feel that roundabouts of this design provide good visibility for cars to notice someone attempting to cross.

Can I ask who will be presenting this at the Council meeting and when you anticipate this will be on the agenda?

Thanks again for your work on this project.

Valerie Carroll, PhD

Thank you again for the many opportunities to discuss and provide feedback. A few questions. 1) Could the versions of the previous concept diagrams that were presented at the first Interested Parties meeting also be uploaded so that we can see how the plan has evolved. I'm now seeing only the most recent concept diagrams on the CIP page as well. 2) will the addition of the green space between the curb and the 8 ft pedestrian path on the north side require the path to be built closer to the existing homes. (Take up more of what was front yard space)? 3) does the current plan still narrow the width of the driving lanes between Park and Redwood? Could the road width at a few key points be marked on the concept diagrams? 4) Is a marked crosswalk with a pedestrian island planned for the intersection at Park/First and Ash Street?

I was very disappointed to see round-a-bouts presented at the second meeting. The traffic study presented during the first meeting eliminated the need for them. Extending the project to Providence was a positive change. However, the 8-ft "pedway" or "side-path" as an alternate to a westbound bike lane is still very dangerous. On paved surfaces, cyclists can travel 10-25mph easily. If you were to insert ASHTO visibility triangles at each driveway for cyclists traveling 10mph, it would be obvious that it is not safe and potentially a liability hazard for the city. I would strongly recommend cost cutting the project to simple improvements as complete 5-ft sidewalks on both the south and north side of Ash Street, with 2-3 feet of landscape buffer. The current north sidewalk is only 4-ft in most places, so the extra 12 inches would be a great improvement. Also keep and complete 5-ft bike lanes on both sides of Ash Street. Savings for the reduced and more balanced scope might allow funds for improved storm water infrastructure and/or LED street lighting at intersections. These improvements will be well received and used.