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## Smith Drive/Louisville Drive Traffic Calming

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**Elke Boyd** <elkeboyd@gmail.com>

Thu, Nov 18, 2021 at 3:03 PM

To: Andrew.Briedwell@como.gov, pubw@como.gov

Andrew,

I want to thank the City for this opportunity to comment on the planned Smith Drive/Louisville Drive traffic calming project.

While I am the current Chair of the Bicycle and Pedestrian Commission, I am making these comments as a private citizen.

I want to start by applauding the City of Columbia for continuing to strive to make our streets a safer environment for all its users. Particularly in a densely populated suburban area, such as the Smith Drive/Louisville Drive neighborhood, it is of vital importance to not only allow but to foster safe non-motorized transportation. Studies have shown that time spent outdoors is directly related to lifelong health of the residents.

The neighborhood at hand does not only contain residences, but also churches, schools and parks. A connection to the planned Perche Creek trail is forthcoming. With that in mind, it is not enough to slow vehicular traffic. Safe routes for pedestrians and wheelchair users as well as for bicyclists, whether on the road or sidewalk, must be provided for users of all ages.

Please see my attached markups of the preliminary plan set for the construction area. I am particularly concerned with the bulb outs and islands that force bicycles into the vehicle travel lanes. In addition, bicycle/stroller/wheelchair on- and offramps need to be provided to connect the sidewalks of the straight-through roads with the roadways on each side of all tee intersections.

Again, thank you for the opportunity to comment.

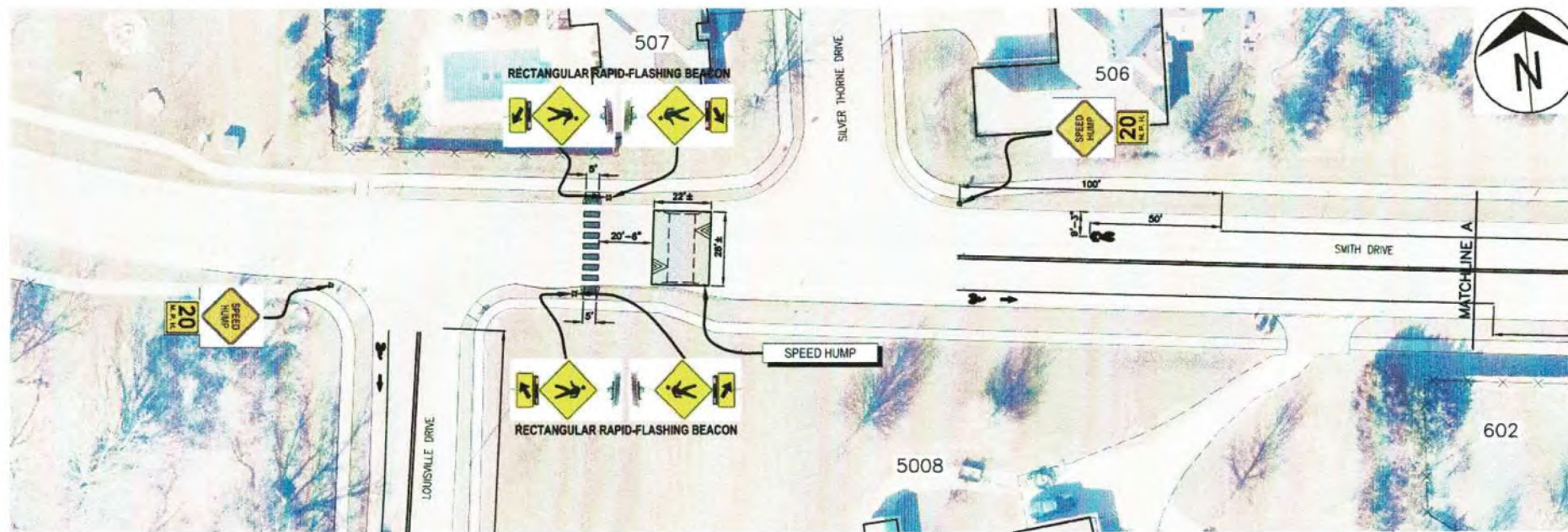
Elke Boyd



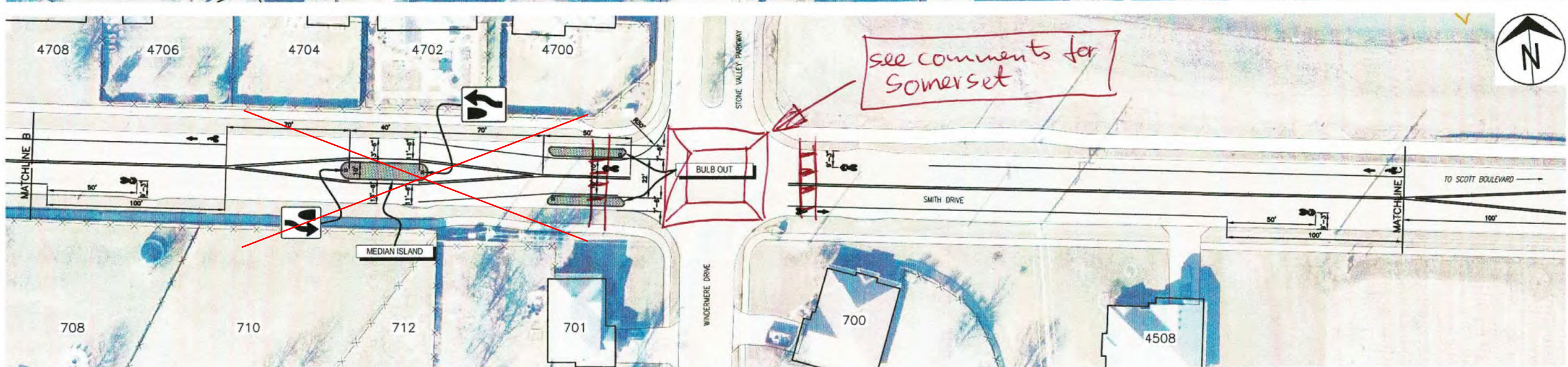
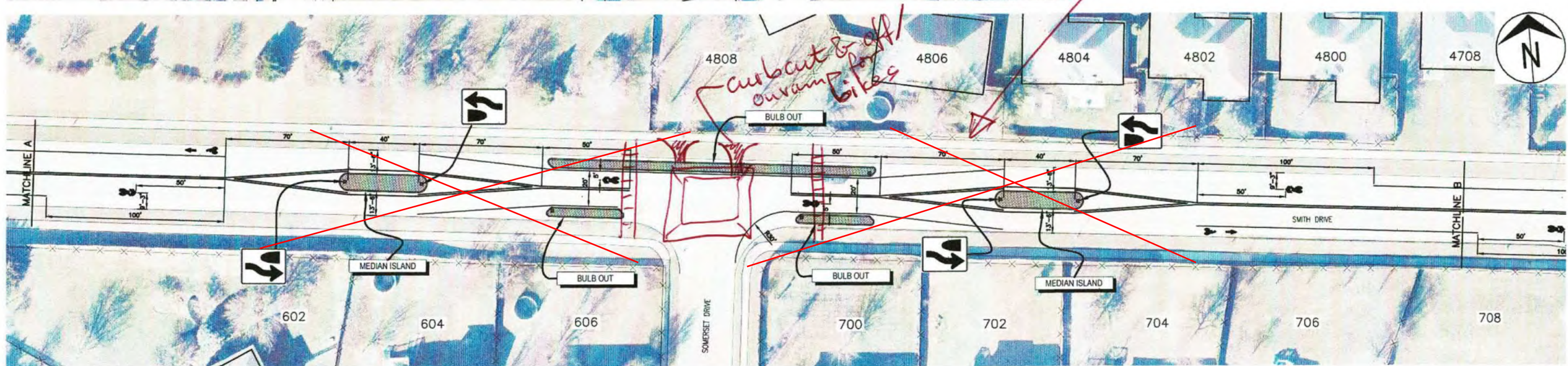
**2021-11-18 Smith & Louisville Dr dwg Markups.pdf**

2804K





- This design forces bikes into the driving lane. 85% speed is >45mph → unsafe!  
 - Makes snow removal difficult  
 - Low visibility EB due to vertical curve  
 → Add Xwalks on Smith Dr. & Speed Table  
 Current design looks dangerous  
 - Also provide "off" for bikes to/from Somerset to N Smith Dr. SW



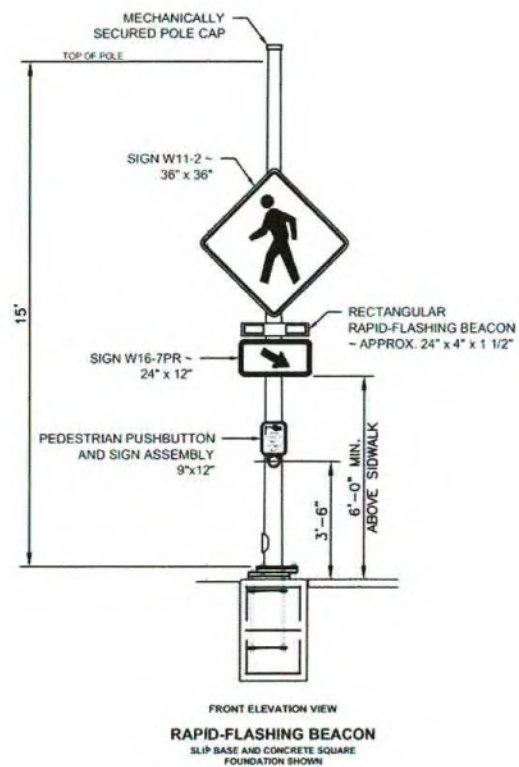
Revision	By	Date	No.

**SMITH DRIVE/LOUISVILLE DRIVE  
TRAFFIC CALMING**  
 Smith Drive Plan Sheet - Louisville Drive to Dayspring Drive

City of Columbia, Missouri  
 Department of Public Works

File No.	
Scale:	1" = 30'
Date:	11/8/2021
Des.	A.S.B.
Dwn.	D.G.W.
Chk.	J.D.R.





*This is going to develop, provide X walk now*

*consider straightening SW at dead tree stump*

*Narrow driving lanes as needed to stripe Bike paths to intersection. It is dangerous to merge w/ 45+ mph traffic.*

# SMITH DRIVE/LOUISVILLE DRIVE TRAFFIC CALMING

Smith Drive Plan Sheet - Dayspring Drive to Scott Boulevard

City of Columbia, Missouri

Department of Public Works

File No.  
Scale: 1" = 30'  
Date: 11/8/2021  
Des. A.S.B.  
Dwn. D.G.W.  
Chk. J.D.R.

Sheet  
2 of 9

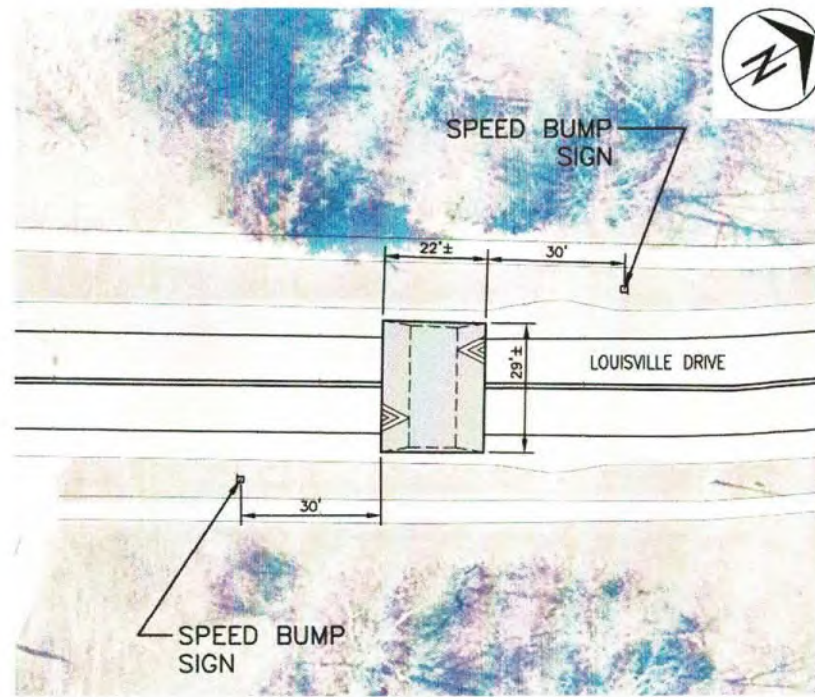




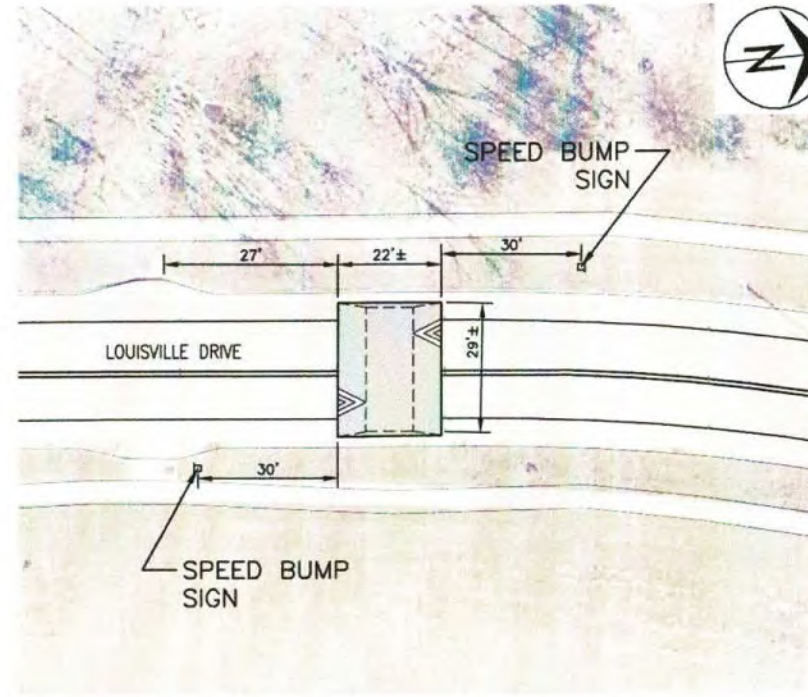




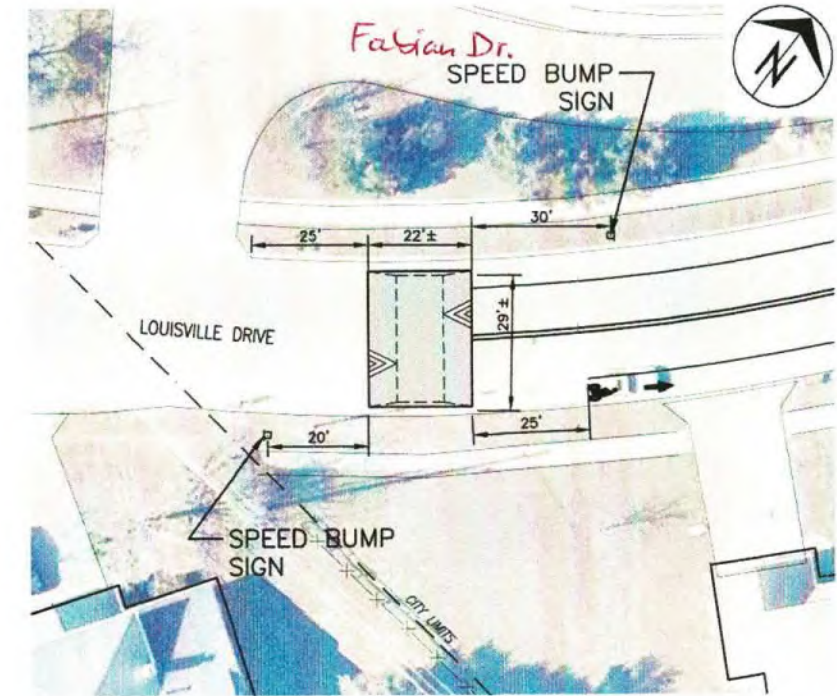




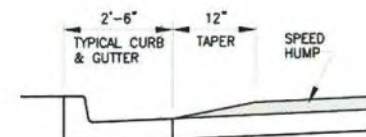
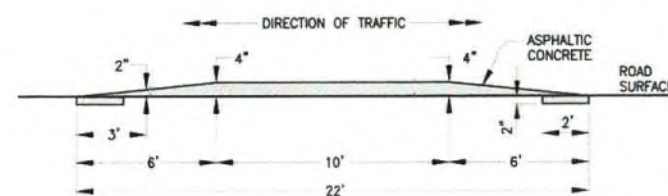
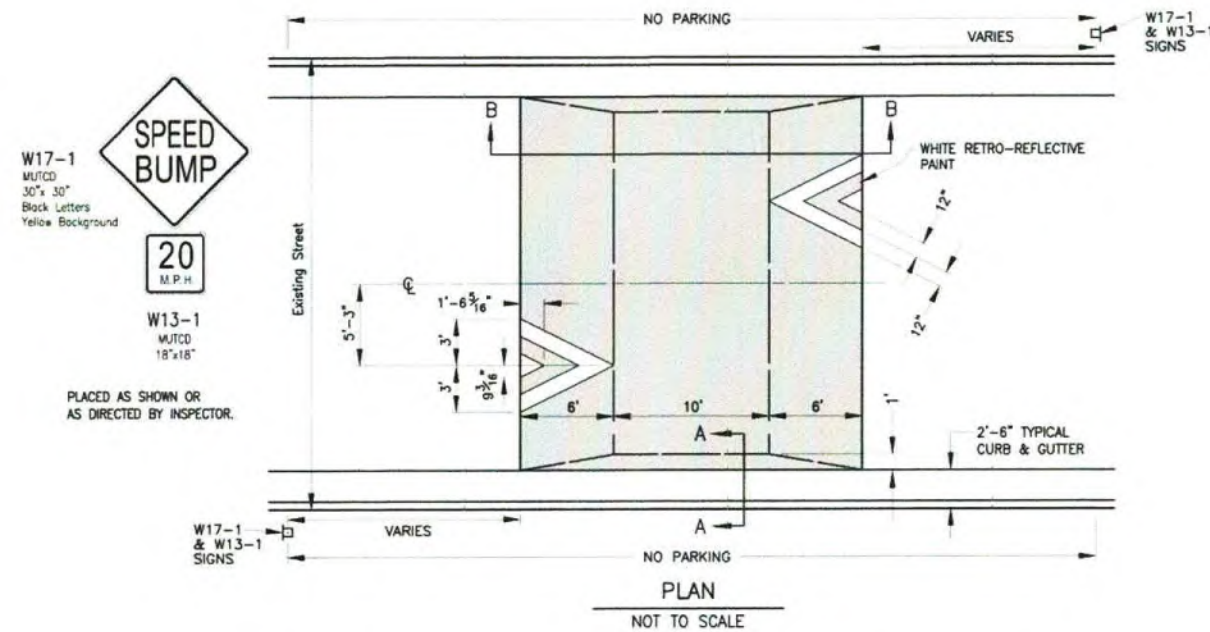
**LOUISVILLE PARK ENTRANCE**  
1" = 20'



**LOUISVILLE PARK POND**  
1" = 20'



**1206 LOUISVILLE DRIVE**  
1" = 20'



**SPEED HUMP**

**SMITH DRIVE / LOUISVILLE DRIVE  
TRAFFIC CALMING**  
Speed Humps

City of Columbia, Missouri  
Department of Public Works

File No.  
Scale: As Shown  
Date: 11/8/2021  
Des. A.S.B.  
Dwn. D.G.W.  
Chk. J.D.R.



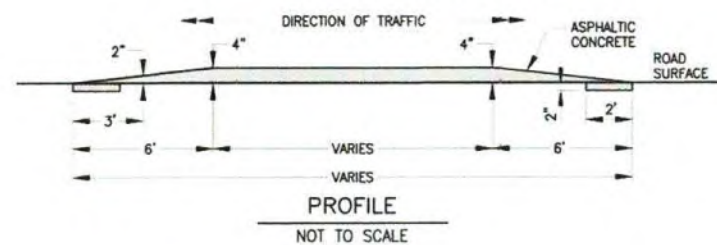
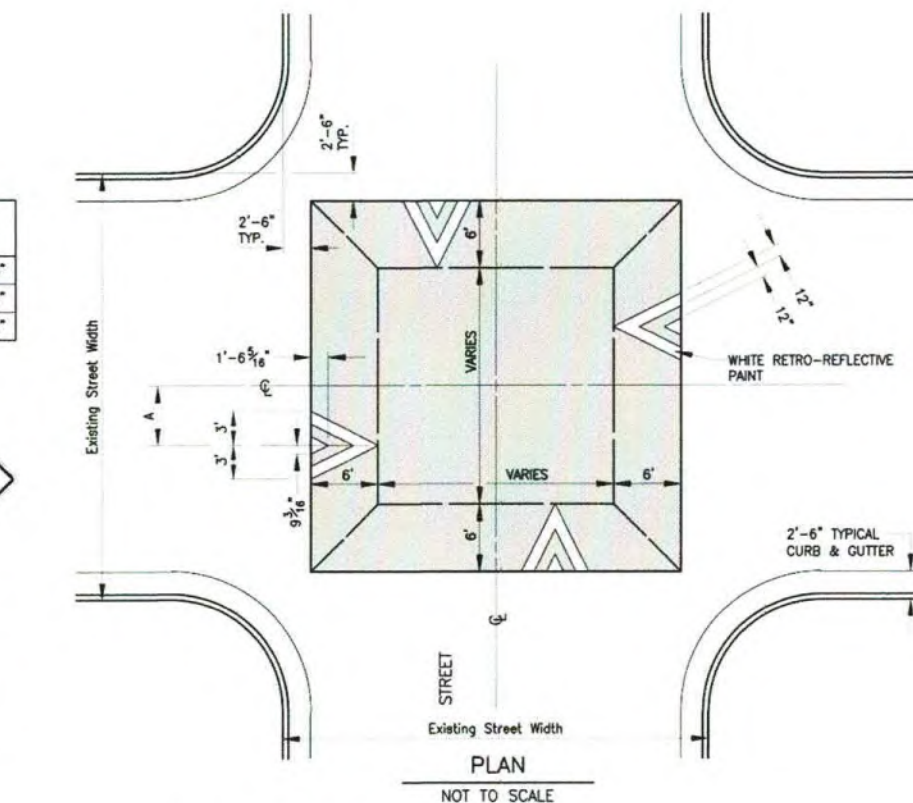
Existing Street Width (Back of Curb to Back of Curb)	A
38' & wider	5'-3"
between 32' & 38'	3'-9"
32' & narrower	3'-2"



20  
M.P.H.

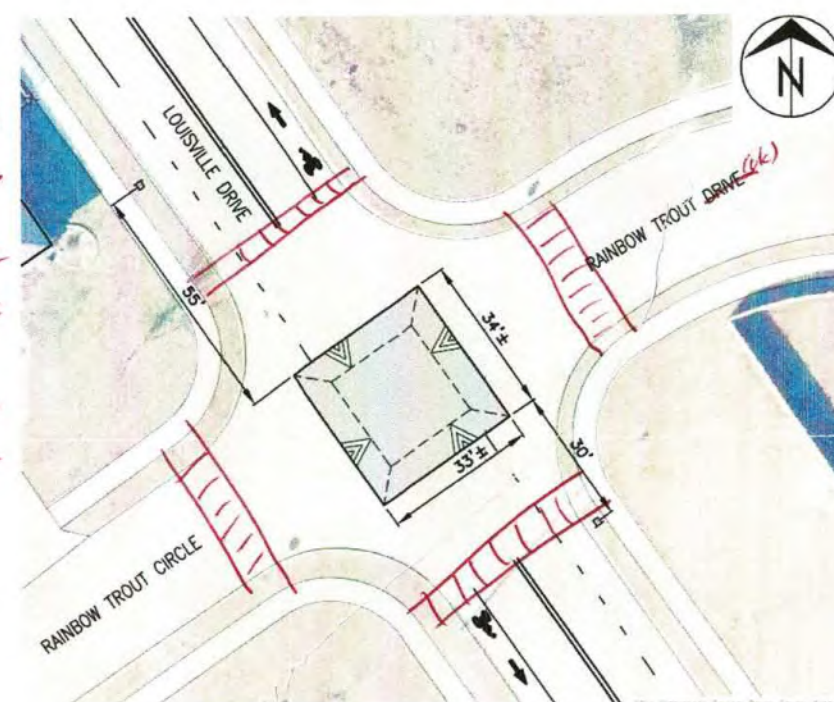
W13-1  
MUTCD  
18" x 18"

PLACED APPROX. 30'  
BEFORE TABLE OR AS  
DIRECTED BY INSPECTOR.



SPEED TABLE

Add 4  
Xwalks  
Both Louisville  
& Rainbow Trout  
Dr. ave  
cut-throughs  
in dense neigh-  
borhood



LOUISVILLE DRIVE — RAINBOW TROUT DRIVE  
1" = 20'

# SMITH DRIVE / LOUISVILLE DRIVE TRAFFIC CALMING Speed Tables

City of Columbia, Missouri  
Department of Public Works

File No.	
Scale:	As Shown
Date:	11/8/2021
Des.	A.S.B.
Dwn.	D.G.W.
Chk.	J.D.R.

Sheet  
6 of 9



LOUISVILLE DRIVE

RAINBOW TROUT CIRCLE

MATCH CONCRETE JOINTS

32'-8"±

31'-4"±

30'

30'

N

LOUISVILLE DRIVE

30'

35' ± 2'

34' ±

30'

MATCH CONCRETE JOINTS

MATCH CONCRETE JOINTS

TIP TREE COURT

N

Add bike on/off ramps to SW. Not needed if Xwalks are constructed.

LOUISVILLE DRIVE

MATCH CONCRETE JOINTS

35' ±

34' ±

35' - 5" ±

MATCH CONCRETE JOINTS

LABRADOR DRIVE

30' ±

2013 Copyright Source Pointe County, IA

Existing Street Width (Back of Curb to Back of Curb)	A
38' & wider	5'-3'
between 32' & 38'	3'-9'
32' & narrower	3'-2'



PLACED APPROX. 30'  
BEFORE TABLE OR AS  
DIRECTED BY INSPECTOR

Diagram illustrating the plan view of a rectangular traffic island. The island is oriented horizontally. Key dimensions and labels include:

- Top Edge:** Labeled "Existing Street Width".
- Left Edge:** Labeled "Existing Street Width".
- Right Edge:** Labeled "Existing Street Width".
- Island Dimensions:**
  - Top width:  $2'-6"$  TYP.
  - Left width:  $1'-6\frac{5}{16}"$
  - Right width:  $9\frac{3}{16}"$
  - Bottom width:  $6'$
  - Island length:  $3'$
  - Island width:  $6'$
  - Island depth:  $6'$
  - Island width:  $6'$
  - Island depth:  $6'$
  - Island width:  $6'$
  - Island depth:  $6'$
- Island Features:**
  - Top corner: Labeled "VARIES".
  - Bottom corner: Labeled "VARIES".
  - Left corner: Labeled "VARIES".
  - Right corner: Labeled "VARIES".
  - Top corner: Labeled "VARIES".
  - Bottom corner: Labeled "VARIES".
  - Left corner: Labeled "VARIES".
  - Right corner: Labeled "VARIES".
  - Top corner: Labeled "VARIES".
  - Bottom corner: Labeled "VARIES".
  - Left corner: Labeled "VARIES".
  - Right corner: Labeled "VARIES".
- Island Markings:**
  - Top corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
  - Bottom corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
  - Left corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
  - Right corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
  - Top corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
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  - Left corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".
  - Right corner: Labeled "WHITE RETRO-REFLECTIVE PAINT".

PLAN  
NOT TO SCALE

TYPICAL  
& GUTTER

SECTION A-A  
NOT TO SCALE

Diagram illustrating the profile of a road surface showing a transition from a 2% crowned section to a 4% crowned section. The road surface is labeled "ASPHALTIC CONCRETE" and "ROAD SURFACE". The diagram shows the "DIRECTION OF TRAFFIC" and various dimensions: 2%, 4%, 3', 6', 2', and 6'. The profile is labeled "PROFILE" and "NOT TO SCALE".

### SPEED TABLE - T-INTERSECTION

[illegible]

SMITH DRIVE / LOUISVILLE DRIVE  
TRAFFIC CALMING  
"T" Intersection Speed Tables

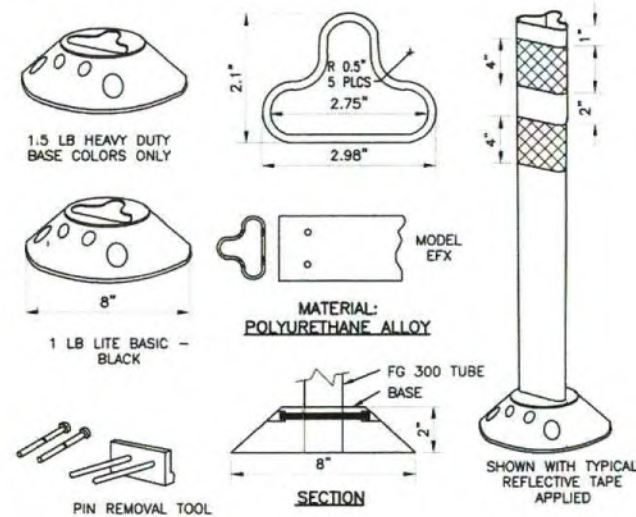
City of Columbia, Missouri

DEPARTMENT OF PUBLIC WORKS

File No.	-
Date:	As Shown
Expiry Date:	11/8/2021
Signature:	A.S.B.
Signature:	D.G.W.
Signature:	J.D.R.

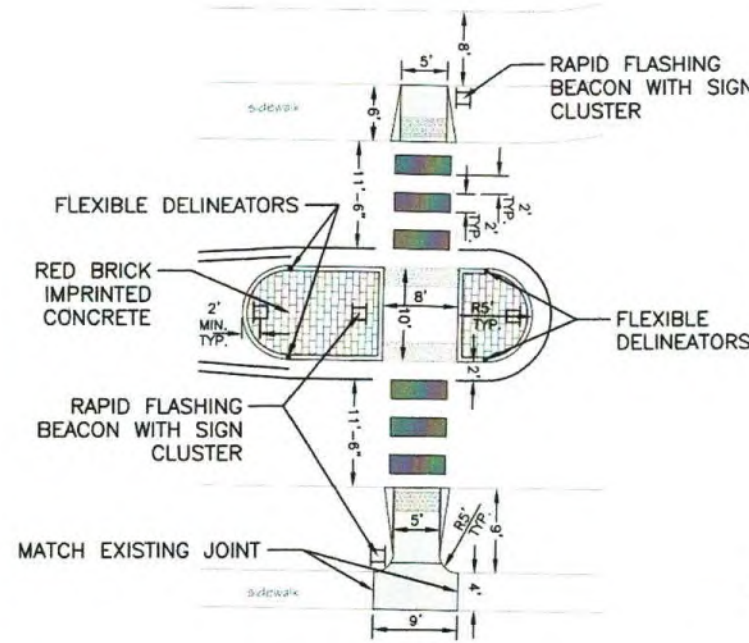


# BASE OPTIONS:



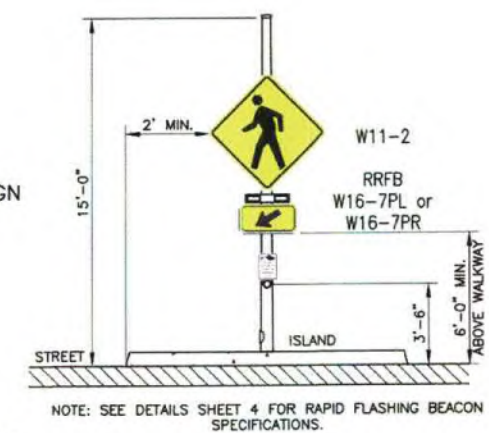
- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  2. DO NOT SCALE DRAWINGS.
  3. POSTS, CURB AND REFLECTIVE SHEETING SHALL BE YELLOW IN COLOR.
  4. FLEXI-GUIDE POSTS SHALL BE 36" IN LENGTH.
  5. CONTRACTORS NOTE: FOR PRODUCT INFORMATION VISIT [www.modot.org](http://www.modot.org)

## **FLEXIBLE DELINEATOR POST DETAIL** High-Performance Surface Mount Post NOT TO SCALE

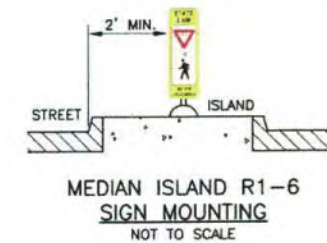


NOTE: SEE STD. DETAILS FOR SIDEWALK AND RAMP SPECIFICATIONS.

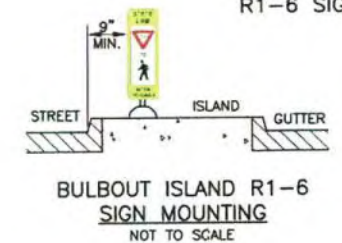
## **PEDESTRIAN REFUGE MEDIAN ISLAND** SMITH DRIVE AND DAYSPRING DRIVE SCALE: 1"=10'



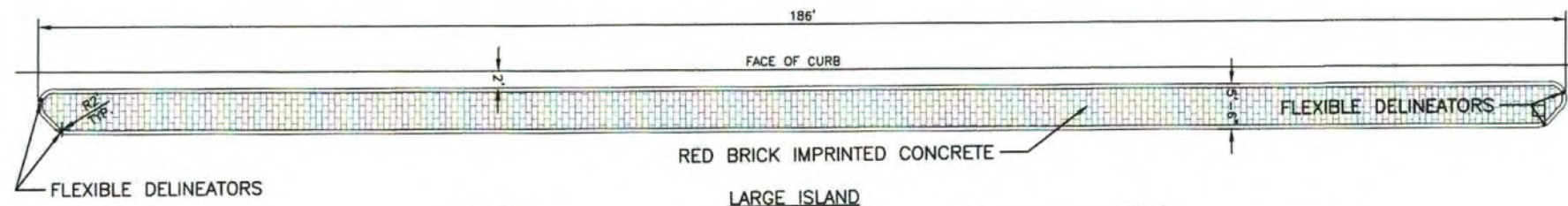
## **SIGN MOUNTING RAPID FLASHING BEACON** NOT TO SCALE



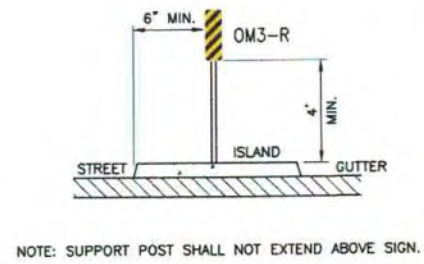
## **MEDIAN ISLAND R1-6 SIGN MOUNTING** NOT TO SCALE



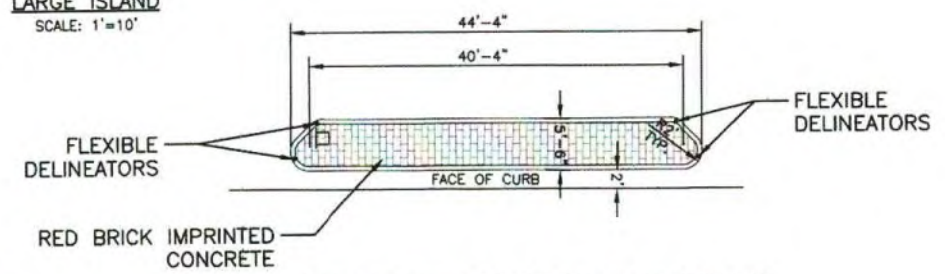
## **BULBOUT ISLAND R1-6 SIGN MOUNTING** NOT TO SCALE



## **LARGE ISLAND** SCALE: 1"=10'

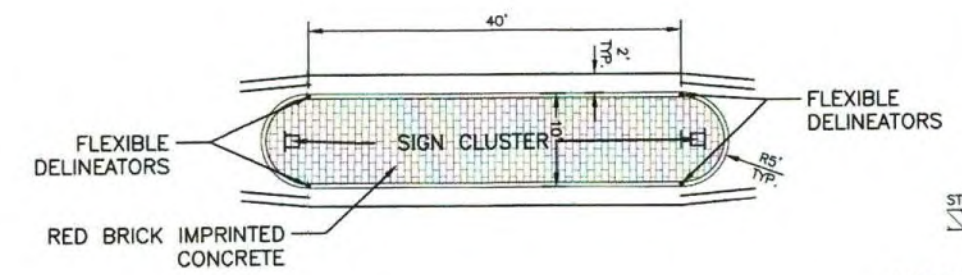


## **SIGN MOUNTING** NOT TO SCALE

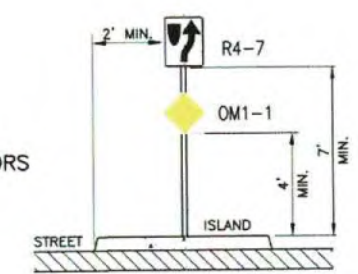


## **SMALL ISLANDS** SCALE: 1"=10'

## **BULBOUT ISLANDS** SCALE: 1"=10'

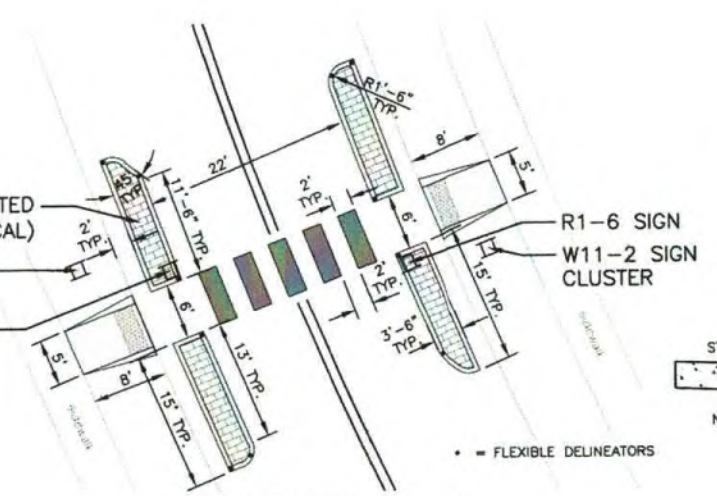


## **TYPICAL MEDIAN ISLAND** SCALE: 1"=10'

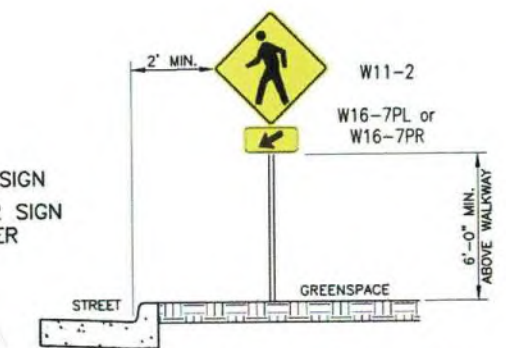


NOTE: SUPPORT POST SHALL NOT EXTEND ABOVE SIGN.

## **SIGN MOUNTING** NOT TO SCALE



## **PEDESTRIAN REFUGE BULBOUT ISLANDS** LOUISVILLE DRIVE AND WHITEFISH DRIVE SCALE: 1"=10'



NOTE: SUPPORT POST SHALL NOT EXTEND ABOVE SIGN.

## **SIGN MOUNTING W11-2 CLUSTER** NOT TO SCALE

# SMITH DRIVE / LOUISVILLE DRIVE TRAFFIC CALMING Island and Crosswalk Details

City of Columbia, Missouri  
Department of Public Works

File No.	
Scale:	As Shown
Date:	11/8/2021
Des.	A.S.B.
Dwn.	D.G.W.
Chk.	J.D.R.



# Public Comment Form

## Smith/Louisville Drive Traffic Calming

We would appreciate hearing your thoughts about this project. Please write legibly, include your complete mailing address, and sign your comment form.

Comment forms can be mailed to: **Andrew Briedwell**  
**Public Works department**  
**City of Columbia**  
**P.O. Box 6015**  
**Columbia, MO 65205-6015**

Comments may also be faxed to: **573.449.9641**  
or forwarded via E-mail to: **Pubw@CoMo.gov**  
(please include "Smith/Louisville Drive traffic calming" in the subject line and provide your name and complete mailing address)

- ☒ I support traffic calming being installed on Smith/Louisville Dr.  
☐ Traffic Calming wouldn't bother me if it were implemented.  
☐ I do NOT support traffic calming being installed on Smith/Louisville Dr.

We are accepting comments until Dec. 3, 2021. Thank you for your input!

### Comments:

1. The crosswalk with flashing beacon and speed hump near intersection of Louisville Drive and West Smith Drive are a good improvement

2. Bicycle lanes should be added on both sides of Smith Drive from the intersection with Louisville Drive eastward to the intersection with Scott Blvd. (continued on 2nd page)

*There is more space on the back of this form.*

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

### Signature:

Carol Elliott

cello@sprintmail.com

Name

Email

2502 Spanish Bay Drive

Columbia

MO

65202

Mailing address

City

State

Zip



# Public Comment Form

3. I disagree with the addition of "bulb outs" as shown in the document titled "Smith-Louisville Traffic Calming Preliminary Plan Set". The "bulb outs" will force bicyclists using Smith Drive to be squeezed out by cars and will not allow a minimum 3-foot distance of vehicles from bicyclists. I think the addition of median islands may have the same effect of squeezing out bicyclists. I would suggest speed humps instead of median ~~islands~~ and "bulb outs."

4. ~~Between~~ Smith Drive needs continuous sidewalks <sup>on both sides of the street all the way to Scott Blvd.</sup> The areas where sidewalks are needed on Smith Drive are:

a) Between Stone Valley Pkwy east to Scott Blvd on the north side of the street.

b) To the east of Dayspring Drive east to Scott Blvd on the south side of the street.

These sidewalks are especially necessary near Scott Blvd as this is where amenities such as convenience stores and coffee shops that people desire to walk to will be situated.

5. In general, the City of Columbia needs to treat arterial streets on the developing outskirts of the city as safe and usable for both bicyclists and pedestrians. Cyclists may use city streets as corridors to access trails or rural highways. Pedestrians need safe walking pathways for recreation and walking to amenities. Utilize a complete streets policy for these newly developed areas.

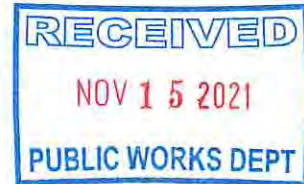


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☐ Traffic Calming wouldn't bother me if it were implemented.  
☐ I do NOT support traffic calming being installed on Smith/Louisville Dr.

We are accepting comments until Dec. 3, 2021. Thank you for your input!

### Comments:

It is good to see plans for traffic calming in the areas on the plans. However, there are three areas on Smith that need to be addressed. Left as they are now the traffic will move at unsafe speeds and accidents will endanger drivers. The first →  
There is more space on the back of this form.

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

### Signature:

Kathleen Lawson

kthylawson@yahoo.com

Name

Email

408 Parkwood Ct

Columbia

MO

65203

Mailing address

City

State

Zip



## Public Comment Form

area is where drivers leaving PetroMart enter Smith going left and right. There need to be a stop sign there, so cars exiting the gas station don't pull out in front of cars going west on Smith Dr at the stoplight. Without a sign, there have been some very close calls because they just pull out without looking at oncoming traffic.

If you live in Stoneridge Estates + try to turn left at Silverthorn + Smith, there are 3 areas of danger.

1. Drivers on Louisville do NOT stop at the stop sign at Louisville turn to Smith. Often they speed around the corner + accelerate going west on Smith.
  2. There is no stop sign at the Breckinridge Estates entry to Smith. Those cars are also accelerating going west on Smith.
  3. We desperately need slower speed limit or even better, a speed hump so cars flying west on Smith slow down after that hill crests. So many times when we try to turn left from Silverthorn onto Smith, cars speeding over that little hill do not give you enough time to cross that lane. Even if it is clear when you pull out, the cars go so fast, they nearly hit you.
- Thank you for considering these unsafe situations.

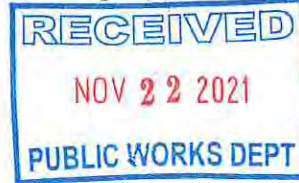


# Public Comment Form

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**Columbia, MO 65205**



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- ☐ I support traffic calming being installed on Smith/Louisville Dr.
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- ☐ I do NOT support traffic calming being installed on Smith/Louisville Dr.

We are accepting comments until December 3, 2021. Thank you for your input!

**Comments:** I attended an open meeting on Monday, Nov. 8<sup>th</sup>. Up until that time, I thought the solution to the speeding problem on Smith Drive was to install speed bumps but learned that was not possible because Smith Drive was considered to be a connector street. Therefore, I would support the use of Median Islands and bulb outs. My only hope would be they would not

There is more space on the back of this form.

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

### Signature:

Judith McKenney		mckenney.jl@gmail.com	
Name		E-mail	
200 Medford Dr.		Columbia	MO 65203
Mailing Address		City	State Zip



## Public Comment Form

look like the usual "ugly" islands throughout the area.

I would like to suggest the addition of a traffic light somewhere on Scott Blvd as it would reduce the number of cars on Smith coming from 2-3 blocks away. These cars often speed as they are trying to get to work and have only the light on Smith and Scott.

Thank you for your time and effort to resolve a huge problem which was created by the city in the first ~~case~~ place. Fe: allowing new house building with no way out except Smith Drive.



# Public Comment Form

## Smith/Louisville Drive Traffic Calming

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Comment forms can be mailed to: **Andrew Briedwell**  
**Public Works Department**  
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☐ Traffic Calming wouldn't bother me if it were implemented.  
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We are accepting comments until December 3, 2021. Thank you for your input!

**Comments:** THE BULBOUTS & MEDIAN ISLANDS WOULD  
HELP,,, BUT I WOULD ADD OR REPLACE THEM WITH  
SPEED BUMPS LIKE ONE ON ROLLINS JUST EAST OF  
SCOTT. I WOULD ALSO SUGGEST THAT A STOP SIGN  
BE ADDED AT STONE VALLEY (4-WAY). THE  
PROPOSAL PRESENTED AT NOV 8TH MEETING DOES  
NOT ADDRESS A LARGER PROBLEM WHICH WILL ...  
There is more space on the back of this form.

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

**Signature:**

*A. J. York*

Name

ANTHONY & CAROL YOUNKRAAN

E-mail

AYOUNKRAAN@YACHSI.COM

Mailing Address

4802 CASTLEWOOD CT.

City

COLUMBIA

State

MO

Zip

65203

573-289-3022



## Public Comment Form

Affect Smith St. traffic. That is, the added traffic on Smith due to the following:

- (1) Westbury complex
- (2) Moser Grocery store
- (3) Flats Apt. Complex
- (4) Gas station, etc, etc, etc
- (5) School traffic due to extended Daystring St.

All the NEW TRAFFIC IS FORCED onto Smith because of "NO Left turn" islands at Brewer & gas station entrance (no named st) that is ALL EAST BOUND traffic is forced to go down DaySpring &/or Stone Valley Parkway to get to Smith ... AND ON to Broadway EAST!

Suggestions: (1) Add traffic light at Christian Fellowship ... a very dangerous exit for school & King's subdivision

(2) Add light at Georgetown or Millbrook to relieve Smith St. load from that area

(3) Eliminate left turn island at Brewer. The light at Christian Fellowship would break-up ~~the~~ traffic to allow left turns & visibility is good.

Thank you

D. J. Gout

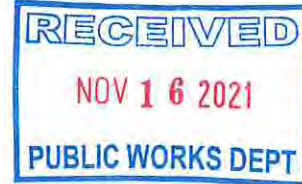


# Public Comment Form

## Smith/Louisville Drive Traffic Calming

We would appreciate hearing your thoughts about this project. Please write legibly, include your complete mailing address, and sign your comment form.

Comment forms can be mailed to: **Andrew Briedwell**  
**Public Works Department**  
**City of Columbia**  
**PO Box 6015**  
**Columbia, MO 65205**



Comments may also be faxed to.... **(573) 449-9641**  
or forwarded via E-mail to... **pubw@CoMo.gov**

(please include "Smith/Louisville Drive Traffic Calming" in the subject line and provide your name and complete mailing address)

- ☒ I support traffic calming being installed on Smith/Louisville Dr.  
☐ Traffic Calming wouldn't bother me if it were implemented.  
☐ I do NOT support traffic calming being installed on Smith/Louisville Dr.

We are accepting comments until December 3, 2021. Thank you for your input!

**Comments:** Mr Briedwell, Thank you and the city for your plans to reduce speeding in our neighborhood.  
1.) The proposal to install a speed bump at the entrance to Labrador Dr at Louisville Dr is an excellent one. A family member lives on Labrador and that intersection is a blind, dangerous area.  
2.) an emphasis on speed bumps is my suggestion (over)

*There is more space on the back of this form.*

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

**Signature:** Edyth A Jenkins

Name

E-mail

4804 Samantha Ct

Mailing Address

Columbia

City

MO

State

Zip  
65203



# Public Comment Form

The existing speed bumps on West ~~Smith~~ Smith by Louisville as well as the hill in Breckenridge are a good start but they need to be improved by making them taller. Speed bumps in several additional locations on Smith are badly needed. I think this would be a simple and less costly means of slowing people down.

3) I like the idea of a ~~crosswalk~~ crosswalk with a push button signal near the east end of Smith to help people safely access the shops and businesses in that area.

A 4) The traffic in the Westbury area increases daily. The Forest/Scott entrance needs a stop sign so people can turn north onto Scott. With all the new apartments nearby, this would take some of the pressure off this area.

5.) a streetlight needs to be added at the entrance to Stonevalley Pky at Smith.

6) Parking for the recently opened coffee shop needs to be provided. The customers have started parking on the street & the area is very congested. This is next to the arena liquor store.

7) Smith Drive doesn't seem to be a heavily used area for biking. I don't think we need bike lanes - most won't ride up those tall hills! If so many residents are in favor of bike lanes, why weren't they at the meeting?

By the way, I biked 4000 miles last year but I use the Katy trail where I won't be run over by cars -



---

## Fwd: [PubW]: Smith/Louisville Drive Traffic Calming

1 message

---

**Dana Sample** <Dana.Sample@como.gov>  
To: Andrew Briedwell <andrew.briedwell@como.gov>

Wed, Dec 1, 2021 at 10:00 AM

Andrew,

Please see the comments regarding Smith/Louisville.

Thank you,  
Dana Sample, CTA  
Sr. Administrative Support Assistant / HR Liaison  
City of Columbia, Public Works Department  
701 E Broadway, 3rd Floor  
Columbia, MO 65201  
573-874-2489  
[Dana.Sample@como.gov](mailto:Dana.Sample@como.gov)

----- Forwarded message -----

From: **Maisells, Forrest /C** <[forrest.maisells@exxonmobil.com](mailto:forrest.maisells@exxonmobil.com)>  
Date: Wed, Dec 1, 2021 at 6:28 AM  
Subject: [PubW]: Smith/Louisville Drive Traffic Calming  
To: [pubw@CoMo.gov](mailto:pubw@CoMo.gov) <[pubw@como.gov](mailto:pubw@como.gov)>  
Cc: Laura Maisells <[lmaisells@gmail.com](mailto:lmaisells@gmail.com)>

We support traffic calming being installed on Smith / Louisville Drive as it is most definitely needed with the following clarifications:

- Having direct view of the intersection of Louisville and Smith, we can attest to the high likelihood of a severe accident due to many observed close calls. Vehicles repeatedly fail to stop when turning eastbound on Smith from Louisville. Vehicles heading east on Smith out of the new subdivision do not have a stop sign and thus travel at a high rate of speed. The combination, if not mitigated, will lead to a collision and there is a high potential for a vehicle to jump the curb on the north side of Smith immediately adjacent to our backyard fence. As we have a pool on the other side, and thus always in our backyard, we are concerned about the potential for serious injuries or deaths occurring (property damage notwithstanding). Based on our observation, we do not foresee a speed hump on Smith, despite being higher, will address the intersection problem, as it is too far from it. We believe a speed table at the intersection, in lieu of the speed hump, will be the most effective solution to address speeds/stopping on Louisville and Smith. We understand the drainage concerns raised but request that this solution be thoroughly explored to see if both the traffic and drainage can be resolved together.
- The proposed speed hump location on Smith Drive will be immediately outside our bedroom windows, both upstairs and downstairs, as our bedrooms are on the south side of our home. The current hump, installed by the new subdivision to the west, while ineffective at slowing down traffic due to insufficient height, still generates a large amount of noise/banging as vehicles, especially trucks, pass over it. The new hump will be understandably higher and will exacerbate the noise problem substantially. Please consider if you would like one added outside your bedroom window.
- Again based on observation of the current speed hump, vehicles heading eastbound typically accelerate hard immediately after passing over the hump as they head up the hill. This creates a huge amount of noise (read lots of pickup trucks) as many floor it up the hill. We believe the current proposed design of median islands and bulb outs is too far to the east of the proposed speed bump to stop this rapid acceleration problem. Another speed hump should be installed near the top of the hill which will serve to keep the traffic speed down throughout the entire distance from the medians to the Louisville intersection.



- The proposed crosswalk location east of the Louisville-Smith intersection is not the correct location for it in our opinion. It should be located at the actual intersection and additionally there should be one to cross Louisville just south of Smith. For crossing Smith, we propose the crosswalk be located at the outlet of the new subdivision just prior to the intersection. This is undevelopable property so no homeowners are affected and it will serve to also slow down traffic in and out of the new subdivision which is a current problem.
- For Smith itself, we think speed humps will be much more effective than the proposed median island-bump out design. As a bike rider, I would not ride in traffic in the bump out area. While having a bike lane is certainly desirable, it is a very far second concern to the speed problem. Solve the speed problem.

As a final comment, the potential for the collision initially described is high and will only increase at the subdivision to the west continues to fill in. We had inquired the evening of the public comments about the potential to install rocks or similar as a barrier on the north side of Smith to prevent a vehicle from entering our backyard in a crash. Upon further reflection, we feel that the downside of this barrier could potentially be it becoming a place of pedestrian congregation, and/or standing on such a barrier to view our backyard, would be very undesirable. Therefore, we would not want this pursued, rather we think the speed table at the intersection is the best option.

Forrest R. & Laura J. Maisells

[507 Silver Thorne Drive](#)

[Columbia, MO 65203](#)

(816) 536-2651 & (573) 355-4356



# Public Comment Form

## Smith/Louisville Drive Traffic Calming

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**PO Box 6015**  
**Columbia, MO 65205**

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(please include "Smith/Louisville Drive Traffic Calming" in the subject line and provide your name and complete mailing address)

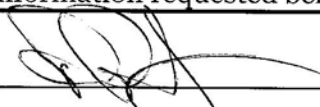
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☒ I do NOT support traffic calming being installed on Smith/Louisville Dr.

We are accepting comments until December 3, 2021. Thank you for your input!

(Please see attached comments) related to spending large sums to solve a problem that doesn't really exist.  
A crosswalk across Smith at Louisville makes sense, but the bump outs, medians, and other crosswalks do not. This addresses Smith-not Louisville

*There is more space on the back of this form.*

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

  
Rick Matheny

Name

compro@midamerica.net

E-mail

203 Knollwood Ct

Mailing Address

Columbia, MO 65203

City

State

Zip



The traffic calming proposals for Smith Drive, while well thought out, are way out of proportion to any perceived problems and would be a waste of taxpayer funds that would be better used elsewhere. Traffic concerns on Smith Drive have been way overstated by a very loud handful of individuals that have been organized through the use of HOA mailings and emails. There has been no organized group to combat the misinformation, but there are a large number that would vehemently disagree if they had the same platform from which to speak. The facts are:

- There have been no accidents on Smith Drive
- There have been no pedestrian accidents on Smith Drive
- There are virtually no homes facing the road or driveways that enter onto Smith
- It is not a neighborhood street. It is an artery.
- There are no yards for children to play, and I've never seen children playing along that road.
- After 11 years of traveling from Scott Blvd. to Louisville, I rarely share the road with another vehicle.
- After 11 years of turning left onto Smith Drive from Silverthorne, it is extremely rare that I have to wait on a vehicle coming from either direction on Smith, and the maybe 10% of the time that there is a car to wait for, I can see them from either direction with very ample time to decide whether to safely enter the street. I've never had to hit my brakes or had an oncoming vehicle have to hit theirs.
- There is very little foot traffic, and what little there is, is accommodated by wide sidewalks on both sides of the road several feet away from the curb.
- There are nearly zero bicycles.
- There are virtually zero pedestrians crossing Smith other than perhaps an occasional few at Louisville to walk to the park. The only other place pedestrians cross would be at Scott Blvd which is of course already accommodated by a crosswalk and stoplight. If a crosswalk were added at Louisville, then pedestrians could walk on the sidewalk for a block or two to get to one or the other if they felt the need to utilize a crosswalk.
- Using the statistics provided, 3,500 vehicles per day translates to an average of less than 2.5 vehicles per minute, not a busy road.
- Smith is very much like Chapel Hill road where they added bike lanes and raised the speed limit to 40. That seems like a much more appropriate solution.
- I'm 64 years old with kids and grandkids.

Are there statistics or could there be statistics for pedestrian counts, bicycles counts, or pedestrian crossings? Can we get that information prior to jumping on a plan? If this were a subdivision street with kids playing, or a near downtown road with consistent pedestrian traffic, I would understand the need. But the light pedestrian traffic and relatively light vehicle traffic on Smith simply doesn't warrant the cost and use of public resources.



## Public Comment Form

### Smith/Louisville Drive Traffic Calming

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**Public Works department**  
**City of Columbia**  
**P.O. Box 6015**  
**Columbia, MO 65205-6015**

Comments may also be faxed to: **573-449-9641**  
or forwarded via E-mail to: **Pubw@CoMo.gov**  
(please include "Smith/Louisville Drive traffic calming" in the subject line and provide your name and complete mailing address.)

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☐ Traffic Calming wouldn't bother me if it were implemented.  
☐ I do NOT support traffic calming being installed on Smith/Louisville Dr.

*We are accepting comments until Dec. 3, 2021. Thank you for your input!*

COMMENTS: Thank you for taking your valuable time to present the meeting last Monday.

I learned at the meeting that Smith Drive is termed a connector street, therefore speed humps are not suitable. These humps may effect emergency vehicles. Consequentially, it seems that the only alternative for controlling speeding vehicles is by using Median Islands and Bulb Outs.

Although most of the people in attendance at the meeting wanted speed humps, it seems to me that if we want vehicle speeds to be slower, the recommendations presented need to be done.

I would like for you to consider the possibility of adding a traffic light somewhere on Scott Blvd

*There is more space on the back of this form.*

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

\* SIGN (OR NO): *William Thomas McKenney*  
William Thomas McKenney mckenneyw@missouri  
Name Email  
700 Medford Drive Columbia MO 65203  
Mailing address City State Zip



## Public Comment Form

between Smith Drive and Chapel Hill. We have noticed that traffic on Smith has increased significantly since the traffic light was installed on Smith and Scott. People who live in Georgetown and other areas South of Smith use Louisville and Smith in order to access Scott at a traffic light. This would not solve the speeding issue, but it would reduce the amount of traffic on Smith Drive.

Again, thank you for presenting your findings to those interested.



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## Fwd: [PubW]: Smith/Louisville Drive Traffic Calming

1 message

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**Dana Sample** <Dana.Sample@como.gov>  
To: Andrew Briedwell <andrew.briedwell@como.gov>

Mon, Nov 29, 2021 at 3:51 PM

Hi Andrew,

Please see comments regarding Smith-Louisville below.

Thanks,  
Dana Sample, CTA  
Sr. Administrative Support Assistant / HR Liaison  
City of Columbia, Public Works Department  
701 E Broadway, 3rd Floor  
Columbia, MO 65201  
573-874-2489  
[Dana.Sample@como.gov](mailto:Dana.Sample@como.gov)

----- Forwarded message -----

From: **brenda peculiaris** <[brendap.home@gmail.com](mailto:brendap.home@gmail.com)>  
Date: Mon, Nov 29, 2021 at 3:49 PM  
Subject: [PubW]: Smith/Louisville Drive Traffic Calming  
To: <[pubw@como.gov](mailto:pubw@como.gov)>

Greetings

I am writing to voice my concerns about the proposed traffic calming designs for Smith Street. I attended the event held at City Hall on November 8<sup>th</sup>

Overall, I'm very happy that options are being considered to slow the speed on Smith and Louisville – this is much needed and arguably long-overdue! I have lived at 505 Silver Thorne since 2004. In the past few years, while waiting at the stop sign on Silver Thorne Dr to turn left onto Smith, I have seen cars on Louisville barely slow as they turn right onto Smith – occasionally turning into the path of a car speeding out of Breckenridge. While there is a speed hump out of Breckenridge, it is not effective at slowing those cars, which are well above the posted speed by the time they hit the Louisville intersection

However, the specifics of the proposed plan have me a bit concerned. Specifically:

The bump-outs that are proposed will force me – as a bicyclist – into the lane of traffic, forcing them to share the lane with me. That means 4 or 5 times over that 2 block stretch I will need to directly compete with cars for my place in the lane. Cars will be accelerating around me, making it less safe for everyone.

I have lived in Columbia (and at 505 Silver Thorne) for over 15 years – I frequently bike the entire length of Scofield Avenue, in the designated bike lane. I also bike Gillespie Bridge to UU to O to Route K and up Old Plank without fear. There is no bike lane on that route but the cars see me and my actions are predictable. However, the thought of biking on Smith with the proposed bump-outs really terrifies me. I will be **forced into** the lane of moving traffic and have to hope the drivers will make space for me and accommodate my slower speed as we all weave around concrete obstacles.

Some have proposed designated bike lanes, separated by curbs, bollards or flex posts as an option that would prevent bikers from having to compete with cars. Normally I would be in favor of this, however, if snow plows are going to dump snow in the bike lane and it will never be cleaned by the street sweepers, then it becomes unsafe for bicyclists.

I would PROPOSE :

- 1) striped bike lanes the *entire length* of Smith and on into Breckenridge. This should include sharrows added to the lane(s) near Scofield on Smith indicating to Drivers that bicycles need to be in that lane. The distance between Scofield and the driveway into the gas station/mall has become particularly dangerous with the recent changes in that intersection.
- 2) Addition of *striped crosswalks* at *EVERY* intersection / T-intersection on Smith. The presence of crosswalks would remind drivers that pedestrians are present and have the right to cross a street there.



3) Placing *tall speed tables at every T-intersec on* and 4-way intersection to slow traffic. While these do not narrow the line of sight, the combinaon of speed tables and painted bike lanes have been used elsewhere in the city (Stewart Rd between West and Providence) to slow traffic and to safely make space for bicycles on the street.

4) One ADDITIONAL *tall speed hump at the top of the hill* which is not labeled on your maps, but is near where you would match the map at point A on the handouts provided. This hill creates a huge blind spot in both direcions. Drivers often accelerate to and over this hill. With speed bumps installed as above, by far the longest stretch of uninterrupted road would include this enormous blind spot. Right now, most pedestrians DO cross at the top of this hill as it is by far the safest place - and the *only one* with a direct line of sight in both direcions. Slowing traffic over the top of this hill is imperaive.

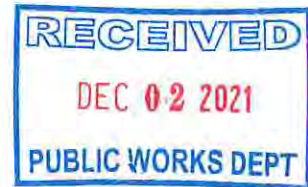
thank you for the opportunity to respond - and for your atenon to this maer

-Brenda Peculis

505 Silver Thorne Dr



30 November, 2021



TO: Public Works Department, City of Columbia  
RE: Smith-Louisville Traffic Calming

I attended the Interested Parties sessions on November 8 and the previous one earlier in the year. For purposes of disclosure, I wear several hats.

1. First, I am a resident at 505 Silver Thorne and obviously concerned about traffic speed on Smith since I am on that road virtually every day.
2. Secondly, I am President of the Stoneridge Homeowners' Association, although the Association hasn't taken a position on the plans. Instead, we have urged all members to look at their plans and send their thoughts to you, either on the website, by post or by email.
3. Third, I am an avid bicyclist and have been recently elected to the Local Motion board.
4. Finally, I am a member of the Columbia Bicycle and Pedestrian Commission. The Commission discussed the plans and drawings at our meeting on November 17. The Commission didn't take a formal position on the plans due to timing issues but the members reiterated our ongoing position that safety should be a paramount concern regarding all road users, especially cyclists, pedestrians and the disabled. In this regard, we noted that a connection to the Perche Creek trail is planned at the West end of Smith Drive which likely will increase cycle traffic.

Regarding the plans as presented on November 8 and on the project website:

1. Thanks to the City staff for their willingness to discuss the plans and their openness to citizen input. The more dialogue, the more trust.
2. I have a number of questions and comments regarding the actual plans. Proceeding from West to East on Smith,
  - a. The excessive speed of traffic coming from Breckinridge subdivision and heading East on Smith is compounded by the limited visibility South of the intersection on Louisville. Effective traffic calming West of Louisville on Smith is needed to reduce speed, especially since the Southwest corner will soon be developed for housing. Similarly, Northbound vehicles making the right turn on Smith from Louisville often proceed without yielding, let alone stopping, at the stop sign. At present, there is very little left turning traffic; however, that will likely change as Breckenridge gets built out and Christian Fellowship School enrolls more students. A traffic circle would be a preferred option.
  - b. Apparently the traffic circle is disfavored due to cost and drainage issues. The engineers also indicated that drainage issues precluded placing the traffic table and crosswalk directly in the intersection of Smith and Louisville. I urge you to reconsider this feature. I support the proposed HAWK crossing; however, it is accessible only to pedestrians proceeding in one of



the three directions at this intersection, leaving the others unprotected, except by the stop signs on Louisville and Silver Thorne. The table would be more effective if it were placed in the intersection, with marked crosswalks (one E-W and two HAWK N-S) to ensure safe passage for pedestrians.

c. Water from Silver Thorne drains into the intersection with Smith and freezes in winter, causing slippery conditions that lead to cars skidding into the traffic on Smith. Correction of this condition could be done at the same time as improving drainage at the Smith-Louisville intersection.

d. Proceeding East from Silver Thorne Dr., the hill slightly East of Matchline A in the plans is a unique problem, since the hill invites speeding by traffic in either direction, the hill limits visibility, and there is only a short distance to the intersection at Silver Thorne, which is a hazard as described in c., above. I support effective traffic calming be at that area, including speed bumps and/or a median to slow traffic on either side of the crest.

e. East of the hill, the three-way intersection at Somerset needs a way to allow pedestrians to cross especially since the hill on Smith limits visibility. Although it doesn't front a residence, there is substantial pedestrian traffic that is headed to and from Louisville Park and the Hamlet. A HAWK crossing would be ideal. Curb cuts allowing access to the intersection are of course essential.

f. Traffic on to Smith from Dayspring and Stone Valley (including cut-through traffic from Scott) will increase substantially with the Westbury development. Raised crosswalks (both N-W and E-W) and HAWK signals are needed.

3. Overall, the proposed bulb-outs will force cyclists to merge into the traffic lanes while going past the bulb-outs. As someone who regularly rides on Chapel Hill, I can testify that motorists speed up to pass me at the intersections and even within the traffic lane, notwithstanding that I am going downhill at nearly 30 mph. Protected bike lanes that preserve a physical separation between the bike lane and the traffic lane would be preferable to the existing plan, perhaps by leaving a bike lane between the bulb-outs/pedestrian refuges and the curb. This would narrow drivers' field of vision and also promote cyclist safety. Alternatively, curbing, bollards or flex posts could accomplish similar separation.

4. I urge that any speed bumps be as high as possible. Construction in the Breckenridge subdivision and Ri-Mor's topsoil harvesting in the Perche Creek bottoms mean that heavy equipment haulers and dump trucks will be using Smith Drive for the foreseeable future. In our observation, because these vehicles have high clearances, they aren't slowed by speed bumps nearly as much as passenger cars or even SUVs.

5. Last, although it isn't part of this project, the traffic situation from Dayspring to Scott Drive is hazardous to pedestrians and cyclists, due to the narrow lanes and the lack of cycle lanes and the low merging table from Scott. Crossing Scott in either direction on a bicycle is an adventure to say the least. We routinely have to dismount and walk over to push the buttons in order to have



time and space to get across safely.

Let me reiterate my appreciation for the communications from and dialogue with the City engineering staff, and for your consideration of my input.

With best regards,



Frank Schmidt  
505 Silver Thorne Drive  
Columbia, Missouri 65203

573-424-6872  
f.schmidt@mchsi.com



---

**Fwd: [PubW]: Smith-Louisville traffic calming**

1 message

---

**Dana Sample** <[Dana.Sample@como.gov](mailto:Dana.Sample@como.gov)>  
To: Andrew Briedwell <[andrew.briedwell@como.gov](mailto:andrew.briedwell@como.gov)>

Mon, Nov 29, 2021 at 2:09 PM

Andrew,

Please see the comments from Frank Schmidt regarding Smith-Louisville.

Thank you,  
Dana Sample, CTA  
Sr. Administrative Support Assistant / HR Liaison  
City of Columbia, Public Works Department  
[701 E Broadway, 3rd Floor](#)  
[Columbia, MO 65201](#)  
[573-874-2489](tel:573-874-2489)  
[Dana.Sample@como.gov](mailto:Dana.Sample@como.gov)

----- Forwarded message -----

From: <[f.schmidt@mchsi.com](mailto:f.schmidt@mchsi.com)>  
Date: Mon, Nov 29, 2021 at 2:02 PM  
Subject: [PubW]: Smith-Louisville traffic calming  
To: pubw <[pubw@como.gov](mailto:pubw@como.gov)>

Greetings. A hard copy is in the mail. Best regards, Frank Schmidt

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TO: Public Works Department, City of Columbia  
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With best regards,

Frank Schmidt  
[505 Silver Thorne Drive](#)  
[Columbia, Missouri 65203](#)

573-424-6872  
[f.schmidt@mchsi.com](mailto:f.schmidt@mchsi.com)



---

**Fwd: [PubW]: Louisville Traffic Calming Project 2171**

---

**Dana Sample** <Dana.Sample@como.gov>  
To: Andrew Briedwell <andrew.briedwell@como.gov>

Thu, Nov 11, 2021 at 11:19 AM

Andrew,

Please see comments below regarding Louisville Traffic Calming.

Thanks,  
Dana Sample, CTA  
Sr. Administrative Support Assistant / HR Liaison  
City of Columbia, Public Works Department  
[701 E Broadway, 3rd Floor](#)  
[Columbia, MO 65201](#)  
573-874-2489  
[Dana.Sample@como.gov](mailto:Dana.Sample@como.gov)

----- Forwarded message -----

From: **Kim Stonecipher-Fisher** <[stonecipherfisher@gmail.com](mailto:stonecipherfisher@gmail.com)>  
Date: Wed, Nov 10, 2021 at 7:10 PM  
Subject: [PubW]: Louisville Traffic Calming Project 2171  
To: <[pubw@como.gov](mailto:pubw@como.gov)>

A speed limit of 25 mph between Chapel Hill and Labrador on Louisville is considerably lower than many other areas with the same demographics. Only backyards are off Louisville in this area (no driveways) and the crosswalk is at a well marked intersection. It is interesting that the stretch of Chapel Hill from Scoot Boulevard to Grant Lane is designated 40 mph with basically the same layout - backyard only abutting property.

Unless there have been several accidents, involving speed on this stretch, we think this is a horrible misuse of taxpayer money. The calming device square at Tip Tree is absolutely not necessary - there is great visibility from both directions.

Please consider this our formal notice of objection to the calming of traffic - especially from Chapel Hill to Labrador on Louisville.

Kim Stonecipher-Fisher, MBA  
[1900 Surrey Court](#)  
[Columbia, MO 65203](#)  
(573)446-1707  
cell (573)489-1707

[stonecipherfisher@gmail.com](mailto:stonecipherfisher@gmail.com)