Public Comment Form

Ash Street Improvements

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

Comments may also be faxed to.... **(573) 874-7266**

or forwarded via E-mail to... **PubW@CoMo.gov**

(please include "Ash Street Improvements" in the subject line, and provide your name and complete mailing address)

We are accepting comments until March 18, 2022. Thank you for your input!

Comments I'M MOSTLY CONCERNED WITH THE ASH ST./ WEST BLVD. INTERSECTION WHERE I'VE BEEN A VICTIM OF 2 COLLISIONS IN THE PAST 2 YEARS. I FIRMLY BELIEVE THIS INTERSECTION IS A "TRAFFIC DUMP" FOR WANT OF A BETTER TERM ESPECIALLY DURING MORNING AND EVENING RUSH HOURS.

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: Alan Unsicker

ALAN UNSICKER
Name ***E-mail***

202 HIGH AVENUE — COLUMBIA — MO. — 65203
Mailing Address ***City*** ***State*** ***Zip***

Public Comment Form

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Comments I feel there should be speed bumps between Garth and West Blvd. Cars have a long stretch between these two streets. There is a lot of speeders. There are kids, pedestrians, and animals using this stretch.

I am joint owner of house on corner of Garth & Ash St

Thank you for putting this on your agenda.

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 Unsicker

Carol Unsicker
Name

E-mail

815 S Greenwood Ave — Columbia — Mo — 65203
Mailing Address — **City** — **State** — **Zip**

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Comments Traffic on Pershing is already to fast. We dont need improved traffic flow, we need slowed traffic. The 4-way stop at Ash & Pershing doesn't seem to be enough. I would LOVE to see a couple speed humps installed! ☺

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:

Joshua C Hulen — jchulen123@gmail.com
Name **E-mail**

115 Pershing Road — Columbia — MO — 65203
Mailing Address **City** **State** **Zip**

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Comments Roundabouts at Mill Creek / Nifong
– work well to slow vehicle traffic due to narrow lanes & somewhat 90 degree angles upon entering.

– Bth is the main corridor for bike/ped traffic. Please allow this road to serve as the model street for Nonmotorized transportation.

– Love the crosswalks

There is more space on the back of this form.

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Signature:

Name ***E-mail***

Mailing Address ***City*** ***State*** ***Zip***

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Comments

We need storm drainage at Ash + Anderson. 713 + 709 are the city drainage. Ive spent close to 20K on foundation issues due to the drainage. I'm at 713 W. Ash. You'll see my yard and the corner yard are sinking every year. Go down my driveway and look toward the street. You'll see the road was built up so high that it causes the rainwater to drain right down into my basement. THANK You For helping us. It will be nice to see the wheelchairs off the street.

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: Josylin Sullivan

Josie Sullivan — Phone 573-239-1141

Name **E-mail**

713 West Ash | Columbia | MO | 65203

Mailing Address **City** **State** **Zip**

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Comments The 10' shared use path, bike lanes, and sidewalk infill is a fantastic option for this neighborhood context. The project should include continuous crossings at each intersection (raised crosswalks). Also, there should be 4-legged crosswalks anywhere the design has 3-legged crosswalks.

The roundabout designs are inappropriate for the neighborhood context, take up too much land, and prioritize fast moving traffic and cut through traffic.

There is more space on the back of this form.

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Signature:

Name ***E-mail***

Mailing Address ***City*** ***State*** ***Zip***

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Comments

Love the pedestrian refuges. Safer for walking and will slow traffic. ☺ to all roundabouts. No to taking people property.

Was told by contracted engineer that there is not enough money for all the refuges on the ped. maps and sidewalks on both sides. Maybe we need to look at different money sources.

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 Rogers

Carol Rogers — carol1243@yahoo.com

Name **E-mail**

111 Anderson — Columbia

Mailing Address **City** **State** **Zip**

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Comments I strongly support the project design including a shared use path, sidewalk infill, and bike lane. The best design for the shared use path is a continuous, raised path that slows drivers at intersections & driveways. At the side street intersections with 3-legged crosswalks, I would request that this design be updated to include 4-legged crosswalks, and two pedestrian islands - one at each crosswalk across Ash. People walking are going to cross at the most direct path across the intersection, and it is unrealistic to expect

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: Annette Triplett

Annette Triplett
Name ***E-mail***

114 Aldeah Ave.
Mailing Address ***City*** ***State*** ***Zip***

Public Comment Form

people walking to make 3 turning movements & lengthen their travel distance instead of just walking across the street. We also would not expect this behavior of drivers.

The proposed project with a continuous shared use path, sidewalks, and bike lane will be a significant safety improvement in this area. It will serve well the many neighborhoods & families that live along the Ash corridor.

This type of project is also consistent with City- & resident-identified priorities in the Climate Action & Adaptation Plan, Vision Zero, Columbia Imagined, & the Community Health Improvement Plan.

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Comments ~~The in~~ at West Blvd. & Ash
Enhanced stop control - could you add solar lights like Broadway?
Raised crosswalks

* The above ideas will continue to ~~[illegible]~~ foster an ~~[illegible]~~ environment where students and families feel safe and comfortable to walk to school.

There is more space on the back of this form.

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Signature:

Name ***E-mail***

Mailing Address ***City*** ***State*** ***Zip***

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Comments Like the pedestrian refuge @ Alexander/Aldeah, Anderson

Would like to replace trees that have to be removed.

Want to see the elevated pathway continue through intersections. This would serve as a "speedbump" for North/South traffic

At Ash + West, much prefer stop-controlled intersection @ Ash + West than roundabout

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: Laura Mitchell

Name	E-mail			
Laura M. Mitchell	laura.g.mitchell@hotmail.com			
Mailing Address	**City**	**State**	**Zip**	
209 Midway Ave	Columbia	MO	65203	

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Comments I much prefer the enhanced stop intersection to the roundabouts, and I'm saying this from the point of view of someone who walks, bikes and drives. One lady I spoke to (from the WANA neighborhood) while distributing leaflets regarding this meeting is out of town tonight but asked me to express her dislike of roundabouts as well. I think the multi-use path, while not perfect, is a good solution for retrofitting our older neighborhood to handle ~~post~~ modern multi-modal traffic. Ash should not be a major collector street. It is better suited as a neighborhood collector.

There is more space on the back of this form.

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Signature:

Name **E-mail**

Mailing Address **City** **State** **Zip**

Public Comment Form

Thank you for giving citizens a chance to have input on what happens to affect our neighborhood.

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Comments ~~I like it.~~ Number 1 Priority → STOP allowing cars to park in the bike lane on Ash. IT'S VERY unsafe for bikers to have to leave the bike lane + enter traffic b/c of parked cars. I felt safer on Ash on my bike BEFORE it was striped for this reason.

Roundabouts are very hard on a bicycle, but something has to be done at Ash + West.

The pedestrian refuge between Aldean + Alexander should be in the middle of the intersection w/ flashing yellow or even a red light and bikes →

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:

Name	E-mail		
Jill Lucht	jrlucht@yahoo.com		
Mailing Address	**City**	**State**	**Zip**
100 Aldean Ave	Columbia	MO	65203

Public Comment Form

+ pedestrians can activate (like the intersection w/ Broadway & Aldeah). This is the bike boulevard, + should be built for bikes, which means slowing cars down.

I like the 10' sidewalk, ~~for~~ for kids going to school, though I wouldn't use it personally.

LOVE the 5' sidewalk on the South. It's very frustrating that I currently have to cross Ash to walk on a sidewalk. I live on Aldeal between Ash + Broadway.

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Comments (1) I think there is not enough people crossing ~~Anderson~~ Ash @ Andersan to justify a Pedestrian Refuge - the street is narrow and it will be hard to turn left from Ash to Andisa and same to turn right from Andisan to Ash when you drive

(2) I like to have a continuous sidewalk on both sides on Ash | Great > finely

(3) Why not a roundabout on West Blvd & Ash?

(4) What is going to happen with the Historic Property @ South & Ash?

There is more space on the back of this form.

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Mailing Address ***City*** ***State*** ***Zip***

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Comments I would agree that widening the street for bike paths and sidewalk widening would be great, however, I would want to make sure that the people who own homes along that stretch would be acceptable of taking part of their front yards to do this. That said, I strongly oppose the roundabout at West Blvd. I don't think it is necessary, however I do think that "slow down bumps" would be beneficial so people understand that there is a stop sign coming up, and maybe flashing lights ahead to warn them. I'm just not sure that there is a need for it there and if the roundabout turns out like the one on Fairview, I would definitely oppose it. I live on Hope Place and totally understand the congestion at rush hour!

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: Marcia Doll

Marcia Doll	dollmkc@gmail.com		
Name	***E-mail***		
908 Hope Place	Columbia	MO	65203
Mailing Address	***City***	***State***	***Zip***

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Comments

I support the 10 foot shared use path on the north side, and the sidewalk infill & bike lanes on the south side. In addition, I recommend that the City update the project design to make the shared use path a continuous path with above grade crossings. This will be better for people with disabilities. It also help scalm dangerous driving behaviors and reduces cut through traffic. Thank you!

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: Erica Ascani

Rikki Ascani	erica.ascani@gmail.com		
Name	***E-mail***		
11 4th Ave	Columbia	MO	65203
Mailing Address	***City***	***State***	***Zip***

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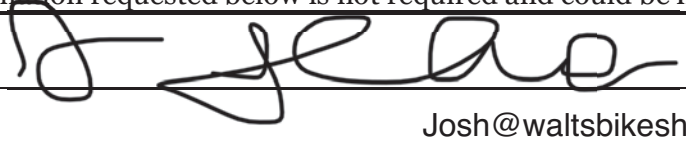
Comments Thanks for bringing these options to the public meeting. I'm in favor of the ped way option, and not the round a bout options. I did think the pedestrian refuge/islands at the intersection of West Blvd and Ash St. would make the intersection more visible and slow traffic. I would also like to see the crosswalks be raised crosswalks. Having the crosswalks rai will improve visibility where pedestrians cross and slow vehicles to a safer speed when approaching these crucial areas. We use the Ash and West Blvd daily, and we cross Ash at West Blvd either on foot or by bike to get my child to school at West Blvd Elementary. These improvement's will keep the neighborhood safer by reducing speed and increasing visibility of non motorized users. I also see the ped way being mush safer for wheel chair users that often have to use the street or bike lane to navigate these areas.I think the needs of wheel chair users are addressed in the ped way option , including raised sidewalks that will make the crossing easier to use. I feel the round a bout plans don't really address these needs.

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: 

Joshua Carroll	Josh@waltsbikeshop.com
Name	***E-mail***

13 West Blvd N, Columbia MO 65203			
Mailing Address	***City***	***State***	***Zip***

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We are accepting comments until March 18, 2022. Thank you for your input!

Comments 1) Please, no round-a-bouts. I don't feel the traffic volume or wait times justify them. Also, having walked several times through the round-a-bout by Aldi, it is terrifying as a pedestrian because drivers are only looking one direction when they enter.

2) I am in favor of completing and connecting the sidewalks on the south side of Ash St. This is much needed.

3) I appreciate the refuge islands. I think this will be great for walkers crossing at high traffic times, and helps with traffic calming.

4) I do not support the 10ft wide shared use pedway. I would prefer instead a 5-6 foot wide improved sidewalk, and a separate "on-street" bike lane as it currently exists. Bike tire friendly storm drain grates would be much appreciated, and please do not allow cars to park in

There is more space on the back of this form.

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Signature:

Name	*E-mail*		
Alexander Ave	Columbia	MO	65203
Mailing Address	***City***	***State***	***Zip***

Public Comment Form

the bike lane.

Here are my issues with the shared use pedway:

1) I believe cars parked in driveways will frequently block it. This is already a problem with the 4ft wide walk and will certainly be worse if the width goes to 10 ft. 2) Currently, after a snow event, the bike lane eventually gets plowed. There is no way in heck that home-owners are going to shovel a 10ft wide pedway, and the city has no staff, time, or money to do this either. 3) On trash day, this pedway will be full of bags, recycle bins, and roll carts (if Solid Waste ever goes that route). 4) For a cyclist traveling down the pedway, there will the the constant threat/danger of a car pulling out from a side street and blocking the pedway in order to see if it is clear to enter Ash St. With the current "on street" bike lane, a cyclist is seen more as road traffic than a sidewalk user, and can maintain higher and more efficient rates of speed. If a cyclist is not comfortable riding on street, then they have the option of riding on the nice new improved sidewalk Biking on the pedway means the cyclist, regardless of whether they have legal right of way or not, will constantly have to yield to cars waiting to enter Ash St.

Also, please remember that although some members of Local Motion live within the West Ash neighborhood, their (L.M) opinions do not necessarily represent the opinions of the tax paying residents of this community and should not be held in any higher regard than anyone else

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Comments I would be supportive of a combination of the pedestrian improvements plan with improved stop control at the intersections of West & Ash, and Ash & Clinkscales. I appreciate the use of pedestrian refuge islands for enhanced stop control and at the intermediate Ash St. crossings as marked on the pedway plan at Redwood, Anderson and Aldeah. I support adding a 10' pedway on the north side of the street and encourage city engineers to utilize raised crossings, as marked on the previous version of the pedway concept diagram and outlined on p. 13 of the city's Traffic Calming Guidebook, at places where the pedway crosses minor streets. Raised crosswalks are more manageable than sidewalk ramps for our community members who use wheelchairs to get around, they also increase pedestrian visibility and slow traffic. One of the neighborhood's key objectives is to slow down vehicle traffic along Ash St. The pedestrian improvement plan complements that goal by narrowing driving lanes in order to accomodate the pedway. Since narrowing driving

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Signature: Valerie Carroll

Valerie Carroll	Valerie.n.carroll@gmail.com		
Name	***E-mail***		
13 West Blvd. N.	Columbia	MO	65203
Mailing Address	***City***	***State***	***Zip***

Public Comment Form

has been shown to have a traffic calming effect and a positive correlation with pedestrian safety, we would reccomend keeping the width of the driving lanes consistent along the entire plan, including the section from Redwood to Clinkscales, as opposed to utilizing the right of way in this section with out narrowing. Please replace any street trees that need to be removed with comprably mature trees.

I do not support the roundabout plans presented. All three roundabout concept diagrams depict a larger footprint than I am comfortable with for the scale and use of the street. The traffic counts presented at the meeting do not appear to indicate a need for roundabouts. While our traffic engineers wisely advise to plan for the future, it is not clear that the future would include heavier traffic use. A significant investment in pedestrian improvements and traffic calming measures, that are supported by the public, may impact changes in use patterns and traffic counts. We do not wish to over engineer intersections too far in advance of an expected increase in traffic. As a pedestrian that frequents several of other of the round abouts in the city, I am not comfortable with the way the crosswalks are offset from the intersection. I often feel that drivers look past the crosswalks as they approch a roundabout, & focus on the intersection to determine if they need to stop before reaching the roundabout. It is easy for pedestrians trying to cross to go unnoticed. I am much more comfortable with stop controlled intersections. Since Ash Street is still predominately neighborhood in use, I would prefer for improvements to be more pedestrian sensitive. Thank you for your work on this project and for your excellent communication.

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Comments I was unable to attend the meeting and have a couple of questions: I have a paved driveway and am concerned that I may have to have my driveway altered to accomodate the widening of sidewalks. Will there be any options for reimbursement if I end up having to have my driveway altered or replaced to accomodate the proposed wider sidewalks? Similarly, given the closeness of many homes to the street already, I'm worried about losing limited lawn space to accomdate wider sidewalks.

I am also concerned regarding traffic flow. If the goal is to diminish the number of cars that drive down Ash, where will they be encouraged to drive instead? My understanding is the intention is to encourage people to drive down Worle traffic backups. If this is, in fact, the objective I am deeply troubled, as it seems alarming to attempt to direct more traffic through a less affluent area to accomodate requests the increasingly affluent West Ash neighborhood. Exposing marginalized neighborhoods to increased traffic, and the risks that accompany increased traffic, seems to lack perspective, foresight and empathy. I think it's unlikely to that the number of cars that need to drive through west Columbia to get downtown will diminish if we simply narrow the roads and make it harder to drive on Ash. There need to be effective plans in place to help mitigate traffic in more marginalized neighborhoods to accompany. this initivate. Finally, I would like to see drainage improved with these renovations. I have a storm drain in the street in front of my house.

There is more space on the back of this form.

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Signature:

Name ***E-mail***

Mailing Address ***City*** ***State*** ***Zip***

Public Comment Form

There are times in the spring where the storm drain will back up into my front yard due to rapid rain fall. Would it be possible to accomodate larger storm drains throughout this project? A pedway will not be particularly effective for mobility if it is covered in standing water.

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Columbia, MO 65205

Comments may also be faxed to.... **(573) 874-7266**

or forwarded via E-mail to... **PubW@CoMo.gov**

(please include "Ash Street Improvements" in the subject line, and provide your name and complete mailing address)

We are accepting comments until March 18, 2022. Thank you for your input!

Comments Please do everything in your power to center pedestrian, wheelchair, bicycle, and other people-focused transportation options on Ash Street. Columbia deserves a safe, accessible street that is open to all road users. The option for a ten-foot-wide path along the north side of Ash most closely meets the needs to make Ash Street a safe community-oriented street for all. Please also consider extending the pathway throughout the Downtown portion of Ash, as this will have high conflict points with vehicle traffic, and the current plan ends right before Providence, with no reprieve for this dangerous crossing. This proposed project will closely resemble St. Louis' recent extension of River Des Peres Greenway along Wabash Avenue, which goes over a number of driveways. Please make it happen.

Benches. We need more benches along the street! With multiple miles of just single-family homes,

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: Jackson Hotaling

Jackson Hotaling	jackson@movingmissouri.org		
Name	***E-mail***		
214 St. Joseph St., #202	Columbia	MO	65201
Mailing Address	***City***	***State***	***Zip***

Public Comment Form

people deserve a place to stop along the way.

And, bicycle waywarding signs would be helpful along the route, such as for Again Street Park.

Hello Ms. Anderson,

Thank you for requesting public comments on the Ash Street improvements.

It appears that a primary goal of the improvements is to increase the safety and quality of travel for pedestrians and cyclists. Roundabouts seem to be best for situations where automobile traffic is too heavy for just a four-way stop, but not enough to justify a traffic signal. The roundabout on Forum, and the one on Bus. Loop 70 W, are good examples. These are also situations with (in my experience) low pedestrian and cyclist travel. As a pedestrian, I would be leery of using a crosswalk that is part of a roundabout since automobiles don't always stop (no traffic to yield to) and it is quite possible that the driver is still looking for traffic in the opposite direction from the crosswalk. Also, if speeding drivers is an issue with the current stop signs, a roundabout would provide a potential running start.

I'm not familiar with the improved all-way stop intersection, but it certainly looks like it would provide more safety and comfort to pedestrians. The sidewalk and bike lane improvements/additions are a great idea.

If traffic calming is a goal, then I strongly recommend speed bumps, like the ones on Stewart Rd. between West Blvd and Garth. I often drove on Stewart, before and after the installation of the speed bumps. The speed bumps didn't seem to impede traffic flow, just slow traffic down to the speed limit; and there seemed to be about the same number of vehicles using Stewart, judging by the number of cars waiting for the Providence traffic signal.

So, overall, I like the idea of sidewalk, crosswalk and bike lane improvements; and I think that the addition of speed bumps would have the desired effect. I don't think that roundabouts are appropriate for Ash St.

Brian Koenigsdorf
1306 Gary St.
Columbia, MO
65203-2134
816-286-8432

P.S. Please let me know if you need a signed form with/instead of this email.

First off, I'm very impressed with how far the city and consultant have taken these plans already! We who use this corridor regularly appreciate the great work, and the interested parties meeting that was held. I was very excited to see mid-block pedestrian refuge crossings in addition to the complete sidewalks and bike lanes on both sides of the street. But of course we can always hope for more, and I'd like to provide some of my personal and neighborhood priorities (in decreasing order of importance).

1. Please prioritize pedestrian/non-motorized improvements ("north wall" posters) over anything else, like intersection improvements. If we only do the basic four way stops with pedestrian refuges (as pictured in the last poster), in order to save costs and allow for other work, then that's still a huge improvement over what we have now. People over cars!

2. The mid-block crossings are incredibly important, as a way to prioritize pedestrians/cyclists/wheelchairs, and a way to slow traffic. Please consider above-grade crossings at all possible locations (intersections and mid-blocks), which further encourage slowing traffic and stopping appropriately for pedestrians. Also the flashing pedestrian warning lights would be helpful, but I understand they carry a significant cost. I would prioritize one at Aldeah (due to the Bike Boulevard and the existing crossing light at Broadway), and not do one at Redwood because the volume isn't as high there. At Anderson I could take or leave.

3. Roundabouts aren't warranted, based on the city's own traffic studies and guidelines, so I'd prefer we focus on excellent four-way stops. If we do insist on doing a roundabout anywhere on this corridor, make it smaller! Also angling drive lanes in to the roundabout (as opposed to 90 degrees) encourages faster speeds, especially at entry points where pedestrian interactions occur, so please ensure the roundabouts are primarily designed for safety as opposed to the current mockups. The only location that MIGHT warrant a roundabout is at Clinkscales, due to its proximity to commercial property, the Farmer's Market, and ARC.

4. While we understand that some trees will need to be removed in order for the work to be completed, it's important that tree replacement be considered in the plan (since it's not now). I'm sure West Ash Neighborhood Association would be open to discussions around helping to plant trees on a volunteer basis, especially if the city can help obtain the trees at a better rate.

5. If any sections remain where on-street parking is allowed in a bike lane, please create separate spaces when possible. Ideally the parking lane would buffer the bike lane from the travel lane (as opposed to West Blvd that was just redone in the opposite way for some reason). If a car is parked in the bike lane it's kind of useless - do we let cars park in the middle of the street?!

6. Recommend replacing aging wooden retaining walls with stone, as many of these are almost totally deteriorated. This is likely already the plan, but the engineer I spoke with wasn't sure so I thought I'd include it!

Once again, thank you so much for taking on this project! The neighborhood is very excited to have improved pedestrian/bicycle/wheelchair facilities in a core neighborhood that values non-motorized transportation, and can serve as a model of these design principles throughout the city.

Thank you,
Matt Wright

811 Broadhead St (Ward 1)

I attended this evening's open house and I think that the designs all look really nice. The roundabout designs all look easier to drive than the roundabout at Fairview and Rollins, for instance.

I like roundabouts, but I do think that, in the event of limited funds, the sidewalks are more important. I would be very happy to have the 10-foot sidewalk displayed in the diagrams at the open house, on the south edge of my property.

I am looking forward to the upcoming walk-through.

Thank you,

Girl NLN
1301 W Ash Street
Columbia, MO 65203

Thank you for the great meeting and information. Richard had informed me of the idea of round-a-bouts at Ash and West several years ago, and while I love most round-a-bouts, they simply are not a good fit for the neighborhood. While it took a while, the traffic count/prediction information was very good to have and eliminates round-a-bouts as a necessity.

Focusing on the pedway I have several concerns that staff and consultants were not able to answer.

*1/3 to 1/2 of the utility poles from West Blvd to Clinkscales will be inside the 10-ft section of pedway, reducing the usable width by 1-2 feet. Relocating/burying them is a major cost increase and likely to increase tree removal for powerlines to align.

* Conflict with driveways. City standard driveway detail will reduce usable width at each crossing from 10 feet to about 8 feet. This could be very dangerous for bikes at night, as this dip is very difficult to see. Improved LED lighting for the entire street, especially at high use intersections and crosswalks would help.

* Maintenance of pedway. Are residents required to keep pedway clear of snow and debris similar to sidewalks or will city maintain?

* Curbside trash pickup. Will residents have to put trash on the pedway at curb or back edge of pedway? If we ever get roll carts, these will have be parked on the pedway for truck arms to reach them, reducing the usable width of the pedway on collection days

* While crosswalks with islands look good on paper, they get torn up by cars and snow plows quickly. Shards of plastic and debris collects in the crosswalk and rarely gets cleared. A raised table crosswalk solves this and is much more accessible, while still slowing vehicle speeds. Stormwater would need to be redesigned, but the current inlets are in great need of improvements

I would like to see an updated alternative that simply completes sidewalks on both the north/south side of Ash with complete bike lanes. Sidewalk width could be increased from 4 feet to 5 feet. Select locations with raised/table crosswalks/intersections to slow traffic and improve accessibility. Also consider artistic crosswalks with colors and/or defining structures to define the neighborhood. Numerous studies show vehicles travel slower through places with interest, not tunnels vision standards of asphalt and concrete with white paint

Also, a sidewalk connection on Pershing, north of Ash, connecting to Again Street Park should be included.

Thank you and I look forward to seeing the next steps

Matt Boehner

119 Anderson Avenue

As a frequent walker and sometimes cyclist, I'd like to see the Ash Street improvements focus on non-motorized transportation. Improved sidewalks, crossings and bike lanes would be much appreciated.

I would also like to make a plea for bike lanes that are true bike lanes, not real estate in which cars are allowed to park. This is a problem now on parts of Ash, as well as West Blvd. As far as I'm concerned, if you're going to allow parking in that space, you should save your (our) money and not pretend you have a bike lane. Parking in the car lanes certainly wouldn't fly as a concept. Why is it ok for bike lanes? At some point we need to create the environment that truly encourages cycling, not just pays lip service to it. The Ash Street improvements project provides an excellent opportunity to do that.

Thanks!

Pat Kopp
379 Crown Point
Columbia, MO 65203

Comments: Hello! I would like to comment about the Ash St. improvements meeting from 3/8/22.

1) Why Ash? I have lived on this street for 21 years and I do not see that conditions have changed significantly enough to warrant such drastic changes. Has traffic, including cars, pedestrian, and bike, increased so much that such changes need be made? And according to whom? I have not seen any objective measures being taken to track traffic volume and patterns the entire time I have lived hear that I may recall. Why are these changes suddenly necessary? We were not able to get a chance to speak with any of the Bartlett & West reps about these matters the other night due to the crowd size involved.

2) The amount of land/yard that is proposed to be taken with the expanded multi use wide sidewalk is simply unacceptable. The yards on Ash are small, period. Especially on the south side of the street. Under that particular proposal the front stairs at our 806 property would basically walk straight down to the sidewalk; the amount of front yard left would be negligible. We simply do not see the necessity or the wisdom of taking up so much space when there are already sidewalks and bike lanes that exist. Again, having lived hear for 21 years I simply have not witnessed the volume in pedestrian and bike traffic that warrants this change, especially at the expense of already small front yards.

3) What about construction time? These project proposals will massively affect the practical comings and goings on one of the main East/West corridors in town for a long time. If someone over there seems to think Ash has a traffic problem now, wait until you start screwing around and digging it up. It will be a nightmare. Construction never goes as smoothly or as quickly as planned; problems, unseen or otherwise, always arise and slow things down. The inability to park in our own driveways for an extended period is not something to be taken lightly. Secondary effects to that will be increased parking on the already narrow North/South connector streets. I cannot imagine that the owners of those properties will be pleased about the sudden increase in vehicles and traffic, either. Utilities will likewise be disrupted, whether purposefully or not.

In summary, as a long time resident of West Ash Street, we simply do not see the wisdom nor the necessity of these projects. The meeting the other night did a fine visual job of explaining the plans but we were frustrated by the inability to actually speak to someone about the "why" involved. We would very much like to see hard, objective data about what has changed to justify a project of this magnitude. And not to get personal, but you can sure as hell bet that if you were to try something like this on Broadway or (god forbid) Stewart roads that those residents would raise hell and this would be shut down faster than a pay raise. We would like the same consideration, please.

Thank you for your time.
Liam Mahoney, 803 West Ash.

Hello.

I'm a long-time resident of the West Ash neighborhood and am **NOT** in favor of the proposed changes to Ash St. They would be a waste of time, resources and funds, and an unnecessary hardship for the residents of Ash and surrounding community. The residents value a quiet neighborhood and I believe any proposed changes (especially roundabouts) would draw additional traffic to our street.

Regarding the roundabouts design, I do not believe there is enough traffic flow currently to warrant the number of proposed roundabouts along our residential street. If implemented, they would likely draw more traffic to Ash, creating a potentially dangerous situation for the children and pets in our quiet community. I ***would*** support a roundabout at the intersection of West Blvd and Worley, as there are several businesses and considerable traffic at that particular spot.

I own 806 W. Ash St., between Anderson and N. Greenwood. My house sits close to the north side of the street and, if the sidewalk were to be constructed per the engineers' design, my front steps would literally be within a foot of the new sidewalk. Additionally, there is not enough foot traffic to warrant this sidewalk; there's already a sidewalk on the south side of the block and designated space for bikes on both sides.

In summary, please re-think the potential plans for Ash Street. I feel they are NOT what Ash needs, based upon car, foot and bike traffic, and NOT what the residents want.

Thank you!

Gwen Langland

Mailing address:
803 W Ash St
Columbia, MO 65203

I also own:
806 W Ash St
Columbia, MO 65203

Additional comments from Gwen Langland:

Hi, Allison.

I've written to you before on the Ash St project but more thoughts have come to me since then. I live at 803 W Ash and have lived in the neighborhood for 20 years. It does not seem to me that traffic (vehicle, foot or bicycle) has increased much during that time.

Additional thoughts regarding the widened sidewalks:
- How will trash pick up be dealt with? If the sidewalks are widened, I assume residents would not be able to put trash out on the sidewalk and therefore the trash bags would be in our yards, 10 feet away from the curb. This would add time and effort to the trash collectors' jobs.
- How will snow removal be dealt with? If the plows come through, the snow will land on top of the new sidewalks. Would the residents be responsible for removing that bank of snow in addition to the rest of the sidewalk's snow?

I want to stress again that our front yards are small and a giant sidewalk would eat up, in many cases, a good portion of the yard space. In my case, it would mean losing my beautiful garden space I've worked so hard on. I would truly be very upset about that! And again, where is all this supposed traffic coming from? Why Ash? If the city is truly concerned about improvements that will benefit citizens, how about at least fixing the blocks and blocks of broken sidewalks along Broadway and how about making them handicap accessible? How is that not a priority? A person in a wheelchair cannot navigate the sidewalks on Broadway between West Blvd and Edgewood.

Regarding the roundabout proposal, I'm again not sure why this is necessary. To me, this seems like a colossal waste of money and would not do much to improve traffic flow. There just isn't enough traffic to necessitate 4 roundabouts. I assume the city thinks that roundabouts on Ash would lure Broadway drivers to Ash to lessen traffic on Broadway. How is that fair to the residents of Ash? And if that's the case, why not put roundabouts on Broadway? I realize the wealthy people who live on Broadway have more influence in city government than us lower to middle class people on Ash. I truly hope our city government is not so shallow as ignore the voices of some residents of Columbia and prioritize the voices of a select few.

Each scenario seems needless and wasteful and I cannot imagine anyone who lives on Ash St is in favor. Please weigh the opinions and needs of the people who live along Ash very heavily. We love our town and want the best for all of us.

Thank you again.

Gwen Langland

My name is John Forbis and I live in the house at 201 Ruby lane on the nw corner of Ruby and Ash. First on the subject of the sidewalks, if you put in a sidewalk on this side of the street I can't keep them cleared of snow and ice because I am handicapped in wheelchair and even if I wasn't I couldn't get to them because Ruby Lane is one of the side streets that are gets cleared last if at all. Why are you putting another sidewalk on this side when you have one on the south side that the city doesn't keep maintained. Also the proposed sidewalk will put it right outside my bedroom window. Since I sleep during the day people walking down the new sidewalk could look directly in my bedroom and the noise from conversations would keep waking me up. Secondly the roundabout is a very bad idea. As I said I am in a wheelchair. I am not the only one in a wheelchair in this area that uses the existing sidewalk to get to Gerbes and other businesses. Have any of you ever tried to maneuver a wheelchair thru a round about? Trying to get thru a 4 way stop is hard enough, trying in a wheelchair would be a nightmare. In case you never noticed people in roundabouts don't stop. Also putting a roundabout this close to a school is very dangerous. Once again the cars don't stop and the kids don't look for traffic. Who ever had the idea that this neighborhood needs roundabouts at the Clinkscales, Pershing and West Blvd intersection has no idea about this neighborhood and what it really needs. Repair the existing sidewalks and intersections to make it easier for the handicapped and forget about on new sidewalks and roundabouts.

To: Allison Anderson and the Ash Street Improvement Project leaders.

As a 30 year resident at 111 North Greenwood, in between 2 very busy east-west corridors - Broadway and West Ash - it is very important to me that West Ash should be as pedestrian, bike and wheel chair friendly as possible.

Currently on West Ash I notice speeding, passing slower vehicles on the left and traffic cutting through to avoid more or slower traffic on West Broadway. This can create a very dangerous situation for other vehicles let alone anyone trying to walk, bike or wheel along the narrow street.

Personally I do not like round-abouts and sincerely hope that West Ash improvements do not include their addition. I find them difficult to navigate as a walker or biker. It seems that drivers assume they have the right of way unless there is a forced stop at

busy intersections. I have even seen drivers fail to stop at the posted stop signs at the West Ash/West Blvd intersection.

Increased and faster traffic flow should not be the priority in this improvement. Bike lanes and pedestrian improvements are what we need to keep our neighborhood safe and walkable.

I am grateful for the City to be making this investment in the first ward. Please make the concerns of our neighborhood priority in this decision process.

Sincerely,
Therese M. Folsom
111 N. Greenwood Ave.
Columbia, MO. 65203
573-268-4353

After attending the public engagement meeting here are my comments:

1 - I am very concerned with the safety and comfort of the wheelchair users I see almost daily trying to navigate along the street and sidewalks. The conditions for them are terrible. Please contact the City's Disability Commission and work with them to collect their suggestions and comments. They are the experts in what it feels like to travel in a motorized wheelchair.

2 - I understand you are trained in moving the most cars in the fastest way from one end of the city to another. I also know that the number of cars traveling our streets, roads, and highways will diminish in future due to climate disruption and any number of collections of disasters that will bring. The plan you are working from is out of date and yet you think it should be carried out as planned years ago. The planet has moved on into a new phase in the meantime. Please contact the City's Climate Action and Adaptation Commission and work with them to collect their suggestions and comments. They are the experts in using the City's Climate Action and Adaptation Plan to reduce our emissions and prepare for the future.

3 - As someone who walks frequently on Ash and wants my safety and health, and that of my neighbors, to be a priority in these improvements, I want Ash to go back to being the Street it was intended to be. Reduce its speed and discourage cut-through traffic and allow a people powered presence to flourish along it. Its neighborhoods will slowly densify, owner occupied businesses will crop up if allowed and it will become a quieter, peaceful, tree lined corridor protected from the stress fast cars and trucks bring to it now.

Christine Gardener

112 Anderson Ave.
Columbia MO 65203

First, thanks for your work on this project. I am excited about the potential for a variety of improvements and look forward to seeing what comes of all of this.

My comments after attending the session at the ARC:

1. Overall, I am in favor of perhaps "more simple" improvements. These would include extending sidewalks on both sides of Ash, redefining bike lanes on both sides of Ash, and removing parking from Ash. I do realize that this parking issue could be a challenge for people/businesses living between Garth and Providence. I would hope that creative solutions could be found.
2. Intersection improvements for the above could include elevated/continuous sidewalks across the side streets to provide extra safety for walkers and slow down traffic.
3. I am not thrilled about the roundabouts as planned. They are too big, they wouldn't really slow down traffic, and it is not clear that they are needed based on traffic data. I think they also pose a challenge for pedestrians, bikers, and those using wheelchairs.
4. If the giant 10 foot sidewalk is built, I think my suggestion in number 2 above should be implemented - please install elevated/continuous sidewalks across the side streets to provide extra safety for walkers and slow down traffic.
5. I am NOT in favor of restricting turning on or off of side streets.
6. Is there really room for those island features? It seems like they will be too small for people to safely use as an island. Will they also impact turning off of side streets.

That's all for now. Thank you, and best of luck.

Bill McKelvey
100 Aldeah Ave.
Columbia, MO 65203
573-746-0770

It would add to safety and traffic calming if the whole segment of Ash Street was narrowed to the same width.

Safe facilities for wheelchair traffic is important. There is quite a bit of WC use of Ash. Raised crossings on side streets would help with ADA access - especially on streets with a lot of fast cut-through traffic.

My preference is for the 10' shared use path on the north and complete sidewalk and bike lanes on the south. (We citizens need to also push for the elimination of on-street parking in the bike lanes.)

I like the stop signs and islands for the Ash-West Blvd intersection.

I like the pedestrian crossings with refuges and flashing lights at Redwood, Anderson, Alexander and especially Aldeah which is the bike blvd.

Since there is no projected need for round-abouts per public works analysis, I think the money is better spent on pedestrian improvements.

Thank you for the chance to comment. The public notifications and the open house meeting were done very well.

Dee Dokken
804 Again St.
Columbia, Mo

Thank you for allowing this opportunity for the citizenry to leave their thoughts on important issues.I live on ash street and am invested in the ash street improvements project. I have long thought the sidewalks are poor and inconsistent block-to-block all along ash. At the least, sidewalks should be on both sides of the street (level and assessable for the disabled). I don’t really see the need or added benefit of a multi-use sidewalk (maybe I could be convinced otherwise). My biggest concern is for the trees. I really don’t want to see any established trees cut down and replaced with concrete. Hopefully any and all healthy trees can be protected, take priority and be grandfathered in. I have a hard time seeing roundabouts working except at Clinkscales. I think the footprint is too large for the other intersections. The enhanced stops sound like a better option. That’s all I can think of for now :) James