

# Summary Report

22 February 2022 - 12 January 2025

# City of Columbia, MO

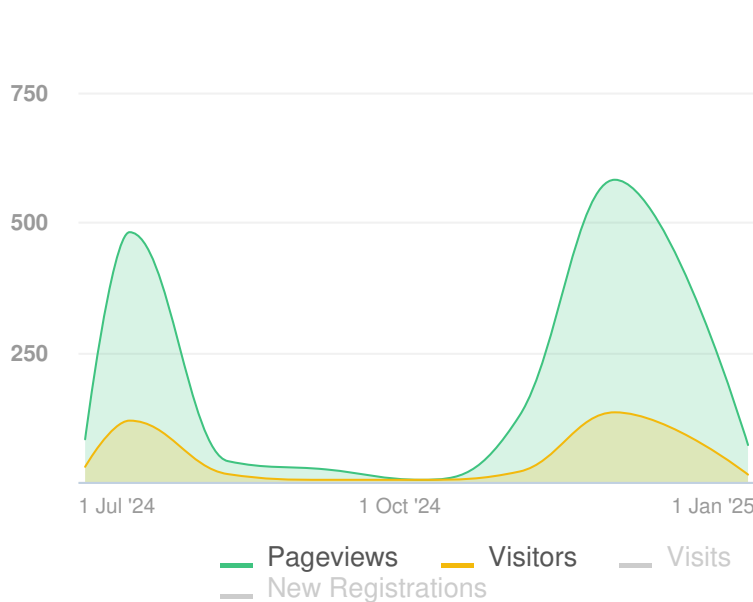
PROJECTS SELECTED: 1

Rollins Road Traffic Calming

FULL LIST AT THE END OF THE REPORT



## Visitors Summary



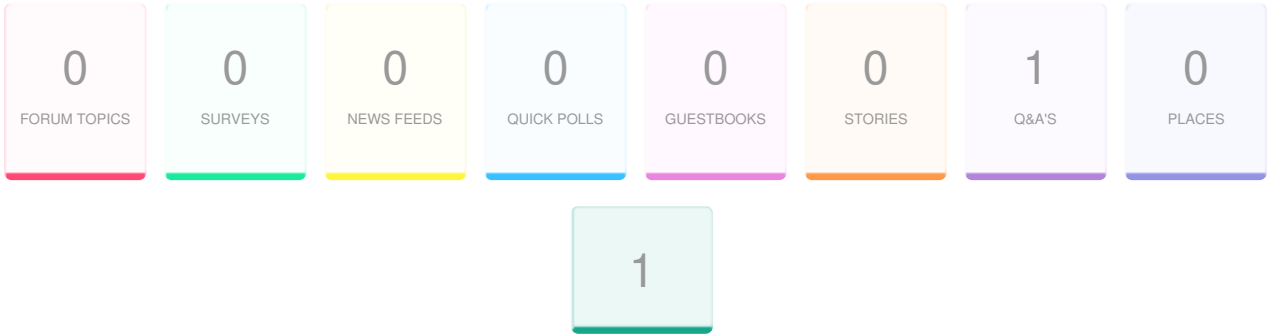
## Highlights



# PARTICIPANT SUMMARY

<b>ENGAGED</b>	<b>18 ENGAGED PARTICIPANTS</b>			(%)
<b>INFORMED</b>	Registered	Unverified	Anonymous	
	Contributed on Forums	0	0	0
	Participated in Surveys	0	0	0
	Contributed to Newsfeeds	0	0	0
	Participated in Quick Polls	0	0	0
	Posted on Guestbooks	0	0	0
	Contributed to Stories	0	0	0
	Asked Questions	1	1	0
	Placed Pins on Places	0	0	0
<b>AWARE</b>	Contributed to Ideas	16	0	0
	<i>* A single engaged participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>
<b>Rollins Road Traffic Calming</b>				<b>18 (8.0%)</b>
<b>ENGAGED</b>	<b>137 INFORMED PARTICIPANTS</b>			(%)
<b>INFORMED</b>	Participants			
	Viewed a video	0		
	Viewed a photo	0		
	Downloaded a document	55		
	Visited the Key Dates page	1		
	Visited an FAQ list Page	0		
	Visited Instagram Page	0		
	Visited Multiple Project Pages	123		
<b>AWARE</b>	Contributed to a tool (engaged)	18		
	<i>* A single informed participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>
<b>Rollins Road Traffic Calming</b>				<b>137 (60.9%)</b>
<b>ENGAGED</b>	<b>225 AWARE PARTICIPANTS</b>			
<b>INFORMED</b>	Participants			
	Visited at least one Page	225		
<b>AWARE</b>	<i>* Aware user could have also performed an Informed or Engaged Action</i>			<i>* Total list of unique visitors to the project</i>
	<b>Rollins Road Traffic Calming</b>			

## ENGAGEMENT TOOLS SUMMARY



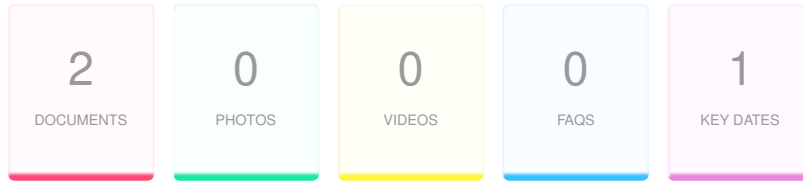
Q & A SUMMARY	
1	Q&As
2	Contributors
2	Questions

TOP 3 Q & A BASED ON CONTRIBUTORS
<p>2</p> <p>Contributors to</p> <hr style="width: 20%; margin: 0 auto;"/> <p>Questions</p>

IDEAS SUMMARY	
1	Ideas
15	Contributors
43	Contributions

TOP 3 IDEAS BASED ON CONTRIBUTORS
<p>15</p> <p>Contributed to</p> <hr style="width: 20%; margin: 0 auto;"/> <p>Comments</p>

## INFORMATION WIDGET SUMMARY



DOCUMENTS	
2	Documents
55	Visitors
85	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS	
56	29
Downloads	Downloads
Rollins Road Traffic Calming Location Diagram	Rollins Road Traffic Calming Preliminary Plan

KEY DATES	
1	Key Dates
1	Visitors
1	Views

TOP 3 KEY DATES BASED ON VIEWS	
1	
Views	
Rollins Road Traffic Calming	

## TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.como.gov	93
www.google.com	41
m.facebook.com	13
l.facebook.com	12
lm.facebook.com	11
abc17news.com	10
android-app	3
www.bing.com	3
mail.google.com	2
duckduckgo.com	1
www.peacekeeperhq.com	1

## SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Rollins Road Traffic Calming	225	137	18

## **Bayonne - Lack of adequate planning process by the city**

I will oppose any plan that involves more vertical deflection on the drive to my home on Bayonne Ct. While speed humps can slow traffic somewhat, they are also designed to be so uncomfortable as to discourage shortcut traffic through our neighborhood which is the biggest source of the speeders. If they are installed, those of us that live here will have to suffer speed humps so extreme that no one will want to use Rollins Rd that doesn't have to. To discourage the few, we all have to suffer.

I'm also frustrated by this plan because of the lack of transparency and communication in its development. My perception of the speeding problem is due to arterial spill—people cutting through because the traffic on adjacent high capacity roadways is being unnecessarily restricted due to larger systemic traffic problems such as poor signal timing and coordination. People are choosing to travel through our neighborhood because it's easier than using the roadways designed to handle their traffic.

General guidelines for traffic calming such as the primer from the Federal Highway Administration recommend studying and understanding the root cause before adopting any calming measures because solving those problems will be better accepted by the community than more aggressive methods like vertical deflection. Understanding the source of this excess traffic is needed to ensure there are no other unintended consequences. For example, failure to treat the cause of traffic overflow will simply cause a new desire path elsewhere as traffic calming on residential streets is instituted. And still the larger systemic traffic issues persist and then more calming is needed elsewhere.

Unfortunately the above plan is severely deficient in information. At the time I write this, there are only two documents provided that show the section of road under consideration, and some drawings of signs and speed humps. No document is provided communicating the causes and predicted outcomes nor alternatives considered in developing this plan. These sparse documents provided don't include traffic volume or 85th percentile speeds, nor do they give dimensions for the proposed speed humps! Neither the lateral footprint nor the anticipated vertical deflection are given. The city is requesting comment on a plan that doesn't include how big the speed humps will be?

Looking at the FHWA guidelines and referencing the ITE "Updated Guidelines for the Design and Application of Speed Humps", we can't begin to anticipate the amount of traffic volume or speed reduction without that information. It's possible unless these are very extreme speed humps, we may see no more than 5-6 mph reduction in speed. But these are details the public should not have to decipher for themselves; the city should be determining and communicating this.

I requested more details of the plan from the city, but was only provided the traffic speed and volume data that is not yet available here. My other questions were ignored.

While trying to understand City of Columbia policy for traffic calming I found this on the city website:

<https://www.como.gov/Council/Commissions/downloadfile.php?id=12886>

While this may not be the officially adopted policy for traffic calming, I believe it should be. It requires a more detailed preliminary report than what we've been given and provides a formal policy for studying and documenting the problem prior to plan development.

As a plan that will impact so many people and is deemed a matter of public safety, this plan needs to be more thorough and detailed. Request for public comment should not have been considered without much more information, and reasonable questions from impacted citizens shouldn't be ignored.

**Martin/Rollins Resident - NO Speed Humps - PLEASE!!!**

I have lived very near the Martin/Rollins intersection for 10 years. For the majority of those years I have walked with my children down Rollins Rd. to Fairview Elementary daily. My children routinely cross the intersection of Martin/Rollins in order to play football on the grassy field of the Lutheran Church.

- 1.) I do like the idea of a lighted cross-walk at Martin/Rollins, although, think it would be ineffective without a flashing light when kids need to cross (otherwise everyone will just drive through the crosswalk and not stop).
- 2.) I think speed humps are a completely ineffective way to reduce traffic speeds - most people do what I do when encountering speed humps - slow over the hump and gun it in between. And, honestly, having two speed humps that close will make driving down that road completely miserable for residents.

Rollins road has two giant "S" curves at Fairview Lake that are the absolute best traffic calming/slowing tools possible. It does not need speed humps.

Please, just leave Rollins Road alone and solve the REAL problem and that is the round-about at Rollins and Fairview. I cross this round-about routinely with my children as a pedestrian and it is the only place along that stretch that I truly feel unsafe, and have almost been hit by a car multiple times. The East end of Rollins is just fine, it's the West end and round-about that needs work. Thank you for your consideration and for working to make our city/neighborhoods better.

**Ejusher - Protected crosswalks and bumpouts are needed**

I'd like to see Rollins get narrower, and I'd like to see safe places to cross the street at martin and hulen.

**grampajim1944 - Living on Hulen Drive, I frequently get onto Rollins at that BLIND intersection.**

Add to the fact that the intersection is rather blind, the fact that SO many people traveling east on Rollins seem to believe that the speed limit does not apply to them and it makes it dangerous. Since there has been no police presence to enforce the speed limit, it MIGHT help if the intersection of Rollins and Hulen was a four way stop. I KNOW that there are a lot of the speeders who will ignore the stop signs, but it would seem to be a relatively low cost thing to try.



**bayonne** - I would support a 4-way stop at Hulen and Rollins. I agree it would make it safer for traffic coming from Hulen. It may also help to temporarily slow down the speeders.

**akaiser** - We also live on Hulen and expressed the same frustration (at both meetings) about eastbound traffic going too fast and making it hard to turn onto Rollins, exacerbated by blocked visibility. The current plan (see diagram) is to add a "speed hump" just west of this intersection. Will it slow them down? Will city engineers say that adding a 4-way stop just there is not practical because of the roundabout so close? It is worth considering!

### **Marzie**

Widen Rolling St + bike lane. A Signalized pedestrian crosswalk and 400-ft median so elderly n ADA can cross easier should be constructed.

### **Stallmannj - Small changes can make a big difference**

I live just off W. Rollins Road and use it daily. The place I have observed speeds that are not desirable is on the curve over the dam. I think there are two problems: 1) the street narrows and there is no indication of that and 2) the sign signaling a curve ahead comes too late. 1) Signs indicating a narrowing of the road and 2) curve signs placed well before the dam are inexpensive options, why not try the signs first? A further safety option is "rumble strips" down the center line to signal to people that they are over the center line. I agree with another comment that there should be center lines on all streets. At the intersection of W. Rollins and Hulen, when coming from the south, the brick "walls" impede the view. Ask the homeowners' association to modify them. (I am a member of that association.) The same can be said for the intersection of Martin and W. Rollins—modify the brick "walls." The intersection of Bourn and W. Rollins is not a speeding problem. The intersection is very close to the Stadium and Rollins intersection, which may be a problem for people turning left onto or from Rollins. Most people I know use Martin to get to Bourn rather than directly from W. Rollins. A round about would be too close with the intersection with Stadium.

**bayonne** - I like your ideas! I'm troubled by how little the traffic engineer wants to allow public involvement in the process and his dismissiveness of ideas and concerns from the public.

**Stallmannj** - I attended the meeting on Monday, December 9, to discuss traffic on Rollins Road between Stadium and Fairview. I agree with suggestions that small things can make a difference. For example, during the meeting it was noted that painting double yellow stripes on the pavement over the dam improved cars staying in their lane on the curves. First issue, traffic on the dam: I agree with the suggestion to post signs about the road narrowing over the dam. During the meeting the engineer rejected that saying people don't read signs. Clearly they do or we could just get rid of all traffic signs and pavement markings. Second issue, speed by the church school: There are probably accepted standards as to how far in advance of a school to post a sign. I suggest that sometimes the standards do not fit the situation. For example, as one

enters Rollins from the east off Stadium, there is a sign warning of a school ahead, but it is so close to the intersection that it does not get seen, especially by people turning right onto Rollins. A little further on there is a second sign with a speed limit, that is easier to see because it is further from the intersection. Why not put both signs on the same pole? Third issue, pedestrian safety at the corner of Martin and Rollins: As both a pedestrian and a driver I do not feel bulbouts approve my safety. Bulbouts force drivers to move closer to the oncoming lane of traffic if they are going straight, or to make wider turns, perhaps going into the oncoming lane of traffic. As a pedestrian, I still feel exposed crossing the street because I start from the sidewalk, not from the bulbout, which feels too exposed to traffic, so I have the same width of street to cross. Why not short medians on Rollins both east and west of the Martin intersection? Medians separate opposing lanes of traffic rather than bringing them closer together. With medians pedestrians have a safe spot in the middle in case they had not seen a car approaching. Medians have been used for pedestrian safety and to slow traffic elsewhere in the city. With the medians, a speed hump is not needed west of the intersection. Rather than waiting for construction why not help pedestrians right now by painting a crosswalk and adding pedestrian crossing signs? Overall, two speed humps plus bulbouts just between Stadium to Martin (two shorter than normal blocks) seems excessive. I feel that the city first should try some of the suggestions that have been offered by citizens and that are low-cost. I question the use of city funds for this project when there appear to be more pressing projects. Two examples were given in the Dec. 12 issue of the Columbia Missourian. 1)A column about city growth by Mayor Barbara Buffaloe noted infrastructure needs in underserved areas, such as northeast Columbia. 2)On the same date the Columbia Missourian reported there is about an accident a week on Rock Quarry Road, compared with one accident in three years on Rollins. The solution for Rock Quarry was for people to slow down. At the same time posting signs to slow traffic on Rollins, such as a notice that the road narrows as a less expensive alternative to speed humps, was rejected by the engineer, saying that people don't read signs. (I want to be clear that am not recommending speed humps on Rock Quarry, just pointing out the inconsistency.) Lastly, I am disappointed with the process. I expected more than one plan to be presented after feedback on-line and at a prior meeting. Providing one plan suggests it is already a done deal, and citizen-input is just window dressing. If the engineers are always right, why bother with other input?

**akaiser** - These are all good ideas! I want to add a note about west-bound traffic as it approaches the sharp curve entering the stretch along the lake. I spent time watching traffic here and took pictures (which I wish I could add to my comment). The sign warning of a sharp turn and lower speed is too far from this spot! There is room for better signage at the median where Eastlake Drive meets Rollins, as drivers approach this spot. The wimpy little sign at the bottom of that incline, where the road curves dramatically, is too little too late. Please consider moving or replicating the sign way up by Martin Drive and adding the warning: KEEP RIGHT, SHARP TURN.

**akaiser - Only those who routinely navigate the intersection of Hulen and Rollins understand why we need measures to slow traffic here! Try it once!**



Turning from Hulen onto Rollins is a nightmare and drivers approaching on Rollins from the west can't see cars in the intersection if they are going above 25 mph (as they do!). Reasons: structures on both sides and a fence that blocks visibility; a curve on Rollins. The problem is compounded when my neighbor has a pool party, with rows of cars parked on both sides of Hulen and traffic gets backed up.

**kperry12000 - No speed bumps, add guard rails by lake**

I do not feel that speed humps, speed bumps or speed tables are necessary along Rollins. We do need a painted divider line extending by Fairview Lake. The most pressing action item is the need for a guard rail along Fairview Lake on the north side of Rollins. How is there no railing there?

**akaiser** - With all due respect, I don't agree. It is very difficult to turn from Hulen onto Rollins because of poor visibility AND the speed of vehicles traveling east. I invite you to try this when traffic is heavy!

### **Chris Wells - Use Smith Drive as a model**

I bike and drive down Smith Drive and Rollins Road 8-10 times a week. Even though Smith has a higher speed limit (30 vs. 25 mph), the traffic calming devices are far more effective at slowing drivers down and promoting cyclist safety. I think we can use Smith (and to a lesser degree Fairview) as a model for how to improve Rollins. Some potential ideas could include:

- 1) Painted center line and bike lanes from Fairview to just east of Hulen. If the pavement hazard in front of 2612 Rollins's driveway is leveled out, bike lanes could continue until the road narrows at the dam.
- 2) Make the Hulen intersection feel smaller, like with (a) small median planter(s). There's a lot of open pavement in that intersection, which is roughly halfway between Fairview and the dam - the perfect place to discourage speeding.
- 3) Speed table at Martin. I would use Smith as a model rather than Rollins east of Scott; the tables on Smith are far more effective at slowing cars down.
- 4) Crosswalk with center island somewhere between Martin and Stadium. The one on Smith is quite effective from my experience.
- 5) Painted center line and bike lanes from Eastlake to Stadium.

I'm looking forward to seeing what the city has come up with on Monday!

**SteveBaumann** - "The needs of the many outweigh the wants of a few" IMHO I am 180 degrees opposite. Smith is a disaster, which is what I guess the residents want.

**john.ogan** - We appreciate your engagement. I will ensure that Public Works street engineers are aware of your comment.

### **SteveBaumann - Please leave it alone**

I travel that route frequently and I have not seen a rash of accidents or any real need to make any changes to impede traffic flow. Absolutely not IMHO.

**SteveBaumann** - I do live in the area, within 2 blocks of Rollins. I can remember when the marriage counselor had a "disagreement" with his wife and one of them ended up driving into the lake. It's not dangerous, the road has been around for decades. And the concerns are somewhat valid, they could slow down 1st responders. I'd like to see many if not all of them removed and go back to the old fashioned way. Make the violators pay. I believe that is called "a pipe dream". Thank you both for the comments.

**akaiser** - I suspect you don't live in this area but rather use Rollins to get where you're going. I might share your point of view if I didn't have so much trouble getting onto Rollins from Hulen every day. Try it when traffic is heavy!

**john.ogan** - Thank you for your input. I will ensure that the engineer in charge of organizing the open house meeting is aware of your concerns.

### **Frank Schmidt**

1. Raised crosswalks at Hulen, Eastlake and Martin Drives (perhaps with HAWK lights to promote pedestrian safety and reduce speeds.
2. Roundabout at Bourn Drive since traffic comes from the East (Stadium) and North (cut-through from Broadway)

**DHuhman** - Per the city engineers, crosswalks aren't feasible in these locations because there is no sidewalk on the north side of Rollins. A crosswalk requires something on both sides of the street to "collect" the pedestrians/bikes/strollers etc.

**Laurenpringle** - The idea of raised crosswalks is a good one instead of just speed bumps!

**john.ogan** - Thank you for your input. I will ensure that it is shared with Public Works streets engineers.

### **RollinsResident - Widen road, update traffic lights**

Looking forward to hearing more about this. I saw another suggestion for speed humps but I have them on my residential road and cars fly over them so I'm not sure if they actually work to slow traffic. I do feel that we need to change the left-turn traffic lights off of Stadium onto Rollins. Especially going north on Stadium I sometimes sit waiting to turn left for two full minutes and there's often not traffic coming in the southbound lanes, yet I have a red light.

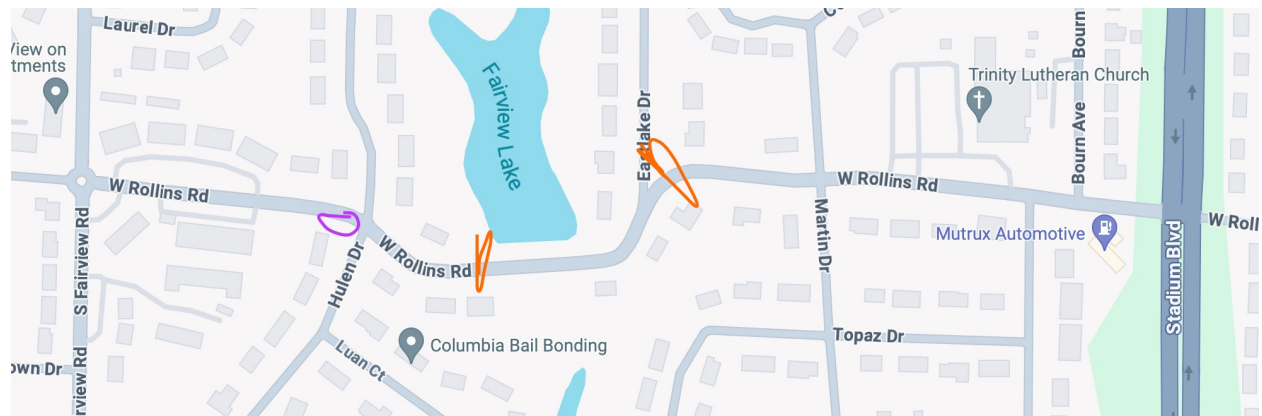
**john.ogan** - Thanks for reporting that to MoDOT. I'll add your suggestion about combining speed humps and chicanes to the engineer and Council report.

**RollinsResident** - Commented on MoDOT site as they own the light. Maybe there would be a way to build chicanes and slow traffic with those and the speed humps?

**john.ogan** - Thank you for your views on the effectiveness of speed humps, which has been noted and will be given due consideration by City of Columbia Public Works street engineers. Regarding the traffic signals at South Stadium Boulevard (Highway 740) at Rollins Road, this signal is owned and operated by MoDOT and the State of Missouri. Please visit their website at [MoDOT.org/contact-us](http://MoDOT.org/contact-us) and provide that information directly to them. Their representatives should get back to you very soon with their answer. I appreciate it!

## Laurenpringle - Speedhumps

Thanks for starting this project! I think it is very needed. I probably won't be able to make the July meeting but I think calming measures such as speed humps would be helpful. The areas I would be most interested in seeing calming measures would be the eastbound lane of Rollins just west of the Hulen intersection (purple on my diagram; poor visibility for those heading north at the intersection on Hulen due to fence), as well as both lanes/directions on either side of the narrow curve going around the lake (between orange sections). Thanks again!



**Laurenpringle - @SteveBaumann** it seems we have had quite different experiences on this road. We drive this stretch multiple times a weeks, sometimes multiple times per day, and have had more close calls along Fairview lake than I can count. I have not been in an accident but am a defensive driver and have had to brake suddenly to avoid a collision as more than half the drivers cross the midline of the road when taking the turn. As John mentioned, a traffic study was conducted and found several issues if concern that I imagine will be presented at Monday's meeting. I have spoken with people who live on Rollins itself and told me that houses along the curve have been hit by cars traveling too fast, at least one car has ended up in Fairview Lake, and other residents referred to this stretch as "Rollins racetrack." Many residents signed the petition that started this process. I will also mention that I mostly drive this stretch but have walked and biked with my young children and have found it a nervewracking road for these modalities. I now avoid both activities there at all costs and take the long route to get around this stretch. Some people live at locations where it would be inconvenient to go for an evening stroll, walk to Fairview Elementary, or ride a bike without having to travel along or across this stretch because of speed, visibility and other safety issues. As a residential area, I wish that it was more friendly to all users and not just those aspiring to be racecar drivers. In all seriousness, I am open to plenty of other ideas - not just speed humps - to make this a safer stretch for all neighbors. I have just heard that speed humps have been the preferred tool to accomplish this in many neighborhoods for a variety of reasons so posted my thoughts on where possible placement and pain points might be. Thanks for sharing your thoughts! I hope the city can create a plan that balances safety and also convenience and satisfies as many neighbors as possible.

**john.ogan** - @SteveBaumann Public Works starts traffic calming projects when residents collect 10 signatures from their neighborhood. After receiving the petition, we study the street's conditions, scoring it on factors like traffic volume, speed, nearby schools, parks, collision history, and more. Rollins Road ranks #2 based on these metrics. The current street ranking is available at [CoMo.gov/wp-content/uploads/2024/04/2023-NTMP-Scoresheet.pdf](https://CoMo.gov/wp-content/uploads/2024/04/2023-NTMP-Scoresheet.pdf). We then hold an open house meeting to discuss concerns and potential solutions and collect input from residents, which is later presented to City Council for approval. Learn more about the process at [CoMo.gov/public-works/street-division/traffic-management/neighborhood-traffic-management/](https://CoMo.gov/public-works/street-division/traffic-management/neighborhood-traffic-management/).

**SteveBaumann** - Is there a problem there that can be/is documented? Excessive accidents? Why ruin it for the many because of a few?

**john.ogan** - Thank you for that information. I will ensure that Public Works street engineers see it and your comment will also be included in the City Council report for their consideration.