

Source: Public Works *Jahn*

To: City Council
From: City Manager and Staff *MM*

Council Meeting Date: Apr 15, 2013

Agenda Item No: Supplemental
Information
Item A

Re: Supplemental Information for Public Hearing - Providence Road (between Stadium Boulevard and Stewart Road, near Grasslands Subdivision)

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a report concerning supplemental information consisting of comments received from Interested Parties (IP) related to the Providence Road project.

DISCUSSION:

Council passed Resolution 54-13 on March 18, 2013 which set a public hearing date of April 15, 2013 for the Providence Road (between Stadium Boulevard and Stewart Road) project. An IP meeting was held on March 20, 2013 at the Activity & Recreation Center (ARC), where ten (10) conceptual options were displayed and the public was invited to choose their favorite option. In addition, an electronic comment form was available on the city's website. Staff has attached the 106 comments received as well as a table summarizing the results.

The previously-approved alternative, "Option IX - Signals at Turner and Burnam with new Residential Feeder", had the most support with 53% of comments received in favor of this option. Staff has attached a letter from the University of Missouri supporting this option as well.

FISCAL IMPACT:

None with this report.

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

None

SUGGESTED COUNCIL ACTIONS:

For information only.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$0.00	Duplicates/Epands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	No
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	

106 comments were received via forms completed or mailed, electronic forms, or via email. Of those 106 responses, 92 indicated a clear preference for which action they wished to see implemented and 14 comments were primarily informational and did not indicate a clear preference.

Of the 92 respondents which a preference was stated, the results are:

• Option 1	1	1%
• Option 2	2	2%
• Option 3	3	3%
• Option 4	0	0%
• Option 5	6	7%
• Option 6	5	5%
• Option 7	0	0%
• Option 8	8	9%
• Option 9	49	53%
• Option 10	18	20%
	92	100%

Timestamp	Please select the option you most support	Name	Street address number and street name	City	State	Zip Code	Email address	Comments
3/21/2013 9:17:09	Option 1 - Rollins to Clarkson	Test	Test	Test	Test	test	Test@test	This is a test of the electronic form A right turn lane from Brandon to Stadium appears to improve traffic flow. This should be attempted before additional improvements are made. Staff should come back with a simple plan to: -Add a light at Burnam -Provide sidewalks and streetlights on Burnam. -Improve Birch. -No raised median or lane delineators -No demolition of homes facing Providence Right turn only appears to be an alternative that will leave the grasslands neighborhood as is and leave the home values intact; all other alternatives will place an highly uneven burden on a few residents; which does not seem to be acceptable I do not think the problem is the responsibility of the city. The short time that there is a traffic problem, is not worth the expense to change things. The university has always been there, and the people should have realized this when they bought property in this area. Please do not remove the homes on Providence that are both historic and provide critical noise abatement from Providence traffic to the neighborhood. To safely leave the neighborhood a stoplight should be placed at Burnam with sidewalks and lighting added on Burnam to protect the numerous pedestrians who live in that area. Birch Road should be improved with the possible addition of a sidewalk for neighbors to safely walk. A double yellow line on Providence should suffice in lieu of a median to allow left turns from Brandon and Bingham during the 80% of the time that is safe to do. That also allows emergency vehicles to enter if necessary. However, if a barrier at Brandon and Bingham is necessary, then small median "islands" at Brandon and Bingham would be preferred and less costly than a long concrete median. I prefer improving public transportation as option 11. Provide a dedicated bus lane and allow bus drivers to control signals. Make it faster than driving to take a bus to campus. You say the problem is congestion on providence. Then a goal should be to reduce the number of cars going into that intersection. No where in the problem statement does it mention the grasslands residents need to turn left. They purchased property in that area knowing that at certain times of day they would need to turn right. Let them continue doing that.
3/21/2013 12:24	Option 10 - Providence Road - 17 right turn lane only	Brian Treece	101 W. Brandon	Columbia	Missouri	65203		
3/22/2013 9:04:01	Option 10 - Providence Road - right turn lane only	wouter montfrootj	208 west brandon road	Columbia	MO	65203	montfrootjw@misso	
3/23/2013 17:43	Option 10 - Providence Road - 30 right turn lane only	Jay Craig	708 Bucks Run	Columbia	MO	65201	craiginerv@hotmail	
3/25/2013 10:02	Option 10 - Providence Road - 47 right turn lane only	Mary Phillips	101 W. Brandon Road	Columbia	MO	65203		
3/31/2013 17:15	Option 10 - Providence Road - 20 right turn lane only	Pam spencer	2215 Hillsboro	Columbia	Mo	65202	Spencerpam50@gm	
3/26/2013 11:20	Option 3 - Rollins 07 to Burnam	Dan Hemmelgarn	412 Thilly Ave.	Columbia	MO	65203	hemmelgarn@dan	
3/21/2013 12:47	Option 8 - Signals at Turner and 31 Burnam	Priscilla Bevins	2907 Bluegrass Ct.	Columbia	MO	65201	pibflower@aol.com	
3/22/2013 12:17	Option 8 - Signals at Turner and 48 Burnam	George Elliott	502 Fall Ct	Ashland	MO	65010	danelliottsemail@	
3/26/2013 14:13	Option 8 - Signals at Turner and 01 Burnam	Mary Cheavens	1004 Wayne Rd	Columbia	MO	65203	marycheavens@gm	
3/28/2013 10:46	Option 8 - Signals at Turner and 52 Burnam	Chris Cheavens	1004 Wayne Rd	Columbia	MO	65203		

Timestamp	Please select the option you most support	Name	Street address number and street name	City	State	Zip Code	Email address	Comments
								<p>I think the option that was accepted by the City Council is TERRIBLE! To take down all those houses is a waste of money and destroys the entrance to the University and the Grasslands. Very short sighted and expensive. I also see no reason to make a new connector street when Birch is available to improve. (I've walked the road and there is very little that needs to be done to make it more usable). Make Bingham and Brandon right turn in, right turn out.</p> <p>I also feel very strongly that Burnham needs a sidewalk for pedestrian safety.</p> <p>For traffic flow, and pedestrian safety, this seems to be the best option and saves the houses and money. I'm making the assumption that the Turner signal is needed to help traffic flow from the university.</p>
3/30/2013 9:13:48	Option 8 - Signals at Turner and Burnham	Scott robinson	509 Thilly Avenue	Columbia	MO	65203	Orthodocrobi@gmail.com	<p>If this option isn't available, I would chose the \$250,000 right turn lane addition. I will NEVER support the removal of the houses!!</p> <p>Option 9 makes the most sense -- it keeps the red lights on Providence well spaced and allows adequate entrance to campus. As Rollins is blocked off during most of the day, there is limited West - East access when one goes that route. Therefore, Turner would be just as wise a choice for a lighted entrance. In addition, I think the addition of the residential feeder is important. Birch would be overwhelmed from cross neighborhood traffic. The feeder in Option 9 encroaches on a part of the neighborhood that is actually outside the neighborhood proper, facing Providence. Providence has become such a major thoroughfare that living right on the street is not a good option for anyone except students, who now have a plethora of options. Thank you for inviting the public to express opinions. Option 9 is the best compromise to address traffic issues and maintain the integrity of one of the loveliest neighborhoods in Columbia.</p>
3/21/2013 11:48	Option 9 - Signals at Turner and Burnham with new 55' residential feeder	Malissa Peacock	3714 Berrywood Dr.	Columbia	MO	65201		<p>I believe Option 9 provides a long range, balanced solution for all major stakeholders, and the City as a whole, as it improves the safety and capacity of Columbia's most heavily traveled thoroughfare. Option 9 is a holistic approach which addresses pedestrian and motorist safety and incorporates aesthetic features which create a new standard for our City's most important gateways.</p>
3/21/2013 15:02	Option 9 - Signals at Turner and Burnham with new 28' residential feeder	Robert Price	111 E. Brandon Road	Columbia	MO	65203	price@sca-inc.com	<p>Option 9 brings the most benefit to the greatest number of citizens. I urge our Council to confirm their November 19, 2012 unanimous support of this project.</p>
3/21/2013 15:12	Option 9 - Signals at Turner and Burnham with new 12' residential feeder	Will Struchtemeyer	7 East Burnham Road	Columbia	MO	65203		<p>Despite the cost and two phase implementation, Option 9 presents the best long-term benefits to Columbia as it does not disturb the interior of an older neighborhood and allows for the inevitable widening of Providence Road.</p> <p>I have always been in favor of Option #9. It is quite apparent that MODOT will be removing most if not all of the homes along Providence Road in the future to remedy the traffic congestion at the Stadium and Providence Rd. This has reinforced my decision to vote for this option.</p> <p>It appears to be the best use of the funds available at this time and I disagree with some of the Council members that think that they had not been informed enough about this issue.</p> <p>Also, I would like to think that we would be well on our way to a great solution to this traffic problem had it not been for the intervention of Mr. Bruce Beckett's self-interest. His bringing the Preservation Committee and public meetings into play was unnecessary and disruptive.</p> <p>I also think that John Glascock has done everything possible to look at this issue from most every view.</p>
3/22/2013 16:32	Option 9 - Signals at Turner and Burnham with new 55' residential feeder	Rick Crow	106 W. Burnham Rd.	Columbia	MO	65203	rwcrow1@msn.com	<p>After attending many meetings on this issue, it has become clear that Option 9 is the only one that fulfills the criteria of the neighborhood, the City, MoDOT and the University. It is also clear that MoDOT will in the future make any improvements to the intersection of Providence and Stadium that they deem fit. It would be foolish to miss an opportunity to make the BEST decision along with the funds available now and the options for beautification of this project. Otherwise, the 'face' of the neighborhood (quoting the misguided Historic Preservation Committee chair, Mr. Treece) will perhaps be graced with an ugly barrier or something less attractive. The homes are NOT historic. They are old. The proposed landscaping would make a more appealing 'face' and entry for the city and the University and solve the City's traffic congestion problem. I would like to thank all the city employees who have been most patient under attack from the uninformed members of our community.</p>
3/22/2013 16:43	Option 9 - Signals at Turner and Burnham with new 13' residential feeder	Linda J. Keown	106 W. Burnham Rd.	Columbia	MO	65203	keownl@missouri.edu	<p>I have attended several neighborhood meetings on various options since 2008, and have been in the Historical Preservation Commission hearing as well as a recent neighborhood meeting that John Glascock and Steve Bitterman presented at. I believe that option 9 is the best compromise available. I am still undecided about the so-called "phase-2" idea, but believe we can proceed with "phase-1" without committing to that particular plan.</p>
3/22/2013 19:50	Option 9 - Signals at Turner and Burnham with new 22' residential feeder	Rob Bartel	115 W. Ridgeley Rd.	Columbia	Mo	65203	rob@bartel.com	

Timestamp	Please select the option you most support	Name	Street address number and street name	City	State	Zip Code	Email address	Comments
3/22/2013 21:34	Option 9 - Signals at Turner and 19 residential feeder	Jack and Marilyn Mohatt	325 W. Burnam Rd.	Columbia	Mo	65203	mmohatt@hotmail.com	<p>This problem has been discussed for at least 10 years. During this period the University of Missouri has increased in size, the population of the city of Columbia has increased, students occupying the dorms and Greek houses have increased in number, and student populations at both high schools and the number living in Greek Houses on Providence Rd. have increased and finally the number of employees at University of Missouri Hospital pour out onto Providence between shifts. The traffic count has greatly increased on Providence in the past 10 years and the road has not changed.</p> <p>Traffic backs up and blocks Grasslands exits for several hours during the morning and evening. In addition to widening Providence Rd., a traffic light must be put to relieve the pressure on traffic in and out of the neighborhood.</p> <p>Students living in Grasslands have more than doubled in the past 5 years. Walkers string across Providence to Burnam at all hours of the day and night. Some pedestrian will be injured in the future. What price would you put on safety? The decision to be made needs to be a permanent one— not a temporary fix!</p>
3/25/2013 11:04	Option 9 - Signals at Turner and 33 residential feeder	John Ott	212 Bingham Rd	Columbia	Mo	65203	johnott@columbian	<p>If you believe that eventually Providence road will be widened and you want to preserve the overall neighborhood option nine makes the most sense.</p> <p>I am a Grasslands resident and strongly prefer Option IX. If the Council does not maintain its support for Option 9, then the only other alternative I would support is Option 10. Option 8 is NOT a reasonable alternative to Option 9. Option 9 would disperse traffic leaving and returning to the neighborhood through many streets, where Option 8 would concentrate the traffic into just a few streets and have an adverse impact on portions of the Grasslands near Birch. I do not support Phase 2 of Option 9 and would like to see the city withdraw its support for Phase 2 of Option 9. There is no reason for these 2 "phases" to be bundled together since the benefits and feasibility of Phase 1 of Option 9 are not in any way connected with future decisions about the desirability of Phase 2 of Option 9.</p> <p>The disadvantages of Option 8 relative to Phase 1 of Option 9 include:</p> <ol style="list-style-type: none"> 1. There is already significant pedestrian traffic on Birch and plans for focusing much more traffic on Birch with Option 8 do not include sidewalks on Birch for pedestrians. There is not even enough room between existing houses on Birch to reasonably accommodate a wider street, much less the sidewalks that would be necessary on Birch to maintain pedestrian safety. 2. Focusing a much greater volume of traffic on Birch will significantly degrade the desirability of living in homes in the vicinity of Birch and will lead to a degradation of property values in the heart of the Grasslands neighborhood. 3. Increased traffic on Burnham between Birch and Providence will degrade pedestrian safety in an area with lots of existing pedestrian traffic. No accommodations to maintain pedestrian safety by building new sidewalks on this section of Burnham are included in Option 8. If Option 8 is given serious consideration, then it should reflect the plans for, and costs of, new sidewalks on this section of Burnham. 4. Increased emergency response time to and from many parts of the neighborhood where there would be a substantially longer route for emergency vehicles under Option 8, relative to Phase 1 of Option 9. 5. East and West bound traffic on Burnham past Birch includes drivers do not obey the speed limit or use adequate caution for being in a residential neighborhood. Where are the plans for new stop signs at Birch and Burnham to maintain safety once Birch becomes a high usage street with lots of cars turning in and out of Birch off of Burnham? <p>The main disadvantage of Phase 1 of Option 9 relative to Option 8 is the need to remove two older homes on Providence Road. While I wish this was not necessary to make room for the new residential feeder, I believe it is an acceptable trade-off to avoid the many disadvantages of Option 8.</p> <p>Something should be done to address traffic problems of Providence Road and to create better access in and out of the Grasslands neighborhood and the University, but given the many adverse consequences of Option 8, I would much rather only see Option 10 proceed if the Council withdraws its support for Phase 1 of Option 9.</p>
3/26/2013 14:56	Option 9 - Signals at Turner and 30 residential feeder	Ryan Kind	105 East Ridgely Road	Columbia	MO	65203	shadow20011986@	
3/28/2013 6:44:48	Option 9 - Signals at Turner and Burnam with new residential feeder	Benton Struchtemeyer	7 East Burnam Road	Columbia	MO	65203		

Timestamp	Please select the option you most support	Name	Street address number and street name	City	State	Zip Code	Email address	Comments
								The Grassland's neighborhood has patiently worked on this project for a long time. We have been loud public supporters of the taxes to fund projects like this. The university's desire for a Turner light and MODOT's concerns for Providence have only complicated what started as a simple issue. Option 9 does the most for Providence and the greater Columbia community while leaving the interior of the Grassland's undisturbed.
3/28/2013 6:52:30	Option 9 - Signals at Turner and Burnam with new residential feeder	Brian Struchtemeyer	7 East Burnam Road	Columbia	MO	65203		Given the fundamental nature of Providence being a major entry point into downtown and the only road that has a straight line across both Bear Creek and Hinkson Creek, it is only a matter of time before it is widened, which will still result in the removal of the 8 homes in question. None of the other four Hinkson crossings feed into the university or downtown the same way and none of them connect as naturally to the north of town. Please take a long-term view in this matter. I believe that it is a matter of time until Providence Rd. must be widened to accommodate north-south Columbia and out-of-town traffic. This process has been known by long-term Grasslands residents, UMC, and Columbia city planners for more than 10 years. Given the consistent growth of Columbia, this will happen in the near future. The question is whether it happens now, in a manner that visitors to Columbia and Columbia will be proud of, such as saving old growth trees, planting white Pines to absorb noise, etc. or whether we are forced into it later in perhaps different economic times. Those informed of this inevitability have spent a decade planning how best to expand Providence. I am frustrated by HPC's denial of and knee-jerk reaction to the inevitability of the growth of Columbia, and of City Council's concern over HPC and uninformed public opinion. This option provides the most long-term and effective solution to the traffic congestion on Providence at Stadium, as well as the best solution for the neighborhood's egress problem. Doing it right won't be cheap, but the MoDot engineer acknowledged that the ultimate solution will require the acquisition of the property on the west side of Providence. As my neighbor has suggested, "pay me now or pay me later". And by the way, it won't be less expensive later! Option #9 maintains current traffic patterns in the Grasslands, and won't route traffic through family-owned children-occupied homes on Birch.
3/28/2013 7:49:20	Option 9 - Signals at Turner and Burnam with new residential feeder	Gwen Struchtemeyer	7 East Burnam Rd.	Columbia	Missouri	65203	bestbooklady@mac	
3/30/2013 18:32:37	Option 9 - Signals at Turner and Burnam with new residential feeder	David Baugher	211 Bingham Road	Columbia	Mo	65203	davebaugher@hotmail	
3/30/2013 18:37:31	Option 9 - Signals at Turner and Burnam with new residential feeder	Jackie Verdun	211 Bingham Road	Columbia	Mo	65203	jdbaugh4@hotmail	The traffic on Providence is horrible and getting worse. Commuters and pedestrians are at risk. Please don't be penny wise and pound foolish.
4/1/2013 16:28:04	Option 9 - Signals at Turner and Burnam with new residential feeder	James Collier	1021 Lagrange Ct	Columbia	Missouri	65203	jimcollier2@mac.com	
4/1/2013 18:06:39	Option 9 - Signals at Turner and Burnam with new residential feeder	Anita Carter	108 E. Ridgeley Rd.	Columbia	MO	65203	carteraf@centurytel	

UNIVERSITY *of* MISSOURI

CAMPUS FACILITIES

April 3, 2013

John Glascock, Director
Public Works
City of Columbia
PO Box 6015
Columbia, MO 65205

RE: Providence Road Improvement Project

Dear Mr. Glascock:

Thank you for the opportunity to review the various options for improving Providence Road at the Interested Parties meeting held on Wednesday, March 20, 2013, at the Activity and Recreation Center. A representative of the University of Missouri was in attendance and reviewed all of the available materials. Based upon that review, as well as the extensive reviews by and on the behalf of the university throughout the last several years as the city's plans along this corridor have matured, we would like to offer the following comments pertaining to improvements along Providence Road.

With the high volume of traffic at Stadium and Providence there is the need for improvement to the Providence Road corridor in order to alleviate traffic congestion and to provide for a safer and more efficient corridor for all motorists. It is the university's opinion that of the 10 options presented at the Interest Parties meeting, Option 9 is the most beneficial means of accomplishing this objective. Option 9 would:

- Reduce turning movements along Providence Road, in particular the critical left-turn movements from Kentucky, Burnam (east side), Brandon and Rollins, which would improve safety for motorists by reducing turning conflicts.
- Provide for traffic signals at Turner Avenue and at Burnam Road.

The introduction of a traffic signal at Turner Avenue provides the improved means of access to the western portion of the campus with enhanced access to the Conley Avenue and Turner Avenue parking structures. However, in conjunction with the introduction of a traffic signal at Turner Avenue, there would be a shift in traffic entering and exiting the campus away from Rollins and onto Turner Avenue. Therefore, in order to accommodate this increase in traffic there would be a need to improve Turner Avenue between Providence Road and Tiger Avenue, inclusive of its intersection at Fifth Street. We ask that, should the City move forward with Option 9, enhancements to Turner Avenue be included in the programmed improvements.

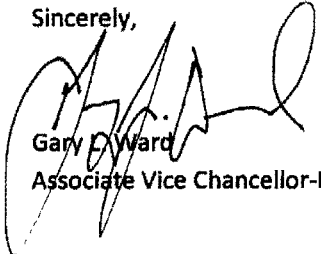


104 General Services Building Columbia, MO 65211 Phone: 573-882-2661 Fax: 573-884-5603

Missouri's Flagship University

As the City continues to deliberate what direction to pursue with regards to improving Providence Road, please do not hesitate to include the University of Missouri in any discussions that you feel are pertinent to our interests. Again, we thank you for the opportunity to provide the City with our opinions regarding this important matter.

Sincerely,



Gary L. Ward
Associate Vice Chancellor-Facilities

cc: Jackie Jones

Stevea Sapp: steve@quodlibet.com

[PubW]: Providence Road Improvement Project

Goldstein, David <GoldsteinD@health.missouri.edu>
To: "Pubw@GoColumbiaMo.com" <Pubw@gocolumbiamo.com>

Sun, Mar 31, 2013 at 5:59 PM

April 1, 2013

TO: Public Works Department, City of Columbia, Missouri
FROM: David E. Goldstein, 206 E. Ridgeley Road, Columbia, Mo 65203
SUBJECT: Providence Road (Stadium Boulevard to Stewart Road)

I am writing to provide input regarding the above referenced street construction project and the decision by the Columbia City Council to consider rescinding Resolution 188-12 passed by the Council in November 2013. I have lived in the Columbia Grasslands subdivision for 35 years and during that time, I have worked for the University of Missouri Health Sciences Center, walking to and from work; east on Ridgeley Road, south on Wayne road, east on Brandon Road, across Providence and east on Kentucky Street to my office, and back home just reversing course. I think it is unlikely that many other people residing in Columbia know much more than I do about traffic flow and safety issues in this section of Providence Road, at least from a layman's perspective.

I was dismayed when the City Council decided to consider rescinding Resolution 188-12 given the many years that went into the planning for the project. On the other hand, I can understand why the City Council now has "second thoughts" about the project given the loud public outcry about the project. It is unfortunate that after the resolution was passed in November 2012, the issue became politicized and was, perhaps, a key issue in the City of Columbia 5th Ward City Council election in February 2013. There was certainly much misinformation out there (and still is), particularly regarding the plan to tear down houses on Providence Road and the question of whether the relevant stakeholders had been properly informed about Resolution 188-12. One thing that I do know for certain is that extraordinary efforts were made over the years to make certain the relevant stakeholders were well informed; the key stakeholders being MoDot, the University of Missouri, the City of Columbia, Missouri, and the Grasslands subdivision property owners. I was astonished that the chair of the Columbia Historic Preservation Commission argued forcibly against Resolution 188-12 AFTER it was passed in November 2012; he is and had been a resident of the Grasslands subdivision which has been discussing the issue on many occasions in public meetings. All households have received notification/invitations to the meetings by either e-mail or by hand-delivery. In addition, the "alternative plan" offered by the Commission to leave the houses in place and construct an alley behind the houses seems totally ludicrous; widening Providence to MoDot's specifications would bring Providence Road to within 1-2 feet of the front doors to these houses.

At any rate, in my view many people have lost sight of the original purpose for the project which was to improve traffic flow and safety on Providence Road between Stewart Road and Stadium Boulevard. In my view there is an urgent need to address the problem. There appears to be consensus that the traffic situation in the areas has gotten progressively worse over the years and a decision to look into improving things was brought up by MoDOT and the City of Columbia. The Grasslands subdivision did not "drive" this discussion but had to be involved after the City of Columbia and MoDOT developed a plan because the plan would affect traffic flow into and out of the neighborhood. It was not the Grasslands subdivision property owners who proposed tearing down houses on Providence Road, rather, it was the City of Columbia Public works after consultations with MoDOT. Apparently, it was thought that the best way to improve traffic flow and safety was to widen Providence Road and to include a long right turn lane off Providence Road onto Stadium Boulevard heading west. This necessitated tearing down the houses on Providence Road. This left the issue of how to get people into and out of the Grasslands subdivision in a safe and convenient manner. Thus, MoDOT and the City of Columbia proposed closing access to Providence Road from the Grasslands subdivision except at a traffic light at the intersection of Burnam Road and Providence Road (the plan also included removing the traffic signal at Rollins Road and installing a new traffic signal at Turner Street. This plan was agreeable to the University of Missouri. With respect to the Grasslands subdivision, the plan was to route traffic to Burnam Road from Brandon Road and Bingham Road via a new road that would be built to border the widened Providence Road. This new road could not be built properly without

removing the Providence Road houses in question.

At this point, I think we should go back to the original question: does traffic flow and safety need to be improved on Providence Road now? If the answer is "no," we should do nothing at this point. If the answer is "yes," we should move forward with the plan proposed by MoDot and the City of Columbia Department of Public Works.

None of the other plans I have seen really meet the goals of the original MoDot/City of Columbia proposal; neither the City Council nor the residents of the Grasslands subdivision are experts on traffic flow and safety. We should leave these decisions to the experts. The contention by some that the various stakeholders have not had adequate input is not true. I believe it would be a big mistake for the City Council to rescind Resolution 1988-12 and replace it with one of the alternative plans proposed (plan 10); plan 10 seems attractive to some because it does not necessitate tearing down any houses and is less expensive than the original plan. In my view, the only problem with plan 10 is that it will be very inconvenient for Grasslands subdivision residents on East Ridgeley Road, Bingham Road, and Brandon Road who reside close to Providence Road, and most important, will not allow Providence Road to be improved to the extent proposed by MoDot and the City of Columbia Public Works Department. This compromise is not really a compromise, it is a bad plan.

Steven Sapp <ses@gocolumbiamo.com>

Sun, Mar 31, 2013 at 8:28 PM

To: "Goldstein, David" <GoldsteinD@health.missouri.edu>

Dear David Goldstein,

Thank you for your thoughts and comments concerning the Providence Road Improvement Project. We will attach your comments to the council report scheduled to be presented on Monday, April 15.

Sincerely,

[Quoted text hidden]

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Steven Sapp
Public Information Specialist
City of Columbia Public Works Department
(573) 874-7217 (office)

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[@FlyCOU](#) on Twitter

Why Drive When It's So Easy to Fly? Columbia Regional Airport ...

Goldstein, David <GoldsteinD@health.missouri.edu>
To: Steven Sapp <ses@gocolumbiamo.com>

Mon, Apr 1, 2013 at 8:42 AM

Thanks for letting me know you got my comments.

[Quoted text hidden]



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road Improvement Project

Friday, March 29, 2013

Engelstein, Stefani <engelsteins@missouri.edu>

Sun, Mar 31, 2013 at 1:29 PM

To: "PubW@GoColumbiaMO.com" <PubW@gocolumbiamo.com>

I am a resident of the Grasslands who walks to campus every day. Both walking myself and driving in and out of the neighborhood, I encounter large numbers of students who cross Providence at Burnam on foot in great danger of being hit by a car. After many years of looking at the problems with traffic and with pedestrians, the city council decided on the correct proposal, proposal 9. The issue here is quite simple. As long as there are sororities and fraternities at Burnam and Providence, students will cross there. There must be a light to protect them. Currently, the students, cars turning left on Providence from W. Burnam, and cars turning left onto Burnam (either east or west) from Providence, all use the median turn lane on Providence. Cars coming south on Providence cannot clearly see who/what is in that turn lane. Accidents occur in that turn lane several times a week, to judge from the glass and metal debris. It is only a matter of time before a student pedestrian is hit by a car. Once a light is put in at Burnam, a further danger to students arises. Cars in the Grasslands will all drive to Burnam to get to Providence, using La Grange and Birch. This will significantly increase traffic on Burnam, a street with many children and pedestrian commuters – most of them students – and no sidewalk. The only way to protect the pedestrians is to have a new feeder between Bingham and Burnam that keeps traffic on Burnam reasonable.

Sincerely,
Stefani Engelstein

--

Stefani Engelstein
Director, Life Sciences & Society Program
Associate Professor of German
University of Missouri

EngelsteinS@Missouri.edu
T: (573) 882-9450 and (573) 884-6883
F: (573) 884-9395

Steven Sapp <ses@gocolumbiamo.com>
To: "Engelstein, Stefani" <engelsteins@missouri.edu>

Sun, Mar 31, 2013 at 8:30 PM

Dear Stefani Engelstein,

Thank you for your thoughts and comments concerning the Providence Road Improvement Project. Your comments will be attached to the council report scheduled to be presented at the April 15 council meeting.

Sincerely,

[Quoted text hidden]

—
Steven Sapp
Public Information Specialist
City of Columbia Public Works Department
(573) 874-7217 (office)

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Why Drive When It's So Easy to Fly? Columbia Regional Airport ...



Steven Rupp <srupp@gocolumbiamo.com>

[PubW]: Providence Road

Steven Rupp

Sarah Hill <sarahhill@mchsi.com>

Thu, Mar 28, 2013 at 6:17 PM

To: PubW@gocolumbiamo.com

Dear Public Works Department,

I would to lend my support to Option 9 of the Providence Road Improvement Project. The parties involved have worked collaboratively for several years to come up with this solution. I value their time, thought and insight, and trust that they have found the best solution for all parties involved. I find Option 9 the best plan to improve traffic flow and be the most aesthetically pleasing. Thank you for your time.

Sincerely,
Sarah R. Hill
3005 Greenbriar Drive



Steven Sharp <steven@cocolumbiamo.com>

[PubW]: Providence Road - Grasslands

PROVIDENCE

Polly Sweitzer <pollysweitzer@gmail.com>
To: PubW@gocolumbiamo.com

Tue, Mar 26, 2013 at 5:10 PM

Dear Sirs.

Unfortunately, I missed the interested parties meeting due to an out of town funeral. I would like to go on record as saying that I see no need to make such major improvements to this area at all. My house is on Wayne Road and we are not excited about losing the houses that buffer us from the noise of Providence. In my opinion, if it were absolutely necessary (which coming from So. Cal, I see as not an issue!) to widen the road, it seems easier to do this on the University side of the street. I have been told that 'this will never happen'. So I say, move on to more pressing issues. We experience maybe 20 minutes of congestion per day.

I appreciate your efforts.

Sincerely,

Polly Sweitzer

--

Polly Sweitzer
573-356-0162
yogasol.org

rootsnbluesnbbq.com



Steven Saap <ssw@gocolumbiamo.com>

[PubW]: Providence Road Improvement Project

Marjoprice@aol.com <Marjoprice@aol.com>
To: PubW@gocolumbiamo.com

Sun, Mar 24, 2013 at 11:31 AM

To the members of the City Council:

You voted UNANIMOUSLY for Option 9 at your meeting on November 19, 2012. Phase one was already funded and agreed upon because the consistently held REASON WAS SAFETY. It was NOT a Grasslands issue but a state, city and university agreed upon plan. It was worked on for ten years previously and found to be the least worst scenario for everyone. The HPC got involved with all sorts of false information and doubts which clouded this issue.

Now at your April 15 you are voting on possibly RESCINDING your unanimous decision for this. You are elected to make reasonable and long ranging decisions for our city, so if you do this, does it mean that we CANNOT DEPEND ON YOUR DECISIONS in the future? You will then be setting a precedent for future decisions that you make when there is outside pressure and confusion as in this case?

Stay with Option 9. It is INEVITABLE that Providence road SAFETY will result in the decisions made and only cost the city and state more money to delay.

Does someone have to killed before you take action to remedy this situation?

Marjo Price
107 Bingham Road
marjoprice@aol.com



Sally Papreck <sallyrp5@gmail.com>

[PubW]: providence road project

Sally Papreck

sally papreck <sallyrp5@gmail.com>

Sun, Mar 24, 2013 at 9:05 AM

To: pubw@gocolumbiamo.com

I support Option #9, as approved by City Council in November.

I hope my support will make a difference, or at least count for something.

Sally Papreck

100 East Ridgeley



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Fwd: Providence Road comment

2 messages

mvirkler@centurytel.net <mvirkler@centurytel.net>
 To: pubw@gocolumbiamo.com

Sat, Mar 23, 2013 at 10:56 PM

----- Forwarded message from -----

Date: Sat, 23 Mar 2013 23:52:03 -0400

From: mvirkler@centurytel.net

Reply-To: mvirkler@centurytel.net

Subject: Providence Road comment

To: pub@GoColumbiaMO.com

I appreciate this opportunity to confirm my approval of the Option IX that was approved by the Council in Nov.

It best meets the needs and planning for all 3 parties, MU, MoDot and the Grasslands neighborhood.

I respect the expert planning that has been done by the skilled engineers. After reviewing all 10 options, it is obvious that the Plan IX recommendation best meets the needs for future planning and solves current issues.

Starting in September, the Grasslands will be in the HHS school district. For safety reasons, a traffic signal is needed for left turning to attend Hickman High School. That is one reason Option IX is needed. That Option also best meets the needs of traffic flow for the MU campus plan.

Option IX allows for better traffic flow on Providence Road going south. It allows for a longer right turn lane and 2 thru lanes. This benefits all traffic going south. All residents in south Columbia benefit.

It is also the most attractive option, visually. It makes a more attractive entrance into the city from the south.

Personally, as a pedestrian commuter to campus, I like the pedestrian access at Burnam. It allows for a more central pedestrian crossing along that stretch of road. There are many pedestrian commuters in that area. This increases the safety along Providence.

I know there is concern about the additional cost, but I urge Council to maintain its support for the current plan, Option IX.

Carol Virkler

----- End forwarded message -----

Steven Sapp <ses@gocolumbiamo.com>
 To: mvirkler@centurytel.net

Sat, Mar 23, 2013 at 11:02 PM

Dear Carol Virkler,

Thank you for your comments and thoughts. They will be attached in whole to the council report presented at the April 15 council meeting.

Sincerely,

[Quoted text hidden]

--

Steven Sapp
Public Information Specialist
City of Columbia Public Works Department
(573) 874-7217 (office)

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[Facebook.com/ColumbiaMissouriPublicWorks](https://www.facebook.com/ColumbiaMissouriPublicWorks)
[@pub_works](#) on Twitter

www.FlyMidMo.com
[Facebook.com/FlyMidMo](https://www.facebook.com/FlyMidMo)
[@FlyCOU](#) on Twitter

Why Drive When It's So Easy to Fly? Columbia Regional Airport ...



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road Improvement Project

aliprice1@aol.com <aliprice1@aol.com>
To: PubW@gocolumbiamo.com

Fri, Mar 22, 2013 at 3:05 PM

The council should not rescind Phase I (Option 9) because it's the best plan that takes care of traffic needs, safety concerns and future growth. Just as importantly, it should not rescind Phase I because this was a project passed unanimously by the city council. **Unanimously.**

Should this be rescinded, it sets up a precedent and sends out a message that no council decision, no matter how strongly it was supported, will stand. That a council decision is not an assurance of anything.

If other information had arisen that would make the basis upon which this decision was arrived at null and void, then reconsideration could make sense. But there has been **not ONE factual change** to the situation since November. Not one. HPC made false claims that have all been refuted. Proper procedure was followed by staff, no attempts were made to keep parties from talking, their egregious claim that Grasslands leaders would benefit financially are lies, and the homes have not been designated as historical.

There is no reason to rescind the vote of November 19th, 2012.

And I will add that HPC needs to be publicly called to task for their pointed attempt to discredit city officials and Columbia citizens for homes they knew were not under the auspices of historical preservation. They made their claims publicly, they should issue public apologies as well.

Ali Price
111 East Brandon Road 65203
aliprice1@aol.com

Steven Sapp <ses@gocolumbiamo.com>
To: aliprice1@aol.com

Fri, Mar 22, 2013 at 4:14 PM

Dear Mr. Price,

Thank you for your thoughts and comments. They will be included in the report which will be sent to council for the April 15 meeting.

Sincerely,

[Quoted text hidden]

4/3/13

City of Columbia, MO Mail - [PubW]: Providence Road Improvement Project

Steven Sapp
Public Information Specialist
City of Columbia Public Works Department
(573) 874-7217 (office)

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Why Drive When It's So Easy to Fly? Columbia Regional Airport ...

4/3/13

City of Columbia, MO Mail - [PubW]:



Steven Sapp <ssapp@gocolumbiamo.com>

[PubW]:

Gavin King <gking3@gmail.com>
To: pubw@gocolumbiamo.com

Tue, Apr 2, 2013 at 7:34 PM

I support option 9 on the providence road renovations



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road Improvement Project

10 images

Tom Kayser <TKayser@sundvold.com>

Thu, Mar 21, 2013 at 7:40 PM

To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

It is my opinion that option X is the best fix to this perceived problem. Or doing nothing is favorable as well. Taking private property by eminent domain is not an option that I would support. I pity the elected officials that are in office when the dozers pull up to any of these gateway properties. The political fall out would be insurmountable in a community with so many journalists looking for a story to take down incumbent officeholders.

Respectfully,

Tom Kayser

P.S. Mr. Bitterman had indicated at one meeting that a traffic study had not been done. However at the neighborhood meeting at CCMO he indicated one had been completed. Are copies of that available?

--

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Steven Sapp <ses@gocolumbiamo.com>

Thu, Mar 21, 2013 at 9:15 PM

To: Tom Kayser <TKayser@sundvold.com>

Dear Mr. Kayser,

Thank you for your comments and they will be submitted on the council report.

I have inquired of Mr. Bitterman if a traffic study was completed. If so, we will make sure the study is posted with the other materials on the website.

Sincerely,

Sent from my iPad
[Quoted text hidden]

Tom Kayser <TKayser@sundvold.com>

Fri, Mar 22, 2013 at 12:06 PM

To: Steven Sapp <ses@gocolumbiamo.com>

Steve:

Thanks for the note back. I do sincerely appreciate it. I'll keep an eye out for the report on your site.

Tom

[Quoted text hidden]



Steven Sapp <ss@cocolumbiamo.com>

[PubW]: Providence Road Improvement Project

[Redacted]

Erdel, Dick <rserdel@hubbell.com>

Fri, Mar 22, 2013 at 10:13 AM

To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

We live at 201 East Brandon Rd in the Grasslands.

After the recent meeting at the Country Club of Missouri, my view is to delay doing anything. Perhaps incorrectly, I walked away from the meeting with the impression that in another few years (7-10) something else may have to be done in addition to anything we do now. Therefore, I conclude let's wait until we need to address it in a few more years and take care of everything at once as opposed to action now then follow up action a few short years later that may negate any action we take now.

To be frank, we really don't have any problem getting in and out of the Grassland onto Providence. Columbia drivers, using Providence, are considerate and have always let us in and out of the Grasslands when there is traffic backup.

Keep up the good work.

Dick Erdel,

Manager, Shows and National Events

Hubbell Power Systems, Inc.

Ph: 573-682-8450

Fax: 573-682-8714

www.hubbellpowersystems.com

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Steven Sapp <ses@gocolumbiamo.com>
To: "Erdel, Dick" <rserdel@hubbell.com>

Fri, Mar 22, 2013 at 10:21 AM

Dear Dick Erdel;

Thank you for your thoughts and comments. We will include them in the report to council on April 15.

Regards,

Sent from my iPad
[Quoted text hidden]



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Voting for Option 9

Mossine, Olga Yurlevna <mossineo@health.missouri.edu>
To: "PubW@GoColumbiaMO.com" <PubW@gocolumbiamo.com>
Cc: "aliprice1@aol.com" <aliprice1@aol.com>

Fri, Mar 22, 2013 at 10:06 AM

As a life-long resident of Columbia and a frequent user of the Providence road, I am voting for Option 9 of the Providence Project. Out of all options, this one seems to cover larger area, thus concentrating not only on the needs of the immediate neighboring streets, but on the needs of a larger area surrounding campus and downtown. I think, this option enhances safety in so many ways that it is worth voting for just for that. Also, it is a more aesthetic, pedestrian and driver- friendly, than other options. YES TO OPTION 9!

Olga Mossine, RN,BSN
University of Missouri Healthcare

Steven Sapp <ses@gocolumbiamo.com>
To: "Mossine, Olga Yurlevna" <mossineo@health.missouri.edu>

Fri, Mar 22, 2013 at 10:24 AM

Dear Olga Yurlevna Mossine:

Thank you for your thoughts and comments. They will be included on the report to council on April 15.

Regards,

Sent from my iPad

On Mar 22, 2013, at 10:07, "Mossine, Olga Yurlevna"
[Quoted text hidden]



Steven Bapp <sbapp@gocolumbiamo.com>

[PubW]: Supporting option 9

4/3/13, 11:11 AM

Mossine, Olga Yurlevna <mossineo@health.missouri.edu>
To: "PubW@GoColumbiaMO.com" <PubW@gocolumbiamo.com>
Cc: "aliprice1@aol.com" <aliprice1@aol.com>

Fri, Mar 22, 2013 at 9:56 AM

This message is sent in support Option 9 of the Providence Project. This option seems to cover the needs of a larger residential area, not just one street. If chosen, this improvement will affect the safety of our fellow residents in a very positive way. It will allow quicker and safer access to the neighborhood and to Providence at the times of peak traffic and in emergency situations. It is also a pedestrian safe option. Option 9 makes more sense than any other option and will make Columbia much more "user friendly".

Olga Mossine, RN, BSN
University of Missouri Healthcare



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence road issue

[Redacted Name]

Annette Sobel <bigbitbucket@mac.com>
To: pubw@gocolumbiamo.com
Cc: Annie Sobel <bigbitbucket@mac.com>

Fri, Mar 22, 2013 at 1:01 AM

The City ran out of ballots last night at the informal meeting on the Providence Road Issue. Annette Sobel and Robert Duncan want to state our preference for a low-cost option that involves placing traffic signals to make it easier to go in and out of the Grasslands. We strongly oppose the Phase 1 and Phase 2 options, and we ask that the City Council rescind the Phase 1 ordinance that the City Council passed on November 19, 2012. We encourage the City to spend the least possible money, and invoke the \$250,000 option that does not involve destroying our homes at the perimeter of the Grasslands. This is a much more responsible course of action than squandering over \$6.5M in resources as the City destroys eight stately homes along Providence Road.

Sincerely,

Robert Duncan, Ph.D.

Annette Sobel, M.D., M.S.

Steven Sapp <ses@gocolumbiamo.com>
To: Annette Sobel <bigbitbucket@mac.com>

Fri, Mar 22, 2013 at 8:10 AM

Dear Annette Sobel:

We again apologize for not having adequate numbers of comment forms at Wednesdays meeting.

Your email will be presented in the council report generated for the April 15 meeting.

If you wish to submit additional comments, you can also do so via an electronic form on our website at

http://www.gocolumbiamo.com/PublicWorks/Engineering/Providence_Road_Improvement_Project.php

Sincerely,

Sent from my iPad

[Quoted text hidden]



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road Improvement

[Redacted]

cny41047@centurytel.net <cny41047@centurytel.net>

Thu, Mar 21, 2013 at 3:54 PM

To: PubW@gocolumbiamo.com

I live at 917 LaGrange Road in Columbia. My husband and I have lived in the grasslands since 1991. We love the neighborhood and plan on continuing to live there as long as our health allows. Both Tom and I are especially concerned regarding safety in and out of the neighborhood. Someone is going to get killed and I predict it will be a University of Missouri Student. They absolutely are clueless regarding the danger of Providence Road - the speed of the traffic, the curves, the visibility. For that primarily reason, I cannot stress enough, something needs to be done as soon as possible to avoid a significant and preventable tragedy. That being said, Tom and I believe Phase I plan is the best possible plan for the following reasons: Safety - wider 12' lanes, additional right turn lane to Stadium from Bingham, wider sidewalks, normal traffic patterns within our neighborhood (instead of shunting all left turn traffic on to Birch and Burnam), a landscaped median of sufficient

width to be a area of refuge for those who cut across Providence and need to wait on traffic; and Aesthetics - NO concrete barrier or plastic delineators but a full width landscaped median with trees, shrubs and decorative street lighting, an intensive landscaped buffer between Providence and our neighborhood residents with the opportunity for decorative walls, benches, sound barriers, berms and heavy trees/shrubs.

Thank you for giving us an opportunity to respond.

Leslie Schneider

Steven Sapp <ses@gocolumbiamo.com>

Thu, Mar 21, 2013 at 4:01 PM

To: "cny41047@centurytel.net" <cny41047@centurytel.net>

Dear Leslie Schneider,

Thank you for your comments and thoughts. We will include them in the staff report to council.

Sincerely,

Sent from my iPad

On Mar 21, 2013, at 15:54, "cny41047@centurytel.net"

[Quoted text hidden]



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road Improvement Project

[PubW]: APPS

John Conroy <xlr3prong@gmail.com>
To: PubW@gocolumbiamo.com

Thu, Mar 21, 2013 at 8:45 AM

Good morning!

Thank you for requesting public input for this project, it is always appreciated.

I hate to uproot anyone, but traffic congestion will not be alleviated by simply adding traffic lights; new pavement must be added in some - in my preference, many - ways.

My preference, assuming money were not an issue and Public Works received carte blanche:

It seems to me that the goal is to redirect traffic from the Stadium/Providence intersection. New pavement is necessary as Columbia grows. Citizens need addition ways to travel North and South other than Providence. Therefore, Options 4 and 5 seem to accomplish this best.

Ideally, in addition, Option 2, with a new traffic signal, OR Option 1 (but the placement of Option 1's stoplight would further complicate an awkward intersection). Option 5, I believe would help to redirect the MOST traffic from the Stadium/Providence intersection.

**All of these plans seem near-worthless to me if Option 5 is not implemented. Option 5, at a minimum, provides drivers the ability to avoid the Stadium/Providence intersection.

You know better than most that you can't please everyone, especially when budgets and personal property are involved. I love Columbia and I'm jealous you/your committee get to make decisions like this to improve life here. But, I can easily see the other side of the issue, and the weight your decisions carry.

All my best,

-John.

--

John Conroy
xlr3prong@gmail.com
573-424-8183 (cell)
xlr3prong (Skype)

Steven Sapp <ses@gocolumbiamo.com>
To: John Conroy <xlr3prong@gmail.com>

Thu, Mar 21, 2013 at 1:05 PM

Dear John Conroy,

4/3/13

City of Columbia, MO Mail - [PubW]: Providence Road Improvement Project

Thank you for your comments and thoughts which we will ensure are included in the council report scheduled to be presented to council on April 15.

Sincerely,

Sent from my iPad

[Quoted text hidden]



Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road-Stadium to Stewart

4/1/2013 10:03 AM

Ben L.W. Trachtenberg <ben.trachtenberg@gmail.com>
 To: pubw@gocolumbiamo.com

Wed, Apr 3, 2013 at 9:19 PM

Dear City Council Members,

My name is Ben Trachtenberg, and I live at 103 West Burnam Road in Columbia. I write to comment on the Providence Road improvement project.

I support option 9 (signals at Turner and Burnam, with new residential feeder), which the Council has already voted unanimously to enact.

The current situation, in which Grasslands residents lack safe access to Providence Road, is dangerous. Just two weeks ago, I witnessed an accident on Providence road between Burnam Road and Rollins Street. Because I had taken a left turn (from Burnam onto Providence, headed north), and the northbound lanes were somewhat busy, I was in the center lane (the "turn lane") during the accident. Two cars--both headed north--collided a bit before reaching Rollins Street. I narrowly avoided becoming the third car in the accident. I should note that the traffic flow was not especially heavy at the time of the accident; turning left during morning rush hour is substantially riskier.

From what I have heard (at the previous Council meeting and elsewhere), the question of how to make Providence Road safer (while maintaining or even increasing the traffic flow) between Stadium and Stewart has been debated for quite some time. City employees made a compelling presentation at the Council meeting, and the Council then voted unanimously to adopt a plan. Absent some striking new information, it seems to me that the city should go ahead with fixing the problem, rather than rescinding its prior decision and delaying action.

All the best,

- Ben Trachtenberg

Steven Sapp <ses@gocolumbiamo.com>
 To: "Ben L.W. Trachtenberg" <ben.trachtenberg@gmail.com>

Wed, Apr 3, 2013 at 9:44 PM

Dear Mr. Trachtenberg,

Thank you for submitting comments. Your comments will be attached to the report to council scheduled for April 15.

Sincerely,

[Quoted text hidden]

—
Steven Sapp
 Public Information Specialist
 City of Columbia Public Works Department
 (573) 874-7217 (office)

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City of Columbia, MO Mail - [PubW]: Providence Road-Stadium to Stewart

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Steven Sapp <ses@gocolumbiamo.com>

[PubW]: Providence Road-stadium to Stewart

Lili Vianello <lili@visionworksgroup.com>

Wed, Apr 3, 2013 at 8:33 PM

To: Pubw@gocolumbiamo.com

Cc: Lili Vianello <lili@visionworksgroup.com>, John Shrum <Jshrum@sandler.com>

Lili Vianello
1005 Wayne Rd
Columbia, Mo 65203

Although I'm not completely in favor of doing anything at this point, I'd like to recommend two courses of action.

As an initial, low cost, low impact phase, consider painting appropriate road markings, accompanied by signage, reminding drivers not to block the intersections at Brandon, Bingham and Burnham.

An alternative would be combining options VIII and X.

As a homeowner living in the Grasslands, I hope the council will rescind the existing vote and rethink the plan considering these two options.

Lili Vianello

--

Lili Vianello

VISIONWORKS
marketinggroup

204 Peach Way, Suite H, Columbia, MO 65203
PHONE: 573.449.8567 FAX: 573.449.6714
visionworksgroup.com

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Steven Sapp <ses@gocolumbiamo.com>

Wed, Apr 3, 2013 at 9:45 PM

To: Lili Vianello <lili@visionworksgroup.com>

Dear Lili Vianello,

Thank you for your comments. Your comments will be attached to the council report scheduled to be presented on April 15.

Sincerely,

[Quoted text hidden]

--

Steven Sapp
Public Information Specialist
City of Columbia Public Works Department

4/4/13

City of Columbia, MO Mail - [PubW]: Providence Road-stadium to Stewart

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@FlyCOU on Twitter

Why Drive When It's So Easy to Fly? Columbia Regional Airport ...

Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

We would appreciate hearing your thoughts about this project. You may complete this form and leave it with City staff at today's meeting; or take it home to fill out. Please write legibly, include your complete mailing address, and sign your comment form. Comment forms will be scanned and included in a report to City Council.

Beginning Thursday March 21 after noon, you will also be able to provide comments online. A comment form, along with diagrams for all the options, will be placed on the city's website. (www.gocolumbiamo.com)

Comment forms can be mailed to: Steven Sapp
Public Works Department
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to.....pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

PLEASE SELECT ONE OF THE FOLLOWING:

- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II- Turner to Clarkson
- ☐ I support Option III - Rollins to Burnam
- ☐ I support Option IV - Garth to Clarkson
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam
- ☐ I support Option VIII – Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☒ I support Option X – Providence Right Turn Only

OR: Do Nothing!

There is space on the back of this form for additional comments.

Signature: Beverly Carl

Name: BEVERLY Carl E-mail: beverly C102@Yahoo.COM

Mailing Address: 301 Bingham Rd. City: Columbia, State: MO Zip: 65203

Additional Comments:

Dear People,

I am so weary - too many
hard feelings - neighbor against
neighbor - MODOT - PITY -

Let's just back away - do
nothing... Everyone needs to
take a break.

When a City employee told us at
a meeting - we could help the traffic
flow by doing Phase I & Phase II but
then other people would start using
Providence Rd and we would have the
same problem again - Good Grief What
row of houses would you take them???

What said, I'm just sick at thinking
you could close down my street Bingham -
What could possibly be wrong with
Right turn only?
! NOTHING AT ALL

Please, Please - once you knock down
houses - nothing can ever be the same.
Ever - Never -

Thank you for considering my
thoughts
Beverly Carl

Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

We would appreciate hearing your thoughts about this project. You may complete this form and leave it with City staff at today's meeting; or take it home to fill out. Please write legibly, include your complete mailing address, and sign your comment form. Comment forms will be scanned and included in a report to City Council.

Beginning Thursday March 21 after noon, you will also be able to provide comments online. A comment form, along with diagrams for all the options, will be placed on the city's website. (www.gocolumbiamo.com)

Comment forms can be mailed to: Steven Sapp
Public Works Department
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to..... pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

PLEASE SELECT ONE OF THE FOLLOWING:

- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II- Turner to Clarkson
- ☐ I support Option III - Rollins to Burnam
- ☐ I support Option IV - Garth to Clarkson
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam
- ☐ I support Option VIII – Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☒ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: 

Name: FRITZ CROPP

E-mail: FCROPP@MISSOURI.EDU

Mailing Address: 107 W. BRANDON RD City: CO

State: MO Zip: 65203

Additional Comments: _____

BEFORE SPENDING MILLIONS ON OPTION 1X,
IT SEEMS SENSIBLE TO IMPLEMENT OPTION X
AND CAREFULLY ASSESS IMPACT ON TRAFFIC
CONGESTION PROBLEMS.

Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

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City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to.....pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

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- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam
- ☐ I support Option VIII – Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder

☒ I support Option X – Providence Right Turn Only *Then make better plans.*

There is space on the back of this form for additional comments.

Signature: Galen J. Supper

Name: Galen J. Supper

E-mail: supperg@missouri

Mailing Address: 4 Bingham

City: Columbia

State: MO Zip: 65203

Additional Comments:

Shown plans I-X do little to advance the aesthetics to the greater potential that is possible.

Go with option 16 for now

Public Comment Form

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- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☒ I support Option X - Providence Right Turn Only → BACK

There is space on the back of this form for additional comments.

Signature: [Signature]

Name: JOEL KREISMAN

E-mail: JOELKREISMAN@HOTMAIL.COM

Mailing Address: 322 W. BURNAM

City: COL

State: MO

Zip: 65203

Additional Comments: I AGREE WITH EXTENDING THE
RIGHT TURN LANE TO BRANDON

I ALSO THINK A LIGHT AT BURNHAM/W CROSSWALK
GETTING RID OF THE LIGHT AT EDLINS - RT IN

RT OUT - ADDING LIGHT AT TURNER -

DO NOT PUT DELINEATOR ON PROVIDENCE

STILL ALLOW TRAFFIC IN AND OUT
OF BRANDON { BURNHAM RT & LT

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Gary Freeman

Name:

Gary Freeman

E-mail:

gfreeman46@gmail.com

Mailing Address:

111 W. Bidgely

City:

Columbia

State:

MO

Zip:

65203

Additional Comments: _____

It was made clear that the houses on Providence Rd. will inevitably be taken to widen the road whether it's 5 years, 10 years or whatever. It will also be more expensive down the line.

Any of the temporary fixes are useless. The City Council needs to show some foresight, common sense & leadership & approve the Phase 1 & Phase two plans that are the best options after 10 years of debate & planning.

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There is space on the back of this form for additional comments.

Signature:

Name:

E-mail:

Mailing Address:

City:

State:

Zip:

James D. Miller
James D. Miller *JamesD2@earthlink.net*
301 W. Broadway *MO* *65203*

Additional Comments:

Absolutely NOT the BM project
taking down houses

Or #3 that cuts threw
the fraternity

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- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
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There is space on the back of this form for additional comments.

Signature: J. Donald Duella

Name: J. Donald Duella E-mail: riverswoodfarm@yahoo.com

Mailing Address: 203 Bingham City: Columbia State: Mo Zip: 65203

Additional Comments:

Doing it correctly will save money in the long run. 2 of 3 pedestrian issues on the balance have been fixed correctly when need to fixed it for people & cars once and for all

22

Public Comment Form

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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: 

Name: Mike Griggs

E-mail: BOCamo0920@gmail.com

Mailing Address: 4903 Manchasset Dr.

City: Col.

State: MO

Zip: 65203

Additional Comments:

I don't support option 4.

Thanks!

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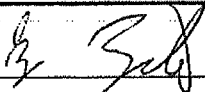
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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:



Name:

Gray Zguta

E-mail:

gzguta@yahoo.com

Mailing Address:

1034 Lagrange Ct City: Columbia State: MO Zip: 65203

Additional Comments: I appreciate the fact that much planning & consideration has gone into the currently proposed plan. It takes future growth into account more than the other options, and phase II is easily deferred indefinitely, but is there at such a time as Providence needs to be widened.

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*I support preserving
homes, adding
sidewalks along
pedestrian routes to
campus and signalized
intersections*

There is space on the back of this form for additional comments.

Signature:

Pat Fowler

Name:

Pat Fowler

E-mail:

fowlerp@comcast.com

Mailing Address:

City:

State:

Zip:

Additional Comments:

Option 1 - Birch widening yes. Putting a Road through MU graduate student apts, not sure how it will affect their renovation plans. These are affordable housing units.

Option 2

Option 3: only if it preserves housing along Providence and lets Smothers turn left on Providence at the light.

Option IV - S turn will need mitigation like speed bumps and residential only parking.

Option VI okay as long as it preserves B homes.

Option IX - absolutely not. If starts the process of dismantling houses that ~~are~~ student live-in.

Option X = add signalized intersection - and create a wider Birch.

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There is space on the back of this form for additional comments.

Signature: Christopher J. Pasquari (905 S. Providence Rd) - 9, 15 + 17 E. Burnam and 14616

E. Burnam

Name: Christopher J. Pasquari

E-mail: East2go@chester.net

Mailing Address: 1107 Merrill Ct

City: Columbia

State: MO

Zip: 65203

Additional Comments:

~~The~~ The Grasslands Subdividing Rightfully needs a light. The logical and practical placement of this signalized intersection is at the end of a spur street directed through the South East corner of the Phi Psi front yard.

It connects to an existing intersection at Collins and is a very cost effective way to provide safe access for left turning traffic out of the Grasslands. This in conjunction with an additional and lengthened right turn lane at the Providence / stadium intersection (from Brandon Rd. to stadium Blvd) should result in significant improvement to the area. Moving cautiously, judiciously and if possible, inexpensively is the responsible thing to do.

Thank you for the effort you have taken to seek the public's input on this very important matter.

With Great Appreciation,

Chris Pascoe

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(over)

There is space on the back of this form for additional comments.

Signature: RICHARD SHANKER

Name:

E-mail:

Mailing Address: PO Box 10202 City: COU State: MO Zip:

Additional Comments:

This clearly is the best option —

The more capacity you give

w/ more extensive and expensive

plans will result in even more

traffic

Ray

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There is space on the back of this form for additional comments.

Signature: 

Name: Dave J. Ford

E-mail: dave.ford@cityofcolumbia.com

Mailing Address: 6008 Bear path

City: Columbia

State: MO Zip: 65201

Additional Comments:

love report - XI

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There is space on the back of this form for additional comments.

Signature:

Name:

Rich Foley

E-mail:

foleyr@missouri.edu

Mailing Address:

319 W. Burnam Rd City: Columbia State: MO Zip: 65203

Additional Comments:

Option IX is a strong preference - the engineering decisions involved elegantly solve many complex problems.

Other options suffer from two important problems:

1. Pedestrians crossing Providence without a light at Burnham (often standing in the median of a busy street). Options 1, 2, 3, 4, 5, and 10 don't address this issue, and someone will get run down on Providence as a result. There has to be a light ~~at~~ at Burnham to solve this issue.

2. Other options create a new problem of having traffic ~~to~~ turn onto/off of Burnham dramatically increasing traffic volume and cross traffic on a residential street in a dangerous way. Options 1, 2, 3, 4, 5, 7, and 8 all have this problem.

Option IX is the clear solution.

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There is space on the back of this form for additional comments.

Signature:

Name: Randy Fisk E-mail: fiskrj@sbuglobal.net

Mailing Address: 1259 Glenvista Pl City: Glendale State: MO Zip: 63122

Additional Comments: _____

Option x does not address the issues and continues the problems

A signal at Burnham & Turner make the most sense when Rollins signal is removed. Much safer for cars and pedestrians

Phi Psi is the most historical property in area. Stay away.

Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

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Comment forms can be mailed to: Steven Sapp
Public Works Department
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to.....pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

PLEASE SELECT ONE OF THE FOLLOWING:

- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II - Turner to Clarkson
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- ☐ I support Option IV - Garth to Clarkson
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- ☐ I support Option VIII - Signals at Turner and Burnam
- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X - Providence Right Turn Only

Modet made it clear at the meeting that Providence WILL be widened. Why spend city money on a bandaid when we need a permanent solution

all over

There is space on the back of this form for additional comments.

Signature:

Path Freeman

Name:

Path Freeman

E-mail:

aphola girl 47@yahoo.com

Mailing Address:

111 W. Ridgeley Rd. City: Columbia State: MO Zip: 65203

Additional Comments:

I have lived in the neighborhood 40 years. The Providence houses ARE NOT historic.

Use the money needed for Phase I and II for a PERMANENT fix to Providence & Stadium intersection.

Quit letting small interest groups & individuals call all the shots.

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There is space on the back of this form for additional comments.

Signature: W. S. McKenzie

Name: William McKenzie E-mail: edoubling@hotmail.com

Mailing Address: 710 Thilly Ave. City: Columbia State: MO Zip: 65203

Additional Comments: _____

I incorporate by reference the comments made
by my wife, Doyle McKenzie, of 710 Thill Ave

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There is space on the back of this form for additional comments.

Signature:

Name: TIM NIELSEN

E-mail: TENIELSEN@Hotmail.Com

Mailing Address: 221 W Brandon Rd City: Columbia State: MO Zip: 65203

Over

Additional Comments:

I just purchased a home at
The dead end at Brandon - less than
60 days ago

Putting a Connector from Brandon
to Stadium would put the road
in my front yard and devalue
all of the homes on the street

- Would be a cut through
for the Frat Houses

- A Beer run Road -

NO Brandon Connector

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OVER

There is space on the back of this form for additional comments.

Signature: Jean Goldstein

Name: Jean Goldstein

E-mail: jeanegoldstein@gmail.com

Mailing Address: 206 E. Ridgeley Rd City: Col. State: MO Zip: 65203

Additional Comments:

I strongly urge the Council Not to
rescind Plan IX. Providence Rd
will have to be widened at some point
and the ~~the~~ houses will have to be taken out.

If we don't go with Plan IX we lose the
opportunity for some years to get
things done.

I live in Grasslands (39 yr.). I don't
want to live in 2 different construction
periods.

My alternative choice is to do
nothing - until someone is killed!

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

George N. Wagner

Name:

E-mail:

Mailing Address:

City:

State:

Zip:

12 east Burnam

Columbia

65202

Additional Comments:

I have been waiting since
2006 for something to happen
several times it appears
that a decision has been
made and then it
gets bogged down
and here we are again

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- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: 

Name: Gary Tatlow

E-mail: garytatlow@centurytel.net

Mailing Address: 1308 Stoddard

City: Columbia

State: MO

Zip: 65203

(over)

Additional Comments: _____

Anything but Option 3 - Save
Historic Property

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- ☐ I support Option X - Providence Right Turn Only

over

There is space on the back of this form for additional comments.

Signature:

JR Ludwig

Name:

J Ludwig

E-mail:

donwiera@LUDWIG.COM

Mailing Address:

City:

State:

Zip:

Additional Comments: _____

Option IV is a non-starter.

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There is space on the back of this form for additional comments.

Signature:

Harry Smith Jr

Name:

Harry Smith Jr

E-mail:

Mailing Address:

202 MARLENE DR

City:

COL

State:

MO

Zip:

65202

Additional Comments:

OPTION 3 TNUJUES HISTORIC
PROPERTY. PHIKAPPA PSI LAND.

COLUMBIA HISTORIC PROPERTY 2010
BUT 1886

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- ☐ I support Option II- Turner to Clarkson ~ *No*
- ☐ I support Option III - Rollins to Burnam ~ *No*
- ☐ I support Option IV - Garth to Clarkson ~ *No!*
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke- *No!*
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam ~ *No*
- ☒ I support Option VIII – Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: 

Name: James A. Cogswell

E-mail: cogswellja@gmail.com

Mailing Address: 112 W. Burnam Ad. City: Columbia State: MO Zip: 65203

Additional Comments:

My primary concern is to install a traffic signal at Burnham Road to enable safe pedestrian passage across Providence Rd. as well as controlled northbound turns on Burnham Road out of the Grasslands. Any option to change the Thoroughfare must include a signal at Burnham.

My preference would be to indicate Option X to enlarge the right turn lanes on Providence Rd. southbound because I feel this is needed in any event. Then I would prefer to institute Option VII for the reasons stated above.

I feel that Option IX will eventually have to be pursued, assuming that traffic will only increase. The phased approach over time is best. Pursuing Option VII now will not preclude Option IX at a later date.

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There is space on the back of this form for additional comments.

*None of these
are appropriate
or financially
feasible. You did
not show conditions
on any maps.*

Signature: _____

Name: _____

E-mail: _____

Mailing Address: _____

City: _____

State: _____

Zip: _____

Additional Comments: _____

Please add the option recommended
by the Historic Preservation Commission.

Asking for a vote on 10 options
was a "baited switch" by John
Lilaback.

Once again, no trust or
confidence in city staff.

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There is space on the back of this form for additional comments.

Signature:

Name:

Trevor Harris

E-mail:

TrevorN.Harris@YAHOO.COM

Mailing Address:

12013 Sunset Lane

City:

MO

State:

Columbia

Zip:

03

Additional Comments:

A new connector road between LaGrange or Brandos and Carrie Franko is the best option. This road would improve access for Grasslands residents, take some cars off Providence Road and (Boers) improve connectivity.

The Phase II project as proposed is wrong on multiple levels. Tearing out affordable, accessible student-oriented housing is a move in the wrong direction. We need to be moving toward a more walkable, bikeable community, not one dominated by cars and plans to make things easier for those who choose to drive. Tearing out a gateway into downtown is evil. Whoever hatched this plan (Phase II) clearly is obsessed with how to move cars through neighborhoods when a better approach would be to consider how to ^{strengthen, long-term} move people not just cars.

Residents of the Grasslands need an education campaign about how richly they are served by trails. They knew getting out of their enclave by car was a tough move @ certain hours when they bought their homes.

Please serve the whole community best by considering Option V. ~~the~~ new road will leave historic homes in a walkable neighborhood intact, give access for Grasslanders into Stadium and remove a few cars from Providence at peak periods.

Thanks for considering my comments. —Teeor—

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There is space on the back of this form for additional comments.

Signature:

Cynthia B Suich

Name:

Cynthia B Suich

E-mail:

C.B.Suich@centurytel.net

Mailing Address:

1029 LaGrange Ct City: Columbia State: MO Zip: 65203

Additional Comments:

After many years of discussion on this situation, it appears that option # 9 would provide the safest and best long term solution for the City of Columbia and the Grasslands neighbors. (Disclosure: I have lived in the Grasslands since 1994)

To widen Providence Rd to accomodate the traffic flow and provide a safe crosswalk for the MU student dwellers in our area seems like a reasonable long term solution.

We were fine with adding a light on Clarkson however the fraternity house and/or MU nixed that idea from the start.

Thanks for the many hours that you have devoted to this difficult project & thanks for reading my comments.

C. Saich

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There is space on the back of this form for additional comments.

Signature:

Bernice Prost

Name:

Bernice Prost

E-mail:

Mailing Address:

City:

State:

Zip:

200 W Ridgely Rd

Columbia

MO

65205

Additional Comments:

IX is the only plan that
helps traffic flow on
Providence and gives
entrance and exit help
to University and Grassland
residents.

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

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to.....pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

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- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II- Turner to Clarkson
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- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam
- ☐ I support Option VIII – Signals at Turner and Burnam
- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Name:

Brant Kassel

E-mail:

brantkassel@gmail.com

Mailing Address:

4500 Forum Blvd, City: Columbia

State: MO Zip: 65203

Additional Comments:

Options I-V do not do enough. While none of the projects account for future growth, these options simply are not enough to alleviate the problem.

Most of the issues fail to deal with traffic flow and are not addressing the long-term.

Options VI-VIII fail to extend a turn lane, which is a main driver of congestion.

Option IV provides the best option because it addresses multiple issues and provides a longer term solution. It addresses left turns into Grasslands and traffic flow out of Grasslands.

Support exists for plan IX. - Additionally, a William Mary Study showed that infrastructure spending can return \$1-2 dollars in return income to the city. While costly, it does solve a problem. If you can't solve our basic infrastructure problems, then we as citizens have a larger problem.

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Sharon Pike

Name:

Sharon Pike

E-mail:

PikeS@missouri.edu

Mailing Address:

600 Westridge

City:

Columbia

State:

MO

Zip:

65203

Additional Comments:

I don't like the barricades. I have been in Grasslands and tried to get out with a left turn on Providence, so I see the problem.

I would like them to have a way out to Stadium. Also though I think the relatively inexpensive option X could be done along with option V.

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There is space on the back of this form for additional comments.

Signature:

Dennis Suich

Name:

Dennis Suich

E-mail:

c.d.suich@centurytel.net

Mailing Address:

1029 LaGrange Ct

City:

Columbia

State:

MO

Zip:

65213

Additional Comments:

Despite the cost IX seems to offer the best long term solution for the neighborhood as well as the city.

Exiling IX then III would seem to be the cheapest short term solution.

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THIS IS NOT GOOD
WORST ONE

There is space on the back of this form for additional comments.

Signature:

Paul Towne

Name:

PAUL TOWNE

E-mail:

Mailing Address:

405 GRAMPIN

City: 601

State: MO Zip: 65203

Additional Comments: _____

I think The original plan is ok

unless you find a way to divert

The traffic .

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- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☒ I support Option VI - Signal at Burnam - *least land disturbance.*
- ☐ I support Option VII - Signals at Rollins and Burnam
- ☐ I support Option VIII - Signals at Turner and Burnam
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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: *Doyle McKenzie*

Name: *Doyle McKenzie*

E-mail: *dmckenzie@dbri.org*

Mailing Address: *710 Tully Avenue*

City: *Columbia*

State: *MO*

Zip: *65203*

Additional Comments:

I think the Garth to Clarkson option would be criminal. It disrupts a nature area that is home to deer, owls, hawks, ground hogs etc. The building of a road would ruin this cherish green space

Bringing Garth further south further disrupts an historic neighborhood that is already plagued by student parking for access to MU.

Garth - from Broadway to Stewart is a racetrack during commuting time. People bully incoming traffic so they can speed down the street. It is used by people avoiding Providence.

They endanger residents as well as students at Grant & people trying to use the library.

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- ☐ I support Option IV - Garth to Clarkson *DO NOT SUPPORT - see comment*
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam
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There is space on the back of this form for additional comments.

Signature: 

Name: JOHN LAURIELLO

E-mail: john.lauriello@gmail.com

Mailing Address: 507 S GARTH

City: COLUMBIA

State: MO

Zip: 65203

Additional Comments:

I and our neighborhood are against Option
IV GARTH to Clarkson. For the following reasons

- (1) Does not address Providence traffic
- (2) Disturbs GARTH making it
a major artery instead of a
dead end street
- (3) The easement for extending GARTH
is no longer in effect - ~~also~~ removed
when the Westmount Neighborhood Assoc
bought the 5 MARA property.

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Signature: _____

Name: _____

E-mail: _____

Mailing Address: _____

City: _____

State: _____

Zip: _____

Additional Comments:

The plan that has emerged has
come about due to ground
process and thoughtful discussion.
I believe Phase 1 should
be implemented and we wait
to see how traffic improves. No assess-
ment or evaluation for Phase 2
is implemented. With 29% traffic
increase, problems not improved
are inevitable.

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There is space on the back of this form for additional comments.

Signature:

Mark R. Virkler

Name: *Mark R. Virkler* E-mail: *VirklerM@Missouri.edu*

Mailing Address: *9 E. Ridgeley Rd.* City: *Columbia* State: *MO* Zip: *65203*

Additional Comments:

Option IX (Signals at Turner and Burnam with New Residential Feeder) is the best option for the three goals of this project.

The goal of Improving University Access is best met by signals at Turner and Burnam. While both Options VIII and IX include these two signals, Option VIII does a poor job for the goal of Improving Grasslands Neighborhood Access because of the greatly increased driving distances for many residents. The added travel times and fuel consumption will be a significant cost upon many residents and an on-going source of aggravation.

Several of the options, including IX, ~~do~~ will improve the attainment of the goal of Improving Providence Road Traffic Through Movement. The best option for achieving all three goals is Option IX.

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- ☒ I support Option I - Rollins to Clarkson *minimal impact on existing property - uses property line easement, pushes traffic onto rollins which can accommodate it - no new lights*
- ☐ I support Option II - Turner to Clarkson
- ☐ I support Option III - Rollins to Burnam *NO!! don't wreck family housing above children*
- ☐ I support Option IV - Garth to Clarkson *NO!! don't damage historic property*
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke *ABSOLUTELY NO!! DON'T SCREW UP NATURAL RESOURCES (MET)*
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII - Signals at Rollins and Burnam *BURNAM CANNOT HANDLE MORE TRAFFIC, ONLY ASKING FOR FATALITIES*
- ☐ I support Option VIII - Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X - Providence Right Turn Only
- NO - GRASSLANDS BECOMES DETOUR*

There is space on the back of this form for additional comments.

Signature: *Frankie D. Minor*

Name: *FRANKIE D. MINOR* E-mail: *FRANKIE.MITCHELL@hotmail.com*

Mailing Address: *403 S. GARTH* City: *COLUMBIA* State: *MO* Zip: *65203*

GARTH IS TOO NARROW - SEE RECENT NARROW TRUCK ACCIDENTS

Additional Comments:

Option 1 seems like the only feasible option that doesn't destroy any homes, pushes traffic away from smaller roads (except Birch), avoids family housing with children, doesn't add more length/congestion on Providence

Options which beset family housing (1), destroy existing homes, destroy one of Columbia's most valuable & widely used natural resources (MKT) or push traffic onto insufficient roadways (Burham) should not be realistic options. Think ahead & be responsible!!

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Name:

E-mail:

bill@billellislaw.com

Mailing Address:

City:

State:

Zip:

Additional Comments:

It Seems That Option 9 Does The Best Job Of
Addressing All Of The Needs Of The Area While
Causing Minimum Disruption To Existing Interests.

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- ☐ I support Option IV - Garth to Clarkson
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There is space on the back of this form for additional comments.

Signature: Wynn Wiegand

Name: WYNN WIEGAND

E-mail: TWHEELS33@AOL.COM

Mailing Address: 61 INNSBRUCK

City: BELLEVILLE

State: IL Zip: 62221

Additional Comments:

I THINK A COMBO OF #5 + #8 WILL DOUBLE
THE INGRESS/EGRESS FROM GRASSLANDS. #5 WILL
DECREASE TRAFFIC ON SOUTHBOUND PROVIDENCE +
#8 WILL ALLOW NE GRASSLANDS AN EASY IN/OUT

BOTH OPTIONS EQUAL COST OF PHASE 1 OF
OPTION #9

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Signature: Elizabeth A. Cogswell

Name: Elizabeth A. Cogswell

E-mail:

cogswellea@gmail.com
cogswellea@gmail.com

Mailing Address: 112 W. Burnam Rd.

City: Columbia

State: MO Zip: 65203

Additional Comments: Option^{#1} - makes Burnam carry all the left hand turns out of Grasslands - whether from LaGrange, or via Birch, + most of incoming traffic because of light at Rollins. Currently approved plan much better distributes outgoing traffic. Also appears to cut into children's only park in neighborhood, at Clarkson. No yellow delineator ^{for} concrete dividers on Providence, please.

Option #2 - Same problems as above. Runs into only children's playground in the neighborhood. Clarkson + Burnam take all the load.

Option #4 - Makes no sense as carries all the traffic to Stewart, which is already too crowded.

Option #5A+B - Make no sense - just increases traffic on Stadium, takes people way out of the way + will make Grasslands a cut-through / short cut neighborhood.

Option #6 - Ruins Delta Gamma House - one of nicest properties on the street.

Option #9 - ^{Phase I} The best. ~~But~~ Not in favor of Phase II.

Option #10 - We could try it, but might make things worse as cars moving faster down Providence will make it even harder to turn left out of Grasslands.

If this option moves traffic south on Providence faster, then can we just have a light at Burnam without concrete medians or feeder road?

Might be good to have new feeder in #9 one way north + Birch Road one way south.

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PLEASE SELECT ONE OF THE FOLLOWING:

- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II- Turner to Clarkson
- ☐ I support Option III - Rollins to Burnam
- ☐ I support Option IV - Garth to Clarkson
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
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- ☐ I support Option VII - Signals at Rollins and Burnam
- ☐ I support Option VIII - Signals at Turner and Burnam
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☒ I support Option X - Providence Right Turn Only

Also Submit to: 3/20/13

There is space on the back of this form for additional comments.

Signature:

Laura Kreisman

Name:

LAURA KREISMAN

E-mail:

laurakreisman@hotmail.com

Mailing Address:

322 W. Burnham Rd

City:

Columbia

State:

Zip:

65203

Additional Comments:

Opposed to flexible delineators

Opposed to no left in - left out access on Bingham

Opposed to Use of eminent domain on horses on
Providence.

Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

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Comment forms can be mailed to: Steven Sapp
Public Works Department
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to..... pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

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- ☐ I support Option IV - Garth to Clarkson *Terrible - doesn't solve right turn problem*
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☒ I support Option VI - Signal at Burnam
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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: *Kathryn K. Gordon*

Name: *Kathryn K. Gordon*

E-mail: *kgordon45@gmail.com*

Mailing Address: *7 E. Lathrop Rd*

City: *Columbia*

State: *MO* Zip: *65203*

Additional Comments: We live in the Garth neighborhood and it is a quiet dead-end area. Putting a road with a lot of traffic will destroy the character of the neighborhood completely.

Worst of all is that it does not address the right turn problem at Stadium and Providence at all.

I like the signal being moved to Burnham because folks in Grasslands would now be able to make left turns without danger onto Providence.

I don't like the idea of tearing down houses unnecessarily to accommodate the Turner signal. It would be almost impossible for the Grasslands folks to get onto Turner to reach the signal because of backed up traffic.

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Mr. M. Chippendale

Name

G. Michael Chippendale E-mail: *gmca@chippendaleconsulting.com*

Mailing Address:

911 La Grange Rd City: *Columbia* State: *MO* Zip: *65203*

Additional Comments:

I support Option IX. The Phase I
approved by the Council.

On paper this is the most expensive
option but it should be looked at
from the point of view of the need
(ultimately) to widen Providence Road.

If option IX is not chosen, then my
back up is option ~~IX~~ VIII.
(Signals at Turner & Burnham)

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Walter C. Melton

Susan D. Melton
SUSAN D. MELTON

Name:

WALTER C. MELTON

E-mail:

wcmelton@mchsi.com

Mailing Address:

25 BINGHAM ROAD

City:

COLUMBIA

State:

MO Zip: *65203*

Additional Comments: _____

WE ARE OPPOSED TO ANY OPTION THAT TURNS
BIRCH ROAD INTO A THOROUGHFARE. BIRCH ROAD
IS A QUIET RESIDENTIAL STREET AND SHOULD
STAY THAT WAY.

FOR ANY OPTION THAT CLOSES OFF BINGHAM
FROM PROVIDENCE, WE SUGGEST MAKING
BINGHAM RIGHT TURN IN, RIGHT TURN OUT
TO/FROM PROVIDENCE INSTEAD.

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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Name:

David Brown

E-mail:

thedie@earthlink.net

Mailing Address:

300 W Broadway

City:

Cul

State: *MO* Zip:

65203

Public Comment Form

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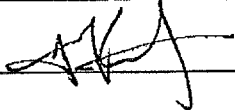
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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:



Name:

THOMAS JENSEN

E-mail:

thomasmjensen@yahoo.com

Mailing Address:

2416 WILD OAK

City:

COLUMBIA

State:

MO

Zip:

65201

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OR NOTHING

There is space on the back of this form for additional comments.

Signature:

Name:

E-mail:

Mailing Address:

City:

State:

Zip:

David Goldstein

David Goldstein

goldskend@koolhaa.com
only

280 E Redgely Rd Columbia State: MO Zip: 65203

Public Comment Form

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- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Mary E Berg

Name:

Mary Berg

E-mail:

Mailing Address:

City:

State:

Zip:

1013 LaGrange Ct Columbia MO 65203

Public Comment Form

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- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Chris Walthall

Name:

Chris Walthall

E-mail:

cwalthall@centurytel.net

Mailing Address:

1000 Wayne Rd City: Columbia State: Mo Zip: 65203

Public Comment Form

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☒ I support Option X – Providence Right Turn Only *Or, preferably, do nothing*

There is space on the back of this form for additional comments.

Signature:

Name: Frederick Cropp IV E-mail: croppfamilymail@gmail.com

Mailing Address: 107 W Brandon Rd City: Columbia State: MO Zip: 65203

A number of options include additional breaks in access on Providence Road. It should be noted that MoDOT will likely require restricted turn movements or a median on Providence Road with any of these options.

The Public Works Department began in the selection process to retain a consulting engineer to perform the detailed design of this project. This selection process is on hold until an option is decided upon.

A previous public hearing was held on November 19, 2012, and previous interested parties (IP) meetings were held on April 24, 2008 and April 20, 2010.

The Problems we are trying to solve include:

- Stadium & Providence - busiest intersection in Columbia with 81,500 vehicles entering per day.
- By comparison, Stadium & Broadway has 56,400 vehicles entering per day.
- Through traffic on Providence blocks access to right and left turn lanes.
- Congestion causes delay, emissions, accidents and slows emergency response.

The Goals of this project include:

- Improving Providence Road Traffic Through Movement.
- Improving Grasslands Neighborhood Access.
- Improving University Access.

Funding in the amount of \$2,302,211 has already been appropriated to this project. Funding sources include local and federal funds. Preliminary costs for each alternative are as follows:

Option I - Rollins to Clarkson	\$2.6 Million
Option II- Turner to Clarkson	\$2.8 Million
Option III - Rollins to Burnam	\$1.3 Million
Option IV - Garth to Clarkson	\$2.2 Million
Option Va- LaGrange or Brandon to Carrie Francke – Brandon	\$1.6 Million
Option Vb- LaGrange or Brandon to Carrie Francke – LaGrange	\$1.5 Million
Option VI - Signal at Burnam	\$1.5 Million
Option VII - Signals at Rollins and Burnam	\$1.2 Million
Option VIII - Signals at Turner and Burnam	\$1.6 Million
Option IX - Signals at Turner and Burnam with New Residential Feeder -	
Phase 1	\$3.2 Million
Phase 2	\$3.3 Million
Option X - Providence Right Turn Lane Only	\$250,000

together

4

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There is space on the back of this form for additional comments.

Signature:

Name:

E-mail:

Mailing Address:

City:

State:

Zip:

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There is space on the back of this form for additional comments.

Signature:

Name:

JERRY PRICE

E-mail:

summit@socket.net

Mailing Address:

1201 W ASH

City:

COLUMBIA

State:

MO

Zip:

65203

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Signature: David W. Berg

Name: DAVID W. BERG

E-mail: _____

Mailing Address: 1013 LaGrange

City: Columbia

State: MO

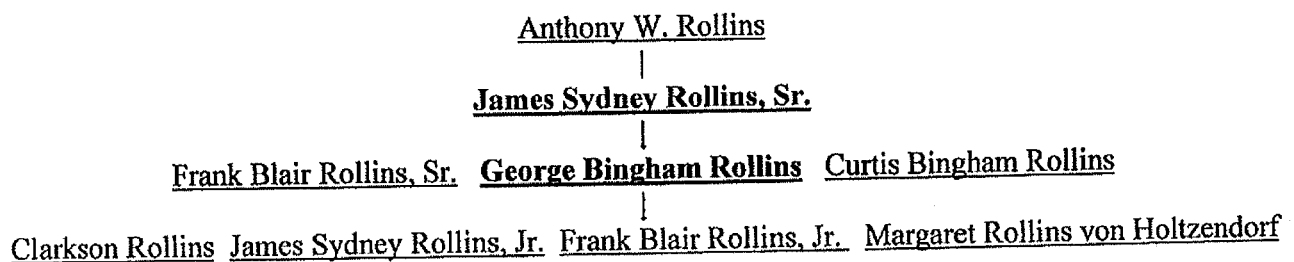
Zip: 65203

#3

Phi Kappa Psi Property History

- 1803 - Property originally added to the U.S. as part of the Louisiana Purchase
- 1821 - Property became part of Missouri when the State achieved statehood.
- 1825 - Federal Govt. sells land (240 acres) to **Thomas U. Conyers** via a land patent granted by John Quincy Adams (6th President).
- 1838 - Property was sold to **Anthony W. Rollins**. Estate called "LaGrange"
 - "LaGrange" home sat approximately where the Kappa Kappa Gamma sorority sits today.
- 1839 - University of Missouri founded.
- 1845 - Property passed to Anthony's son, **James S. Rollins, Sr.** via will. Additional acreage was added over the years.
 - James S. Rollins became known as the "father of the Univ. of MO"
 - He was President of the University's first Board of Curators.
 - He was a Missouri State Senator
 - Much of the University as it exists today sits on land formerly owned and donated by the Rollins family.
- 1880 - Construction began on "Grasslands" the building occupying the property now known as 809 South Providence Road.
- 1882 - Property was split into two estates: "LaGrange" (143 acres) and "Grasslands" (670 acres). "Grasslands" was sold to James S. Rollins' two sons, **Curtis B. Rollins**, and **George Bingham Rollins** for "\$1 and love and affection."
- 1889 - Curtis B. Rollins sells his ½ interest to brother George B. Rollins. George B. is now the sole owner of the property.
- 1915 - George B. Rollins dies without a will. Title is passed equally to his four children: **Clarkson**, **Frank B.**, **Margaret**, and **James S. Rollins Jr.** The Property was split up and sold off over the years.
- 1939 - the remaining Property with the original "Grasslands" house was sold to **Claude R. Bruner** and wife Lorene
 - Dr. Bruner added the columns, front porch, white siding and sunken garden. Electricity and other improvements were made at the time.
- 1954 - Property sold to **Missouri Alpha of Phi Kappa Psi** Fraternal Corp

The Rollins Family Tree.



Public Comment Form

Providence Road

From Stadium Blvd. to Stewart Rd. – 3/20/13 Interested Parties Meeting

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Comment forms can be mailed to: Steven Sapp
Public Works Department
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....(573) 874-7132
or sent by E-mail to..... pubw@GoColumbiaMO.com
(please include "Providence Road-Stadium to Stewart" in the subject line and provide your name and complete mailing address)

Please send comments by April 3, 2013. Thank you for your input!

PLEASE SELECT ONE OF THE FOLLOWING:

- ☐ I support Option I - Rollins to Clarkson
- ☐ I support Option II- Turner to Clarkson
- ☐ I support Option III - Rollins to Burnam
- ☐ I support Option IV - Garth to Clarkson
- ☐ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam
- ☐ I support Option VII – Signals at Rollins and Burnam
- ☐ I support Option VIII – Signals at Turner and Burnam
- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Name: Ana Compas-Romero E-mail: anamarigarcia.compasromero@gmail.com
Mailing Address: 3922 Dublin Ave City: Columbia State: MO Zip: 65203

Public Comment Form

Providence Road

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- ☐ I support Option II - Turner to Clarkson *Median*
- ☐ I support Option III - Rollins to Burnam
- ☐ I support Option IV - Garth to Clarkson *cutout through back*
- ☒ I support Option V - LaGrange or Brandon to Carrie Francke
- ☐ I support Option VI - Signal at Burnam *by PG*
- ☐ I support Option VII - Signals at Rollins and Burnam
- ☐ I support Option VIII - Signals at Turner and Burnam *median*
- ☐ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: *Morgan Koch*

Name: *Morgan Koch*

E-mail: *mekhxg@mail.missouri.edu*

Mailing Address: *915 S. Providence*

City: *Columbia*

State: *MO*

Zip: *65203*

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There is space on the back of this form for additional comments.

Signature:

Benjamin Keating

Name:

Benjamin Keating

E-mail:

keating-benjamin@yahoo.com

Mailing Address:

301 Tiger Lane Apt 2K Columbia

State: *MO* Zip: *65203*

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- ☒ I support Option X – Providence Right Turn Only

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Signature:



Name:

Brent Gardner

E-mail:

Mailing Address:

City:

State:

Zip:

Public Comment Form

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☐ I support Option VII - Signals at Rollins and Burnam

☐ I support Option VIII - Signals at Turner and Burnam

☒ I support Option IX - Signals at Turner and Burnam with new residential feeder

☒ I support Option X - Providence Right Turn Only - *this is a good option - Worth one Personnel Police*

There is space on the back of this form for additional comments.

\$250,000 Transporter

Signature: *Do not work for city -
Safe to Count -*

Name:

E-mail:

Mailing Address:

City:

State:

Zip:

The Public Works Department began in the selection process to retain a consulting engineer to perform the detailed design of this project. This selection process is on hold until an option is decided upon.

The Problems we are trying to solve include:

- Stadium & Providence - busiest intersection in Columbia with 81,500 vehicles entering per day.
- By comparison, Stadium & Broadway has 56,400 vehicles entering per day.
- Through traffic on Providence blocks access to right and left turn lanes.
- Congestion causes delay, emissions, accidents and slows emergency response.

- Improving Providence Road Traffic Through Movement.
- Improving Grasslands Neighborhood Access.
- Improving University Access.

City of color

Option I - Rollins to Clarkson	\$2.6 Million
Option II- Turner to Clarkson	\$2.8 Million
Option III - Rollins to Burnam	\$1.3 Million
Option IV - Garth to Clarkson	\$2.2 Million
Option Va - LaGrange or Brandon to Carrie Francke – Brandon	\$1.6 Million
Option Vb - LaGrange or Brandon to Carrie Francke – LaGrange	\$1.5 Million
Option VI - Signal at Burnam	\$1.5 Million
Option VII - Signals at Rollins and Burnam	\$1.2 Million
Option VIII - Signals at Turner and Burnam	\$1.6 Million
Option IX - Signals at Turner and Burnam with New Residential Feeder -	
Phase 1	\$3.2 Million
Phase 2	\$3.3 Million
Option X - Providence Right Turn Lane Only	\$250,000

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- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature: 

Name: Jim Collier

E-mail: jimcollier2@mac.com

Mailing Address: 1021 Lagrange St

City: Columbia

State: MO

Zip: 65203

Public Comment Form

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- ☒ I support Option IX - Signals at Turner and Burnam with new residential feeder
- ☐ I support Option X – Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Guy Schupp

Name:

Guy Schupp

E-mail:

schupp@missouri.edu

Mailing Address:

208 W. Ridgeley Rd

City:

Columbia

State:

MO

Zip:

65203

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- ☐ I support Option X - Providence Right Turn Only

There is space on the back of this form for additional comments.

Signature:

Mable B. Scofield

Name:

Mable B. Scofield

E-mail:

MScofield@mediacombib.net

Mailing Address:

City:

State:

Zip:

109 W. Burnam Rd Columbia, Mo 65205

- over -

Additional Comments:

All of these options, one thru eight have been reviewed and discussed at length over the past 5-10 years. All of them were rejected for one reason or another.

Now #9 has proven to be the most logical and fiscally responsible. Please use this in your consideration.

Mable B Scalf
109 W. Burnham Rd
Columbia, Mo
65203

March 26, 2013

ATTN: Rick Kaufmann,

"Providence Road Improvement Project"

Sir,

I attended the "Interested Parties" Mtg. 3/20/13 at the A.R.C. They ran out of comment papers and ask that we use the City Web Site. On 3/21/13 around 2:30 P.M. I couldn't find the comments section on the computer so I am writing this letter to you. I have been suggesting a permanent solution of 6 lanes - 3 South / 3 North with the east side of Providence taken from the University to make the 6th lane. My suggestion included Steward [No Turner], Burnam and Stadium with all lights working together to move traffic. Burnam needs a fully functioning intersection on all 4 sides allowing for pedestrians to cross on all sides. Option #6 appears to accomplish most of my idea which I presented it to a couple from the Grasslands during the meeting. They liked the idea of all neighbors being directed to Burnam for left turns and able to keep their "Right In's" and "Right Out's" on the streets just South of Burnam. They being just 1 couple were very pleased with that idea and said they live on the south side of the Grasslands and they didn't see a problem with this idea. After speaking to Richard Stone with the City of Columbia I learned the University's East Side has a very expensive power lines underground, \$1.5M-\$2.5M to just remove. This

Page 2

removal could lead to a permanent solution for this section of Providence. Otherwise, I definitely Vote for Option #^(VI)6 as the best solution, Saving the City of Columbia lots of money. This is the main (North/South) artery for the City of Columbia and it needs to be addressed A.S.A.P. especially after 10 years of Discussion.

Thank You
Sincerely,

A. Eugene Elkin
3406 Tangelina St., lot #B1
Columbia, Mo. 65202

Member of "People's Visioning"
Founder of "Show Me Central
Habitat for Humanity"
Founder of "United Credit Union"

Alicia A. Price, Ph. D.
Licensed Clinical Psychologist

I am strongly in favor of the Phase I with subsequent Phase II possibilities – as passed unanimously by the city council on November 19th, 2012 – for the Providence Road Project.

The reason we are at this juncture today, having to “re-consider” plans that have been looked at in detail and not found feasible, as well as possibly rescinding the plan that was passed unanimously, has to do with misinformation and doubt that has been cast upon this project as a result of the Historical Preservation Commission’s (HPC) involvement.

Here is what they have done to create misinformation, dissention and to disrupt a NEEDED fix to Providence Road:

- Have falsely stated or intimated that these homes are historical when in fact the Missouri State Historical Society did not grant these houses a historical designation.
- Began the January 31, 2013 public meeting with the statement that “there have been **deliberate** attempts to keep people from talking to each other” when this is again, false. This opening statement by Brian Treece set the tone for a meeting that was clearly meant to discredit the process and those involved in it. From that opening salvo, it was evident this would be defamatory, not a productive presentation of alternatives.
- Made barely-veiled inquiries as to the integrity of those Grasslands’ leaders involved in the process specifically targeting the lot owned by John Ott and Robbie Price (and 2 other families) as a source of profit. The lot owned by the Burns’ was also questioned, painting the picture as if the Burns’ were trying to keep it “off the table” so land would not be lost to this project. Both these accusations are patently FALSE.
- Mischaracterized the effect of Phase II on our neighborhood, doctoring a photo to look like an apocalyptic landscape.
- Doctoring their proposal so that it didn’t really reflect where the proposed retaining brick wall would go, not passing it by Public Works and later being told it wasn’t feasible. Yet the damage was done because there was no retraction setting the record straight.
- Accusing public officials (Scott Bitterman, John Glascock) of not following proper procedure. This was deemed patently FALSE by Assistant City Counselor Cavanaugh Noce in the March 18th, 2013 meeting.
- Mischaracterizing the amount of money that would come out of city coffers for this project, not letting the public know that **over half the cost** will be paid by funds from the STP fund.
- This misinformation was used in a political mailer by recently elected councilwoman Laura Nausser, misstating this as a “Grasslands Project” that would cost “7 million dollars.” This was an egregious use of misinformation which resulted in throwing a group of her constituents under the bus for her election (see attached). I would hope that now elected, she can help us and continue this project as passed.

In association with
Mayer, Flanagan, Scott & Associates

3407 Berrywood Dr. Ste. 200
Columbia, MO 65201
573.443.1177
Fax 573.499.1564
aliprice1@aol.com

Please be aware that most of the individuals who have spoken out (again and again and again) against this approved project are either not Grasslands' homeowners or they may be homeowners but not residents. None of the homes that are considered for demolition are owner occupied homes, all are rentals. The value of those homes declines daily given their proximity to Providence Road and that fact that college students are putting wear and tear on those homes. Ask any realtor (that is not Brent Gardner, given his conflict of interest).

Ideas are continually offered, ideas that have been **seriously reviewed over the past ten years** and were not found satisfactory. Many rail against the University and whether it should provide some land but the land on the east side either is not MU property and has high voltage underground wires OR is MU property but is on the wider end of Providence and that land is not needed.

There is a lack of understanding of what a simple traffic light does to traffic on Providence and that subsequent conditions from MoDOT are based on traffic engineering principles, not whims from Grasslands' residents.

Many in our community believe the falsehoods that abound, most of them generated by HPC's public meeting which attempted to get community sentiment behind their misguided proposal. These falsehoods have not been retracted by those who spoke them -- the HPC commissioners themselves.

Again, I believe Phase 1 should be continued to move forward. Should Phase 2 also be approved and funded down the line, that decision could be transformative instead of reactive. Looking at future needs and addressing them before they become cumbersome...or before MoDOT tells us what we have to do with no input from those affected most.



Ali Price
111 East Brandon Road
Columbia, MO 65203
Aliprice1@aol.com

Laura Nauser would NEVER SUPPORT

spending

7 million dollars

to fix the *Grasslands* traffic problem
when a couple of million would work.

The 5th Ward has serious road needs

on Forum Blvd.

on Old Mill Creek Rd.

on Scott Blvd.

on Sinclair Rd.

The proposed *Grasslands*

7 million dollar

improvement project is

GROSSLY UNFAIR

to the rest of the 5th Ward.

**SINGLE-ISSUE,
NEIGHBORHOOD POLITICS
has NO place on the
COLUMBIA CITY COUNCIL.**

April 3, 2013

To the City Council Members of the City of Columbia Missouri:

RE: Birch Rd in the Grasslands

Pedestrian and motor vehicle safety on Burnam Rd will be decreased if Birch is made a thoroughfare for most of the Grasslands' motor vehicle traffic.

Placing a small width sidewalk on the wrong (South) side of Burnam Rd from north intersection of Clarkson and Burnam to Providence will not likely stop students walking 2-3 persons side-by-side on Burnam. How can groups of students walking in opposite directions stay on the thin promised and yet-to-be built sidewalk? Large groups of runners will sometimes use Burnam from campus, and will not use the south sidewalk, as they don't follow laws. Students from Clarkson will have to cross Burnam on the valley on Burnam between two blind spots (two hills) on Burnam immediately east and west of intersection with Clarkson, blocking long-range vision of the Clarkson intersection for cars in either direction. I (and motor vehicles) now drive down the center of Burnam hoping no car is coming the other direction. After dark (particularly in the winter and on the occasions with snow) student pedestrians wear dark clothes on an essentially unlighted Burnam (no streetlight from two houses west of Providence until Burnam's Clarkson intersection. Walking in the center of Burnam encourages drivers, for concerns of hard to see pedestrians, to drive in the center or wrong (on south side of road) when traveling on Burnam, as your car is almost on top of students when dim frontlights are on when a car with its bright head lights on comes at your car blinding you from the opposite direction.

The student-walking problem was made greater when the City of Columbia approved the construction of a 40-unit apartment complex on Clarkson without notifying property owners (including me) of a zoning change to R3. I never heard, or was invited to any rezoning, stakeholder meeting, or public hearing on the zoning change to build a R-3 4-unit apartment complex. My neighbor two doors west of my house were shocked after the construction started, and made plans to move after they walked back from the beginning of the construction. Without notification of me (one house separates me from the "illegally" approved apartment complex), no Grasslands protest was possible. Thus, the student problem was generated by the City of Columbia, and turning Birch into a thoroughfare will continue the City of Columbia into demolishing my property value.

Further, driving west up the hill on Burnam between Clarkson to Birch, the view of people walking into your oncoming traffic is blocked automobile drivers from seeing walking pedestrians on the south side of the hill near its the top until you are almost on top of them (I almost hit three walkers walking east up the hill as I was driving west on Burnam). I now try to drive in the center of Burnam when driving

on this hill, hoping that a car is not coming at my car from the opposite west direction.

Neighbors now walk down the narrow width Birch in their neighborhood walks. With cars going both directions on Birch, they would have to walk in the bushes on the east side of Birch as the house on the northwest corner of the Birch-Bingham intersection has large mean dogs that would tear someone up separated by an "invisible electric fence" close to Birch.

Large moving vans, UPS trucks, trucks pulling lawnmower trailers will have to make two very tight turns onto Birch from Bingham and from Burnam, forcing pedestrians off the road into dangerous dogs and onto property owners who will not want you on their property. Currently, trucks are not permitted on Birch.

I estimate that I have driven on Burnam approximately 6000 one-way car and pedestrian trips on Burnam from Birch to Providence, so I don't appreciate those not living on Burnam telling me what I am not seeing is what I have been seeing for years.

The quality of life is being demolished for my house at the Birch-Burnam intersection. After completion of the 40-unit complex near to me, noise levels, not previously coming from Clarkson are infrequently heard by me late at night, so I moved my bedroom quarters from facing Clarkson to facing Birch. Now the City of Columbia wants to shine car lights from Birch into my bedroom.

Trash on Burnam has increased, decreasing neighborhood appearance, hurting property values. People not picking up their dog feces is now occurring that was not present before students moved into Clarkson. This is one reason my neighbors two house west on me told me they were moving out of the Grasslands.

Increasing traffic on Burnam will decrease quality of life by making neighborhood walkers have to keep dodging the increased traffic. The three ladies, who side-by-side slowly while walking their dogs down Birch every morning about 7:05 am will be challenged by trucks and cars forcing them off the road into areas without sidewalks and unhappy neighbors. Other Grassland neighbors use Birch instead of Providence for peaceful walks when walking circular routes.

The Grasslands was built with dead-end streets onto Providence for the reason of maintaining low traffic flow and a quiet neighborhood. Turning Birch into a thoroughfare through the Grasslands is against the historic design of the Grasslands to minimize traffic on Burnam at its intersection with Birch.

The State of Missouri highway engineers will eventually close the tearing down the houses on the west side of Providence, according to their testimony at the March 12 neighborhood meeting held with 200 attendees at the Country Club of Missouri.

First, widening Providence for a long right hand turn going south on Providence onto to going west on Stadium will put the widened Providence with sidewalk almost on top of the front porch of the homes to be demolished. The homes are R1 so their required setback from Providence will not be obtained. At the March stakeholders meeting, the State of Missouri Traffic engineers said that Providence traffic will increase 2%/yr, (translates to 22% in the next decade). So the need for the State to have to widen Providence is approaching soon to get traffic from slowing down to get into the righthand turn lane on the "go" light cycle; in turn slowing down Providence through traffic so that less cars go south on Providence through the "go" light signal across Stadium, stacking up cars to Stewart, or further, from downtown. It makes no sense to save houses on Providence, to continue destroy property values on/or near the Burnam at Birch intersection, and to soon have the City destroy houses the house just saved on Providence because Providence will be a few feet from some of these homes, as the State will require much of their remaining front yard.

Property values on the north side of Burnam have been destroyed by benign neglect or premediated actions/inactions from the City of Columbia.

The proof is that houses near to Birch and remodeling of houses on Burnam have come to a halt while reconstruction and major upgrades to increase property taxes to the City of Columbia are active in the rest of the Grasslands, at least for now. Increasing traffic flow on a part of Bingham between Birch and Ridley to access Providence via Birch may spread the decay from Burnam to other parts of the Grasslands, like Bingham. The house on Burnam directly west of me sold for \$288,000 but has had no one leaving in it for months. Why? One student comes and stays in the house on the weekends. And the house is vacant of furniture. An empty sold house does not sound like a situation where the new owner is going to invest in home improvements. The house across the street from the house is vacant of furniture, and can't sell either. The previous owner put a 6-figure addition onto her house, and has dropped her asking price \$20,000 to \$320,000. She will lose most of her money that she spent to enlarge and removal her house since she only lived in the house a few years. For these cases, why would others on Burnam want to improve their homes?

While large home remodeling is present on Brigham and Brandon, home improvement of homes to increase their property values on Burnam have ceased between Clarkson and LaGrange.

I completed a 6-figure upgrade of my house on Burnam to make the Grasslands an attractive place to live in Columbia. A few months later, the secret rezoning to allow the 40-unit apartment complex to built one house east from me was started. I have lost all my money as my house would sell now for less than I paid for it. Houses and property values on the north side of Burnam have been demolished. Burnam homes near to Birch are not reselling and the entire Burnam is devoid of home improvement. The City of Columbia making Birch into a thoroughfare will further demolish property values around my home, and could spread throughout the Grasslands. I am surprised that the City of Columbia wishes to decrease income to

the City of Columbia from property tax increases on remodeled homes in the Grasslands.

Why has, and apparently is, the City of Columbia protecting property owners in the Grasslands who do not live in the Grasslands over the rights of property owners in the Grasslands who live in their houses in the Grasslands? Property owners in the Grasslands living in their own homes will spend more for home improvement than property owners in the Grasslands who do NOT live in their own homes if Birch is not improved. I am surprised that the City of Columbia plans to gain less increase in property taxes than the average for the entire city, because of the downgrading by the City of Columbia of the quality of life and property values in the Grasslands

Further the Grasslands needs more protection than normal as a vulnerable neighborhood surrounded on east and south sides by the University of Missouri (also on east side by Providence and south side by Stadium) and by the new apartment building and conversion of professional housing into multi-unit student duplexes that back into one family owner homes on the north side.

Thank you for your consideration of this controversial and "thorny" issue.

Sincerely



Frank W. Booth
5 East Burnam Rd
Homeowner who has lived in this home since November 1999.

I VOTE FOR
OPTION 9 (IX)

LOOKS LIKE
THEY RAN
OUT OF SHEETS

I LIVE IN THE
GRASSLANDS



Page 1 of 1

Providence Road comment from Tim Fisher

Rick Kaufmann <rakaufma@gocolumbiamo.com>

Tue, Mar 12, 2013 at 10:23 AM

To: Rick Kaufmann <RAKAUFMA@gocolumbiamo.com>

From Tim Fisher, 917 S. Providence Road

Indecision is causing Mr. Fisher financial hardship, he had a contract to sell the property but the buyer backed out because of the uncertainty. He lives in Chicago and will not be able to attend the IP meeting. He purchased the property about 7 years ago and traffic was not a big problem at that time. But it is definitely a problem today. Safety is a big concern. Traffic flow is also a big concern. We need to find a solution that addresses BOTH issues and not just one.



Fwd: [PubW]: Providence Road Improvement

Dawn Ettleman <djettlem@gocolumbiamo.com>
To: Rick Kaufmann <rakaufma@gocolumbiamo.com>

Thu, Mar 7, 2013 at 8:34 AM

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

From: Suppes, Galen <suppesg@missouri.edu>
Date: Thu, Mar 7, 2013 at 8:28 AM
Subject: [PubW]: Providence Road Improvement
To: "pubw@GoColumbiaMO.com" <pubw@gocolumbiamo.com>

Rick Kaufman,

I would like to provide input on the Providence Road improvement (the 10 options of the 3/20 meeting in the ARC).

I bike the key intersections multiple times a day on my trip from Bingham road to Rollins and eventually the engineering building. I know the road, intersection, and traffic well.

First of all, most of the options address access into/out of the Grasslands--which is not the problem. Access is good and would best be left alone. The problem is congestion on Providence during certain times of the day.

An additional option to address the Providence Road access is potentially the best and consists of two relatively simple steps: a) check into the timing of the current stop lights to see if improved time (duration?) is possible and b) place courtesy lights at the Burnham and Bingham intersections.

What I am referring to as courtesy lights are lights that would only be directed toward Providence road and would have three modes of operation: OFF, FLASHING YELLOW, and FLASHING RED. Flashing red would be used in a manner synchronized with the Stadium (or Rollins) light so that it would never be on if the traffic is flowing. Flashing red would go on during times of congestion and would simply formalize the "courtesy" access provided into and out of the Bingham and Burnham access when traffic is congested. In other words, these lights would tell the drivers on Providence, "DO NOT BLOCK THIS INTERSECTION IF TRAFFIC IS NOT MOVING". The solution would be cheap and good.

Now, if you would like to upscale the community, do the following in addition to the "courtesy lights": Go with Option III, block off the access of Burnham onto Providence from the West, and make a nice (albeit small) park in the space between the new Option III road and Providence. Do the park well--trees, a nice stone sign, a real

showcase island in the middle of conjection and visible from Providence.

Sincerely ,

Galen J. Suppes

--

Thank you, .

Dawn Ettleman
Public Works HR Liaison
573-874-7621



Fwd: [PubW]: Grassland Entrance Option: Option 11 for 3/20 ARC Meeting

Steven Sapp <ses@gocolumbiamo.com>
To: Rick Kaufmann <rakaufma@gocolumbiamo.com>

Sat, Mar 9, 2013 at 9:57 PM

FYI -

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

From: **Suppes, Galen** <suppesg@missouri.edu>
Date: Sat, Mar 9, 2013 at 5:45 PM
Subject: [PubW]: Grassland Entrance Option: Option 11 for 3/20 ARC Meeting
To: "pubw@GoColumbiaMO.com" <pubw@gocolumbiamo.com>, "price@soa-inc.com" <price@soa-inc.com>

Rick Kaufman - Could you make the attached a "formal" Option 11 for the Grasslands?

Robbie - Would you distribute to the Grasslands email distribution?

Thanks,

Galen

Steven Sapp
Public Information Specialist
City of Columbia Public Works Department
(573) 874-7217 (office)

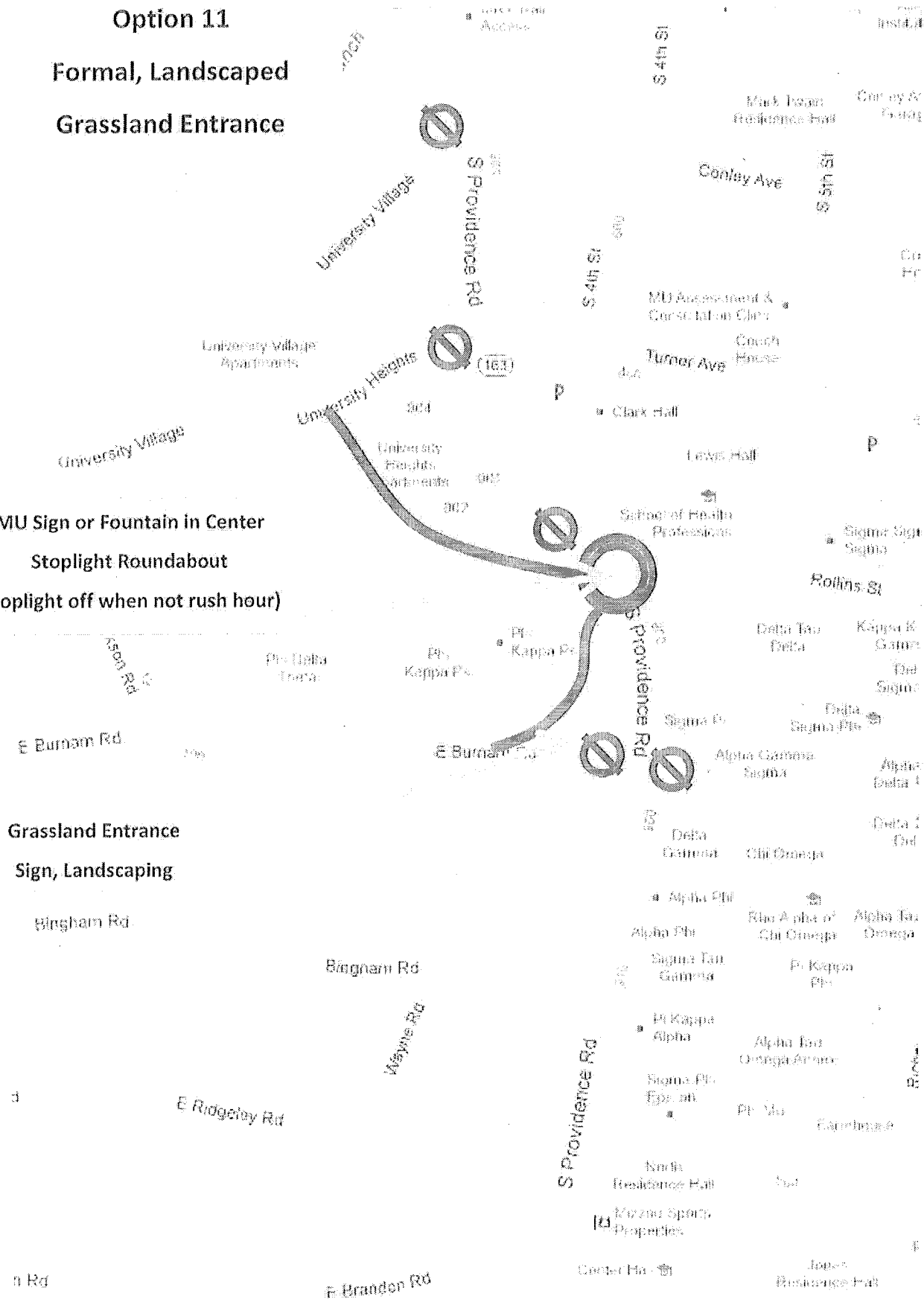
www.GoColumbiaMo.com/PublicWorks
[Facebook.com/ColumbiaMissouriPublicWorks](https://www.facebook.com/ColumbiaMissouriPublicWorks)
@pub_works on Twitter

www.FlyMidMo.com
[Facebook.com/FlyMidMo](https://www.facebook.com/FlyMidMo)
@FlyCOU on Twitter

Why Drive When It's So Easy to Fly? Columbia Regional Airport ...

Formal, Landscaped Grassland Entrance

Grassland Entrance
Sign, Landscaping





Fwd: Burnham signal

Scott Bitterman <sabitter@gocolumbiamo.com>
To: Rick Kaufmann <rakaufma@gocolumbiamo.com>

Fri, Mar 15, 2013 at 12:00 PM

for the file.

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

From: **Ted Curtis** <tedcurtis65203@yahoo.com>
Date: Fri, Mar 15, 2013 at 11:03 AM
Subject: Burnam signal
To: "sabitter@gocolumbiamo.com" <sabitter@gocolumbiamo.com>
Cc: John Glascock <JDGLASCO@gocolumbiamo.com>, Dave Nichols <danichol@gocolumbiamo.com>


Scott, I will not be in town for the IP meeting, so am sending my comments and suggestions via e-mail (attached). Disclaimer - this is in the context of my residency in the Grasslands, not as a City employee.

I renovated several old houses, so I tend to have a bit of affection for them. Attached is a compromise that, should the Council be unwilling to remove the two houses, I think would allow the project to move forward. In my opinion adding a signal and landscaping the median would add more to the attractiveness of the neighborhood - and the City - than removing the two rentals. And it would probably cost less.

I bounced the idea off several neighbors (who were supportive) and off two on Birch (Devon King sounded ok and Susan Melton not so - wants a light but prefers the two houses go)

Ted Curtis

2 attachments

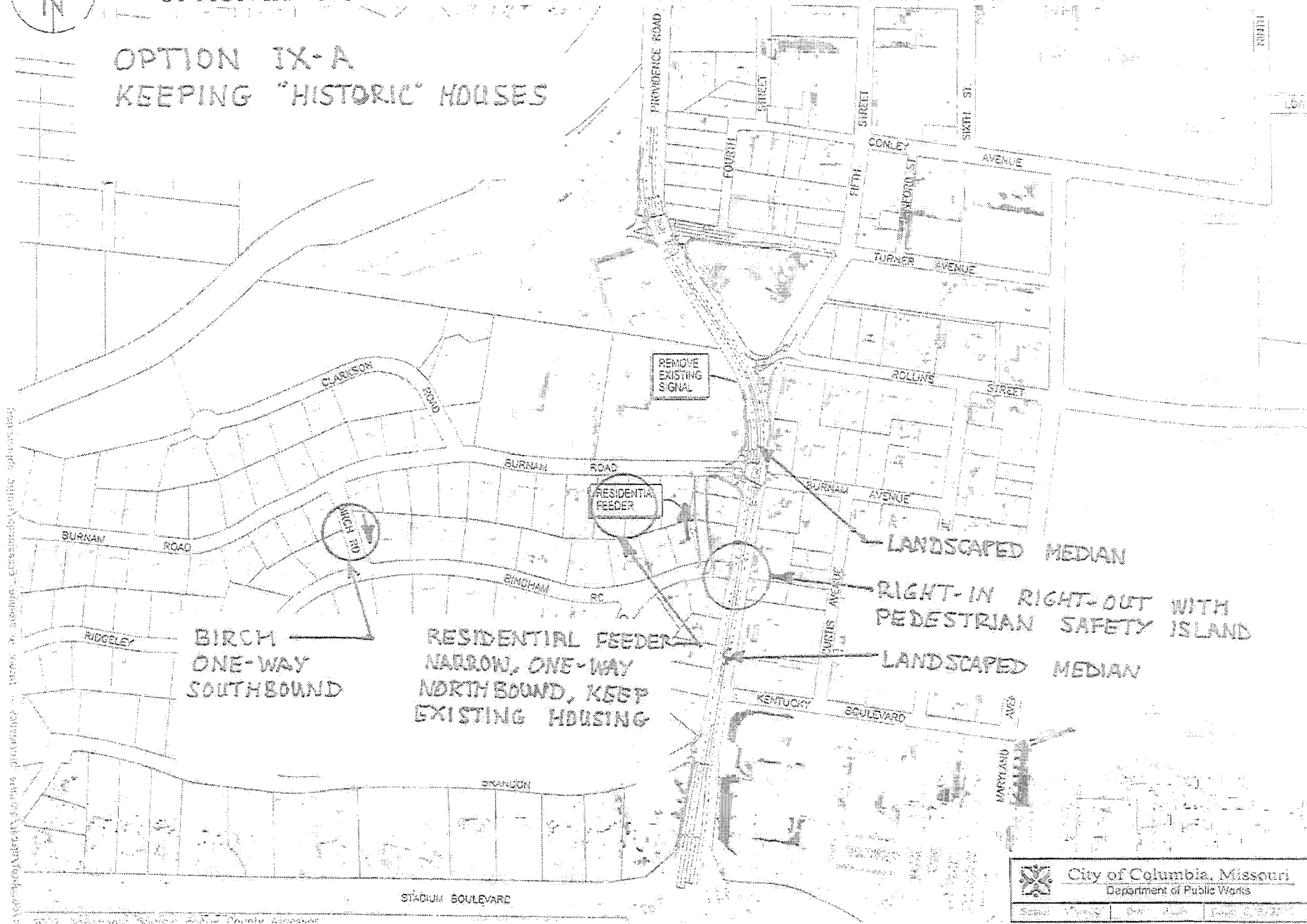
 Suggestion for the Providence Road - Burnham signal.docx
12K



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION IX - SIGNALS AT TURNER & BURNAM WITH NEW RESIDENTIAL FEEDER

OPTION IX-A
KEEPING "HISTORIC" HOUSES



Suggestion for the Providence Road / Burnam Road signal project.

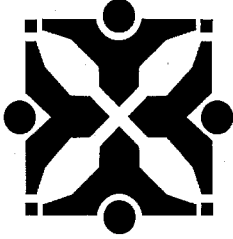
Should the Council and community deem it important to preserve the two houses that were slated to be demolished as part of the Burnam / Providence signalization project, the following modifications to the plan could meet that need (see attached sketch):

1. Keep the two houses on Providence as-is
2. Add a narrow residential feeder behind the houses, one-way northbound
3. Make Birch one-way southbound
4. Make Bingham right-in, right-out at Providence
5. Add a pedestrian safety island in the center of Providence at Bingham

With the money saved by not removing the two houses, add a community-wide benefit by adding landscaped median islands north of Burnham and south near Bingham and Kentucky.

Ted Curtis and Barbara Bauer

573 489-8853, tedcurtis65203@yahoo.com



Source: Public Works *gsh*

Agenda Item No: Item A from
the 11-19-2012
council meeting

To: City Council
From: City Manager and Staff *mm*

Council Meeting Date: Nov 5, 2012

Re: Public Hearing - Providence Road (Turner Avenue to Stadium Boulevard near Grasslands Subdivision)

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a resolution setting a public hearing for November 19, 2012 concerning a street construction project on Providence Road, from Turner Avenue south to Stadium Boulevard. This project was identified as one of the 2005 ballot projects and has been prioritized in the FY 2013 budget for construction in 2015. This section of Providence Road is within the jurisdiction of MoDOT and as such, MoDOT has participated in the development of the project. The City is acting as the lead agency in coordinating the improvement process.

An interested parties meeting was held April 20, 2010. The concept cost estimate is \$3,238,000 for Phase 1 of the project, and an additional \$3,337,000 for Phase 2. Eligible funding sources include Capital Fund Balance, ¼ % Capital Improvement Sales Tax, and Surface Transportation Program Funds.

DISCUSSION:

The project under consideration includes portions of Providence Road/Route 163 from the intersection with Turner Avenue, southward approximately ½-mile to Stadium Boulevard/Route 740. Specifically, the project includes reconstruction of intersections with cross streets and the addition of right turn lanes on Providence Road, as well as the construction of a new residential street in the Grasslands subdivision to improve access. Providence Road is identified as major arterial on the CATSO Major Roadway Plan.

The existing signalized intersection at Providence Road and Rollins Road does not operate efficiently due to the odd geometry caused by the close proximity of the Fifth Street intersection at Rollins Road. The proposed project includes removal of this signal at Providence Road and Rollins Road, and converting two other Providence Road intersections, at Turner Avenue and at Burnam Road, into signalized intersections. This would require reconfiguring and constructing lanes at all three intersections. Another aspect of the proposed project involves construction of a southbound right turn lane along Providence Road from Stadium Boulevard north to Brandon Road.

The final aspect of the project is the severing of access to Providence Road at Bingham Road, in order to direct traffic from Grasslands Subdivision to the proposed signal at Burnam. To accomplish this, a new residential street is proposed that connects Bingham Road to Burnam Road. Construction of this road would require the acquisition of three parcels of land in Phase 1. In future Phase 2 of the project, the new residential street would be extended from Bingham Road south to Brandon Road. Phase 2 would require the acquisition of six parcels of land.

The project will add significant pedestrian benefits, including new signalized crossings at Turner Avenue and at Burnham Road. In addition, raised landscaped medians will separate northbound and southbound traffic on portions of Providence Road. With the exception of the areas near the Turner, Rollins and Burnam intersections, and the addition of right turn lanes, the project includes no reconfiguration of lanes on Providence Road.

Permanent street, utility, and drainage easements, as well as temporary grading easements, will be required.

Currently, it is anticipated that a consulting engineer will be retained to perform the detailed design of this project.

Utility Coordination

A number of utilities are present along the project corridor, which will require relocation. The design of this project will involve coordination with utility companies. Utility coordination begins with initial survey and continues through final plan design. Detailed utility relocation needs and associated costs will be determined during detailed design.

Public Involvement

The City previously retained the engineering firm HDR to provide assistance with the traffic study and refinements of options. An interested parties meeting was held April 20, 2010 and the alternates shown were posted on the City's web page with an open period for receiving comments. Comments received have been considered in reaching a preferred alternative. A copy of this memo and resolution will be provided to stakeholders and interested parties prior to this hearing.

FISCAL IMPACT:

The concept cost estimate for Phase 1 of this project is \$3,238,000. The concept cost estimate for Phase 2 is \$3,337,000. These estimates include design, construction, utility relocation, and easement acquisition. Easement acquisition costs include purchasing entire parcels of land for the new residential streets in the Grasslands subdivision. An amount of \$449,718 has already been appropriated to this project with an estimated \$2,788,282 needed to fully fund Phase 1 of the project. Eligible funding sources include Capital Fund Balance, ¼ % Capital Improvement Sales Tax, and Surface Transportation Program Funds.

VISION IMPACT:

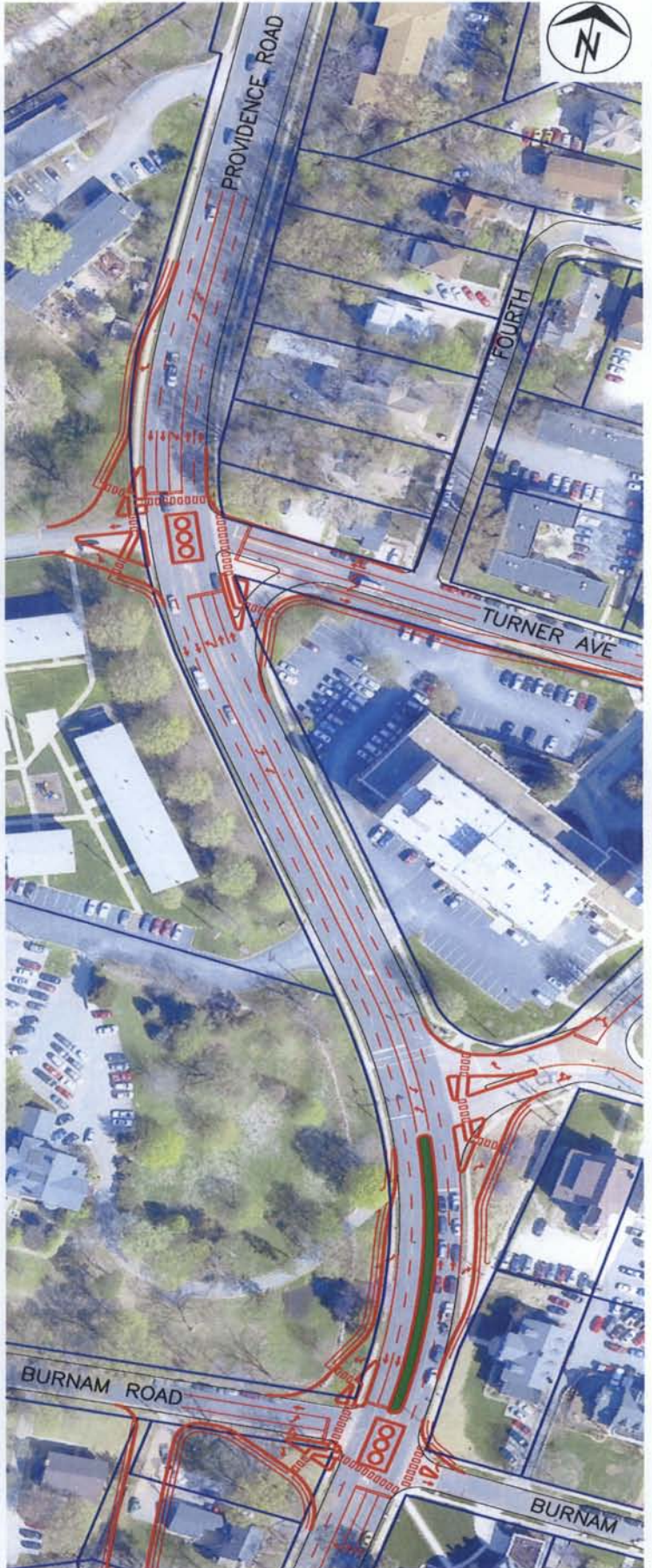
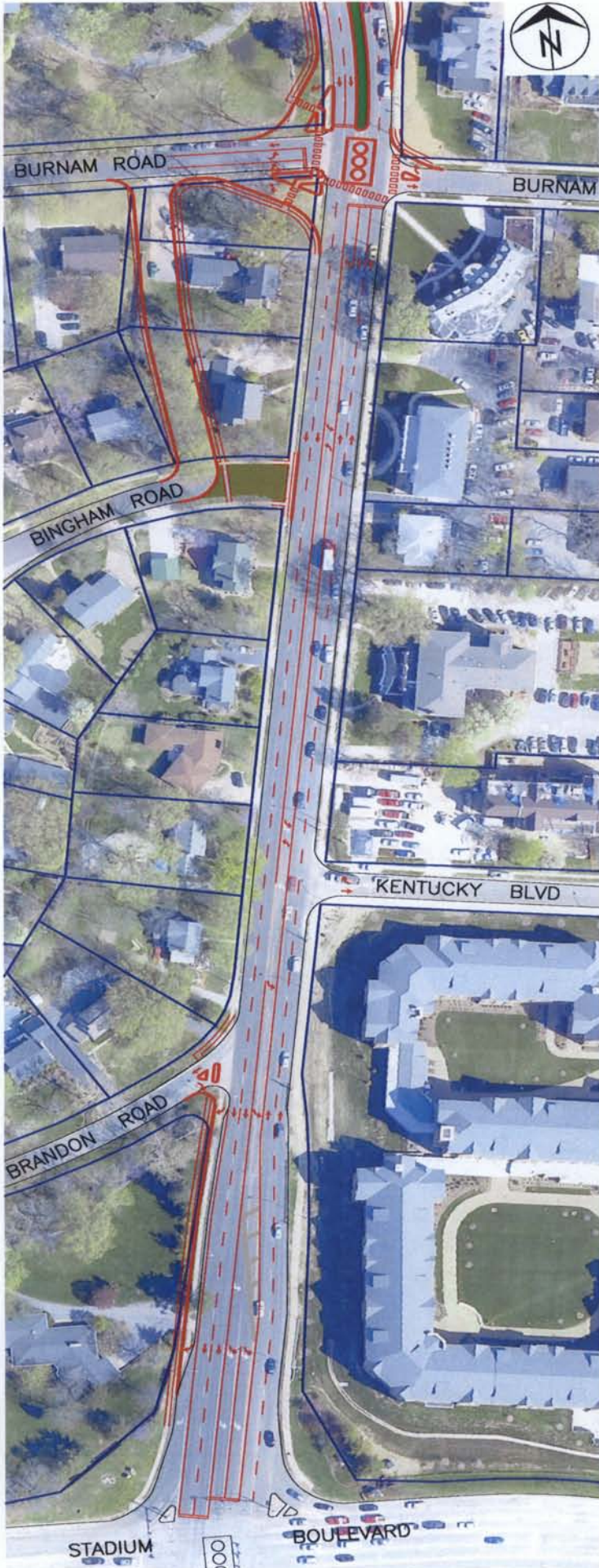
<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

A network of safe roadways in and around the City will provide sustainable, efficient mobility to vehicular travel and other modes in a complimentary manner.

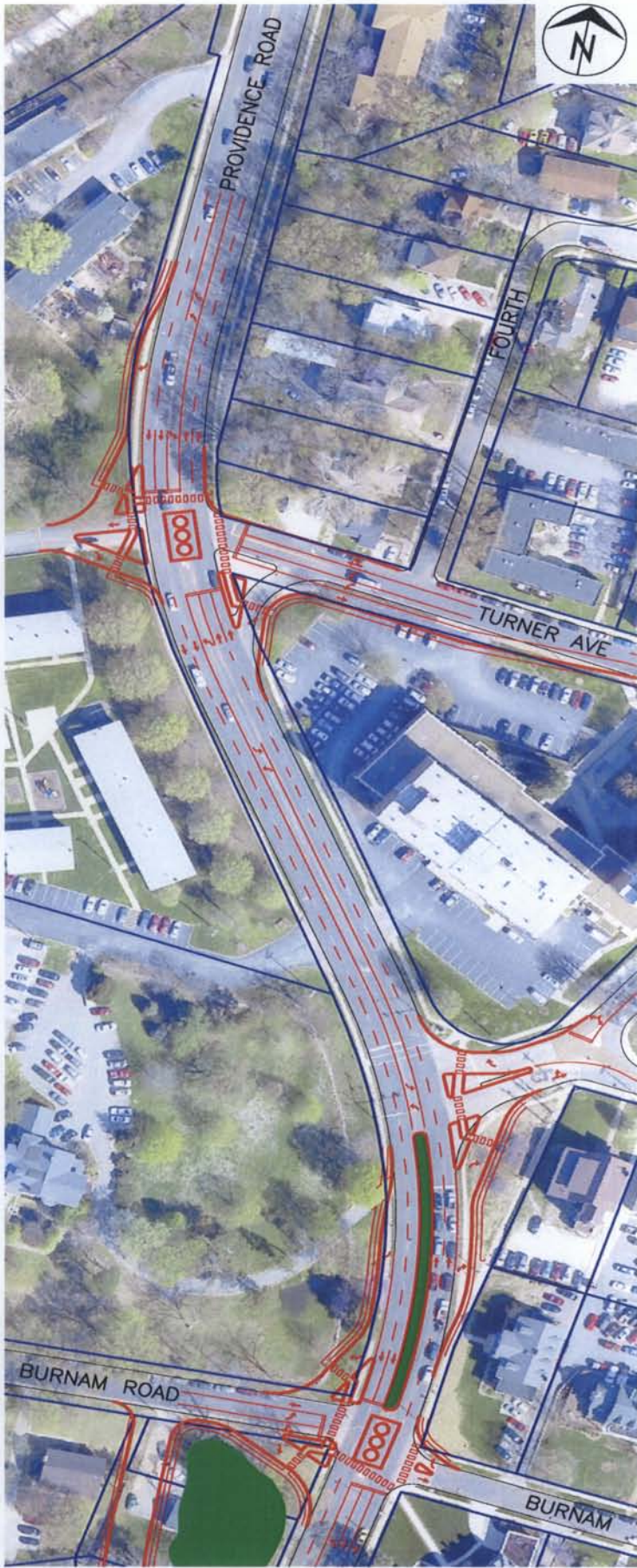
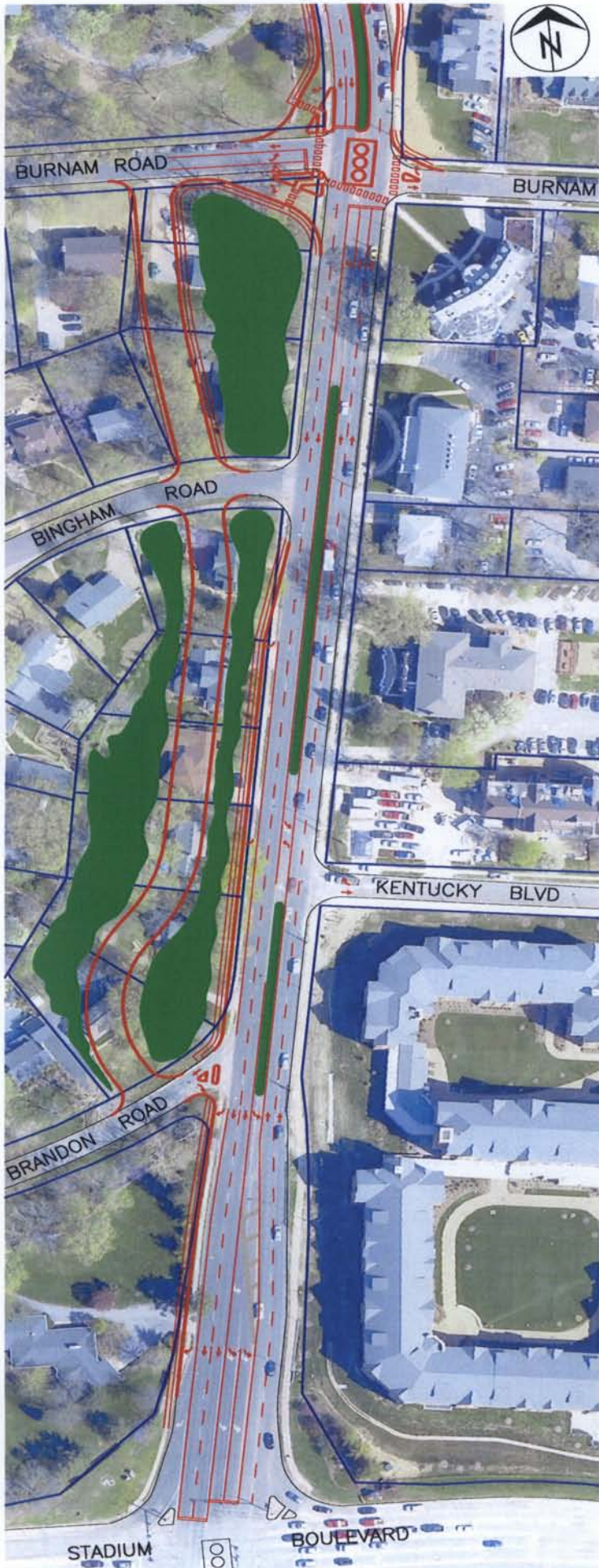
SUGGESTED COUNCIL ACTIONS:

Following Council discussion and public input, Council should make a motion directing the staff to proceed with plans and specifications for Phase 1 of the project.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$63,831.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$449,718.00	Duplicates/Epands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$2,788,282.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13.3
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.1
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	



PROVIDENCE ROAD
TURNER AVENUE TO STADIUM BOULEVARD
PHASE 1



PROVIDENCE ROAD
TURNER AVENUE TO STADIUM BOULEVARD
PHASE 2

A RESOLUTION

declaring the necessity for construction of street improvements on Providence Road from Turner Avenue to Stadium Boulevard, to include reconfiguration and construction of signalized intersections on Providence Road and construction of a new residential street in the Grasslands Subdivision between Bingham Road and Burnam Road; stating the nature of and the estimate of the cost of the improvement; providing for payment for the improvement; providing for compliance with the prevailing wage law; and setting a public hearing.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council deems the construction of street improvements on Providence Road, from Turner Avenue to Stadium Boulevard, specifically to include removal of the traffic signal located at the intersection of Providence Road and Rollins Road, reconfiguring the intersections of Turner Avenue and Providence Road and Burnam Road and Providence Road to construct right turn lanes and install traffic signals, construction of a southbound right turn lane along Providence Road from Stadium Boulevard north to Brandon Road, and construction of a new residential street in the Grasslands Subdivision between Bingham Road and Burnam Road, and other miscellaneous work, all in accordance with City of Columbia Specifications and Standards, necessary to the welfare and improvement of the City.

SECTION 2. The nature and scope of the improvement shall consist of furnishing all labor, materials, transportation, insurance and all other items, accessories and incidentals thereto necessary for the complete construction of the improvements.

SECTION 3. The estimated cost of this improvement is \$3,238,000.00.

SECTION 4. Payment for this improvement shall be made from the Capital Fund Balance, Capital Improvement Sales Tax Funds, Surface Transportation Program Enhancement Funds, and such other funds as may be lawfully appropriated.

SECTION 5. Any work done in connection with the construction of the improvement specified above shall be in compliance with the provisions of the prevailing wage laws of the State of Missouri. The City shall also cause to be inserted into the contract a stipulation that all laborers and mechanics employed by the contractor or subcontractors in the performance of work under the contract shall be paid wages at rates not less than those

prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act.

SECTION 6. A public hearing in respect to this improvement will be held in the Council Chamber of the City Hall Building, 701 E. Broadway, Columbia, Missouri, at 7:00 p.m. on November 19, 2012. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this _____ day of _____, 2012.

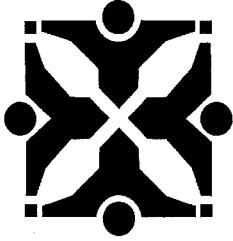
ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



Source: Public Works *John*

Agenda Item No: Item A

To: City Council
From: City Manager and Staff *MM*

Council Meeting Date: Mar 18, 2013

Re: Public Hearing - Providence Road, from Stadium Boulevard to Stewart Road (near Grasslands Subdivision)

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a resolution setting a public hearing for April 15, 2013, for a street construction project on Providence Road between Stadium Boulevard and Stewart Road. This project was identified as one of the 2005 ballot projects and has been prioritized in the FY 2013 budget for construction in 2015. This section of Providence Road is within the jurisdiction of MoDOT and as such, MoDOT has participated in the development of the project. The City is acting as the lead agency in coordinating the improvement process.

A previous public hearing was held on November 19, 2012, and interested parties (IP) meetings were held on April 24, 2008 and on April 20, 2010. An additional IP meeting is scheduled for March 20, 2013. The concept cost estimate ranges from \$0 to \$3.2M depending upon which alternative is chosen. Eligible funding sources include Capital Fund Balance, ¼ % Capital Improvement Sales Tax, and Surface Transportation Program Funds.

DISCUSSION:

The project under consideration includes portions of Providence Road/Route 163 from the intersection with Stadium Boulevard/Route 740, northward approximately ½-mile to south of Stewart Road. Providence Road is identified as a major arterial on the CATSO Major Roadway Plan.

At the November 19, 2012 public hearing, Council approved the preferred alternative, which included reconstruction of intersections (the removal of the signal at Rollins, and the addition of signals at Turner and Burnam); the addition of right turn lanes on Providence Road; as well as the construction of a new residential feeder street in the Grasslands subdivision to improve access. Council also voted to add Phase 2 of the preferred alternative to the City's Capital Improvement Plan; however, Phase 2 was prioritized as a future project and was not funded.

A motion was passed during the February 18, 2013 Council meeting to hold an additional public hearing on whether to rescind council approval of the preferred alternative. That decision is expected to be made at the April 15, 2013 Council meeting. Because Council is considering rescinding approval for the preferred alternative, staff is presenting a number of additional alternatives that have been previously considered. Ten (10) options are being presented, as indicated on the attached diagrams. The previously approved preferred alternative is shown as Option IX - Signals at Turner and Burnam with New Residential Feeder. One of the ten options is "Do Nothing."

A number of options include additional breaks in access on Providence Road. It should be noted that MoDOT will likely require restricted turn movements, or a median, on Providence Road with any of these options. Although Public Works staff began the selection process to retain a consulting engineer to perform the detailed design of this project, it has been put on hold until an option is decided upon.

Public Involvement

An IP meeting was held April 20, 2010 and the alternatives shown were posted on the city's web page with an open period for receiving comments. A public hearing was held on November 19, 2012.

A third IP meeting is scheduled for March 20, 2013, where all ten alternatives will be presented for comments. A supplemental report will be prepared for Council, and placed on the April 15th Council agenda, with the

comments received at the March 20, 2013 IP meeting. A copy of this memo and resolution will be provided to stakeholders and interested parties prior to the April 15, 2013 public hearing.

FISCAL IMPACT:

Funding in the amount of \$2,302,211 has already been appropriated to this project. Eligible funding sources include Capital Fund Balance, ¼ % Capital Improvement Sales Tax, and Surface Transportation Program Funds. Preliminary costs of each alternative are as follows:

Option I - Rollins to Clarkson - \$2.6 Million

Option II- Turner to Clarkson - \$2.8 Million

Option III - Rollins to Burnam - \$1.3 Million

Option IV - Garth to Clarkson - \$2.2 Million

Option V - LaGrange or Brandon to Carrie Francke - LaGrange - \$1.5 Million

Brandon - \$1.6 Million

Option VI - Signal at Burnam - \$1.5 Million

Option VII - Signals at Rollins and Burnam - \$1.2 Million

Option VIII - Signals at Turner and Burnam - \$1.6 Million

Option IX - Signals at Turner and Burnam with New Residential Feeder - Phase 1 - \$3.2 Million

Phase 2 - \$3.3 Million

Option X - Do Nothing - \$0

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

A network of safe roadways in and around the City will provide sustainable, efficient mobility to vehicular travel and other modes in a complimentary manner.

SUGGESTED COUNCIL ACTIONS:

Following Council discussion and public input, Council should decide whether to rescind council approval of the preferred alternative known as Option IX - Signals at Turner & Burnam with New Residential Feeder. If rescinded, Council should make a motion directing staff to proceed with plans and specifications for one of the alternatives presented.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$72,598.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$2,302,211.00	Duplicates/Epands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13.3
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.1
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	



Missouri Department of Transportation

Central District
David T. Silvester, District Engineer

1511 Missouri Blvd.
P.O. Box 718
Jefferson City, Missouri 65102
573.751.3322
Fax: 573.522.1059
1.888.ASK MODOT (275.6636)

Mr. John Glascock
Director of Public Works
City of Columbia
701 E. Broadway
Columbia, MO 65201

March 1, 2013

Dear Mr. Glascock:

I am writing in response to your request to clarify the improvements MoDOT would require along Providence Road to improve the traffic flow from Stadium Boulevard to Turner Avenue.

I have reviewed the documentation regarding this stretch of road and have included a copy of the letter that was written to the Grasslands Neighborhood Association in 2004. The City of Columbia was copied on this correspondence also.

The goal of a project along this stretch of Providence Road also known as Highway 163 is to provide for safe and efficient traffic flow. To achieve this, the left turn movements allowed in and out of the Grasslands need to be reviewed. Converting entrances to right in/right out greatly reduces the potential for right angle accidents that can often be severe. Restricting the left turn movements could also allow for additional right turn lane length from Providence to Stadium Boulevard and possible addition of a pedestrian refuge.

MoDOT is open to any suggestions the City may have as to improvements along Providence and look forward to working with the City and area residents to review potential improvements on this busy section of highway. If you have any questions or concerns, don't hesitate to give me a call. Thanks.

Sincerely,

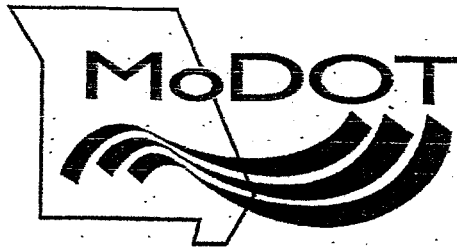
Mike J. Schupp, P.E.
Area Engineer



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

Missouri
Department
of Transportation



Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

January 13, 2004

Mr. John Ott
Grasslands Neighborhood Association
503 Old 63 North
Columbia, MO 65201

Dear Mr. Ott:

I am writing in response to your letter regarding traffic issues along Providence between Stadium and Stewart Roads. We have recently completed a traffic analysis for this section of roadway.

As a result of our study, MoDOT supports the westward extension of Rollins across Providence in conjunction with restricting turning movements to right ins/right outs at all city streets between Rollins and Stadium. The entrances to the city streets and the extension of Rollins would have to be constructed to accommodate the changes in traffic. This could result in some major geometric improvements.

Since serving your neighborhood is more of a local issue, we have asked the City of Columbia to take the lead in pursuing the possibility of these improvements. We have shared the results of our study with them and we both agree the majority of the neighborhood should support these changes before improvements such as these can occur.

In response to your concerns for pedestrians from your neighborhood, we are pursuing the installation of pedestrian signal indications at Providence and Stadium Boulevard. Before pedestrian heads can be installed at this location, MoDOT will have to ensure we meet all current standards, including ADA requirements.

We appreciate you sharing your concerns with us. If you have any additional questions, please call Nicole Kolb Hood at (573) 751-7116.

Sincerely,

Roger Schwartze, P. E.
Central District Engineer

Cc: Albert Price
Ray Beck, Columbia City Manager
Charles Sullivan
Customer Service



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

CONCEPTUAL OPTIONS

LEGEND

- I—ROLLINS TO CLARKSON
- II—TURNER TO CLARKSON
- III—ROLLINS TO BURNAM
- IV—GARTH TO CLARKSON
- V—LaGRANGE OR BRANDON TO CARRIE FRANCKE
- VI—SIGNAL AT BURNAM
- VII—SIGNALS AT ROLLINS & BURNAM
- VIII—SIGNALS AT TURNER & BURNAM
- IX—SIGNALS AT TURNER & BURNAM WITH NEW RESIDENTIAL FEEDER
- X—DO NOTHING

IMPROVEMENT OF BIRCH ROAD IS INCLUDED WITH ALL OPTIONS EXCEPT IX AND X



City of Columbia, Missouri
Department of Public Works

Scale: 1"=400'

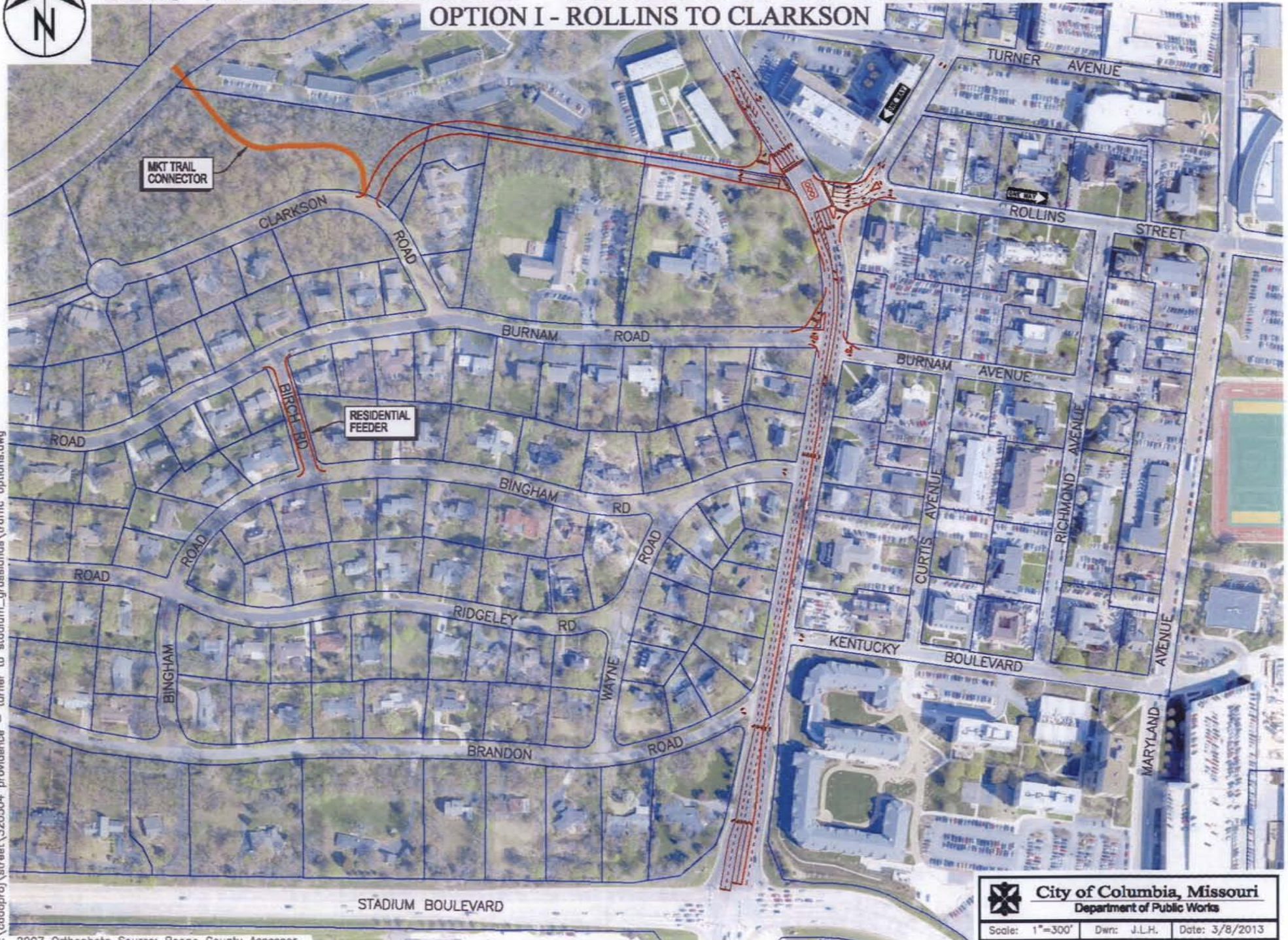
Dwn: J.L.H.

Date: 3/8/2013



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION I - ROLLINS TO CLARKSON





PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION II - TURNER TO CLARKSON



FRANCKE Dp

2007 Orthophoto Source: Boone County Assessor



City of Columbia, Missouri
Department of Public Works

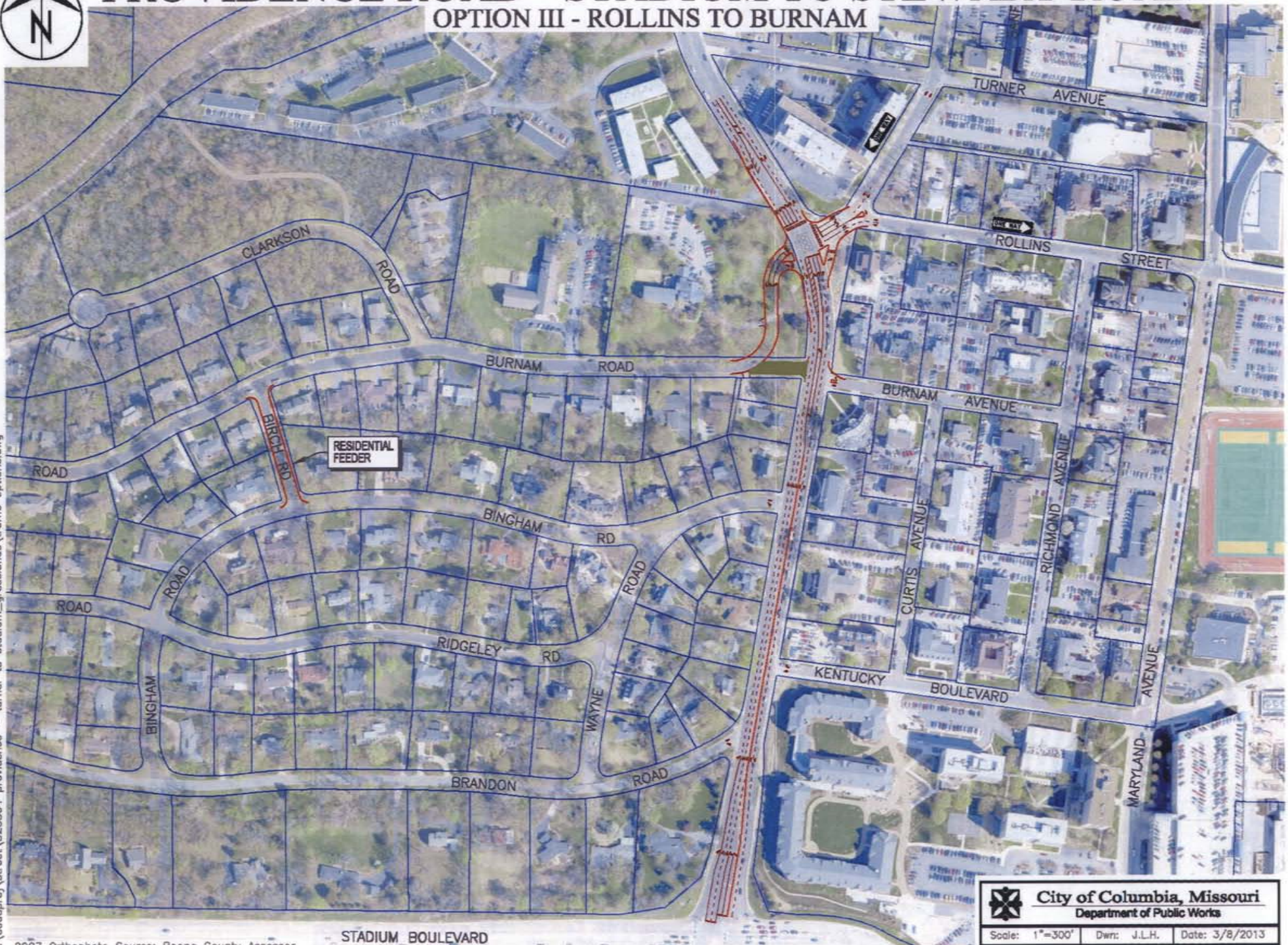
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PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION III - ROLLINS TO BURNAM

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City of Columbia, Missouri
Department of Public Works

Scale: 1"=300'

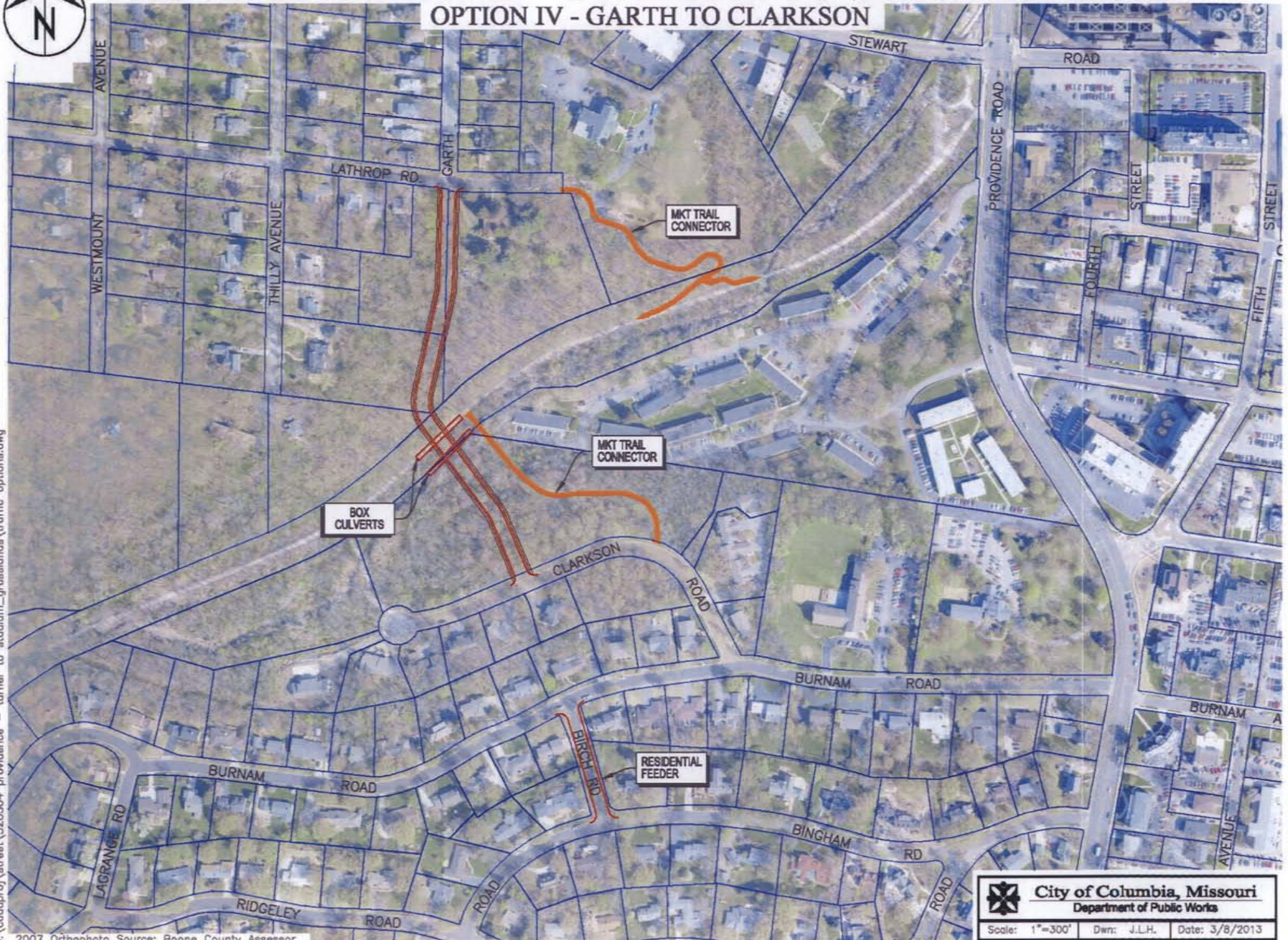
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Date: 3/8/2013



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION IV - GARTH TO CLARKSON



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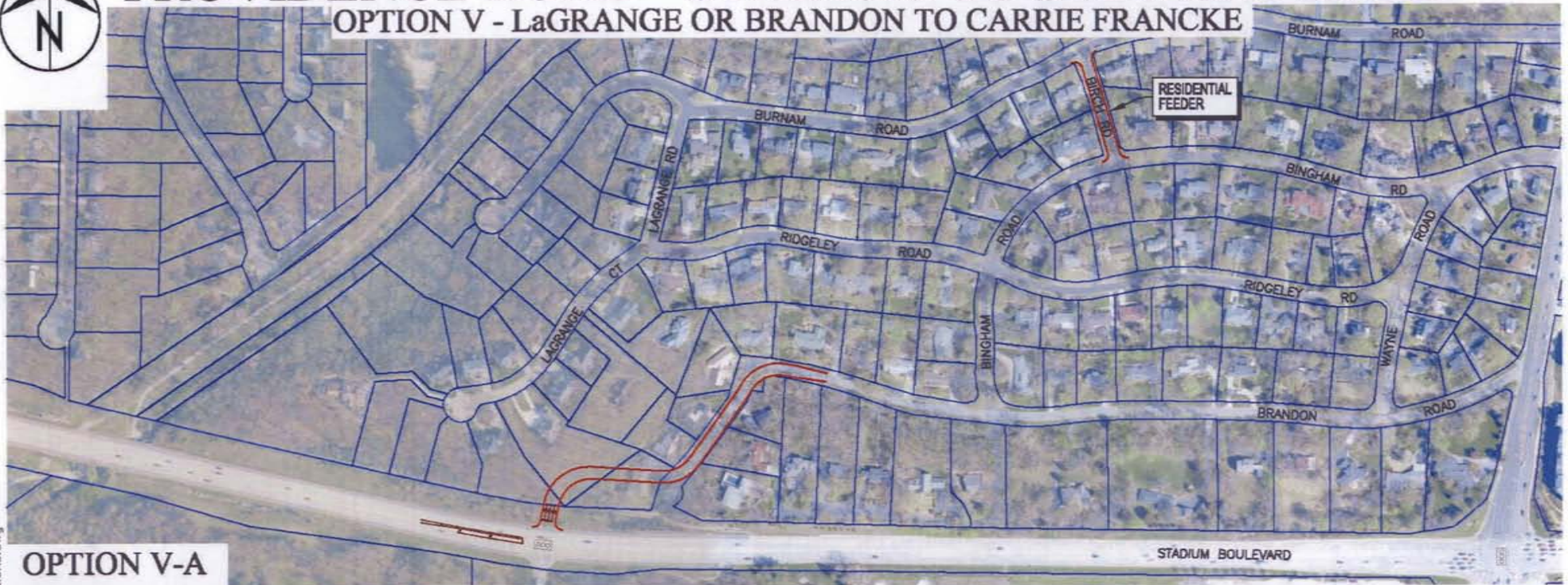
2007 Orthophoto Source: Boone County Assessor


	City of Columbia, Missouri		
	Department of Public Works		
Scale: 1"=300'	Dwn: J.L.H.	Date: 3/8/2013	



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION V - LaGRANGE OR BRANDON TO CARRIE FRANCKE



 **City of Columbia, Missouri**
Department of Public Works

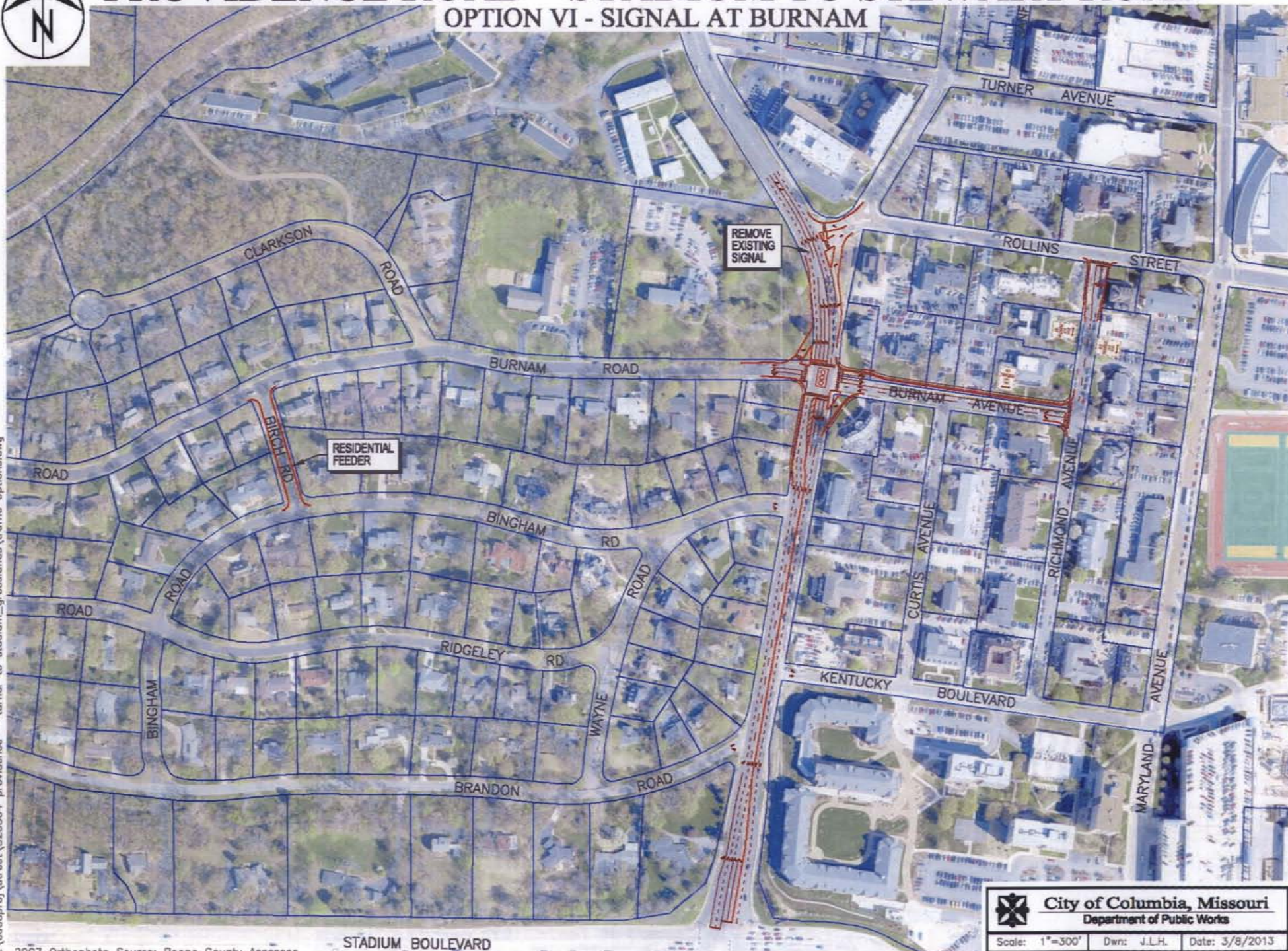
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PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION VI - SIGNAL AT BURNAM

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City of Columbia, Missouri
Department of Public Works

Scale: 1"=300'

Dwn: J.L.H.

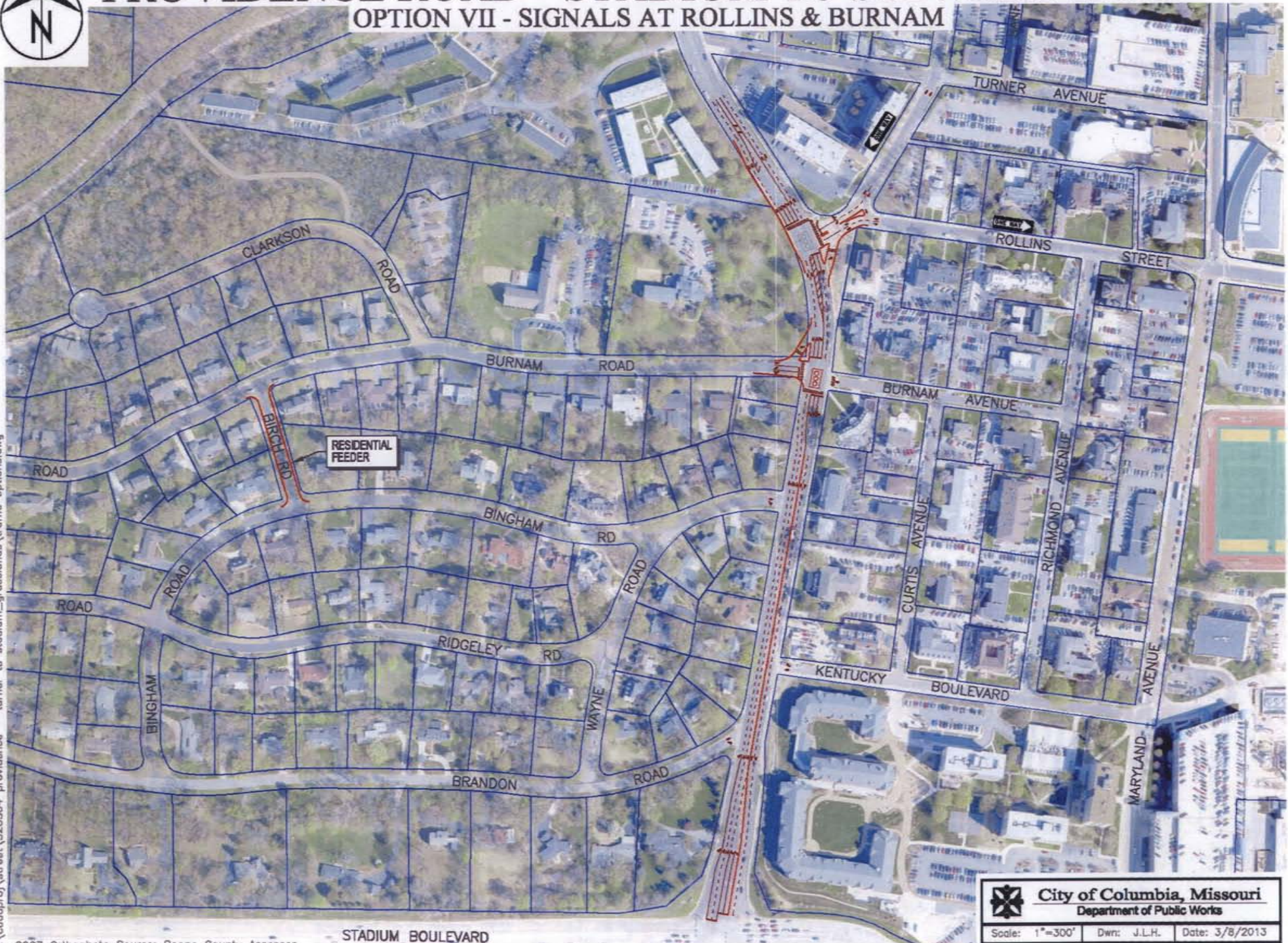
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PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION VII - SIGNALS AT ROLLINS & BURNAM

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STADIUM BOULEVARD



City of Columbia, Missouri
Department of Public Works

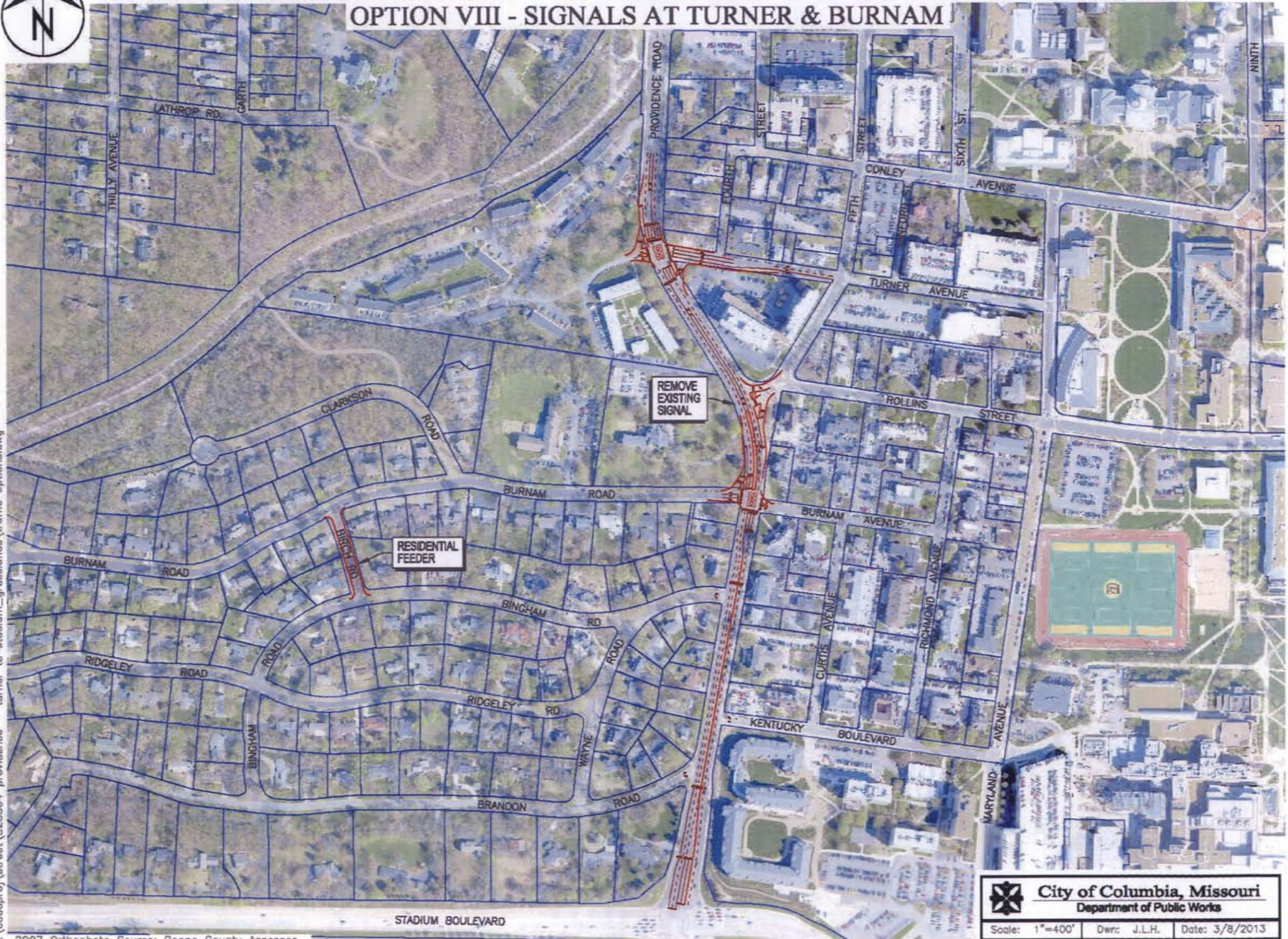
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PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION VIII - SIGNALS AT TURNER & BURNAM

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STADIUM BOULEVARD



City of Columbia, Missouri
Department of Public Works


Scale: 1"=400' Dwn: J.L.H. Date: 3/8/2013



PROVIDENCE ROAD - STADIUM TO STEWART ROAD

OPTION IX - SIGNALS AT TURNER & BURNAM WITH NEW RESIDENTIAL FEEDER



 **City of Columbia, Missouri**
Department of Public Works

Scale: 1"=400' Dwn: J.L.H. Date: 3/8/2013

Introduced by _____ Council Bill No. _____ R 54-13 A

A RESOLUTION

setting a public hearing to consider the rescission of Resolution 188-12 relating to construction of street improvements on Providence Road from Turner Avenue to Stadium Boulevard and providing direction to the City Manager on how to proceed with the project.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. A public hearing will be held before the City Council of the City of Columbia, Missouri in the Council Chamber in the City Hall Building, 701 E. Broadway, Columbia, Missouri on April 15, 2013 at 7:00 p.m. to consider the rescission of Resolution 188-12 relating to construction of street improvements on Providence Road from Turner Avenue to Stadium Boulevard and providing direction to the City Manager on how to proceed with the project. All citizens and interested persons will be given an opportunity to be heard.

SECTION 2. The City Clerk is hereby directed to cause notice of this hearing to be published in a newspaper of general circulation in Boone County, Missouri.

ADOPTED this _____ day of _____, 2013.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor