

## **A RESOLUTION**

declaring the necessity for construction of a bicycle boulevard from the Wabash Station to the Hominy Trail; 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 a bicycle boulevard from the Wabash Station to the Hominy Trail, in accordance with City of Columbia Street and Storm Sewer Specifications and Standards, in the City of Columbia, Missouri, more specifically described as the Bike Boulevard – Wabash to Hominy Trail Project, necessary to the welfare and improvement of the City. This project includes:

- Widening the existing sidewalk north of the Wabash Station;
- Reconstructing the intersection of Orr Street and Ash Street to install raised crosswalks to slow traffic and increase bicycle and pedestrian visibility;
- Constructing a concrete median at the intersection of College Avenue and Ash Street and remove the existing plastic delineators;
- Lane striping consistent with the bicycle boulevard designation; and
- Installing wayfinding signage along the entire bicycle boulevard.

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 \$318,700.00.

SECTION 4. Payment for this improvement shall be made from Non-Motorized Transportation 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 September 3, 2013. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

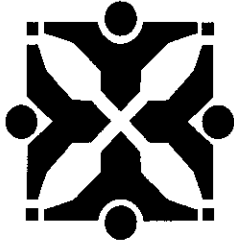
ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor and Presiding Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
City Counselor



Source: Public Works

Agenda Item No:

To: City Council

From: City Manager and Staff

Council Meeting Date: Aug 5, 2013

Re: Public Hearing - Bike Boulevard from Wabash Station to Hominy Trail

**EXECUTIVE SUMMARY:**

Staff has prepared for Council consideration a resolution setting a public hearing for Tuesday, September 3, 2013, for the construction of improvements to the Bike Boulevard from the Wabash Station to Hominy Trail project, as shown on the attached location map. An Interested Parties (IP) meeting was held on February 28, 2013. The concept cost estimate is \$318,700.

**DISCUSSION:**

The Bike Boulevard from the Wabash Station to Hominy Trail project is part of the Non-Motorized Transportation (GetAbout) program. The project includes widening the existing sidewalk north of the Wabash Station to accommodate bicycles in both directions, and safety improvements at the intersections of Orr Street and Ash Street, and College Boulevard and Ash Street. The improvements at Orr and Ash Streets include complete reconstruction of the intersection and raised crosswalks to slow traffic and increase bike and pedestrian visibility. The improvements at College and Ash include a raised concrete median and removal of the plastic delineators.

Three parking spaces may be eliminated near the Orr and Ash Streets intersection. The annual revenue for the Ash Street parking spaces is approximately \$753.00. The total annual revenue for the two spaces on Orr Street is approximately \$2,072.00.

In addition, lane striping will be added consistent with the bike boulevard designation, and wayfinding signage will be installed along the entire bike boulevard route to assist users with navigation. Current preliminary plans are attached. Staff anticipates construction to be completed by the end of 2014.

An IP meeting was held on February 28, 2013 for this project, in conjunction with the MKT to Parkade Bike Boulevard project, which will have a separate public hearing. Eighteen (18) people signed in at the meeting, and twenty-one (21) official comments were received at the meeting and via electronic mail and telephone. The comments were generally in support of the project and included concerns about bicycle and pedestrian safety at the Orr and Ash Streets intersection. The comments are attached for both projects, therefore, some of the comments are not directed toward this project.

**FISCAL IMPACT:**

The current project cost estimate is \$318,700. Funds will be transferred from the GetAbout project to the Bike Boulevard from the Wabash Station to Hominy Trail project.

**VISION IMPACT:**

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

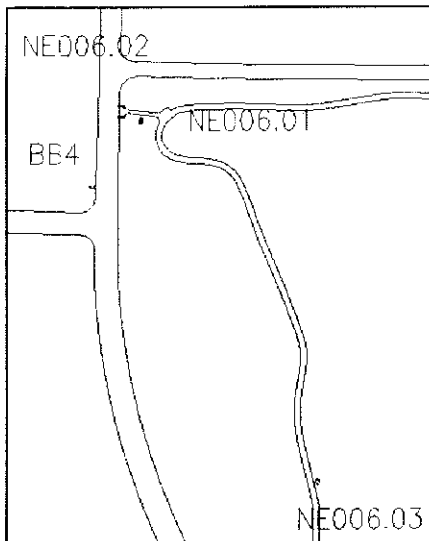
A network of safe roadways in and around the City will provide sustainable, efficient mobility to vehicular travel and other modes in a complimentary manner.

**SUGGESTED COUNCIL ACTIONS:**

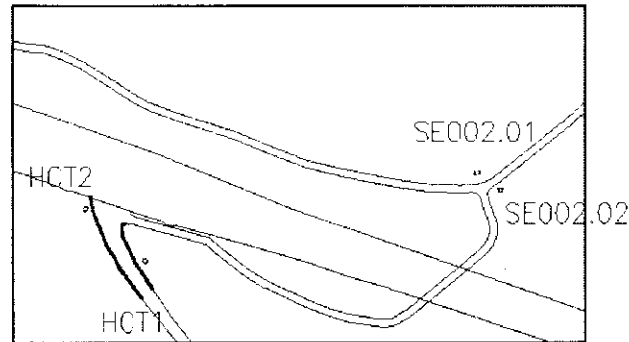
Following Council discussion and public input, Council should make motion directing staff to proceed with plans and specifications for the Bike Boulevard from Wabash Station to Hominy Trail project.

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/Expands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$318,700.00	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
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.3
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	

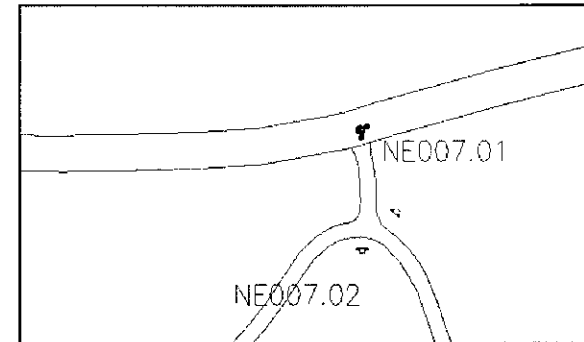




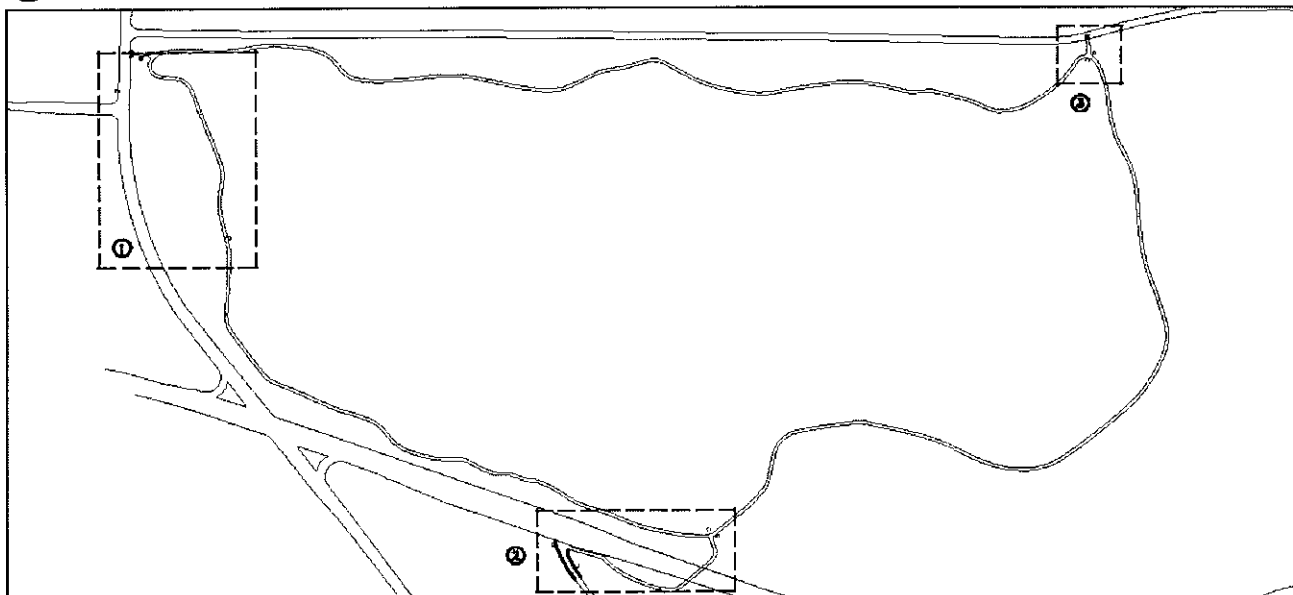
① ROAD NAME



② ROAD NAME



③ ROAD NAME



KEY MAP

### Sign Type 2.2

NE006.01  
NE006.02  
NE006.03  
NE002.01  
NE002.02  
NE007.02

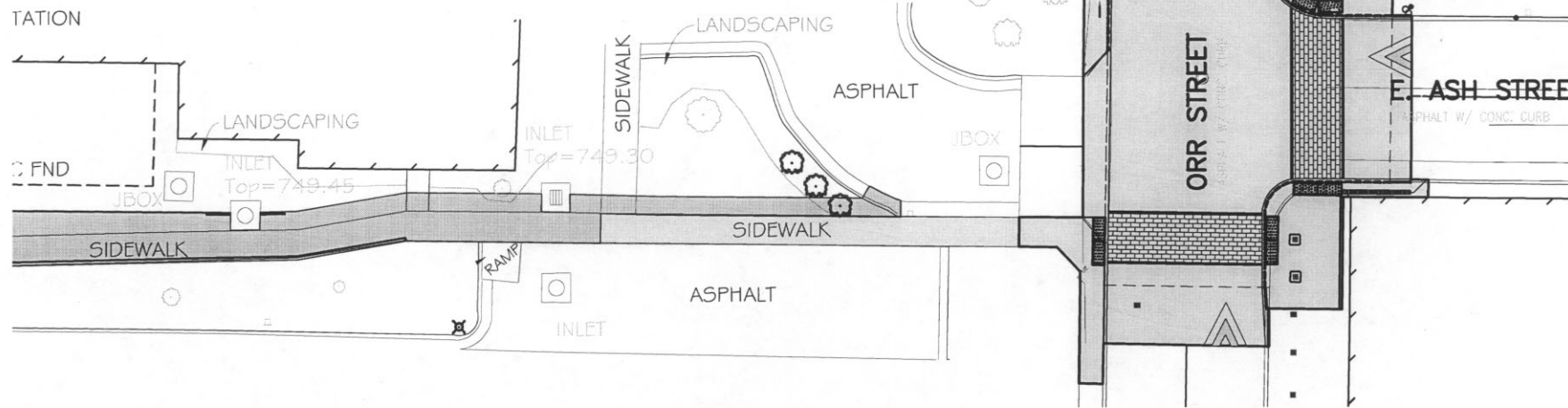
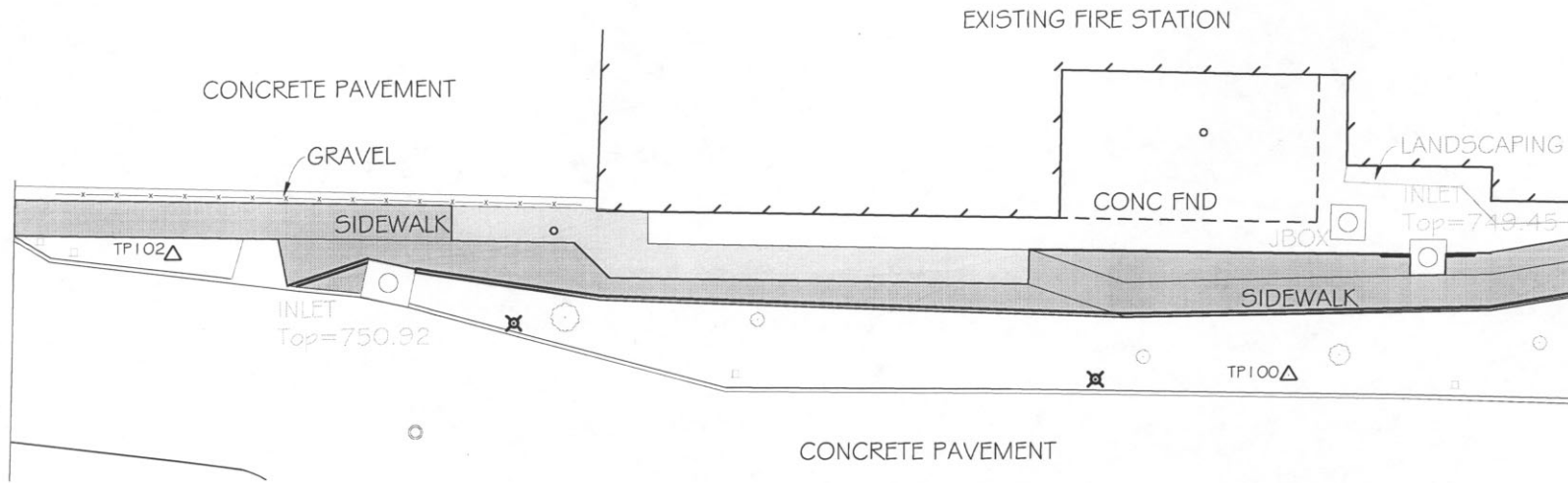
### Sign Type 4.2

HCT1  
HCT2  
BB4

### Sign Type 2.1

NE007.01

City of Columbia, Missouri	DEPARTMENT OF PUBLIC WORKS
<b>Wabash to Hominy Bike Boulevard</b> Wayfinding Plan	
Date: 08-08-2018 Drawn by: [signature] Checked by: [signature] Scale: 1" = 100'	Sheet 10 of X



WABASH TO HOMINY BIKE BLVD  
WABASH SIDEWALK

City of Columbia, Missouri

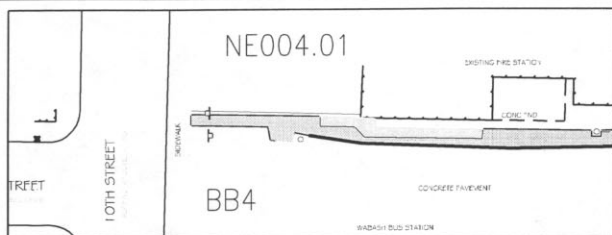
DEPARTMENT OF PUBLIC WORKS

File No.	25-25-25
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Des.	C.S.A.
Draw.	C.S.A.
Chk.	

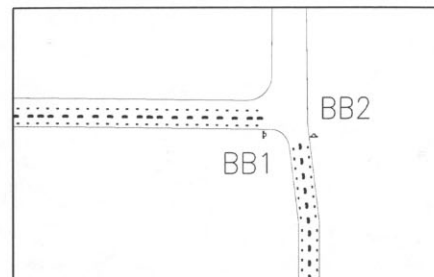
Sheet  
1 of X



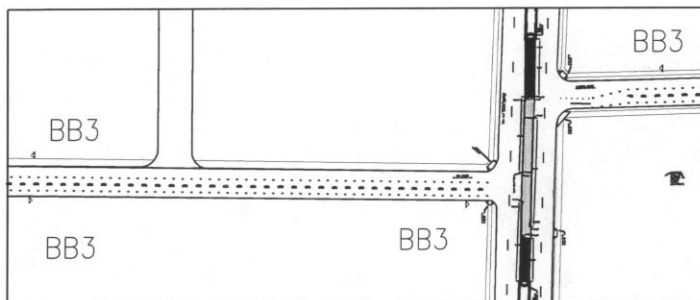




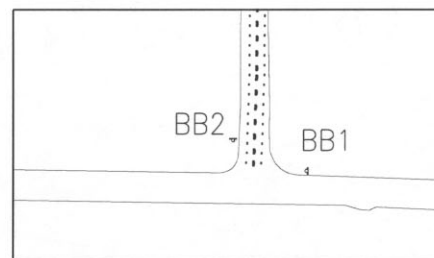
① SCALE: NONE



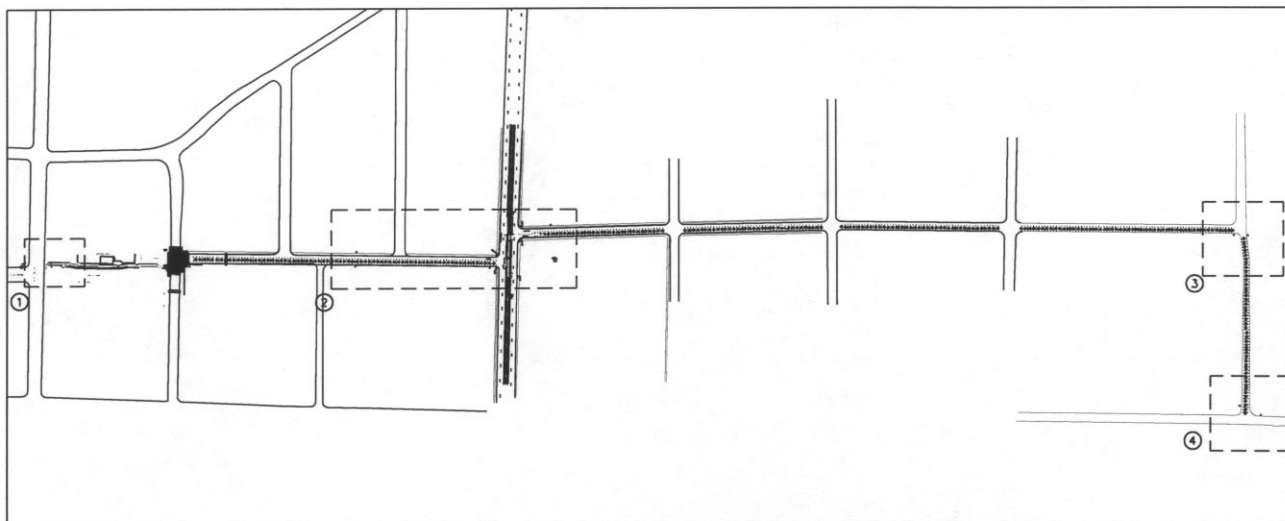
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② SCALE: NONE



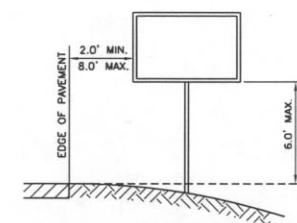
④ SCALE: NONE



KEY MAP

Sign type 2.2  
NE004.01

Sign type 4.2  
BB1  
BB2  
BB3  
BB4



NOTE: SUPPORT POSTS SHALL NOT EXTEND ABOVE SIGN UNLESS DISTANCE PLAQUE OR WARNING LIGHTS ARE SPECIFIED. A CONCRETE BASE MAY BE USED FOR STRUCTURAL SUPPORT.

**SIGN MOUNTING**

Revision	By	Date	As

Wabash to Hominy Bike Boulevard  
Wayfinding Plan

City of Columbia, Missouri  
DEPARTMENT OF PUBLIC WORKS

File No.	12-13-13
Scale:	As Shown
Date:	07-08-13
Des.	T.R.M.
Draw.	T.R.M.
Chk.	
Sheet	9 of X

## Bike Boulevard public comments – Feb. 2013 IP meeting

### Comments from the Meeting (18 attended)

1. I am concerned about Hickman/Providence intersection: real close to Worley, semi-blind spot with hill to north, maybe consider maybe crossing from Sexton to Grand to cross Providence at Wilkes. Concerned about difficulty of cars traveling, parking and bikes along Sexton. Already a bottle-neck when traveling. Intersection at Broadway need to be developed. All in all, I support bikes and bike lanes, but I am concerned about the safety of the bikers.

Lee Riley  
1200 S. Rangeline Rd.  
Columbia, MO 65201

2. Stop sign for westbound Ash at bus/fire station.  
Improvements at Orr and Ash. One way eastbound, good.  
Remove parking from streets with bike lanes: Paris and W. Ash.  
BB westbound from existing BB to far side of town. New proposed routes are great!  
Connect to west of I-70 on Garth.  
Re-open discussion of Colt railroad route, tie into existing north side routes.  
Encourage redevelopment of Conley Rd strip mall to be hospitable to bikers who arrive eastbound.  
Be more aggressive at diverting car traffic from BB.  
Need better signage and way-finding throughout.  
Include mileage distances for multiple sites. Need to engage Walnut/College Brookside students.  
Work with PedNet.

Adam Saunders

3. I am totally in favor of a bike boulevard on Alexander/Aldeah/Edgewood and others. I like most proposed changes to the Wabash-Hominy lane, I am in favor of a stop sign at the 10<sup>th</sup> St. end of the lane.  
One way on Ash going east could be very beneficial.

4. The intersection of Broadway/Aldeah and Edgewood should have careful consideration.

Scout Merry  
101 Edgewood

5. Yay!

Jonathan Sessions  
115 Aldeah Ave.

6. Yay! Bike boulevards! Whatever you need to make this work, we are in support!

Carrie Gartner  
115 Aldeah Ave.

7. This is fabulous and I look forward to seeing it move forward. The cut-through traffic from Broadway is very disturbing and dangerous.

The intersection of Edgewood/Aldeah and Broadway will need some special consideration:

- Traffic rarely stops for pedestrians at the crosswalk! It's as though the markings aren't even there.
- Reducing access to Edgewood from Broadway (by making it one-way from Maupin or cutting off non-local traffic) would be looked on favorably by Edgewood residents.

Charlie Triplett  
104 Edgewood

8. Consider crossing Providence at Wilkes rather than Hickman. Put in pedestrian island at this site. Similar to Douglass Park crossing.

Phil Steinhaus

9. I really like improvements to College crossing. It will make it look nicer and be safer. Bike blvd has been a great addition to Benton-Stephens. Please contact me if you need anything from us in the future. Thanks for the work!

Kip Kendrick  
1601 Windsor St.

- Received via e-mail:

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10. From: **Lise Saffran**

Date: Thu, Feb 28, 2013 at 1:07 PM  
Subject: [PubW]: Bike Blvd. on Edgewood  
To: "[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)" <[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)>

Hi,

I own 814 Edgewood and I want to express my strong support for the bike blvd. I do have one concern, and that is the crossing at Broadway. My kids cross there for piano lessons every week and cars NEVER ever stop. I'm hopeful that more bikes would increase awareness of that crossing, but am worried about safety. Can we put in a light there?

Thanks,

Lise Saffran

Response from Ted Curtis: Thank you for your comments and for your general support of the project. Part of the design process we will be going through is to make changes to the major road crossings to ensure they are safe for all. Others have noted the dangers crossing Broadway. We will also be investigating possible improvements at Ash, Worley, Sexton, Business Loop and Providence. Again, thank you for your comments and concerns.

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11. On Mon, Feb 18, 2013 at 5:32 PM, Midnight Virago wrote:

My name is Esther Welch. I live at 200 Hickman Avenue, on the corner where it connects with Woodlawn. These are two of the streets on the proposed bike boulevard expansion. While biking is a viable means of transportation for a single person and a good recreational activity it is not practical for the transportation of multiple people or things. The entire reason that we have streets is so that people and things can be moved efficiently. Blocking access to streets prevents efficient movement, which is important in a town such as Columbia, where traffic flow is already less than optimal. Suggesting that such a thing be done anywhere near a school zone, where a higher frequency of vehicular traffic is guaranteed is incredibly illogical. Speaking as a young person who owns a house here, the very demographic you claim to attract, I can assure you that your proposed alterations would be no small inconvenience, as was implied by the letter I received regarding the open house meeting on this subject. Making it a hassle for me, my guests and every single person living on my street to get to and from their destination every single day is not a small inconvenience, it is a major problem. Trust me when I say that if I were looking to buy a home I would certainly not buy one in a location that was unnecessarily difficult to get to. This could be said of any house on any residential street but if you look specifically at the neighborhood I live in your proposed alterations prove to be even more troublesome. There is an elementary school, a community center and a large apartment building all on one block of Sexton, all of which generate vehicular traffic that would be inconvenienced on a daily basis by the proposed bike boulevard. The free flow of vehicular traffic on the smaller roads that surround them are all necessary for easing the traffic congestion that commonly happens in such areas. I have heard complaints from parents of children who attend Benton that the bike boulevard currently in place has complicated getting their children to and from school and it stands to reason the same would happen here. There should not be a bike boulevard within a three block radius of

any school. I'm certainly in favor of promoting safe bicycling for those who choose to use that option but I am absolutely not in favor of taking away options of vehicular drivers to do so. Making it a hassle for me and every other resident on these streets to get to and from their homes and a hassle for every citizen who wishes to have full access to these streets, which our money pays for, is not a small inconvenience. Everyone pays for these streets so it is right for everyone to have full access to use them, not just those on bicycles. I understand that the mayor is a cyclist so I understand why such measures are being pushed. I am not naive enough to think that my or probably any of my neighbors objections to these alterations will be sufficient to stop some poor neighborhood from being subjected to this, but I can at least point out just how much trouble it would be for us and especially how it would only complicate traffic issues around schools. Its an inefficient use of precious roadway at best and a nuisance and a danger (in cases of emergency) at worst. Sharing the road doesn't mean restricting certain kinds of traffic, it means everyone respects everyone elses right to use that space; vehicles, pedestrians and bicyclists alike. To be absolutely, transparently clear, I do not want a bike boulevard on my street, on any street near me or on any street that I might need to use in Columbia that was not specifically designed to accommodate one. If it restricts my ability to drive my vehicle on specific streets to most efficiently travel to my destination then I am against it, and bike boulevards do. This is my home, my street, and my neighborhood and I should have the right to travel around it without being hassled on a daily basis by a completely unnecessary action on the part of the city to cater to a small minority of people who already have the right to utilize the same space. Thank you.

Response from Cliff Jarvis:

Ms. Welch,

Thank you for your comments. Your concerns are valid and we will continue to be mindful of them as concepts are developed. We hope to see you at our public meeting on Feb 28.

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## 12. Personal Contact – Dan Hagan and Ted Curtis 2/14/2013

Met with Dan Hagan and went over the bike boulevard plans for Green Valley drive. He was in favor of the striping treatment, said the residents of the apartments did not use Green Valley drive much.

Ted

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## 13. ----- Forwarded message -----

From: **Muller, Virginia L.**

Date: Wed, Feb 27, 2013 at 8:48 AM

Subject: [PubW]: Bike Boulevard feedback

To: "[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)" <[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)>

Hello,

I'm writing in response to a letter I received regarding plans for new bike boulevards. I am especially interested in the MKT to Parkade/Hickman path because I live on Edgewood, one of the streets which will be central to that route. I strongly support the idea of the bike boulevards! I bike and walk much more than I drive, and I appreciate any support given to make pedestrians and cyclists safer. I am especially excited about the route to Hickman because I have one child who will be starting to go to Hickman High in the Fall and another who will start next year. They have both already ridden to Hickman for extra curricular activities, and a new route, prioritizing the safety of cyclists, will help put my mind at ease as they begin to ride there every day.

I see at least one HUGE potential problem, however. Currently, there is a crosswalk at the corner of Edgewood/Aldeah and Broadway. I use this crosswalk often. Even though the City has marked the crosswalk with paint, an island, and a "yield to peds" sign, rarely do cars actually stop for pedestrians there. I've experienced cars honking at me while I cross, speeding up as they approach the crosswalk, and verbal abuse from motorists. Many of these experiences occurred while I was crossing with children. If you are going to increase pedestrian/bicycle traffic at this intersection, you are putting people at risk if you don't also do something about calming the traffic on Broadway. I suggest a light that can be activated by a button or street sensor so that drivers are clear about how to behave and pedestrians and cyclists can safely cross the street. You might also want to survey the intersections at Ash and Worley. While Ash is less busy, Worley is certainly a well-used traffic way. Drivers will need guidance so that they know how to share the road.

Thanks for the opportunity to weigh in. I would like to make it to the meeting on Thursday, but it is planned for the first night of True/False, and I probably won't be able to attend.

Best,

Virginia Muller

101 Edgewood

Response from Ted Curtis: Thank you for your comments and for your general support of the project.

Part of the design process we will be going through is to make changes to the major road crossings to ensure they are safe for all. Others have noted the dangers crossing Broadway. We will also be investigating possible improvements at Ash, Worley, Sexton, Business Loop and Providence. Again, thank you for your comments and concerns.

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14. From: **Alisa Hoyt**

Date: Mon, Feb 25, 2013 at 11:32 AM

Subject: [PubW]: Parkade-MKT bike boulevard proposal  
To: [pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)

To whom it may concern,

Due to a previously scheduled event, I'm unable to attend the upcoming meeting this Thursday to discuss the proposed bike boulevard connecting MKT to Parkade via the street I live on. I wanted to let you know that I support the boulevard designation; and as a car-free cyclist I use the proposed route regularly for biking across town, as well as walking.

Thanks,

Alisa Hoyt  
206 Alexander  
Columbia, MO

Response from Ted Curtis: Thank you for your comment in support of the Bike Boulevard. It will be tabulated along with other comments we receive and be made available to the Council as the project moves forward. We hope the pending improvements will make you biking and walking safer and more enjoyable.

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15. Dear City of Columbia Public Works,  
I am writing to express my support of the proposed bike boulevard along Edgewood, Aldeah and Alexander. I live on the corner of Aldeah and Broadway and would love to see a bike boulevard on the street. I also urge the city to think about ways to improve the pedestrian crossing at Broadway and Aldeah. Cars do not stop for pedestrians and the corner remains a dangerous one. If a bike line does go through, some sort of flashing light attached to the crosswalk signs would be useful.  
Sincerely,  
Linda Reeder  
401 West Broadway  
Columbia MO, 65203

Response from Cliff Jarvis: Thank you for your comments and for your general support of the project. Part of the design process we will be going through is to make changes to the major road crossings to ensure they are safe for all. Others have noted the dangers crossing Broadway. We will also be investigating possible improvements at Ash, Worley, Sexton, Business Loop and Providence. Again, thank you for your comments and concerns.

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16. From: **Julie Baka**  
Date: Wed, Feb 27, 2013 at 10:03 AM

Subject: [PubW]: bike ave Aldae and Alexander  
To: "pubw@gocolumbiamo.com" <pubw@gocolumbiamo.com>

Thank you for considering creating a bike avenue through to the Parkade Center area. I think it is a good idea. I used to work on Rangeline and road my bike on Garth for a portion of the trip. There were always many times where my bike and cars had opportunity to come into conflict. Thankfully nothing bad ever happened.

I do have concern about how you are going to handle having safe crossings at Broadway, Worley, Ash and Business Loop.

In general I am in favor of moving bike traffic off Garth onto the side streets. Another benefit is for students at MACC Parkade Campus this will give them another option besides driving.

Julie

Great tools for easy gardening and digging <http://www.EasyDigging.com>  
The best laundry drying rack ever made <http://www.BestDryingRack.com>

Response from Ted Curtis: Thank you for your comments and for your general support of the project. Part of the design process we will be going through is to make changes to the major road crossings to ensure they are safe for all. Others have noted the dangers crossing Broadway. We will also be investigating possible improvements at Ash, Worley, Sexton, Business Loop and Providence. Again, thank you for your comments and concerns.

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17. From: **Jill Lucht**  
Date: Thu, Feb 21, 2013 at 2:48 PM  
Subject: [PubW]: MKT to Parkade Bike Blvd  
To: "pubw@gocolumbiamo.com" <pubw@gocolumbiamo.com>

Greetings!

I am unable to attend the open house about the proposed bike boulevards because it is being held during the True/False Film Festival. I want to write about my general support for both bike boulevard projects since I am an avid biker and walker. I am particularly supportive of the MKT to Parkade Bike Blvd because I live on Aldeah. My biggest concern, however, is the crossing at Broadway. I currently use the pedestrian crosswalk when I am walking, and motorists rarely stop for me, even when I'm in the crosswalk. I have had a number of close calls, have witnessed someone on a bicycle get hit at that corner, and have witnessed a car get rear-ended when they stopped to allow me to cross. I do not think that the majority of drivers understand what a crosswalk is.

I am strongly in favor of putting a stoplight or a 4 way stop at that corner. If the City is not willing or able to have a safer crossing at that intersection, it should take the crosswalk out altogether. It currently gives



pedestrians a false sense of security. If significant improvements are not made at that crosswalk, it should definitely NOT be developed into a bike boulevard, because then both pedestrians and bicyclists will be in danger. I have similar concerns with the crossing at Ash and Aldeah and Worley and Alexander.

Jill Lucht

100 Aldeah Ave

Response from Ted Curtis: Thank you for your comments and for your general support of the project. Part of the design process we will be going through is to make changes to the major road crossings to ensure they are safe for all. Others have noted the dangers crossing Broadway. We will also be investigating possible improvements at Ash, Worley, Sexton, Business Loop and Providence. Again, thank you for your comments and concerns.

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18. **From:** "Canfield, Shannon M."  
**Date:** March 1, 2013, 8:56:17 CST  
**To:** "[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)" <[pubw@gocolumbiamo.com](mailto:pubw@gocolumbiamo.com)>  
**Subject:** [PubW]: Comment:Bike BLVD Alexander-> trail

Hello,

I was unable to come to the public forum about the potential bike boulevard last night as the time conflicted with parent teacher conferences at Smithton. I wanted to be sure to express my support for the project and also my concerns. To begin, I think it appropriate to give a bit of history/context. I own homes on both Alexander Avenue (213- now a rental to some great folks!) and on Sanford Ave. (304). I am a cyclist and my family (2 kids- 8 & 12) avoids driving to/from town, school and work when we can. To do so, we walk and bike.

About 7 years ago, when I lived on Alexander Ave. I worked hard alongside of my neighbors to get speed humps installed on my street. This was the answer to no sidewalks and heavy, fast moving traffic (even 20 MPH on these streets is FAST). As you may know there were 2 installed initially and later 2 more were added. The result of the speed humps were positive for Alexander, but not for neighboring streets. This is the point of concern I have for the bike blvd.

As we, Alexander neighbors, pushed to get humps installed we knew it may mean that traffic would be diverted to other streets but we were desperate and wanted safe streets for our children. Unfortunately, we knew that each street, Sanford included, would likely have to garner support and go through the same motions we had in order to have the traffic calmed to a safe level. Well, I know live

on Sanford and here is what I know: it is true that the Alexander humps diverted traffic to Sanford (as many residents have witnessed), neighbors routinely complain (to each other and to city officials) or put up signs to slow down traffic to no avail.

We still have not found an answer to our problem. Sanford, like many residential streets in the first ward, has no sidewalks and cars routinely drive fast down our street. Kids are constantly being honked at to move when they are riding their bikes or walking to a friend's house. It is not safe and it is not friendly- attributes we sincerely want for the places we call home.

So, now to my questions (and my point). How will the city planning department address the safety of neighboring streets when/if installing a bike blvd from Alexander all the way to the trail? Is there a comprehensive plan in place to address the diverted traffic that may result from the installation of this boulevard? If yes, then I wholeheartedly support the installation. If no, then sadly, I cannot.

Please feel free to contact and please do continue to send me information as this project moves forward.

Regards,

Shannon Canfield

304 Sanford Ave.

Response from Ted Curtis: You bring up a very valid point. With the first bike boulevard – Windsor/Ash, traffic was diverted to Walnut, which was already heavily trafficked. However, for the MKT-Parkade project, Garth or West are several blocks away, leaving the potential for more traffic on adjacent residential streets. McBain may see the most increase because it connects through from Broadway to Sexton. Because of the extensive speed platforms on Alexander there may not be a huge increase in diverted traffic upon the street being striped. The diversion already happened and Stanford apparently has felt the effect.

With adding speed bumps on Aldeah, Stanford may actually see a decrease in cut through traffic as drivers now move to Glennwood, McBaine or even Garth . It is hard to predict driver behavior. I will bring this issue up with the design team. Thank you for making us aware of it.

Response From: **Frederick Schmidt**

Date: Fri, Mar 1, 2013 at 11:40 AM

Subject: [PubW]: Re: Comment:Bike BLVD Alexander-> trail

To: "Canfield, Shannon M."

Cc: "Bitterman, Scott"

Shannon, there is money for traffic calming, and we continue to encourage neighbors to push for it as they did on Alexandar Ave. One reason there is money is it doesn't cost very much. One reason to be "complaint driven", as it were, is why not spend money where people want the traffic calming? I believe Scott Bitterman presented, at a WANA neighborhood meeting a long time ago (in Again St Park), shifting the one-side only parking mid-block and using paint to mark it. I wonder if one shift is enough. My point being, for Sanford shifting parking would be something that costs next to nothing and could be implemented even more quickly than speed bumps. It may be that traffic engineering's thoughts have subsequently changed, but I do like to see inexpensive solutions that work and are quick to make happen. Neighbors' energy is a limited resource, but less limited than dollars.

Fwiw, on Anderson Ave we have what I'll call accidental traffic calming. There is parking on both sides of the street which makes it almost not a two lane road at all. By doing nothing at all, the city has created traffic calming. People just park wherever they want, sometimes one side sometimes the other sometimes both. It works beautifully, cost nothing, and requires no enforcement or maintenance - it just works.

Thanks Shannon and keep applying faith and effort. The Alexandar Ave speed bump story is kind of a model of how neighbors can get stuff done.

Thanks

Fred

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19. From: **David NICHOLS** <[danichol@gocolumbiamo.com](mailto:danichol@gocolumbiamo.com)>

Date: Fri, Mar 1, 2013 at 8:18 AM

Subject: Fwd: bike boulevard

To: Rick Kaufmann <[RAKAUFMA@gocolumbiamo.com](mailto:RAKAUFMA@gocolumbiamo.com)>

For the record

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

From: **Carrie Gartner**

Date: Sat, Feb 16, 2013 at 11:34 AM

Subject: bike boulevard

To: David Nichols <[danichol@gocolumbiamo.com](mailto:danichol@gocolumbiamo.com)>

Hey Dave - Just got the notice on the proposed bike boulevard--Jonathan and I live on Aldeah and are 200% supportive. No, make that 300%.

However, you should know that the meeting is scheduled for the first night of True/False and I think that a lot of folks who want to offer input will be watching films at that time.

Is this one of those open house-style meetings where people simply pop in and look at maps or is it a more formal presentation? If it's the former, I'm wondering if there would be other opportunities to offer input, like the maps on display at City Hall early Thursday and comment cards?

At any rate, count us both on board.

--

Carrie

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20. Additional comment received by telephone by Dave Nichols.

From Mrs. Josephine Ruether  
912 S. Glenwood Ave.

She has lived in the area for 50 years. She adamantly opposes the project, hates the ugly stripes. She would prefer to use the money for an ice rink. She is afraid the project will draw people from the northern neighborhoods of the project to her neighborhood.

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21. Dear Mitch,

Can you please forward this to the Commission and Ted Curtis, and whoever else is empowered to take some action on this issue, please?

The intersection of the Bike Blvd. and Orr Street is *most* dangerous, and this is something I brought up to Ted last spring. We went out and looked at the intersection and brainstormed posting concave mirrors at the intersection so that northbound Orr St. traffic can see approaching westbound traffic from Ash on the Bike Blvd. Nothing appears to have changed to address the safety at this intersection.

Just now I was almost hit by three (!) cars coming northbound on Orr St. making really wide turns onto Ash St. eastbound. I was on my bike headed west, on the outside side of my demarcated line on the Bike Blvd. I was riding conservatively, following the rules of the road, and could have very easily been hit by a motorist flying down Orr St. and taking that turn wide. This is only going to get worse as more students move into the Brookside apartments and traffic on that street increases (as it has in the past few months).

It's true, of course, that there are several dangerous intersections around the city for pedestrians, bikes, cars, etc. But the fact that this intersection falls on the Bike Blvd., infrastructure that the city has developed to make cycling safer and to encourage more people to get out and about on their bikes, demands special attention. I think before the city expands its bike blvd. program into other parts of the city, it would be in the city's best interest to make the current Bike Blvd. a shining example of the city's commitment to its bicycle infrastructure. To that point, there are several dangerous seams on that same stretch of the Bike Blvd. (Ash between Orr and College) that need to be repaired. Former asphalt patches have already worn away, and it would be very easy for a cyclist to fall into one of those seams and endo over their handlebars.

Forgive the rant, but my adrenaline is pumping after my ride into town, and I'd really like to see the city do something about this before a near-miss becomes a full-on collision.

Thanks,

Liz

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