

# Public Comment Form

## Stewart Road Traffic Calming

We would appreciate hearing your thoughts about this project. You may make comments on 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 can be mailed to: **Lee White P.E., PTOE**  
**Public Works Department**  
**City of Columbia**  
**PO Box 6015**  
**Columbia, MO 65205**

Comments may also be faxed to.... **(573) 449-9641**  
or forwarded via E-mail to... **pubw@CoMo.gov**  
(please include "Stewart Road Traffic Calming" in the subject line and provide your name and complete mailing address)

- ☐ I support Option 1 utilizing a climbing bike lane, and speed hump
- ☒ I support Option 2 utilizing speed tables and speed humps
- ☐ I support Option 3 utilizing speed humps, a climbing bike lane, & 3 crosswalks
- ☐ I support Other (describe in comments)
- ☐ I do NOT support traffic calming being install on Stewart Road

We are accepting comments until March 17, 2017. Thank you for your input!

### Comments:

I would prefer speed tables over speed humps.

If bike lanes are used please only paint, no poles!

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

Signature: Katie L. Tanzey

Katie Tanzey

Name

KatieTanzey@gmail.com

E-mail

811 W. Stewart Rd.

Mailing Address

Columbia

City

MO

State

65203

Zip

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### Comments:

I support the use of speed tables over speed hump when possible. I am ok with the climbing bike lane if it is delineated with road markings ONLY, I do not support the use of traffic cones. I am also ok with the "sharrows". Thanks.

There is more space on the back of this form.

Signature: 

Kelly Tanzey  
Name

ktanzey@gmail.com  
E-mail

811 W Stewart Rd  
Mailing Address

Columbia  
City

MO 65203  
State Zip



Lee White <lee.white@como.gov>

---

**Fwd: [PubW]: Stew red**

1 message

---

**Barry Dalton** <barry.dalton@como.gov>

Tue, Mar 14, 2017 at 9:34 AM

To: Lee White <Lee.White@como.gov>

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

From: 'Richard Shanker' via PubW <pubw@como.gov>

Date: Tue, Mar 14, 2017 at 9:32 AM

Subject: [PubW]: Stew red

To: <pubw@como.gov>

I bike and drive Stewart road. No need for humps, bumps, or vast expenditures. If absolutely something is required to calm the users, I suggest "share the road" signs. Also please ticket bikers without lights at night. Thank you Rick Shanker 573-875-2035

Sent from my iPad

Barry Dalton  
Public Information Officer  
Public Works Department  
City of Columbia, Missouri  
(573) 874-7217  
barry.dalton@CoMo.gov

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- ☐ I support Other (describe in comments)
- ☐ I do NOT support traffic calming being install on Stewart Road

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Comments: \_\_\_\_\_

I feel bike lanes and crosswalks are important because it encourages the use of alternative forms of transportation. Many people from these areas are able to walk and bike to work and should feel safe and supported to do so. The addition of speed humps will help slow down and possibly reduce through traffic from the area.

There is more space on the back of this form.

Signature: 

Patricia Hayles

patricia.hayles@gmail.com

Name

E-mail

115 Crestmere Ave.

Columbia, MO

65203

Mailing Address

City

State

Zip

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### Comments:

I would prefer to narrow the traffic lane to 10-ft and definitely support separated bike lanes for both east and west bound traffic. This will allow bikers to get up those hills and allow vehicles to safely pass them without holding up traffic. I ride that now and it's really dangerous at rush hour with cars trying to pass. I know of several neighbors of mine that ride if they felt safer on Stewart. It feels like there's a lot more rush hour traffic on Stewart--maybe due to Broadway getting backed up?

There is more space on the back of this form.

### Signature:

bocomo0920@gmail.com

Name

E-mail

Mailing Address

City

State

Zip

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### Comments:

I support only bike lane in both sides, that should be enough to slow traffic.  
Crosswalks there can be dangerous.

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

### Signature:

Christiane Quinn

Name

chrisqmo@gmail.com

E-mail

Mailing Address

City

State

Zip

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**Comments:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

There is more space on the back of this form.

**Signature:**



Brian Bowles  
**Name**

brianbowles@socket.net  
**E-mail**

1109 S. Glenwood Ave.  
**Mailing Address**

Columbia  
**City**

MO  
**State**

65203  
**Zip**

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### Comments:

Thank you so much for all of these options! A bike lane is so needed (as is the crosswalk at Edgewood).

Option 1 is my preferred, but 2 and 3 are fine by me as well.

There is more space on the back of this form.

### Signature:

Kate Anderson anderson\_pires@yahoo.com

Name

E-mail

505 S Garth Ave

Columbia

MO

65203

Mailing Address

City

State

Zip



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### Comments:

Please consider in either option adding a crosswalk at W. Parkway Dr and moving the speed table from Thilly to the intersection of W. Parkway in "Option 2". Furthermore if "option 1" were preferred please eliminate the speed hump before edgewood (east of). I am concerned drivers will cut down W. Parkway<sup>(N)</sup> to avoid the speed bump.

There is more space on the back of this form.

Signature:



Name

William Scherer

E-mail

WTSCHERER1@gmail.com

Mailing Address

19 W. Parkway Dr.

City

Columbia

State

MO

Zip

65203

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- ☐ I do NOT support traffic calming being install on Stewart Road

We are accepting comments until March 17, 2017. Thank you for your input!

**Comments:** PedNet Coalition strongly supports traffic calming efforts on Stewart Road to improve safety for all users. We support the following design elements:  
- climbing bike lane or protected bike lane on north side  
- speed hump & crosswalk at Edgewood  
- ~~speed hump~~ crosswalks at as many intersections as possible, especially West Parkway

There is more space on the back of this form.

**Signature:** Annette Triplett

Annette Triplett

Name

Annette @ PedNet.org

E-mail

PO Box 7124

Mailing Address

Columbia

City

MO

State

65205

Zip

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☒ (2) I support Option 1 utilizing a climbing bike lane, and speed hump

☒ (1) I support Option 2 utilizing speed tables and speed humps

☐ I support Other (describe in comments)

☒ *This is Not An option!* I do NOT support traffic calming being install on Stewart Road

We are accepting comments until March 17, 2017. Thank you for your input!

**Comments:** I prefer option 2 with parts  
of option 1 implemented if possible

There is more space on the back of this form.

**Signature:** B. Brennan

**Name**

**E-mail**

**Mailing Address**

**City**

**State**

**Zip**

Brian Brennaman

bbrennaman@yahoo.com

401 S. Greenwood Ave

Columbia

MO

65203

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### Comments:

I support Option 2 w/ cross walk at Westwood +  
table @ W Parkway.

There is more space on the back of this form.

### Signature:

Name

Jon Galloway

E-mail

jon.galloway15@gmail.com

Mailing Address

505 W Stewart

City

State

Zip

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### Comments:

I like the idea of a dedicated bike lane; however, it would reduce the remaining road width making travel for bikes and cars dangerous.

There is more space on the back of this form.

### Signature:

Name

Marc Lin. +

E-mail

marc.lin.it@gmail.com

Mailing Address

401 S. Glenwood

City

Columbia

State

MO

Zip

65203



Lee White &lt;lee.white@como.gov&gt;

---

**Stewart Road Options?**

2 messages

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**Materer, Timothy J.** <MatererT@missouri.edu>  
To: "wlwhite@gocolumbiamo.com" <wlwhite@gocolumbiamo.com>

Fri, Feb 10, 2017 at 8:24 AM

To : Lee White, Traffic Engineer

Thank you for the meeting last night. I appreciate the care and research the city has put into the Stewart Road project. But I was confused about what was in Options 1 and 2.

I thought Option 1 included a number of traffic tables (or humps, or bumps, etc.). But by the end of the meeting it sounded like Option 1 meant a "climbing" bike lane and only one traffic slowing area. If so, I don't like this option. Also, having biked on Stewart for 40 years, I'm not impressed with a bike lane on only one side of the street. I think the term "climbing bike lane" is a misnomer and it should be called a single bike lane. And I don't see how a bike lane would really slow traffic on the downhill side into the university, though as you point out it would make the street narrower for car traffic.

So, as far as I can see now, I prefer Option 2, and like the suggestion of something at W. Parkway (and Westmount) to facilitate entry into the park.

Good luck, Tim Materer, 502 W. Stewart

---

**Lee White** <lee.white@como.gov>  
To: "Materer, Timothy J." <MatererT@missouri.edu>

Fri, Feb 10, 2017 at 10:01 AM

Tim,

Thanks you. It's always nice to hear kind words after a meeting, because sometimes that's not always the case.

I have attached both options just for clarification.

Option 1:  
Climbing Bike Lane with transitions at Edgewood, Westwood, Glenwood, Lindell  
Crosswalk @ Edgewood  
Speed Hump near Edgewood

Option 2:  
Speed Table at Thilly  
Speed Table at Westwood  
Speed Table at Lindell  
Speed Hump near Edgewood  
Crosswalk @ Edgewood

The climbing bike lane was to serve two purposes. 1. Provide a bike facility on the uphill portion of the road. 2. Create a chicaning effect since the centerline of the road would change throughout the road, slowing the traffic.

I appreciate the input and will be certain to take it into consideration.

Thanks,

Lee White, PE, PTOE  
City of Columbia, Public Works





Lee White &lt;lee.white@como.gov&gt;

---

**Re: Stewart Road Options**

2 messages

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**Gruber, Kenneth** <gruberke@missouri.edu>  
To: "lee.white@como.gov" <lee.white@como.gov>  
Cc: "Materer, Timothy J." <MatererT@missouri.edu>

Sun, Feb 12, 2017 at 2:13 PM

While I was unable to attend the meeting last week, I was on the mailing list for all the subsequent emails between you and Tim Materer. I wish to address one point that you made in an email to Tim.

"Create a chicaning effect since the centerline of the road would change throughout the road, slowing the traffic. "

I feel fairly confident in predicting that this would not occur. I go to my company (in the MU Research Park) by going down West to Stadium. Cars regularly go over the line into the bike lane (on the south bound side) since this gives them more room on their side of the road. Disregarding the center lane also happens on S. Providence, at the turn in the road where it crosses Rollins (going north). One needs to shift right to stay within the proper lane. A huge percent of vehicles (including large trucks) cross the double line, entering into the south bound left turn lane. So why would anyone believe in a chicaning effect on W. Stewart?

Sincerely,

Ken Gruber

---

**Lee White** <lee.white@como.gov>  
To: "Gruber, Kenneth" <gruberke@missouri.edu>

Sun, Feb 12, 2017 at 8:53 PM

Ken,

We appreciate your feedback.

Thanks,  
[Quoted text hidden]



Lee White &lt;lee.white@como.gov&gt;

---

## Stewart Road Calming Options

2 messages

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**Charlie Triplett** <charlietriplett@gmail.com>  
To: lee.white@como.gov

Mon, Feb 13, 2017 at 2:08 PM

Hi Lee,

Thank you for your work on Stewart traffic calming. It's a beautiful street for biking and walking but it does seem to carry a lot of higher speed cut-through traffic.

I've been looking at your options for Stewart traffic calming. Like many others, I cycle and walk Stewart to travel to/from the campus area. I'd really like to see our city's first **protected bike lanes** on Stewart which, in themselves, would be a traffic calming measure that alerts motorists into paying attention to their surroundings and urges voluntary caution.

I hope to see an alternating protected bike lane as an option.

Charlie Triplett  
104 Edgewood Ave  
Columbia, MO 65203

—  
Charlie Triplett  
573.227.2221  
CharlieCharlieCharlie.com

---

**Lee White** <lee.white@como.gov>  
To: Charlie Triplett <charlietriplett@gmail.com>

Wed, Feb 15, 2017 at 3:48 PM

Charlie,

We appreciate your input.

Thanks,

Lee White, PE, PTOE  
City of Columbia, Public Works  
Tel: (573)-874-7267  
Fax: (573)-874-7132  
E-mail: lee.white@CoMo.gov  
[Quoted text hidden]





Lee White &lt;lee.white@como.gov&gt;

---

**stewart road**

2 messages

---

**Kerwin, William J.** <KerwinW@missouri.edu>  
To: "lee.white@como.gov" <lee.white@como.gov>

Sat, Feb 18, 2017 at 10:32 AM

Hello Lee White,

My name is Bill Kerwin, I live on West Lathrop Road, and I bike to and from campus just about every day. Thank you for doing something to slow down traffic a bit.

I definitely favor option 2, and actively dislike option 1. I don't know what a 'chicaning effect' is, but I think the idea of a bike lane that shifts back and forth across a busy street is, well, not smart. Not smart at all. I would be tempted to ignore it, and stay in the pseudo bike lane that already exists. You would have bikes going in both directions on one side of the road? And, to repeat myself, you want those of us on bikes to cross over? No thank you.

again, thanks for considering options,

Bill

---

**Lee White** <lee.white@como.gov>  
To: "Kerwin, William J." <KerwinW@missouri.edu>

Sat, Feb 18, 2017 at 10:43 AM

Bill,

Thank you for the feedback. I would like to clarify the climbing bike lane. Bikes traveling eastbound will always stay on the right hand side of the road as well as westbound bikes stay on the right hand side of the road. The idea is to give the bikes going up a hill (when they are traveling the slowest) a bike lane. This will allow the bike to have a dedicated space on the road while going up hill as well as make passing bikes easier for cars. When bikes are going down hill they will share the lane with cars as they do now.

I'd be glad to discuss further if you have any other questions.

Thanks,  
[Quoted text hidden]



Lee White &lt;lee.white@como.gov&gt;

---

**Fwd: [PubW]: Stewart Road Traffic Calming...**

1 message

**Rebekah Kirkpatrick** <rebekah.kirkpatrick@como.gov>

Fri, Nov 18, 2016 at 10:31 AM

To: Lee L White &lt;Lee.White@como.gov&gt;, Barry Dalton &lt;barry.dalton@como.gov&gt;

Forwarding to Lee....

**Rebekah Kirkpatrick, CTA**

Senior Administrative Support Assistant/HR liaison  
City of Columbia - Public Works Administration, 3rd Floor  
701 E. Broadway  
Columbia, MO 65201  
Phone: 573.874.7621  
Fax: 573.874.7132  
<http://www.como.gov/>

\*Please note my new email address: [rebekah.kirkpatrick@como.gov](mailto:rebekah.kirkpatrick@como.gov)

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

From: 'Brian Brennaman' via PubW &lt;pubw@como.gov&gt;

Date: Fri, Nov 18, 2016 at 10:23 AM

Subject: [PubW]: Stewart Road Traffic Calming...

To: "pubw@como.gov" &lt;pubw@como.gov&gt;

Thanks for meeting with us this week and for looking into solutions for traffic on Stewart. I wanted to indicate that we STRONGLY support any traffic calming measures. I know you guys have the data to indicate how bad it is, but some people just fly down the road. We have 3 children ages 10, 6, & 4, and have constructed a fence to keep them from running into the street, but it is still very disconcerting, nonetheless. I believe Mr Lee White indicated he believed a Speed Table was in his opinion was the best option. I am all for whatever he thinks would be best as long as something can be done. In addition, any thoughts on 'Kid Friendly' signs?

Also I was a little confused about the data that Mr White gave us regarding speeding...39 MPH 85 percentile...can you clarify what that represents. Thanks for everything!!

Brian Brennaman  
401 S Greenwood Ave  
CoMo 65203

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We are accepting comments until March 17, 2017. Thank you for your input!

**Comments:** I don't support speed humps, bumps or tables on this road. I'm fine with a climbing bike lane and/or signs that show a <sup>the</sup> speed a motorist is traveling. Building these obstacles into this type of artery seems extreme, and sets a dangerous precedent for other "traffic calming" projects.

There is more space on the back of this form.

**Signature:** Brian Waller

Brian Waller

Name

BWaller@shellinsurance.com

E-mail

615. W. Rollins Rd

Columbia

MO

65203

Mailing Address

City

State

Zip

# Public Comment Form

## Stewart Road Traffic Calming

We would appreciate hearing your thoughts about this project. You may make comments on 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 can be mailed to: **Lee White P.E. PTOE**  
**Public Works Department**  
**City of Columbia**  
**PO Box 6015**  
**Columbia, MO 65205**



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

*(please include "Stewart Road Traffic Calming" in the subject line and provide your name and complete mailing address)*

- ☐ I support Option 1 utilizing a climbing bike lane, and speed hump
- ☐ I support Option 2 utilizing speed tables and speed humps
- ☐ I support Option 3 utilizing speed humps, a climbing bike lane, & 3 crosswalks
- ☐ I support Other (describe in comments)
- ☒ I do NOT support traffic calming being install on Stewart Road

We are accepting comments until March 17, 2017. Thank you for your input!

### Comments:

There is more space on the back of this form.

### Signature:

Helen Atkinson

atkinsahmaile@gmail.com

Name

E-mail

705 Marion Dr

Columbia

MO 65203

Mailing Address

City

State

Zip

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### Comments:

I am not aware of a bike or pedestrian problem on Stewart. I rarely see either & I use Stewart a lot! It's nice to have a through-way street! Perhaps residents feel differently, but that's my opinion.

There is more space on the back of this form.

### Signature:

Aline Kuelgen

Aline Kuelgen

Name

E-mail

1012 Hickory Hill

Columbia

Mo 65203

Mailing Address

City

State

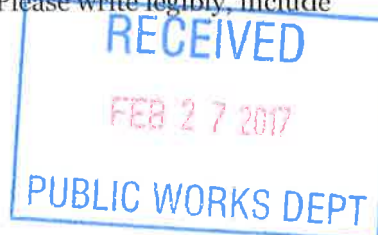
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Comments: \_\_\_\_\_

Personally I don't feel like  
speed bumps are effective and favor no  
bumps or a limited plan like option 1.

There is more space on the back of this form.

Signature: \_\_\_\_\_

Name

David Roloff

E-mail

Roloff D@missouri.edu

Mailing Address

200 Edgewood Ave

City

Columbia

State

MO 65203

Zip



RECEIVED

FEB 28 2017

PUBLIC WORKS DEPT

## Public Comment Form

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## Comments:

I think the climbing bike lane is dangerous - both to bikers switching sides, and to cars. The motor vehicle traffic is best served going STRAIGHT. Stewart Rd. carries too much traffic to add confusion into the mix.

There is more space on the back of this form.

Grayson Kabler

Name

Grayson Kabler

E-mail

[kabler@mchsi.com](mailto:kabler@mchsi.com)

Mailing Address

1282 Sunset Dr.

City

Columbia

State

MO

Zip

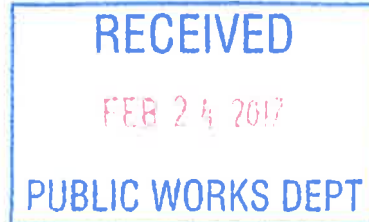
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Comments: I commute daily on Stewart Rd.

I frequently encounter people driving on Stewart Road  
>40 miles per hour. It seems like madness that  
people need to be told this should be a "No Passing"  
street, but I see too much of that, as well.

There is more space on the back of this form.

Signature: Kth J

Name

Kenneth Ogawa

E-mail

ogawak@missouri.edu

Mailing Address

704 Glenwood Ct

City

Columbia

State

MO

Zip

65203



## Public Comment Form

I strongly endorse any plan which will improve  
safety by slowing traffic to posted speed limits.

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### Comments:

I've lived near Stewart Road for 14 yrs. and use that particular stretch each and every day in some form or another (getting to and from work on campus via Edgewood to Stewart, taking kids to and from school and extracurricular activities at Grant, walking school bus, going to the library, biking as a family, walking our dog). I have not observed any major traffic issues and certainly not anything extreme enough to warrant **THREE** speed humps and **THREE** crosswalks in the space of a few blocks. In fact, the only times I can recall seeing that amount of speed calming is in parking lots. (cont'd on page 2)

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

**Signature:** Erika Waller

Erika Waller

*Name*

WallerE@missouri.edu

*E-mail*

615 W. Rollins Rd.

*Mailing Address*

Columbia,

*City*

MO

*State*

65203

*Zip*

# Public Comment Form

My husband, Brian Waller, and I would like to vote for Option 1 as the least extreme solution and because a single crosswalk would be nice for children and other pedestrians in the neighborhood. I would also be fine with NO calming or an Other option with just a single crosswalk. Thank you for your careful consideration of this issue and finding a reasonable solution. There is a much bigger problem in front of our house as people drive around the blind curve at the bottom of the Rollins hill where lots of bikers, dog walkers, and kids travel to and from the trail without sidewalks.

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### Comments:

While I support option 3, I am concerned that this will inadvertently increase thru traffic in the surrounding more residential streets. I have no evidence for this but I already suspect that people are cutting through residential areas to avoid traffic on West/Stewart/Broadway + that the calming project will further exacerbate this. I hope that option 3

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

Signature: Chris Ferson

Name

E-mail

801 S Greenwood Ave  
Mailing Address

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## Public Comment Form

could be recommended to include the posting of signage stating that there is "no thru traffic" ~~on the~~ on the residential streets where they intersect w/ West, Stewart, & Broadway Roads. While the calming project will undoubtedly make Stewart Rd safer, it could also negatively affect the safety of surrounding streets by people cutting <sup>through</sup> hoping to avoid traffic, speed bumps, bicyclists, etc.