City of Columbia

701 East Broadway, Columbia, Missouri 65201

Agenda Item Number: R 27-15
Department Source: Public Works
To: City Council
From: City Manager & Staff
Council Meeting Date: 2/16/2015
Re: Public Hearing - Shepard to Rollins East-West Connection Project

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance
Supporting documentation includes: Maps, Transystems Report, Correspondence from Public

Executive Summary

Setting a public hearing for March 16, 2015, for the construction of the Shepard to Rollins East-West Connection Project, as shown on the attached report. An interested parties (IP) meeting was held January 26, 2015. The construction concept cost estimate for the project is approximately $1,740,000.

Discussion

The Shepard Boulevard to Rollins East-West Trail Connection Project is a GetAbout Columbia trail project that is an extension of the Hinkson Creek Trail, and will provide an important east to west connection from near the MU Campus and downtown business district across Hinkson Creek.

At the September 3, 2013 Council meeting, Council added this project to the list of projects to be completed with Round 2 GetAbout funding. Council requested that, prior to beginning design of the project, a study be conducted of alternate alignments for the east side connection, and the results reported to Council for further consideration. The City contracted with TranSystems for the alignment study and their report is attached.

The TranSystems report analyzes the trail options east of Hinkson Creek and recommends Alignment 1 as it best balances the environmental impacts, funding constraints and generates reasonable mode shift potential. City staff will hold an Interested Parties meeting this Spring to determine the trail alignment east of Hinkson Creek. An engineering services agreement for engineering design of the trail will be submitted once a trail alignment is selected.

The first IP meeting was held on January 26, 2015; one hundred eighty-five (185) comments were received at the meeting with an additional 35 comments received before and after the IP meeting through comment forms, e-mail and letters. The TranSystems report summarizes the comments. Notably, around 75% of the comments favored construction of both Options 1 and 3.

Based on the available budget, staff recommends trail alignment 1 be selected as it has the highest mode shift per construction cost ratio.

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Fiscal Impact

Short-Term Impact: The construction cost estimate for the Shepard to Rollins trail was set at $1,740,000 when the project was prioritized for funding, and would be paid from GetAbout grant funds.
Long-Term Impact: Maintenance of the trail is expected to cost $3,000 per year.

Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Parks, Recreation and Greenways
Strategic Plan Impact: Infrastructure
Comprehensive Plan Impact: Mobility, Connectivity, and Accessibility

Suggested Council Action

Following Council discussion and public input, Council should make a motion directing staff to proceed with plans and specifications for a trail option.

Legislative History

07/17/06 - (Ord 19127) Authorizing the execution of a program agreement with MHTC relating to the non-motorized pilot project.
08/02/10 - (REP74-10) Additional funding for GetAbout projects
09/15/11 – Parks & Recreation Commission regular meeting
05/07/12 - (Ord 21310) Authorizing a second supplemental agreement with MHTC for transportation enhancement funds relating to the non-motorized pilot
10/01/12 – (REP 152-12) Additional Federal Grant Funding for Nonmotorized Transportation Projects
10/09/12 – Memorandum to Bicycle/Pedestrian Commission
10/25/12 – Parks & Recreation Commission presentation
02/20/13 – CATSO Public Hearing on Potential Amendments to the CATSO FY 2013-2016 Transportation Improvement Program (TIP)
04/15/13 – (REP 53-13) Grindstone Creek Trail and GetAbout Projects
09/03/13 – (REP 134-13) Non-Motorized Transportation (Get About) Project Prioritization project
04/21/14 – (R70-14A) Authorizing an agreement with TranSystems Corporation for an alignment/ conceptual study of three potential connections of Rollins Street to pedway and bike lanes on Old Highway 63 and a new pedestrian bridge over Hinkson Creek.
09/02/14 - (R164-14) Authorizing an agreement with TranSystems Corporation for an alignment/ conceptual study of four potential connections of Rollins Street to to pedway and bike lanes on Old Highway 63 and a new pedestrian bridge over Hinkson Creek.
1/26/14 - Interested Parties Meeting

Department Approved

City Manager Approved

Introduced by _____ Council Bill No. _____R 27-15_____

A RESOLUTION

declaring the necessity for construction of the Shepard to Rollins East-West Connection trail project; 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 ten-foot wide trail, water crossings, retaining walls and other miscellaneous work between Shepard Boulevard and Rollins Road, in accordance with City of Columbia Street and Storm Sewer Specifications and Standards, more specifically described as the Shepard to Rollins East-West Connection trail project, 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 $1,740,000.00.

SECTION 4. Payment for this improvement shall be made from Non-Motorized Transportation Pilot Program 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 March 16, 2015. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this _____ day of _____, 2015.

ATTEST:

_____
City Clerk

_____
Mayor and Presiding Officer

APPROVED AS TO FORM:

_____
City Counselor

City of Columbia
701 East Broadway, Columbia, Missouri 65201

SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

Maps, Transystems Report, Correspondence from Public

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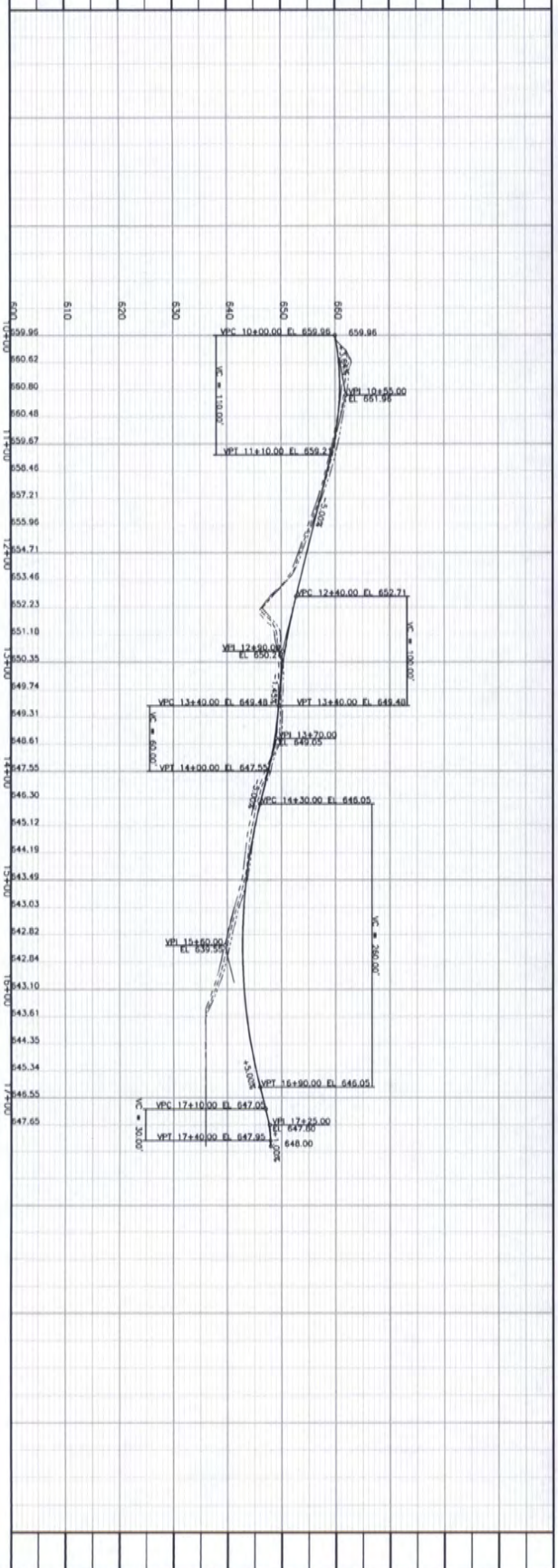

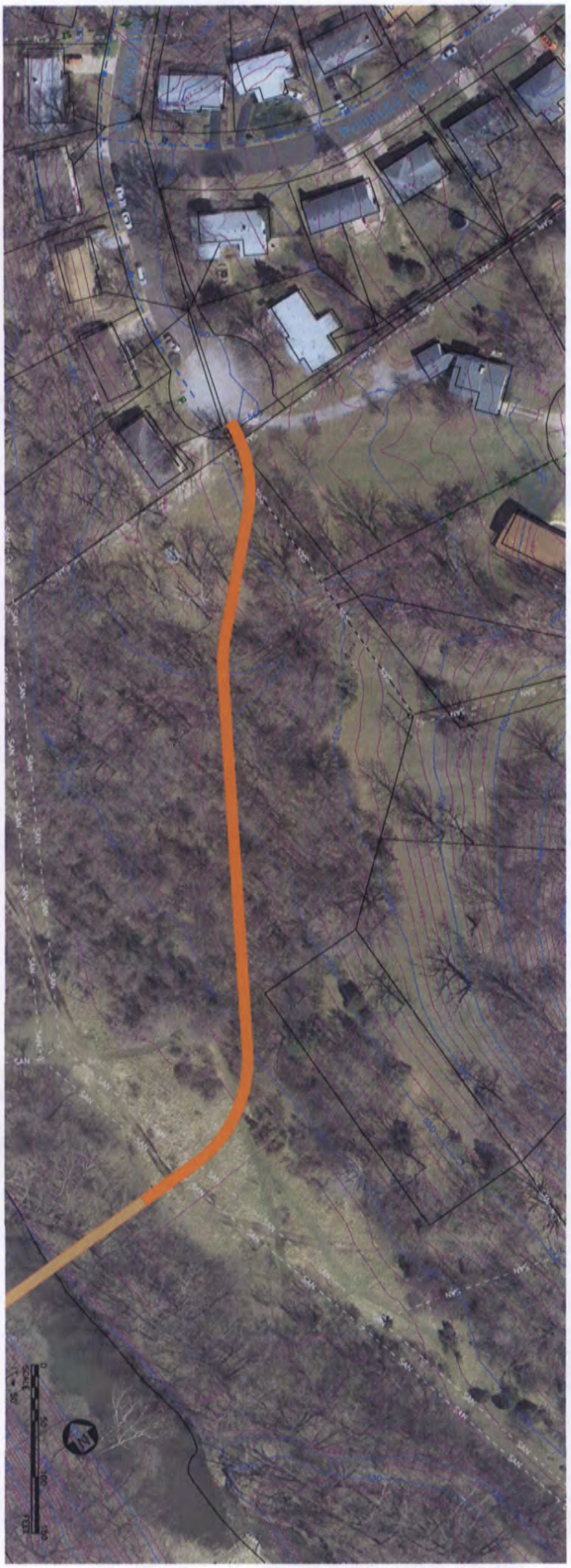

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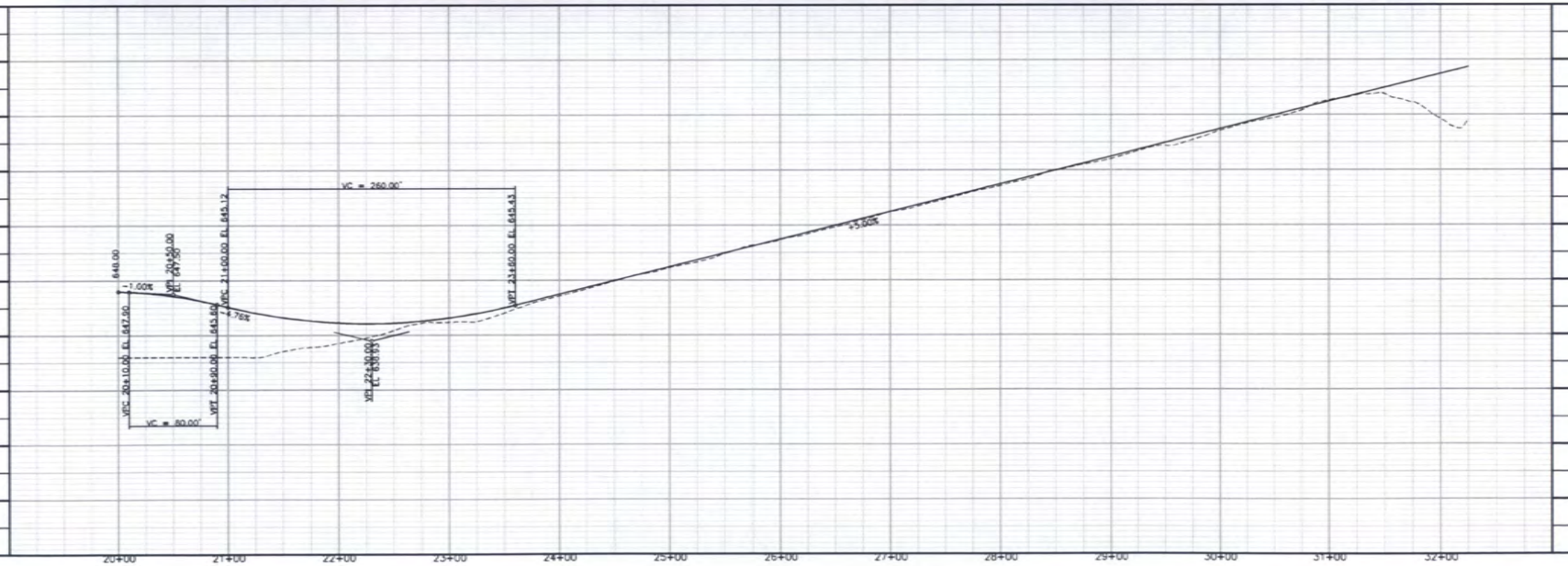

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TranSystems
2400 PERSHING ROAD
SUITE 400
KANSAS CITY, MO 64108
PHONE: 816-329-8600

CONSULTANTS:

SHEPARD TO ROLLINS
TRAIL CONNECTOR
COLUMBIA, MO

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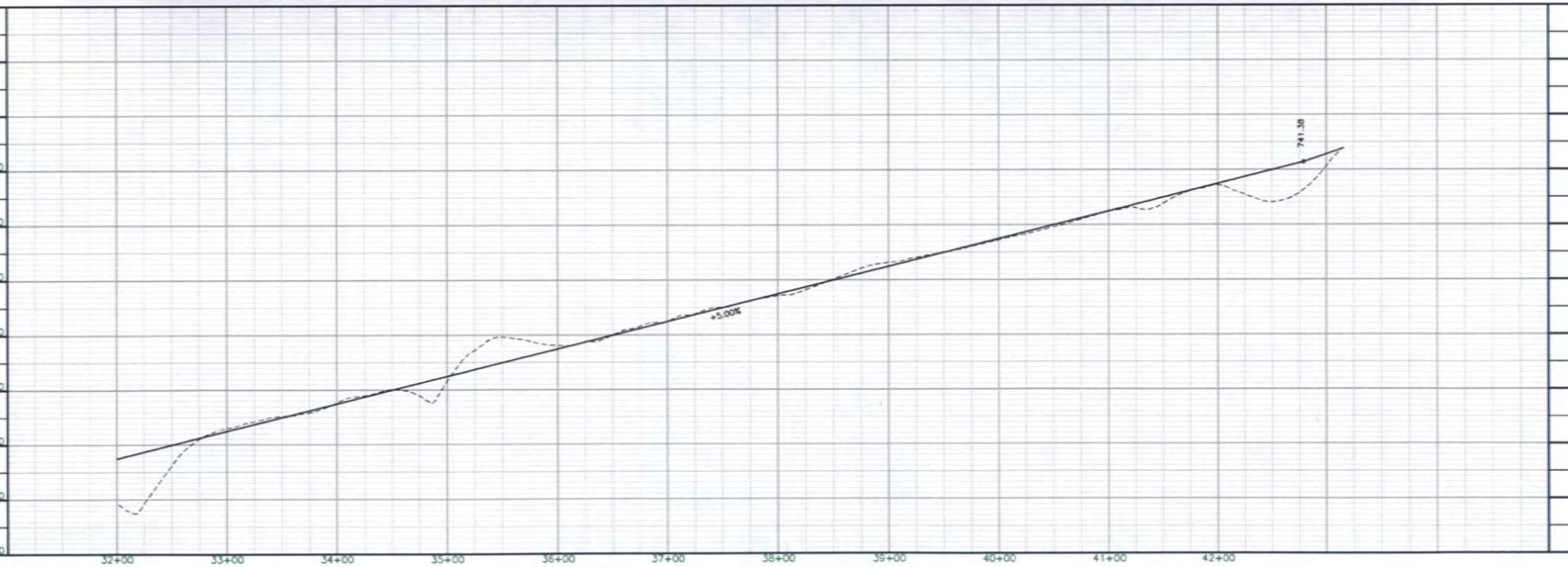

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PHONE: 816-329-8600

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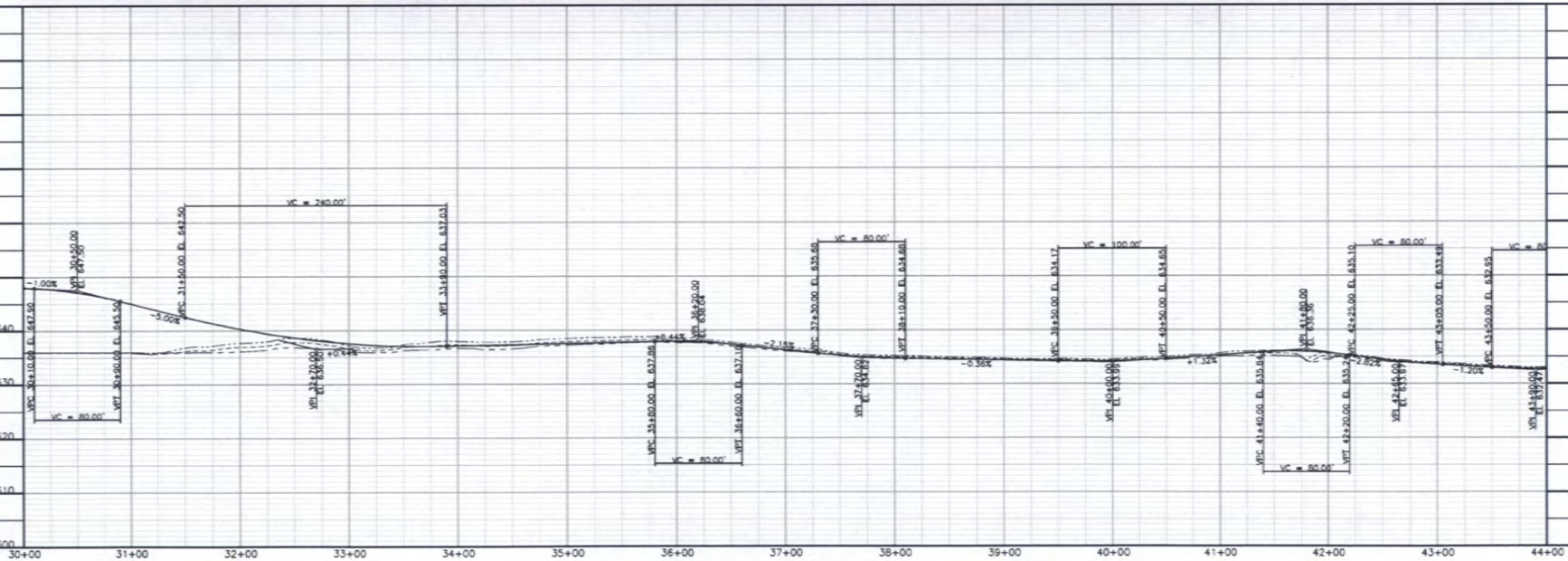

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CONSULTANTS:

SHEPARD TO ROLLINS
TRAIL CONNECTOR
COLUMBIA, MO

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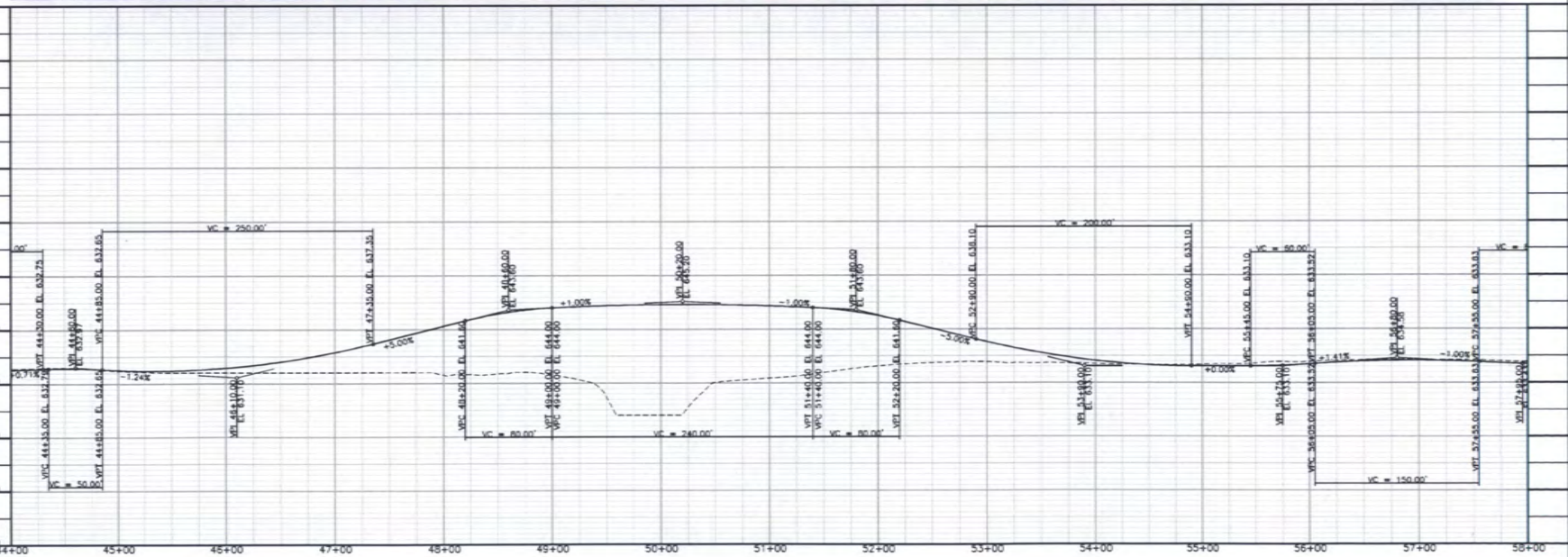

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2400 PERSHING ROAD
SUITE 400
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PHONE: 816-329-8600

CONSULTANTS:

SHEPARD TO ROLLINS TRAIL CONNECTOR

COLUMBIA, MO

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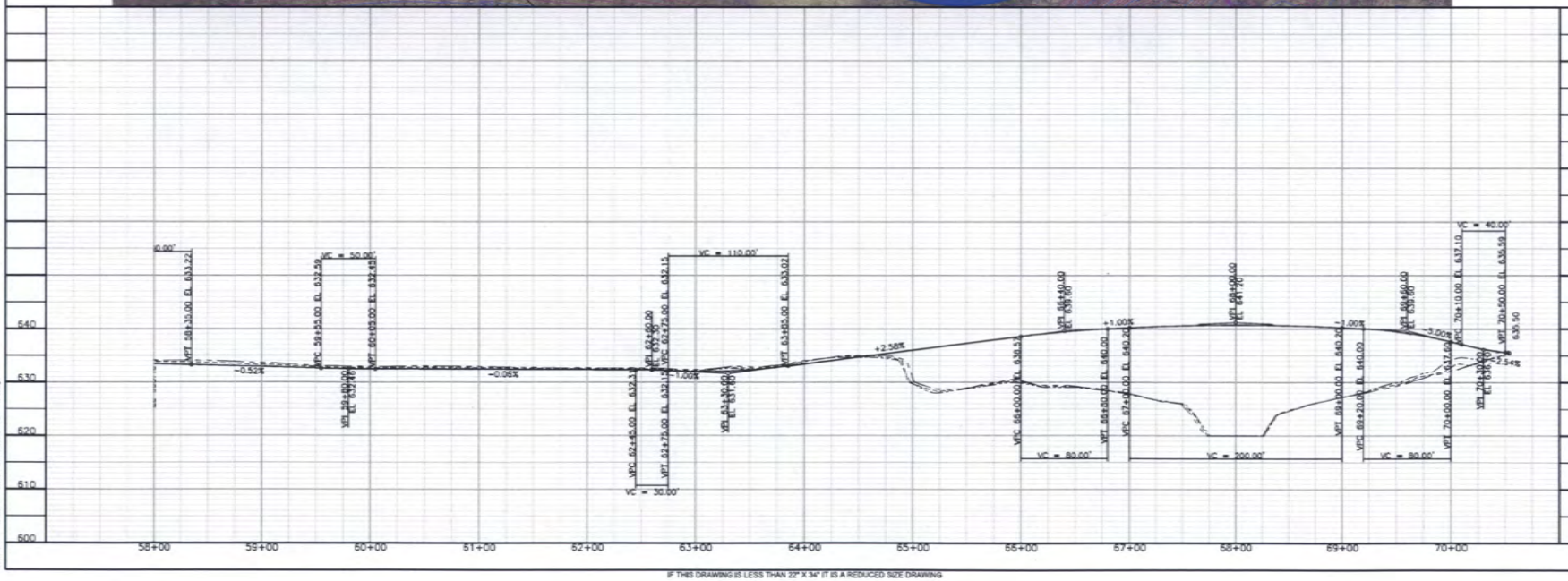

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Shepard to Rollins Connection Trail Study

City of Columbia, Missouri

2/6/2015

Study prepared by:

TranSystems
Engineers – MO Certificate of Authority #273
2400 Pershing Avenue, Suite 400
Kansas City, MO 64108
Phone 816-329-8600

Supported by

Landworks Studio
EDSI
SCS

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Appendix – Conceptual Alignments and Profiles

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Section 1 | Introduction

Introduction

The Shepard to Rollins Trail Connection has been a proposed trail for many years. It is included in Columbia's 2013 Trails Master Plan and was considered for the first round of funding in the Federal Highway Administration's Non-motorized Pilot Project. The connection is important to the connectivity of the overall trail system and will remove significant barriers to active transportation.

The main barrier to travel in this area is Hinkson Creek, and all alignments considered for this trail connection provide a means to cross the creek. Each alignment is based on previous alignment studies and previous public comments and represents the most prudent options based on their start and end points.

The Hinkson Creek valley and the surrounding neighborhoods are sensitive to the addition of the trail. The valley has been targeted for natural preservation by citizen and group efforts. A large tract of private property includes most of the forested hill between Old 63 and Hinkson Creek.

Study Goal

The City wishes to improve the bicycling and walking access in this area which will support the citywide network in a practical and prudent manner. Based upon direction by the City Council, the study's goal is to review four alignments for mode shift potential, environmental impacts, and overall cost to assist the Council in determining the best course of action.

Alignments

The four alignments were developed from initial information provided by the city and refined by the study team to minimize costs and environmental disruptions.

Alignments 1, 2, and 3 start at an assumed location for the crossing of Hinkson Creek, which is the connection point for a separate study being conducted by City staff.

Alignment 1 will be a shared-use trail, concrete surfaced, 10' in width that travels north from the creek crossing and connects to the cul-de-sac on Bluffdale Drive. The study team reviewed the option to place a sidewalk at the back of curb within the neighborhood to provide a formal pedestrian connection from the trail to the pedway on Old 63. Based on a field review of all of the roads within the neighborhood, the route with the least impacts would be on the west side of Bluffdale Drive up to Southwood Drive, and on the north side of Southwood Drive. This route was used to assess the costs and other implications. If the sidewalk option is carried forward, a detailed analysis would be necessary to determine the optimal facility.

Alignment 2 will be a shared-use trail, concrete surfaced, 10' in width that travels east from the creek crossing and connects to the pedway on Old 63 near Shepard Boulevard. Most of this route is at the maximum ADA trail grade of 5%. It also includes a few segments of 30' at 7.5%, which meet ADA classifications as a ramp, which were included to minimize the cost of the alignment and reduce its impact to the forested hillside.

Alignment 3 will be a shared-use trail, concrete surfaced, 10' in width that travels south from the creek crossing mostly following existing cleared areas, and connects to Hinkson Creek Trail where it passes under Stadium Boulevard just west of Old 63. Due to the steep bluffs on both sides of Hinkson Creek, this alignment requires two additional crossings of the creek.

Alignment 4 runs parallel to Stadium Boulevard starts at Ashland Road and ends at Old 63. In this area, there are existing bike lanes, so the new facility could be an independent sidewalk or a shared-use facility, such as a pedway or trail.

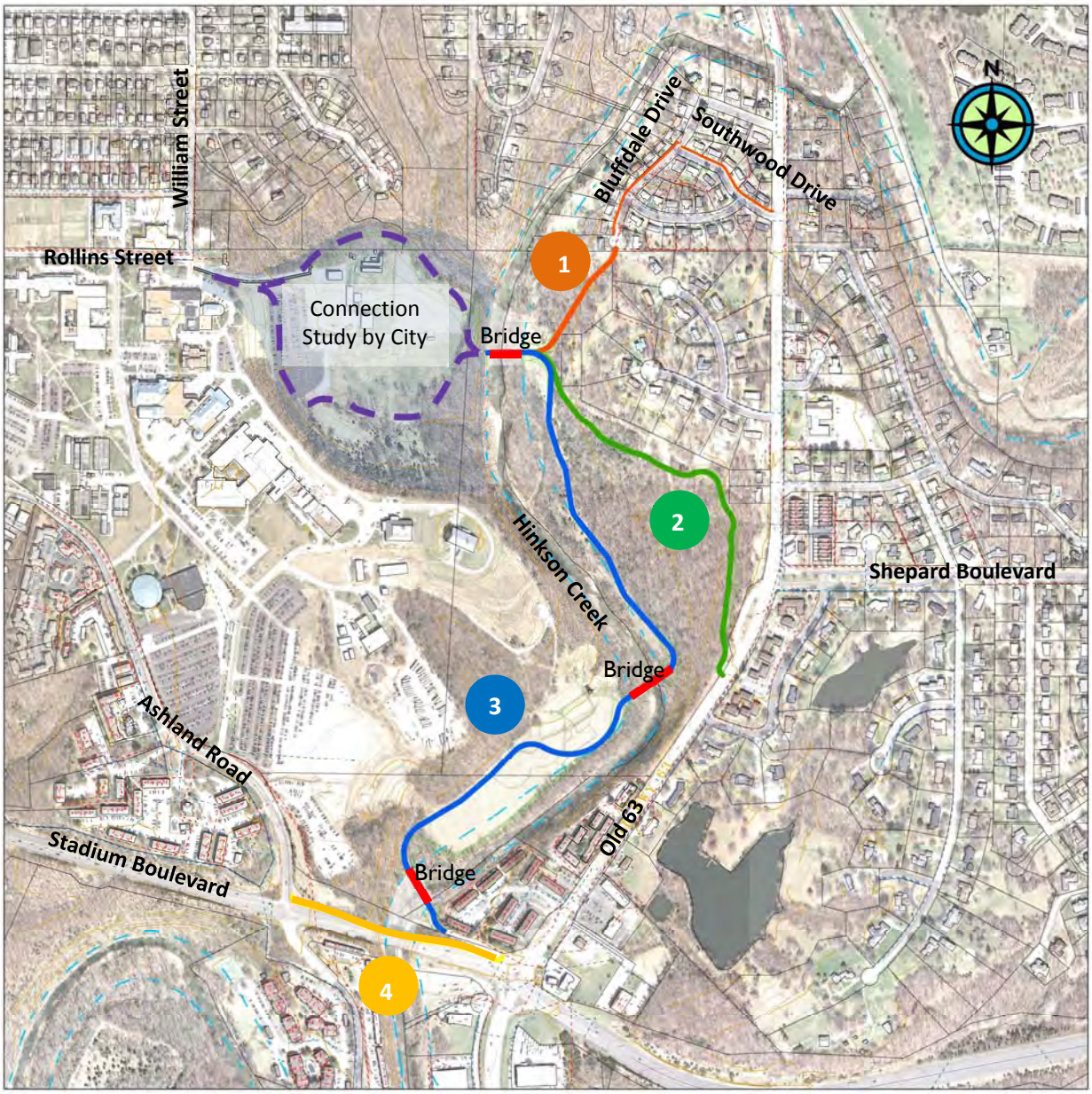


Figure 1 – Study Area and Alignments

Data Gathering

The study team was provided previous studies and GIS mapping from the City. The studies included "Garth to Gans Interchange Rollins-Hinkson-Stadium Connection" Report issued on May 13, 2008, and the "Low Water and Under Crossing of Hinkson Creek at Old 63" Feasibility Study issued on March 13, 2009. Once the studies were reviewed the team refined the four alignments and then reviewed the full length of each one in the field. In addition to reviewing property and environmental conditions, the team also reviewed changes to the alignments to take advantage of opportunities, or changes to avoid unnecessary impacts.

While in the field, the study team also reviewed the surrounding neighborhoods and the local bicycle and pedestrian routes to assess the existing facilities.

Design Standards

MoDOT and City design standards were reviewed to determine typical trail sections, bridge types and retaining wall types for the various alignments. All of the alignments will have facility sections consistent with the trail facilities found in Columbia today.

ADA requirements are crucial to accommodate the needs of all trail users, and these requirements were followed to develop the grades and alignments. Further refinement and surveys will be needed to develop the final construction plans, and ADA will continue to be a guiding principle in the design phase.

Section 2 | Mode Shift Potential

Mode shift potential describes the likelihood of someone riding a bicycle or walking for a trip that they might otherwise normally drive. This potential is measured by analyzing where people live, were they want to go, and if there is a facility that would make active transportation an attractive option.

Columbia has been a part of a four community Federal pilot project that has been very successful in generating mode shifts and this has provided insights into the factors that most affect mode shifts. The analysis of the pilot projects, and the US Department of Transportation's 2004 National Household Travel Survey (NHTS), have determined that most people will walk one-half to three-quarters of a mile to make a single purpose trip, such as commuting to work. According to the NHTS, most Americans will ride their bicycle 3.5 miles before preferring to drive that distance.

Report to the U.S. Congress on the Outcomes of the Nonmotorized Transportation Pilot Program SAFETEA-LU Section 1807

April 2012

Submitted by the Federal Highway Administration
With the Assistance of the U.S. Department of Transportation's Volpe National Transportation Systems Center

Columbia
The national mode shift trip distances were compared to the average commute in Columbia to confirm these assumptions. The pilot project established Columbia's average commute time at 16 minutes, which, based on average walking and cycling speeds, equates to a 3 mile bike ride, or about a three-quarter of a mile walk.

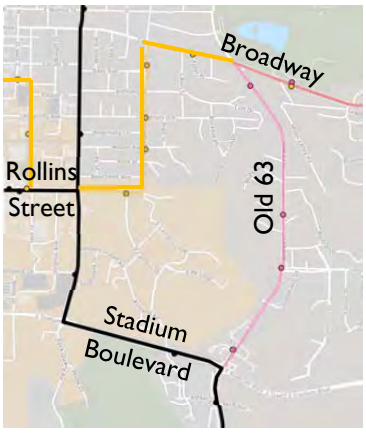
The data from the Federal pilot project indicates that Columbians will ride over 7 miles, however that figure includes recreational trips, so 5 miles was selected as the maximum mode shift distance for bicycling.

Pedestrian Mode Shift
This study only considers mode shift from vehicles to bicycles since none of the alignments will provide enough of a potential to switch from vehicles to walking. The length of trip from Rollins Street and Williams Street to the ends of Alignments 1, 2, and 3 are all greater than the maximum pedestrian mode shift distance.

Alignment 4 provides some mode shift potential, but it will be very limited. With only a few potential destinations within the 0.5 mile limit, the effect will be negligible. The upper end range for a three-quarter mile trip does not even reach to College Avenue, further demonstrating the limitation to Alignment 4's mode shift potential.

Bicycle Mode Shift
The key characteristics that influence mode shift are access to transit, facility user friendliness, and existing facilities.

Access to Transit
Transit has little effect on the mode shift potential for this area. COMO Connect has bus routes on Old 63, Stadium Boulevard, William Street, College Avenue, Rollins Street and Broadway. The Gold, Pink, and Black routes are shown on the right.



Facility User Friendliness
This describes the overall quality of a facility in terms of width, safety, maintenance, grades, and capacity. The key differentiator amongst these alignments is the grade. Bicyclists tend to prefer flatter grades and gentle hills to steep grades.

Existing Facilities
Existing facilities, such as bike lanes, pedways and trails have already influenced mode shift in some areas. Alignments that offer new connections have the potential to generate a higher percentage of mode shifts.

Analysis

Access to Transit
All alignments were essentially equal in this category.

Facility User Friendliness
Alignment 3 and Alignment 1 rated well in this category due to their gentler grades and shorter hill segments. Alignment 2 includes long grades of 5%, and much of the grade on Alignment 4 exceeds 5%.

Existing Facilities
Alignment 1 and Alignment 2 offer the most potential in this category. Alignment 3 is paralleled by on-street facilities on Stadium Boulevard and Ashland Road. Alignment 4 would include a new pedestrian facility, but already has bike lanes on Stadium Boulevard.

Service Area

Commuting to school and work are the trips that generate the highest percentages of mode shifts and as such were the focus of this analysis. With residential homes and apartments being the origins of these trips, the total number of dwelling units served by each alignment ("Service Area") was determined. The City's land use classification map was used to determine the number of housing units that would benefit from each alignment. This method and the resulting data provide an indication of mode shift potential.

Land use classifications indicate general density of housing units per acre. Based on the City Code and the Columbia Imagined Plan adopted in 2013, the densities were determined and are shown in Exhibit 1.

Mode shifts will occur in both directions along the three alignments reviewed, however, the trips going towards the campuses and downtown will show the greatest differences. Since the three alignments start at the intersection of Rollins Street and William Street, the area of potential mode shift is essentially the same. Each of the alignments creates a connection to similar employment centers, reducing the ability to accurately distinguish between them. The best method to distinguish the three alignments was to review the mode shifts of the population from the outskirts of town travelling into the campuses and downtown.

Exhibit 1. Land Use Density		
Category	**Description**	**Average Dwelling Units per Acre**
R-1 and R-1 PUD	Single Family	1.7
R-2 and R-2 PUD	Two Family	5.4
R-3 and R-3 PUD	Multi-Family (Medium Density)	8.1
R-4 and R-4 PUD	Multi-Family (High Density)	9.7
RMH	Residential Manufactured Housing	8
PUD	Planned Unit Development	As specified in the Land Use Plan

The following steps were used to determine the service area:

1. To account for trips that extended up to one mile through the Rollins Street and William Street intersection, a four mile buffer was used. This provided a reasonable boundary for trips that would go the maximum 5 miles.
2. All existing and proposed bicycle routes and trails were followed for four miles to determine the limits of each service area.
3. The areas already serviced by existing bicycle facilities were removed.
4. The main routes were reviewed for facility friendliness. For instance, if a route required a longer trip than taking another facility, then that area was removed from that alignment's service area.

The following exhibits show the four mile route lines and areas that benefit from each alignment. All of the residential land use classifications are colored according to density from white being the lowest to red as the highest. Note that there are some subdivisions currently outside the City limits that were not included in the land use classification map. Since these areas were served by multiple alignments, the areas were not included in the dwelling unit counts.

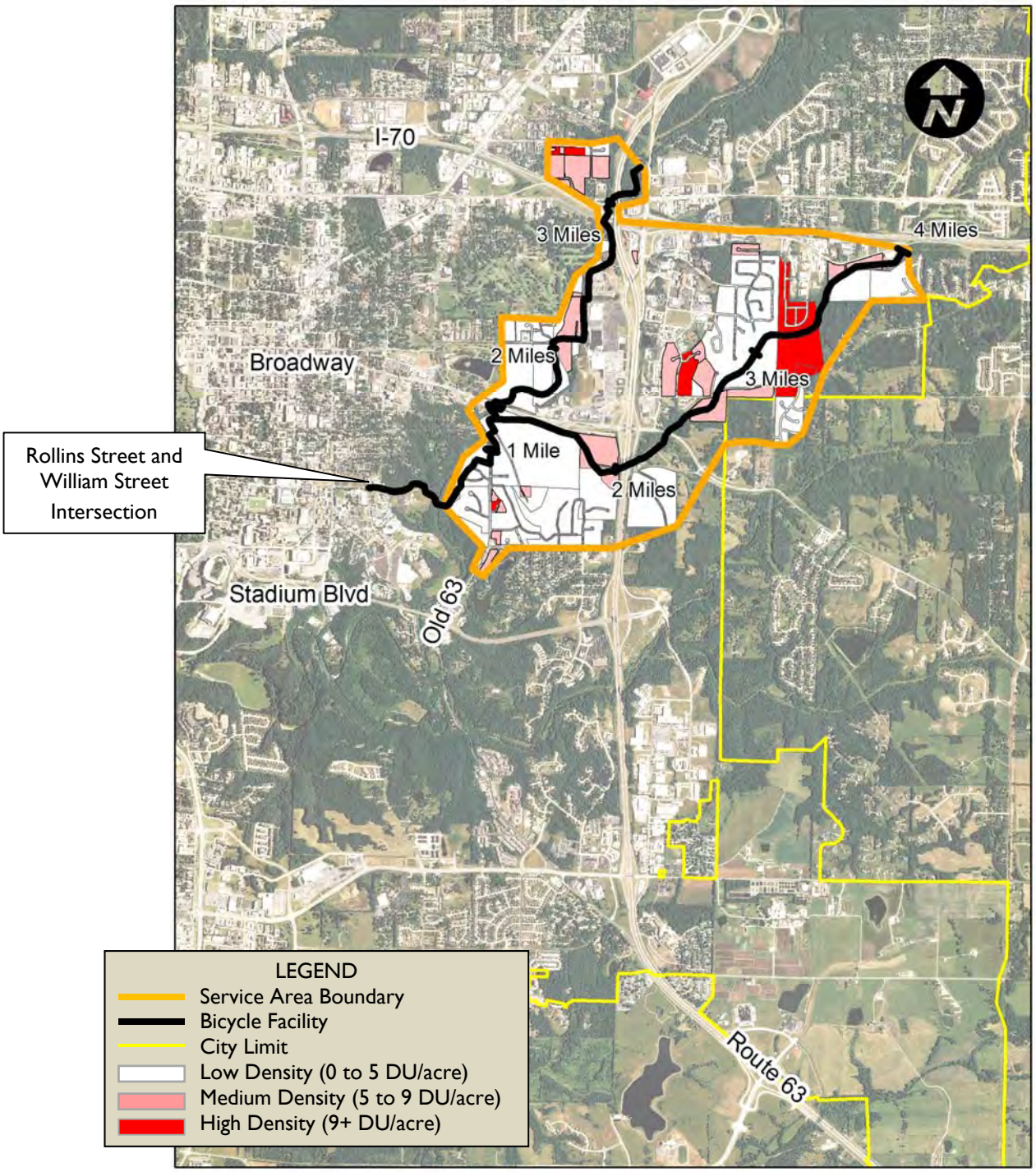


Figure 2 – Alignment 1 Service Area

Note that the northern route could include additional single family residential areas north of I-70, however the current connection proposed for this area is beyond the four mile limit.

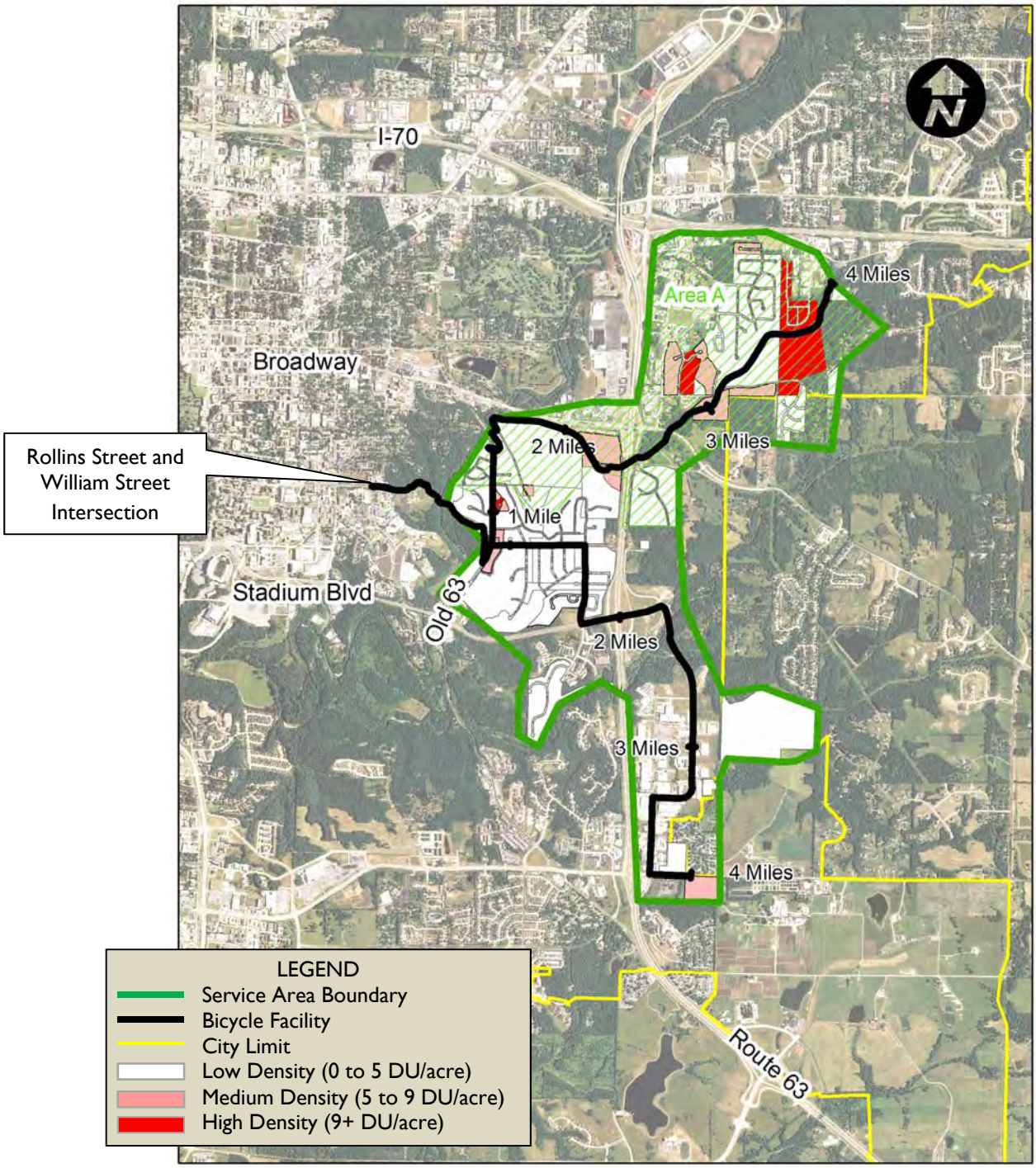


Figure 3 – Alignment 2 Service Area

Note that Area A has been reduced by 50% to account for the reluctance of most cyclists to traverse the hill along Old 63 rather than the hill on Broadway. Some cyclists may prefer to avoid the intersections and traffic along Broadway, so this area was not eliminated completely.

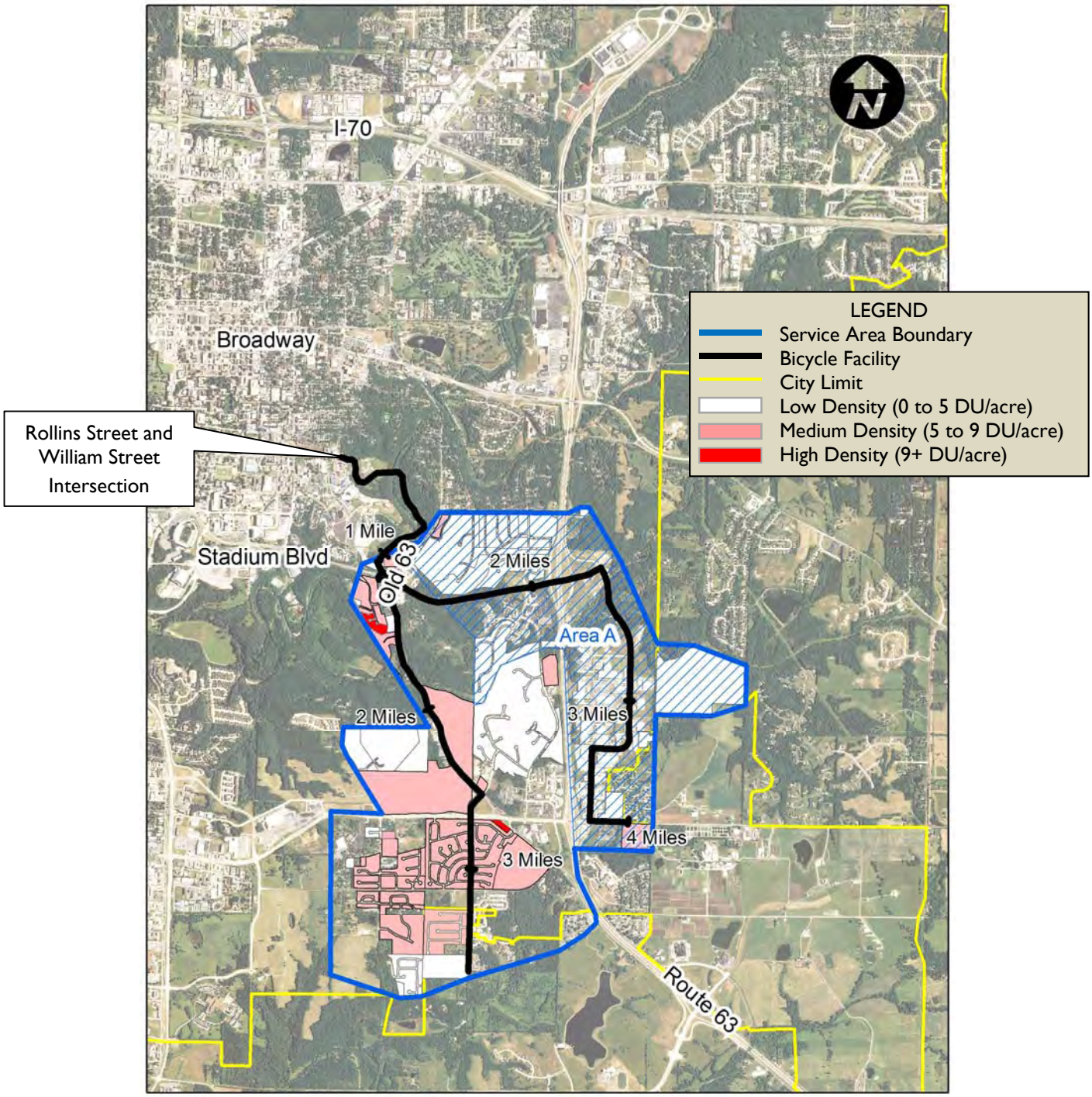


Figure 4 – Alignment 3 Service Area

Note that the overall area was reduced by 25% to account for the mode shift that has already occurred due to the existing Ashland Road bicycle facility. Alignment 3 will provide gentler grades, but will add about 0.2 miles to the trips that could use either option. Area A has been further reduced by 50% to account for the

reluctance of most cyclists to take Alignment 3 over the bike facilities on Stadium Boulevard and Ashland Road.

Note that Alignment 4 is located on an existing bicycle facility and would generate negligible bicycle mode shift.

Dwelling Unit Summary

Each alignment does meet the study goal of having mode shift potential. The dwelling units per area are shown in the following table.

Exhibit 2. Approximate Dwelling Units Served

Development	Zoning	Average Dwelling Unit per Acre	1	2	3
One-Family	R-1	1.7	866	893	450
Two-Family	R-2	5.4	119	41	68
Multi-Family (Medium Density)	R-3	8.1	737	348	1,302
Multi-Family (High Density)	R-4	9.4	49	10	33
Planned Unit Developments	R-1 PUD	1.7	129	65	-
Planned Unit Developments	R-2 PUD	5.4	-	-	121
Planned Unit Developments	R-3 PUD	8.1	14	14	295
Planned Unit Developments	R-4 PUD	9.4	-	-	-
Planned Unit Developments	PUD	Development Specific	424	272	620
Residential Manufactured Homes	RMH	8	390	195	11
		TOTALS	**2,730**	**1,839**	**2,901**

Alignment 3 has the highest number of dwelling units, and the highest number of high-density units. Mode shifts are generally higher from more dense developments, although this is less of a factor when these developments are not close to the main destinations.

Section 3 | Environmental Stewardship

This trail connection is an identified element of the 2013 Trail and Park Master plan and the Getabout Columbia plan. The goal is to provide a trail that prudently addresses and mitigates any environmental concerns. These include:

Cultural Resources

Parks
There are two public parks within the study limits, Wilson Park, and Wyatt Park. Although trail access is a great park amenity, it will be important to address any disruption to these parks.

Historic Properties
There is a National Register of Historic Places historic district nearby the alignments. The East Campus Neighborhood Historic District is located approximately 350 feet north of Rollins Street.

Forested Land

The Hinkson Creek valley is forested, with some areas designated as Urban Climax forest. City Code requires minimal clearing and targeted landscaping to restore cleared areas. Where tree removal can't be avoided, the contractor will be given very specific guidelines for removal, protection of adjacent trees and planting. These practices were successfully employed in the recent Scott's Branch Trail project.

Fish and Wildlife

Protected Species
The Indiana bat and the Gray bat are both endangered species and are found in forested areas such as these across Missouri. Both bats hibernate in caves, and will roost in certain trees during the non-winter months. Trees suitable for bat habitat may only be cleared between October and March.

Stream Crossings
In 2012, the US Army Corps of Engineers (Corps) revised their requirements on pipe culverts and low-water crossings in streams in an effort to improve the safe passage of fish and other aquatic organisms. The goal is to leave the stream in the natural condition, especially in relation to channel material and flow velocities. While this does not prevent the use of low-water crossings, it increases the requirements to obtain Corps approval.

The alignment analysis was conducted with the assumption that the trail, and the bridges, will be engineered to provide a low-maintenance facility. Large flood events will scour the streambed around objects such a bridge abutments. The trail designers will engineer the bridges and their foundations to resist the force of the flood waters, and to provide a foundation that will greatly reduce or even eliminate the need for rock rip rap bank armoring. These are methods considered "best practices" by the Corps of Engineers.

Hinkson Creek

The creek has an active, ongoing watershed restoration effort, and City codes have established a 100' stream bank buffer to protect the creek. Federal guidelines with FEMA regulate the creek's flood elevations and the US Army Corps of Engineers regulate the waterways. Trails and bridges are allowed in these areas, but must be engineered to meet regulations.

Stream Bank Buffer
The City code prefers trails to be placed in the outer 50' of the 100' buffer, but allows trails to be within the inner 50'. A stream assessment will be required for any trail that is within the 100' buffer.

Watershed Restoration Project
There is a Collaborative Adaptive Management approach being used to protect Hinkson Creek as a natural resource. This includes monitoring, mapping, and active efforts to improve water quality and support biological communities. The trail design will need to address construction and infrastructure impacts to Hinkson Creek, and demonstrate environmental sensitivity, coordinated with the restoration efforts.

Flooding
The Federal Emergency Management Agency (FEMA) has flood maps and studies for creeks, including Hinkson Creek. These maps determine if homes and properties have potential to be flooded. Since flood waters are very destructive and potentially life threatening, it is important that any new infrastructure within mapped creeks meet the strict criteria set forth by FEMA and adopted and enforced by the City.

Columbia administers the FEMA flood regulations on Hinkson Creek. Most minor changes to the creek can be reviewed and approved solely by the City, but all significant changes need to be reviewed and approved by FEMA.

Typically FEMA flood studies have a computerized model that provides a uniform, scientific method to determine what effects a new crossing will have upon flood levels. Hinkson Creek's official FEMA model needs to be significantly updated before it can be used. While minor encroachments into the floodplain could be assessed using a model of a localized section of the creek, a significant encroachment could trigger the need to create a new hydraulic model of the entire creek. Such procedures require extensive studies and can take a year or more to complete to arrive at a FEMA approved model.

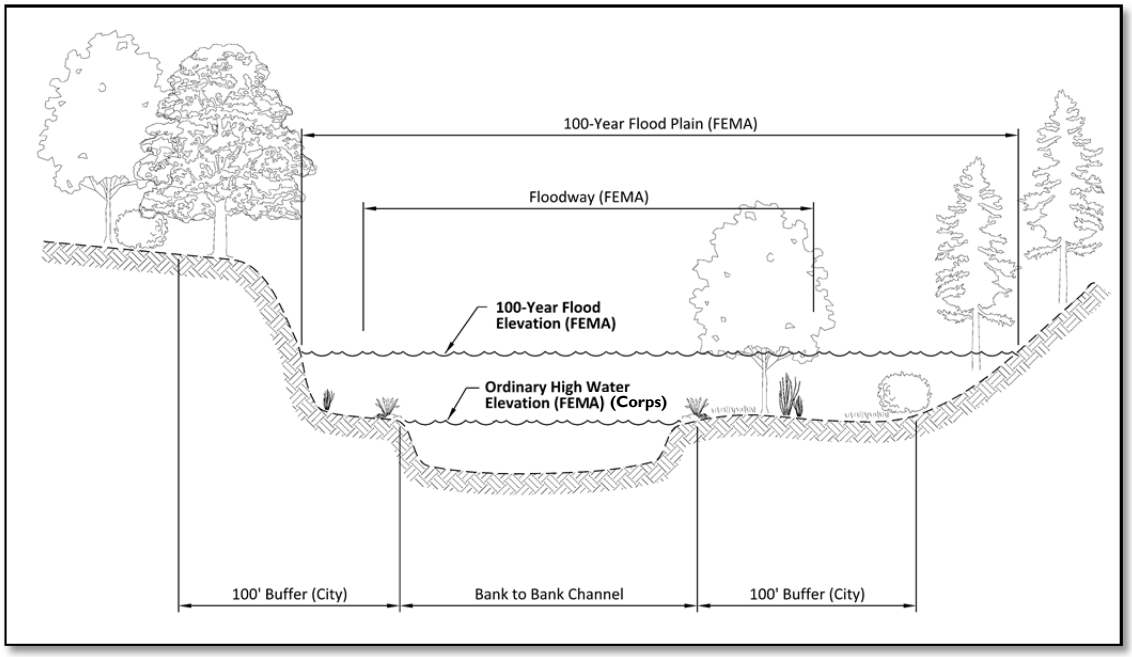


Figure 5 - Floodplain Regulation Zones

To avoid additional costs and time to update the FEMA model, the crossings of the creek are assumed to be bridges that span the entire floodway. A low-water crossing on Hinkson Creek might eventually be approved by FEMA, but it would take substantial time, funding, and effort to support that approach.

The US Army Corps of Engineers also has jurisdiction over Hinkson Creek and the associated wetlands. Consequently, Section 401 and 404 permits are required prior to construction. In this role the Corps is protecting the environment from pollutants and sediment transport. All construction activities that disturb the creek within the normal channel, or disturb certain low-lying areas defined as a "wetland," must meet the Corps procedures.

The Corps have issued "nationwide" general permits that cover most minor construction. If there is significant work in the streambed, channel realignments, or significant wetland degradation, then the City will submit an "individual" permit request.

Section 4 | Cost

There are numerous design details yet to be determined in order to provide an accurate estimate of construction cost. For this study, a range of costs has been developed for each alignment. Costs are shown for major construction items such as bridges, pavement and structures including drainage and retaining walls.

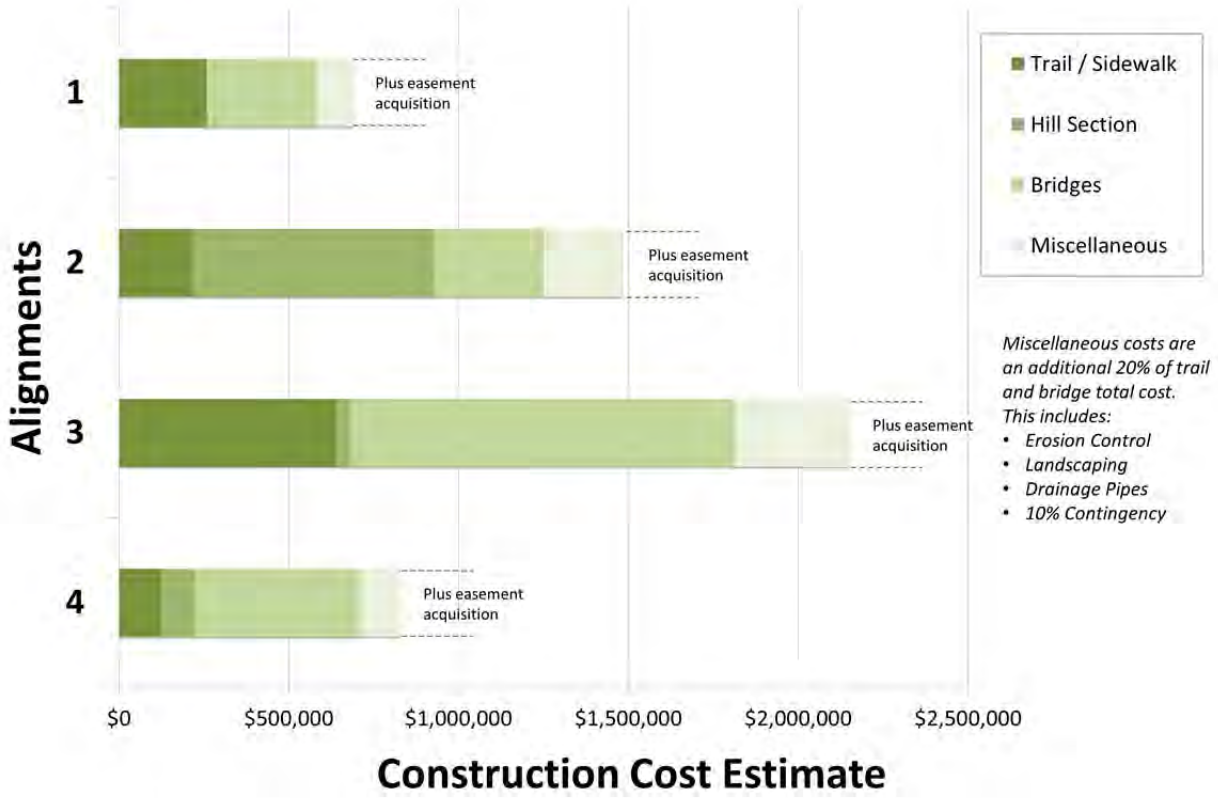
When the GetAbout Phase 2 projects were approved in 2013, the construction estimate for this project was $1.74M, not including easement acquisition, and included the area west of the creek to be studied by the City.

Cost Considerations
Bridges are often the single highest cost for any trail. Prefabricated bridges have been included in this analysis due to their minimal floodplain encroachments and low maintenance costs.

The "Hill Section" refers to a trail built in very steep terrain. This is typically accomplished with a retaining wall on one side of the trail, or with a boardwalk section. Alignments 2, 3, and 4 have Hill Sections.

All alignments will require some degree of construction or permanent easements from private land owners. The number of affected properties and the approximate clearing areas are shown in the Evaluation Summary though easement acquisition costs have not been assigned.

Note that Alignment 1 includes the cost for a proposed sidewalk along Bluffdale Drive up to Southwood Drive and then along Southwood Drive to the pedway.



Section 5 | Evaluation Summary

Each of the alignments and corresponding facility types were reviewed by the major categories of mode shift potential, environmental considerations, and construction costs. Quantifiable data was assembled and aggregated to a qualified level ranging from very poor to very good.

LEGEND ●○○○○ Very Poor ●●○○○ Poor ●●●○○ Fair ●●●●○ Good ●●●●● Very Good	Alignments				
	West of Hinkson Creek (City study)	1	2	3	4
Mode Shift Potential		●●●●○	●●●○○	●●●●○	●○○○○
Travel Demand					
Approximate Dwelling Units Within Trip Boundary	(Included)	2,700	1,800	2,900	N/A (Existing Facility)
Access to Transit					
Transit Route/Stop Connection	Gold	Pink	Pink	Black	Pink/Black
Facility Friendliness					
Average / Steepest Gradient	TBD	3.3% / 5%	4.8% / 7.5%	1.6% / 5%	5.6% / 7.5%
Existing Facilities					
Improves Connections	(Included)	Hominy Branch Trail, Campuses	Campuses	Grindstone Creek Trail, Campuses	Grindstone Creek Trail, Campuses
Bicycle Trip Length Reduction (Miles)	(Included)	0.7	0.9	0.1	0.0
Walking Trip Length Reduction (Miles)	(Included)	0.7	1.4	0.5	0.3
Environmental Consideration		●●●●○	●●●○○	●●●○○	●●●●●
Clearing Open Ground for Construction (Acres)	TBD	0.3	0.3	2.4	0.2
Clearing Forested Ground for Construction (Acres)	TBD	0.4	1.8	1.0	0.0
Potential Wetland Disruption	TBD	Minor	Limited	Significant	None
Floodplain and Stream Bank Buffer Encroachments	TBD	Limited	Limited	Significant	None
Endangered Species Habitat Disruption	TBD	Minor	Limited	Limited	Minor
Construction Cost Estimate		●●●●●	●●●○○	●○○○○	●●●●○
Construction Cost	TBD	$700,000	$1,500,000	$2,200,000	$900,000
Overall Trail Length	TBD	950' + 1,200' Sidewalk	2,500'	4,300'	1,200'
Trail Bridge Length	TBD	180'	180'	630' (180'+220'+230')	-
Roadway Bridge Modification Length	TBD	-	-	-	270'
Hill Section Length	TBD	-	1,100'	80'	150'**
Properties with Construction and Permanent Easements	TBD	16*	2	2	1
		*14 due to sidewalk			**east of creek

Construction cost evaluations are based upon the programmed budget and availability of funds.

Each alignment scored "good" in at least one of the categories, except Alignment 2, which scored "fair" in each category. From a balanced perspective, Alignment 1 scored well in each category.

Section 6 | Communication Process

In addition to information posted on the City's website, an Interested Parties Meeting was held on January 26, 2015 from 6:30-8 pm at the Shepard Elementary School.

The Interested Parties' meeting was attended by approximately 185 people. The format of the meeting was an open-house style with a welcoming/informational board, and two rows of six displays. Attendees were greeted by City staff and directed to the displays. Public Works Department Staff and TranSystems and Landworks Studio Staff answered specific questions from the attendees near the displays. Media outlets attended, and a reporter from a local television station recorded interviews with attendees.

Attendees were encouraged to submit written comments on the forms provided, and some correspondence was received from people who were not able to attend the meeting. The comment forms were generic, asking only for comments, and did not require a name on the form. By the end of the meeting, City Staff had received a combined total of 180 comment forms and correspondence. A handful of forms appeared to be from the same person, and one commenter admitted to completing "a few" forms, however the majority of the forms either gave their names, or appeared to be unique in other ways. Although there were some general statements made, the overwhelming majority of the commenters did discuss their preferences and concerns with each alignment.

City Staff and TranSystems Staff reviewed the comments, and completed the following tally. Note that this should not be interpreted as a vote; it simply is tallying the comments received at the meeting.

- 75% of the commenters favored Alignments 1 and 3, with a high percentage of those recommending that 1 and 3 be considered a combined option. (Only 10% of the commenters favored Alignments 1 and 3 independent of each other.)
- 10% of the commenters favored Alignment 2.
- 10% of the commenters favored Alignment 4.
- The sidewalk option on Alignment 1 received 2 positive comments, while receiving 14 negative comments.
- Each alignment received 14-18 negative comments, with some commenters mentioning the drawbacks of the other alignments compared to their preferred route.

Although this study considers each of the four alignments independently, many commenters felt Alignments 1 and 3 should be considered as one option. The PedNet Coalition had previously presented their own analysis of these alignments to their membership, and encouraged their members to voice their support of a combination of Alignments 1 and 3. Their efforts likely increased the attendance at the meeting, and influenced the support for the combination of the two alignments.

General Summary of Major Themes

- The majority of commenters were supportive of bicycle and pedestrian connections.
- Environmental sensitivity was mentioned often, but many people felt that the impacts described for their preferred alignment would be an acceptable tradeoff to the benefits.

- Alignment 1 was thought to provide an important connection while **minimizing costs and environmental impacts**. The sidewalk option was deemed **too disruptive** to the neighborhood and **overly expensive for the limited benefits**.

- Alignment 2 was thought to provide the **best connection to Shepard Boulevard**, but would be **very expensive and very steep**.

- Alignment 3 was thought to provide both **recreational benefits and high mode shift potential**, but overall **cost**, **increased flooding, and environmental disturbances were concerns**.

- Alignment 4 was thought to provide **very limited mode shift potential**, but was **affordable** and had **negligible impacts to the environment and flooding**.

Alternate Alignment Suggestions

Alignment 1-

1. A few comments were made about a potential Valley View Drive connection. TranSystems reviewed the feasibility of connecting to the cul-de-sac on Valley View Road. This option would require significant switchbacks and would displace one property owner. Due to the full property acquisition and the limited functionality of the switchbacks, this option was not further developed.

Alignment 2 –

1. One comment was made about a gondola system. Gondola systems require significant capital, operational, and maintenance investment. In addition, the system would greatly increase travel times, significantly reducing the mode shift potential. Since the gondola system does not meet the goals of the study, it was eliminated from further development.
2. Many attendees expressed concern about the mode shift service area from the north due to the hill on the Old 63 pedway, the mode shift from this area was reduced by 50% to account for these comments.

Alignment 3 –

1. Some attendees expressed concern about the mode shift potential from the east. Since this alignment would be a longer trip, and it would require the on-street cyclist to change facilities, the cyclists would prefer to remain on Stadium Boulevard. The mode shift from this area was reduced by 50% to account for these comments.
2. Based on attendees' comments and a field check to confirm the extreme conditions on Rock Quarry Road, the service area was expanded to include more area near Rock Quarry Road and Grindstone Parkway.

Post Meeting Comments

The City posted the information from the Interested Parties meeting and allowed further comments. The thirty additional comments received were in line with the original comments. Some of the additional commenters had already submitted their comments at the Interested Parties meeting.

Section 7 | Technical Recommendation

Based on the scoring of the four alignments and considering the goals of the project, Alignment 1 is recommended as the alignment that best balances the environmental impacts, funding constraints, and generates reasonable mode shift potential. The sidewalk option on this alternative should be considered, but is not a requirement.

Alignment 2 could be included in future development plans for the private property.

Alignment 3 could be considered a future phase of the trail system.

Alignment 4 should be considered to be combined with future work on the Stadium Boulevard bridge over Hinkson Creek, or as a standalone project.

CITY OF COLUMBIA, MO PUBLIC WORKS - ENGINEERING DIVISION

PROPERTY OWNER CONTACT LOG

Project: Shepard to Rollins Trail **By: Tyler Wallace**

PARCEL NO./ADDRESS	OWNER NAME	OWNER ADDRESS	NOTIFIED OF 1/26/15 I.P. MEETING	ATTNDED 1/26/15 I.P. MEETING	SPOKE WITH ON PHONE OR LEFT MESSAGE	NOTES
1741000000100001 00000 E Campus Loop Rd 1740300000010001 00000 Ashland Rd	Business services	225 University Hall	x	x	x	s/w Lisa Wimmenauer
1741000000090001 00000 S Old HWY 63	Klifton Altis Trust	PO Box 1304	x		x	s/w Herb Willbrand
1741400020010001 1301 S Old HWY 63	Stadium LLC LLC	5541 S Rte K	x		x	
1741000030060001 800 N Vallewy View Dr	Joseph Sandone	800 N Valley View Dr	x			No listed phone number
1740600070160001 723 Bluffdale Dr	Darron Blakemore	723 Bluffdale Dr	x			not working number
1740600070150001 721 Bluffdale Dr	Milan Thornsby	721 Bluffdale Dr	x	x		Ni listed phone number
1740600070140001 717 Bluffdale Dr	Matthew Hall	717 Bluffdale Dr	x			No listed phone number
1740600070130001 715 Bluffdale Dr	Riley Newton	2000 E Broadway Box 112	x			No listed phone number
1740600070120001 711 Bluffdale Dr	Michelle Johnstone	711 Bluffdale Dr	x	x		No listed phone number
1740600070110001 709 Bluffdale Dr	Barbara Payne	711 Thilly Ave	x		x	Generic answering machine
1740600070100001 705 Bluffdale Dr	Mhaela Popescu	1018 Sycamore Ln	x	x	x	Generic answering machine
1740600070090001 701 Bluffdale Dr	Jeanine Pagan	701 Bluffdale Dr	x	x	x	
1740600070080001 627 Bluffdale Dr	Franck Jr	200 County Rd 439 (New Franklin, Mo 65274	x		x	answering machine stated "James"
1740600070070001 2103 Southwood Dr	Timothy Eisenhauer	2103 Southwood Dr	x		x	s/w Mrs Eisenhauer

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
DOUG EMERSON	5021 N. SHALIMAR CX
Ellen Thomas	2616 Hillshire Dr.
Bill Goings	611 Wildrose Pl.
Ron Oberhelman	207 W. Brandon Rd
G ARTHUR	1619 WINDSOR
Jon Sassions	115 Alcean Ave
Vicki Curby	1201 S Rutledge
Terry Balthazor	5009 Royal hythem
Amber Smith	2400 E. Nitong Blvd.
Trina Brunk	2007 Woodlea Drive
Shelley Botts	809 West Blvd N
Eli Marchbanks	2109 Valley View Road
Bob Marshall	810 N Valleyview Dr.
Kara Johnson	606 Marion Dr.
Josh Johnson	606 Marion Dr.
Mike Clark	316 Stags Way
MIHAIL POPESCU	705 BLUFFDALE DR.
Jenny Young	2245 BLUFF BLVD

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
JIM LOVELESS	2401 TOPAZ DR.
Dale Plaeszolm	312 Chris Dr.
David Leuthold	2000 Valley View Road
Chip Cosgrove	500 Longfellow Lane
HEIDI DAVIS	4008 WATERTOWN PI
Mitzi St John	280 S Rangeline Rd
KENT HOPPER	3606 LANSING AVE.
Jeffrey Bryan	7550 Cave Creek Rd.
RYAN TOEDEBUSCH	2309 West Broadway
TERRY STIDHAM	2323 BLUFF BLVD.
DON HARTER	2006 IVY WAY 65203
MIKE SNIDER	651 RIDGE RUN 65203
Kristin Kopp	1001 Rollingwood Dr 65203
Margaret Harder	1803 Bluff Pointe Dr 65201
Benedict Nagy	411 West Broadway Apt. 1 65203
SAM BOTTS	809 WEST BLVD N 65203
John RIODICL	602 Rollins Ct. 65203
Craig Horn	1516 Paris Rd 65201

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Sarah C. Humfeld	2306 Bluff Blvd. Col. 65201
Rosemary Burton	4107 Burnshire Dr 65203
Frank Morris	1014 QUEEN ANN DR 65201
ISAIAH DAVIS-TOBER	1701 WEST DRIPPING SPRING RD
Joe Hynn	2242 Bluff Blvd 65201
Steve Windmoeller	705 E Rockcreek Dr 65203
Greg Ahrens	1504 Sylvan Lane Col. 65202
Kathleen Weinschenk	1504 Sylvan Lane Col. 65202
Melody Edwards	910 Sondra Ave Como 65202
JEANNIE PAGAN STEVE PAGAN	701 BLUFFDALE DR COLUMBIA MO 65201
Patricia Waid	2407 Stratford Chase Pkwy 65201
Virginia Brunday	2231 Bluff Blvd. 65201
Dr. Nellie K. Owen	16655 N. Bentwood Ln Centralia 65240
Ian Thomas	2616 Hillshire Drive 65203
Rena Ruth	807 N. Valley View Dr. 65201
Judy Ganey	1515 Sundance CT. 65203
Jason Patrick	2800 Pepper Tree Ln Columbia MO
Abby St George	402 Circus Ave Columbia MO

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Lorri & Julia Rages	900 Danforth Dr
DAVID SAPP	1025 Hickory Hill D.
Keith Heckman	2004 woodlea dr
Robert Wilson	1001 Rollingwood DR
COOPER MITTELHAUSER	1323 ANTHON APT B
Petey Potts	609 West Blvd N
Amanda Duncan	1516 Paris Road
Leslie Patrie	2800 Pepper Tree Ln
Bruce Barkelew	2800 Pepper Tree Ln
Bob Zufall	1905 Greenleaves Ct
Mark Radovich	5809 Islip Dr
Michelle Windmoeller	705 E Rockcreek Dr
Amy Powell	5700 E Osage Ridge Ln
SCOTT POWELL	5700 E. OSAGE RIDGE LN.
Chris Edwards	910 Sondra Ave
SUSAN ROBISON	2504 Shepard Blvd
Steve Logan	701 Bluff Dale Dr.
Barbara Reed	104 West Fairhaven Co Mo

TranSystems

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Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Terry Rice	711 ridgeway Ave Columbia MO
Amanda & ~~Matthew~~ VanderTuig	2013 Valley View
Matthew Vander Tuig	2013 Valley View
JANET Godon	3061 Maple Bluff 65203
Wendy Hofmann	102 Longfellow 65203
TODD SHELBY	1216 FRANCES DRIVE CO, MO 65203
Terry Ganey	1515 Inverness Ct., Columbia, 65203
Lee Langdon	1301 Overhill Ct. 65203
Mike Morgan	3501 Cross Timber Court Columbia, MO 65203
ART JEFFREY	1845 CLIFF DRIVE
Claude Lena Pecquet	447 S. Collier Centralia
Rosemary L. Neuffer	2003 Valley View Rd. 65201
M. G. Neuffer	2003 Valley View Rd 65201
Janet Hammen	1844 Cliff DR 65201
Jeff Brandhorst	1510 Citadel DR 65202
Lelanze Rehurl	706 Bear Ave 65203
LeAnn Rehurl	706 Bear Av. 65203
Josh Huber	816 N William Street 65201

TranSystems

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Jesse Maggard	713 Hilltop Drive
Laura Perez-Mora	609 Stewart Road
Brad R Luebke	1118 Falcon Dr
Michelle Johnstone	711 Bluffdale Drive
Mark Bendel	209 Fredora Ave.
Lee Bendel	209 Fredora Ave.
JULIE STANSFIELD	1852 CLIFF DRIVE
Ray Harder	1806 Bluffpointe Dr.
Jane Cooper	500 Longfellow Ln 65203
Barbara Hoppe	607 Bluffdale Dr
Mike Sleadd	" " "
Amber Edwards	1514 Hunt dr.
Rod Robison	2504 Shepard Blvd
Brian Johnstone	711 Bluff Dale Dr.
Kyle Hendrick	1223 Frances 65203
Ron Haggy	1805 University Ave 65201
Rob Christensen	4107 Bourichter
DAN HARDER	1803 BLUFF POINTE DR.

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Cooper Drury	2409 Hillshire Dr.
Bob Smith	1810 Scarborough Dr
LEROY SHARP	3103 TIMBERHILL TRAIL
Gwendolyn Sams	312 Cris Dr
SARAH FRISKEY	1118 FALCON DRIVE
John Prenger	2611 Mallard Ct
Barbara Wren	615 Bluff Dale Dr.
Sarah Ashman	209 Fredora Ave
Dan Reill	912 Shepard Ct.
JOHN STANSFIELD	1892 CLIFF DRIVE
Janice Harder	1806 Bluff Pointe Drive
DANIEL JORDAN	2700 Cardinal Drive
Brian Sochems	3001 S. Providence Rd, Apt 28C
T.J. Bick	242 Palmer Pl. Columbia
Rachel Brekhus	703 Hilltop Dr.
Darwin Hindman	1223 Frances Dr., Columbia 65203
Laura Marty	2004 Woodlea Dr Columbia 65201
Amy Hill	501 Lyon St CMO 65201

TranSystems

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Troy Balthazar	3615 Chatham 65203
Gretchen Maune	1006 Otto Apt 3 65202
Dawn Zellerberg	Hunt Ave 65203
Roy Thorsby	721 Bluff Dale Dr., 65201
Fauna Hubble	721 BLuff Dale DR
Dennis Murphy	208 S Garth Col MO 65203
DON LAIRD	1205 LARAIL 65203
Michael Edwards	910 Sandra AVE 65202
Jan Dye	2222 Bluff Blvd 65201
Ted Koditschek	2508 Shepard Blvd 65201
Becky Peters	305 McNab Dr 65201
Ginger Owen	5775 E Hellen Rd 65202
Lynne Johnson	1715 Cliff Dr Columbia MO 65201
Matt Boehner	119 ANDERSON AVE
CHRIS JARKU	206 WHITETAIL 65202
Jill Baxter	2241 Bluff Blvd, Col., MO 65201
Duncan Morgan	3509 Cross Timber Ct. 65203
Lisa Webb	3510 Woods Edge Rd Como

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Greg Wren	615 Bluff Dale Dr
Carrie Gartner	115 Aldah
Scott Butler	1408 Audubon Dr.
Jamey Leonard	300 Central St.
Pee Dokken	804 Again
Roger Meissen	2323 Meadow Lark Lane
Frank J. Cunningham	1112 Pheasant Run
Grace Cunningham	1112 Pheasant Run
Cathy Jost	4124 Town Square Dr.
Keith Webb	3510 South WOODS EDGE RD
Judy Baker	3075 S. Rangeline Rd.
John Baker	3075 S. Rangeline Rd.
Patricia Urban	5100 Craydon DR. 65203
TYLER GODIA	607 PARIS CT
Jessica Bowman	1501 Rosemary Ln
Connie Pelley	2211 Bushnell Dr.
Tom Lindberg	606 Bluff Dale Dr.
Mike Hood	2200 Hillshire Ct.

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
Reba Cassin	2001 Woodlea
Jake Giessman	1500 Audubon
Katie Rapp	100 E Stewart 65203
Diane Giessman	6206 S Ridgewood R 65203
Nort Giessman	" "
Barrie Kuepke	1009 Falcon Dr.
Sara Priddy	606 Bluff Dale Dr. 65201
Ethan Froese	22 N. Glenwood 65203
Jon Kruse	2207 #E Shepard Blvd 65201
Patty King	109 W. Parkway Dr 65203
Lawrence Simonson	2706 Hillshire
Dana Simonson	2706 Hillshire
Richard King	109 W. Parkway
Mike Denehy	414 E Rockcreek Dr
Annette Triplett	114 Aldeah Ave.
Joe Davidson	1001 Pheasant Run Drive
Audrey Spielen	1018 Danforth Drive
Muredah J Donald	1001 Pheasant Run

Public Meeting Sign In Sheet
Shepard to Rollins Connection Trail
January 26, 2015

Name	Street Address
David Finke	1106 Maplewood Drive, CMo 65203
Faizal Glenn	1323 Anthony St. APT B 65201
Hannah McClellan	402 Circus Ave #105 65201
Henry Tran	402 Circus Ave. #105 65201
Kim Hickey	2500 Shepard Blvd 65201

Kimberly McCulloch <ksm@gocolumbiamo.com>

[PubW]: shephard to rollins

1 message

mike price <price.michael@gmail.com> Mon, Feb 9, 2015 at 10:18 PM
To: pubw@gocolumbiamo.com

mr. david nichols - thank you for taking the time to send the letter re: shephard to rollins east-west connection.

as a bluff blvd resident, i am very interested in the topic.

unfortunately, i was not able to attend the meeting of january 26 due to my work schedule.

instead let me say, in short - the only option presented in the attached diagram that makes any sense to me is option one. the other options are absurd.

additionally, while i don't think this should be the sole consideration - option one also strikes me as by far the reasonable in terms of cost given the shorter distance covered.

thank you for your attention to this. if any further explanation would be useful feel free to contact me.

mp

Kimberly McCulloch <ksm@gocolumbiamo.com>

[PubW]: public input / Shepard to Rollins E/W connector

1 message

'K.H.Lindquist' via PubW <PubW@gocolumbiamo.com> Mon, Feb 9, 2015 at 10:06 PM
Reply-To: "K.H.Lindquist" <khmbl@yahoo.com>
To: "pubw@GoColumbiaMO.com" <pubw@gocolumbiamo.com>

I didn't make it to the public input meeting that was in late January for the Shepard to Rollins E/W connector, so I just wanted to emphasize that Option #1 makes so much sense when compared to the others. Ideally, the route would be the shortest path possible, which is from Old Hwy. 63 to Cliff Drive. That would be the one choice everyone prefers. Even if there are steps, if it would still probably save money. Option #1 is the only thing that comes close to this, if it stretches from Bluffdale to Rollins. That's all I had! Thanks, Katrina

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I've yet to hear a valid reason why not to move forward with options 1 and 3. I look forward to these changes as do all of my friends. I trust my advocates at Bed Net have strong points that represent the majority of the stakeholders I know.

Name (optional) Josh Huken

I support trail options #1 and #3, because of the trail connectivity.

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

Hannah McClellan
402 Circus Ave.
Columbia, MO 65201

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

1. Greater overall benefit w/ Options 3 & 1
Options 4 & 2 route riders onto 63 which is a safety problem & will be used much less than connectors to disconnected trail sections.

* Preferred options 3 and 1

2. Any options for permeable surfaces instead of concrete / asphalt on any sections?

TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I vote for #4... it seems the least invasive for plant + man.

definitely NO to #2

Name (optional) Rena Ruth

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I have taken extensive time to consider all the options. I am 100% confident that option 1 and option 2 are the best choice. I love living in columbia for all its trails and w/ the addition of these two options we will be putting a gold star on our already world class trail system.

Name (optional) Lawrence Simonson

I like Option 2.

Option 3 would be beautiful!

I would use Opt 4 alt!

Option 4 & 3 together would be ideal!

Kim Hickey

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I like #1 and #3, and think they should be done together.

#2 is interesting, and has the advantage of giving access to the Shepherd Blvd area.

#4 is the only one that doesn't interest me.

In terms of the M.V. campus, please keep the trail east of the Rollins dead-end as FAR AS POSSIBLE from the Raptor Rehab facility. Those convalescents need their privacy.

Go into Wilson Park as needed

Thanks to ALL who are working on this

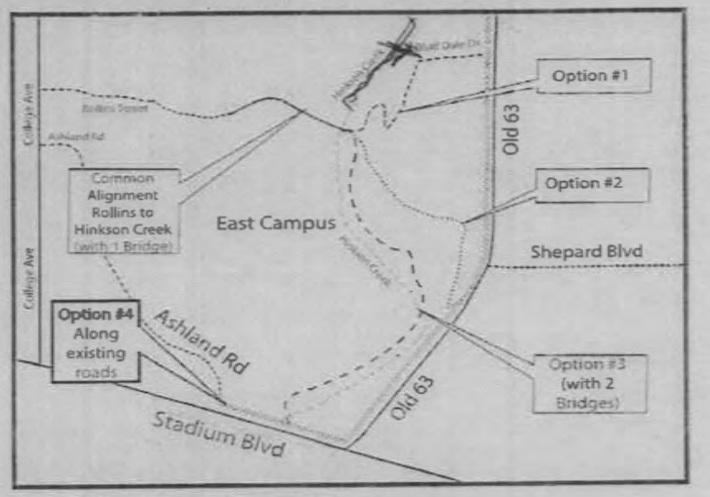
Name (optional) David Finke (College Park neighborhood – user of the County Home Branch trail to connect with the rest of them.)

Sutu Hinkson youtube videos

SUPPORT OPTION 4

WHAT IS IT?

A proposed PedNet Connector to East Campus between Old Highway 63 and Ashland Road along Stadium Blvd.



WHY SUPPORT OPTION 4?

-Safe
-Well-lit
-NO environmental impact on Hinkson Creek
-Common sense option
-Best use of taxpayers dollars

HOW CAN YOU HELP?

-Email ward6@gocolumbiamo.com
-Write a letter to the editor in the Columbia Tribune or Missourian in support of Option 4
-Volunteer with It's Our Wild Nature Community Association (573) 449-2955

Bl63 mitigation slowing back W.Sloan

OPTION 4 OFFERS MORE!

WWW.ITSOURWILDNATURE.ORG or FACEBOOK

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Option 4 would change the "modalshift." It would create a safer haven for non-motorized transportation. This would encourage more to use it. It would also use highway funds that are desperately needed to improve roads to actually improve roads.

Option 1 would waste taxpayer funds building sidewalks that would not be ADA compliant and actually dangerous for wheelchairs because of the slope on Southwood and the slope getting down to the floodplain to the switchbacks. The yards on Southwood do not have sidewalks for a reason – there is no room for them. It will destroy the 14 properties involved. It would be easier to utilize the existing pedway that goes from Shepard to Stadium to Ashland.

(over)

Name (optional) _____

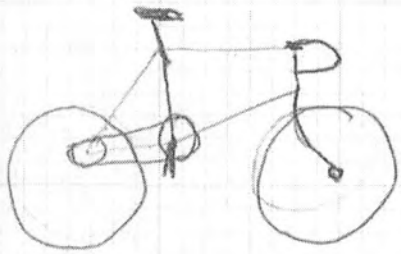
Options 1, 2, & 3 are detrimental to the Hinkson Creek. They alter drainage & would destroy wildlife habitat & old growth trees. They need numerous switchbacks utilizing a lot of concrete. They could not be safe to use after dark or in bad weather and difficult for emergency vehicles to access.

Options 2 & 3 cost too much. All the projects cost too much when figured how much per person for the people it will benefit.

This money could be utilized so much more to improve existing or build new sidewalks and to do shoulder work on roadways to make biking safer.

Only option 4 fits the budget and safety needs of all non-motorized transportation without harming the environment and may increase the "modal shift" from the Grindstone Canyon Apartment area on Old Hwy 63.

I Support options 1 & 3
as an avid trail user
those options would
provide the most useful
connections.



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SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

I think Option 1 combined with Option 3 will serve the most needs + desires of not only the neighborhood but anyone who is a trail enthusiast.

We need to provide this for not only our citizens but our 9-month 40,000 citizens who are college students + need recreation AND access to their classes

Columbia is a wonderful little city!!

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SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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My principal concern is the possibility of high rise apartments being built on the subject property. I do not want to see that. A second concern would be construction of other housing on the property. I would like to see the property as a park or wildnerness area.

I think option 2 has a steep grade, perhaps too steep for bicyclists

Name (optional) David Leuthold

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Love options 1+3 (MKT)

Perfect for Columbia!

Name (optional) EH

Ethan Froese

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Please write clearly. Thanks!

I Am iN Farior For 1-3 I would Make It SAfer For me to Get to work And Back Everyday

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I support option 1 and 3. I believe our park and trail system makes Columbia one of the best places to live and work in the U.S. These options will connect the entire trail system in the future. Building this part of the trail helps to keep pedestrians and cyclists off Old Highway 63 and avoids the hill. The paved road and hill deters some people from ~~using the trail system~~ even considering using this part of the segment for transportation. As an employer in the area, I have approximately 20 people whose primary form of transportation is a bike. I'd like each person to have the option of using our trail system to commute to work. Thank you for offering this session.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Nobody in the Bluff Dale/Southwood neighborhood thinks this is a good idea and the numbers of people whose trips would be shortened ~~was~~ were not good enough to print. It was surprising to see blank spaces on the display where those numbers should have been

I wholeheartedly oppose a sidewalk cut through my yard (Bluff Dale). It is cheaper to paint a bike lane as done on Stadium ~~+ through~~, ~~walnut~~ Behind the Wabash station etc.

I get that people want to ride bikes + not pay parking on campus. It's bad enough about Darren's easement at 723 Bluff Dale. No new easements. It destroys our property values + quality life at no compensatory benefit to me or the city, or other citizens

Name (optional) Fauna Hubble

Saunahubble@yahoo.com

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I support option #1

Thanks

Name (optional) Norb Grossman

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Support Option 1

Thank you for continuing efforts

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Option A! - most favorable plan for family use (recreational) and functional usage (not A-B)

- most cost effective
- least environ. impact for a functional design
- best new variety of access for the area

So thrilled for potential neighborhood impact!

Name (optional) Connie Korpus

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I vote for option 4. This option costs less money. It is more protective of the enviroment. It protects the riparian area of the creek. Less trees will be removed. Less runoff from ~~cover~~ concrete paths.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I believe that these changes would be a tragedy. Some things should not be added to parks. What I mean is the idea that you are going to tear out timber to build a handicapp accessible walk. & make it handicap accessible is Wrong. I am the mother of a young man that would be covered under the ADA and I raised him to be self-sustaining. There are some places that should not necessarily be handicap accessible & I do think that we are destroying nature for a very small minority. This area should be left in tact. We are destroying it for what? At what proposed cost. How many people would actually use the walkways and at what cost per use. Is Columbia wealthy enough to pay for this or are we going to be tied into the federal government for the cost? At what point do we live within our own means?

Name (optional) Connie Pelley (Constance Pelley)

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Get About funds should be for transportation & not recreation. There are more populations than just recreational cyclist to benefit from the use of these funds. The elderly need safe routes via safe side walks to be able to get their exercise. Clark lane east is not considered for these funds to build a safe mode of transportation to & from their homes & businesses. ~~Option 1 has been built w/$1.7 mil~~ Get About funds have contributed over $1.5 million already on making major arterials ped way accessible (Option 4)

As far as Option 1, I can't immagine the Vet School and their established rapture rehab program to be disturbed by the loud construction & destruction that will, no doubtedly, disturb everything that the Vet School has accomplisled.

I Really don't know why these inputs are important when city Council will do whatever they want for whoever pads their palms the most.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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(*) No need to have 10ft trails. The new trail in my neighborhood (MKT to Garth) was proposed as 10ft & we were able to have 8ft trails & 10 ft only on tight turns.

(*) The sidewalks within the neighborhood of Option 1 would be costly & controversial so I'd definitely put that on Phase 2.

Option 1 & 3 together

PS. I've submitted ~~several~~ a couple comments but each have new information

Name (optional) _____

Comments

Option 2 - Going East - West Serves the most people but more $ + damage

or

Option 1 - Least cost + damage

Option 4 in addition would be nice

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SUPPLEMENTAL SKETCH NO.

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Shepard to Rollins Connection Trail

My favorite is Alignment #1. ♡

I live on BluffDale Dr. & would gladly give up some of my front yard for a speedway/side walk if it is needed.

~~I know its' too late to suggest, but it would be a very nice for the folks of Shepharad Blvd if they could a~~

Nevermind. ~~It's obvious & not feasable to Connect BluffDale Circle to the Valley View Circle~~ (?)

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SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

Choose option 1 & 3! Less incline less ~~de~~ distructions!

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

Hyman Tiven
402 Circus Ave. #105

SUPPLEMENTAL SKETCH NO.

DRAWN BY:

CHECKED BY:

DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I have several concerns

prefer

I like #1 if it can use the roads in the neighborhood & not take out the front yards for huge trail sidewalk
I understand that there is already a mowed path similar to the rest of #1 so there would be less destruction environmentally

#4 is too much on the road so No

#2 I liked except the very steep part has bad effects on water flow & is bad for the creek so NO

#3 is OK

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I support a combination of 1 & 3.

Route 2 is too destructive and expensive compared to Route 1, which essentially serves the same purpose and will result in approximately the same mode shift.

Route 3 has enormous potential to ~~also~~ create mode shift. ~~[illegible]~~ Some of Collinwood's most sought after destinations are connected by the Nimisila Creek Valley. They include Stephens Lake Park, with its huge variety of offerings from playgrounds to shelters, to Lewis' Lost Trail + beautiful gardens to numerous public events, and to the South ~~[illegible]~~ the most popular transportation + recreation corridor, the MBT Trail + eventually the Kelly Trail. This option is all in the Nimisila Creek Valley except ~~[illegible]~~ 3 ~~would be built~~ at the gap that alternate 3 would correct. The current gap involves a 110' hill that discourages transportation + recreational use. If Route 3 will be a major connector in our non-motorized system that will result in major mode shift, both for commuting and recreational transportation.

Name (optional) Darwin Hindman

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I am in favor of options 2 & 3.

Option #4 should not be considered it would not be something that I would ever use.

Option #1 is something that the neighborhood residents do not want.

Living in the Shepard neighborhood the bridge over the creek connecting to East Campus would be something that would be an advantage to everyone in our neighborhood.

Name (optional) Frank Cunningham

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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OPTIONS 1 & 3 LOOK the MOST PROMISING
BECAUSE THEY PROVIDE the MOST USEFULL CONECTIONS
OPTION 4 DOES NOT ADD FUNCTION BECAUSE it DOES NOT
TAKE USERS FROM 1 PLACE TO ANOTHER it JUST
PARALLELS the RODE FOR A SHORT TIME

THANKS

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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~~#1~~ I live on Bluffdale Drive - putting a sidewalk ~~on~~ over most of my yard is a horrible idea.

- With my driveway parking cut in half and the street parking disturbed by a Bike trail.

- With our street becoming a trail head for parking bicycle people.

- Where do we park! this is a terrible idea.

- No Bicycle person will use this Sidewalk.

- Put a gondola from Old 63 to the university - It would be cheaper, everyone would not have to ~~bike~~ Bike up a hill & it would be a tourist destination!

- Putting a bike trail down Bluffdale is a terrible idea.

Name (optional) Steve Pagan

701 Bluff Dale

- Use the Trail we already Have the # 4 plan.
- the $800,000 Bridge that was built built on Old 63 across the Hinkson, I call it the bridge to nowhere. Noone uses the bridge the
- # 1 Trail will not be used - it is too Long a route to the university.
- Build the # 8 Trail - it bothers few houses and will not be used anyway except by a few bicyclist. It will not make a big shift in medal use cars to bicycles.
- Build a gondola lift across the Valley.
- Why does the City have to destroy Bluff Dale Neighborhood?

The modalityshift Poster seemed pretty sketchy.
Not MANY DETAILS

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I vote for Alternate #4 because the Ped Trail is already there. The just have to fix the bridge over the HINKSON ON STADIUM. Fix the crossings of STADIUM so Pedestrians can cross STADIUM & go to Ashland Road to CAMPUS.
I AM Able to ride the Old Hwy 63 Hill AT Age 63

I AM NOT in favor of HAVING sidewALKS ON BLUFF DALE DR to CONNECT to SIDEWALKS ON [illegible] WOOD. The yards Are SMALL so there will [illegible] drive WAYS ACROSS the sidWALKS.
The Southwood Hill is steep for A sidewALK TOO ST[illegible]P for A wheel chAIR.

The problem with Alternate 1 & 3. Because Ped Net WANTS T[illegible] have both #1 & #3. The poster board [illegible] the bridges would "SPAN the entire Flood PLAIN". The 500 year flood PLAIN IS

Name (optional) Jeanne Pagan

MORE ON BACK

very large. For a bridge to span the entire flood plain is very large.

A lot of destruction of the natural habitat. The #3 alternative is very expensive. It would be cheaper to send the pedwet participants who can't ride the hill to a gym to make them stronger so they can ride the pedway that is already along Old 63.

For alternate #1 the hill going up the west side, on University Land is very steep. It will have to have switch backs and will tear up alot of land by Wilson Park.

The city says that concrete trails are less maintenance. The trail that goes to Moon Valley and on to the Woodridge subdivision, the city has to clear snow in winter, clear leaves in fall. It has had to work on the drainage of the trail in back of Woodridge subdivision. They have had to replace concrete.

Option #2 is very steep and will have to have curves or switch backs to make it down the hill.

Final statement - At Ward 6 meeting Jan 21 - City Manager said they would take land by Eminent Domain!! Horrible!

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

MIHAIL POPESCU

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

OPTION 1 : OPPOSED ! (SIDEWALK ON BLUFFDALE)

REASONS:

- TAKES HALF OF MY FRONT YARD
- FRONT YARDS AND BLUFFDALE ST. ARE NARROWER THAN USUAL =>

=> THE SIDEWALK WILL BE TOO CLOSE TO THE HOUSE

- HOW AM I GOING TO USE MY DRIVEWAY? GOING OVER SIDEWALK?
- CAN'T PARK IN THE STREET =>

=> WE HAVE 3 CARS AND ONLY ONE CAR GARAG

OPTION 2 : INDIFFERENT. HOWEVER:

- WILL DAMAGE WILD AREA

OPTION 3 : NOT A GOOD IDEA:

- 3 BRIDGES ARE TOO MUCH FOR HINKSON
- DAMAGE WILD AREA
- EXPENSIVE

Name (optional)

MIHAIL POPESCU

705 BLUFFDALE

OPTION 4 : THE BEST CHOICE.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I lived on Cliff Drive for 8 years, and easily the best thing about living in that area is the fact that within 5 minutes you can be in a forest, with no concrete in sight. There is a bunch of literature on the psychological benefits of immersion in nature and distance from civilization, it's a pretty well-researched topic. The fact that such an area is right next to East Campus makes it very valuable.

I live on Arbor Ct. now, and there is a concrete bike trail through a forest just around the corner. It's basically worthless to me, it destroys the entire appeal of the forest. Walking through a forest and seeing concrete is a blunt reminder that you're in a city, right when you're doing your best to forget it. One of a city's most valuable resources is pockets of green where the city doesn't encroach.

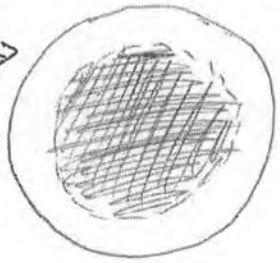
To get to a forest from my new location, I now have to drive, to Clyde Wilson Park, Grindstone Nature Area, or Rock Bridge. This is the opposite of the modal shift you are looking for.

One of the arguments put forward in favor of the proposed bike trail is that it will make the forest more accessible, so that more people can

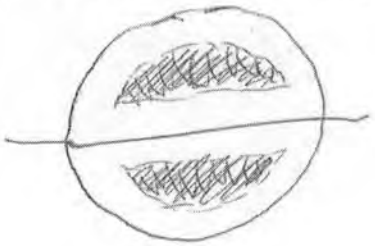
Name (optional) D.J. Berry

can enjoy the natural beauty. This accessibility comes at the cost of that same beauty. The viewpoint is philosophically bankrupt; destroying nature so that more people can enjoy it accomplishes nothing. This is the same mindset that chops down a redwood tree to put in a living room.

This is a diagram of a hypothetical natural area, with the most valuable area shaded, in terms of distance from civilization: →



Here is the same area with a concrete bike trail through it:



The size of the contiguous area that is most valuable is completely decimated.

This is not worth a slight decrease in vehicle use, even if it brings it about.

Please support option 4, and make the existing bike lane safer to use.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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I've used the trails all around the Shepard neighborhood for biking + walking. Please use option #1. It is most direct + least invasive

Name (optional) John Prenger
president SBNA
[redacted]

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Please implement #1 & #3 at a minimum

- thanks!

Name (optional) _____

I am in favor of options #1 & #3

These 2 options provide for the greatest potential for mode shift which Get About funding must be used for.

The connectivity that these 2 trails would provide is critical to the 30-mile loop that was envisioned in 2002.

Abby St. George
402 Circus Ave

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

option #1 and option #3 seem like no-brainers to me. what fabubus additions to our trail sytem and to columbia as a whole. I can't wait for these to happen.

Name (optional) Dana Simonson

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I strongly support completion of this section of trail. I believe options one and three to offer the best trail experience. I realize the completion of these 2 options would be the most expensive but believe the combination of the scenic flood plain along the Hinkson and the much leveler terrain would result in much higher use rates.

The completion of these 2 options would connect two significant sections of the Citys trail system along the east side of town.

Options 1 and 3 should be the highest priorities.

Name (optional) Mike Hood

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I am in favor of any new ped-way – I feel the simplest & most cost-effective route should be chosen.

I would really like to see option #3.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Personally, my choise is option #3
I am not sure if it helps the
greatest # of people, but it
certainly is the most interesting,
and challenging for a wide variety
of people

Name (optional) Ron Oberholzer

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I strongly support 1+3 (with the addition of 4, if funds permit).

I live on the SW side of town & work on the East side (Keene St.) I am a regular bike commuter. Currently, I tend to take the MKT to campus/downtown through Stephens Lake Park (to the Hinkson Trail), mostly to avoid the killer hill on Old 63, although on really nice days, I still take the Hinkson Trail, just for the pleasure & beauty of it. I would DEFINITELY use this flatter, shadier option — my total commute now is ~~also~~ between 7 & 10 miles one way, depending on the route. I gladly take longer routes to avoid nasty traffic situations!

I also regularly ride my bike from home to the church on Shepard Blvd, and frequently want to go downtown or to campus, either from the church or work, so I would often use #1 as well (in fact, I would use it to go home tonight if I could!)

As for the environmental impact — as long as we don't address auto dependency, flash flooding from all the parking lots that continue to be built, will far outweigh any impact of a bike trail.)

Name (optional) Ellen Thomas

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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I favor options 1 and 3 because they will link the trails to Stephens Lake Park and also the Grindstone Trail. A full trail system is great for the City of Columbia.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Please write clearly. Thanks!

Favor 1 and 3 !

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

#1 + 3 combined would make a wonderful linear park & pedway system. For the higher expense it would be an attractive amenity to our city. Pedways combined with painted bike lanes give connectedness and practicality to bicycling + walking.

Name (optional) DON HARTER

2006 IVY WAY

[redacted]

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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I Support Plans 1+3 To Connect our City Trails, It will be very valuable for commuters to not have to deal with the Hill and traffic on old 63. A connected Trail System could inspire more people to lead a car free lifestyle.

Name (optional) _____

PROVIDE YOUR COMMENTS

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It is my opinion that option one or three are the most conducive to efficient transportation. Bicyclists will be better served with those options. Safety is a major concern, too. Thank you for this chance to express an opinion. It was a good presentation.

Name (optional) _____

PROVIDE YOUR COMMENTS

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January 26, 2015

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Please write clearly. Thanks!

I am in favor of both options 1 and 3. On the (relatively) short ride over here, I had to ride up a long and fairly steep hill. I myself am a strong cyclist, but riding up that hill spiked my heart rate and got me sweating. I think it's essential that options 1 and 3 are put into place because I hate to imagine what people less fortunate have to go through just to get across town when such great opportunities for improvement exist.

Name (optional) Petey Botts

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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OPTION #3 IS BEST ALL INCLUSIVE LONG TERM OPTION. WITH WELL-THOUGHT OUT PLANNING & IMPLEMENTION COULD HELP DECREASE HIGH-WATER FLOODING.

Name (optional) G ARTHUR POLLARD

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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We are really excited about Options 1 & 3.

These options provide the best opportunity to allow more people to commute via bike without having to climb up and over Old 63.

They are essential to the connectivity of the trail system

Name (optional) Sarah Ashman

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

While 3 is the most ideal choice, the expense involved will be a tough sell. One or Four will be the next most likely solutions due to minimizing impact on the local ecosystem.

At the same time, I love heavy grades. One is impractical but a ~~ok~~ fun challenge.

Name (optional) _____

PROVIDE YOUR COMMENTS

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Option #3 seems to be best in my eyes for 2 reasons.

First, it best connects the largest growing area of Columbia where students live to both campuses. This could significantly help ease congestion & aide students using transport links

Secondly, it would easily connect central / Northern parts of town to important resources like the Social security Office & shopping

While it is the most expensive, it seems most useful & easiest to climb. Thus, it would net the biggest payoff in mode shift

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I would like to support option #1 or #3. We live east of town & these options would be useful for us to commute into town safely

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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My wife & I really like option #2

But any bridge near this location would be appreciated

Name (optional) Dan Reilly

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I feel like construction of this trail is inevitable in Columbia - the circuit is not complete without this section. I'd like to see options 1 and 3 completed. The sooner the better!

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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OPTION 1 OR OPTION 3 WOULD ALLOW THE CITIZENS IN THE EAST PART OF THE CITY TO BE ABLE TO GET INTO TOWN WITHOUT HAVING TO RELY ON MOTORIZED TRANSPORTATION. IN THIS WAY, POLLUTION COULD BE MINIMIZED IN ADDITION TO THE DECREASED USE OF FOSSIL FUELS. COLUMBIA NEEDS A FULLY DEVELOPED TRAIL SYSTEM TO IMPROVE OUR STATUS, AS A PROGRESSIVE AND CONSCIOUS COMMUNITY!

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

PLEASE, PLEASE, PLEASE CONSTRUCT OPTIONS ONE AND THREE! OUR CITY HAS A LEGACY OF PRESERVING NATURAL BEAUTY AND PROVIDING SERVICES GEARED TOWARD QUALITY RECREATION AND COMMUTING THAT BENEFIT HEALTH! I RIDE BOTH FOR FUN AND TRANSPORT AND FEEL IT IS IMPORTANT FOR COLUMBIA TO CONTINUE IT'S COMMITMENT TO NON-MOTORIZED TRANSPORT. OUR TRAIL SYSTEM IS ONE OF THE GEMS OF OUR CITY AND IT IS INCOMPLETE WITHOUT THESE PROPOSED ADDITIONS. I BELIEVE IN MODE SHIFT, I BELIEVE IN NON-MOTOR TRANSPORT, I BELIEVE IN COMMUNITY HEALTH OPTIONS AND I BELIEVE COLUMBIA NEEDS AND SHOULD CONSTRUCT OPTIONS ONE AND THREE, PLEASE!!

Name (optional) SAM BOTTS

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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I strongly support options 1 & 3 for this project. Both are needed to complete a no current trail infrastructure

Name (optional) Stephen Windmuller
705 E Rockcreek Dr 65203

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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I would like to strongly express my support for options 1 + 3 proposed for new trail construction. As a new resident of CoMo I feel I should share that a major factor in my wife and I's decision to move to Columbia from the DC area was the support the community has for alternative transportation. My wife and I are planning to buy a home in Columbia and are both highly educated (Both hold Master's degrees) and will be contributing members of the community. I believe that my wife and I are exactly the type of people the city will want to attract and continued development of the trail network will only serve to attract others.

Name (optional) Jason Patrie

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I am interested in option 3 to provide a flatter, safer (less car crossings) option to connect the trails. I also support option 1, but a sidewalk or other ped lane will need to be added otherwise I don't see the point from a safety perspective

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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As an avid trail user, Options 1 & 3 are preferred as the safest and most accessible routes that will increase non-motorized transit and provide much needed connection from the south to Stephens Lake Park.
Option 4, although the cheapest, would do little to connect the university and community.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I believe that this trail extension is a MUST for not only the affected area, but for Columbia as a whole. Option 3 (the safest option) seems to be the best out of those presented. Linking heavily used pedestrian and bike routes is a no-brainer.

Name (optional) Jesse Maggard

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Please write clearly. Thanks!

For my family, Alignment #3 would be the most beneficial. It would allow us to connect to other trails in a safe and convenient way, and allow us to have bicycle access to areas that were too dangerous for children before. As an aside, when we were househunting in Columbia 5 years ago, the lack of bicycle connectivity between the Shepard Blvd neighborhood and MU/downtown was the primary reason we chose to purchase a home on the west side of town instead. The recent trail improvement, along with proposed Alignment #3 would have made (will make) the Shepard Blvd. area a more attractive place to live.

Name (optional) Kristen Veum and family
401 Pyrenees Dr. Columbia MO 65203

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I think options/Alignments 1 & 3 Look great.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I would prefer Option 3

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I live in the Shepard Neighborhood (BLUFF BLVD). I HOPE THE CITY WILL IMPLEMENT OPTION 1 OR 2. 3 seems costly and has the potential to have too great an environmental impact. 4 is useless for our Neighborhood.
If 1 or 2 is implemented, I believe the use will be the greatest.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

I LIKE #4

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I strongly support Trail connectors 1 & 3 and would like to see both built! I believe these two trail connectors will greatly benefit Columbia and become an important ~~trail~~ transportation network for people who choose to walk, bike or wheel and for those who have no choice but to use non-motorized transportation

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I support Option #2 the most. This connects the stranded Shepard Blvd neighborhoods to Rollins in a way that would allow me to commute regularly. This was the original intention of this project. Option #1 does little for those living in Shepard neighborhoods and contains a fairly unnecessary sidewalk that encroaches upon the most property owners. Option 3 and 4 both seem redundant, duplicating routes currently available to pedestrians and bicyclists. Old 63 is lined with 6-foot wide sidewalks and bike lanes, as is Stadium Blvd. While Option #3 would create a scenic trail and connect existing trails, it seems to have less mode shift potential. Why backtrack on the original plan to endorse one that doesn't have the same outcome? Don't leave Shepard Blvd disconnected from the trail network and squander a chance to bolster the bike commuting population

Name (optional) Roger Meissen

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I can't support trails #1 and 2 because of the impact it would have on our neighborhood

Trail #4 would have the least impact My 1st choice

Trail #3 is my second choice but the effect on the ecosystem is my primary concern.

From the turnout for the open house, there is a lot of concern for those trails.

I hope the trail selected will be good for all concerned.

Name (optional) _____

PROVIDE YOUR COMMENTS

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Rollins common alignment connector is a concern to me and raptor rehabilitation of the College of Veterinary Medicine. Southern option of this alignment would not be obtrusive to our programs.

As far as the main path I prefer option 3 as a bicyclist

Name (optional) Ron Haffey

Ron Haffey

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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With Option 1 I am very concerned about trying to squeeze a sidewalk on the culdesac at the end of Bluffdale in front of 722 Bluffdale. It would be unnecessary with the huge pad of pavement already there. If there is a sidewalk on Bluffdale it should start where the street straightens and narrows.

As minimal impact should be made on the natural landscape as possible w/ efforts made to encourage native species.

Name (optional) John Reid

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I am only supportive of Options # 1 combined with #3. This alignment will provide a flat, aesthetically pleasing route for all skill levels of cyclists, pedestrians and individuals utilizing wheelchairs.

Providing access to nature via walking or cycling is very important to my family. We are weekly users of Columbia's existing trail system and look forward to family bike rides over to Stephens Lake Park via a family friendly route.

Option # 4 & # 2 do nothing for eliminating yet another hill in Columbia.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I want options 1+3 because they are flat and more accessible

Name (optional) [illegible]

(DAWN ZETTERBERG

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

I support options 1 + 3 because they are more accessible to those who use power chairs and other non-traditional forms of transportation. Given the length, the environmental impact is reasonable + they seem to be the best option for people as well as the creatures that live there.

Name (optional) Gretchen Manne

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I LOVE OPTIONS 1 AND 3!
THEY SERVE THE GREATEST GOOD
AND MAXIMIZE POTENTIAL FOR TRUE
MODE SHIFT!

Name (optional) Troy Balthazor

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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We would like to see option #1 and option #3

Name (optional) Jill Baxter

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

We would like to see option #1
and option #3

Name (optional) Peter Pastoret

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Option 1: Connects to Stephens Park + NE part of Columbia

Option 3: Connection to Grindstone + SE part of town - MODE SHIFT!

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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I believe that #1 + #3 would benefit residents and visitors ~~on~~ with the ability to get around town + connect with the north/east side of town. I am an ~~avide~~ avid bike rider, I belong to Columbia Bike Club. I ride about 70 miles a week and with the new connectors I would be able to up my miles each week. Physical activity is very important to me.

Thank you for the opportunity to have a say.

Name (optional) Patricia Urban

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

I recommend alignments #1 & #3.

Option #2 is far to steep.

Name (optional) [illegible]

PROVIDE YOUR COMMENTS

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I live in the Shepard neighborhood and am both a bike commuter and a recreational trail user. I think option 1 and 3 combined would present the most connectivity with the greater trail network for the most people. I have walked all ~~3 or~~ 4 options and believe 1 + 3 would be environmentally sound options.

Name (optional) JAKE GIESSMAN

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

Option 3 - Connecting to Grindstone and all the trails is key. Also, connection to the SE part of town.

Option 1: Love the fact that it would connect trails to Stephens Park and make the NE part of town more accessible

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Option 2 has avry high cost per foot for little payoff & a very high & conserning gradient

Option 1 & 3 combined will create great east/west & North & South connections even w/ the high overall cost it is the best investment in our community

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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I favor option 3 - The one that winds through the Creek Bottom. If it can be built with as little environmental impact as possible. I have lived in this area for close to 60 years.

I don't see any advantage to option 4 or 1. If I want to go South from my house, I would go another route. Option 4 is nothing.

Option 2 is my 2nd choice, although I wonder whether the steep grade would be prohibitive to bike riders like me.

Name (optional) _____

contribute to the most mode shift

PedNet Coalition strongly supports building both Options 1 & 3. These trails will provide wide community benefit by connecting the four trails that all converge in this area (Moon Valley, Hominy, Grindstone, Hinkson + Stephens Lake Park paths). They will also be mostly flat & therefore the most accessible for all users (people walking, biking, using wheelchairs, pushing strollers, pulling child trailers, etc.). We believe this trail is the <u>most</u> important connector for our entire trail system. Options 1 & 3 will serve not only the neighborhoods closest to them, but ultimately the entire City through the connections to the other trails. The environmental damage will be minimal by following the existing gas/sewer easement. We also do not believe it is necessary to build a sidewalk on Bluffdale or Southwood, but simply

TranSystems 2400 Pershing Road, Suite 400 Kansas City, MO 64108 • (816) 329-8600		SUPPLEMENTAL SKETCH NO.
	DRAWN BY: CHECKED BY:	DATE:

to paint the route down Bluffdale to Moon Valley. We don't believe the sidewalks will add to non-motorized usability since Bluffdale is a residential street with low traffic. Also, the sidewalks & land aquisition is likely to be strongly opposed by the Bluffdale neighbors.

On behalf of 4,000 PedNet members, we strongly urge Council to vote in favor of Options 1 & 3.

Annette Triplett
Executive Director

201 W. Broadway, 3B

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523) I support Option 4

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Re: Alignment 1 – Bluff Dale Dr, Woodlea Dr & South Wood Dr are very narrow streets with very little front yards. Sidewalks seem to encroach on property owners privacy. And safety for travel. INSTEAD use N Valley View Dr to the trail entrance at the end (cul-de-sac) of Bluff Dale.

Re: Use of GetAbout Funds –
According to Reague of American Bicyclists – Columbia's percentage of bicyclist commuters is substantially lower than other cities – hence the use of these trails will be mainly used for recreational purposes. GetAbout funds are for non motorized use for commuters to work, school and market – To fund any of these trails with GetAbout funds is inappropriate use of the funds. Columbia has adequate trails for recreational use for pedestrians and bicycles. The existing trails are dangerous

Name (optional)
Ginger Owen

to wheelchairs. Grades are not ADA compliant — too steep for assent and descent. These trail offer the same dangers. or entry into the valley and exiting the valley. Get about funds for trails have to be ADA compliant.

The Alignment 3 — I believe will disturb the riparian corridor that has been established for the last 35 years since the sewer system was upgraded. The invasive plants were planted there and have done the job they were planted to do — hold the creek bank back —

The Pedway around ~~the~~ on Old 63 was paid for by Get about funds and be utilized as the connection to campus.

Seasoned pedistrians and bycycist can use the old 63 pedway. A pedestrian and bycyclist can be conditioned in 30 days when commuting to work school or market. — Don't destroy the natural flow along the Hinkson Creek. (Alinment 4)

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I support alinment 4

I was dis appointed with the Trans systems reps — only talking to one or two individuals. — Other persons have many questions and concerns with the neighborhoods.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015
Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I am very much looking forward to a trail that will connect my neighborhood (Shepard Blvd) with a trail that would allow my family to connect to the University of Missouri campus. After reviewing the four options presented to us, I am in favor of option 1 as my first choice and option 3 as my second choice. I do not like option 4, as it would not provide a safe passage for my children traveling on bicycle. Riding near a heavy traffic street (Stadium) is a danger, as I've often seen speeds travel 60 mph and higher.

I like Option 1 as my first choice, as it seems to make the most sense, and a direct route from my Shepard neighborhood to campus. Option 3 also offers my neighborhood a route, although not as direct. However, it is more expensive with two bridges, and that may be a consideration at this time. Although, if monies are available, I'd love to see option 1 and 3 built, eventually, as both routes offer options to connect with the Grindstone Trail and a trail leading to Stephens Lake Park from the campus area. Option 3 would also offer a nice ride along the scenic Hinkson Creek and would be very enjoyable, much like the beauty of the Missouri River Trail as it winds near the Missouri River. My concern with option 2, while it does connect my neighborhood, I'm concerned that the bike path built on this extremely steep hill will prevent people from wanting to take this trail and there would be lower use of this trail by other neighborhoods or bike commuters.

I am very excited about this Shepard to Rollins trail, as I'm certain it will get a lot of use, connecting neighborhoods to both Stephens Lake Park and the Grindstone Area and provide a safe route that will be most enjoyable – and provide great exercise on the wonderful trail system we have in Columbia. THANK YOU!!!

Name (optional) _Beth Cunningham, 1112 Pheasant Run, Columbia, Mo. 65201

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Please write clearly. Thanks!

Personally I feel this money is needed much more in other parts of the city to improve non-motorized transportation and is a duplication of GetAbout funds already spent in this area. If City Council votes to spend the money in this area OPTION 4 is the only option I support. It would provide a safe well lit and clear connector to the city as well as could be built as an attractive entrance to the city and MU campus. The other options cut through land that is a wonderful flood plain filtering runoff from Old Hwy 63 and allows upstream runoff from Hinkson Creek to spread out alleviating upstream & downstream flooding of homes and businesses. The other options require the construction of impervious concrete surfaces that would increase flooding, erosion, and polluted runoff into Hinkson Creek which is designated "impaired" and a "navigable waterway" by the federal government. At this time floodmaps are outdated and FEMA regulated construction should not be done until the city updates this information. Also old growth trees & deep rooted grasses will be

(over)

Name (optional) Barbara Wren

(cont)
destroyed that are habitat potential for wild life on endangered lists, as well as song birds and other wildlife. These trees are huge as well as aiding in cooling the earth & filtering air & water pollution, they are becoming increasingly rare in size. Children today rarely see trees of this size up close in new subdivisions.

Citizens of Columbia have a chance here to create a "jewel" in the "necklace" of urban green spaces we claim to want to protect. By working to protect areas such as this 35 acre tract of land involved in this proposal as a wilderness area protecting it from any further development we can have a wild space that can be used for education, meditation, and wildlife habitat as well as a filter for pollution for future generations. The area has been "recovering" for about 35 years and lets not destroy it with bulldozers & tons of concrete.

I see bikers & pedestrians coming to the area & experiencing nature on foot, not whizzing through it – a "no speed zone". Also students can use it as an outdoor classroom & artists can use it for inspiration.

Option 4 has no environmental impact & destroys no trees, very little property acquisition, is under budget, and helps MoDot who sorely needs road improvement money create a much better transportation area for all.

Also the other options will not be ADA compliant and give false hope to the disabled community that this area will be safe transportation.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Looks to me that from the info presented, that Option 4 is the most environmentally sound option. I'm very worried that laying down hard impervious surfaces so close to the creek will cause pollution & flooding. I'm also worried about the condition of the ground w/ Option 3, since it is like a wet-land.
Option 2, with the required switch backs, would also involve lots of concrete as well as the need to remove so many trees and vegetation to build it.
Also, there is already a Pedrst path along Old 63, so Option 3 seems redundant.
Bluff Dale is narrow & most front yards are small. Added sidewalks would make front yards almost non existant.
I also feel that ~~it~~ it's very important for

Name (optional) _____

large natural areas be kept as such within the city limits. Research shows that it's beneficial for physical & mental health, and for people to have a chance to walk on natural surfaces.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I WOULD BE SUPER STOKED WITH OPTION ONE OR THREE FOR THEIR SAFETY AND CONVINIENCE FACTORS. THE LINKING OF THE CITY TRAILS WOULD BE VERY BENEFICIAL FOR MANY PEOPLE IN THE COMMUNITY.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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I prefer option 1 & 3. I strongly support these trails because they will link the infrastructure of the trail.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

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Love the plans but I feel the best plan is the plan #1

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Option 3 staying close to the creek provides the best option for use by novice Bikers and walkers

Name (optional) Bob Smith CBC

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I am in favor of both option 1 + ~~M~~ 3. I rode my bicycle to this meeting and the proposed trails would have been a huge helper

Name (optional) COOPER MITTELHAUSER

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Option 1 -> Looks like the best.

Option 2 -> too costly

Option 3 -> Does not connect neighborhood to campus.

Option 4 -> Does nothing.

Name (optional) _____

gocolumbiamo.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I like 1 & 3

Name (optional) David Sapp

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I think that more than just one of these would be useful.

I like both one and three despite the environmental concerns around three.

~~four doesn't~~ without a safe way to cross Hwy 63 #four doesn't contribute to bicycle commuting

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Option 1 seems to accomplish the intended purpose of the project, and it is more cost effective than Option 2.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Thank you so much for offering these improvements. I ride east of the Homing Trail. It is so inconvenient and hard (because of the hill on Old 63) to ride from there to the MKT Trail or to Campus or to the District. I would do more biking to run errands and attend events if both #1 AND #3 are implemented.

It would also help those of us who live on Rustic Rd and Timberhill to have an access to the Homing Trail without having to ride on W.U. The shoulders are terrible and the road is dangerous because the drivers go 50-60 mph before the entrance which is on the N side of W.U.

and time-consuming

Name (optional) Vicki Cull

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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As a potential user of the system of trails I would prefer to prioritize Options 1 + 3

Name (optional) Judy Baker

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Perferred options 1 & 3
Opt 1 appears to be cost effective measure to connect the downtown area to areas east of Old 63 & for wider access east. North / South connections will be more accessible for both commuters & recreational users.

Opt 3: Appears to provide improved access to the Hinkson trail head & to the Katy trail. Commute access to Opt 3 seems to provide greater East / West mobility throughout Columbia

Not pref: Opt 2 & 4

Name (optional) Scott Butts
1408 Audubon

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I prefer alignments 1 & 3, which would result in mode shift and would be accessible.
I also like being able to complete the circumferential trail around the city without a steep hill.

Name (optional) Greg Ahrens

I support (1 of 3) and connecting with Rollins ST to get to the University & downtown.

Fred Morris
1014 Queen ann

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

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PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

I prefer options 2 + 3. ~~Being~~ I go to Jefferson middle school and often bike to school from the Shepard neighborhood. Option 2 would allow me to get to school much more safer. Also many college students live in my neighborhood and the trail would allow easier access to campus.

I would love to see this trail happen! ☺

Name (optional) Grace Cunningham

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Option 3

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I like alignments 1 & 3 because they would be nice accesible trails for people who use wheelchairs (and everyone) improve mode shift in an important part of town

Name (optional) Kathleen Weinschenk

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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1, 3

I enjoy riding the MKT and other Connector trails around town. I don't like hills and I enjoy the flat, wooded and scenic ~~Con~~ Connector trails that are available. I have ridden alot with Pantos & Pec on 2 Wheeled Tuesdays and the routes we have available are always enjoyable. We have a diverse skill level on those rides and it would be a good plan to develop option 1, 3 to accommodate all skill levels as they travel North to South for Connections on the trails about town.

Name (optional) Cathy [illegible]

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Option 3

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I'm for option 3 and 1 I ride up that hill quite a bit and it would be a great benefit to me to not have to worry about cross traffic at the intersections when I'm going downhill. It would also improve accessibility for friends of mine who use wheelchairs and traverse through town using the trail system

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I often use Honeay Creek Trail and have used Shepard Blvd bike way on many ocasions. The hill is somewhat steep and long. I am 65 and would like a flat route to Grindstone Creek Trail. With this in mind options #1 & #3 would be the best for my purposes.

Also if a strait shot to Grindstone Trail was possible that would be nice. Right now you have to either go onto old 63 or take the sidewalk to get from one trail to another.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I prefer routes one + three.
I am a bicycle commuter and would use
these routes regularly.

Name (optional) Dennis Murphy

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

Options 1 and 3 are the best (by far) to offer trail access for so many folks to move about Como!

A Suggestion
City Staff (unbiased informers) should wear "uniform" shirts so that visitors can easily know who to talk to and ask questions of.

Name (optional) Barbie [illegible]

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please write clearly. Thanks!

My preference is for alignment #3 and #1. It is the only one that is a significant improvement in the steepness of gradient one has to endure if on a bike. I live in the East Point Subdivision and work near Stephen's Lake Park. I also feel #3 may offer some respite from the sun in the summer. #1 will allow for me to ride my bike to work! Under no circumstances do I want for alignment #4 to be chosen. I know it is the cheapest, however it is just existing sidewalks and the widening of a bridge... It would be a poor choice for a recreational trail due to the fact it is beside arterial streets.

Name (optional) Margaret Harder

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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IF MODE SHIFT IS WHAT YOUR SEEKING, COMING FROM A LIFE LONG BICYCLIST, OPTIONS 1 AND 3 ARE THE ONES TO CONSIDER. THE HINKSON VALLEY NORTH OF STADIUM IS A BEAUTIFUL AREA, AND THESE 2 TRAIL OPTIONS WOULD ALLOW EVERYONE IN COLUMBIA, AS WELL VISITORS, THE OPPORTUNITY TO ENJOY IT FOR MANY YEARS TO COME.

Name (optional) DAN HARDER

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I prefer Alignment (concepts) 1 & 3.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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I strongly support a combination of options 1 and 3

- I'm a professor at MU, and commute to work every day via the Green Briar connector and MKT. The addition of this connector has allowed me to fully convert to using my bicycle for my commute. I love it!!
- Many students on campus commute by bike, but many who now drive cars would prefer to ride their bikes, and would, if a safe route were available
- I am looking forward to the day when we will be able to cycle the loop around the city, and a combination of 1 and 3 will be an important step in this direction.
- I know that the cycling infrastructure in Columbia is a major draw for companies (like IBM) who are considering Columbia - what a great way to improve our community!

Name (optional) Kristin Kopp

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I am very enthusiastic about options 1 & 3 which will help provide access to MU from the northeast/east area communities. By completeing these options this will provide great access to downtown for more citizens using the eco friendly transportation which is increasingly being desired by people & corporations alike

Name (optional) R.D. Wilson CAPT, USN (ret)

Option #1 & #3 would be outstanding!

JULIE STANSFIELD

1/26/15

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

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PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Options 1 & 3 seem to have the most connectivity for cycling safely through this portion of the city. Seeing that construction will have minimal natural impact after construction trails would provide fruitful nature interaction in the future.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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I like trail options 1 + 3
I much prefer off-road (trail) biking - traffic is stressful.
I and my family (husband + son + me) use COMO's trails, love them, + support the building of them.

Thank you!

Name (optional) Wendy Hofmann

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Our children and their friends have enjoyed the riparian area surrounding the Hinkson Creek. This spot has been extremely special and has given them the opportunity to learn about nature & wildlife. It's a unique spot and a unique feature of our town that I believe should be taken care of & restored with consideration for watershed health & environmental impact. Option 4 is our favorite option far & away.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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We need more
MAPS!

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Do 1+3 ! going N→S or S→N, it totally avoids the hill by going around, + instead of over it.

From the S it provides a great path to campus for th thousands of students who live on OLD 63 S.

From the N. it will provide excellent connection to Stephens Lake Park + beyond to the N.E.

Option 1+3 together are the key to the interconnected system that Getabout was designed to build.

Name (optional) John Ruddick

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

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Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I support Options 1 & 3 as recommended by Ped Bel. The trail system is incredibly important to this community and this segment will greatly increase access to the trail for many people. It will also help cyclists & runners & walkers and all people powering their own transportation avoid the dangerous roadways. The trail provides safe & healthful recreation & I fully support Options 1 & 3 as an improvement to our community.

Name (optional) Laura Morgan

711 Bluff Dale Dr.
Brian Johnstone

I am opposed to all options with the exception of # 4. (which would be the least impactful on the residence in our wonderful neighborhood.) also least impactful to environment.

I specifically note that option #1 would damage the value of my home and would appear to be a safety issue.

Our grand children enjoy our home; both the backyard and front yard are common play areas. The introduction of a wide side walk and pedway would limit their play area and introduce the element of unknown people and unknown numbers of people frequenting the immediate area of our home.

P.S. I use my front yard to plant vegetables in a raised garden (within ten feet of curb.).

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Kansas City, MO 64108 • (816) 329-8600

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Shepard to Rollins Trail Connection – Interested Parties Meeting

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- Option 4 seems very Reasonable

- Option 1 will be nice for everyone except the property owners who pay the cost for it's presence
  - no consideration for parking issues to local campus which will most likely clog the cul-de-sac during the college semester

Name (optional) _____

Columbia has a unique network of walking and cycling trails allowing exercise, and enjoyment of nature. We support alignments 1 and 3. This will allow greater diversity of routes and scenery.

Claude & Lena Pequet
Centralia, MO

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

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PROCEED WITH ALIGNMENTS 1 AND 3.
THIS WILL ALLOW ACCESS FROM THE EAST
TO CAMPUS AND THE LARGER TRAIL
SYSTEM. THE GRADES SEEM MANAGEABLE.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Please write clearly. Thanks!

I support Option 1 and Option 3. Option 1 will increase access to campus from neighborhoods to the east and increase access to Stephens Lake Park from the East Campus neighborhood. Option 3 will help link Stephens Lake Park and Grindstone Nature Area and increase bike and pedestrian access to both areas.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

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Our family is in full support of Option 4, while we enjoy the outdoors, we especially enjoy the nature area located behind the Bluffdale residence.

Columbia has many options for cyclist and option 4 we feel is the best option for many reasons; first the cost = it is by far the best use of taxpayers dollars. It is a safe option for cyclist while also protecting the environmental impact of the Hinkson Creek.

We have seen severe flooding in our backyard from the Hinkson, I can't imagine what it would be like if they were to build in that area; ~~there is~~

Name (optional) Neighborhood Resident

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I would like to see an option that has the least environmental impact to the Hinkson Creek. I feel that options 1, 2, and 3 would cause severe flooding to the properties of residents along the Hinkson Creek.

Also, I feel option 4 is the safest option and most cost effective for the taxpayers.

Name (optional) L. P. Bluffdale Resident

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

As a resident in The Shepard Elem. neighborhood, our family (2 adults, 3 kids) are very excited to use a new E-W trail connector. Personally, my bike commuting to the east side of MU campus would increase substantially if I didn't have to bike on Broadway or Stadium. Our family regularly visits Grindstone and Stephens Lake parks, and we look forward to accessing Roger Wilson Park. Our strong preference is for * Option #1 *. This seems to meet the desired goal of connection while minimizing cost and environmental impact. Reasons against others:

#2: too much cost and grade too steep; not very accessible

#3: should be avoided to retain relatively prestine riparian habitat

#4: simply silly! I don't think any changes would convince me to bike up Stadium with my three kids.

We love option #1. Thanks for the great info. session!

Name (optional) Sarah C. Humfeld

573 [redacted]

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Option #1 is the least expensive, shortest route with only 1 crossing required across Hinkson Creek which is much more environmentally friendly than other options. It is also a very good connection to the Homing Trail Connector - an easy way to get to Stephens Lake Park. Please consider option 1. Thanks!

Name (optional) Jan Dye

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Options 1 + 3 make the most sense, will generate the most use/access + accomplish get about Columbia's goals.

Please implement one of these options – this is exactly what our tax dollars should be used for.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I strongly favor #3. I LIVE on Bluffdale and this would be great access to Cornbitone and downtown. Add #1 to the options if there are enough $

Name (optional) Mike

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Only Option #2 makes sense. It serves transportation issues, does not route traffic through a neighborhood of opponents, and is far less disruptive than the three-crossing option #3. It should have a high-water bridge.
Option #2 has opposition from residents, but not residents through whose neighborhood the new traffic will go.
Options #3 and #4 duplicate existing facilities and offer no enhancement to transportation.
Option #1 routes unwelcome traffic through a neighborhood that does not want it. We must respect their wish.
Option #3 is the most expensive and disruptive and offers the least return.
So I say go with #2. It is an historic opportunity to cross a major transportation barrier in a relatively gentle and harmonious fashion.

Name (optional) DANIEL JORDAN

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

OPTIONS 1 & 3 MAKE THE MOST SENSE, AND ACCOMPLISH GETABOUT'S GOALS.

AS A CYCLIST THAT USES THE TRAIL SYSTEM TO TRAVEL TO/FROM WORK, 1 & 3 OFFER THE MOST CONNECTIVITY & LOWEST BARRIERS

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Bob Zufall – If implemented this (options 1 & 3) would be part of my daily commute. It would also help many people who might not be very experienced cyclists as well as better access for people on foot and in wheelchairs.

Thanks

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Alignments 1 & 3 make the most sense from a maximal usability standpoint. As an avid bicycle commuter, I would recomend and endorse options 1 & 3 The increased trail connectability with these additions would make Columbia that much more appealling for active and healthy lifestyles.

DO IT !!

Name (optional) Ryan Toedebusch

COMMENTS!

Love the idea of connecting the parks!

1 + 3 are the best options for a safe + accessible trail.

Gotta get up that hill!

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

Carrie Garrison
115 Aldean

SUPPLEMENTAL SKETCH NO.

DRAWN BY:

CHECKED BY:

DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

PLEASE KEEP THE TRAIL OUT OF HINICSON FLOODPLAIN. THE TRAIL WILL CAUSE UPSTREAM FLOODING. ALSO, BLUFFDALE RESIDENTS DONT WANT TRAIL GOING DOWN THEIR STREET.

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Our family would defenatelly use the new trail! I work parttime at University Hospital and my daughter will be a possible MU student in 2016 or 17. We live on Danforth Dr. and do enjoy walking. Right now the route from our house to MU is noisy and not very safe (Stadium portion). Opening up this trail would also make walking to the downtown area more convenient.

Name (optional) _____

Please go forward with
option #1 & #3

I live on Stroud Rd &
would use that Trail

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

Option 1 & 3 are my choice

I Live on Falcon Dr

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY:

CHECKED BY:

DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

Option 1 or 3

Cooper Drury
2409 Hillshire

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Please use Option 4. We've already have destroyed too much natural beauty.

Name (optional) _____

I would love to see # 1 or 3 implemented. Using the private land to form a trail that allows everyone to use the nature space would be great. The trail would be an amazing addition to the already wonderful trail system & would give SO MANY more people access to safe, paved, non-hilly trails.

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I am a Cross Country and Track runner for Hickman High School. I would like to see this connection happen because it will be safer for us to run away from the busy traffic on Broadway. This will provide a more safe running environment, especially for the new runners who don't exactly know their way around yet. Thank you.

Name (optional) Chris E.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

After careful consideration I believe options 1 & 3 are best for our community

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

The #1 and #3 option make most sense for this project. Columbia has an excellent trail system and this will complement existing trails. 100s & 100s of citizens use our trails and this would be an exciting addition. The Columbia Trail Network is a signature feature for our community.

Name (optional) Don Laird

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Please construct Options 1 and 3. This town has an excellent trail system that attracts people to live and play here. Excellent, but incomplete. The hill up Old 63 is a major barrier to several people that might otherwise commute from areas South and East of town. Options 1 and 3 would eliminate the hill making the commute more attractive for the average citizen. The options 1+3 would also make it easier to commute while avoiding traffic. I commute by bike every day and have to tolerate rude + unsafe drivers. One last advantage is the long term preservation of a natural area while making it more accesible for those with physical limitations.

Name (optional) Benedict Nagy

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

Option 2 is the preferred options for many of the surrounding neighborhoods including Valley View, Shepard, East Campus, & Bluffdale. It would be able to use an existing tree clearing associated with an existing utility easement reducing the amount of clearing & grubbing. There's also a significant modal shift potential as Columbia develops further east as the Shepard neighborhood ties into Stadium near the movie theatre at very minor grades through to the roadside park along Old 63. The ultimate goal of the grant money would not be met with option 3 - option 3 only adds another pretty recreation trail. There should also be a hard look at the hydraulic model with option 3 as the Bluff Dale neighborhood is immediately adjacent the 100 year floodplain and 2 low water crossings will certainly create a rise situation. Option 4 could be a future joint MoDOT/City project for safety given the bike lanes on either side of the bridge over Hinkson. As it was in the past, option 1 will kill the project with opposition from Bluff Dale residents. Therefore option 2 is the best use of the grant money.

Name (optional) Matt Vander Tuig, P.E & previous Planning & Zoning Commissioner.

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

(option 2)

I believe that trail 2 is the best choice as it would provide trail access in the most centralized location for this neighborhood

(option 1)

Trail 1 would be my next choice as it is the cheapest and would clear the least amount of land and therefor have the smallest negative effect on the environment

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

I support Options 1 and 3.

Name (optional) Judy Haney

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

ANY AND ALL OPTIONS
ARE WELCOMED!

THANK YOU!

Name (optional) _____

1. Keep cost as low as possible. When it is all said and done I don't believe it will be used too much.

2. Make it safe for women to travel to.

3. Prefer the shortest route possible but the people on Bluff dale may not want the traffic. Or Valleyview.

Between options 1 and 2.

TranSystems

2400 Pershing Road, Suite 400
Kansas City, MO 64108 • (816) 329-8600

SUPPLEMENTAL SKETCH NO.

DRAWN BY: CHECKED BY: DATE:

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

OPTION 1 and 3

If City Bus. The canal build option 2 as well

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box.
Please write clearly. Thanks!

I endorse options 1 and 3.

Name (optional) John Stansfield

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

OPTION #1

OPTION #3

best use of funds, access for neighborhoods, encourage more people to ride

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

3 is clearly the best and would enhance trail use

Jeffrey Bryan

Name (optional) _____

PROVIDE YOUR COMMENTS

Shepard to Rollins Trail Connection – Interested Parties Meeting

January 26, 2015

Project #: CPP 9999(523)

Please take a few minutes to provide any comments. If you need assistance, please ask any of the city representatives and they will assist you. When finished, place this form in the comment return box. ***Please write clearly. Thanks!***

100% full support of presented construction + funding. If completed, this trail will provide total access for a walkable work commute. I work in the outdoors bldg. located on old Hwy 63 S. and many employees of this bldg. have indicated support of the project. Excited to watch cont. developing and community support.

Name (optional)

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Option 1&3

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 3:46 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

I believe this is for the Shepard to Rollins project.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Auben** <aubengalloway@hotmail.com>
Date: Mon, Jan 26, 2015 at 2:44 PM
Subject: [PubW]: Option 1&3
To: "PubW@GoColumbiaMo.com" <pubw@gocolumbiamo.com>

Hello Scott,
I'm one of many who strongly support options 1&3 as a critical link to our non-motorized infrastructure.
Thanks for your time,
Auben Galloway
PedNet board member

Webmail **stjohn5@centurylink.net**

meeting

From : Georgia Morehouse <gmoreho@mchsi.com> Sat, Jan 24, 2015 08:47 AM

Subject : meeting

To : joinus@itsourwildnature.com

I will be unable to attend the meeting to discuss this, but want my preferences known. I would like to see Option 4 as the one implemented for that trail project.
Sincerely,
Georgia L. Morehouse
Co Mo 65201
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com> Tue, Feb 3, 2015 at 2:34 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ----------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Tue, Feb 3, 2015 at 9:52 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ----------
From: **Peter Neenan** <pneenan@centurytel.net>
Date: Mon, Feb 2, 2015 at 10:12 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

To Whom it may concern,

We live on Rustic Road near the American Legion. The Hominy Creek Trail has been a great way for us to access Stephens Park and then on to Downtown. We are very much in support of Options 1 and 3. Option 1 would give us a better bike link to the University where my wife works and where we attend educational functions. Option 3 would make it much easier for us to link with the Grindstone Trail.

"Happy Trails to you",

Peter

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Wed, Jan 28, 2015 at 2:28 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Wed, Jan 28, 2015 at 11:38 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Rachel Ruhlen** <rachel@ruhlendavis.org>
Date: Wed, Jan 28, 2015 at 11:21 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

I'm sorry I wasn't able to attend the meeting on Monday. I support Options 1 & 3. However, I do not think a sidewalk infill on Bluffdale is the best idea at this time because of pushback from the neighbors. Traffic calming and signage might be sufficient to accommodate pedestrians, wheelchair users, and bicyclists accessing the trail.

Thanks,
Rachel Ruhlen
103 Longfellow Ln
Columbia, MO 65203

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail Connection Interested Parties meeting

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Wed, Feb 4, 2015 at 2:46 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

-------- Forwarded message --------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Wed, Feb 4, 2015 at 2:42 PM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection Interested Parties meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

-------- Forwarded message --------
From: **Robin Gammon** <robin.gammon@gmail.com>
Date: Wed, Feb 4, 2015 at 2:40 PM
Subject: [PubW]: Shepard to Rollins Trail Connection Interested Parties meeting
To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

Hello,
My name is Robin Gammon and I was unable to attend the Shepard to Rollins Trail Connection Interested parties meeting, but I was told I could email this address to provide input on the different trail options. I fully support our trail system in Columbia as I know the trails help our community be an attractive place for many people to live and work. As a Pednet member, I agree with Pednet's recommendation for options 1 and 3. I love that I can take my two children on the trail to enjoy nature and I hope that one day we will be able to explore more of the trail with these two new options. I'm sorry I could not voice my opinion in person. I hope you will accept this note as my support for options 1 and 3.

If you have any questions please let me know.

Thanks,

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: FW: Citizen Feedback Form : 1-26-2015 02:34:58 pm

1 message

Sheela Amin <skamin@gocolumbiamo.com> Mon, Jan 26, 2015 at 2:44 PM
To: City Council <City_Council@gocolumbiamo.com>
Cc: "Matthes, Michael" <mematthe@gocolumbiamo.com>, "Glascock, John" <jdglasco@gocolumbiamo.com>, Scott A Bitterman <sabitter@gocolumbiamo.com>

I am forwarding as requested.

---------- Forwarded message ----------
From: **Ian Thomas** <ward4@gocolumbiamo.com>
Date: Mon, Jan 26, 2015 at 2:41 PM
Subject: FW: Citizen Feedback Form : 1-26-2015 02:34:58 pm
To: Sheela Amin <skamin@gocolumbiamo.com>

Sheela:

Could you please forward the following comments from Steve Stonecipher-Fisher along to all Council members, as Steve requests below.

Thanks, Ian

On 1/26/15 2:34 PM, "steve@tryathletics.com" <steve@tryathletics.com> wrote:

>Name: Steve/Tryathletics
>Email Address: steve@tryathletics.com
>Comments: Hi Ian
>I am in favor of the options for the Grindstone to Stephens Park
>connector that Pednet is proposing. It appears to be the safest and
>easiest to use route. If you could share my thoughts with the other
>council members, I would appreciate it.
>
>----------
>
>IP:198.54.11.130
>Form: Citizen Feedback Form

--
Sheela Amin
City Clerk

City Hall
701 E. Broadway
2nd Floor
Columbia, MO 65201

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins East West Connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 9:39 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.374.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Sharp, Paul R.** <SharpP@missouri.edu>
Date: Tue, Jan 27, 2015 at 9:38 AM
Subject: [PubW]: Shepard to Rollins East West Connection
To: "pubw@gocolumbiamo.com" <pubw@gocolumbiamo.com>

Dear Public Works,

I was not able to attend the Open House on the Shepard to Rollins East West Connection but would like to have some input.

As a cyclist and hiker/walker and a resident of Cliff Dr I am familiar with the area of the proposed connection. As a cyclist I would like to see ALL the options (1-4) completed. With the apparent increase in inattentive drivers I have been increasingly avoiding cycling (and walking!) with cars and to have isolated trail options in parts of Columbia has been fantastic. I would very much like to see more isolated pathways especially in this area.

However, as a hiker/walker I love the small trails through this area and the installation of a large trail would certainly change the wilderness feel that that area now has. So, from this perpective, I would favor the smaller impact options 1 and 4.

Combining my cyclist and hiker/walker interest my conclusion is that option 1 would be the best. It has minimal impact on the area and provides a cycling route that connects easily to the trail system (Moon Valley) on the east side.

Hope this helps you in your decision making.

Sincerely,

Paul Sharp
1814 Cliff Dr

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting

3 messages

Scott Bitterman <sabitter@gocolumbiamo.com> Wed, Jan 28, 2015 at 2:28 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

-------- Forwarded message --------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Wed, Jan 28, 2015 at 11:38 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

-------- Forwarded message --------
From: **Rachel Ruhlen** <rachel@ruhlendavis.org>
Date: Wed, Jan 28, 2015 at 11:21 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

I'm sorry I wasn't able to attend the meeting on Monday. I support Options 1 & 3. However, I do not think a sidewalk infill on Bluffdale is the best idea at this time because of pushback from the neighbors. Traffic calming and signage might be sufficient to accommodate pedestrians, wheelchair users, and bicyclists accessing the trail.

Thanks,
Rachel Ruhlen
103 Longfellow Ln
Columbia, MO 65203

Scott Bitterman <sabitter@gocolumbiamo.com> Thu, Jan 29, 2015 at 11:39 AM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Thu, Jan 29, 2015 at 11:21 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Brian Graybill** <graybill.brian@gmail.com>
Date: Thu, Jan 29, 2015 at 10:25 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

Hello:

I am writing to submit my voice among the other public voices for the Shepard to Rollins Trail Connections. Both options 1 and 3 for the connector are viable and highly valuable options for Columbia residents. They fill gaps in the current trail network and, just as if not more importantly, maintain the level of accessibility currently experienced by trail users in Columbia. Option 2 is not favorable as it would require a steep climb. While this can be addressed with a series of switchbacks, it also results in heavy tree removal and does not promote any further north-south travel. Option 4 is also unfavorable as trail users would still be in close proximity to heavy, high-speed traffic on Stadium. Thus, I urge you to strongly consider Option 1 or 3 as they greatly improve the existing trail network and increase mobility for Columbia residents via the trail.

Regards,

Brian Graybill, PhD
graybill.brian@gmail.com
http://www.linkedin.com/in/briangraybill/
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Public Comment for Shepard to Rollins Trail Project

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 8:23 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

More comments...

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **brant kassel** <brantkassel@gmail.com>
Date: Sun, Jan 25, 2015 at 6:00 PM
Subject: [PubW]: Public Comment for Shepard to Rollins Trail Project
To: pubw@gocolumbiamo.com

Hello

I'm writing to voice my support for the Shepard to Rollins Trail project. I am unable to attend the Interested Parties meeting but wanted to express my support.

In particular, I would like to support Options 1 & 3. I believe these provide the best options for the majority of trail users. It also appeals to the largest groups with interests with the property. I feel that Option 4 does not do enough to solve connectivity issues. I also believe that options 1 & 3 provide the most impact with the least environmental impact. Thanks for your time.

Brant

brant kassel
philosopher
[redacted]
brantkassel@gmail.com

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: shepard to rollins trail-east west connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 8:23 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Comments regarding Shepard to Rollins.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Brian and Shelly Allen** <shellyja@mchsi.com>
Date: Mon, Jan 26, 2015 at 6:57 AM
Subject: [PubW]: shepard to rollins trail-east west connection
To: PubW@gocolumbiamo.com
Cc: dan@midwestpropertymgmt.com

I cannot attend this evening's meeting, but I would advocate for either Option 1 or Option 3. Thanks

Brian Allen
1802 Bluff Pointe Drive
Columbia, MO 65201

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting

2 messages

Scott Bitterman <sabitter@gocolumbiamo.com> Wed, Jan 28, 2015 at 2:28 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

-------- Forwarded message --------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Wed, Jan 28, 2015 at 11:38 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

-------- Forwarded message --------
From: **Rachel Ruhlen** <rachel@ruhlendavis.org>
Date: Wed, Jan 28, 2015 at 11:21 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

I'm sorry I wasn't able to attend the meeting on Monday. I support Options 1 & 3. However, I do not think a sidewalk infill on Bluffdale is the best idea at this time because of pushback from the neighbors. Traffic calming and signage might be sufficient to accommodate pedestrians, wheelchair users, and bicyclists accessing the trail.

Thanks,
Rachel Ruhlen
103 Longfellow Ln
Columbia, MO 65203

Scott Bitterman <sabitter@gocolumbiamo.com> Thu, Jan 29, 2015 at 11:39 AM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Thu, Jan 29, 2015 at 11:21 AM
Subject: Fwd: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Brian Graybill** <graybill.brian@gmail.com>
Date: Thu, Jan 29, 2015 at 10:25 AM
Subject: [PubW]: Shepard to Rollins Trail Connection - Interested Parties Meeting
To: PubW@gocolumbiamo.com

Hello:

I am writing to submit my voice among the other public voices for the Shepard to Rollins Trail Connections. Both options 1 and 3 for the connector are viable and highly valuable options for Columbia residents. They fill gaps in the current trail network and, just as if not more importantly, maintain the level of accessibility currently experienced by trail users in Columbia. Option 2 is not favorable as it would require a steep climb. While this can be addressed with a series of switchbacks, it also results in heavy tree removal and does not promote any further north-south travel. Option 4 is also unfavorable as trail users would still be in close proximity to heavy, high-speed traffic on Stadium. Thus, I urge you to strongly consider Option 1 or 3 as they greatly improve the existing trail network and increase mobility for Columbia residents via the trail.

Regards,

Brian Graybill, PhD
graybill.brian@gmail.com
http://www.linkedin.com/in/briangraybill/
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: extension of the trail

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 8:04 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Carol Lane** <sealanes@earthlink.net>
Date: Mon, Jan 26, 2015 at 6:13 PM
Subject: [PubW]: extension of the trail
To: pubw@gocolumbiamo.com

I would like to see the extension of the trail follow up the Hinkson Valley -- Option 1 and Option 3. I don't usually drive at night as I have problems with cataracts -- hence the e-mail. Carol Lane, 813 Maupin Rd., Columbia

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Grindstone to Stephens Link Trail: Support Options 1 and 3

2 messages

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 3:53 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ---------
From: **Chase Jamieson** <cjamieson@centraldesigngroup.com>
Date: Mon, Jan 26, 2015 at 3:53 PM
Subject: [PubW]: Grindstone to Stephens Link Trail: Support Options 1 and 3
To: PubW@gocolumbiamo.com

To whom it may concern,

I would like to express my support for options 1 and 3 of the Grindstone to Stephens Link Trail. I have a strong desire to bike to work, and options 1 and 3 would create an excellent route from my home (along the Hinkson Trail and South Providence) to my office (Old 63 South & Broadway). I would use this trail on a daily basis.

Thank you,

Chase Jamieson

200 Old 63 South, Ste #305

Columbia, MO 65201

[redacted]

cjamieson@centraldesigngroup.com

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Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 8:01 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Shepard to Rollins project...

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Heine, Anne** <Heine@missouri.edu>
Date: Mon, Jan 26, 2015 at 5:15 PM
Subject: [PubW]: Grindstone to Stephens Link Trail: Support Options 1 and 3
To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>
Cc: "Balthazor, Troy" <balthazort@missouri.edu>

Dear Scott,

I wanted to let you know that I wholeheartedly support options 1 and 3 for the Grindstone to Stephens Link Trail proposal by PedNet. I am an avid cyclists in Columbia and riding my bike is my main mode of transportation. I ride to work to the MU campus and ride to Women's and Children's Hospital – I have not purchased a parking tag for many years. I cannot make the meeting tonight due to my clinical schedule and responsibilities but want to let you know I fully support these options 1 & 3 as proposed by PedNet.

I am excited about this new addition to our trail system and feel it would benefit so many who already use our trails and would make riding and walking easier to navigate around the city. I have read the blog and all the info put out by PedNet. I am a supporter and member of the organization and feel they have done their homework in preparation for these trail additions. I think it will improve the quality of life for those who live and work in Columbia and would be a draw to those wanting to visit our fair city and use the trails to get about Columbia. They are a great attraction and highly valued by me and so many others who enjoy traveling on our own power. See the blog by Ped Net and at this link http://pednet.org/2015/01/grindstone-to-stephens-link-trail-support-options-1-and-3/ but I am sure you are aware of their great research and why options 1 & 3 are the way to go. Thanks for supporting this development of our wonderful trails in Columbia MO. Sincerely, Anne Heine

Anne G. Heine, MS(N), RN, Instructor of Clinical Nursing

University of Missouri-Columbia

S328 Sinclair School of Nursing Building

Columbia, MO 65211-4120

Office: (573) 882-0206; FAX: (573) 884-4544

Email: Heine@missouri.edu

My Home Page: http://www.missouri.edu/~heinea

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard Blvd to Rollins St / East-West Connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 8:10 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **'Darin Preis' via PubW** <PubW@gocolumbiamo.com>
Date: Mon, Jan 26, 2015 at 9:10 PM
Subject: [PubW]: Shepard Blvd to Rollins St / East-West Connection
To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

Mr. Bitterman,
I was not able to attend the Interested Parties Meeting this evening but I'd like to go on record in support of options 1 and 3 for this trail. It is an important connector for the whole system and I endorse the position that the PedNet Coalition is taking on this issue.

Thanks for the opportunity to weigh in.

Darin Preis
4803 Chilton Ct.
Columbia, MO 65203

[redacted]
darinpreis88@yahoo.com

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Connector

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Tue, Jan 27, 2015 at 4:15 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Thu, Jan 15, 2015 at 1:50 PM
Subject: Fwd: [PubW]: Shepard to Rollins Connector
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Please see below regarding Shepard to Rollins.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Dave Overfelt** <daveosociologist@gmail.com>
Date: Thu, Jan 15, 2015 at 1:45 PM
Subject: [PubW]: Shepard to Rollins Connector
To: PubW@gocolumbiamo.com

Just saw the email announcement. I won't be able to make the meeting but would like to offer my strongest support for this trail connector. It is something I have been wishing we had for many years.

From a trail user perspective, I think option 2 is would be the most useful and most visible. I don't like that options 3 and 4 are down focused on Stadium because I don't think they provide as much value to the cyclist or walker. There is a trailhead fairly close by. I don't like option 1 because nobody will see it driving by.

Knowing the topography is complicated there and not knowing cost differences it is hard to say which I would push for overall. In the end if it comes down to option 2 being too expensive, I would go with option 1.

Dave Overfelt, PhD
Research Results, LLC
http://www.daveoverfelt.com/aboutme
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Fri, Jan 16, 2015 at 2:22 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Please see below regarding Shepard to Rollins.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ---------
From: **Deanna Dikeman** <ddikeman@mac.com>
Date: Fri, Jan 16, 2015 at 2:19 PM
Subject: [PubW]: Shepard to Rollins Connection
To: pubw@gocolumbiamo.com

Comment on letter about proposed Shepard to Rollins East-West Connection:

As a resident of the Shepard neighborhood, I strongly support Option #3, which would provide access closest to us, in Wyatt Park.

Deanna Dikeman
1111 Danforth Drive
Columbia MO 65201
[redacted]

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard, Rollins Trail

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Tue, Jan 27, 2015 at 4:35 PM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Tue, Jan 27, 2015 at 4:20 PM
Subject: Fwd: [PubW]: Shepard, Rollins Trail
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **dierik leonhard** <dierikl@hotmail.com>
Date: Tue, Jan 27, 2015 at 4:12 PM
Subject: [PubW]: Shepard, Rollins Trail
To: "pubw@gocolumbiamo.com" <pubw@gocolumbiamo.com>

Scott Bitterman,

I unfortunately missed the meeting at Shepard Elementary School yesterday but wanted to express my support for these trail extensions.
I would particularly favor the Option 1 and Option 3 trails.

The Option 3 trail is a very important trail which I'm sure you know will connect many users and make the communities it connects safer
for both it's commuters as well as for the children living there. I wish I would be so lucky to be living in a neighborhoods with a trail like those.

I know there is vehement opposition to this trail but it is important that you are not swayed by these negative voices. In the long run these
people will forget about their gripes and come to appreciate the trails and all that they provide and preserve. The people that oppose the
trails should be on our side because in the end we all support the same causes.

Sincerely,

Dierik Leonhard

RECEIVED FEB 05 2015

Fauna Hubble
721 Bluff Dale Dr
Columbia, MO 65201
faunahubble@yahoo.com
February 3, 2015

Mayor Bob McDavid
City of Columbia, Missouri
701 E Broadway
P.O. Box 6015
Columbia, Missouri, 65205

Dear Mayor McDavid:

I understand that a 1,200 foot long 10 foot wide sidewalk is an addition to Option 1 of the Shepard Rollins trail. Please oppose this based on private property and neighborhood disruption concerns.

The route presented at the 1/26/2015 Interested Parties meeting would cut through my front yard, remove my mature cherry tree, shorten my driveway enough that I cannot park a pickup truck and trailer, and ban curbside parking. There is also a risk of losing my mature shade tree due to root system disruption. Please do not reduce my property value and quality of life in this way.

I pay $1,500 per year in real and personal property taxes. That number would go up to $1,700 a year or more if my driveway is left intact so I have a place to park a new truck and trailer.

I pay $850 or more per year in sales taxes in Columbia. I am a good citizen. My service usage is minimal. I do not have children in the school district. I keep up my property. I give home grown vegetables to my neighbors. I maintain the shade trees requested by Columbia Power and Light to reduce the city's overall electricity demand. I walk to work.

I am a computer programmer with a good job. The City of Columbia can recruit and retain tech companies like Midway USA and Carfax because professionals like me take a wage that reflects the quality of life and cost of living here. And yet many of my colleagues live outside city limits or in other counties because they are afraid that a property seizure like this would happen to them.

Building the sidewalk represents the City of Columbia doing everything in their power to get me to leave. I doubt the next resident would have as much personal property or disposable income to generate tax revenue. Also a sale after the diminished parking would likely reduce the real property tax.

It is in the City of Columbia's best interest to keep me here by leaving my front yard and parking intact. If on reflection, my contributions to this community are insufficient to grant me equal protection, please let me know what I need to do.

Best regards,

Fauna Hubble

cc: Mr. Michael Trapp, Mr. Karl Skala, Mr. Ian Thomas, Ms. Laura Nauser, Ms. Barbara Hoppe, Mr. Matthew Sanders - Columbia Tribune, Ms. Joy Mayer - Columbia Missourian, Ms. Synthia Ma - MU Jouralism Student

Scott Bitterman <sabitter@gocolumbiamo.com>

please oppose the Southwood Bluff Dale Sidewalks

1 message

Fauna Hubble <faunahubble@yahoo.com> Mon, Jan 26, 2015 at 8:10 PM
Reply-To: Fauna Hubble <faunahubble@yahoo.com>
To: "csjarvis@gocolumbiamo.com" <csjarvis@gocolumbiamo.com>

Dear Mr. Jarvis:

It was announced at today's interested party's meeting that a 1200 foot sidewalk affecting 16 homes with a 10' easement has been added to Option 1 of the Shepard Rollins trail plan.

I do not want that in my yard. It would mean a serious reduction in quality of life in my home, moving the the water meter, and a host of other costs that were not part of the project 6 months ago and were not adequately costed out on the display materials presented today.

A painted trail as done on Stadium and the roads behind the old Wabash Station would be sufficient.

I believe anyone who demands a 10' easement of my property and says I am not allowed to park in front of the street should first agree to those restrictions on their own property.

Best regards,
Fauna Hubble
721 Bluff Dale Dr

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Proposed trail project.

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 8:24 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

And one more...

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Georgia Morehouse** <gmoreho@mchsi.com>
Date: Sat, Jan 24, 2015 at 7:54 AM
Subject: [PubW]: Proposed trail project.
To: pubw@gocolumbiamo.com

Dear Mr. Nichols:

I will not be able to attend the informational meeting at Shepard School on Monday, January 26 and so I'm writing you to let you know my preferences on the proposed project.

I want **Option 4** as my preferred option. It is probably the least costly and certainly the least invasive to that pristine area.

Thank you for taking my thoughts under advisement.

Sincerely,
Georgia L. Morehouse
916 Danforth Drive
Co MO 65201
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail Connection Comments

2 messages

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 8:11 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Beth Pike** <bpike@socket.net>
Date: Mon, Jan 26, 2015 at 10:27 PM
Subject: [PubW]: Shepard to Rollins Trail Connection Comments
To: pubw@gocolumbiamo.com

Hello,
I'm a resident of Shepard Blvd. neighborhood and was unable to attend tonight's meeting, but I would like to add my comments after reviewing your website on the four options for this trail being considered. Please see attached. Thank you!

Beth

Shepard to Rollins Trail Connection comments.docx
127K

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Tue, Jan 27, 2015 at 9:10 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

She is wanting to know what the anticipated start/end date is.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Beth Pike** <bpike@socket.net>
Date: Tue, Jan 27, 2015 at 8:58 AM
Subject: Re: [PubW]: Shepard to Rollins Trail Connection Comments
To: Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com>

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins Trail connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 4:00 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Jerry Campbell** <jcampbell@centraldesigngroup.com>
Date: Mon, Jan 26, 2015 at 4:00 PM
Subject: [PubW]: Shepard to Rollins Trail connection
To: pubw@gocolumbiamo.com

I am in favor of Option 1 and Option 3

Jerry Campbell

200 Old 63 South, Ste #305

Columbia, MO 65201

[redacted]

jcampbell@centraldesigngroup.com

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Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: comment on Shepard to Rollins E-W Connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Wed, Jan 7, 2015 at 9:13 AM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

Please see below from a citizen pertaining to the Shepard/Rollins project.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7792

---------- Forwarded message ----------
From: **Howe, John S.** <Howe@missouri.edu>
Date: Tue, Jan 6, 2015 at 8:19 PM
Subject: [PubW]: comment on Shepard to Rollins E-W Connection
To: "www.gocolumbiamo.com" <pubw@gocolumbiamo.com>

I don't have the data, but I would guess that the greatest number of people would be served by Option 2.

John S. Howe
1111 Danforth Drive

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins trail connection

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Thu, Jan 29, 2015 at 11:39 AM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

-------- Forwarded message --------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Thu, Jan 29, 2015 at 8:48 AM
Subject: Fwd: [PubW]: Shepard to Rollins trail connection
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

-------- Forwarded message --------
From: <karl.kruse@mchsi.com>
Date: Thu, Jan 29, 2015 at 8:47 AM
Subject: [PubW]: Shepard to Rollins trail connection
To: Public Works <PubW@gocolumbiamo.com>

Dear Public Works Staff,

Due to illness I was unable to attend the Interested Parties meeting on January 27. I would like to express support for Options 1 & 3 for the following reasons:

1) Would provide the clearest, most level, connections to the Hinkson Trail, the future Grindstone Trail, Stephens Park, the Hominy Branch Trail, MU, etc.

2) The Shepard Blvd. neighborhood could easily access the trail via a short connection on Bluff Dale Drive.

3) Environmental/woodland impact would be minimized

I would not favor adding sidewalks along Bluff Dale because of probable neighborhood opposition and relatively low vehicular traffic on this residential street. The street could be marked with sharrows leading east to the Old 63 PedWay.

Thanks for the opportunity to provide input.

--
Karl Kruse
2405 Lynnwood Dr.
Columbia, MO 65203
[redacted]

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Grindstone to Stephens Link Trail

2 messages

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 3:47 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

More comments...

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Lane** <larends@centraldesigngroup.com>
Date: Mon, Jan 26, 2015 at 3:45 PM
Subject: [PubW]: Grindstone to Stephens Link Trail
To: PubW@gocolumbiamo.com

I support option 1 and 3

Lane Arends

200 Old 63 South, Ste #305

Columbia, MO 65201

[redacted]

larends@centraldesigngroup.com

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Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 26, 2015 at 3:48 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administraive Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

---------- Forwarded message ----------
From: **Rebekah** <Rebekah@centraldesigngroup.com>
Date: Mon, Jan 26, 2015 at 3:46 PM
Subject: [PubW]: Grindstone to Stephens Link Trail
To: PubW@gocolumbiamo.com

To whom it may concern,

I support options 1 and 3 for the Grindstone to Stephens Link Trail (Shepard to Rollins Trail Connection Project). I believe this would be beneficial to my coworkers as they have expressed to me their support for this.

Thanks

Rebekah Schachtele

200 Old 63 South, Ste #305

Columbia, MO 65201

[redacted]

rebekah@centraldesigngroup.com

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Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Shepard to Rollins trail connection

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Mon, Jan 12, 2015 at 8:40 AM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Please see the comments below regarding the Shepard to Rollins trail.

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Aruguete, Mara** <AruguetеM@lincolnu.edu>
Date: Sat, Jan 10, 2015 at 6:35 PM
Subject: [PubW]: Shepard to Rollins trail connection
To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

Dear Mr. Bitterman:

I am writing to express my gratitude for the planned Shepard to Rollins trail connection. Any of the existing options sound great. Thank you for your work on this project. Please let us know if we can do anything to facilitate the plans.

Mara Aruguete and Chip Gubera
1625 Wilson Ave.

Sent from my iPad

Tyler Wallace <trwallac@gocolumbiamo.com>

Fwd: [PubW]: Options 1 and 3

1 message

Scott Bitterman <sabitter@gocolumbiamo.com> Wed, Jan 28, 2015 at 8:22 AM
To: Tyler Wallace <trwallac@gocolumbiamo.com>

--------- Forwarded message ---------
From: **Rebekah Kirkpatrick** <rjkirkpa@gocolumbiamo.com>
Date: Wed, Jan 28, 2015 at 8:19 AM
Subject: Fwd: [PubW]: Options 1 and 3
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.874.7621
Fax: 573.874.7132

--------- Forwarded message ---------
From: **Melissa Selsor** <melissaselsor@gmail.com>
Date: Tue, Jan 27, 2015 at 7:05 PM
Subject: [PubW]: Options 1 and 3
To: "PubW@GoColumbiaMo.com" <PubW@gocolumbiamo.com>

To whom it may concern,

In regards to the proposed Grindstone to Stephens Park Trail connector, also referred to as the Separd to MU Trail, I would like to express support for options 1 and 3.

Thank you,
Melissa Selsor

Sent from my iPhone

Scott Bitterman <sabitter@gocolumbiamo.com>

Fwd: [PubW]: Hinkson Creek

1 message

Rebekah Kirkpatrick <rjkirkpa@gocolumbiamo.com> Wed, Jan 21, 2015 at 2:40 PM
To: Scott Bitterman <sabitter@gocolumbiamo.com>

Comments regarding the Forum/Hinkson project...

Rebekah Kirkpatrick, CTA
Senior Administrative Support Assistant
City of Columbia-Public Works Administration
701 E. Broadway
Columbia, MO 65201
Phone: 573.374.7621
Fax: 573.374.7132

---------- Forwarded message ----------
From: **Susan Daniel** <sdaniel.mo@gmail.com>
Date: Wed, Jan 21, 2015 at 2:35 PM
Subject: [PubW]: Hinkson Creek
To: pubw@gocolumbiamo.com

Please go with option 4. Keep nature the way it is and use the paths already there. When they redo the Stadium/Old 63 intersection, add on a path for bikes/people on the bridge over the creek.

Thank you.

P. Susan Daniel
3008 Meghann Dr.
Columbia, MO 65203

Options 1, 2, & 3 are detrimental to the Hinkson Creek. They alter drainage & would destroy wildlife habitat & old growth trees. They need numerous switchbacks utilizing a lot of concrete. They could not be safe to use after dark or in bad weather and difficult for emergency vehicles to access.

Options 2 & 3 cost too much. All the projects cost too much when figured how much per person for the people it will benefit.

This money could be utilized so much more to improve existing or build new sidewalks and to do shoulder work on roadways to make biking safer.

Only option 4 fits the budget and safety needs of all non-motorized transportation without harming the environment and may increase the "modal shift" from the Grindstone Canyon Apartment area on Old Hwy 63.

January 26, 2015

To whom it may concern:

I support the continued development of the Columbia Trail System and urge the construction of Options 1 and 3 in order to connect Grindstone Park with Stephens Lake Park and MU.

Carol Burlis Carol Burlis

504 Longfellow Lane

Columbia, MO

January 26, 2015

My family lives in the Woodridge neighborhood immediately next to the new Hominy Branch Trail. Many of us use the new trail and look forward to a better route connecting us to Grindstone Park, MU and beyond. I urge development of Options 1 and 3.

Tori Skinner Tori Skinner

811 E. Green Meadows, Apt 307

Columbia, MO 65203

January 23, 2015

I am a strong supporter of the continued development of the Columbia Trail System. As a near lifelong resident of Columbia I find our trail and park system to benefit most Columbians and visitors. I feel that options 1 & 3 are fundamental to the continued development of the Columbia Trail System. To not continue a connection at this important junction would be a mistake. I support the development of Options 1 & 3 to eliminate the need to traverse the Old 63 hill which impedes the use and continued expansion of our trail system.

Robert Barrett
905 Westport Drive
Columbia, MO 65203

January 26, 2015

I grew up in the Woodridge neighborhood and visit my family there, often. I work at IBM in the Lemone Industrial Park and live on Green Meadows Road. My family loves the new Hominy Branch Trail and use it often to reach Stephens Lake Park but don't usually go beyond it because of the Old 63 hill. I urge Options 1 and 3 as it will offer a far more attractive connection for me in many ways. One thing I look forward to is riding my bike from my apartment on Green Meadows Road down the Greenbriar connector to the Hinkson Trail all the way to my family's home on Lansing Ave behind MU Women's and Children's Hospital all without having to travel or cross any busy street and without having to climb the Old 63 hill. Please proceed with Options 1 and 3.

Colin Skinner Colin Skinner

811 E. Green Meadows Road, Apt. 307

Columbia, MO 65203

January 26, 2015

I strongly support the vision for the Columbia Trail System and urge that the City move forward with Options 1 and 3. Without Options 1 and 3 the vision can't be realized. When completed the System will be a truly remarkable and noteworthy asset. Few communities around the U.S. will be able to boast of anything close to it. Even today, the part of the System that is built provides unparalleled transportation and recreational opportunities. I am able to enjoy truly beautiful areas of Columbia that would otherwise be hidden from my view. I believe that by getting people close to these areas that they better appreciate the need to support wise development policies that protect our lands and waters. Also, given that the City's sewer system (and other infrastructure) runs throughout our valleys it seems wise, whenever possible, to use the easements to host trails. Why not? As long as we must trudge up the Old Highway 63 hill the System, today and tomorrow, will be deeply flawed. Kind of like building I-70 but requiring people to use a ferry to cross the Missouri River. Let's eliminate the need to climb one of the largest hills in Columbia to enjoy our awesome trail network. Please select Options 1 and 3.

Lauren Cooper

Lauren Cooper, Owner

1509 Lowe Street

Columbia, MO 65203

January 26, 2015

I have lived in Columbia for over 40 years and have been an avid trail user for decades. I love the trail system, it is a truly unique and wonderful part of Columbia. One of my great joys is walking different sections of the trail all over Columbia. This allows me to keep exercise fresh and interesting, not just a boring routine.

I would like to specifically state my support for Options 1 and 3 and urge the City to build them. I assure you I will continue to walk the various segments of the trail for as long as I am physically able.

Thank you.

Rick Wise

208 Orleans Court

Columbia, MO 65203

TO: Columbia City Council Members
FR: Michael Kaplan
RE: Grindstone to Stephens Link Trail

I strongly support Options 1 and 3 for the Grindstone to Stephens Trail Link. The continued expansion of the bike and pedestrian trail system is the right direction for Columbia. Despite much disagreement on the best way to grow our town, Columbia has managed to become an attractive locale for people who appreciate nature and fitness. The trails offer a much-needed balance to the astounding boom in development Columbia has seen in recent years. The system also helps distinguish Columbia from other cities, and is a reason I'm proud to have lived here for more than 17 years. Further, Options 1 and 3 would ease access to numerous destinations, making these the best choices.

Michael Kaplan
606 Longfellow Ln.
Columbia, MO 65203

26 January 2015

To whom it may concern –

I'm an avid trail user and feel that network is a great plus to our city.
I support options 1 and 3 so that we may continue to develope that network throughout our city.

Barbara Leslie

Barbara Leslie
1103 S. Glenwood Ave.
Columbia, Mo. 65203

January 26, 2015

I believe the trail network is a very important part of Columbia's quality-of-life. It provides excellent recreation and transportation opportunities. The key aspect of the network is that it runs primarily through some of the most beautiful areas of our community and that it is essentially level. The combination is what attracts so many people to it and will into the future as we grow. It is important to follow this approach in connecting the trail at Grindstone Park through the Hinkson Valley and up to Stephens Lake Park. Once completed there will be a huge, connected trail network running from the northeastern part of the city all the way to the KATY Trail. For these reasons, I support Options 1 and 3 and urge the City to build them.

Carlo Morpurgo

504 Longfellow Lane

Columbia, MO 652023

Quinten Messbarger
2011 North Deerborn Circle, Columbia, MO 65203 | [redacted] | theqman@gmail.com

January 23, 2015

Columbia City Council
701 E. Broadway
P.O. Box 6015
Columbia, Missouri 65205

Dear Council Members,

My family very much appreciates and utilizes Columbia's trail system. We are fortunate to have great access from our home, giving us numerous options for getting to and from multiple locations as well as simply riding for fun and exercise. For us, level trails that cross over waterways and under roads are very important.

I understand decisions will soon be made regarding a variety of options for the Grindstone to Stephens Link Trails. We support Options 1 and 3. Option 1 is an appropriate way to provide safe access by providing a bridge to cross Hinkson Creek. Option 3 is the best way to address the issue of maintaining a fairly level riding route that those of us who are less physically blessed need in order to bike and walk from one location to another.

Please take these important factors into consideration when making your decision so that this amazing community resource and be used by everyone.

Sincerely,

Quinten Messbarger

January 26, 2015

I am a strong supporter of Columbia's trail system and have used it extensively for years. It's one of the best parts of living in Columbia. I gained greatly improved access with the opening of the County House Trail and look forward to being able to bike on a trail from my house to Stephens Lake Park in the future. I support Options 1 & 3 and urge the City to build them. The trail system will be greatly improved as a result.

Karla Malaney

2002 Ivy Way

Columbia, MO 65203

To Whom it May Concern: 1/26/15

I am writing in order to voice my support for options 1 and 3 for the Grindstone to Stephens link. I live in the Old Southwest and bike to our church on Shepard Boulevard regularly, often combining my trips to and from church with other errands along the way. Although I am an avid biker and don't really mind big and long hills, I would still much prefer a level scenic route than going on a road with lots of traffic. Plus I often carry loads, making the level trail attractive as well. (I write this, knowing that eventually I will have to go up a steep incline to make it to my church, but again, it will be scenic and away from traffic.) I know I would use the new trail a lot and any excuse will do, just the way I now use the County House Branch trail – it is just so lovely, I try to find any excuse to take the scenic route.

It only makes sense to complete the loop, and I know that options 1 and 3 will be so much appreciated by the vast majority of people in this town who get out there on their bikes or walk or run. In addition, a completed loop will be a great attraction to anyone who might be considering moving to Columbia.

Thanks for all your good work, making Columbia a wonderful place to live and bike!

Allie Gassmann
1700 Princeton Dr.
Columbia, MO 65203

January 26, 2015

I live adjacent to the new Hominy Branch Trail. It currently terminates just beyond my back yard. I have been an avid cyclist for many years and having such convenient access to the trail network has been fantastic. I bike as often as possible. There have been no problems and more and more people are using this great addition to our neighborhood. It has clearly added value to the homes in the area as it has essentially connected us to Stephens Lake Park, a destination that previously required driving in a car to get there. I do not like the ride up the Old 63 hill due to its steepness and because of its close proximity to heavy, fast moving traffic. Please complete the long-sought connections offered by Options 1 & 3. To create a more level connection will not only help us but it will essentially eliminate the last major obstacle that remains in what is now a very dense bike/ped network running from Hindman Junction all the way past our house to the neighborhoods just north of The Links Apartments. Once Options 1 & 3 are built Columbia will have an incredible trail network.

Terry Skinner

3716 Lansing Ave

Columbia, MO 65201

Terry Skinner

Columbia City Council
Jan 25, 2015

Columbia's trails and parks system adds immeasurably to the quality of life in our city. I am in favor of as much connectivity as possible.

When the Katy Trail was initially proposed in the 1980s, property owners along the trail route were concerned that criminals would benefit most from it's proximity to homes. Now opinion has reversed. To own a home along the Katy Trail adds to the home's value.

As Columbia's roads get more congested, it is a major benefit to provide walking/biking routes that connect the city and offer more than weekend recreation. Please support Options 1 and 3, which will help create a system that is a usable part of daily life.

Sincerely,

Dory Colbert
700 Westwood Ave
Columbia, MO 65203

January 26, 2015

Our home is right next to the new Hominy Branch Trail. My family uses it, often. The safe connection to Stephens Lake Park has been wonderful. Being able to bike or walk to the park is great. In the past everyone in the neighborhood, especially the kids, had to get to the park by car given the danger of crossing Highway 63. A member of our family has a medical issue that has affected his balance thus making it impossible for him to bike with a traditional two-wheeler. He now has a three-wheeler that works well but it is far safer to ride it on the trails rather than the busy streets. With Hominy Branch he is able to get out on his bike most days which is a boon to his quality of life and his overall fitness and health. He wouldn't be able to do it nearly as often without Hominy. He is comfortable riding to Stephens Lake Park but unwilling to ride up and down Old Hwy 63 so close to traffic. With Options 1 and 3 he and the rest of us will be comfortable going beyond Stephens Lake Park to enjoy the entire trail system and the many places we'll be able to reach. Please build Options 1 and 3.

Janice Skinner Janice Skinner

3716 Lansing Ave

Columbia, MO 65201

To Public Works staff and the City Council:

Our growing trail network is a wonderful and valuable part of our community. Upon completion of the Hominy Branch Trail Phase II we'll have created, other than the Old 63 hill between Stadium and East Broadway, a **17-mile, nearly-level network backbone trail** running primarily through our creek valleys from The Links apartments north of I-70 all the way to the KATY Trail at Hindman Junction. Scores of neighborhoods have already been connected to this backbone trail and others are in the process of being connected. The transportation and recreational opportunities it has created are vast. For this reason it's imperative that we build Options 1 and 3 to **eliminate the Old 63 hill** and properly complete what will be a vast, dense, connected network serving thousands and thousands of Columbians now and forevermore.

It appears that the estimated cost of building Options 1 and 3 exceeds the current budget for this project. I don't know what was assumed in creating the budget estimate but clearly this project has, by far, a greater potential impact on mode shift than the other potential GetAbout projects. Thus, it should be given the highest priority for use of the remaining GetAbout monies. Furthermore, Parks Sales Tax money can be used to help fund this project and consideration should be given to that source as well. It is that important!

Over the years we have seen that the trail movement has resulted in a great deal of open space surrounding our creeks, particularly the Hinkson Creek, being preserved and restored. This process is very good for our local environment, creek water quality and further enhances the beauty we enjoy on our trails. If it is possible to find money to preserve and restore some or all of the Altis Trust land I would urge that we do it.

Thank you.

Chip Cooper

500 Longfellow Lane

Columbia, MO 65203

To whom it may concern:

I support Columbia's trail network and hope that it will continue to grow. It's a great part of our town. I am pleased that the Hominy Branch Trail will reach our neighborhood soon which will create direct access for us to safely bike to Stephens Lake Park. I support Options 1 and 3 so that I can keep going on the trail to Grindstone Park, MU and on to the MKT Trail without having to climb the Old 63 hill. Connecting our end of town to the full trail network will benefit many, many people in the years to come.

Tom Burr

5012 Gasconade Drive

Columbia, MO 65202

January 26, 2015

I am a strong supporter of the continued development of the Columbia Trail System. Building the backbone of the system in Columbia's valleys along the creeks offers access to the most beautiful areas of town as well as providing level connections throughout the community. Options 1 and 3 are fundamental to the development of the System. To not create a level connection at this important junction would be a huge mistake. The current route up the Old Highway 63 hill is a deterrent to use and will, as long as it is there, devalue the substantial investment that has been made in creating the System. I support the development of Options 1 and 3 to eliminate the need to traverse the Old 63 hill and also to create a needed connection to the MU campus.

Mary Gay Stephenson

101 E. Spangler Lane

Columbia, MO 65201

To whom it may concern:

I have regularly used our trails over the years and thank you for the many, many hours of enjoyment and improved health I have gained as a result. They are one of the very best aspects of living in Columbia. As I have watched the trail network grow my appreciation grows, too. I can now go places on my bike via the trails that I never imagined possible. I can now see beautiful parts of our town that I would never have seen without the trails. I support the vision of the Columbia Trail System including the 30-mile loop around the city. We'll become known and envied for it! I also support Options 1 & 3 as they are critical to the long-term vision but also to the current need to properly connect Grindstone Park (Hinkson and Grindstone Trails) with MU, Stephens Lake Park and the Hominy Branch Trail. The Old 63 hill is a huge impediment to use and I look forward to the day I can travel from my home to my office near MU's Women's and Children's Hospital without having to climb it. Please build Options 1 & 3.

Jane Cooper

Jane Cooper

500 Longfellow Lane

Columbia, MO 65203

To whom it may concern:

I live in the neighborhood adjacent to and just north of The Links apartments on Clark Lane. Our neighborhood has been isolated from City parks for as long as I've lived here. Soon the Hominy Branch Trail Phase II will be completed which will finally change that. Hundreds of homes will now be able to conveniently reach the northern trailhead (at the back of The Links at Lillian Drive) via low-traffic neighborhood streets and then walk/bike along a beautiful trail to Stephens Lake Park and the many destinations along the way. We'd also like to be able to continue on the trail all the way to Grindstone Park and on to the rest of the trail network without having to climb the Old Highway 63 hill. That hill is huge and discourages most people from taking that route. It would also be great to be able to reach MU and downtown from the trail instead of having to climb the East Broadway hill which requires one to walk/bike in close proximity to busy traffic. For these reasons I urge that the City build Options 1 & 3.

Kim March

5012 Gasconade Drive

Columbia, MO 65202

To whom it may concern:

I live in The Links apartment complex and look forward to the completion of the Hominy Branch Trail Phase II. Once this is completed I will be able to ride my bike or walk safely to visit family who live in the Woodridge neighborhood, go to medical appointments near Women's and Children's Hospital, go to Stephens Lake Park and many other destinations. I am thrilled at the prospect. I am also excited at the news that the City is considering a trail that will allow me to continue my journey to Grindstone Park, MU and beyond without having to climb the Old 63 hill, which is not something I like to do. Consequently, I support Options 1 & 3 and urge the City to build them. I moved to Columbia recently and really like the trail system we have here. I hope it continues growing in the years to come. It's a signature part of our community.

Mike Lennox
5026 Clark Lane, Apt. 101
Columbia, MO 65202

Victoria Even
105 West Blvd N
Columbia, MO
65203
January 26, 2015

Dear Members of the Columbia Public Works Department:

I support the development of Options 1 and 3 as trail connectors for the city of Columbia for several reasons. As a newer resident of Columbia, I have found the various trails throughout town a joy to bike, jog, and walk. However, the building of Options 1 and 3 would make the trail system complete and allow the citizens of Columbia full access to the beautiful trailways that are as of yet unconnected throughout the city. Furthermore, the proposed connections encourage trail use in their avoidance of heavy traffic areas and hills (as is disadvantageous with the trail on Old 63). I believe that the proposed connections are a natural extension of the vision that initially prompted the trail developments in the first place. In addition, Options 1 and 3 offer the least impact both environmentally and residentially, as tree removal is minimal and property owners are largely unopposed.

In closing, please approve the development of Options 1 and 3 as trail connectors. Thank you.

Sincerely,

Victoria Even

RE the Grindstone trail link options

I support trail connection options 1 and 3 because I believe they would be good for the Columbia Trail Network, and provide access to natural areas to people who might not otherwise enjoy the area.

Martha Ott Jennings
411 Hulen Drive
Columbia, MO 65203

January 26, 2015

City of Columbia
Public Works Department

I am writing to you to support Options 1 & 3 that are proposed to link Stephens Park to the Grindstone Trail Park.

I think it is critical to have a trail system that is as accessible as possible so that everyone in the community can use it easily. I'm very familiar with that section of Old 63 as my father used to live near there. It's an extremely steep hill that on my best days I can't possibly wheel up and down. Options 1 & 3 would allow a more level opportunity to connect important pieces of the trail.

I know some people are concerned with preserving the natural habitat. First of all, there are sewer and other public utility lines in the area so it's not exactly pristine. Secondly, it's exactly things like trail systems that allow people with disabilities like myself and my brother to get out and enjoy nature which wouldn't be accessible at all without our wonderful trails.

I hope you will support one of these two options and I look forward to your decision.

In Gratitude,

Chuck Graham
102 West Green Meadows Road
Columbia, MO 65203

I favor option #2 It addresses the most serious deficit in the trail system - lack of East west connection when that connection is needed most. The center It is minimally invasive and physically attractive It is future oriented since through Shepard it could potentially connect to the new developments on the East side of 63. The steep gradient is deceptive since on the other trails the gradient must be simply taken on the street (esp. old 63) for those who don't commence their journey from the ~~trail head~~ trailhead.

#1 and #4 are my second choices - very far behind

#3 would be a disaster It is environmentally invasive expensive, duplicates the bike sidewalk on Old 63 and does little to deal with the serious East/west connection deficit that #2 is best designed to resolve.

Although my views may seem self-interested I am not alone there are many in the Shepard Neighborhood who would use the trail if option #2 is chosen. If it is not built, few of us will find the other options attractive to use on a regular basis

TranSystems 2400 Pershing Road, Suite 400 Kansas City, MO 64108 • (816) 329-8600	Ted Koditschek 2508 Shepard Blvd 66201	SUPPLEMENTAL SKETCH NO.
	DRAWN BY: CHECKED BY:	DATE: