



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: May 2, 2016

Re: Supplemental Memo for Public Hearing – Fairview Road and Chapel Hill Road Intersection Improvements

Executive Summary

Resolution 34-16 was placed on the April 4, 2016 Council agenda setting a public hearing for May 2, 2016 for the construction of Fairview Road and Chapel Hill Road intersection improvements. At the April 4th meeting, Council requested that the May 2nd public hearing be postponed for at least one month to allow Councilman Thomas to meet with concerned residents located near the proposed roundabout, and to allow staff additional time to respond to Council questions. Staff recommends that the public hearing be postponed until June 20, 2016.

Discussion

At the April 4, 2016 Council meeting, Council made a motion to postpone the May 2, 2016 public hearing to a later date. Staff recommends that the public hearing be held on June 20, 2016. Council also requested staff respond to the following questions in bold:

What were the negative comments received at the I.P. meeting? Councilman Thomas felt that the majority of attendees were not in favor of the roundabout.

Concern: The speeds through the roundabout will make it unsafe for pedestrians and bicyclists and will make it difficult for drivers to enter the intersection from Fairview Estates.

Staff response: Roundabouts, in general, are safer for pedestrians than a four-way stop because pedestrians only need to cross one leg of traffic at a time, and there is a better understanding of traffic movement since traffic is only going one way through the roundabout. In comparison, at a four-way stop the pedestrian will need to cross two legs of traffic and be aware of what traffic is doing at all four entrances of the intersection prior to crossing the street. One of the major complaints at this intersection is that drivers do not come to a complete stop and instead speed through the intersection. The geometry of the roundabout will require the drivers to slow down and go through the roundabout at a uniform rate of between 15 mph and 20 mph. If a signal is installed, the drivers will be able to drive through the intersection at a much faster speed. There is concern that eastbound drivers may go through the intersection at an excessive rate and could lose control going over the hill.

Concern: The intersection being located at the top of the hill will make it less safe.

Staff response: During winter weather, the roundabout will allow vehicles to continue slowly moving instead of coming to a complete stop on the hill. If a signal is installed, traffic would



City of Columbia

701 East Broadway, Columbia, Missouri 65201

be required to stop on the hill. In addition, the tree line along the south side of Chapel Hill will need to be cleared in order to provide the needed sight distance for a signal (see Supplemental A-Probable Tree Removal).

Concern: The landscape and wall at Fairview Estates entrance needs to be maintained or replaced.

Staff Response: Staff will work with the Fairview Estates Homeowners Association to replace the landscaped entrance and wall where disturbed. Also, the island in the middle of the roundabout may be landscaped as well.

Concern: The roundabout needs to be bigger than a mini roundabout.

Staff response: The diameter of the proposed roundabout is 110 feet. The diameter of the mini roundabout at Fairview and Rollins is 60 feet.

Concern: The existing traffic delays do not warrant an improvement.

Staff Response: The addition of the left turn lanes on Chapel Hill during the construction of the Scott Blvd Phase II project have helped with movement through the intersection; however, these turn lanes are narrow and not considered a permanent solution for the intersection. Staff anticipates additional future collisions due to the turning movements from the turn lanes.

The traffic at this intersection is anticipated to continue to increase as the City grows to the south and southwest. Traffic is also anticipated to increase at this intersection during the construction of the improvements along Nifong, between Providence and Forum; at Nifong and Sinclair intersection; and at Vawter School and Old Mill Creek intersection. The construction of the two intersection projects along Nifong is planned for 2018, and widening Nifong is planned for 2020.

This intersection improvement project was identified to be funded from the one-fourth of one percent sales tax ballot approved by voters in 2015. Public Works is taking a proactive approach to improving this intersection for both existing and future needs.

What were the results of the speed study conducted at Rollins & Fairview Road roundabout?

A speed study was conducted at this intersection on February 4, 2016 (see attached Supplemental B-Speed Study). The results of the study show slower speeds within the mini roundabout. Over 140 records were recorded and operating speeds were below 25 mph within the roundabout (see attached Supplemental C-Speed Data).

There were no reported calls for service recorded at the 911 center for this location between January 1, 2015 and April 1, 2016, indicating no collisions at the intersection within that time frame. Prior to the conversion to the roundabout, there were typically 1-3 collisions reported each year at the all-way stop (a crash rate of about 2). Staff plans to mill and overlay the intersection as part of a maintenance project, and will modify the markings to enhance the visual acuity of the entry lanes as part of that work (see attached Supplemental D-Proposed Intersection Markings). The conversion of the Fairview & Rollins roundabout has been a



statistical success in that it has reduced collisions and reduced fuel consumption and emissions. Options for additional advance signing and markings are being considered, but do not appear to be necessary at this time. Staff does continue to receive negative (and some positive) feedback regarding the roundabout. Fully reconstructing this location would cost at least \$750,000, depending on the scope of services.

How did staff determine that a roundabout is needed at Chapel Hill and Fairview? Staff to provide the number of cars typically backed up at this intersection.

This project was prioritized by Council for construction in 2017 to be funded from the one-fourth of one percent sales tax approved by voters in 2015. The traffic at this intersection is anticipated to continue to increase as the City grows to the south and southwest. Traffic is also anticipated to increase at this intersection during the Nifong improvements, previously discussed in this memo.

Staff found that peak hour westbound vehicle backup was about 373 feet, to Handley Place (see Supplemental E-Diagram) with approximately 18 cars. Current intersection with all way stop control has a Level of Service (LOS) F. The roundabout design is based on 20 years of vehicle projections (22% increase). After the roundabout is constructed, LOS will be B with current traffic, but is estimated to be LOS D after 22 years.

Fiscal Impact

Short-Term Impact: The estimated cost for this project is \$600,000 and will be funded with 0.25% Capital Improvement Sales Tax.

Long-Term Impact: Routine maintenance is estimated at \$2,000 per year and will be included in Street Division's operating budget.

Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Transportation, Secondary Impact: Community Facilities & Services, Tertiary Impact: Environment

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Public Safety, Tertiary Impact: Economy

Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Mobility, Connectivity, and Accessibility, Tertiary Impact: Economic Development



City of Columbia

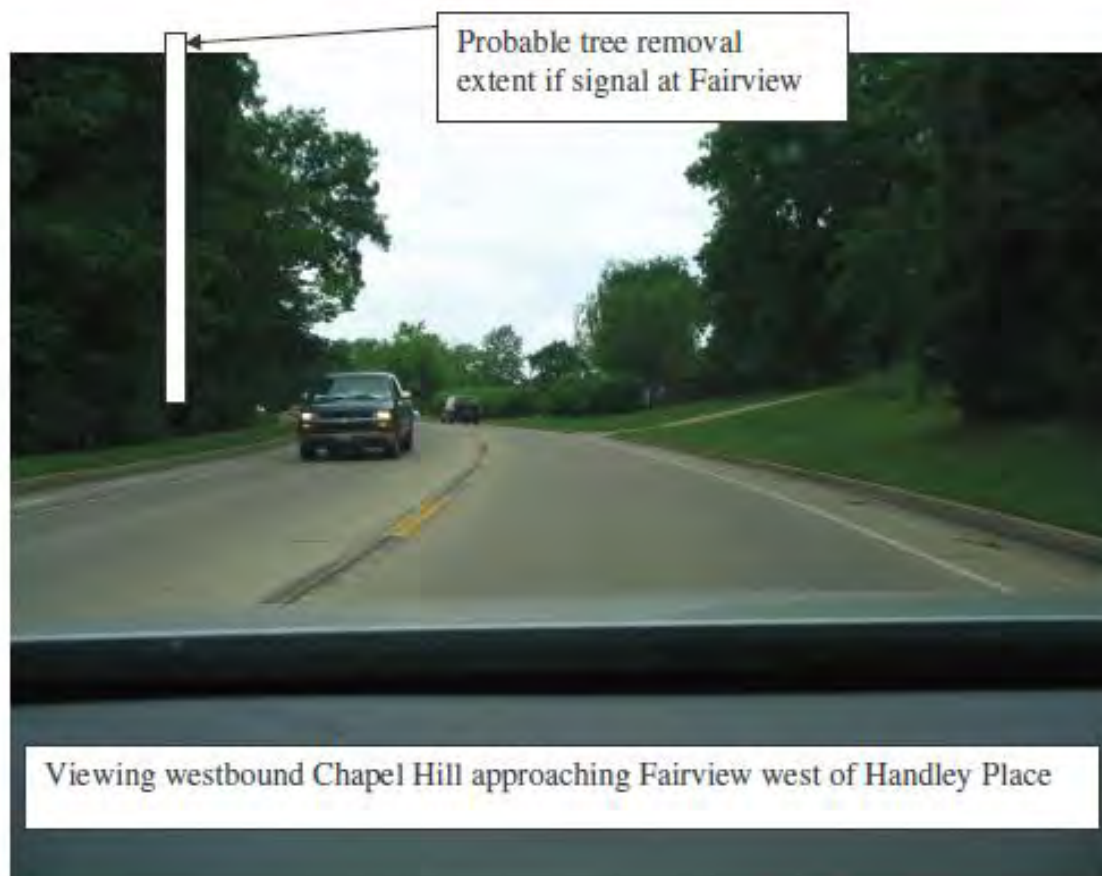
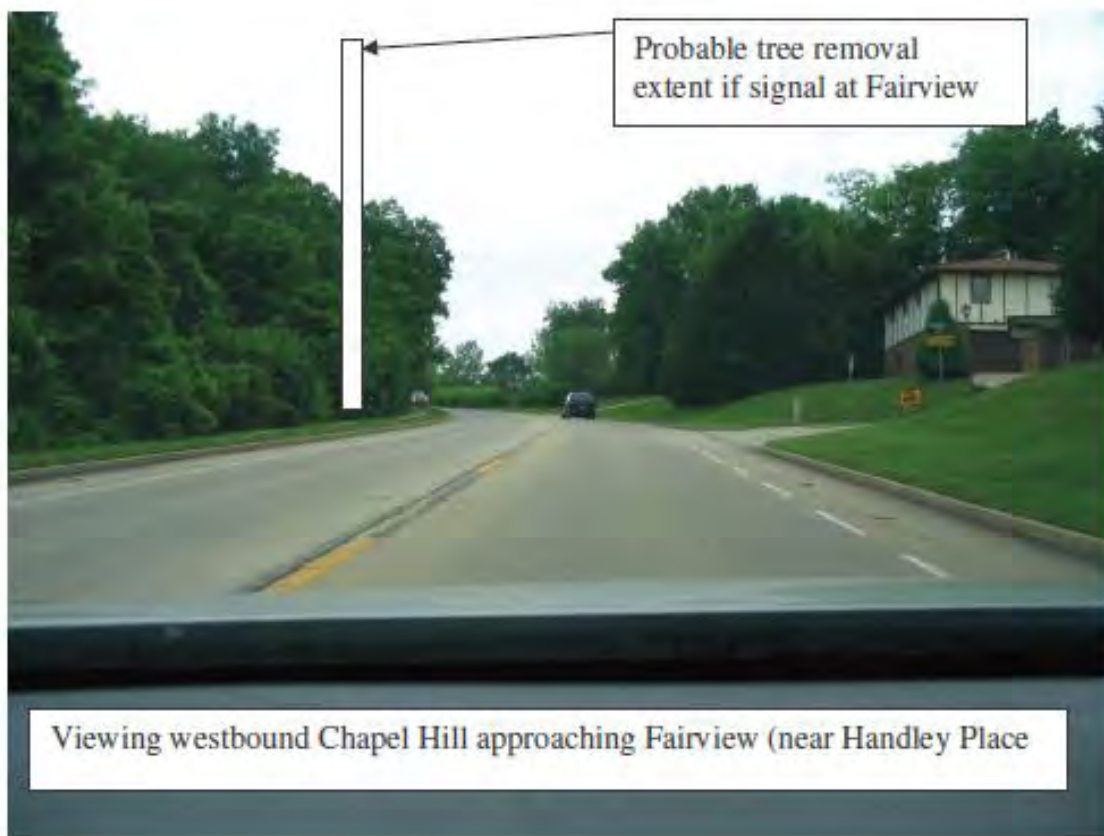
701 East Broadway, Columbia, Missouri 65201

Legislative History

| Date | Action |
|------------|---|
| 04/04/2016 | R34-16 Setting a public hearing for May 2, 2016 for construction of Fairview Road and Chapel Hill Road intersection improvements. Interested Parties meeting |
| 01/28/2016 | |

Suggested Council Action

Amend R34-16 to postpone the May 2, 2016 public hearing to June 20, 2016 for the Fairview Road and Chapel Hill Road intersection improvement project.





Fairview & Chapel Hill

Probable extent of partial or full tree removal for a signal.

Fairview and Rollins Speed Study

Purpose:

To collect and record speed data within the mini roundabout at Fairview Road and Rollins Road.

Procedure:

Using a radar unit to record speeds of vehicles within the mini roundabout at Fairview Road and Rollins Road. To obtain accurate speed data the recording location was near the downstream crosswalk to obtain a clear parallel view of the approaching vehicles (see figure 1). Speeds were recorded from 2:55 p.m. to 3:42 p.m., these times coincide with dismissal of Fairview elementary school which occurs at 3:20 p.m.

Figure 1



Results:

The speeds recorded show slower speeds within the mini roundabout. Over 140 records were recorded and operating speeds were below 25 mph within the roundabout. The summary of speeds can be shown in Table 1 below.

Table 1

| Total | | |
|-------------------|----------------|--------------|
| Average Speed | 85h Percentile | # of Records |
| 13.66 | 16 | 146 |
| Southbound | | |
| Average Speed | 85h Percentile | # of Records |
| 13.48 | 16 | 91 |
| Northbound | | |
| Average Speed | 85h Percentile | # of Records |
| 13.62 | 16.2 | 53 |

Analysis:

When recording data the people were wearing appropriate safety clothing and were visible to approaching traffic. This could have a small effect on operating speeds within the roundabout. The operating speeds within the mini roundabout were appropriate with the design and posted speed limits in the area.

Conclusion & Discussion:

Speeds recorded during the dismissal of Fairview elementary school were appropriate. While the data could be shaded low even an addition of 2 mph would result in would still result in appropriate operating speeds within the mini roundabout.

Fairview and Rollins Speed Data
Cars Entering Roundabout

| Speed | Direction |
|-------|-----------|
| 22 | SB |
| 11 | SB |
| 13 | SB |
| 12 | SB |
| 12 | SB |
| 11 | SB |
| 11 | SB |
| 26 | EB |
| 19 | EB |
| 13 | SB |
| 11 | SB |
| 12 | SB |
| 15 | SB |
| 14 | SB |
| 12 | SB |
| 16 | SB |
| 11 | SB |
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| 16 | SB |
| 13 | SB |
| 13 | SB |
| 12 | SB |
| 12 | SB |
| 11 | SB |
| 12 | SB |
| 12 | SB |
| 13 | SB |
| 16 | SB |
| 13 | SB |
| 16 | SB |
| 11 | SB |
| 14 | SB |
| 12 | SB |
| 13 | SB |

*All speeds are taken within the roundabout

Obvser: White and Valleroy

Start Time 14:55

End Time 15:42

Weather Sunny and 32 degrees

Date 2/4/2016

Total

| Average Speed | 85h Percentile | # of Records |
|---------------|----------------|--------------|
| 13.70 | 16 | 143 |

Southbound

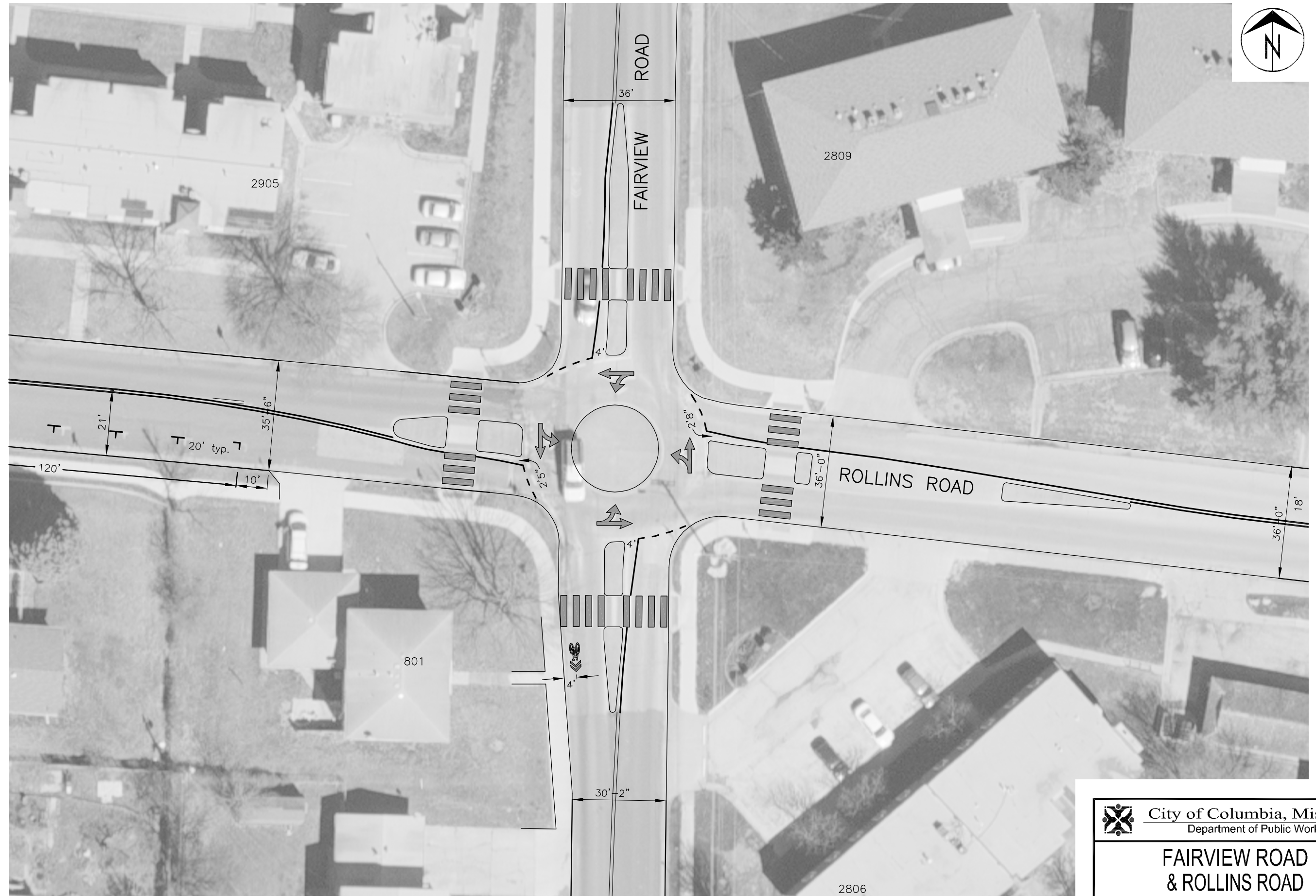
| Average Speed | 85h Percentile | # of Records |
|---------------|----------------|--------------|
| 13.48 | 16 | 91 |

Northbound

| Average Speed | 85h Percentile | # of Records |
|---------------|----------------|--------------|
| 13.62 | 16.2 | 53 |

| Fairview and Rollins Speed Data | |
|---------------------------------|----|
| Cars Entering Roundabout | |
| 15 | SB |
| 17 | SB |
| 11 | SB |
| 14 | SB |
| 17 | SB |
| 13 | SB |
| 13 | SB |
| 14 | SB |
| 18 | SB |
| 14 | SB |
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| 17 | SB |
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| 12 | SB |
| 15 | SB |
| 18 | SB |
| 14 | SB |
| 16 | NB |
| 21 | NB |

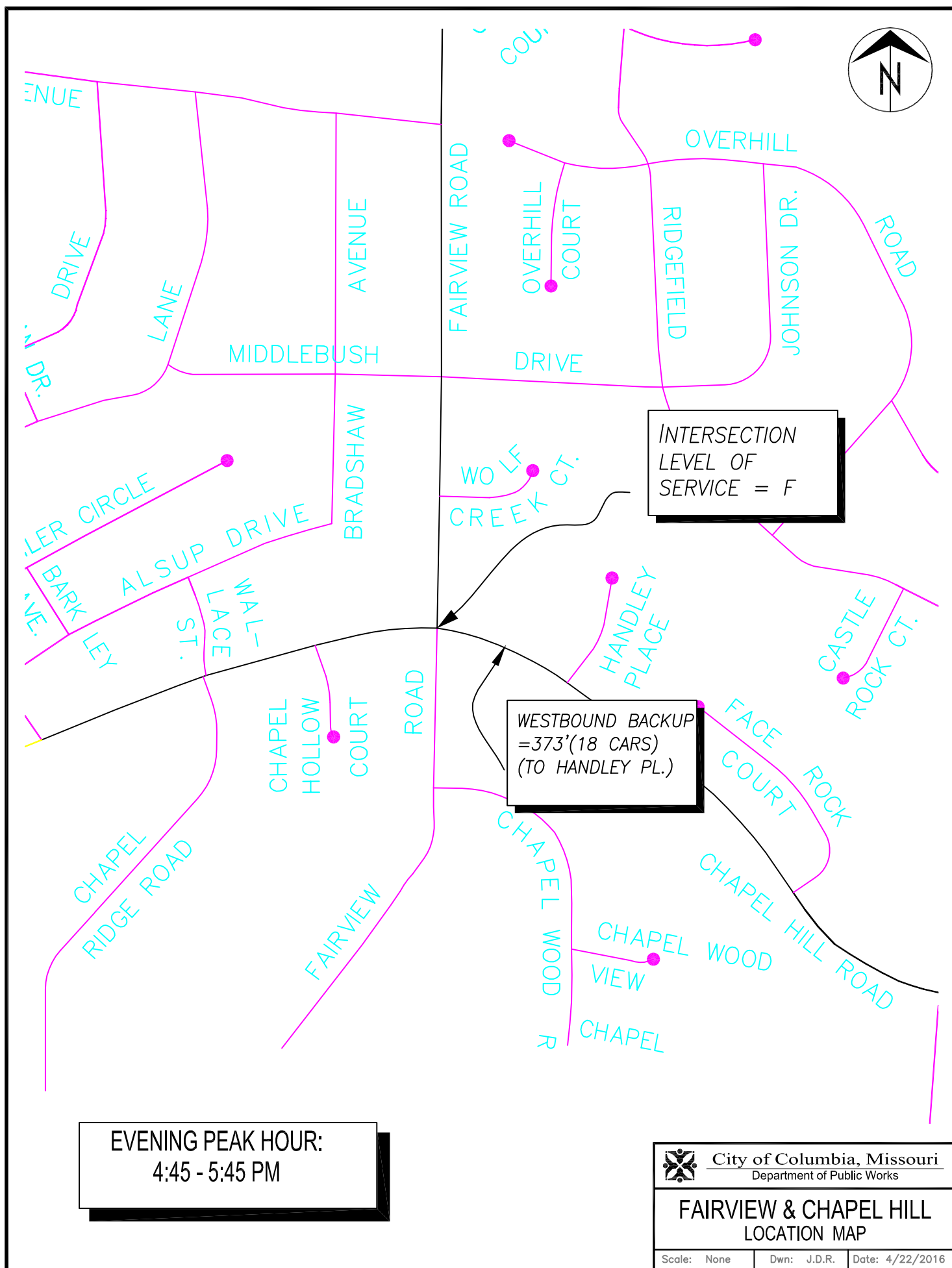
| Fairview and Rollins Speed Data |
|---------------------------------|
| Cars Entering Roundabout |
| 12 NB |
| 10 NB |
| 11 NB |
| 13 NB |
| 11 NB |
| 13 NB |
| 11 NB |
| 12 NB |
| 14 NB |
| 19 NB |
| 16 NB |
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City of Columbia, Missouri
Department of Public Works

FAIRVIEW ROAD & ROLLINS ROAD

Scale: 1" = 30' | Dwn: C.M.V. | Date: 10/27/2015





City of Columbia

701 East Broadway, Columbia, Missouri 65201

Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: April 4, 2016

Re: Public Hearing – Fairview Road and Chapel Hill Road Intersection Improvements

Executive Summary

Setting a public hearing for May 2, 2016 for the construction of Fairview Road and Chapel Hill Road intersection improvements, as shown on the attached diagram. An Interested Parties (IP) meeting was held January 28, 2016. The CIP cost estimate for the project is \$600,000.

Discussion

Fairview Road is classified as a Major Collector, and Chapel Hill Road as a Minor Arterial, in both the Columbia Area Transportation Study Organization (CATSO) 2030 Major Thoroughfare Plan and the City Major Roadway Plan. Currently, an all-way stop intersection is present at the Fairview Road and Chapel Hill Road intersection.

This proposed intersection improvement project consists of designing a 110 ft. inscribed circle diameter Urban Single-Lane roundabout, which will accommodate commercial vehicles and school busses. The design also includes splitter islands and a 5 ft. sidewalk placed 4 ft. off the back of the curb on all four sides, which links neighborhoods, schools, churches, workplaces, shopping areas and health facilities. Additional street lighting will also be installed. An Intersection Design Considerations summary for use of a roundabout at this intersection is attached.

Extensive street right of way already exists on the northwest corner of the intersection; however, additional permanent street easements (PSE's), temporary construction easements (TCE's) and permanent utility easements (PUE's) may be necessary for construction of the project, planned for summer of 2017. The CIP budget for the project is \$600,000, and will be funded with 0.25% Capital Improvement Sales Tax. Fifty-two (52) people signed in at the January 28, 2016 IP meeting, and forty (40) comments were received (see attachments).

Fiscal Impact

Short-Term Impact: The estimated cost for this project is \$600,000 and will be funded with 0.25% Capital Improvement Sales Tax.

Long-Term Impact: Routine maintenance is estimated at \$2,000 per year.



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701 East Broadway, Columbia, Missouri 65201

Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Transportation, Secondary Impact: Community Facilities & Services, Tertiary Impact: Environment

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Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Mobility, Connectivity, and Accessibility, Tertiary Impact: Economic Development

Legislative History

| Date | Action |
|------------|----------------------------|
| 01/28/2016 | Interested Parties meeting |

Suggested Council Action

Adopt the resolution setting a public hearing for May 2, 2016 for the Fairview and Chapel Hill Road intersection improvements.

Council Bill: R 34-16

MOTION TO AMEND:

MADE BY: _____

SECONDED BY: _____

MOTION: I move that Council Bill R 34-16 be amended as set forth on this amendment sheet.

=====

Material deleted from the original bill is shown in ~~strikeout~~;
material added to original bill shown underlined.

Section 6 is amended as follows:

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 ~~May, 2~~ June 20, 2016. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

A RESOLUTION

declaring the necessity for construction of a single-lane roundabout, splitter islands and five-foot sidewalks and the installation of additional street lighting at the intersection of Fairview Road and Chapel Hill Road; stating the nature of and the estimate of the cost of the improvement; providing for payment for the improvement; providing for compliance with the prevailing wage law; and setting a public hearing.

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

SECTION 1. The City Council deems the construction of a single-lane roundabout, splitter islands and five-foot sidewalks and the installation of additional street lighting at the intersection of Fairview Road and Chapel Hill Road, 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 \$600,000.00.

SECTION 4. Payment for this improvement shall be made from Capital Improvement Sales Tax 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.

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 May, 2, 2016. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this _____ day of _____, 2016.

ATTEST:

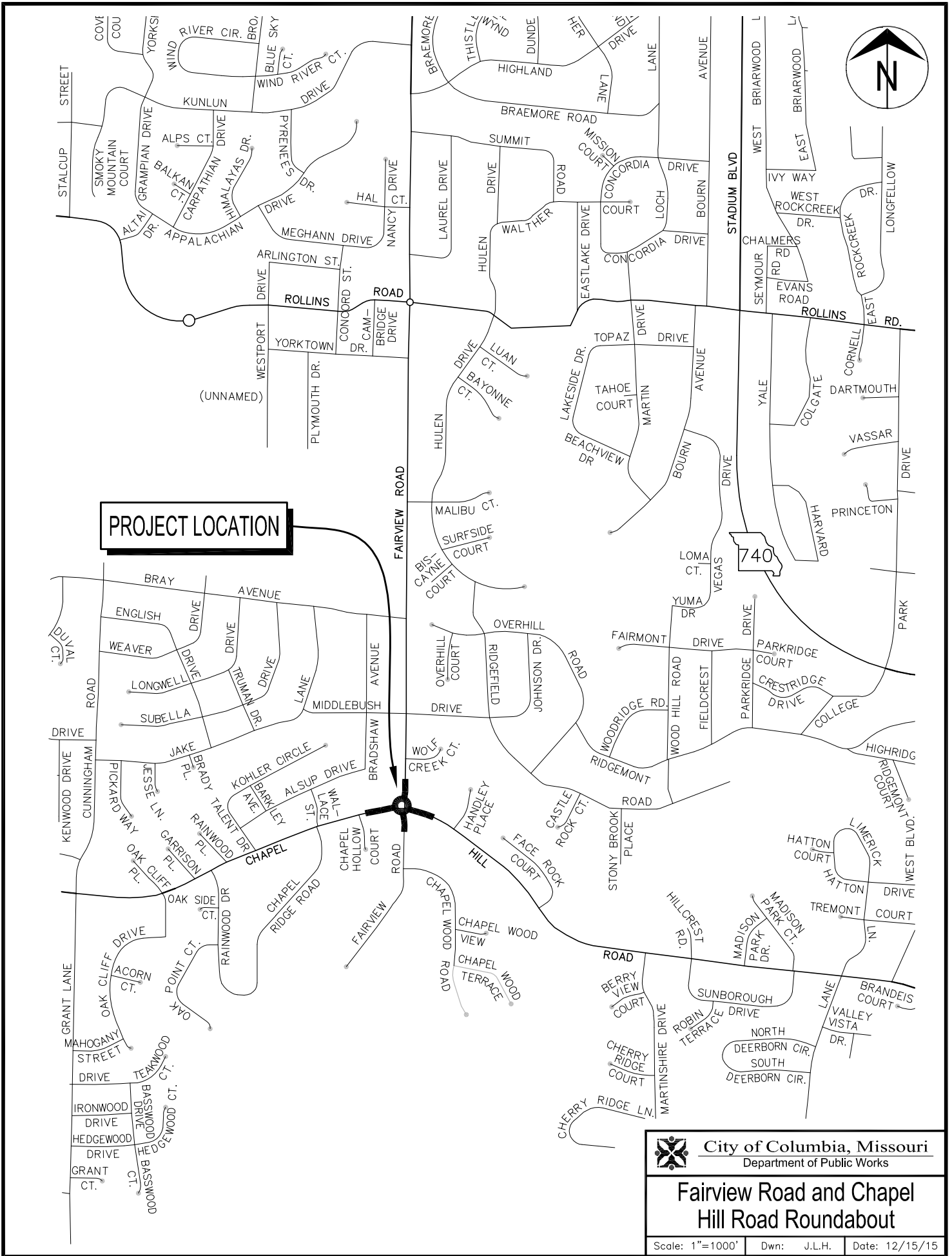
City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor

SUPPORTING
DOCUMENTS FOR
THIS AGENDA ITEM



Intersection Design Considerations for the Fairview and Chapel Hill Intersection

Design Considerations:

1. There is decreased maintenance for a roundabout compared to a signal.
2. The current intersection with all way stop control has a Level of Service (LOS) = F. After the roundabout is constructed, LOS will be B with current traffic and is estimated to be LOS = D after 22 years. The roundabout design is based on 20 years of vehicle projections (22% increase).
3. Fuel savings (peak hr.): 10 gallons (23 gal for all-way stop & 13 gal for roundabout).
4. Emission reduction (CO) (peak hr.): 0.71 kg (1.59 kg for all-way stop & 0.88 kg for roundabout).
5. Roundabouts are safer for pedestrians than a 4-way stop since pedestrians only need to cross one leg of traffic at a time and pedestrians have a better understanding of traffic movement since traffic is only going one way through the roundabout.
6. A four-leg single-lane roundabout has 75% fewer vehicle conflict points compared to the 4-way stop.
7. The geometry of roundabouts provide for slow entry speeds and consistent speeds through the roundabout by using deflection.
8. If the intersection was signalized, the collision rate might increase slightly given the historical trends of signalizing intersections due to queues at the light.
9. Given the available sight distance in all directions for opposing movements, it appears that permissive left turns would not be acceptable for Chapel Hill Road if the intersection was signalized. This would mean that the signal would need to be "split-phase" (one direction of Chapel Hill would proceed and then the other would proceed). The split-phase is necessary from a collision perspective, but not as efficient from a traffic movement perspective.
10. Dedicated left turn lanes would be needed since split signal phasing is not an ideal use for this intersection. This would be accomplished by widening the intersection.
11. The treeline will need to be removed along the southeast side of the intersection to allow for westbound traffic on Chapel Hill Road to see the signal.
12. The grade on Chapel Hill Road is problematic for queuing vehicles during winter weather conditions. A roundabout will allow vehicles to keep slowly moving instead of coming to a complete stop on the hill as would be required with a stop sign or signal.
13. The alignment of the intersection could allow for an eastbound vehicle traveling on Chapel Hill Road to jump the hill and cross into the eastbound lane if the vehicle goes through the intersection too fast.

PUBLIC COMMENT FORM

Fairview Road & Chapel Hill Road Intersection Improvements

Comment #1

Brian Sleeth briansleeth@yahoo.com 1704 S Fairview Rd, Columbia, MO 65203

Please research the viability of the warning lights at the three crosswalks. I would like to see the same warning lights for our children as the students at the University received on College Avenue just north of Rollins. Also, the planter at the entrance of Fairview Estates should be preserved to keep the integrity of the neighborhood entrance intact. Finally, the middle planter should be maintained with the neighborhood association's cooperation.

Comment #2

Bruce Davis mandbdavis@mchsi.com 1701 S Fairview Rd, Columbia, MO 65203

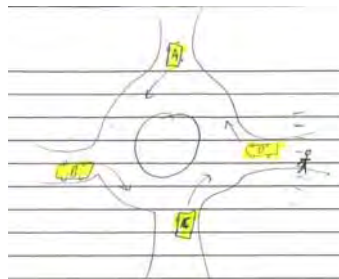
I don't think there is a need for the roundabout at this time. I believe that the speeding throughout the roundabout will be excessive and will be dangerous. Vehicles coming up the hill will be having a blind spot. Normally in favor of roundabouts, but feel this is totally unnecessary.

Comment #3

Katie Marienfeld

kmarienfeld@hotmail.com 1909 Chapel Wood Rd, Columbia, MO 65203

I think roundabouts are good for traffic flow and safety of driving, but I am concerned about the safety of pedestrians. I was informed that it is supposed to be safer for pedestrians too but I have a hard time understanding that. I have two young kids and we often walk to school, and I am concerned for their safety. If the roundabout gets approved, could they add a flashing pedestrian light that can be activated by a button, especially if there is not a large amount of pedestrian crossing? I don't think it would disrupt traffic flow too much.



As a pedestrian, I wouldn't worry about cars "B", "C" or "D" in diagram above as they'd likely see me or still be moving slow enough, but I worry about getting hit by car "A" as they wouldn't see me until they "come around the bend" if he'd built up more speed. But if you put a flashing pedestrian light, it might help. Please consider. Thank you.

Comment #4

Marybeth Bohn marybeth.bohn@msn.com 1900 S Fairview Rd, Columbia, MO 65203

I am concerned about the grade exiting Chapel Hill Estates. When it is icy, our cars can't stop. Folks in a roundabout may need to stop abruptly if/when our cars slide into the roundabout. I'm concerned this could be a dangerous situation.

Comment #5

Gary Moreau garydmoreau@gmail.com 1913 Katy Ln, Columbia, MO 65203

I am in favor since it is much larger than the poor design at Rollins Road. It will keep traffic moving up Chapel Hill when icy. I wish all four streets could enter centered. I think that the eastbound traffic on Chapel Hill has a straighter shot through the roundabout and will tend to speed through. Rollins/Fairview-add speed bumps on Fairview north of Rollins to slow southbound.

Comment #6

LeeAnne Sherwin lsherwin2014@gmail.com 1907 S Fairview Rd, Columbia, MO 65203

I would like to see actual numbers quantifying the need for change. I heard about the challenges when Scott Blvd was closed and the speculated need for the future, but I would like to hear concrete numbers. I am concerned for pedestrian safety, research shows increased pedestrian vs vehicle incidence with roundabouts. I have lived in areas with roundabouts before and they have worked well, but they were larger and not in a neighborhood. People in Mid-Missouri do not adhere to traffic rules, and I believe a roundabout in this area will not decrease speed. Bottom line, provide me with positive quantifiable findings to convince me of why this change is warranted.

Comment #7

Laurel Sommer lsq1007@gmail.com 1800 S Fairview Rd, Columbia, MO 65203

Frustrating that this is planned considering Columbia may grow 10-20 years to create a need for this roundabout, but that you don't actually have traffic data available to support its need. Concerns about pedestrian safety-especially children, cyclists and disabled are not being adequately considered. Although serious vehicle collisions are decreased there is inadequate data on pedestrian safety and some roundabouts have been removed due to injuries to cyclists/pedestrians.

Comment #8

No Personal Information On Form

Love the idea of a roundabout. Please consider low speed bumps. Plan for bike access with marked lanes through roundabout and "Bicycles On Road" signs or other appropriate signage. I was almost hit while riding around the roundabout at Rollins. I was heading east and a northbound vehicle did not look or see me enter the roundabout on my bike.

Comment #9

Linda Breedlove lbreedlo@centurytel.net **1708 S. Fairview Rd, Columbia, MO 65203**

Walls at entrance to Chapel Hill Estates need to be carefully and symmetrically repositioned after work on roundabout is completed.

Comment #10

Bill Moyes motiger1@outlook.com **107 Coventry Ct, Columbia, MO 65203**

Nearly every traffic circle in Columbia was built too small. The only exception is the one at Vawter School Rd and Scott Blvd. When the diameters are too small, two cars arriving at right angles to each other simultaneously are uncertain who should enter first, so they both stop and hesitate. With larger diameters, the spacing between cars is enough to eliminate that doubt.

Comment #11

Ben R. & Darlene Londeree **2601 Chapel Wood Terrace, Columbia, MO 65203**

We were happy to see the offset to the northwest. That will provide a better line of sight for traffic heading west on Chapel Hill Road. The roundabout probably will slow our exit from Chapel Hill Estates but understand the need for the change.

Comment #12

Steve Wendling
sfwendling@gmail.com

2012 Chapel Ridge Rd, Columbia MO 65203

I have some points to consider:

1. Will the columns/wall be replaced and or added to, so [that the] front is aesthetically balanced?
2. Since there is currently a no parking area along the bike route in the street, how will parking be addressed now?

3. Could flashing cross lights be installed for schoolchildren as this is a major crossing point?
 4. Maintain planter area back into Chapel Hill so as not to create a barren area
 5. Sprinkler system in planter areas
-

Comment #13

Eunice Morrow

jamesdavidmorrow@gmail.com

2704 Chapel Wood Ter, Columbia MO 65203

1. Roundabouts are too dangerous for bikers and walkers (children) and is too close to school.
2. It will destroy the entrance to Chapel Wood Estates. Our brick wall entrance landscape and watering system will be destroyed. Would all this be replaced?
3. It is not necessary. Traffic flows well.
4. Too costly! Steve Wendling built Green Meadows for \$300,000.
5. The "dog-leg" entrance from CW Estates is awkward.
6. Where will parking for nursery school be? The roundabout will create hazards and accidents for children and parents.
7. I do not foresee that future traffic needs would necessitate this roundabout. There is very little development yet to be done in this area.

I vote NO on this roundabout.

Comment #14

James D. Morrow

jamesdavidmorrow@gmail.com

2704 Chapel Wood Ter, Columbia MO 65203

1. Proximity to school increase children's traffic, therefore street crossing is more dangerous since traffic is not subject to a full stop.
 2. The only traffic problem at the intersection was during the closure of Scott Blvd at Hinson Creek Bridge, which diverted traffic from Nifong to Chapel Hill Road. The need does not justify the expense.
 3. Traffic and parking around the nursery school is a greater hazard than the intersection and the roundabout will compound the problem since it will not require a full stop before turning onto Fairview north.
 4. If the need is as great as explained then the roundabout is too small and too close to nursery school parking.
 5. The roundabout at Fairview and Rollins needs to be corrected, improved or eliminated before adding another unneeded roundabout at Chapel Hill Road
 6. I do not see the need for the roundabout based on projected traffic growth since areas supported by Chapel Hill and Fairview are not subject to a lot of growth. The areas mentioned are developed and not subject to a lot of growth.
 7. This roundabout is not needed.
-

Comment #15

Dr. Jacqueline & John Kelly
kellyjh@umsystem.edu

2700 Chapel Wood Terr, Columbia, MO 65203

We oppose the roundabout proposal at the intersection of Fairview and Chapel Hill:

- There hasn't been sufficient data that support the prevalence of accidents at that intersection;
- Drivers will be unable to determine who has the "right of way" in the new configuration, thus increasing the probability of accidents;
- The new construction will destroy the beauty of the entrance to the Chapel Hill Estates development;
- The day care center at the intersection would be adversely impacted; parking for parents picking up their children will be problematic;
- Pedestrian traffic will be put at greater risk when crossing the intersection – cyclists, walkers, joggers, school children;
- The \$600,000 designated for this project could be better utilized to improve sidewalks, potholes, lighting and other improvements;
- There isn't ample space at the intersection for a roundabout. They seem to be more effective when a much larger space is available for use;
- The property values in the beautiful Chapel Hill Estates risk being negatively impacted.

Comment #16

Russell A Starr

russ.starr@vu.com

1615 Glenbrook Ct, Columbia, MO 65203

I agree with this project! I think a roundabout at this intersection will improve traffic flow. I travel through this intersection daily and it always backs up traffic. Please proceed to complete this project.

Comment #17

Peverill Squire and Janet Lindstrom

psquire@mchsi.com **2708 Chapel Wood Terr, Columbia, MO 65203**

We write to register our strong opposition to the proposed Fairview Road and Chapel Hill Road Intersection Improvements. We do so because we think the planned roundabout is ill conceived.

The intersection in question is the only way in and out of our neighborhood. The current four-way stop provides us a chance to get into and out safely. Because of the way traffic passing through the intersection flows, most drivers on Chapel Hill Road and the northern part of Fairview Road do not anticipate drivers emerging from our neighborhood. The current four-way stop gives the other drivers time to notice us, allowing us to safely enter the intersection. Given the likely speeds at which many drivers will traverse the intersection if there is a

roundabout—particularly those planning to stay on Chapel Hill Road who will go through as fast as they can—our ability to safely enter and exit is at risk.

This problem will be particularly acute when there is bad weather. Our neighborhood rarely sees a city snow plow. Consequently, when there is ice or snow on the south part of Chapel Hill Road we risk sliding into the current intersection. Again, because of the existence of a four-way stop, we are able to manage this situation. Entering into a roundabout when there is ice or snow on the road would likely be harrowing.

There are other concerns that merit mention. Bike lanes are provided on both Chapel Hill Road and the north part of Fairview Road, but it is hard to imagine that bicyclists will feel comfortable dodging cars through a roundabout. Pedestrians will be at greater risk. No parent south of Chapel Hill Road will allow their children to cross any of the streets without adult supervision and even then there is no guarantee that motorists will slow down or stop. We can only image the fears of the parents whose children attend the preschool on the intersection's northeast corner.

Finally, it is not clear what problem the proposed roundabout is to solve. Most of the time getting through the current intersection is not difficult or time consuming. There are a few minutes in the morning and evening where traffic backs up. Thus the proposed roundabout will at best only shave a few seconds off the commutes of a few drivers. Fixing that minimal problem will come at considerable cost to the city and great disruption to the surrounding neighborhood. When Scott Boulevard was closed and there were real problems on Chapel Hill Road this solution might have seemed plausible. But those traffic problems have already dissipated and the proposed roundabout does not make sense.

Comment #18

**Oliver Sherwin
MO 65203**

olliesix91@gmail.com

1907 S Fairview Rd, Columbia

Entrance to Chapel Hill Estates must retain the character of the subdivision, i.e. the brick wall. Signage, plantings in median – NOT to look like entrance to a strip mall.

Pedestrian crossings to be protected by massive concrete curbs, large enough to rip the undercarriage off autos. This to deter speeders.

Safe pedestrian access to be prioritized. Preferably by concrete structures that will damage vehicles if they run into pedestrian space. Lighting of the circle to include LED pedestrian warning lights for approaching traffic.

(cont.) The center of the circle to be planted with attractive trees, shrubs so as to not look like a concrete wasteland. Mature trees would provide shade without obstructing sight lines. Provisions shall be provided to water same.

Concrete walls for pedestrian protection (see above) shall be textured or formed to look like stone. This to improve aesthetics and to reduce the “concrete wasteland” look of circle. Actual plans to be sent to stakeholders for review and comment **before** approval by city board. All engineering terms, i.e. LOS, etc. to be rendered into plain English in all communications Jargon NOT allowed!

Preliminary figures and calculations which indicate that traffic leaving Chapel Hill Estates will be able to join the circle during morning and evening rush hour to be sent to all stakeholders.

Comment # 19

Michael C. Holden

mcjholden@gmail.com 2701 Chapel Wood Terrace, Columbia, MO 65203

I live on Chapel Wood Terrace in the Chapel Wood Estates subdivision. On a daily basis I cross Chapel Hill Road at Fairview Road 1-2 times as either a pedestrian or bicyclist. Anecdotally, I would estimate that at least once per week I encounter difficulty making this crossing, to the point of it becoming a dangerous situation. As a pedestrian, I always use the crosswalk on the west side of Fairview. Cars travelling east on Chapel Hill Road often do not stop at the Fairview Road stop sign, and instead roll through at 3-5 mph, sometimes even faster. I sometimes witness these drivers not paying attention to the crosswalk or anyone about to enter it, as they hurry through the intersection, sometimes while using their cell phones. I have had so many close calls at this intersection that I have developed the habit of not attempting to cross unless there are no cars even approaching the intersection from the west. This is a perilous situation that will only get worse with a roundabout. Additionally, I have witnessed some close calls with children crossing this intersection. This is unacceptable at a four-way stop intersection, and will become even more hazardous with a roundabout.

As a bicyclist, I now cross Chapel Hill Road only at the crosswalk, as often drivers do not yield as I wait my turn at the stop sign. Even my typically worn bright colored clothing to be more visible often does not help much. Sometimes when I felt it was safe to cross I began doing so only to find a driver start to cross at the same time. There have been occasions when the driver does not even yield when he/she sees me crossing on my bike within the crosswalk.

I fear that the roundabout depicted in the informational meeting at Fairview Elementary School will only serve to make the pedestrian/bicyclist situation even more hazardous. As evidenced by the city-provided drawings, the proposed center of the roundabout is not planned to be the current center of the intersection; it is shifted north, reportedly because of the houses on the southeast and southwest of the intersection. The result of this shift will allow the eastbound

cars to not encounter as much of a curve as those travelling west, and thus permitting drivers to move faster through the roundabout. Additionally, unless the center curb is significantly higher than it is in the roundabout at Fairview and Rollins roads, larger trucks and SUV's will drive straight through, thus avoiding much of a curve at all. It is my belief that drivers travelling east on Chapel Hill Road will develop the habit of barely slowing down as they approach the roundabout, and paying even less attention to the pedestrian crosswalk, not to mention cars attempting to exit the Chapel Hill Estates subdivision. Thus, I think the roundabout (which I sincerely hope will not be built) should center on the current intersection. Sadly, this will have a greater deleterious effect on the two subdivision houses on the south.

I do appreciate the pollution savings that a roundabout has versus stop signs. I am very environmentally conscious, choosing to ride my bike whenever possible (including all winter; I'm good till below 25 degrees), and driving my car just a few thousand miles per year, mostly on the highway. But one can't help but wonder how much pollution savings would occur if the City spent even a portion of the money needed to construct a roundabout on encouraging carpooling and public transportation (obviously, another issue altogether).

I am not naïve enough to believe that this roundabout won't get built. Historically, in Columbia cars have taken precedence over pedestrians (e.g., snow covered commuter roads are quickly plowed but sidewalks are seldom cleared; innumerable miles of subdivision streets without sidewalks). I will therefore make a few suggestions pertaining to the design to address the roundabout's pedestrian safety issues.

I request that the proposed pedestrian crosswalks

1. be speed controlled by being raised several inches; 8 inches should slow most cars
2. are kept clearly painted
3. are marked with bright signs, e.g.,



Additionally, I request that the City install electric lights to be used specifically for the purpose of stopping traffic so that a pedestrian may safely cross the intersection. The children at least deserve this.

Thank you for allowing public input.

Comment # 20

William D. and Eva Trumbower

trumbower1901@gmail.com 1901 Chapel Ridge Road, Columbia, Missouri 65203

We are writing to OPPOSE the proposed roundabout at the intersection of Fairview Road and Chapel Hill Road. The reasons follow.

Safety:

1. The proposed roundabout is not pedestrian, runner, and/or bicyclist friendly or safe. There are several parks in the Fairview/Chapel Hill area that are approached regularly and from all directions by walkers, runners, bikers: Bonnie View, Audubon, Fairview Park and Tennis Courts, as well as the entrance to Twin Lakes and access to the Katy Trail. In addition to adults approaching parks, children from South of Chapel Hill walk to school and cross at the Fairview/Chapel Hill intersection. The speed of traffic approaching roundabouts throughout Columbia does not slow at all times even though that is the expectation and the theory and, when pedestrians/runners use the crosswalks, the intersection will essentially become an all way stop anyway. The issue is that they are not friendly to those attempting to cross.

Most other roundabouts in Columbia do not have the volume of foot or bicycle traffic that Chapel Hill and Fairview intersection has. We disagree with Mr. Stone that the center of the roundabout will calm or slow traffic making it more safe. That is not the case at many roundabouts in Columbia, even the ones that are approached on flat ground on all sides.

Even in Europe, we have noted that roundabouts are not so friendly to pedestrians or bicyclists, at times even with an intricate arrangement of flashing lights and off-set crosswalks on the center of the roundabout.

2. The topography does not support clear views of the roundabout or safety during weather that results in slick road conditions. The roundabout would be located at the top of a steep hill.

3. The area has two schools: a preschool and an elementary school. As previously mentioned, children walking to Fairview Elementary School from South of Chapel Hill will have a difficult time safely crossing Chapel Hill. (Observe problems at the Fairview/Rollins roundabout where traffic rarely slows except during peak hours when it becomes more like a 4-way stop again.)

4. The preschool is another situation. Safety will be compromised especially as cars enter the roundabout traveling west on Chapel Hill and turn right onto Fairview Road without reducing speed. The 4-way stop means that speed is reduced and safety is maximized with slower auto velocity during right turns.

(We had some concern that the City representative at one of the displays at Fairview School meeting indicated that there would be parking planned for the preschool to solve this

problem. Was this information entirely accurate? It does not seem possible to address this safety problem with a few spaces.)

5. The location of the Fire Station at the corner of Chapel Hill and Chapel Ridge Road and access for emergency vehicles should be taken into account. Not only should space to negotiate the roundabout be considered but also the ability for vehicles to yield right of way.

Necessity:

6. We have lived in this area since 1991. The only time that peak time traffic was a problem was during the construction at Vawter School and Scott Blvd. which greatly increased traffic. That work is complete and the problem it created is no longer an issue. We wonder if the complaints for wait time at the 4-way stop at Fairview and Chapel Hill was expressed during this time and is no longer valid.

Over several days in the past month, we have made a point to drive from the intersection of Forum and Chapel Hill to our home on Chapel Ridge Road during "rush hours." The longest travel time was 4 minutes. This seems reasonable at peak time. During non-peak times, traffic is not at all a problem; frequently we are the only car at the intersection. At peak times, the wait time at the 4-way stop was less than at some traffic lights in town. At 5:20 today, for example, traveling through the 4-way stop driving south on Fairview and turning right onto Chapel Hill, ours was one of two cars at the 4-way stop. No problem.

Cost

7. The cost of \$600,000 is not necessary to move or to control traffic and is not supported by the supposition that pedestrians, bicyclists, preschool children and their parents approaching the preschool will be as or more safe.

We notice that the subject line title that is given to citizens in the Public Comment Form is "Fairview Road & Chapel Hill Road Intersection Improvements." We urge the City to look at alternative improvements. Examples might be clearly marking the faded lane lines and allocating turn lanes.

Comment # 21

Beverly J. Phillippe

1801 S Fairview Rd, Columbia MO 65203

We do NOT want the roundabout, we have lived here 30 years and no problems getting in or out at any time of day! I do not want our gates moved or trees! Fairview & Rollins are a mess, no one stops, they get in a line keep going. I stop and let them go past through, people going home at 5:00 only have to stop for a moment! I stop for everyone! It will be a danger at 5:00! Spend your money on our streets! They need it!

Comment # 22

Robin Wassman, CPA

303 N Stadium Blvd, Ste. 200 Columbia, MO 65203

It has been brought to my attention that the city is discussing the idea of putting in a mini roundabout at Fairview and Chapel Hill. I am not going to be able to attend the meeting later this month and I wanted to make sure and give my thoughts. As a resident in this area I don't believe a mini roundabout is the answer. The one at Fairview and Rollins is too small for people to actually use properly and if that is any indication of what the Fairview and Chapel Hill would be like I feel there should be more thought put into this project for a better solution. Maybe a larger round about or a stoplight would be better. Also in considering a solution we need to take into account there are larger trucks and trucks with trailers going through these intersections. While the mini ones can be run over by them it is a nuisance as I've had to pull a trailer through the one at Rollins and you have to wait forever to actually get to go through the intersection if it is a busy time of day.

Thanks for your time.

Robin

Comment # 23

Nora Braun

braun@augsborg.edu

I urge you to stop and reconsider this project. I'm not sure I can make the meeting so I wanted to be sure to voice my concerns. Traffic flow at this intersection has been vastly improved since the left turn lanes were installed. A roundabout is not needed and indeed would make traffic worse as it has at the one installed at Rollins and Fairview. The majority of Columbia drivers do NOT know the rules or how to use the roundabout, many sitting as if a four way stop and taking turns! Our intersection does not need this. Please save the money from this project and put it toward educating Columbia drivers! Thank you!

Comment # 24

Carlos Wexler

Dear Sir/Madam,

I have learned about the "Chapel Hill and Fairview Rd Intersection Improvement Project". I think it is a great idea to install a roundabout there. I cannot attend the meeting, but I would suggest that you try to make it LARGER (bigger diameter) than the one in Fairview and Rollins which is really too small to be effective.

Thank you.

Comment # 25

James R. Carr

james.r.carr@gmail.com

Hello,

I recently received a letter about the proposed roundabout at Fairview and Chapel Hill Rd. and wanted to voice my concerns about it ahead of meeting as I may not be able to make it. As a parent who has children that attend Countryside PreSchool I believe this to be a very dangerous intersection to no longer require drivers to stop as there are quite a number of children entering leaving the area three times a day.

Thanks,
James

Comment # 26

Barton Wechsler, Ph.D.

wechslerB@missouri.edu

Although I plan to attend the meeting on the 28th, I want to go on record with Public Works that my wife and I strongly oppose this idea. This is much more complex intersection than the Fairview/Rollins intersection—a dangerous fiasco in our opinion—and a roundabout would create hazards for drivers and pedestrians alike. We are especially concerned about children walking to Fairview School as well as those attending the daycare center on the northeast corner of Fairview. We understand that roundabouts are the current fad in Columbia, but they are not the answer to every traffic situation.

Barton Wechsler, Ph.D.
Dean
Truman School of Public Affairs
University of Missouri

Comment # 27

James and Joann Schumer

2704 Chapel Wood View, Columbia, MO 65203

We are totally against the proposed roundabout at Chapel Hill and Fairview. We feel that the roundabout at Fairview and Rollins does not work well and is very dangerous. Everyone we have talked to about this proposed project is against it and is very concerned about safety, especially concerning the children walking to school through that intersection and the daycare nearby. A small roundabout, such as the one at Fairview and Rollins, does not make it evident who has the right away and who has to yield. The same would be the case at this proposed roundabout. Also, the traffic on Chapel Hill Rd. tends to move faster, even faster than the speed limit. We trust that you will give due consideration to all the issues of this proposal and make a responsible decision for the safety of this Columbia neighborhood.

- James and Joann Schumer

Comment # 28

Gary J. Coles

1805 Chapel Wood Road

While the statistics to increase traffic throughput by means of an urban, single-lane roundabout may seem to offer a solution to the traffic bottleneck at the Fairview/Chapel Hill Road intersection I suspect that these statistics are averages and do not reflect the realities of placing an urban, single-lane roundabout at this specific intersection. Here are my thoughts and rational for opposing a roundabout, any roundabout, in this intersection. The Rollins/Fairview roundabout one mile north demonstrates that Columbia drivers do not know how to proceed through that intersection in an orderly, legal and courteous way. Visibility approaching this intersection is great from all directions and the streets are fairly flat near the intersection. Eventually drivers will become more knowledgeable about how to drive through the Rollins/Fairview intersection properly, although, in my opinion, it was poorly designed and implemented. I suspect strict, ongoing enforcement of roundabout laws by CPD might make that intersection more appealing to residents who use it regularly. Relative to the Rollins/Fairview intersection the approach to the Fairview/Chapel Hill intersection is vastly different from a driver's point of view. From the south and north this intersection is downhill the last 30 yards or so from the stop signs. In icy conditions the driver must approach the intersection with the thought of stopping because there are STOP SIGNS. When it's icy stopping is frequently an enormous challenge! The approach from the east is at the top of Chapel Hill and is usually not safe, going either direction, in icy conditions. From the west, the approach is good, unless the eastern-most, downhill part of this proposed roundabout would be icy and conducive to sliding out of the roundabout down Chapel Hill Road. Stop signs work because drivers are reminded that STOPPING IS REQUIRED. A roundabout encourages different thinking. But, so far all I've talked about are situations involving problems with automobiles and their occupants. Let's talk about people who do not have steel automobile cages protecting them from driver's mistakes...we call them pedestrians. The approach to the Fairview/Chapel Hill intersection westbound is an uphill approach. The fence and landscaping around the preschool on the northeast corner of the intersection can hide a driver's view of the traffic situation on Fairview Road outside the preschool. More importantly, because the approach is uphill, the traffic situation outside the preschool might be above the driver's windshield and not visible. The presence of a stop sign reminds drivers they are REQUIRED TO STOP. This implies that drivers turning north onto Fairview will be driving slowly, not speeding through a 90-degree right turn on a roundabout with potential limited visibility of traffic and pedestrian conditions ahead. During various times of the day, traffic conditions outside the preschool can be, in a word, dangerous. Parents are dropping off or picking up small children. Cars and SUVs can be parked on both sides of the street and it is not unusual for there to be a lot of traffic and pedestrian congestion. Easy to negotiate now! But that's because STOPPING IS REQUIRED. With a traffic circle and an uphill approach that blocks drivers' views, I can easily envision collisions with parked cars and drivers negotiating the congestion at the preschool. Much more seriously, collisions with pedestrians or errant children will, I fear, become much more likely. The lower velocity demanded by the STOP SIGNS that are currently in place means drivers can adapt safely to the traffic conditions at this intersection. In summary, the Fairview/Chapel Hill intersection is not one amenable to an improvement that might work under more favorable urban environments. The topography at this intersection is different and the neighborhood environment is different. Living in Chapel Hill Estates I drive through this intersection regularly. Because I'm retired, I'm usually not in any hurry. Thanks to the STOP SIGNS, rush hour is intense but manageable and safe. But managing traffic at the Fairview/Chapel Hill intersection without stop signs...and encouraging roundabout, speedy drivethroughs...is a situation apparently unforeseen by the surveyors and

designers who do not use this intersection daily and year-round.
- Gary J. Coles

Comment # 29

Josh Holyoak

2709 Chapel Wood View

I agree wholeheartedly with Mr. Cole's comments.

Comment # 30

David Bedan

2001 Chapel Wood Road

Gary,

Your points and the others made by many of our neighbors are well taken. The concerns about increased hazards to pedestrians and children are especially important. I am generally in favor of roundabouts and most of them around Columbia work well. And I have seen many in Europe that work well. However, I am not in favor of the "mini-roundabouts" or what I call fake roundabouts. (What is the City trying to conceal by using the euphemism of "Urban, Single Lane Roundabout" instead of mini-roundabout?) As you point out, few people know how to drive through these tiny circles. Many people drive too fast in these confined spaces. Also, most people don't use their turn signals when turning left. These circles are so small that when someone is coming from the opposite direction I can't tell if they intend to drive ahead or suddenly turn in front of me. Several times at the Rollins/Fairview fake roundabout I have had to slam on the brakes when someone suddenly turns in front of me. Also I have also seen people (Especially in pickups or SUVs) drive fast straight across the center "bump" which also creates uncertainty. There must be a better solution. Is the main problem delays to west bound traffic during the evening rush hour? Would widening the west bound approach to the intersection and creating a right hand turn lane help? It would certainly be cheaper and require much less land acquisition.

Thanks to everyone for your thoughtful comments.

Comment # 31

Brian D. Sleeth, M.Ed., J.D.
www.RutterandSleeth.com

1 W. Broadway, Suite 3F, Columbia, Missouri 65203

I too agree 100%. Maybe we can bring these points out in the meeting...
Thanks for the ammunition.

Comment # 32

Anne Deaton and Brady Deaton

deatona@missouri.edu

Thanks, Gary. We will be opposing the roundabout at the entrance of our neighborhood for all the solid reasons you have provided.

All the best,
Anne and Brady

Comment # 33

Gary J. Coles

1805 Chapel Wood Road

And that roundabout is not at the top of a long, steep hill or in the midst of neighborhood. The "urban" environments if these two locations are very different. Not many pedestrians out there either.

Gary

Comment # 34

Nora Braun

braun@augsborg.edu

According to the reply I received from Nazmul Hussain at the city, the roundabout is planned to be 110 foot size at our intersection.

Nora

Comment # 35

Ann Vellek

avellek@me.com

To all concerned:

I have been following the stream of comments and concerns regarding the proposed construction of a roundabout at the Fairview/Chapel Hill intersection and agree that the primary issue is safety. Approaching the intersection from a steep hill makes the placement of a roundabout less than optimal as drivers cannot see approaching traffic or pedestrians. This could create a potentially dangerous situation. In our travels we have encountered many roundabouts while walking, running, biking and driving. I have found them a wonderful way to move vehicular traffic smoothly and efficiently through busy intersections. However, even in European and Asian cities where drivers signal and are accustomed to merging and yielding into and out of the roundabout they are not pedestrian or biker friendly. (Perhaps this one of the reasons there is no roundabout at the intersection of Forum and Green Meadows, a location that throughout the day has significant traffic delays and has clear visibility.) The intersection at Fairview/Chapel Hill is a major thoroughfare for residents exercising and children attending schools and on their way to the nearby parks. Fairview/Chapel Hill would be better served by allocating and clearly marking turn lanes. Constructing a roundabout at this intersection would be akin to begging for casualties. Additionally, I have asked many friends if they have ever encountered a roundabout in their communities or vast travels that is situated at the top of a hill. Yes, they have been seen them at the bottom of hills, but no one can recall one at the top of a steep hill. Roundabouts should be placed where visibility is clear to oncoming traffic from all directions for the safety of all persons and vehicles. Constructing a roundabout at this location would be a mistake.

I hope to see many of you at Fairview next week.

Ann Vellek

Comment # 36

Vicki K. Edwards

edwardsvk@missouri.edu

Ms Anderson

My name is Bill Edwards and I live at 1700 S Fairview Rd. The first house on the left as you enter our subdivision. I am completely opposed to your proposal. The described 100 ft roundabouts that you mention are in locations where personal residences are not within 100 ft of the roadway. This is an endangerment to all pedestrians and bicyclists as well as those who happen to be in my yard. The roundabouts that you mention are also located in high visibility areas that are nothing like the limited view drivers have driving up Chapel Hill from the East. Finally, I strongly oppose your plan as this will significantly lower my property value and ability to sell at a future date. I do not understand how your department has set this as a priority project when there are only two times per weekday that traffic becomes a short term problem. Widening Broadway is a first priority by most citizen surveys. Not this intersection. If the City must have another roundabout of this size you should place one on Forum across from the Childcare center south of the Missouri Country club.

I feel the need to object to this plan and set into motion a financial reimbursement process to protect my property interests.

Thank you

Comment # 37

Calvin Keller

calvin@kellercollc.com

Just had lunch with a friend who lives at the Lake. He told me that they have a roundabout at the lake. It's just a big yellow circle PAINTED on the pavement. If no one's approaching from other directions you can drive right over it and if there are you can drive around. Also, costs a lot less to construct. Since, I believe that this will be our 29th. or so roundabout in the area maybe we should consider this. Probably too since able for our city fathers though.

Comment # 38

Liz Couper

1701 Chapel Wood Road, Columbia, MO 65203

Dear Allison,
Thank you for having your office inform our neighborhood of the meeting and proposed changes. I cannot write as eloquently or as scientifically as many of my neighbors but I have the following comments:

1. The traffic circle at Fairview and Rollins is not working and should be addressed before any other changes.

2. There are only two 45 minute times during the day that the four-way stop is a problem or causes a delay. 7:45 to 8:30 am, and 4:45 to 5:30 pm.

I have lived here 23 years. Please do not proceed with this expensive, unnecessary change.

Sincerely,

Liz Couper

Comment # 39

Anne Deaton and Brady Deaton

deatona@missouri.edu

Very well stated, Ann. We have expressed our objections to Ian Thomas.

Anne and Brady Deaton

Comment # 40

Mary Rebecca Case

mrcase@yahoo.com

Hello,

My name is Mary Rebecca Case and I live at 2901 Chapel Hill Rd. I apologize for not being able to make last night's meeting, but I checked this morning to see the plans for the roundabout at my intersection and am alarmed by the plan being proposed. Ignoring the fact that you're taking half of my front yard, you're also making it impossible for me to leave my house in the morning to go to work. That's also going to make it impossible to sell my house.

There's also a DAYCARE across the street! People park along the street to get their SMALL CHILDREN out of the car and walk them across the street in the morning and your plan ensures nobody is going to slow down for those families taking their kids to daycare. So, effectively you're either making it a death trap for them or destroying their business as well.

Can you not just put in a traffic light or a proper turning lane or something instead? Otherwise, it would be better if you just bought my whole house and that business instead of just the easement because you're destroying the property effectively with this plan.

Thanks,

Rebecca Case

| CITY OF COLUMBIA, MO PUBLIC WORKS - ENGINEERING DIVISION | | | NOTIFIED OF 1/28/16 I.P. MEETING | ATTNDED 1/28/16 I.P. MEETING | NOTIFIED OF 5/2/16 P.H. BY CERT. MAIL | SPOKE WITH ON PHONE OR LEFT MESSAGE | NOTES |
|--|--|---|---|---------------------------------------|--|---|--|
| PROPERTY OWNER CONTACT LOG | | | | | | | |
| Project: Fairview & Chapel Hill Road Roundabout | | By: Hudson/Hussain | | | | | |
| PARCEL NO./ADDRESS | OWNER NAME | OWNER ADDRESS | | | | | |
| Parcel 1651400012370001 2905 CHAPEL HILL RD | BANTZ SARAH K & SHAUNA MARQUART | 14 E CRAIG ST COLUMBIA MO65202 | X | | | 4-18-16 Spoke with Sarah | 4-18-16. Let Sarah know that we are submitting comments and project information to council and the next step will be the PH that they will receive a letter prior to the PH. No questions at this time. |
| Parcel 1651400012360001 2901 CHAPEL HILL RD | CASE MARY R | 2901 CHAPEL HILL RD COLUMBIA MO65203 | X | | | 2-5-16 - Met with Mary Case | 2-5-16. Staff met with Mary Case on February 5th about the project. Discussed the space in front of the property and explained current yard is within City Right of Way. |
| Parcel 1651500000030101 1320 S FAIRVIEW RD | CHAPEL HILL HOLDINGS LLC | 1320 S FAIRVIEW RD COLUMBIA MO65203 | X | X | | 4-18-16 Spoke with Rebecca | 4-18-16-Let Rebecca know that we are submitting comments and project information to council and the next step will be the PH that they will receive a letter prior to the PH. No questions at this time. |
| Parcel 1651400050010001 1701 S FAIRVIEW RD | DAVIS BRUCE & MARY | 1701 S FAIRVIEW RD COLUMBIA MO65203 | X | X | | 4-18-16 Spoke with Bruce | 4-18-16-Spoke with Bruce to let him know that we are submitting comments and project information to council and the next step will be the PH that they will receive a letter prior to the PH. No questions at this time. |
| Parcel 1651500050010001 1700 S FAIRVIEW RD | EDWARDS WILLIAM E & VICKI K | 1700 S FAIRVIEW RD COLUMBIA MO65203 | X | X | | 4-18-16 Spoke with Vicki at 11:00, requested call back. Spoke with Vicki in the afternoon | 4-18-16 Spoke to Vicki at 11:00, she requested a call back later in the afternoon. Contacted Vicki to let her know that we are submitting comments and project information to council with the next step being the PH. Let her know that they will receive a letter prior to the PH. She asked about the impacts on their property so a pdf was sent showing their property. |
| Parcel 1651500000030001 3200 CHAPEL HILL RD | FAIRVIEW UNITED METHODIST CHURCH INC | 3200 CHAPEL HILL RD COLUMBIA MO65203 | X | | | 1-22-16 - Met with board 4-18-16 LEFT MESSAGE | 1-22-16 Met with Cemetery board about the project. 4-18-16 Left message for Angie to give us a call back for an update on the project. |
| Parcel 1651400012350000 1321 FAIRVIEW RD | WINDSOR BILL-CONNIE TRUST | 1321 S FAIRVIEW RD COLUMBIA MO65203 | X | | | 4-18-16 Spoke with Brenda, Connie's caregiver | 4-18-16-Spoke with Brenda, Connie's caregiver, let her know that we are submitting comments and project information to council and the next step will be the PH that they will receive a letter prior to the PH. Provided contact information if there are questions after relaying the message. |