Forum and Green Meadows Roundabout

INTERESTED PARTIES MEETING
CITY OF COLUMBIA – PUBLIC WORKS
ANN HAWKINS GENTRY MIDDLE SCHOOL
THURSDAY, APRIL 28, 2016

PLEASE SIGN IN.

	NAME	STREET ADDRESS / CITY / STATE / ZIP	E-MAIL/ TELEPHONE
1	Paty Dalton	1311 Vintage Dr.	daltonsinc@aol.com
2	DAVID DALTON	1311 VINTAGE DR	daltonsinc@aol.com
3	Lois Sellmeyer	1412 Torrey Pines Dr.	—
4	Barbara Wilson	~~1410 Ulster~~	bjwretired@gmail.com
5	Fran Washington	1417 Torrey Pines	fran.washington@gmail.com
6	Bill Goodson	1109 TORREY PINES	
7	JOHN HARALSON	1202 VINTAGE DR	jjharalson@mchsi.com
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THURSDAY, APRIL 28, 2016

PLEASE SIGN IN.

	NAME	STREET ADDRESS / CITY / STATE / ZIP	E-MAIL/ TELEPHONE
1	DAVID ALLEN	3706 SHADOW GLEN G	(573) 443-4656 PRENTALLEN@MCHSI.COM
2	GARY EVANS	3516 FORUM BLVD S	573 449-1615 BUZWKJ8 GMAIL.COM
3	ANN WELLER	1202 TORREY PINES DR	wella4203@gmail.com
4	Mary Gillmore	1416 Torrey Pines Dr	MGillm2139@gmail.com
5	Lou. Suzy Hart	905 W. Green Meadows	LHart@MopacLumber.com
6	WELDON Webb	1408 Torrey Pines	nuwebbw@GMAIL.COM
7	Jo Ann Webb	1408 Torrey Pines Dr.	jawebb0@gmail.com
8	Debbi Renz	1000 W Green Meadows Rd	tcb4drr52@hotmail.
9	DAMIAN SCHROEDER	1000 W. Green Meadows Rd.	DAMIANGSCHROEDER@GMAIL.COM
10	SAY Tennyson	3633 Augusta	sayt@mchsi.com 489-3129
11	Roger Fries	3512 Meadowood	RFRIES@socket.net
12	Jered Sharp	3605 Scottson Way	sharpjered@health.missouri.edu
13	Eileen Sharp	3605 Scottson Way	sharpeileen5@gmail.com
14	Bill Washington	1417 Torrey Pines	w.washngtn@gmail.com
15	Janice Hardison	1202 Vintage Dr	jjhardison@mchsi.com

Forum and Green Meadows Roundabout

INTERESTED PARTIES MEETING
CITY OF COLUMBIA – PUBLIC WORKS
ANN HAWKINS GENTRY MIDDLE SCHOOL
THURSDAY, APRIL 28, 2016

PLEASE SIGN IN.

	NAME	***STREET ADDRESS / CITY / STATE / ZIP***	***E-MAIL/ TELEPHONE***
1	Lisa Joffe	705 New Market Pl, Columbia, Mo 65203	lisajoffe@yahoo.com
2	Scott Joffe	" "	Joffes@Juno.com
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From: **Connett III, Frank D.** <ConnettF@missouri.edu>
Date: Fri, May 6, 2016 at 5:05 PM
Subject: [PubW]: Forum and Green Meadows Roundabout
To: "pubw@CoMo.gov" <pubw@como.gov>
Cc: Debórah/Dave Connett <connettdd@centurytel.net>

I have been hoping for improvements to this intersection for over 10 years. I live in the Country Club Villas and encounter this intersection twice a day M-F. I don't feel that the intersection is dangerous... just very frustrating. A lot of time during high volume hours, 6 vehicles will reach the intersection at the same time. It is very hard for 6 people to agree on the progression of right-of-way, especially when the drivers are not paying attention. This is the main reason I find this intersection unbearable. I think some of the people living in the Villas who do not like the roundabout plan are afraid that during high volume hours they will not be able to get out of the Villas due to the traffic volume going SE on Forum. I believe it will work since SE bound Forum traffic will have to yield to SW bound Green Meadows traffic. In the cases where SE bound Forum traffic is not yielding, maybe speed bumps at each entrance would help slow everyone down and allow other traffic to enter the roundabout. Anyway, I'm glad to see that something will be done, hopefully soon. I like the roundabout plan the best. Traffic lights would be my second choice. Thanks for having this public form.

Davis Connett

1304 Vintage Drive

65203

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Public Comment Form

Forum and Green Meadows Roundabout

We would appreciate hearing your thoughts about this project. You may make comments on this form and leave it with City staff at today's meeting; or take it home to fill out. Please write legibly, include your complete mailing address, and sign your comment form.

Comment forms can be mailed to: **Sam Budzyna, P.E.**
Public Works - Engineering Division
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....**(573) 874-7132**
or forwarded via E-mail to... **pubw@CoMo.gov**
(please include "Forum and Green Meadows Roundabout" in the subject line and provide your name and complete mailing address)

Please send comments by May 12, 2016. Thank you for your input!

- ☑ I support the project as proposed.
- ☐ I support the project with the following exception noted below.
- ☐ I do not support the project.

Comments: We love roundabouts and feel something needs to be done very soon to relieve the congestion at Green Meadows & Forum. Our neighborhood is afraid of new traffic plans so they are objecting.

There is more space on the back of this form.

Signature: Patsy Ponder Dalton

Patsy Ponder Dalton — 573-356-6036 daltonsinc@aol.com
Name — *E-mail/Telephone*

1311 Vintage Dr. Columbia, MO 65203
Mailing Address — *City* — *State* — *Zip*

Public Comment Form

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- ☐ I do not support the project.

Comments: I am also emailing some specific suggestions that I talked in depth with. Richard Stone. Detailed email to follow.

There is more space on the back of this form.

Signature:

David Dalton — daltonsinc@aol.com — 573-434-4569
Name — *E-mail/Telephone*

1311 Vintage Dr. — Columbia — Mo — 65203
Mailing Address — *City* — *State* — *Zip*

From: **daltonsinc via PubW** <pubw@como.gov>
Date: Thu, May 5, 2016 at 11:59 AM
Subject: [PubW]: Forum and Green Meadows Roundabout Comment that may be useful
To: pubw@como.gov

David Dalton
1311 Vintage Drive
Columbia, MO 65203

As we indicated we support the roundabout project as proposed.

However, as I indicated last evening in discussions with several of the engineers--most notably and in the most depth with Richard Stone, I have some suggestions that may prove to be somewhat useful or not. I would like you to at least consider them.

Since the existing SB Forum Blvd is already composed of sections of two lane (one lane in each direction) from the intersection with Colony Drive at Winter Dent, over the Hinkson Creek bridge, through the intersection with the driveway/cul de sac entrance at Wilson's and Peak Sport and Spine, up the curving hill and at the intersection with Woodrail Avenue to the west and Crestwood Lane to the east. Only then does SB Forum become 4 lanes (2 lanes in each direction). And there's the rub.

Would you please consider placing a left turn lane for SB Forum Blvd traffic desiring to turn left into Wilsons and/ Peak Sport & Spine while at the same time as SB Forum woujd be getting a green light for those wishing not to turn but to continue going South. There would also be a right turn lane for NB Forum traffic desiring to turn into Wilsons/Peak. When the signal indicated there was not a bundle of traffic on SB Forum desiring to turn then the green turn lane would be turned off as would the right turn exit turn signal light and traffic would flow both directions.
When there was a traffic bundle alert for traffic wanting to exit a Wilsons/Peak Sport & Spine then both of the traffic lights would go to red and traffic could then turn right or left out of the parking lots. I can see a cost sharing to some extent for the signal lights with Wilsons/Peak Sport & Spine since their customers would be the beneficiaries. Also note that the signal light would have to be spaced far enough back to enable at least a 4 (?) vehicle backup in both the NB right turn lane and the SB left turn lane.
I would think that the bundles and the continuation of the two lanes of traffic could allow management of traffic flow to alleviate itself by maintaining the two lanes and putting in turn lanes at (1) Woodrall Ave and SB Forum (2) Doral and SB Forum, (3) Country Club Apartments and SB Forum and Providence Bank D Rowes, Walgreens and SB Forum.
Would it be possible to combine the drives of The Providence Bank, D Rowes and Walgreens and maybe make them a protected left turn option for where you end the double right turn lane at Forum and Nifong.
As far as NB Forum you could leave it two lanes from Nifong to Colony Drive with turn lanes at the Christian Church, Scottson Way, Canterbury, Shoreside Drive and Crestwood Lane

but far enough back from the bridge to facilitate ingress/egress for those turning onto SB Forum and then alternately from SB Forum every engineered time (i.e. every 40 seconds or so). I am not an engineer but a CPA on disability with Parkinson's. But this might be helpful if you brainstormed on the concept. And kept the two lanes through the roundabout with the planned spacing but fewer lanes of traffic. This could be done for several years until the Forum/Nifong expansions. This could also be very useful to everyone in learning/teaching a different concept that could be modified when you have to expand Forum/Nifong in the future.

Just some wild-eyed thinking that is out of the box. But sometimes that can be very useful if given as an option to try out.

Thanks for at least considering this,
David Dalton
(573) 434-4569

From: **Damian Schroeder** <damiangschroeder@gmail.com>
Date: Thu, May 12, 2016 at 3:49 PM
Subject: [PubW]: Forum & Green Meadows Roundabout
To: pubw@como.gov

Forum & Green Meadows Roundabout
12 May 2016
To: pubw@CoMo.gov
From: Debra Renz, Damian Schroder, & Green Meadows Preschool
1000 W. Green Meadows Rd., Columbia, MO 65203

I am the owner of Green Meadows Preschool. My husband and I had discussions at the Interested Parties Meeting with the Project Engineer and the engineer who designed the current plan, along with a few others at the meeting We support the project with the following exceptions noted below.

Of primary concern to the Preschool is our ability to optimally function and retain our best opportunity to expand. Prior to learning of the roundabout proposal we had already held discussions to expand classrooms into an area diminished by the current roundabout. We of course want to maintain an adequate level of safety at the intersection in general; we have concerns with the roundabout to the revisions needed for future ingress and egress at the Preschool facility; the roundabout currently planned burdens our currently-existing need for more parking; and we have serious concerns how construction adversely affects normal function at the Preschool.

Discussion topics:

We believe The City ought to rethink the various burdens and losses in value that residential property owners East of Forum Blvd. confront compared to those faced by taking land away from the Green Meadows Preschool business to the SW. Using the currently-proposed roundabout plan, Green Meadows Preschool suffers FAR more from taking even a small part of their land that is optimally-planned for expansion classrooms and already-needed, added parking. Instead of taking land from Green Meadows Preschool, The City ought to condemn the rental house on the NE corner of the intersection (Zillow says $165k) along with what are for practical purposes, unused pieces of outlaying residential properties on the NE side of the intersection. The partial areas of land needed from houses on the NE side only requires property well-outside their already-erected fences. That gives land needed for both, a more fiscally conservative roundabout and one of a superior design.

As a preschool business, Green Meadows Preschool has pragmatic, preferred, and regulatory requirements that must be followed. Unless The City thoroughly evaluates the financial impacts tied to this project it will be impossible to arrive at an appropriately-evaluated outcome. The project manager for this roundabout indicated to us at the Interested Parties Meeting: "The City does not want to buy that house (on the NE corner)." Several engineered blueprints have already been prepared without ever even considering the financial variables affected property owners confront with this plan. The parties to the East of Forum Blvd include a rental house and some unused land outside fences. The preschool would be an adversely-affected business inside what is otherwise a differently-zoned, mostly homegenous area of residential land and at that, far less valuable relative than an operating business of over 30 years. The big problem arises because the existing plan destroys the Preschool's desire to expand into the specific intersection's area. The loss of this land from the Preschool is much greater than any financial losses to residential properties to the East. Furthermore, a bias for the roundabout further to the East makes it a superior roundabout.

If the current plan is undertaken, the Preschool faces issues beyond loss of land and ability to expand its revenues. There are also issues with:

Ingress & Egress at the Preschool - more lanes would be needed due to the changed road dynamics; lanes would have to be relocated and expanded; a redesigned front to the Preschool may be necessary to facilitate an equally-viable parking lot, preferred logistics at the front / entry door may be permanently altered.

Loss of business / enrollments / tours during the construction phase can only safely be said to adversely affect the business.

Parking spaces are reduced at a time more are already needed and we feel like our hands are tied right now due to this roundabout overhang.

Inability to expand classrooms optimally, or at all, devastates plans for the Preschool; these were planned-for decades ago and it is NOW that Columbia is finally growing around it that The City is deciding to take land to expand the road. The two go hand-in-hand. But the roundabout WRECKS our ideal expansion. We went into some detail of this with the engineers at the meeting.

Today is the last day to submit this form. We had planned for months prior to learning of this meeting and have been away for over a week since. Added time constraints make this an abbreviated response. We would have hoped to provide you with a more complete list of issues the Preschool faces from this roundabout. Hopefully your engineers took good notes at the Interested Parties Meeting as much more was delved-into than included in this letter. There will also be much more to include with this as the project nears. But again, our recent time constraints limit our ability to provide a more complete submission. There will also be many more issues not yet identified. We hope we can rethink this plan cooperatively with you, and a better solution determined. That said, we approve of a roundabout at the intersection and applaud a correction for the congestion at this intersection. We just hate to have it come at such a tremendous burden to the Preschool and we always want to be reasonable participants in the process. We understand your job with this is difficult and you will surely face a lot of criticism no matter what you do, this is not lost upon us at all. But we do believe the merits to what we say are fully legitimate and to a large degree, we know much of this is possibly what you just had not considered or realized that the Preschool is in a place now where it has been aiming for a very long time.

Finally, I think a better roundabout for this intersection might be a Turbo Roundabout. You may learn more about them here:

http://www.turboroundabout.com/turbo-roundabout.html

https://en.wikipedia.org/wiki/File:Turborotonde.svg

"Turbo roundabouts

In the Netherlands, Poland, Slovenia, Czech Republic, Hungary, Republic of Macedonia, Spain, Belgium and the United Kingdom, a relatively new type of roundabout is emerging, the turbo roundabout. It provides a forced spiralling flow of traffic, requiring motorists to choose their direction before entering the roundabout. By eliminating many conflicting paths and choices on the roundabout itself, traffic safety is increased as well as speed and capacity. It is often the case that a turbo roundabout is marked out such that a U-turn by means of the roundabout is not possible for drivers approaching on certain arms.

An early application of the principle was a six-arm and therefore relatively large (and fast) non-circular roundabout at Stairfoot, Barnsley, South Yorkshire, which was given spiral marking about 1984. At that time the method was considered experimental and needed special consents from central authorities. The turbo roundabout was formally developed in 1996 in the Netherlands by Lambertus Fortuijn, a researcher from the Delft University of Technology.[55] Similar roundabouts, with spiralling lane markings, have been used for many years in the UK e.g. the A176/A127 (eastbound) at Basildon, Essex (51.561399°N 0.452934°E). However it was not until 1997 that the UK's national highway authorities published guidance (DMRB TA-78/97) that in effect endorsed use of spiral markings in certain circumstances.

Several variations of the turbo roundabout exist. The basic shape is designed for the intersection of a major road crossing a road with much less traffic.

Turbo roundabouts in continental Europe were initially built with raised lane separators. Newer implementations follow UK practice with only lane markings increase efficiency (regarding safety, speed and capacity) by reducing the safety risk and enabling maintenance vehicles such as snow ploughs.

According to simulations, a two-lane roundabout with three right turns should offer 12–20% greater traffic flow than a conventional, three-lane roundabout of the same size. The reason is reduced weaving that makes entering and exiting more predictable. Because there are only ten points of conflict (compared with 8 for a conventional single lane roundabout, or between 32 and 64 with traffic signal control), this design is often safer as well. Research and experiments show that traffic accidents are reduced by 72% on turbo roundabouts compared to multi-lane roundabouts, which have 12 points of conflict.[56] At least 70 have been built in the Netherlands, while many turbos (or similar, lane splitting designs) can be found in southeast Asia.[57] Multi-lane roundabouts in the United States of America are typically required to be striped with spiral markings,[58] as most states follow the federal Manual on Uniform Traffic Control Devices."

Another consideration would be a Hamburger Roundabout or better, a modification of it with the possibility of traffic lights. I addressed with an engineer at the interested parties meeting how this could be modified to operate for the problem at the Wilson's Gym area but my suggestion is it would be substantially unrecognizable as a Hamburger Roundabout, but, function similarly nonetheless: https://en.wikipedia.org/wiki/Roundabout#Hamburger_roundabout.2Fthroughabout.2Fcut-through

Sincerely,
Debra Renz &
Damian Schroeder

From: **Damian Schroeder** <damiangschroeder@gmail.com>
Date: Fri, May 13, 2016 at 9:59 AM
Subject: [PubW]: Forum & Green Meadows Roundabout
To: pubw@como.gov

Hello:

My wife owns Green Meadows Preschool, which as you know is situated in a position that it will be impacted by the roundabout project. Yesterday I emailed some points and concerns but want to follow-up and clarify an aspect that was made in our discussion with Project Manager working for the engineering firm.

At issue for the Preschool is the loss of its ability to expand classrooms (and parking) in the direction toward the heart of the intersection. Frontage area taken for the project diminishes the Preschool's ability to expand IN THAT direction and the loss is in direct relationship to feetage taken. Also true is that IN THAT direction is the ideal location to expand particular classrooms, precisely the exact classrooms that are most needed by the Preschool.

The Project Engineer, in trying to create the situation where every party's interest remains viable suggested The City could grant a variance that enables the Preschool to achieve its goal of expansion toward the intersection and still allows The City to achieve its goals. While I truly appreciate the gentleman thinking this through with us to discover a workable path I find it now important to explain why a variance wouldn't work.

First, if The City were to grant a variance to conduct: "any otherwise legal development" in the area usurped by the roundabout project, we can agree to agree that The City would keep its word and roll out the red carpet and not interfere with developing that land in any way the Preschool chooses. The issue arises however where The City can only grant that guarantee to the extent The City has jurisdiction and that is its limit. Allow me to state for the record what I am saying, as my wife Debra Renz was trying to highlight at the interested parties meeting.

The Preschool opened in 1984 and years later purchased about an acre of land to the South. Subsequent to that an expansion wing was added to the school to create more classrooms and to have as part of its composition, expansive playgrounds for the students. Included in the expansion wing was an upstairs classroom. At the time this large upstairs classroom was added it was of course designed and built with all codes, regulations, --all aspects to it were made to be legal and fit for the purposes of a preschool classroom. Fast forward a few years and the fire codes were rewritten and TWO exits became required for legal operation. So essentially the Fire Marshall outlawed the Preschool from using this large classroom despite it being perfectly designed at the time to existing codes. There is no grandfather clause available for this room so it's used for storage. Just to draw-up the architectural plans for a second egress is upwards of $15k. So this is an example of what happens despite everything at the time looking perfectly for as far as the eye can see.

Meaning? The City may grant a variance but The City has no way of guaranteeing another authoritative body with jurisdiction over the varianced rooms wont surface and prevent the classrooms from being used. The City can only give away what The City owns and because The City does not have authority over all aspects pertinent to what this variance seeks to provide, there can be no assurances the measure will sustain its intent into the future. Therefore a variance, while it is a kind gesture, has little to no value and in-fact (as can be seen with the upstairs classroom) may have negative value.

So while a lot of folks might find a variance an attractive solution to accomplish what they want in these situations and The City may well be successful in using this in other projects, to us it sounds more akin to suggesting (if you will): "We're the government and we're here to help you with a variance."

We ask that you please not put us in the position of having to defend ourselves on this matter when there is a superior solution available just slightly to the East.

Kind regards,

Damian Schroeder
Debra Renz
Green Meadows Preschool
1000 W. Green Meadows Rd.
Columbia, MO 65203

Public Comment Form

Forum and Green Meadows Roundabout

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Please send comments by May 12, 2016. Thank you for your input!

- ☐ I support the project as proposed.
- ☐ I support the project with the following exception noted below.
- ☒ I do not support the project.

Comments: I am very concerned about this location for a Roundabout, whether it is 2 lanes or 4 lanes. During certain times of the day this intersection has an unusually high volume of traffic. I believe that the issue of "Right Away," which in the case of Roundabouts, I now understand is actually "Left of Way," will make make it very difficult for traffic going up or down FORUM to enter the intersection. I see lots of drivers ignoring the rules of round-abouts, which not many people seem to understand in the first →

There is more space on the back of this form.

Signature: Barbara Fabacher

BARBARA FABACHER bfdfabacher@gmail.com
Name **E-mail/Telephone**

1300 TORREY PINES DR. COL MO 65203
Mailing Address **City** **State** **Zip**

place.

Are the rules covered in the MO STATE DRIVERS MANUAL?

The growing population in and around Columbia, the lack of infrastructure to accomodate it, the large number of young drivers from the university, and roundabouts are all adding to the stress of daily life in the 21st century here in Columbia.

Could we try to simplify traffic in columbia not make it more complicated.

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Comments: Why fix something that is not broken?

There is more space on the back of this form.

Signature: David Fabacher

DAVID FABACHER
Name

E-mail/Telephone

1300 TORREY PINES
Mailing Address

COLUMBIA, MO 65203
City *State* *Zip*

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changed my mind

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- ☐ I support the project with the following exception noted below.
- ☑ I do not support the project. — you will make a good decision

Comments: first we could find it difficult to use the Roundabout cars drive fast on average + push to get + run the traffic on + around the roundabouts - they do not work everywhere - maybe a light or blinker of some type.

There is more space on the back of this form.

Signature:

James Guthrie 573-443-8812
Name *E-mail/Telephone*

1418 Torrey Pines Dr.
Mailing Address *City* *State* *Zip*

Columbia, MO. 65203

Betty L. Guthrie

over

(I realize it is a big responsibility for the city to always be objective.

If its not already in process - I believe we need first class people with knowledge + vast experience on planning the traffic flow + sub-divisions of the future - Going back + wishing or just patching up a problem won't cut it now - too expensive. This city is growing + needs our attention on all fronts - recreation, parks, trails, pools, seems to be holding up but our schools + city planning, long term needs lots of attention by very qualified people - law + order also needs a review top to bottom by qualified people in these respective fields.

to soft on Crime here - draw people here. Sorry I do not have the answer -

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Comments: I feel the round-a bout will be a dangerous mistake. Traffic on Forum doesn't always come to a complete stop as the intersection is now. With the round-a bout the cars on Green Meadows will have a long wait moving into the circle. You need to come, sit, and watch this intersection at busy

There is more space on the back of this form.

Signature: Mary L. Gillmore

Mary L. Gillmore — *Name*

MGillm2139@gmail.com — *E-mail/Telephone*

12416 Torrey Pines Dr — *Mailing Address*

Columbia — *City*

MO — *State*

65203 — *Zip*

times of the day!
Why not a stop light? Cheaper and more in line with the traffic
Please give this serious thought!

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- ☑ I do not support the project.

Comments: (1) traffic speed on Forum is above the limit frequently, we don't need ↑ speed on Forum
(2) enhancing flow at Peak Rush hour has some advantage but is too expensive
(3) the one lane constriction after the intersection of Proceeding towards Nifong means the two continuously flowing traffic flows from Forum ↑ (R) turning Green Meadows traffic are competing to enter the bottleneck; this needs to be corrected @ same time as round about solution

There is more space on the back of this form.

Signature:

Name	E-mail/Telephone
W. Washington	W washington@gmail.com

Mailing Address	City	State	Zip
1417 Torey Pines	Columbia	MO	65203

Public Comment Form

Forum and Green Meadows Roundabout

We would appreciate hearing your thoughts about this project. You may make comments on this form and leave it with City staff at today's meeting; or take it home to fill out. Please write legibly; include your complete mailing address, and sign your comment form.

Comment forms can be mailed to: **Sam Budzyna, P.E.**
Public Works - Engineering Division
City of Columbia
PO Box 6015
Columbia, MO 65205

Comments may also be faxed to....**(573) 874-7132**
or forwarded via E-mail to... **pubw@CoMo.gov**
(please include "Forum and Green Meadows Roundabout" in the subject line and provide your name and complete mailing address)

Please send comments by May 12, 2016. Thank you for your input!

- ☐ I support the project as proposed.
- ☐ I support the project with the following exception noted below.
- ☒ I do not support the project. — Too dangerous for pedestrians, those exiting Torrey Pines.

Comments: The cost is not worth the benefit — 20 min - slower traffic causing people to stop at stop sign is not that big a deterrent. Cars along Forum are slowed at several places (wilson's) (lights x3) — no sense in allowing ~~excellen~~ exceleration ~~exceleration~~ between ~~double lines at~~ area around CCMO — for 1/2 1 block til pass the intersection & road goes to two lanes again. Cars speed there now) If really in rush find different route. Safety of walkers, runners is insured by present situation.

There is more space on the back of this form.

Signature: Jeane Was[illegible] fran.washngtn@gmail.com.

Name	E-mail/Telephone		
1417 Torrey Pines	Columbia	Mo	65203
Mailing Address	City	State	Zip