

Columbia City Council Work Session Minutes  
Tuesday, April 9, 2013 1:00 p.m.  
City Hall Building – Council Chamber  
701 East Broadway

Council members present: Mayor McDavid, Fred Schmidt, Mike Trapp, Karl Skala, Ian Thomas, Laura Nauser and Barbara Hoppe

Absent: None

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Mayor McDavid called the meeting to order at 1:00 p.m. and the Pledge of Allegiance was recited.

City Manager Mike Matthes explained that the purpose of the meeting was to provide an overview of all of the options being considered for the Providence Road Improvement Project. He noted that the decision to be made at the next Council meeting would be whether or not to rescind the decision made at the November meeting.

Public Works Director, John Glascock provided a handout that included the raw data comments collected during Interested Parties Meetings. He continued to explain the three criteria needed for the project: Providence vehicle and pedestrian traffic through; Grasslands neighborhood access (vehicle, bicycle and pedestrian); and University access. Mr. Matthes added that the traffic on Providence was a key problem needing to be addressed which would result in the need to address the other two issues. Mr. Glascock showed a video of traffic moving through Stadium and Providence and demonstrated the number of cars that could have gotten through the intersection if there were a right turn lane from Providence onto Stadium. The group was shown some still photos of traffic backing up. Ms. Nauser confirmed that this problem of stacked traffic is mostly during morning and evening rush hour. Mr. Glascock agreed. The group discussed pedestrian crosswalk concerns, enforcement and issues. Mr. Glascock explained that the delineators would not help the pedestrian issues. He provided collision and injury data on collisions in this area in the past four years. Mr. Bitterman noted that the causes of the collisions are not noted. Mr. Glascock explained that there was a March 2013 Interested Parties Meeting on this issue, which included information on all ten options. He explained that Scott Bitterman, Traffic Engineer, would provide an overview of those options. Ms. Nauser asked if there was a breakdown of options presented and input from the 2010 IP Meeting where Turner and Burnham was the staff preferred option at that time. Mr. Bitterman did not have that data, but could provide it later. Mr. Bitterman explained that the March 2013 IP Meeting addressed all options that have been proposed since 2005. He provided an overview of the project area and discussed all of the options on the table. Council had an open discussion on each of the following options.

Option 1 would be a traffic signal at Providence and Rollins which would provide access to the east side of the roadway at Rollins and one way streets on Rollins and Fifth Street and would have access to the west side extension of Rollins to Clarkson and would tie in to the new pedestrian path. No widening of Providence would be done. Cost \$2.7 Million. The council discussed this option and delineator options.

Option 2 would be from Turner to Clarkson and similar to Option 1, but the traffic signal would be at Turner rather than Rollins. \$2.8 Million cost.

Option 3 would be from Rollins to Burnam with signal at Rollins and connector road to Burnam and one way streets on Rollins and Fifth Street. Most other components are similar to the first options. Cost on this option is \$1.3 Million.

Option 4 would be from Garth to Clarkson which would extend Garth to Clarkson. Nothing on Providence would be changed. There has been no support for this option. Cost of this is \$2.2 Million.

Option 5 would be a connection to Stadium from LaGrange or Brandon to Carrie Francke. Nothing would be done to Providence. One to two homes would need to be acquired for this option and there has not been a lot of support for this. Cost would be \$1.5 - \$1.6 Million.

Option 6 would be signals at Burnam would be a cost of \$1.6 Million. There are many challenges to widening Burnam and parking spots would be lost. This was not a popular option. Option 7 would be signals Rollins and Burnam cost \$1.2 Million.

Option 8 would include signals Turner and Burnam. This was the most favored option at interested parties meetings. The signals would be removed at Rollins and the cost was estimated at \$1.6 Million.

Option 9 would include installation of traffic signals at the intersection of Burnam Road and Providence Road, and at Turner Avenue and Providence Road, with lane additions on Providence Road. This option also includes the removal of the existing traffic signal at Rollins Street and Providence Road, construction of a southbound right turn lane on Providence Road from Stadium Boulevard to Brandon Road, construction of a new residential street between Bingham Road and Burnam Road, the conversion of the Bingham Road and Brandon Road intersections with Providence Road to right-in/right-out, and the conversion of the Kentucky Boulevard intersection with Providence Road to right-in/right-out/left-in. The estimated cost of these improvements is \$3,2 Million.

Option 10 would include street improvements would include construction of a southbound right turn lane on Providence Road from Stadium Boulevard to Brandon Road, and the conversion of the Brandon Road intersection with Providence Road to right-in/right-out. The estimated cost of these improvements is \$250,000.00.

Option 9 could also be amended to include installation of traffic signals at the intersection of Burnam Road and Providence Road, and at Turner Avenue and Providence Road, with lane additions on Providence Road. This option also includes the removal of the existing traffic signal at Rollins Street and Providence Road, construction of a southbound right turn lane on Providence Road from Stadium Boulevard to Brandon Road, improvements to Birch Street, a sidewalk along the south side of Burnam Road from Birch Street to Providence Road, the conversion of the Bingham Road and Brandon Road intersections with Providence Road to right-in/right-out, and the conversion of the Kentucky Boulevard intersection. The Council had open discussion on these options. Mr. Bitterman displayed a chart showing the options favored from the March 2013 IP meeting, which indicated 53% of respondents favored Option 9 and 20% favored Option 10 and Option 8 (which was the preferred option in 2008) had 9% favoritism. Council discussed the options they favored and why.

The next step will be for Council to make the decision to rescind Phase I of the Providence Road Project.

The handout can be viewed at the following link:

<https://www.gocolumbiamo.com/CMS/bcmanager/downloadfile.php?id=9060>

The entire presentation can be viewed at the following link:

<https://www.gocolumbiamo.com/CMS/bcmanager/downloadfile.php?id=9059>

The meeting adjourned at approximately 2:33 p.m.