

Grindstone Creek Trail On-Line Comment Form

20 Responses - Web Survey conducted 8/31/2012 to 9/17/2012

1. Please comment on what you like about the proposed trail alignment. Please be concise.

I favor this trail proposal alignment. It's the simplest, offers the natural scenic beauty at the maximum, is away from roads and busy commercial centers, has lots of trees and wildlife, and has very do-able inclination (elevation) for less athletic bikers and walkers. And it will link up with the 3,000+ potential users/employees of Lemond Blvd Industrial Zone, as well as connect to the next decade of housing growth to our east and northeast.

Nothing

I would prefer the orange route as it would be the prettiest route and the most enjoyable. I just wish it would not interfere on private property.

NOTHING

I don't like the proposed trail alignment because it destroys the natural beauty of the current trail. Since I have lived in part of Grindstone Creek the city has released urban hunters into the area to kill off the wildlife, now they want to complete the urbanization by paving it over.

Nothing

I don't see the need for this trail. Better to extend Stephens Park trail south.

This will be a beautiful nature trail through a wooded creek valley, as well as an important transportation connector to a major employment/industrial area

It is the safest and most accessible route. It is the most-commuter-friendly route and is most consistent with the goals of the trail network (both existing and planned).

I prefer the trail route that follows the creek. No one wants to ride on Stadium Blvd. I'm also in favor of paying a fair market value for the condemnation of the one or two properties as needed.

The trail would continue enhancing Columbia's trail systems to encourage people to enjoy the beauty of the trails and the ability to walk, bike, and use a wheelchair to promote physical activity and live healthier lives

I think the proposed Grindstone creek trail alignment is wonderful and cannot wait for it to be built!!

Connecting the MKT to the business park east of Highway 63 w/o travel on major roads and minimum hills. This is a major addition to the City's trail system significantly reducing the US 63 problem.

I like that it is in a beautiful area. It will be a really nice addition to the the network and will serve many people on the east side of town in the years to come. I also like that it avoids as many developed areas as possible.

It is my understanding that some neighbors are opposed to the construction of this trail? I think continuing to connect this city by trails has been such a positive experience even after some protested. The benefits are too great! Please honor the commitment that has been made to the citizens of Columbia! Thank you for all of your efforts!

It's FLAT and my kids won't whine while riding their bikes.

This is a great trail addition to the city's network. A great alternative to getting to the eastern part of Columbia.

I think the proposed alignment of the trail is perfect. There is no other way to get through the area and the people who live there will come to enjoy I am sure. just look at the houses along the MKT. My backyard is the new trail and park at Bonnie View. It's great!

It stays away from most of the homes in the area.

The alignments are excellent as is. Let's get those trails built ASAP.

Total: 20

2. What would you change about the proposed trail alignment? Please be concise.

I would add visual hindrances of artificial woven grass, attached to a sturdy (woven, chain-link) fence to visually hide the backyards of those nearby residential areas. This will greatly lessen the likelihood of trespass, as well as visual intrusion on their privacy. These vertical green mats should be at least 8 feet tall. And I doubt this will add much to the overall cost of the trail extension...as I'm imagining the needed visual hinder length to be less than 100 meters.

Cancel it completely. Those funds could be used in a much wiser way during these times of financial distress. Some of the roads around town could use those funds. It is a total waste of money 

anything that would ease the concerns of the property owners.

I think the city can/should find other ways to use our hard earned tax dollars & a new trail that could possibly flood seems like a HUGE waste of time & our money

Leave what remains of a natural area within the Columbia City limits. Columbia already has multiple urbanized parks, e.g. Stephens Lake Park, Cosmo Park, etc.

Not take through private property. Not build through Floodplain. If private developer proposed this there would be a deafening outcry from city planners in regard to conservation and environment.

I would not build this trail that leads to an industrial site. Better to serve residential areas.

No changes

I agree that compromises should be made to reduce impacts to adjacent Bluff Creek property owners (e.g., the lower-profile bridge suggested by the engineers). I encourage inclusion of neighborhood connector to East Point area (via road stub by theatres) and to Bluff Creek area -- if a route is acceptable by neighborhood.

No trails should run through the woods of the Waters-Moss Conservation Area.

Nothing.

I would not change a thing!

Nothing. This appears to be the best possible route for the trail given the roads, hills and underpasses.

If we could avoid all private homes that would be nice but the overall benefit to the community is great and this alignment appears to minimize conflicts with land owners, although not all. It is unlikely that we'll ever build a road, sewer or trail that has 100% agreement from all parties.

I would change nothing.

Not sure I know enough about the alignment to comment. Just make it flat (like the MKT - which is most often far too crowded for young children to ride) and my young family will use it.

Nothing. Route looks to be very reasonable.

get it done faster

I don't think building a trail is proper use of eminent domain, depriving families of their yards and privacy against their will. If people ride bikes to work, there are already bike lanes on many streets (including Stadium) that they can use to ride on.

No change.

Total: 20