



# MEETING DOCUMENTATION

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<b>DATE:</b>	November 15, 2006	<b>TIME:</b>	4-7 pm
<b>SUBJECT:</b>	East Columbia EIS/Location Study Range of Alternatives Public Meeting MoDOT Job J5S0636	<b>LOCATION:</b>	New Elks Lodge 4747 East Elks Dr. Columbia, MO

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## Project Team Members Attending

Mike Dusenberg  
Kristin Gerber  
Roger Schwartz  
Kelly Cox  
Gayle Unruh  
John Glascock  
David Nichols  
David Mink  
Greg Knauer  
Ron Schikevitz  
Christopher Kinzel  
Molly Nick  
Cara Dewey  
Susan Tolleson

## Representing (Firm or Agency)

MoDOT District 5  
MoDOT District 5  
MoDOT District 5  
MoDOT  
MoDOT  
City of Columbia  
City of Columbia  
Boone County  
Burns & McDonnell  
Burns & McDonnell  
HDR  
HDR  
HNTB  
HNTB

## Summary

Approximately 155 people attended the East Columbia EIS open-house public meeting from 4 to 7 p.m. Wednesday, Nov. 15, 2006, at the New Elks Lodge, 4747 East Elks Dr., Columbia, Mo.

The meeting was held to give the public the opportunity to learn about – and provide feedback regarding – nine potential transportation alternatives for the East Columbia Environmental Impact Statement. It was publicized through:

- Guest appearances by MoDOT's Mike Dusenberg on radio stations KSSZ 93.9FM, KBIA 91.3FM, and KFRU 1400AM;
- A half-page advertisement in the *Columbia Tribune* and *Columbia Missourian*;
- Media releases; and
- Postcard invitations mailed to approximately 1,850 study area property owners and stakeholders.

## Participation

- There were 155 individuals who signed guest registers. Almost half of those who signed in were already on the project stakeholder or property owner lists.
- Thirty-nine comment cards and two emails were received. The public was given one week following the meeting in which to send in their comment cards for inclusion in the meeting record.



# MEETING DOCUMENTATION

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- The topics most often addressed in the comment cards were 1) support for widening Route WW; 2) identifying a solution that would alleviate congestion at Highway 63 and Interstate 70; and 3) a desire that the recommended solution would anticipate and address growth so that future needs are adequately met for the long-term, not just the short-term.
- Alternative F1 was supported by the most attendees; Alternatives C and E2 also were favored. Attendees expressed support for F1 because it appears to address congestion issues at the Highway 63/Interstate 70 interchange, and because it addresses the needs of those who live north of Interstate 70.
- Overall, comments were positive about the meeting, its content, and interaction with MoDOT and the project team.

## Comments about specific alternatives

### 1) Alternative A: Realign and widen Route WW

- Most attendees agreed with widening WW regardless of what else happens.
- Half of respondents said that, although improvements to Route WW are needed, they would not be enough to relieve congestion and solve traffic issues, particularly as they relate to the Highway 63/I-70 interchange and to the intersection of Route WW and Rangeline Road.
- The Boone County Fire District is concerned that construction during the widening of Route WW would affect operations at Station 12 (at Highway WW and El Chaparral Avenue).

### 2) Alternative B: Realign and widen Route WW; Extend Stadium Boulevard to Route WW

- Twelve comment cards opposed this alternative, while eight expressed support for it. Most commented that this dumps more traffic onto Route WW and does not help alleviate traffic concerns at the Highway 63/I-70 interchange.
- Several attendees said this is a good short-term solution, but is not an adequate long-term one.
- One person pointed out this could be an inexpensive solution since property acquisition costs would be low with relatively little development along that segment.
- One attendee suggested moving the extension connection further to the west to avoid two stream crossings.

### 3) Alternative C: Realign and widen Route WW; Extend Stadium Boulevard to Lake of the Woods Interchange

- Sixteen comment cards supported this alternative, although most people commented that the St. Charles corridor is too narrow and would need to be widened.
- Several attendees said that although this is a good solution, it does not relieve traffic on Clark Lane, which contributes to back-up on Interstate 70. Many people who liked this alternative also liked F1 with the added Ballenger extension, stating that would assist with Clark Lane traffic.
- Those who did not favor this alternative said that it adds to congestion and is too short-sighted.

### 4) Alternative D: Realign and widen Route WW; Extend Stadium Boulevard to Route Z Interchange

- Attendees were evenly split on support and lack of support for this alternative.
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## MEETING DOCUMENTATION

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- Those who did not support this alternative said it does not provide enough congestion relief, particularly for the Highway 63/I-70 interchange, and that it does not address growth along Rangeline and New Haven Roads.
  - Several people were concerned about improvements to Richland Road and their impacts on homeowners along that corridor.
- 5) Alternative E1: Realign and widen Route WW; Extend New Haven Road to Rangline Road and Route Z Interchange
- Fourteen comment cards did not favor this alternative; eleven did. Most of those who did not support it said it did not help Highway 63/I-70 interchange congestion.
  - Two attendees were concerned about the alternative's impact on residential property. One attendee was concerned it would promote sprawl.
  - One attendee expressed concern about how farming equipment would move east and west within the study area if New Haven Road were widened to a 4-lane, 55 mph road.
- 6) Alternative E2: Realign and widen Route WW; Extend Stadium Boulevard to Route WW; Extend New Haven Road to Rangeline Road and Route Z Interchange
- Nearly half of the comment cards favored this alternative, stating that it seems to anticipate and address future traffic issues and helps move traffic around populated areas, rather than through it.
  - Several commented that the alternative seems to promote sprawl.
- 7) Alternative F1: Realign and widen Route WW; Extend Stadium Boulevard to Lake of the Woods Interchange; Extend Ballenger Lane across I-70
- This alternative was favored most by those who commented because it appears to address congestion issues at the Highway 63/I-70 interchange, and because it addresses the needs of those who live north of Interstate 70.
  - Several people commented that it seems to be the best solution because it alleviates congestion with the least impact, and because it includes Ballenger.
- 8) Alternative F2: Realign and widen Route WW; Extend Stadium Boulevard to Route Z Interchange
- Ten comment cards expressed support for this alternative while 13 did not. Attendees not in favor of the alternative expressed concern about changes to Richland Road and how they would impact homeowners.
  - Attendees also stated that if the Ballenger extension is included, St. Charles Road would need to be widened.
  - Several attendees questioned whether the Ballenger extension was needed if improvements are made to St. Charles Road.
- 9) Alternative G: Realign and widen Route WW; Extend Stadium to a new interchange at I-70
- There was much opposition to this alternative, with several people stating that residents and businesses located near the Lake of the Woods/Interstate 70 interchange would object strongly to removing the interchange at that location.
  - Five people said adding a new interchange closer to Route Z and removing the existing did not make sense and questioned whether that would be the best use of funds. Many attendees
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# MEETING DOCUMENTATION

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commented on the cost of such a proposal.

- The Boone County Fire District said this alternative would greatly increase response time for Station 1. They added that during construction, ramp closures would restrict department access to I-70 for accident response.

## **Additional comments, concerns or notes**

### 6) Bicyclists, pedestrians and mass transit

- Two attendees said the solutions do not yet include consideration for pedestrians, bicyclists and mass transit.

### 7) Environmental concerns

- Four attendees expressed concerns about various environmental issues:
  - Timing on the archeological survey and how those findings will affect the recommended solution;
  - Locating floodplains and how those would interact with the recommended solution;
  - Addressing noise reduction with the change to four-lane, increased-speed corridors; and
  - Indicating environmental impacts on future graphics of the recommended solution.

### 8) Public meeting comments

- Seven people mentioned specific positive comments about the meeting, its contents or their interaction with MoDOT and the project team.
- One person suggested that future meetings be held at a location on the City bus route.
- One person said they felt that business owners and developers monopolized MoDOT/consultants at the meeting. She said once she was able to talk with the team, her questions were answered and it was a positive interaction.

### 9) Property issues

- Three comments focused on general concern that property owner rights be protected. There were general comments throughout that the recommended alternative be one that has the least impact on homeowners. One attendee said all of the alternatives had too much impact on homeowners.
- One attendee was concerned about new houses being built on St. Charles Road and how those would be impacted by an extension of Stadium Drive.
- One attendee expressed concern that an alternative not go through A-1 Auto Salvage as property acquisition costs drive up the cost of the project.

### 10) Traffic comments

- Three comment cards said that whichever alternative is chosen, Stadium Drive must have access to Interstate 70, and the further east, the better.
- One person questioned traffic forecasts in the study area and whether those were high enough.
- One attendee said studies continually show that wider roads increase traffic and that it would



## MEETING DOCUMENTATION

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be a mistake to widen the roads in the study area. However, another attendee said that it appears in order to meet future traffic demands, most all of the roads in the study area would need to become four-lane.

### 11) Misc. comments/feedback

- The Boone County Fire District requested to be involved in the process; Ron Schikevitz is adding them to the small group stakeholder update meetings. They want to be more involved in the process so they have a better understanding of how road additions and closings might affect response time and the Insurance Services Organization fire rating for structures in the area.