



Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: June 6, 2016

Re: Providence Road Improvement Project/Burnam Road Sidewalk (Project Tracker #4107)

Executive Summary

As part of the Providence Road Improvement project, staff was directed to address a petition to move a planned sidewalk from the south side of Burnam Road to the north side of Burnam Road. This report also includes a history of the design of the Providence Road Improvement project, a discussion of the design considerations for construction of the sidewalk on the south side of Burnam Road, a summary of the petition, and a May 5, 2016 meeting held with residents from the Grasslands neighborhood.

Discussion

The Providence Road Improvement project is currently in the easement acquisition and final design phase. The project includes intersection improvements along Providence Road between Turner Avenue and Stadium Boulevard. The engineering consultant, AECOM is under contract for the engineering design of the project. The project is funded through MoDOT's Surface Transportation Program (STP) funds and the City's quarter-cent capital improvements sales tax funds.

History of the Project Design Process and Public Involvement

The Providence Road Improvement project is located along a very busy corridor within the City of Columbia. It is bordered on the west side by the Grasslands subdivision and on the east side by the University of Missouri, and private properties that serve the University. The public involvement process included three Interested Parties (IP) meetings held on April 24, 2008, April 20, 2010 and March 20, 2013; and three public hearings held on November 19, 2012, April 15, 2013 and June 3, 2013. Due to the lengthy public involvement process, the final design and construction of the project has been delayed, but is now on schedule to start construction in the spring of 2017. The attached **Exhibit A** summarizes the history of the project.

Design Considerations for Construction of Sidewalk on South Side of Burnam Road

The intersection of Stadium Boulevard and Providence Road is one of the busiest signalized intersections in MoDOT's Central District, causing through movement on Providence Road to block access to and from the side roads in the Grasslands Neighborhood, and the University. The goals for this improvement project were shared with the public at the IP meetings and the public hearings, which include improving Providence Road through traffic movement, improving Grasslands neighborhood access, and improving University access.

At the June 3, 2013 public hearing, Council approved the design of Option VIII-A alignment which included the construction of the sidewalks along the south side of Burnam Road,



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installation of a signal at the intersection of Burnam Road and Providence Road, installation of a signal at the intersection of Turner Avenue and Providence Road, the removal of the existing traffic signal at the intersection of Rollins and Providence Roads, and construction of a southbound right turn lane on Providence Road at the intersection with Stadium Boulevard. The sidewalk along the south side of Burnam Road was included to allow improved pedestrian safety along Burnam Road as additional traffic will be using Burnam in order to utilize the signalized left turn onto Providence Road. There are currently no sidewalks along Burnam Road. The attached **Exhibit B** displays the overall proposed improvements along Providence Road.

One of the goals of the project is to improve the Grasslands Neighborhood access; therefore, Burnam Road exiting the neighborhood is designed as a signalized intersection with dual left turns onto Providence Road. The sidewalk was designed on the south side of Burnam Road as a safety measure to keep pedestrians out of conflict with the left-turn movement exiting Burnam. The attached **Exhibit C** displays the design layout for this intersection. The signal timing through this section of corridor is controlled by MoDOT, and the timing is very constrained due to the heavy volume of through moving traffic. Approximately 15 seconds can be dedicated to any side street traffic (vehicles and pedestrians). The sidewalk was designed on the south side of Burnam Road to work with this timing sequence. The pedestrians would be able to cross Providence Road via a crosswalk on the south leg of the intersection while the left turn and through movements will allow the vehicles to exit the Grasslands from Burnam Road. In addition, the pedestrian crossing is separated from the right turning traffic via a raised island.

A sidewalk was not designed on the north side of Burnam Road because there is not enough time in the signal phasing to stop the left-turn traffic exiting Burnam in order to allow the pedestrians to cross on the north side of the intersection and to allow vehicles to make the left-turn movement out of the Grasslands. If the sidewalk was moved to the north side of Burnam, but the crosswalk remained on the south side of Burnam, once pedestrians reached this intersection they would need to cross to the south side of Burnam to cross Providence Road. There would be fewer pedestrian/vehicle conflicts if pedestrians crossed Burnam Road to access the south side of the street, further from the Providence intersection.

It should also be noted that the sidewalk to be constructed along the south side of Burnam Road will be constructed within existing road right of way. The sidewalk will be constructed six (6) feet wide at the back of the curb. The existing street curb will be removed and relocated approximately three (3) feet farther into the road. The sidewalk will be constructed such that half will be located in the existing roadway and half in the grassy area of the right of way for properties along Burnam. The sidewalk was designed in this manner in order to reduce the impact to the properties. In addition, this configuration will allow some narrowing of the road to provide a traffic calming benefit. The only easements necessary for the sidewalk construction are temporary construction easements in order to tie in the property owner's driveways. There are twelve properties affected by the sidewalk construction.



Finally, if the Burnam Road sidewalk plans need to be redesigned to place the sidewalk on the north side of Burnam, the engineering agreement with AECOM would need to be amended for an additional cost of approximately \$34,000 since the consultant did not survey the north side of Burnam Road. Staff anticipates that the redesign would delay the construction of the project by approximately one year because of the time needed to survey, design, and obtain easements.

The Petition and the Meeting with the Grasslands Neighborhood

Staff received a petition (**Exhibit D**) on March 22, 2016, requesting to relocate the sidewalk from the south side of Burnam Road to the north side. There were a total of 25 signatures on the petition, from six (6) people who lived in four of the properties along the proposed sidewalk; five (5) people who lived elsewhere in the Grasslands neighborhood; ten (10) students who lived in the apartments on Clarkson Road; and four (4) people who did not live in the neighborhood.

A neighborhood meeting was held on May 5, 2016 to discuss the petition and design considerations for the Burnam Road sidewalk. At that meeting, the design of the Providence and Burnam intersection, the alignment of the proposed sidewalk with that intersection, the size and location of the proposed sidewalk as it relates to the existing properties, and the consequences of redesign were discussed. After the meeting, a vote was taken to determine the favored sidewalk location. Of the 15 Grassland residents that attended the meeting, 14 voted in favor to keep the sidewalk on the south side of the street, and one resident voted to move the sidewalk to the north side of the street. Three (3) of the residents that originally signed the petition voted in favor of keeping the sidewalk on the south side of Burnam, and one resident that signed the petition voted to move the sidewalk to the north side of Burnam. The sign-in sheet is attached (**Exhibit E**) from the May 5th meeting. Not all residents signed in at the meeting.

On March 25, 2016 and again on April 28, 2016, the Grasslands Board of Directors issued an announcement via their neighborhood's list-serve, and by paper copy, about the May 5th neighborhood meeting. The announcement requested that residents not able to attend the meeting should voice their opinion to the Board. The Board received 13 e-mails in favor of the current sidewalk design on the south side of Burnam Road, and three against, from those residents who could not attend the meeting.

Upon discussions with the Grasslands Board, and with the majority of Grassland residents voting in favor of keeping the sidewalk on the south side of Burnam Road, staff recommends no changes to the design of the Providence Road Improvement project proposed in Option VIII-A, as approved at the June 3, 2013 public hearing.

Fiscal Impact

Short-Term Impact: None with this report

Long-Term Impact: None with this report



Vision & Strategic Plan Impact

Primary Impact: Transportation, Secondary Impact: Secondary, Tertiary Impact: Tertiary
[Strategic Plan Impacts:](#)

Primary Impact: Infrastructure, Secondary Impact: Public Safety, Tertiary Impact: Tertiary
[Comprehensive Plan Impacts:](#)

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

Legislative History

Date	Action
12/07/2015	(B355-15) Authorizing the Acquisition of Easements
12/07/2015	(B354-15) Authorizing a Bid Call Ordinance through Purchasing
09/08/2015	(B261-15) Authorizing an STP-Urban Program supplemental agreement with MHTC
11/03/2014	(R209-14) Authorizing Amendment 1 to the agreement with URS Corporation for engineering services
10/17/2013	(R207-13) Authorizing engineering services agreement with URS Corporation for street improvements on Providence Rd from Stadium Blvd to Stewart Road
06/03/2013	(R82-13) Public Hearing for construction of street improvements on Providence Rd from Stadium Blvd to Stewart Rd.
04/15/2013	(R54-13A) Public Hearing to consider rescission of Resolution 188-12 relating to construction of street improvements on Providence Road from Turner Ave to Stadium Blvd and providing direction to the City manager on how to proceed with the project.
03/20/2013	Interested Parties meeting held
12/17/2012	(B367-12) Authorizing a cost share agreement with MHTC
11/19/2012	(R188-12) Public Hearing for construction of improvements on Providence Rd from Turner Ave to Stadium Blvd, reconfiguration & construction of signalized intersections on Providence Rd, & construction of new residential street in Grasslands Subdivision
04/20/2010	Interested Parties meeting held
12/15/2008	(R290-08) Authorizing engineering services agreement with HDR Engineering for a conceptual alternatives study for infrastructure improvements along the Providence Rd corridor.
04/24/2008	Interested Parties meeting held

Suggested Council Action