



Department Source: Parks and Recreation

To: City Council

From: City Manager & Staff

Council Meeting Date: June 17, 2019

Re: Public Hearing: Hinkson Creek Trail Project: Stephens Lake Park to Clark Lane

Executive Summary

Public hearing for the construction of the Hinkson Creek Trail from Stephens Lake Park to Clark Lane. The project was identified in the 2015 Park Sales Tax ballot and includes a budget of \$950,000 with \$700,000 FY2019 and \$250,000 in FY2020. With a minor exception along East Walnut Street, the route of the trail and corresponding easements were included in the Conley Road development agreement. The 1.1 mile trail will exit Stephens Lake Park on East Walnut and then gradually follow the existing trail easement behind Lowes and Wal-Mart and then connect to the existing Conley Road pedway. This project will then cross under I-70 and connect to the sidewalks on Clark Lane, providing a valuable trail connection to residents living north of Interstate 70. As part of the project, staff is requesting Council permission for the City Manager to enter into an agreement with Crockett Engineering Consultants for engineering services for the design of the trail. Park staff will return to Council at a later date to accept the existing easement agreements for the trail project. The design and construction of the trail is scheduled to begin summer 2019, with an anticipated completion date of winter 2020. The project will be bid through the City's Purchasing division and include contractors already under contract for grading and concrete work. Park staff will complete necessary landscaping and miscellaneous improvements such as signs, bike racks, etc.

Discussion

Parks and Recreation is ready to proceed with the construction of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane. Under separate legislation, the department requested approval authorizing the City Manager to execute an agreement with Crockett Engineering Consultants for the design of a portion of the project. The project will include the construction of a 1.1 mile 10' wide concrete trail from the northeast corner of Stephens Lake Park to the new sidewalk on Clark Lane. The desired route for the trail will include the use of an existing bridge adjacent to East Walnut and a new 5' sidewalk along the north side of East Walnut Street.

The construction of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane project was included in the 2013 Trails Plan, as part of the *2013 Parks, Recreation and Open Space Master Plan*. The proposed extension of the Hinkson Creek Trail is identified as a primary trail project for the Department due to the high level of recreational and commuter connectivity and the importance of the trail related to the completion of the 30-mile trail loop throughout Columbia. The development of the trail was included in the list of projects for 2015 Park Sales Tax renewal after the Department was notified that the Clark Lane sidewalk project and improvements to Conley Road would be completed within the time frame for available



funding for the trail project. The completion of these two projects allowed for the necessary connectivity for the trail.

Public Input for the Project:

Park staff held an interested parties meeting at Riechmann Pavilion at Stephens Lake Park on October 25, 2018. Park staff met with citizens to discuss the proposed plans for the trail project and gain feedback about the construction of the trail. Staff also provided the public with an opportunity to provide additional comments about the project via an online survey at como.gov from October 5, 2018 to November 8, 2018. Comments provided to the Parks and Recreation Department can be viewed at:

<https://www.como.gov/parksandrec/cip/capital-improvement-project-hinkson-creek-trail-stephens-lake-park-clark-lane/>

After the initial interested parties meeting on October 25, park staff also met with three City Commissions to review the project and gain feedback from each group.

Park staff introduced the proposed improvements to the Parks & Recreation Commission at their February 21, 2019 meeting. Park staff discussed the proposed route for the trail with the Commissioners. After discussion of the project, the commissioners voted to endorse the proposed trail project with a new sidewalk along the north side of East Walnut Street and recommended that City Council approve the plans as presented.

Park staff met with the members of the Bicycle & Pedestrian Commission on March 20, 2019. Staff discussed the proposed plans for the project with the Commissioners and the members of the Commission made a recommendation to endorse the project including a new sidewalk along East Walnut Street as the connection from Stephens Lake Park to the cul-de-sac at the end of East Walnut Street. The Commissioners commented on the importance of the trail for the proposed 30-mile loop and the improved connectivity for trail users living in the northern areas of Columbia.

Staff presented the proposed construction plans for the extension of the Hinkson Creek Trail to the Disabilities Commission on April 11, 2019. Park staff and Commissioners discussed the potential improvements related to ADA access from north Columbia to Stephens Lake Park and staff accepted general comments related to the construction of the ADA-compliant trail extension. The Commission made a recommendation to endorse the proposed plans including a new sidewalk along the north side of East Walnut Street.

After considering all citizen and Commissioner comments, staff believes that the proposed plans for the project represent a consensus of trail users, park users and Commissioners.



Trail Design:

Crockett Engineering Consultants will be hired to design the trail from Stephens Lake Park to the Conley Road Pedway. This portion of the trail will include sidewalk improvements along East Walnut and design of the trail route behind Lowes, Wal-Mart and the empty lot to the north of Wal-Mart until it connects to the Conley Road Pedway. The other portion of necessary trail design includes the portion of the trail from the west edge of the Conley Road bridge to the sidewalk on Clark Lane. This portion of the trail was designed as part of the GetAbout Columbia Clark Lane sidewalk project but was not constructed at that time due to bids for construction and available funds. Park staff will utilize the existing completed plans for this portion of the trail as it crosses under the east and west bound lanes of I-70.

Trail Construction:

The construction of the 1.1 mile portion of the Hinkson Creek Trail from Stephens Lake Park to Clark Lane will provide connectivity from the northeast corner of Stephens Lake Park to the newly constructed Clark Lane sidewalk near Socket, located at 2703 Clark Lane. The proposed trail route will begin at Stephens Lake Park, cross over East Walnut near Parkview Drive and include the new construction of a 6' sidewalk on the north side of East Walnut from Petite Ct. to an existing sidewalk on the cul-de-sac at the end of East Walnut Street. From the cul-de-sac, the trail will proceed north behind Lowes and Wal-Mart turning to the east to connect to the newly constructed pedway on Conley Road. The trail will utilize the pedway to cross over the Hinkson Creek Bridge. At Mehl Road, the trail will turn and go down to the Hinkson Creek allowing for trail construction under the east and west bound lanes of I-70. The trail will turn west after crossing under I-70 and rise up to connect to the new sidewalk on Clark Lane near Lambeth Drive.

Key items discussed with members of the three Commissions, trail users and members of the East Walnut neighborhood included the proposed route for the trail from Stephens Lake Park to the cul-de-sac at the end of East Walnut Street and the ability to route the trail along the Hinkson Creek Trail at Petite Court to Conley Road.

Park staff is proposing to cross East Walnut Street and utilize the existing abandoned road bridge to cross the Hinkson Creek on East Walnut Street. Park staff would use contract labor to construct a new sidewalk from this bridge to the existing sidewalk constructed at the cul-de-sac on the east end of East Walnut Street. As part of their design services, Crockett Engineering will evaluate the existing bridge and determine if it can be refurbished for pedestrian use. The route utilizing the old road bridge and new sidewalk along East Walnut is the preferred route for the trail and recommended by the three Commissions. The proposed sidewalk on the north side of East Walnut would be built in road right-of-way. Other options proposed for the trail would include a bike/pedestrian boulevard on East Walnut from Stephens Lake Park to the cul-de-sac or a new sidewalk on the south side of East Walnut Street. The bike/pedestrian boulevard on East Walnut would create traffic issues for neighbors and trail users due to sharing of the road. Construction of the sidewalk along the



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south side of East Walnut would require significant grading and tree removal for construction. This route would also require trail users to use the existing road bridge for East Walnut Street mixing pedestrians and bicyclists with motor vehicles for a short distance on the road.

Members of the East Walnut Street neighborhood asked park staff to look at the possibility of routing the trail along the Hinkson Creek instead of adding a new sidewalk from Petite Court to the cul-de-sac. This route is not feasible due to available space between the East Walnut Day School and Hinkson Creek and slopes exceeding ADA requirements along this route. The space between the Hinkson Creek and the East Walnut Day School is very narrow and includes a steep edge along the creek. Any proposed trail construction would require the construction of an extensive boardwalk over the Hinkson Creek to bypass the current business. The remaining portion of this proposed route is very steep and would not meet requirements for ADA accessibility without massive grading on the property. These two issues are cost prohibitive for the project with available funding.

After the design of the trail by Crockett Engineering Consultants, park staff will work with the City's Purchasing Department to bid necessary portions of the project. The entire project will be constructed using a combination of contract labor and force account labor. Park staff is proposing to use existing term and supply contractors for the grading and construction of the 10' wide concrete trail. Portions of the project that will be bid out through the Purchasing Department could include the refurbishment of the abandoned road bridge and retaining wall construction. Park staff will be responsible for all necessary tree removal, turf establishment after construction and new tree plantings necessary for the project.

Easement Acquisition:

On April 2, 2012, The City Council approved the rezoning request by TKG Conley Road Investments, LLC and the Conley Road Transportation Development District for property located on the west side of Conley Road, south of the I-70 and U.S. Highway 63 intersection. As part of the rezoning agreement, signed on April 4, 2012, donation of a permanent trail easement to the City of Columbia was included for the future construction of the Hinkson Creek Trail from Stephens Lake Park to Clark Lane. The easement agreements represent the agreed upon route for the trail through the properties owned by the development groups. The easement for the trail will include the portion of the trail from the East Walnut cul-de-sac to the Conley Road pedway. Once the Conley Road TDD easements have been assigned to the City, park staff will return to the City Council to accept the temporary construction easements and permanent trail easements.

The City of Columbia has also acquired the Air Space Agreement with MoDOT for the placement of the trail within the corridor of the east and west bound lanes of I-70.

Any other necessary easement acquisition will be determined during the design of the trail by Crockett Engineering Consultants and park staff will return to Council for acceptance of those easements.



Funding and Timeline for Construction:

The design and construction of the trail is scheduled to begin summer 2019, with an anticipated completion date of winter 2020. Funding for the construction of the trail is provided by the 2015 Parks Sales Tax. The total cost of the project is \$950,000 with funding available in FY2019 (\$700,000) and FY2020 (\$250,000). Park staff has also applied for a Recreation Trails Program Grant through the Missouri Department of Natural Resources for additional funding for the trail project. If the Department is awarded the grant, park staff will return to Council to finalize the grant agreement and appropriate the funding.

Fiscal Impact

Short-Term Impact: The total cost of the improvement project is \$950,000 and is funded by the 2015 Park Sales Tax. Funding is available in FY2019 (\$700,000) and FY2020 (\$250,000).

Long-Term Impact: Staff estimates annual maintenance costs associated with the trail to be between \$2,500 and \$3,500. Maintenance expenses include mowing, cleanup and snow removal.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Livable & Sustainable Communities, Tertiary Impact: Not Applicable

Legislative History

Date	Action
02/05/2018	R12-18 Authorizing application for federal assistance from the Recreational Trails Program for construction of the Hinkson Creek Trail - Stephens Lake Park to Clark Lane project.

Suggested Council Action

After the public hearing, approve the ordinance authorizing the construction of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane.