



Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: February 2, 2026

Re: Supplemental Memo #1 for Adopting Ordinance Regulating Pedestrian Use of Medians and Islands for Enhanced Safety.

### Executive Summary

Staff is requesting adoption of pedestrian safety ordinance. At Council's request the City hired George L. Crawford & Associates (dba CBB) to conduct the Street and Intersection Pedestrian Safety Study. The ordinance would regulate the use of medians, roadway crossings, and islands for pedestrians at intersections with any of the following characteristics: speeds of 35 mph or greater, average daily traffic (ADT) volumes of 15,000 vehicles or greater, or where median widths less than 6-foot wide are present.

**This ordinance was included on the October 20, 2025 Council meeting agenda as an introduction and first reading item. The Council approved a motion to delay the second read and vote of this item to November 17, 2025 to allow the entire Council be in attendance to hear comments and to vote. The final report and list of restricted roadways were added in the exhibits. At the November 17, 2025 Council meeting, there was a motion to table this item until the February 2, 2026 meeting to allow staff time to provide more information as the Council requested. A work session was held on January 12, 2026. Letters from the Disabilities Commission, Bicycle/Pedestrian Commission, Public Transit Advisory Commission, and the Human Rights Commission, along with the BeHeard Report, have been added. In addition, an interactive map can be found at the link below:**

<https://experience.arcgis.com/experience/14722941aac49afb7349237aba78a9f>

**Following the work session staff also provided Council with the slides from the work session presentation (attached) and a link to Chapter 14, Article X of the City's Code of Ordinances. That link is provided here as well:**

[\*\*Chapter 14, Article X\*\*](#)

**Finally, a Map of Accidents Involving Pedestrians (2018 - 01.27.2026) and Median Related Incident/Crash Reports has been included.**

### Discussion

Following Council's directive, the City hired CBB to conduct the Street and Intersection Pedestrian Safety Study to evaluate median safety in Columbia. The study analyzed local crash data and roadway conditions, identifying 47 pedestrian crash areas where speeds greater than 35 mph, traffic volumes greater than 15,000 vehicle per day, or medians less than 6 feet wide create significant hazards, as mapped for major arterials. Other cities have



implemented ordinances restricting pedestrian access to medians under similar conditions, focusing on safety without targeting any group. This approach, informed by the study's comprehensive analysis, aims to guide pedestrians to crosswalks and designated areas, enhancing safety across the community.

In Columbia, a number of roadways would fall under these high-risk areas. The study's maps highlight extensive overlap of these conditions, with 47 identified crash areas where pedestrian safety is compromised, supporting the need for uniform restrictions. Public Works shared the findings at a pre-council work session on June 16<sup>th</sup>, 2025 and with the new Ward 2 Council member directly, with no specific comments received. This measure aligns with Vision Zero principles, focusing on objective safety criteria to protect all roadway users.

The proposed ordinance restricts pedestrian use of medians and islands at intersections meeting the specified conditions directing use to safer crossing points. This is supported by peer city examples where such regulations have proven effective, as detailed in the CBB study, without singling out any population. The 47 identified crash areas underscore this action. Staff recommends Council adoption of the ordinance.

#### Fiscal Impact

Short-Term Impact: Minimal

Long-Term Impact: Minimal

#### Strategic & Comprehensive Plan Impact

##### Strategic Plan Impacts:

Primary Impact: Reliable and Sustainable Infrastructure, Secondary Impact: Safe Community, Tertiary Impact: Not Applicable

##### Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Secondary, Tertiary Impact: Tertiary

#### Legislative History

Date	Action
10/03/25	B265-25 Amending Chapter 14 of the City Code to add provisions related to the rights and duties of motorists and pedestrians in major corridor roadways and intersections.
06/16/25	Pre-Council Presentation

#### Suggested Council Action

Adoption of the ordinance.