



Department Source: Parks and Recreation & Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: August 3, 2020

Re: Public Hearing: Hinkson Creek Trail: Stephens Lake Park to Clark Lane – Walnut Street Bridge Improvements

## Executive Summary

Public hearing for the Hinkson Creek Trail: Stephens Lake Park to Clark Lane – Walnut Street Bridge Improvements. This is an alternate plan than was originally proposed for crossing the Hinkson Creek at the Walnut Street Bridge as part of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane construction project. The project includes the construction of the proposed trail improvements utilizing the Walnut Street bridge as part of the trail and necessary structural improvements to wing walls and abutments of the bridge by the Public Works Department. The City Council approved the construction of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane project on June 17, 2019. The approval of the original project included the rehabilitation of the old bridge adjacent to the Walnut Street bridge to use as the creek crossing for the trail. A feasibility study by Crockett Engineering deemed the bridge unsuitable for pedestrian traffic due to age and structural integrity. Park staff has worked with Public Works staff and Crockett Engineering to develop a plan to utilize the existing Walnut Street bridge for pedestrian and bicycle traffic. The revised plan for the trail on the Walnut Street bridge does not change the construction project cost or timing. The necessary improvements to the bridge abutments and wing walls will cost approximately \$18,000 and will be paid for by the Public Works Department. All work will be bid through the City's Purchasing Department or utilize existing term and supply contractors.

## Discussion

On June 17, 2019, the City Council approved the construction of the Hinkson Creek Trail from Stephens Lake Park to Clark Lane. 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 to connect to the existing Conley Road pedway. The trail will then cross under I-70 at the west end of the Conley Road pedway and connect to the sidewalk on Clark Lane, providing a valuable trail connection to residents living north of Interstate 70. The project has a total budget of \$950,000. The approval of the Hinkson Creek Trail project included the rehabilitation of the abandoned road bridge adjacent to the Walnut Street bridge to use as the creek crossing for the trail. A feasibility study by Crockett Engineering deemed the bridge unsuitable for pedestrian traffic due to age and structural integrity.

The Parks and Recreation Department is proposing an alternate plan for crossing the Hinkson Creek at the Walnut Street Bridge as part of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane construction project. The project includes the construction of the proposed trail improvements utilizing the bridge and for the Public Works Department to make structural improvements to wing walls and abutments of the bridge.



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After review of the Crockett Engineering report of the abandoned road bridge adjacent to the Walnut Street bridge, Park staff met with Public Works staff and Crockett Engineering to review other potential options for crossing the Hinkson Creek as part of the trail construction project. Staff reviewed options for replacement of the abandoned road bridge, attaching a bridge to the existing Walnut Street bridge and options for utilizing the Walnut Street bridge for vehicular, pedestrian and bicyclist traffic. After review of all options, Public Works staff recommended use of the Walnut Street bridge for the trail. The proposed modifications for the bridge will result in a one lane bridge for vehicular traffic and a marked pedway on the bridge for the Hinkson Creek Trail. The modifications to the bridge will include roadway striping, signage, speed humps, a modified trail connection from Stephens Lake Park and a 10-foot-wide pedway on the south side of Walnut Street on the east side of the roadway bridge.

Vehicular traffic will travel in the east and west bound lanes of Walnut Street until they reach the bridge. The north lane of the bridge will serve as the one lane bridge for vehicular traffic with traffic yield signage and striping on both sides of the bridge. Speed humps will also be placed on Walnut Street to alert vehicular traffic to slow down for the bridge crossing. The drive lane on the bridge will be eleven feet wide with a two foot shoulder. Vehicles will approach the one lane bridge in both directions and yield to any oncoming traffic on the bridge.

Pedestrian and bicycle traffic will utilize the south lane of the Walnut Street bridge. An eleven-foot-wide pedway will be established in the south lane with a two-foot shoulder. Markings will be placed on the road and bridge to identify the conversion to the pedway and will include painted pedestrian/bike symbols. New signage will also be placed in road right-of-way identifying the one lane bridge and pedestrian/bicycle traffic. Improvements to the trail access at Stephens Lake Park will include a new exit onto Walnut Street for pedestrians and bicyclists to travel across the street to Parkview Drive and go west (left) down Walnut Street. Contract labor will be used to construct a new portion of the ten-foot-wide pedway that will lead trail users to the bridge crossing. On the east side of the Walnut Street Bridge, contract labor will be used to construct a ten-foot-wide concrete pedway on the south side of the road to connect to the trail at the end of the cul-de-sac on Walnut Street. The pedway will be constructed in road right-of-way along property owned by the Boy Scouts of America Great Rivers Council. Park staff met with members of the Great Rivers Council and they are in support of the trail and location along their property. The changes associated with the new plan will eliminate the construction of the ten-foot-wide pedway on the north side of Walnut Street in front of the homes located on this side of the street. This will eliminate any concerns with the construction process in front of those homes and eliminate concerns associated with trail user traffic in front of those homes.



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Along with the improvements associated with the trail construction project, the Public Works Department would like to make necessary repairs to the bridge during the construction project. Timing the repairs of the bridge with the trail construction will eliminate multiple disruptions to the bridge and surrounding trees, soil and turf. The Public Works Department is proposing to install tiebacks to the southeast wing wall to prevent any movement during the construction project and to structurally repair the concrete on the south corner of the east bridge abutment to reinforce the bridge in this area. Contract labor will be used for the Public Works improvement project with a total estimated cost of \$18,000. The funds are available through the Public Works Capital Improvement Sales Tax.

The initial public input meeting for the construction of the Hinkson Creek Trail: Stephens Lake Park to Clark Lane was held on October 25, 2018. Additional online comments were collected from October 5, 2018 to November 8, 2018. The Parks and Recreation Commission made a recommendation to proceed with the construction of the trail on February 21, 2019; and the City Council approved the trail construction project on June 17, 2019. After the completion of the revised plans for the Walnut Street Bridge trail use, Parks and Rec staff and Public Works staff held an additional public input meeting on June 4, 2020 at Riechmann Pavilion at Stephens Lake Park to gather feedback on the proposed plan changes. An online comment form was also available from April 17, 2020 to June 11, 2020. Comments provided at the public input meeting are attached and can be viewed at:

<https://www.como.gov/parksandrec/wp-content/uploads/sites/25/2020/06/IP-Meeting-Comments-Hinkson-Creek-Trail-Stephens-to-Clark.pdf>

Park staff introduced the proposed improvements to the Walnut Street Bridge to the Parks and Recreation Commission at their June 18, 2020 meeting. Park staff discussed the proposed modifications with the Commissioners. After discussion of the project, the commissioners voted to endorse the modifications to the Hinkson Creek Trail project and recommended that City Council approve the plans as presented.

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). Staff does not anticipate any changes related to funding for the trail project after approval of the bridge modifications. Staff anticipates using a combination of contract and force account labor for the trail construction. The Public Works repairs to the bridge abutments and end wall is funded by the Public Works Capital Improvement Sales Tax with an estimated total cost of \$18,000. The work associated with the Public Works repairs will be completed using contract labor.

Park staff has begun engineering work and construction on the trail section from Conley Road to the cul-de-sac at the end of East Walnut. Pending Council approval, the trail work from on the south side of East Walnut, as described in this legislation, will begin in August or September. Public Works will bid the bridge improvements this summer with work to begin in the fall. It is anticipated that the trail and bridge will be completed by the end of the year.



## Fiscal Impact

Short-Term Impact: Council previously approved the funding of the trail project in June 2019. 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).

The Public Works repairs to the bridge will be funded by the Capital Improvement Sales Tax and are projected to cost \$18,000.

Long-Term Impact: None

## 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: Not applicable, Tertiary Impact: Not Applicable

## Legislative History

Date	Action
06/17/2019	(PH28-19) Public Hearing: Proposed construction of the Hinkson Creek Trail improvement project, from Stephens Lake Park to Clark Lane. <a href="https://gocolumbiamo.legistar.com/LegislationDetail.aspx?ID=3983679&amp;GUID=D09E2057-B43A-491C-B49B-436B9C334604&amp;Options=&amp;Search=">https://gocolumbiamo.legistar.com/LegislationDetail.aspx?ID=3983679&amp;GUID=D09E2057-B43A-491C-B49B-436B9C334604&amp;Options=&amp;Search=</a>
6/17/2019	(B155-19) Authorizing construction of the Hinkson Creek Trail improvement project, from Stephens Lake Park to Clark Lane; and authorizing an agreement for professional engineering services with Crockett Engineering Consultants, L.L.C. for structural and civil engineering services. <a href="https://gocolumbiamo.legistar.com/LegislationDetail.aspx?ID=3967837&amp;GUID=3AF7CAB3-56E3-42A5-BFFF-D9B6E8843982&amp;Options=&amp;Search=">https://gocolumbiamo.legistar.com/LegislationDetail.aspx?ID=3967837&amp;GUID=3AF7CAB3-56E3-42A5-BFFF-D9B6E8843982&amp;Options=&amp;Search=</a>

## Suggested Council Action

After the public hearing, approve the ordinance authorizing the alternate plan for the Hinkson Creek Trail: Stephens Lake Park to Clark Lane at the Walnut Street bridge and the improvements to the bridge by the Parks and Recreation and Public Works Departments.