

Columbia Sidewalk Master Plan

2024 Amendment

TABLE OF CONTENTS
Columbia Sidewalk Master Plan
2024 Update

<i>1. Introduction/Purpose</i>	3
<i>2. Summary of Completed or Funded Projects from 2013 Sidewalk Master Plan</i>	4
<i>3. History</i>	4
<i>4. City Sidewalk Policies</i>	5
<i>5. Additional Financial Resources</i>	6
<i>6. Sidewalk Priority Ratings Matrix Discussion</i>	7
<i>7. Other Pedestrian and Transportation Plans</i>	8
<i>8. Sidewalk Plan Projects Summarized by Street Classification</i>	8
<i>A. Major Arterial Projects</i>	9
<i>B. Minor Arterial Projects</i>	12
<i>C. Major Collector Projects</i>	13
<i>D. Neighborhood Collector Projects</i>	16
<i>E. Local Street Projects</i>	17

1. Introduction/Purpose

The Sidewalk Master Plan sets forth a public input process to prioritize sidewalk projects where gaps exist. The plan helps the City Council identify projects for which grant funding applications will be made and assists the Council in making capital budget decisions by identifying the most critical sidewalk improvement and construction locations throughout the City. Additionally, this document informs the public of the City's priorities in sidewalk construction.

There are numerous streets in the Columbia area which lack sidewalks, but the major streets lacking sidewalks present the greatest need. Many of these are especially critical for pedestrians, as they provide the connectivity that local streets frequently do not.

In recognition of these needs, the majority of the sidewalk projects contained in this Sidewalk Master Plan are on streets contained in the Major Roadway Plan (MRP). Such streets are the priority for sidewalk construction due to their greater connectivity, larger vehicular traffic volumes, pedestrian safety concerns, and other factors. The 2023 plan contains a total of 41 projects, 33 of which are on streets classified in the MRP.

The 2022 plan also includes eight local street sidewalk projects. All are carry-overs from the existing 2013 Columbia Sidewalk Master Plan. All are considered lower priority than projects on major streets.

The 2023 Plan as amended contains nine new projects, eight of which were proposed for addition by the Bicycle and Pedestrian Commission (BPC) in the process of their review, with an additional one suggested by the Planning & Zoning Commission and reviewed and approved for addition by the BPC.

New Projects in amended 2023 Plan

St. Charles Road – Keene Street to Hominy Branch Trail

St. Charles Road – Clark Lane roundabout to Demaret Drive

Conley Road & I-70 Drive Southeast Pedestrian Connector

Rangeline Street, Vandiver to Elleta Blvd

Rangeline Street: W side, Boone Electric to existing sidewalk S of Vandiver

New Haven Road: Lemone Industrial Blvd to S Warren Drive

Clark Lane, south side, across from Creekwood Parkway

Northland Drive: Blue Ridge Rd to Parker Street

Worley Street, north side, West Blvd to Garth Avenue

Ballenger Lane, Clark Lane to Mexico Gravel Road

While this plan only addresses street corridors lacking sidewalks, the Bicycle and Pedestrian Commission, Disabilities Commission and City Public Works Department have prepared lists of critical repair areas at the request of the City Council in recent years, and as a part of the City's ADA-Transition Plan (in progress) the City is actively working to replace curb ramps and adjacent sidewalk sections to make them ADA compliant.

2. Summary of Completed or Funded Projects from 2012 Sidewalk Master Plan

The 2013 Sidewalk Master Plan approved by the City Council on April 1, 2013, had 42 proposed projects. Ten of these projects have been completed or are funded and in process, and one project was canceled. These projects have now been removed from the draft plan update, and are listed below (numbers correspond to 2013 Plan project numbers):

Completed or In Process/Funded:

- 7. *Stadium Boulevard, Primrose to Business Loop 70*
- 10. *Nifong Boulevard, Bethel to Forum (as part of street project)*
- 16. *Clark Lane: Paris Road to Eastwood*
- 17. *North Garth Avenue: Worley to just south of Sexton Road*
- 19. *Oakland Gravel Road, Blue Ridge to Vandiver*
- 23. *Sinclair Road, from Nifong Boulevard south to existing*
- 30. *Forum Boulevard, Nifong to Mill Creek*
- 31. *Elleta Avenue: Rangeline Street (Route 763) east to existing sidewalk*
- 36. *Leslie Lane: North Garth Avenue to west of Newton Drive*
- 42. *Carter Lane, Foxfire Drive southward 1,300' to Lot 1 of Providence South Plaza Plat 1*

Removed/Rejected by City Council:

- 28. *Audubon Drive, Shepard Blvd to north of N. Azalea*

3. History

Most of Columbia's residential areas developed prior to World War II included the construction of sidewalks as standard practice. The City's first comprehensive plan in 1935 recommended four-foot sidewalks be built as standard practice in new development (5' is now the minimum standard). This changed during the 1950s and 60s, as the focus of new residential subdivision layouts was to provide roadways designed solely for the private motor vehicle. As a result, most neighborhoods were built with no sidewalks. In 1973, the City passed an ordinance that mandated sidewalk construction along all lot street frontages in new housing developments. While this has provided sidewalks for internal circulation in subdivisions, the lack of sidewalk construction for over two decades has resulted in a large number of gaps in the sidewalk network.

In addition to those areas developed during the noted time period, there have been large areas of unincorporated land annexed over the past 40 years. The most notable example was a 1969

involuntary annexation which nearly doubled the physical size of the City. This and other annexations added residential subdivisions developed under Boone County standards, which did not include a requirement for sidewalk construction until subdivision regulations were adopted in 1995. Annexation of these neighborhoods contributed to the City's inventory of streets lacking sidewalks.

City Sidewalk Master Plans were previously developed and adopted or amended in 1976, 1981, 1996, 1997, 2007, and 2013. The current plan, as adopted in 2013, serves as a preliminary capital projects list for sidewalks. Filling the gaps in the sidewalk network has always been one of the major objectives of the Plan, and the Plan provides a public input process to help prioritize projects. When grant opportunities for sidewalk construction funding become available, the Plan allows the City to submit publicly vetted and prioritized projects under what are typically short application windows.

4. City Sidewalk Policies

City ordinances provide that property owners are responsible for maintenance, repair, and reconstruction of the sidewalks adjacent to their property.

In addition, Ordinance B382-07, adopted in December, 2007, established a sidewalk maintenance and construction policy. One of the points of this document is that the City provides funding for sidewalk maintenance, repair, and rebuilding in accordance with an annual list of priorities approved by the City Council. Funds are placed in an Annual Sidewalk account for application to those new and reconstruction projects deemed to be priorities. Such projects are included in the Capital Improvements Program (CIP), the capital project section of the City's annual budget.

In addition to providing a sidewalk project listing, the CIP also shows the funding sources identified for all programmed sidewalk and pedway projects. Sales taxes, in the form of the ¼ Cent Capital Improvement Sales Tax and the ½ Cent Transportation Sales tax, provide most of the revenue for the City's transportation capital plan.

The approved 2016-2025 CIP sales tax ballot contained projects titled "Annual Sidewalks/Pedways (new construction/reconstruction)" and "Annual Sidewalks Major Maintenance" which totals \$4,512,000 through the 10-year period that is used for constructing new sidewalks and repairing existing sidewalk/curb ramps. This is the funding that the City Public Works Department uses to construct sidewalks listed in the sidewalk master plan (along with funding from MoDOT TAP, CDBG, developer contributions, and other sources when these are available).

It should be noted that these individual sidewalk improvements projects that are not included in the street improvement projects which contain sidewalk construction as a component of the project. For example, the project to widen Nifong Boulevard between Providence and Willowcreek included filling in the sidewalk gaps along the route, as well as reconstruction of

sidewalks that didn't meet ADA standards. The sidewalk work was done using the funding for the overall Nifong Boulevard project, not the annual sidewalk funds.

Other funding sources for sidewalks are also listed in the CIP, and are described in detail in section 5 of this document.

Ordinance B382-07 also mentions the Master Sidewalk Plan, stating that all projects on the Plan shall be built at the City's expense as funds are available.

Neither of the above relieves property owners of the responsibility of constructing sidewalks in association with new development. Such development on properties lacking sidewalks along their public street frontages must include sidewalk construction in order for City occupancy permits & final approval to be issued.

5. Additional Financial Resources

GetAbout Columbia (program completed)

Columbia was one of four communities nationwide to be chosen to participate in the FHWA Non-Motorized Pilot Program. The local program was called GetAbout Columbia, and was awarded \$22,435,421 during the FY 2006-2009 period to be used for the construction of facilities for pedestrian and bicycle travel, with an additional authorization of \$5,929,975 for Phase 2 of the project. This allowed the City to construct a number of sidewalk projects using one hundred percent federal funds, thus hastening projects that would otherwise be delayed due to a lack of funding. The GetAbout Columbia Program allocated funding to a total of thirteen sidewalk projects. All of these are complete.

Community Development Block Grants (CDBG)

Approximately 19 square miles of the City is designated as a Community Development Block Grant (CDBG) area, and here CDBG funds are utilized to construct sidewalks as frequently as possible.

Transportation Alternative Program (TAP)

Another funding source that has been utilized by the City for pedestrian-related projects is the federal Transportation Alternative Program (TAP), formerly known as the Surface Transportation Program (STP) Enhancement funding. This is administered through MoDOT and past projects include sidewalk and pedway construction along Broadway (Route WW) between Old 63 and US 63, pedestrian bridges on Providence Road and Paris Road, the construction of a sidewalk on the north side of Business Loop 70 from Creasy Springs to Garth Avenue, and the Leslie Lane sidewalk referenced earlier. Further sidewalk projects may be anticipated to have a portion of their cost covered by TAP funds. In the most recent cycle, the City has been awarded TAP funding for two sidewalk projects, Stadium Boulevard (Primrose to Business Loop 70); and West Broadway-Scott Boulevard (filling sidewalk gaps).

6. Sidewalk Priority Ratings Matrix

Attached is a spreadsheet with the various criteria used in rating the 41 proposed projects in the 2023 amended plan. This ratings matrix was developed and vetted by the City's Bicycle and Pedestrian Commission in 2007 and revised again in 2012 and 2018. Those projects which attained ratings of 6 or more points were given priorities of #1. The assignment of points is described below in section 6A, which describes the nine ratings criteria.

The Priority Ratings Matrix also includes general cost estimates for each project. The initial cost estimates were produced by the Public Works Capital Improvements Engineering Division, and revisions are made as needed during plan updates (for inflation, project scope changes, etc.). These are preliminary estimates, and more detailed analysis would be necessary for each individual project to calculate more specific estimates. Estimates consist of construction costs plus incidental costs including right-of-way or easement acquisition, drainage structures, grading, utility relocations, and others. Project costs are estimated in Year 2022 \$.

A. Ratings Criteria

The ratings criteria matrix was developed to assign a priority rating to each of the Sidewalk Plan projects. Each project is reviewed for nine factors and given ratings points accordingly. The individual criteria are as follows:

- a. **Pedestrian Attractors.** The presence of one or more specific pedestrian attractors (primarily schools and parks) in proximity to the project is considered. One or two attractors account for one point, with three or more attractors scoring two points.
- b. **City Bus Route.** Projects that fully or partially intersect a bus route score one point.
- c. **Fills Gap.** If there are existing sidewalks at each end of the proposed project, one point is given.
- d. **Traffic Volumes.** The presence of heavy vehicular traffic volumes (4,000 + ADT) accounts for one point.
- e. **Arterial or Collector Street.** If the project is on a street classified as an arterial or collector (or higher classification) on the Major Roadway Plan, one point is given.
- f. **CIP/MoDOT Project.** If the sidewalk project is on a corridor that is identified as a current or future capital project in the Capital Improvements section of the City budget, no points are given, since it is assumed that a sidewalk would be constructed as part of the street project. The same is true for projects in which MoDOT has committed funding. Those sidewalk projects not on such a corridor score one point. Typically, once a funding source and an upcoming

construction date for a sidewalk project is identified in the CIP a project is removed from the Sidewalk Master Plan or marked as underway.

g. **No sidewalk on either side.** If the sidewalk project is in a corridor that lacks sidewalks on either side of the street, one point is given.

h. **Within the CDBG Eligibility Area.** If a project is inside the CDBG area, one point is given.

i. **Within the Strategic Plan boundary.** If a project is contained within the boundary of one of the three Strategic Plan areas, one point is given.

Those projects that score 6 or more points are rated as Priority 1. Those with 5 points or fewer are rated Priority 2.

7. Other Pedestrian and Transportation Plans

There are a number of other plan documents that relate to pedestrian travel. A major one is the pedestrian and bicycle component of the CATSO 2050 Transportation Plan, which was adopted in December, 2019. This pedestrian and bicycle network plan, was originally adopted as part of the 2025 Plan in 2001. A revised version was included in the 2040 Plan adopted in 2014, and this was included in the 2050 Plan with minimal changes. The network includes facilities on Major Roadway Plan streets, as well as off-street Greenbelt trail corridors.

Specific to the Greenbelt trail corridors is the Metro Greenbelt/Trail Plan, originally adopted in 2002. The CATSO 2050 Plan includes all of the trails included in the 2013 Parks & Recreation Master Plan. The trail plan proposes trail facilities in a number of the designated Greenbelt corridors. The Trail Plan does not include sidewalks in public street right-of-way.

8. Sidewalk Plan Projects Summarized by Street Classification

Summary and Cost Estimates

The total estimated cost for all projects listed in the plan is \$32,902,980. Included is \$13,415,383 for the nine Priority #1 projects, and \$19,487,597 for the thirty-two Priority #2 projects.

Combined, the sidewalk project list contains approximately 17.5 linear miles of sidewalks. While cost estimates should be considered rough at this point, and are highly variable based upon factors such as right of way costs, grade, utility relocation needs and other elements, this breaks down to roughly \$355 per linear foot. This estimate is skewed greatly by projects with extreme topography, utility relocation requirements, and where retrofits/infills in existing developments will require existing property elements such as driveways and retaining walls to be rebuilt.

The breakdown by street category is as follows:

Major Arterial Streets - 11 Projects

Total Cost: \$14,715,854

Six are Priority #1

Minor Arterial Streets – 5 Projects

Total Cost: \$1,757,385

All are Priority #2

Major Collector Streets – 11 Projects

Total Cost: \$10,139,609

Three are Priority #1

Neighborhood Collector Streets - 6 Projects

Total Cost: \$3,657,174

All are Priority #2

Local Streets - 8 Projects

Total Cost: \$2,632,958

All are Priority #2

Below is the list of individual potential sidewalk projects with specific information about each project. As on the ratings matrix spreadsheet, these are organized according to street classification.

A. Major Arterial Projects

1. Broadway, East of Maplewood to west of West Blvd (to meet sidewalk starting roughly across from Clinton Dr.).

Side: South

Length: Approx. 2,011'

Width: 6'

Estimated Cost: \$451,556

Bus Route: YES

Ped Attractors: West Boulevard Elementary

Comments: Construction of this section would eliminate a gap and provide a continuous south-side sidewalk connection east to Old 63.

Priority: 2

2. Broadway, Stadium Blvd. to west of Manor

Side: South

Length: Approx. 1,900'

Width: 6'

Estimated Cost: \$408,500

Bus Route: YES

Ped Attractors: Russell Elementary, West Junior High

Comments: This project would eliminate a major gap in the system.

Priority: 2

3. Business Loop 70, Garth Avenue to Providence

Side: Both

Length: 1,373'

Estimated cost: \$524,127 Bus Route: NO

Ped Attractors: Hickman High School, Ridgeway Elementary, Douglass High School

Comments: This is a major commercial strip with adjacent residential areas. The majority of the frontage lacks sidewalks. The entire length of the segment is 1373', but needed new sidewalk to connect to existing sidewalks would be 861'. This project is listed in the CIP as an unfunded project for 2020.

Priority: 1

4. Business Loop 70, Providence to Rangeline Street

Side: North

Length: 2,640'

Estimated Cost: \$661,207

Bus Route: NO

Ped Attractors: Hickman High School, Field Elementary

Comments: Major commercial corridor with little pedestrian accommodation.

Priority: 1

5. Business Loop 70, 7th Street to Rangeline Street

Side: South

Length: 1,320'

Estimated Cost: \$258,032

Bus Route: NO

Ped Attractors: Hickman High School

Comments: Major traffic and commercial corridor with minimal pedestrian access.

6. Business Loop 70, Rangeline Street to Route B

Side: Both

Length: 3696'

Estimated Cost: \$1,467,557

Bus Route: NO

Ped Attractors: Hickman High School

Comments: See other Business Loop projects. Provides connection to Old 63 sidewalk.

Priority: 1

7. Vandiver Drive, E of Route B, existing sidewalk to Centerstate

Length: 2,950'

Side: Both

Bus Route: NO

Estimated Cost: \$457,234

Ped Attractors:

Priority: 1

8. Nifong Boulevard, (Sinclair Road to Country Woods Road)

Side: North

Length: 2,640'

Bus Route: NO

Estimated Cost: \$1,124,241

Columbia School District suggestion

School Impacted: Mill Creek Elementary

Priority: 2

9. Rangeline Street, Boone Electric to existing sidewalk south of Vandiver

Side: west

Length: 1,100'

Bus Route: YES

Estimated Cost: \$335,500

Ped Attractors:

Priority: 2

10. Rangeline Street, Vandiver to Elleta Blvd

Side: east

Length: 2,650'

Bus Route: YES

Estimated Cost: \$795,000

Ped Attractors: Commercial locations along Vandiver

Priority: 2

11. Ballenger Lane, Clark Lane to Mexico Gravel Road

Side: both

Length: 14,451

Bus Route: YES

Estimated Cost*: \$8,232,900 (*Note: estimate includes complete street reconstruction)

Ped Attractors: Indian Hills Park

Priority: 1

B. Minor Arterial Projects

12. Chapel Hill Road, Fairview Road to east of Handley

Side: North

Length: 620'

Estimated Cost: \$154,165

Bus Route: NO

Ped Attractors: Twin Lakes Rec Area, Fairview School & Park, Bonnie View Nature Sanctuary

Comments: Sidewalk addition to existing bridge would be necessary as part of project

Priority: 2

13. Vandiver Drive, Route B to west of Warwick

Side: South

Length: 2,865'

Estimated Cost: \$556,865

Bus Route: NO

Ped Attractors: Commercial facilities

Comments: Vandiver Drive is a major east-west traffic corridor north of I-70, and has a heavy volume of vehicle traffic

Priority: 2

14. Vandiver Drive, Providence to Rangeline

Side: South

Length: 2,035'

Estimated Cost: \$393,655

Bus Route: NO

Ped Attractors: Commercial facilities

Comments: See project # 13.

Priority: 1

15. New Haven Road: Lemone Industrial Blvd to S Warren Drive

Side: north

Length: 1,840'

Estimated Cost: \$561,200

Bus Route: NO

Ped Attractors: Commercial facilities

Comments: Provides pedestrian access to New Haven Elementary

16. Clark Lane, across from Creekwood Parkway

Side: south

Length: 300'

Estimated Cost: \$91,500

Bus Route: NO

Ped Attractors: Commercial facilities

Comments: Sidewalk gap along one commercial property

C. Major Collector Projects

17. West Boulevard South, Stewart Road to Westwinds Drive

Side: Both

Length: 2,135'

Estimated Cost: \$640,500

Bus Route: NO

Comments:

Ped Attractors: Westwinds Park

Priority: 2

18. West Boulevard North, Ash to Worley

Side: East

Length: 1,352'

Estimated Cost: \$673,302

Bus Route: NO

Comments: Columbia School District suggestion. No longer listed in CIP.

School Impacted: West Boulevard Elementary

Priority: 2

19. Oakland Gravel Road, Smiley Lane to Blue Ridge Road

Length: 2200'

Side: West

Bus Route: YES

Estimated Cost: \$680,559

Ped Attractors: Oakland Junior High, Lange Middle School, Blue Ridge Elementary, Albert-Oakland Park

Comments: This would fill in a gap in an area with a large concentration of schools.

Priority: 1

20. I-70 Drive Southwest, West Blvd. to Clinkscales

Length: 2,622'

Side: South

Bus Route: NO

Estimated Cost: \$2,040,065

Ped Attractors:

Priority: 2

21. I-70 Drive Southwest, Clinkscales to Beverly

Length: 1,800'

Side: South

Bus Route: NO

Estimated Cost: \$1,335,315

Ped Attractors:

Priority: 2

22. Rock Quarry Road, Stadium Boulevard to Hinkson Creek Trail (north), and Route AC to Nifong (south)

Side: east (north section), either for south section

Length: 1,600' (north section), 2117' (south section) total 3,717'

Bus Route: YES (south section only)

Estimated Cost: \$1,140,743

Ped Attractors: University of Missouri

Comments: Project requires ROW acquisition, major grading

Priority: 1

23. St. Charles Road, Keene Street to Hominy Branch Trail

Side: north side W of Albany, then switch to south side)

Length: 855'

Bus Route: NO

Estimated Cost: \$105,755

Ped Attractors: Hominy Branch Trail, medical facilities on Keene Street

Comments: Connects Keene Street sidewalk to HB Trail

Priority: 1

24. St. Charles Road, Clark Lane roundabout to Demaret Drive

Side: north

Length: 2,400'

Bus Route: NO

Estimated Cost: \$664,658

Ped Attractors: Hominy Branch Trail, Battle High School, Battle Elementary
Comments: Fills gap between Clark Lane sidewalk and new sidewalk project east of Demaret Drive
Priority: 2

25. Conley Road, I-70 Drive SE Pedestrian Connector

Side: north
Length: 1,292'
Bus Route: YES
Estimated Cost: \$1,028,012
Ped Attractors: Commercial area along Conley Road
Comments: Connects existing sidewalk on Conley to sidewalk on I-70 Drive SE
Priority: 1

26. Bernadette Drive, Worley to Stadium

Length: 675'
Side: west side
Width: 5'
Bus Route: YES (partial)
Estimated Cost: \$199,149
Ped Attractors: Columbia Mall
Priority: 2
Comments: This project has been modified in scope from the 2012 Plan to reflect that major sections of the original project have been built.

27. Worley Street, West Blvd. to Garth Avenue

Length: 3,650'
Side: North
Width: 5'
Bus Route: YES
Estimated Cost: \$1,631,550
Ped Attractors: West Boulevard Elementary
Priority: 2
Comments: This project was added at the suggestion of the P&Z Commission, and the concurrence of the Bicycle & Pedestrian Commission.

D. Neighborhood Collector Projects

28. Garth Avenue, Thurman Street to Texas Avenue

Length: 1,695'
Estimated Cost: \$586,830
Side: east
Bus Route: NO
Ped Attractors: Parkade Elementary School
Columbia School District suggestion
School Impacted: Parkade Elementary
Priority: 1

29. Bray Avenue, Fairview Road to terminus of existing sidewalk

Length: 1,160'
Side: North
Bus Route: NO
Estimated Cost: \$337,914
Ped Attractors: Fairview Elementary, Fairview Park, Walking School Bus
Priority: 2

30. Old Plank Road: Providence to Tessa Way

Side: North
Length: 1,690'
Estimated Cost: \$241,905
Bus Route: NO
Ped Attractors: Rock Bridge Elementary School
Comments: A potential Round 2 GetAbout project; short connection for Walking School Bus route from neighborhoods to Rock Bridge Elementary School
Priority: 2

31. Shepard Boulevard, Old 63 to Danforth

Side: South
Length: 924'
Bus Route: NO
Estimated Cost: \$179,010
Ped Attractors: Shepard Elementary, Shepard Park
Comments: Would complete the existing sidewalk system along the south side of Shepard, providing a connection to the Old 63 sidewalk. Shown as unfunded in CIP for FY 2022 construction.
Priority: 2

32. Rollins Road, Stadium to Bourn

Side: north

Length: 175'

Bus Route: NO

Estimated Cost: \$20,965

Comments: This project would fill a missing link in the Rollins Road sidewalk system.

Priority: 2

33. Northland Drive: Blue Ridge Rd to Parker Street

Side: optional

Length: 7,510'

Bus Route: NO

Estimated Cost: \$2,290,550

Priority: 2

E. Local Street Projects

34. Rothwell Drive: Rollins Road to West Broadway

Length: 2,300'

Side: Optional

Width: 5'

Bus Route: NO

Estimated Cost: \$445,105

Ped Attractors: Rothwell Park

Comments: This project would provide Rothwell Heights Subdivision with a link to the sidewalk on Rollins Road. It would also enhance pedestrian access to Rothwell Park and Fairview School.

Priority: 2

35. Maplewood Drive: West Broadway to Rollins Road

Length: 2,700'

Side: East

Width: 5'

Bus Route: NO

Estimated Cost: \$435,429

Ped Attractors: Russell Boulevard School, Kiwanis Park

Comments: This would connect the Clinkscales and West Broadway sidewalk systems with Russell Boulevard School and Kiwanis Park.

Priority: 2

36. Maplewood Drive: Rollins Road to Princeton Drive

Length: 1,250'

Side: West

Width: 5'

Bus Route: NO

Estimated Cost: \$201,587

Ped Attractors: Russell School, Kiwanis Park

Comments: This would increase pedestrian access for Kiwanis Park and Russell Boulevard School.

Priority: 2

37. Pershing Road: Gary to Pearl Avenue

Length: 1,056'

Side: East

Width: 5'

Bus Route: NO

Estimated Cost: \$169,333

Ped Attractors: West Boulevard School, Again Park, City-County Health Department

Comments: This would improve the north-south pedestrian circulation between Worley Street and Broadway and increase the pedestrian access to West Boulevard School and Again Park.

Priority: 2

38. Bourn Avenue: West Broadway to Rollins Road

Length: 2,225'

Side: Optional

Width: 5'

Bus Route: NO

Estimated Cost: \$367,125

Ped Attractors: None

Comments: This project would provide a north-south link between two major sidewalk systems. It also would provide some pedestrian circulation in an area devoid of sidewalks.

Priority: 2

39. Concord Street: Arlington to Yorktown

Length: 650'

Side: West

Width: 5'

Bus Route: NO

Estimated Cost: \$48,381

Ped Attractors: Fairview Elementary School and Park

Comments: This project would fill in a gap on a street utilized by elementary school students to walk to school.

Priority: 2

40. Proctor Drive, Bear Creek Village Subdivision to Bear Creek Drive

Length: 1,600'

Side: South

Width: 5'

Bus Route: NO

Estimated Cost: \$776,000

Ped Attractors: Parkade School

Priority: 2

41. Burnam Road, Clarkson to Providence

Length: 475'

Side: North

Width: 5'

Bus Route: NO

Estimated Cost: \$189,997

Ped Attractors: University of Missouri

Priority: 2

Proposed Amendments Listed Below - #42 through #46

42. Mills Drive, Forum to Highridge

Length: 235'

Side: North

Width: 5'

Bus Route: NO

Estimated Cost: \$65,000

Ped Attractors: Forum shopping center

Priority: 2

43. Clark Lane, east of US 63 connector

Length: 235'

Side: North

Width: 5'

Bus Route: NO

Estimated Cost: NA

Ped Attractors: NA

Priority: NA

44. East side of US 63 Connector, Clark Lane to Keene

Length: 850'

Side: NA

Width: 5'

Bus Route: NO

Estimated Cost: Unknown (presumed to be part of I-70 project)

Ped Attractors: NA

Priority: NA

45. East Business Loop 70, fill sidewalk gap near Conley Road

Length: 950'

Side: south

Width: 5'

Bus Route: NO

Estimated Cost: Unknown (presumed to be part of I-70 project)

Ped Attractors: NA

Priority: NA

46. Clark Lane, fill sidewalk gap west of US 63 Connector

Length: 1,200'

Side: north

Width: 5'

Bus Route: NO

Estimated Cost: Unknown (presumed to be part of I-70 project)

Ped Attractors: NA

Priority: NA

2024 SIDEWALK MASTER PLAN PROJECTS - PRIORITY RATINGS MATRIX WITH POTENTIAL PROJECT AMENDMENTS IN RED

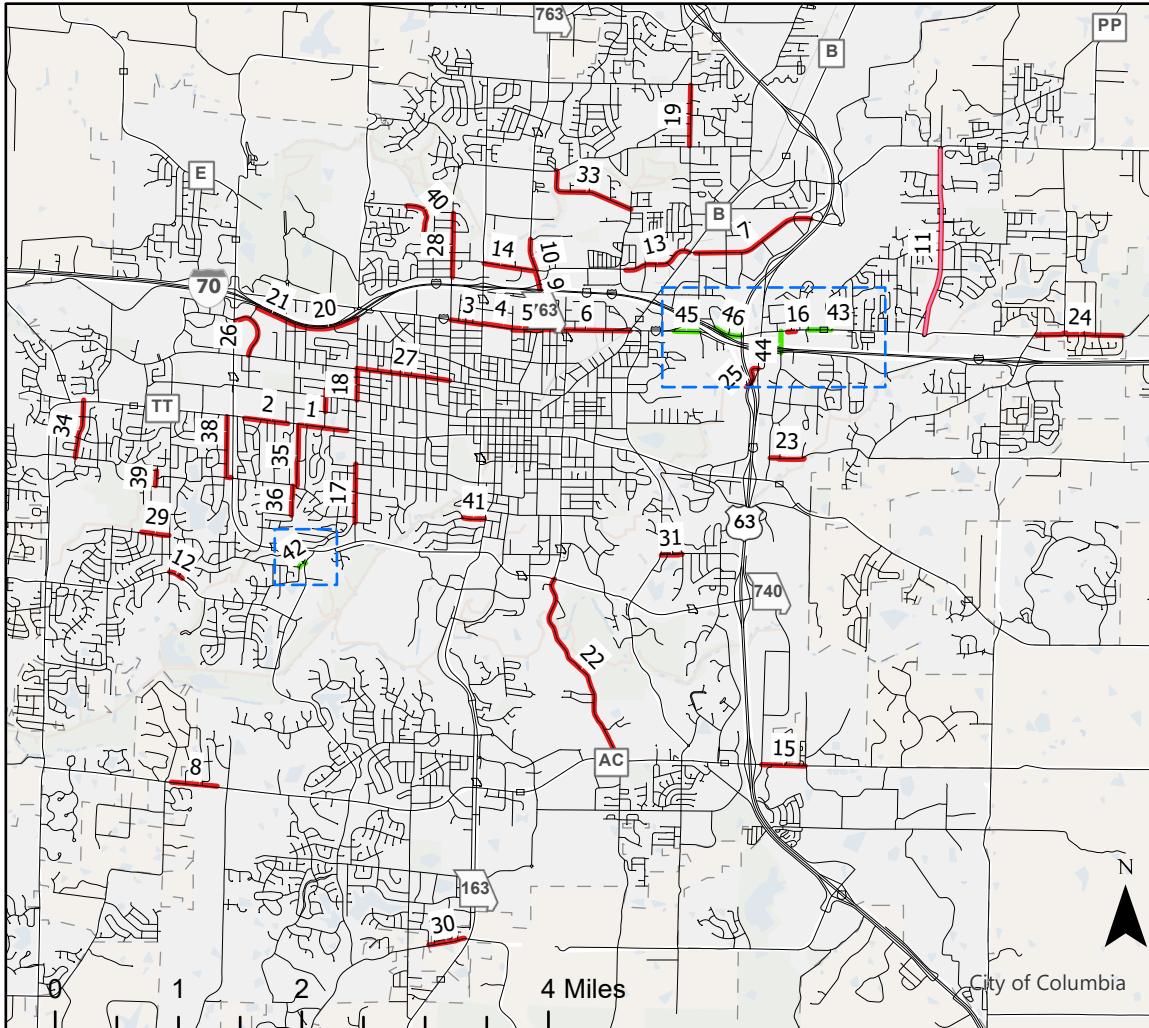
Project #	Street Classification and Project Description	Rating Criteria									Total Points	Priority Ranking	Project Length (lineal ft)	Cost Estimate (2022 dollars)	On Bus Route
		Pedestrian Attractions	On Bus Route	Fills Gap	Traffic Volumes	Arterial or Collector	Not a CIP or MoDOT project	No sidewalk on either side	In CDBG Area	Strategic Plan Area					
<i>Major Arterials</i>															
1	Broadway, south side, E of Maplewood to W of West Blvd.	1	1	1	1	1	0	0	0	0	5	2	2,011	\$451,556	Y
2	Broadway, East Briarwood to W of Manor	1	1	1	1	1	0	0	0	0	5	2	1,900	\$408,500	Y
3	Bus.Loop 70, Garth to Providence, both sides	1	0	1	1	1	0	1	1	1	7	1	1,373	\$524,127	N
4	Bus.Loop 70, Providence/Rangeline (north side)	1	0	0	1	1	0	1	1	1	6	1	2,640	\$661,207	N
5	Bus.Loop 70, 7th/Rangeline (south side)	1	0	0	1	1	1	1	1	0	6	1	1,320	\$258,032	N
6	Bus.Loop 70, Rangeline/Route B	1	0	0	1	1	1	1	1	0	6	1	3,696	\$1,467,557	N
7	Vandiver Drive, south side, Route B to Centerstate	0	0	1	1	1	1	1	1	0	6	1	2,950	\$457,234	N
8	W. Nifong Boulevard, N side, Sinclair to Country Woods	1	0	0	1	1	1	0	0	0	4	2	2,640	\$1,124,241	N
9	Rangeline Street: W side, Boone Electric to existing sidewalk S of Vandiver	0	1	0	1	1	1	0	0	0	4	2	1,100	\$335,500	Y
10	Rangeline Street, E side, Vandiver to Elleta Blvd	0	1	0	1	1	1	0	1	0	5	2	2,650	\$795,000	Y
11	Ballenger Lane, both sides, Clark Lane to Mexico Gravel Road	0	1	1	1	1	1	1	0	0	6	1	14,450	\$5,608,683	Y
<i>Sub-total: Major Arterials</i>															
<i>Minor Arterials</i>															
12	Chapel Hill Road, Fairview to east of Handley(north side)	2	0	1	1	1	0	0	0	0	5	2	620	\$154,165	N
13	Vandiver Drive, Route B to W of Warwick (south side)	0	0	1	1	1	1	0	1	0	5	2	2,865	\$556,865	N
14	Vandiver Drive, Providence to Rangeline (south side)	0	0	1	1	1	1	0	0	0	4	2	2,035	\$393,655	N
15	New Haven Road: Lemone Industrial Blvd to S Warren Drive	1	0	0	1	1	1	1	0	0	5	2	1,840	\$561,200	N
16	Clark Lane, south side, across from Creekwood Parkway	0	1	1	1	1	1	0	0	0	5	2	300	\$91,500	Y
<i>Sub-total: Minor Arterials</i>															
<i>Major Collectors</i>															
17	West Blvd. South, Stewart/Westwinds	1	0	0	1	1	1	1	0	0	5	2	2,135	\$640,500	N
18	West Boulevard North, Ash to Worley (east side)	1	0	1	1	1	0	0	1	0	5	2	1,352	\$673,302	N
19	Oakland Gravel Road, Smiley/Blue Ridge (west side)	2	0	1	1	1	1	0	1	0	7	1	2,200	\$680,559	N
20	I-70 Drive SW, West Blvd. to Clinkscales (south)	0	0	0	1	1	1	1	1	0	5	2	2,622	\$2,040,065	N
21	I-70 Drive SW, Beverly to Clinkscales (south)	0	0	0	1	1	1	1	1	0	5	2	1,800	\$1,335,315	N
22	Rock Quarry Road, Stadium/Nifong (two sections)	1	0	0	1	1	0	1	1	0	5	2	3,717	\$1,140,743	N
23	St. Charles Road, Keene to H B Trail (N side to W of Albany, then S side)	1	0	1	1	1	1	1	0	0	6	1	855	\$105,755	N
24	St. Charles Road, Clark Lane roundabout to Demaret Drive (north side)	1	0	1	1	1	1	0	0	0	5	2	2,400	\$664,658	N
25	Conley Road - I-70 Drive SE Pedestrian Connector	0	1	1	1	1	1	1	0	0	6	1	1,292	\$1,028,012	Y
26	Bernadette Drive, Worley to Stadium (west side)	0	1	1	1	0	1	0	1	0	5	2	675	\$199,149	Y
27	Worley Street, West Blvd to Garth Avenue (north side)	1	1	1	1	1	0	0	0	0	5	2	3,650	\$1,631,550	Y
<i>Sub-total: Major Collectors</i>															
<i>Neighborhood Collectors</i>															
28	Garth Avenue, Thurman to Texas (east side)	1	0	0	1	1	0	0	0	0	3	2	1,695	\$586,830	N
29	Bray Avenue, Fairview Road to existing (north side)	1	0	1	0	1	1	0	0	0	4	2	1,160	\$337,914	N
30	Old Plank Road, Providence to Tessa Way (north)	1	0	0	0	1	1	1	0	0	4	2	1,690	\$241,905	N
31	Shepard Blvd, Old 63/Danforth (south)	1	0	1	0	1	0	0	0	0	3	2	924	\$179,010	N
32	Rollins Road, Stadium/Bourn (north side)	0	0	1	0	1	1	0	0	0	3	2	175	\$20,965	N
33	Northland Drive: Blue Ridge Rd to Parker Street	0	0	0	0	0	0	1	0	0	1	2	7,510	\$2,290,550	N
<i>Sub-total: Neighborhood Collectors</i>															
<i>Local Streets</i>															
34	Rothwell Drive, Rollins/Broadway (side optional)	1	0	0	0	0	1	1	0	0	3	2	2,300	\$445,105	N
35	Maplewood Drive, Broadway/Rollins (east)	1	0	0	0	0	1	1	0	0	3	2	2,700	\$435,429	N
36	Maplewood Drive, Rollins/Princeton (west)	1	0	0	0	0	1	1	0	0	3	2	1,250	\$201,587	N
37	Pershing Road, Gary to Pearl (east)	2	0	1	0	0	0	0	1	0	4	2	1,056	\$169,333	N
38	Bourn Avenue, Broadway to Rollins (west side (shorter) or optional)	0	0	0	0	0	1	1	0	0	2	2	2,225	\$367,125	N
39	Concord Street, Arlington to Yorktown (west)	1	0	1	0	0	1	0	0	0	3	2	650	\$48,381	N
40	Proctor Drive, BC Village to Bear Creek Drive (south)	1	0	0	0	0	1	1	0	0	3	2	1,600	\$776,000	N
41	Burnam Road, Clarkson to Providence (north)	1	0	0	0	0	1	1	1	0	4	2	475	\$189,997	N
42	Mills Drive, Forum to Highridge Drive (north)	1	0	0	0	0	1	0	0	0	2	2	235	\$53,000	N
<i>Sub-total: Local Streets</i>															
<i>Projects in conjunction with I-70/US 63 Interchange</i>															
43	Clark Lane, north side, E of 63 connector to planned roundabout/underpass to connect to I-70 Drive SE														
44	E side of 63 connector, Clark Lane to I-70 Drive SE														
45	Business Loop 70, S side, near planned roundabout and distributor collector for eastbound I-70														
46	Clark Lane, north side, W of 63 connector, near planned roundabout near Lambeth Drive and future Hinkson Creek Trail														
<i>Total: All Street classes</i>															
Projects with total points of ≥ 6 are rated Priority 1.															

City of Columbia Sidewalk Projects from FY 2023 CIP

Description/Information	Status	Notes
Broadway Sidewalk: Stadium Blvd to Manor	Proposed	Fills an existing gap
Broadway Sidewalk: Maplewood to West Blvd	Proposed	Fills an existing gap, completes the system from Stadium to West Blvd
North Stadium Blvd Sidewalk: I-70 to Primrose	Final Design	Fills gaps
Worley Street Pedestrian Signal Improvements	Final Design	Installation of new pedestrian signal equipment at Worley Street intersections with West Blvd and Bernadette, reconstruction of ramps
Hinkson Avenue Sidewalk	Final Design	Construction of new sidewalk on south side of Hinkson, and on both sides of Nichols Street
Chapel Hill Road Sidewalk: Fairview to Face Rock	Proposed	Fills gap in system
Oakland Gravel Road Sidewalk: Vandiver to Grizzly	Final Design	Fills gaps in system on west side of street, improve the ped crosswalk at Oakland Gravel & Vandiver
Scott-Broadway Sidewalk	Preliminary Design	Construction of sidewalk along the northwest side of Scott Boulevard-Broadway between Christian Fellowship Road and Silvey Street
Greektown Sidewalk	Preliminary Design	Repair of existing sidewalk and build new sidewalk in Rollins-Providence-Kentucky-Tiger area
Range Line Street/I-70 Sidewalk	Proposed	Construction of sidewalk along the Range Line & Interstate 70 interchange
Sexton Road Sidewalk	Preliminary Design	Remove/reconstruct sidewalk along Sexton Road between Mary Street and Garth Avenue, south side

Sidewalk Master Plan

Proposed April 2024 Amendments

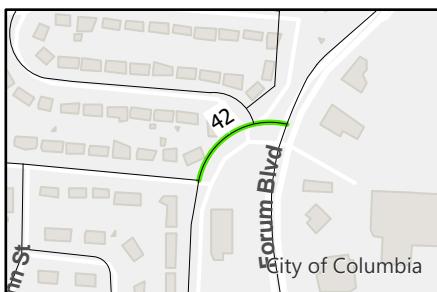


Master Sidewalk Plan - 2024 Revision

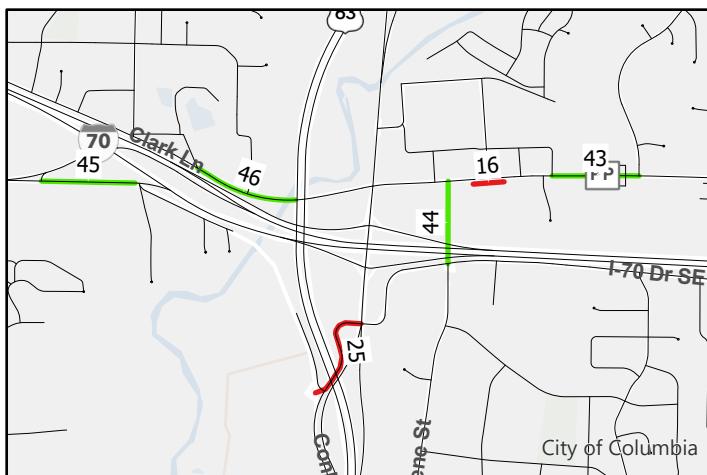
Proposed or Existing

— Existing

— Proposed



Item 42: Sidewalks on the North Side of Mills Drive between Highridge Drive and Forum Boulevard



Item 43: Fill the sidewalk gap on north side of Clark Lane, east of the Connector, to the planned roundabout on Clark Lane and planned underpass from Hanover Boulevard to Interstate 70 Drive SE.

Item 44: Add a sidewalk on the east side of the 63 Connector across I-70 from Clark Lane to I-70 Drive SE.

Item 45: Fill the sidewalk gap on the south side of East Business Loop 70 near the planned roundabout and distributor collector for eastbound I-70.

Item 46: Fill the sidewalk gap on the north side of Clark Lane, west of the Connector, near the planned roundabout by Lambeth Drive and the future Hinkson Creek Trail connection.

AN ORDINANCE

establishing a sidewalk maintenance and construction policy; and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. Policy Resolutions PR 354-82, PR 93-91A, R 386-80 and R 387-80 are hereby repealed and replaced with this ordinance.

SECTION 2. The City Manager shall periodically submit a list of sidewalk maintenance, repair and reconstruction priorities and funding recommendations to the City Council.

SECTION 3. The Director of Public Works is authorized to use city employees without specific City Council authorization to repair hazardous sidewalks less than one-half block in length.

SECTION 4. The following policies shall apply to maintenance, repair and construction of sidewalks in the central business district, which consists of the area bounded by College Avenue on the east, Elm Street and Elm Street extended on the south, Garth Avenue on the west, and Park Avenue and Park Avenue extended on the north:

(1) Improvements shall conform to specifications for sidewalk, curb and guttering; plantings (including standard grates, soil mix and types of trees); conduits and outlets; and sidewalk furnishings established by the Director of Public Works.

(2) Abutting property owners in the central business district shall be required to pay for fifty percent (50%) of defective sidewalk and curb and guttering replacement. Property owners shall also provide trenching for required conduits.

(3) Unless donated by the abutting property owner, the City shall provide and pay for installation of: non-defective sidewalk replacement; trees and soil mix; grates; conduits, outlets; and street furnishings.

(4) The City shall maintain all beautification projects within the right-of-way in the central business district.

(5) Approval by the Director of Public Works shall be required before any beautification project or improvement within the public right-of-way in the central business district is begun.

SECTION 5. The City shall be responsible for construction or repair of handicap ramps at the intersection of public streets or alleys.

SECTION 6. The City shall develop and maintain a Master Sidewalk Plan. Sidewalks shown on the plan shall be constructed at the City's expense, subject to the availability of funds, except that this provision shall not relieve any property owner of responsibilities for sidewalk construction associated with new development.

SECTION 7. Sections of sidewalks shown on the Master Sidewalk Plan in need of reconstruction shall be reconstructed at the expense of the property owner except that the City may pay up to one hundred percent (100%) of the cost of reconstruction subject to the availability of funds.

SECTION 8. Sections of sidewalks in single family areas or "affordable housing" areas shall be reconstructed up to one hundred percent (100%) by the City without tax billing the adjacent property owners.

SECTION 9. Sections of sidewalks in the Community Development Block Grant (CDBG) area will be constructed or reconstructed in the same manner as other areas except that CDBG funds will be used for the construction or reconstruction of sidewalks in the eligible areas whenever possible and property owners may obtain relief from any tax bills in the form of CDBG grants provided they meet residency and income eligibility requirements.

SECTION 10. Sections of sidewalks in subdivisions, platted after the enactment of the subdivision regulations requiring sidewalks on both sides of all streets shall be constructed at the property owners' expense, and if property owners fail to construct such sidewalks within a reasonable time after receiving notice, the sidewalks may be constructed by the City with special assessments levied against the properties for the entire cost of the construction.

SECTION 11. The cost for sections of sidewalks constructed or reconstructed as part of a street construction project will not be tax billed against adjacent property owners.

SECTION 12. This ordinance shall be in full force and effect from and after its passage.

PASSED this 3rd day of December, 2007.

Introduced by Hindman Council Bill No. PR 48-06 APermanent Record
F.I.R. part I
Clerk's Office**A POLICY RESOLUTION**

establishing a policy on requests for variances to subdivision regulation requirements for construction of sidewalks along unimproved streets.

WHEREAS, Chapter 25 of the City Code generally requires sidewalks to be constructed on both sides of all streets within a subdivision; and

WHEREAS, the City frequently receives requests for variances from these requirements when development occurs along unimproved streets which are not being constructed or reconstructed as part of the subdivision; and

WHEREAS, the City is committed to assuring safe pedestrian accommodations throughout the City while recognizing that there are occasions when standard sidewalks are not appropriate at the time of subdivision or development; and

WHEREAS, the City Council deems it necessary to adopt a policy statement to serve as a guide in reviewing and acting on requests for variances for sidewalks along unimproved streets in the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council shall review each request for a sidewalk variance along an unimproved street in the context that there must be a reasonable relationship between the proposed activity of a landowner and the requirement that the landowner construct a sidewalk and in the context that the public safety and welfare make it desirable to encourage pedestrian movement by providing safe walkways and sidewalks away from traffic lanes of streets.

SECTION 2. The City Council shall grant the requested variance without conditions only if it determines that the sidewalk is not needed or that the impact of the proposed development does not justify the requirement that the sidewalk be constructed.

SECTION 3. In determining the need for a sidewalk variance and in determining whether the impact of the proposed development justifies the requirement that the sidewalk be constructed, the City Council shall consider but not be limited to the following factors:

- a. The cost of constructing the sidewalk relative to the cost of the proposed development;

- b. Whether the terrain is such that sidewalks or walkways are physically feasible;
- c. Whether the sidewalk would be located in a developed area, on a low traffic volume local street without sidewalks;
- d. Current or future parks, schools or other pedestrian generators near the development for which a sidewalk or walkway would provide access.

SECTION 4. If the City Council finds that the proposed use of the land would justify the requirement that a sidewalk be constructed and that in the interest of public safety and welfare there is an immediate or near future need for a sidewalk or walkway at the location of the variance request, the City Council will approve the variance request only if an alternative walkway is provided or if the property owner pays the City for future construction of the sidewalk pursuant to Section 7 or if some other equitable arrangement for construction of a sidewalk or other pedestrian infrastructure improvement is made.

SECTION 5. Alternative walkways are defined as all weather pedestrian facilities constructed in accordance with plans and specifications approved by the Public Works Department. Alternative walkways may deviate in vertical and horizontal separation from the roadway in order to take advantage of natural contours and minimize the disturbance to trees and natural areas but must meet all requirements for handicap accessibility. Alternative walkways must be located on public easements but a walkway easement may be conditioned that if the walkways are no longer needed for a public purpose, the walkway easements will be vacated.

SECTION 6. When alternative walkways are permitted, plans, specifications and easements must be submitted prior to approval of the final plat abutting the unimproved street and construction must occur prior to the first certificate of occupancy within the platted area.

SECTION 7. If the City Council determines that the public safety and welfare would not be jeopardized, the Council may allow the property owner, in lieu of constructing an alternative walkway, to pay the City the equivalent cost of construction of a conventional sidewalk. The equivalent cost of construction of a conventional sidewalk shall be defined as the City's average cost of constructing portland cement concrete sidewalks by public bid during the two (2) calendar years prior to the year in which the variance request is submitted. Payment of the equivalent cost of a conventional sidewalk shall occur:

- a. Prior to approval of the first final plat when the variance is approved in connection with a preliminary plat;

- b. Prior to issuance of the first building permit when approved with a final plat or planned development where no variance request has been made with the preliminary plat; or
- c. Prior to issuance of the certificate of occupancy when variance requests are approved on individual lots where final plats have been approved without variance request.

Each payment made under this section shall be used to construct a sidewalk along the unimproved street adjacent to the property for which the payment was made. The sidewalk shall be constructed when the street is constructed to City standards.

SECTION 8. In all cases, when alternative walkways or payments under Section 7 are approved as fulfilling the subdivision requirements for construction of sidewalks, the action of Council shall be noted on a final plat of the properties affected. In cases where final plats have been previously approved, re-platting may be required.

SECTION 9. The grant of a variance to the subdivision regulations requirement for construction of a sidewalk shall not affect the power of the City Council to later install a sidewalk adjacent to the property and levy a special assessment against the property for construction of the sidewalk.

SECTION 10. This resolution replaces Policy Resolution 171-01A which is hereby repealed in its entirety.

ADOPTED this 20th day of March, 2006.

ATTEST:

Bunala
City Clerk

Dawn Windham
Mayor and Presiding Officer

APPROVED AS TO FORM:

Ted Brulman
City Counselor