



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: May 20, 2024

Re: Supplemental - 2022 Sidewalk Master Plan Amendment #2 (Case #144-2024)

Executive Summary

Approval of the attached ordinance will result in amendment of the 2022 Sidewalk Master Plan by adding a sidewalk on the north side of Mills Drive between Forum Boulevard and Highridge Drive as well as four (4) sidewalk projects identified and potentially implemented as part of Interstate 70/US 63 interchange reconstruction project. The first reading and concurrent public hearing on these amendments appeared on the Council's May 6, 2024 agenda. The amendments were reviewed by the Bicycle and Pedestrian Commission (BPC) at their February 21 and March 20, 2024 meetings and are supported by the BPC for inclusion into the adopted Sidewalk Master Plan. The Sidewalk Master Plan exhibit has been revised since the hearing to add details to the description of the I-70 corridor sidewalks.

Discussion

At their February 21, 2024 meeting, the Bicycle and Pedestrian Commission received a request from a citizen to add a sidewalk project on the north side of Mills Drive to the Sidewalk Master Plan. The Commission discussed this item briefly before tabling a decision on the matter to their March 20 meeting.

At their March 20, 2024 meeting, the Commission discussed the potential addition of Mills Drive to the Sidewalk Master Plan. After discussion, the Commission specified the section of Mills Drive from Forum Boulevard to Highridge Drive (north side) for addition to the Plan, as opposed to the entire length of Mills Drive.

Mills Drive scores two points on the priority ratings matrix which places it in the low priority category. While it would connect to the crosswalk on the north side of Forum Boulevard, it does not provide a connection to an existing sidewalk on the north side of Mills Drive, south of Highridge Drive. There is an existing sidewalk along the south side of Mills Drive in this immediate area.

In their discussions about the MoDOT Interstate 70/US 63 interchange portion of the Interstate 70 project, the Commission considered the recommendation of sidewalk connections that would be constructed as part of that project. The Commission passed a motion to also add to the Plan the following sidewalks associated with the I-70/US Highway 63 interchange portion of the MoDOT Interstate 70 project.

1. Clark Lane, north side, east of the Connector, to the planned roundabout/underpass to connect from Hanover Boulevard to Interstate 70



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Drive SE. The length of this gap is approximately 565'. It ranks as a #1 priority on the ratings matrix. This is on the Blue bus route.

2. East side of the 63 Connector, across I-70 from Clark Lane to I-70 Drive SE. This ranks as a #2 priority. It is approximately 1,135 long. This would have to be an entirely new facility, potentially part of an expansion to the Connector bridge. The south terminus of the sidewalk is on the Green bus line.
3. East Business Loop 70, south side, near the planned roundabout and distributor collector for eastbound I-70. This gap is approximately 950' in length. It is not on a bus route. It ranks as a #1 priority.
4. Clark Lane, north side, west of the Connector, near the planned roundabout by Lambeth Drive and the future Hinkson Creek Trail connection. This gap is approximately 1,425' long. It is a #1 priority ranking. This is on the Blue bus route.

These four projects are within the operational area of the MoDOT I-70/US Highway 63 interchange. They have also been rated on the priority ratings matrix. The interchange project in its entirety is a high priority and these project recommendations are related elements.

During the hearing, the Bicycle & Pedestrian Commission chairperson stated that the Commission's priority order for the Improve I-70 related sidewalks would be the Clark Lane, east of the Connector; Business Loop; Clark Lane, west of the Connector; and the northbound connector between Clark Lane and I-70 Drive SE.

If these amendments are approved, they would become part of the adopted 2022 Sidewalk Master Plan (previously amended in March, 2023). The approved 2022 Master Plan is not being sought for reapproval.

A copy of the draft revision to the Sidewalk Master Plan is attached. This includes the Project Ratings Matrix (April 2024; updated May 2024) and a revised Sidewalk Master Plan Map (April 2024). Also attached is Sidewalk Master Plan revision correspondence, and copies of the February 21 and March 20, 2024 Bicycle and Pedestrian Commission meeting minutes for review.

Fiscal Impact

Short-Term Impact: None.

Long-Term Impact: Unknown.

Strategic & Comprehensive Plan Impact

[Strategic Plan Impacts:](#)

Primary Impact: Reliable Infrastructure, Secondary Impact: Safe Neighborhoods, Tertiary Impact: Inclusive Community



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Comprehensive Plan Impacts:

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Infrastructure,
Tertiary Impact: Livable & Sustainable Communities

Legislative History

Date	Action
5/6/24	First Reading and Public Hearing for Sidewalk Master Plan Amendment (B100-24) and (PH15-24)
4/16/24	Set Public Hearing on Columbia Sidewalk Master Plan Amendment (R81-24)
3/20/23	Adopted Amendment to 2022 Sidewalk Master Plan (B40-23)
3/6/23	Held Public Hearing on Amendment to 2022 Sidewalk Master Plan (PH 8-23)
2/6/23	Set Public Hearing on Amendment to 2022 Sidewalk Master Plan (R12-23)
12/19/22	Adopted 2022 Columbia Sidewalk Master Plan (B339-22)
12/5/22	Held Public Hearing on 2022 Columbia Sidewalk Master Plan (PH38-22)
12/5/22	Introduction and First Reading (B339-22)
11/21/22	Set Public Hearing on 2022 Columbia Sidewalk Master Plan (R180-22)

Suggested Council Action

Approval of the proposed amendments to the adopted 2022 Sidewalk Master Plan as recommended by the Bicycle and Pedestrian Commission.