2012 Sidewalk Master Plan Update

City of Columbia, MO

Approved by the Columbia City Council
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TABLE OF CONTENTS

Columbia Sidewalk Master Plan Projects

2012 Revision

1. Introduction/Purpose 2

2. Summary of Completed or Funded Projects from 2007 Sidewalk Master Plan 2

3. History 3

4. City Sidewalk Policies 3

5. Additional Financial Resources 4

6. Sidewalk Priority Ratings Matrix Discussion 5

7. Other Pedestrian and Transportation Plans 6

8. Sidewalk Plan Projects Summarized by Street Classification 6
- *Overall Summary and Cost Estimates* 6
- *Major Arterial Projects* 7
- *Minor Arterial Projects* 9
- *Major Collector Projects* 10
- *Neighborhood Collector Projects* 12
- *Local Street Projects* 14

9. FY 2013 Budget Capital Projects (CIP) Individual Sidewalk Projects 16

10. Sidewalks to be Constructed as part of Future Street Projects 17

Appendix 18
- *Sidewalk Priorities Ratings Matrix* A-1
- *Sidewalk Projects to be done in Conjunction with Future Street Improvements* A-2
- *FY 2013 Budget Capital Projects (CIP) Individual Sidewalk Projects* A-3
- *Out-Year Sidewalk Projects (1-10 Years Anticipated Timeframe)* A-4
- *Map of 2012 Sidewalk Project Listing* A-5
- *Map Key for 2012 Sidewalk Project Listing* A-6
- *Ordinance 19747 - (Sidewalk Maintenance and Construction)* A-7
- *Policy Resolution 48-06A (Sidewalk Variances)* *A-8*

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. Such streets are the priority for sidewalk construction due to their greater connectivity, larger vehicular traffic volumes, pedestrian safety concerns, and other factors. The 2012 plan contains a total of 42 projects, 30 of which are on streets classified in the Roadway Plan. Four of these projects have been incorporated as suggestions of the Columbia Public School District.

The 2012 plan also includes twelve local street sidewalk projects. Nine are carry-overs from the existing 2007 Columbia Sidewalk Master Plan. All are considered lower priority than projects on major streets.

While this plan only addresses areas 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 has worked with University of Missouri engineering students to gather information about sidewalk slope and surface variations and substandard curb ramps and crosswalks which may make a sidewalk difficult to navigate.

2. Summary of Completed or Funded Projects from 2007 Sidewalk Master Plan

The 2007 Sidewalk Master Plan approved by the City Council on March 5, 2007, had 48 proposed projects. Ten of these projects have been completed or are funded and/or underway, most with GetAbout funding as described in section 5. These projects have not been carried over into the 2012 plan, and are listed below (numbers correspond to 2007 Plan project numbers):

Completed:
1. Broadway, Fairview to Stadium Boulevard
8. Rangeline Street (Route 763), Business Loop 70 to Big Bear
18. Providence Road (Route 163) west frontage road, Southampton to Recreation Drive
20. West Ash Street: West of Stadium Boulevard to east of Heather Lane
23. West Worley Street, City-County Health Dept. to Bernadette Drive (partial)
34. Smiley Lane, East of Derby Ridge Drive to Bold Venture
41. East Walnut Street: William Street to Old 63
47. Leeway Drive, Blue Ridge School property to Brown Station Road

In Process/Funded:
19. Fairview Road, Broadway to Highland
34. Manor Drive, Manor Court to Rollins

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, and 2007. The current plan, as adopted in 2007, 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 publically 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, Council Ordinance 19747,[1] adopted in 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

1 Note: original version of this document referenced a sidewalk policy resolution that has now been repealed.

City's transportation capital plan. The FY 2013 budget proposes a total of $401,860 in new funding for the Annual Sidewalks/Pedways account. Funds from this account are used both for new construction and reconstruction of existing sidewalks.

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

Council Ordinance 19747 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. The above does not relieve 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
Columbia is one of four communities nationwide to be chosen to participate in the FHWA Non-Motorized Pilot Program. The local program is named 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 has 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. As of October, 2012, the GetAbout Columbia Program has allocated funding for thirteen sidewalk projects. Of these, nine are complete with the remainder in the design or construction phase. Most but not all of the GetAbout sidewalk projects were in the 2007 Sidewalk Master Plan project listing.

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. Local property owners may also receive relief from tax bills for the construction, in the form of CDBG grants, if meeting income eligibility and residency regulations. For FY 2013, $120,000 in CDBG funding is budgeted for improvements to downtown sidewalks and ramps.

Surface Transportation Program Enhancement Funding (STP)
Another funding source that has been utilized by the City for pedestrian-related projects is the federal 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, and the construction of a sidewalk on the north side of Business Loop 70 from Creasy Springs to Garth Avenue. Further sidewalk projects may be anticipated to have a portion of their cost covered by STP Enhancement funds.

Safe Routes to Schools
While funds have not been awarded, several applications for sidewalk and safety improvements under the national Safe Routes to School (SRTS) grant program have been submitted by the City in recent years. SRTS infrastructure grants, when available, typically fund up to 100% of infrastructure projects up to $250,000.

Other
Other federal programs, such as the American Recovery and Reinvestment Act of 2009 (ARRA), also fund sidewalk programs, often in conjunction with other funding sources. For example, recent sidewalk repair and reconstruction on the east side of downtown was funded in phases by both ARRA (Phase I, construction began in FY 2010) and CDBG funds (Phase II construction began in FY 2011 and Phase III construction in August of 2012). Phases I and II are complete; Phase III will be completed in late 2012 (weather permitting). As new programs are announced, the City is committed to leveraging resources to maximize funding opportunities.

Finally, the 2005 Ballot Issue project list, approved in November 2005, included $3,375,000 in the Annual Needs section for sidewalk and pedway projects.

6. Sidewalk Priority Ratings Matrix

Attached in section 1 of the Appendix is a spreadsheet with the various criteria used in rating the 42 proposed projects in the 2012 plan update. This ratings matrix was developed and vetted by the City's Bicycle and Pedestrian Commission in 2007 and again in 2012. Those projects which attained ratings of 5 or more points were given priorities of #1. The assignment of points is described below in section 6A, which describes the seven 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.

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 seven factors and given ratings points accordingly. The individual criteria are as follows:

1. **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.

2. **City Bus Route**. Projects that fully or partially intersect a bus route score one point.

3. **Fills Gap**. If there are existing sidewalks at each end of the proposed project, one point is given.

4. **Traffic Volumes**. The presence of heavy vehicular traffic volumes (4,000 + ADT) accounts for one point.

5. **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.

6. **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.

7. **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.

Those projects that score 5 or more points are rated as Priority 1. Those with 4 points or less 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 2030 Transportation Plan. This pedestrian and bicycle network plan, commonly known as Pednet, was originally adopted as part of the 2025 Plan in 2001. A revised version was included in the 2030 Plan adopted in 2008. The Pednet 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 adopted in 2002. The Greenbelt portion designates individual streams as Greenbelts. The Trail portion, which is identical to the Trail Plan contained in the Parks & Recreation Master 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. It does, however include all proposed Greenbelt trails in the Pednet plan, plus those additional trails contained in the Parks & Recreation Master Plan.

A pedestrian report entitled Walkable Columbia was prepared in 1998. This document examines the current status of local sidewalks, gives examples of good pedestrian landscapes and facilities, and discusses a number of potential policy options for the City to consider.

8. Sidewalk Plan Projects Summarized by Street Classification

Overall Summary and Cost Estimates

The total estimated cost for all street projects listed in the plan is $18,845,296. This is allocated with $7,691,796 for Priority #1 projects, and $11,153,500 for Priority #2 projects.

Combined, the sidewalk project list contains nearly 19 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 $189 per linear foot. This estimate is skewed greatly by projects with extreme topography, utility relocation requirements, and where retrofits will require existing property elements such as driveways and retaining walls to be rebuilt. According to City of Columbia Capital Improvement Engineers, most retrofit sidewalk projects start at around $90 per linear foot.

The breakdown by street category is as follows:

Major Arterial Streets - 10 Projects
Total Cost: $5,000,018
Nine are Priority #1

Minor Arterial Streets – 3 Projects
Total Cost: $1,296,000
Two are Priority #1

Major Collector Streets – 10 Projects
Total Cost: $7,864,937
Four of these are Priority #1

Neighborhood Collector Streets - 7 Projects
Total Cost: $1,603,840
Six are Priority #2

Local Streets - 12 Projects
Total Cost: $3,080,501
11 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: $336,000
    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: 1

2. Broadway, Stadium Blvd. to west of Manor
    Side: South
    Length: Approx. 2,270'
    Width: 6'
    Estimated Cost: $363,000
    Bus Route: YES
    Ped Attractors: Russell Elementary, West Junior High
    Comments: This project would eliminate a major gap in the system.
    Priority: 1

3. Business Loop 70, Garth Avenue to Providence
    Side: Both
    Length: 1,373'
    Estimated cost: $390,000
    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: $492,000
    Bus Route: YES (partial)
    Ped Attractors: Hickman High School, Field Elementary
    Comments: Major commercial corridor with little pedestrian accommodation. This project is listed in the CIP as an unfunded project for 2020.
    Priority: 1

5. Business Loop 70, 7th Street to Rangeline Street
    Side: South
    Length: 1,320'
    Estimated Cost: $192,000
    Bus Route: YES
    Ped Attractors: Hickman High School
    Comments: Major traffic and commercial corridor with minimal pedestrian access.
    Priority: 1

6. Business Loop 70, Rangeline Street to Route B
    Side: Both
    Length: 3696'
    Estimated Cost: $1,092,000
    Bus Route: YES
    Ped Attractors: Hickman High School
    Comments: See other Business Loop projects. Provides connection to Old 63 sidewalk.
    Priority: 1

7. Stadium Boulevard, Business Loop 70 to Primrose Drive
    Length: 2,100'
    Side: West
    Bus Route: NO

Estimated Cost: $440,927
Ped Attractors: Cosmo Park
Comments: This project was reduced in scope from the 2007 Plan (modified from Sunflower Dr.)
Priority: 1

8. Vandiver Drive, E of Route B, existing sidewalk to Centerstate
Length: 2,006'
Side: Both
Bus Route: YES (partial)
Estimated Cost: $252,000
Ped Attractors:
Priority: 1

9. Nifong Boulevard, (Sinclair Road to Country Woods Road)
Side: North
Length: 2,640'
Bus Route: NO
Estimated Cost: $ 836,541
Columbia School District suggestion
School Impacted: Mill Creek Elementary
Priority: 2

10. Nifong Boulevard, Bethel to Forum
Side: North
Length: 2,640'
Bus Route: YES
Estimated Cost: $605,550
Columbia School District suggestion
School Impacted: Gentry Middle School
Priority: 1

B. Minor Arterial Projects

11. Chapel Hill Road, Fairview Road to east of Handley, Face Rock Court to east of Hillcrest
Side: North
Length: 2,270'
Estimated Cost: $420,000
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: 1

12. Vandiver Drive, Route B to west of Warwick

Side: South
Length: 2,904'
Estimated Cost: $420,000
Bus Route: NO
Ped Attractors: Commercial facilities
Comments: Vandiver Drive is a major east-west traffic corridor north of I-70, and carries heavy traffic volumes.
Priority: 2

13. Vandiver Drive, E of Providence to existing sidewalk 860’ W of Westfall
Side: South
Length: 3,168'
Estimated Cost: $456,000
Bus Route: YES
Ped Attractors: Commercial facilities
Comments: See project # 12.
Priority: 1

C. Major Collector Projects

14. West Boulevard South, Stewart Road to Westwinds Drive
Side: Both
Length: 2,535'
Estimated Cost: $567,400
Bus Route: YES
Comments:
Ped Attractors: Westwinds Park
Priority: 1

15. West Boulevard North, Ash to Worley
Side: East
Length: 1,352'
Estimated Cost: $501,000
Bus Route: NO
Comments: Columbia School District suggestion. Shown as unfunded in CIP for FY 2020.
School Impacted: West Boulevard Elementary
Priority: 2

16. Clark Lane: Paris Road to Eastwood
Side: North
Length: 2,514’
Estimated Cost: $410,325

Bus Route: YES
Ped Attractors: nearby shopping on Paris Road
Comments: A potential Round 2 GetAbout project; within existing Clark Lane ROW
Priority: 2

17. North Garth Avenue: Worley to just south of Sexton Road
    Side: East
    Length: 666'
    Estimated Cost: $151,299
    Bus Route: YES
    Ped Attractors: Location is directly in front of Oak Towers; in vicinity of Ridgeway Elementary, Grant Elementary, Hickman High School, Douglass High School, Jefferson Jr. High, and Daniel Boone Regional Library.
    Comments: Replacement of a box culvert in CIP, unfunded
    Priority: 1

18. Oakland Gravel Road, Smiley Lane to Blue Ridge Road
    Length: 2200'
    Side: West
    Bus Route: YES
    Estimated Cost: $506,400
    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

19. Oakland Gravel Road, Blue Ridge to Vandiver, west side (filling gaps)
    Length: 2,750' (existing gap)
    Side: West
    Bus Route: YES (partial)
    Estimated Cost: $360,000
    Ped Attractors: Albert-Oakland Park, Oakland Junior High, Blue Ridge Elementary
    Comments: Additional sidewalk along the west side of Oakland Gravel Road has been built by developers as part of recent platting activity.
    Priority: 1

20. I-70 Drive Southwest, West Blvd. to Clinkscales
    Length: 2,622'
    Side: South
    Bus Route: NO
    Estimated Cost: $1,518,000
    Ped Attractors:

Priority: 2

21. I-70 Drive Southwest, Clinkscales to Beverly
    Length: 1,800'
    Side: South
    Bus Route: NO
    Estimated Cost: $993,600
    Ped Attractors:
    Priority: 2

22. Rock Quarry Road, Stadium Boulevard to Hinkson Creek Trail (north), 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: North section - $568,038, South section - $280,782
    Ped Attractors: University of Missouri
    Comments: Project requires ROW acquisition, major grading
    Priority: 1

23. Sinclair Road, from Nifong Boulevard south to existing
    Length: 10,350'
    Side: east
    Bus Route: NO
    Estimated Cost: $2,008,093
    Ped Attractors: Mill Creek School
    Priority: 2

24. Garth Avenue, Thurman Street to Texas Avenue
    Length: 2746'
    Estimated Cost: $702,000
    Side: east
    Bus Route: YES
    Ped Attractors: Parkade Elementary School
    Columbia School District suggestion
    School Impacted: Parkade Elementary
    Priority: 1

D. Neighborhood Collector Projects

25. Bray Avenue, Fairview Road to terminus of existing sidewalk
    Length: 1,160'
    Side: North
    Bus Route: NO

Estimated Cost: $251,440
Ped Attractors: Fairview Elementary, Fairview Park, Walking School Bus
Priority: 2

26. Old Plank Road: Providence to Tessa Way
    Side: North
    Length: 1,690’
    Estimated Cost: $180,000
    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

27. Shepard Boulevard, Old 63 to Danforth
    Side: South
    Length: 924'
    Bus Route: NO
    Estimated Cost: $133,200
    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

28. Audubon Drive, Shepard Blvd. to N of North Azalea
    Side: West
    Length: 1,268'
    Bus Route: NO
    Estimated Cost: $182,400
    Ped Attractors: Shepard Elementary, Shepard Park
    Comments: Shown as unfunded in CIP for FY 2022 construction.
    Priority: 2

29. Rollins Road, Stadium to Bourn
    Side: South
    Length: 359'
    Bus Route: NO
    Estimated Cost: $15,600
    Comments: This project would fill a missing link in the Rollins Road sidewalk system.
    Priority: 2

30. Forum Boulevard, Nifong to Mill Creek
    Length: 1,109'
    Side: East
    Bus Route: YES
    Estimated Cost: $139,200
    Ped Attractors:
    Priority: 1

E. Local Street Projects

31. Elleta Avenue: Rangeline Street (Route 763) east to existing sidewalk
    Side: South
    Length: 440’
    Estimated Cost: $54,600
    Bus Route: NO
    Ped Attractors: Bear Creek Trail
    Comments: A potential Round 2 GetAbout project: requested by the Housing Authority
    Priority: 2

32. Rothwell Drive: Rollins Road to West Broadway
    Length: 2,300'
    Side: Optional
    Width: 5'
    Bus Route: NO
    Estimated Cost: $331,200
    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

33. Maplewood Drive: West Broadway to Rollins Road
    Length: 2,700'
    Side: East
    Width: 5'
    Bus Route: NO
    Estimated Cost: $324,000
    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

34. Maplewood Drive: Rollins Road to Princeton Drive
    Length: 1,250'
    Side: West
    Width: 5'
    Bus Route: NO
    Estimated Cost: $150,000
    Ped Attractors: Russell School, Kiwanis Park
    Comments: This would increase pedestrian access for Kiwanis Park and Russell Boulevard School.
    Priority: 2

35. Pershing Road: Gary to Pearl Avenue
    Length: 1,056'
    Side: East
    Width: 5'
    Bus Route: NO
    Estimated Cost: $126,000
    Ped Attractors: West Boulevard School, Again Park, City-County Health Department
    Comments: This would improve the north-south pedestrian circulation between Worley Street and West Broadway and increase the pedestrian access to West Boulevard School and Again Park.
    Priority: 2

36. Leslie Lane: North Garth Avenue to west of Newton Drive
    Length: 550'
    Side: North
    Width: 5'
    Bus Route: YES
    Estimated Cost: $79,200
    Ped Attractors: Parkade School, Parkade Park
    Comments: The project would connect the North Garth Avenue sidewalk to the existing sidewalk on Leslie Lane. This would enhance pedestrian access to Parkade School and to commercial areas along Providence Road.
    Priority: 1

37. Bourn Avenue: West Broadway to Rollins Road
    Length: 2,600'
    Side: Optional
    Width: 5'
    Bus Route: NO
    Estimated Cost: $312,000
    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

38. Concord Street: Arlington to Yorktown
    Length: 380'
    Side: West
    Width: 5'
    Bus Route: NO
    Estimated Cost: $36,000
    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

39. Bernadette Drive, Ash to Stadium
    Length: 1,643’
    Side: west side N. of Worley (800’), east side S. of Tiger Lane (625’)
    Width: 5'
    Bus Route: YES (partial)
    Estimated Cost: $384,750
    Ped Attractors: Columbia Mall
    Priority: 2
    Comments: This project was modified in scope from the 2007 Plan to better reflect built sidewalk sections.

40. Proctor Drive, Bear Creek Village Subdivision to Bear Creek Drive
    Length: 1584'
    Side: South
    Width: 5'
    Bus Route: NO
    Estimated Cost: $570,000
    Ped Attractors: Parkade School
    Priority: 2

41. Burnam Road, Clarkson to Providence
    Length: 950’
    Side: North
    Width: 5'
    Bus Route: NO
    Estimated Cost: $282,751
    Ped Attractors: University of Missouri
    Priority: 2

42. Carter Lane, Foxfire Drive southward 1,300’ to Lot 1 of Providence South Plaza Plat 1
    Length: 1,300’

Side: East
Width: 5'
Bus Route: YES
Estimated Cost: $430,000
Ped Attractors: Shopping on Green Meadows
Priority: 2

9. FY 2013 Budget Capital Projects (CIP) Individual Sidewalk Projects

Also included in the Appendix is a listing of the specific sidewalk projects in the Current Year Projects listing of the FY 2013 Capital Improvements Program (CIP) section of the City Budget. This list is provided in section 3 of the Appendix. Included are 18 sidewalk and related construction projects.[2] The projects include a total funding amount of $5,298,006. Eight of these projects are complete and in service. Many of the remaining projects listed are being funded by federal Non-Motorized/GetAbout Columbia funding.
An additional 12 projects are listed in the 1-10 years anticipated timeframe listings. These projects are included in section 4 of the Appendix.

In addition to specific projects, there are three general sidewalk funding categories in the Sidewalks section of the CIP. The categories are Annual Sidewalks/Pedways, Annual Downtown Sidewalk Improvements, and Annual Sidewalk Major Maintenance. These are accounts from which funding for specific sidewalk construction projects may be drawn. A number of the 42 individual projects listed in the Plan project list may be anticipated to be funded from the Annual Sidewalks/Pedways account. The FY 2013 budget lists $401,860 in new funding for this account.

10. Sidewalk Projects to be constructed as part of Future Street Improvement Projects

Section 2 of the Appendix lists a number of streets lacking sidewalks. These particular sidewalks will be constructed as part of future street construction projects. As a result, they are not included in the listing of 42 individual sidewalk projects. The funding for the sidewalk construction will be packaged with the overall street project costs.

2 Note: There are 19 total entries in the Sidewalks FY13 listing. Non-motorized Grant (GetAbout) administrative funding is not included in the Sidewalk Current Year Projects listed in the CIP in the Appendix or the funding amount shown above.

APPENDIX

2012 SIDEWALK PLAN — SIDEWALK PRIORITIES RATINGS MATRIX

Project #	Street Classification and Project Description	Rating Criteria: Pedestrian Attractions	On Bus Route	Fills Gap	Traffic Volumes	Arterial or Collector	CIP/MoDOT Project	No sidewalk on either side	Total Points	Priority Ranking	Cost Estimate (2012 $)
	Major Arterials										
1	Broadway, E of Maplewood/W of West Blvd.	1	1	1	1	1	1	0	6	1	$336,000
2	Broadway , Stadium/W of Manor	1	1	1	1	1	1	0	6	1	$363,000
3	Bus.Loop 70, Garth/Providence	1	0	1	1	1	0	1	5	1	$390,000
4	Bus.Loop 70, Providence/Rangeline	1	1	0	1	1	0	1	5	1	$492,000
5	Bus.Loop 70, 7th/Rangeline	1	1	0	1	1	1	1	6	1	$192,000
6	Bus.Loop 70, Rangeline/Route B	1	1	0	1	1	1	1	6	1	$1,092,000
7	Stadium Boulevard, Primrose to BL 70	1	0	0	1	1	1	1	5	1	$440,927
8	Vandiver Drive, E of Route B	0	1	1	1	1	1	1	6	1	$252,000
9	Nifong Boulevard, N side, Sinclair to Ctry Woods	1	0	0	1	1	1	0	4	2	$836,541
10	Nifong Boulevard, N side, Bethel to Forum	1	1	1	1	1	1	0	6	1	$605,550
	Sub-total: Major Arterials										*$5,000,018*
	Minor Arterials										
11	Chapel Hill Road, Limerick/Fairview	2	0	1	1	1	1	0	6	1	$420,000
12	Vandiver Drive, Route B/W of Warwick	0	0	1	1	1	1	0	4	2	$420,000
13	Vandiver Drive, E of Providence/W of Westfall	0	1	1	1	1	1	0	5	1	$456,000
	Sub-total: Minor Arterials										*$1,296,000*
	Major Collectors										
14	West Blvd. South, Stewart/Westwinds	1	1	0	1	1	1	1	6	1	$567,400
15	West Boulevard North, Ash to Worley	1	0	1	1	1	0	0	4	2	$501,000
16	Clark Lane, Paris Road to Eastwood	0	1	0	0	1	0	1	3	2	$410,325
17	Garth Avenue, Worley to just south of Sexton	1	1	1	1	1	0	0	5	1	$151,299
18	Oakland Gravel Road, Smiley/Blue Ridge	2	1	1	1	1	1	0	7	1	$506,400
19	Oakland Gravel Road, Blue Ridge to Vandiver	2	1	1	1	1	0	0	6	1	$360,000
20	I-70 Drive SW, West Blvd. to Clinkscales	0	0	0	1	1	1	1	4	2	$1,518,000
21	I-70 Drive SW, Beverly to Clinkscales	0	0	0	1	1	1	1	4	2	$993,600
22	Rock Quarry Road, Stadium/Nifong (two sections)	1	1	0	1	1	0	1	5	1	$848,820
23	Sinclair Road, Nifong south to existing	1	0	0	0	1	0	1	3	2	$2,008,093
	Sub-total: Major Collectors										*$7,864,937*
	Neighborhood Collectors										
24	Garth Avenue, Thurman to Texas	1	1	0	1	1	0	0	4	2	$702,000
25	Bray Avenue, Fairview Road to existing	1	0	1	0	1	1	0	4	2	$251,440

2012 SIDEWALK PLAN — SIDEWALK PRIORITIES RATINGS MATRIX

Project #	Street Classification and Project Description	Rating Criteria: *Pedestrian Attractions*	*On Bus Route*	*Fills Gap*	*Traffic Volumes*	*Arterial or Collector*	*CIP/MoDOT Project*	*No sidewalk on either side*	**Total Points**	**Priority Ranking**	**Cost Estimate** (2012 $)
26	Old Plank Road, Providence to Tessa Way	1	0	0	0	1	1	1	4	2	$180,000
27	Shepard Blvd, Old 63/Danforth	1	0	1	0	1	0	0	3	2	$133,200
28	Audubon Drive, Shepard/N of N Azalea	1	0	1	0	1	0	0	3	2	$182,400
29	Rollins Road, Stadium/Bourn	0	0	1	0	1	1	0	3	2	$15,600
30	Forum Boulevard, Nifong to Mill Creek	0	1	1	1	1	1	0	5	1	$139,200
	Sub-total: Neighborhood Collectors										*$1,603,840*
	Local Streets										
31	Elleta Boulevard, Rangeline east to existing	1	0	1	0	0	1	0	3	2	$54,600
32	Rothwell Drive, Rollins/Broadway	1	0	0	0	0	1	1	3	2	$331,200
33	Maplewood Drive, Broadway/Rollins	1	0	0	0	0	1	1	3	2	$324,000
34	Maplewood Drive, Rollins/Princeton	1	0	0	0	0	1	1	3	2	$150,000
35	Pershing Road, Gary to Pearl	2	0	1	0	0	1	0	4	2	$126,000
36	Leslie Lane, Garth/W of Newton	1	1	1	0	0	1	1	5	1	$79,200
37	Bourn Avenue, Broadway to Rollins	0	0	0	0	0	1	1	2	2	$312,000
38	Concord Street, Arlington to Yorktown	1	0	1	0	0	1	0	3	2	$36,000
39	Bernadette Drive, Ash to Stadium	0	1	1	1	0	1	0	4	2	$384,750
40	Proctor Drive, BC Village to Bear Creek Drive	1	0	0	0	0	1	1	3	2	$570,000
41	Burnam Road, Clarkson to Providence	1	0	0	0	0	1	1	3	2	$282,751
42	Carter Lane, Foxfire southward 1,300 feet	1	1	0	0	0	0	1	3	2	$430,000
	Sub-total: Local Streets										*$3,080,501*
	Total: All Street classes										***$18,845,296***

Projects with total points of≥ 5 are rated Priority 1

A-2

Sidewalk Projects to be done in Conjunctions with Future Street Improvement Projects

1**. Trimble Road** - A portion of this will be done as part of development activity. (PARTIALLY COMPLETE)

2. **Brown Station Road: Starke Avenue to Waco**

3. **East Walnut Street: Old 63 to eastern terminus -** The Stephens Lake Park portion of this project may be constructed as part of park development**.**
(VARIANCE GRANTED FOR SOUTH SIDE - STEPHENS LAKE PARK)

4. **Ashland Road: north of Stadium Boulevard to southern terminus -** A sidewalk is needed when the street is improved to accommodate a high-density MU student population within walking distance of campus.

5. **Forum Boulevard: Chapel Hill Road to Woodrail Avenue -** A pedestrian facility of some type would be desirable along this corridor to connect adjacent residential areas to the MKT Parkway.

6. **Nifong Boulevard: South side - Glen Eagle Drive to Woodrail Centre; Forum Boulevard to west of Baurichter; and Providence Road to east of Baurichter Drive**.

7. **North side - Old Mill Creek Road to Sedona Villas -** A sidewalk is needed to ensure continuous pedestrian access to Mill Creek School and the commercial services in the area.

8. **Mikel Street: West Boulevard to Clayton Street -** This unimproved street segment lacks a sidewalk. Construction of a sidewalk would tie the neighborhood to the West Boulevard sidewalk, and enhance pedestrian access to West Boulevard School and Again Street Park.

9. **St. Charles Road: Keene Street to Grace Lane -** This street is listed as an identified major street project need in the Existing Conditions Report for the Transportation Finance Project. A majority of this segment will likely have sidewalks constructed as part of development activity.

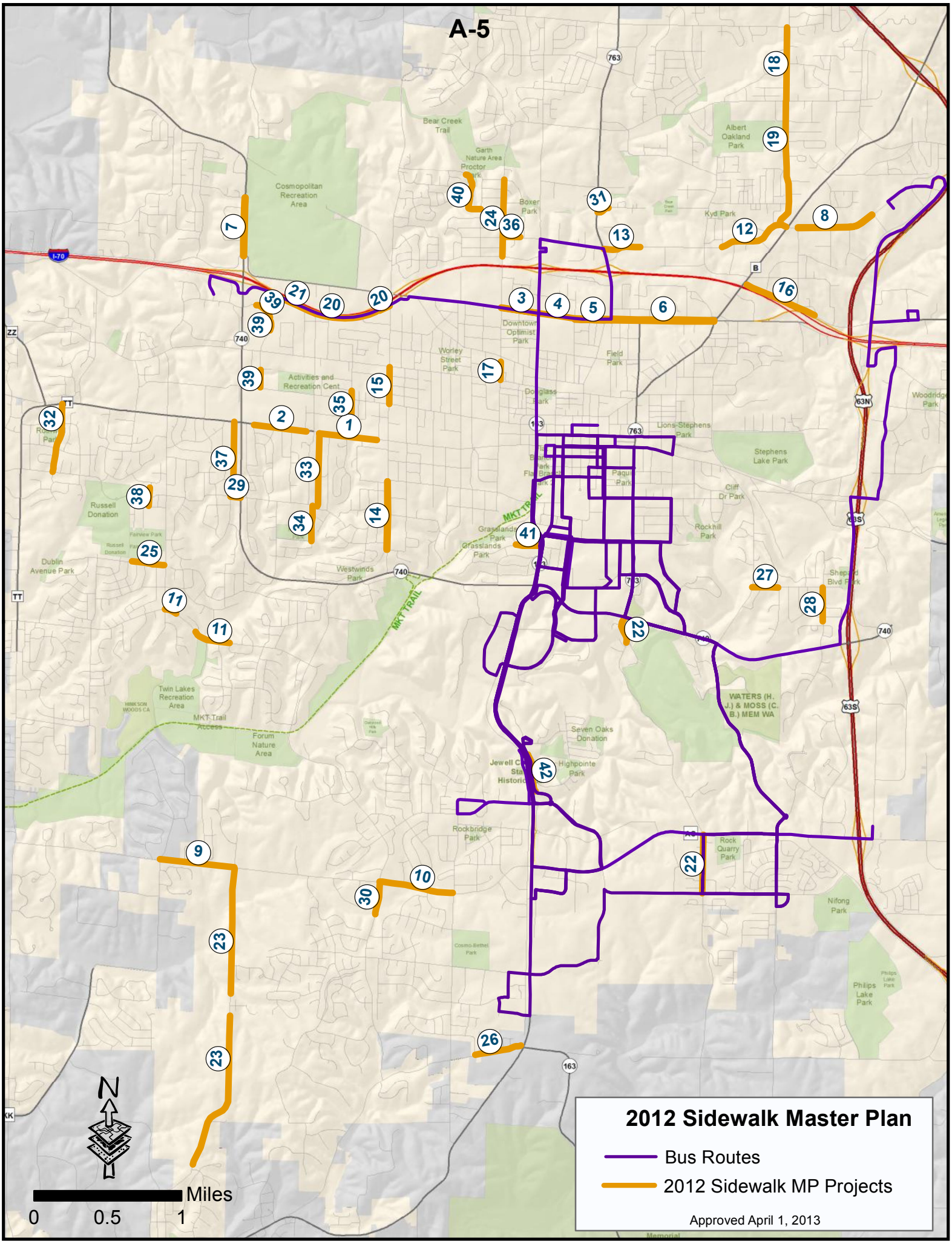
A-3

Current City of Columbia Sidewalk Projects from Draft FY 2013 CIP (October, 2012)

Description/Information	Status	Notes
Bikeway: Twin Lakes to Vanderveen	In Design	Supports multiple construction projects
Bus Loop 70 Sidewalk: Jackson to Jefferson	Under construction	South side
East side sidewalks: Phase III	In Design	Repair and reconstruction of various sidewalks
Fairview Rd Sidewalk: From Fairview Elementary School to north of Rollins Road	Final Design	West side of street
Sidewalk Segments	In Design	Supports multiple construction projects
763 Sidewalk: Bus. Loop 70 to Big Bear	Under construction	Get About funding
Broadway Sidewalk: Fairview to Stadium	Complete	North side of street
Downtown Hub: Providence from Douglass Park to Flat Branch	Design complete, final plan being reviewed	Get About funding
Old 63: Grindstone	Final Design	Get About funding
Providence - Wilkes to Texas	Final Design	Get About funding
Providence Bikeway – Old Plank Road to Green Meadows	Complete	Get About funding
Providence/Business Loop Intersection	Under construction	Get About funding
Providence/Green Meadows Intersection	Complete	Get About funding
Providence: Smiley to Blue Ridge	Complete	
Stadium Boulevard sidewalk: Providence to College	Complete	South side
Walnut - William to Old 63	Complete	North side
Waco Rd/Arbor Pointe Sidewalk Improvement	Complete	
Multiple intersections for pedestrian improvements	Design complete	

Out-Year Sidewalk Projects (1-10 Years Anticipated Timeframe)

Description/Information	Status	Notes
Worley Street Sidewalk: Clinkscales to Bernadette	Design anticipated in 2014	North side of street, CDBG funding
Oakland Gravel Road Sidewalk: Blue Ridge Road to Edris Lane	Construction anticipated in 2015	West side of street, Unfunded
Nifong Sidewalk: Bethel Street east to property boundary of tract at SW corner of intersection	Design & construction anticipated in 2015	Construction of sidewalk along south side of street in conjunction with development of vacant tract
Audubon Drive Sidewalk: Shepard to N Azalea	Design anticipated in 2020	Construction on west side, unfunded
Broadway & 5th sidewalk-intersection improvements	Design anticipated in 2020	Will include brick crosswalk construction, unfunded
Business Loop 70: Garth to Providence	Design anticipated in 2020	Construction on both sides, unfunded
Business Loop 70: Providence to Rangeline	Design anticipated in 2020	Construction on north side, unfunded
Oakland Gravel Road Sidewalk: Vandiver north to Grizzly Court (existing sidewalk)	Design anticipated in 2020	Construction on west side, unfunded
Texas Avenue Sidewalk: Garth to Providence	Construction anticipated in 2013	Construction on north side
Garth Avenue Sidewalk: Leslie to Parkade	Design in 2012, Construction anticipated in 2014	Construction on east side, unfunded, seeking grant funding
Shepard Boulevard Sidewalk: Old 63 to Danforth	Design anticipated in 2020	Construction on south side, unfunded
West Boulevard Sidewalk: Ash to Worley	Design anticipated in 2020	Construction on east side, unfunded


A-5
2012 Sidewalk Master Plan
Bus Routes
2012 Sidewalk MP Projects
Approved April 1, 2013
Miles
0
0.5
1
N
Cosmopolitan Recreation Area
Bear Creek Trail
Garth Nature Area
Proctor Park
Boxer Park
Albert Oakland Park
Kyd Park
Downtown Optimist Park
Worley Street Park
Field Park
Douglass Park
Activities and Recreation Cent
Lions-Stephens Park
Stephens Lake Park
Paquin Park
Cliff Dr Park
Rockhill Park
Russell Donation
Dublin Avenue Park
Westwinds Park
Grasslands Park
MKT TRAIL
Twin Lakes Recreation Area
MKT Trail Access
Forum Nature Area
Seven Oaks Donation
Highpointe Park
Rockbridge Park
Rock Quarry Park
Nifong Park
Philips Lake Park
Woodridge Park
WATERS (H. J.) & MOSS (C. B.) MEM WA
Cosmo-Bethel Park
I-70
740
763
163
63N
63S
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A-6

2012 Sidewalk Master Plan - Project Listing

#	STREET NAME	PROJECT DESCRIPTION	STATUS
1	BROADWAY	Broadway east of Maplewood to west of West Blvd	KEEP
2	BROADWAY	Broadway from east of Stadium to west of Manor	KEEP
3	BUSINESS LOOP 70	Business Loop 70 Garth to Providence both sides	KEEP
4	BUSINESS LOOP 70	Business Loop 70 from Providence to Rangeline St., north side	KEEP
5	BUSINESS LOOP 70	Business Loop 70 from 7th St. to Rangeline St., south side	KEEP
6	BUSINESS LOOP 70	Business Loop 70 from Rangeline St. to Rte. B, both sides	KEEP
7	STADIUM BLVD	Stadium from Primrose south to Business Loop. west side	MODIFIED
8	VANDIVER DR	Vandiver Dr., E. of Rte. B, existing to Centerstate	KEEP
9	NIFONG BLVD	Nifong, west of Sinclair R. to Country Woods Rd., north side	KEEP
10	NIFONG BLVD	Nifong Blvd., Bethel to Forum Blvd., north side	KEEP
11	CHAPEL HILL RD	Fairview to east of Handley; Face Rock to east of Hillcrest	KEEP
12	VANDIVER DR	Vandiver Dr., Rte. B to west of Warwick, south side	KEEP
13	VANDIVER DR	Vandiver Dr., Providence east to existing west of Westfall, south side	KEEP
14	WEST BLVD S	West Blvd S., Stewart Rd. to Westwinds Dr., both sides	KEEP
15	WEST BLVD N	West Blvd., Ash to Worley, east side	KEEP
16	CLARK LN	Clark Ln. from Paris Rd. to Eastwood	NEW
17	N GARTH AVE	N. Garth Ave. from Worley to just south of Sexton	NEW
18	OAKLAND GRAVEL RD	Oakland Gravel, Smiley Ln to Blue Ridge Rd	KEEP
19	OAKLAND GRAVEL RD	Oakland Gravel, Blue Ridge to Vandiver, west side (filling gaps)	KEEP
20	I-70 DR SW	I-70 Dr. SW, West Blvd. to Clinkscales	MODIFIED
21	I-70 DR SW	I-70 Dr. SW, Clinkscales to Beverly	MODIFIED
22	ROCK QUARRY RD	Rock Quarry, Stadium to Hinkson Creek Trail; Rte. AC to Nifong	MODIFIED
23	SINCLAIR RD	Sinclair Rd., Nifong south to existing	NEW
24	GARTH AVE	Garth Ave., Thurman St. to Texas, east side	KEEP
25	BRAY AVE	Bray Ave. from Fairview Rd. to existing sidewalk west of Subella	NEW
26	OLD PLANK RD	Old Plank Rd. from Providence to Tessa Way, north side	NEW
27	SHEPARD BLVD	Shepard Blvd., Old 63 S. to Danforth, south side	KEEP
28	AUDUBON DR	Audubon Dr., Shepard Blvd. to north of N. Azalea, west side	KEEP
29	ROLLINS ROAD	Rollins Rd., Stadium to Bourn Ave., south side	KEEP
30	FORUM BLVD	Forum Blvd, Nifong to existing at Mill Creek bridge	KEEP
31	ELLETA AVE	Elleta Ave. from Rangeline east to existing sidewalk	NEW
32	ROTHWELL DR	Rothwell Dr., Rollins Rd. to West Broadway, either side	KEEP
33	MAPLEWOOD DR	Maplewood Dr., West Broadway to Rollins Rd., east side	KEEP
34	MAPLEWOOD DR	Maplewood Dr., Rollins to Princeton, west side	KEEP
35	PERSHING RD	Pershing Rd., Gary to Pearl Ave., east side	KEEP
36	LESLIE LN	Leslie Ln., North Garth to west of Newton Dr., north side	KEEP
37	BOURN AVE	Bourn Ave., West Broadway to Rollins Road, either side	KEEP
38	CONCORD ST	Concord St., Arlington to Yorktown, west side	KEEP
39	BERNADETTE DR	Bernadette, west side N of Worley, east S. of Tiger Ln.	MODIFIED
40	PROCTOR DR	Proctor, Bear Creek Village Subdivision to Bear Creek Dr.	KEEP
41	BURNAM RD	Burnam Rd., Clarkson to Providence, north side	NEW
42	CARTER LN	Foxfire Dr. southward to Lot 1 of Providence S Plaza Plat 1, east side	NEW

NOTE ON STATUS: Keep indicates a project has been carried over from the 2007 MP; Modified indicates a carried over project with a modified scope; new indicates a new project. Ten projects from the 2007 Sidewalk MP have been completed or are underway/funded and are not shown in this table. For more information, call the Community Development Department at: 573-874-7239

Ordinance No. 19747 Council Bill No. B 382-07

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.

Permanent Record
Filed In Clerk's Office

Introduced by Hindman Council Bill No. PR 48-06 A

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:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor