

Source: Public Works

To: <u>City Council</u> From: <u>City Manager and Staff</u>

Council Meeting Date: Sep 3, 2013

Agenda Item No: REP 134-13

Re: Non-Motorized Transportation (Get About) Project Prioritization

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration an update to the March 2012 report concerning additional federal grant funding allocated to the City of Columbia for Non-Motorized Transportation projects in the amount of \$5,929,975 (Round 2). This is in addition to the original grant previously allocated to the City, increasing the total grant amount to \$28,365,396. The purpose of the program is to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

As of July 2013, approximately \$24,800,000 has been appropriated or budgeted for previously approved capital projects and operations, leaving about \$3,568,000 for future GetAbout capital projects. A list of GetAbout program accomplishments is attached. Due to over 80% of the grant funding is recommended for capital projects, the budget reflects a three-year extension of funding for Public Works department staff to design and manage the additional projects. A modest promotion and education program, staffed by the Parks and Recreation department, will provide education and promotional events. In addition, a small amount is recommended for demonstration projects such as bike lockers and a bike share pilot program.

Staff has attached a list of recommended projects and estimated costs, a locator map, and data sheets for each potential new project to be completed with the new grant funding. The projects are listed in order of recommended priority.

DISCUSSION:

Staff presented to Council a list of potential projects to be constructed with the Round 2 grant funding at the March 19, 2012, Council meeting. Council directed staff to initiate implementation of the top five priority projects with further direction on process and prioritization provided at a later date.

Following direction from Council, staff solicited rankings of the remaining projects from multiple City commissions and the results were presented to Council in October 2012. Because these GetAbout projects were linked with discussions of the Grindstone Trail project being developed by the Parks and Recreation department, Council asked staff to seek input from the Commissions on the remaining projects with the deferral of the Grindstone Trail project. The feedback was consistent with the original rankings and the updated information was presented at the January 22, 2013, Pre-Council meeting.

The attached capital project list includes a mixture of trails, bike lanes, bike boulevards and sidewalks. The previously approved projects were vetted through a public process during the original planning for the GetAbout project. In addition, the project list was prioritized by the Bike/Ped Commission, the Parks Commission, Environment and Energy Commission, the GetAbout Executive Advisory committee, and staff from both Parks and Recreation and GetAbout. The list contains significantly more projects than can be funded with the City's allocation. The projects are listed in the order of staff recommended priority, based on the potential for mode shift and input from the commissions. Staff recommends moving forward with projects 1 through 5.

FISCAL IMPACT:

Funding in the amount of \$5,929,975 will be allocated to the City of Columbia for Non-Motorized Transportation projects.

VISION IMPACT:

http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php

An extensive, safe network of trails and a safe, interconnected, non motorized transportation network.

SUGGESTED COUNCIL ACTIONS:

Approve the prioritized list of projects and authorize staff to initiate implementation.

FISCAL and VISION NOTES:											
City Fiscal Enter all tha		Program Imp	act	Mandates							
City's current net FY cost	18011311		No	Federal or State mandated?	No						
Amount of funds already appropriated	\$0.00	Duplicates/Epands an existing program?	Yes	Vision Implementation	n impact						
Amount of budget \$5,929,975.0 needed \$5,929,975.0		Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site							
Estimated 2 yea	ar net costs:	Resources Rec	_l uired	Vision Impact?	Yes						
One Time	\$0.00	Requires add'I FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13.1						
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	12.4						
		Requires add'l capital equipment?	No	Fiscal year implementation Task #							

GetAbout Status and Accomplishments

The federally funded Non-Motorized Transportation Pilot Program allocated \$22.5 million each to Columbia and three other communities for bike/ped programs. A second round of funding added \$5.9 million to the program for a total of about \$28.4 million. The purpose of the program is to see if the investment would result in individuals walking and bicycling for transportation, at least occasionally, rather than driving. The project, known in Columbia as GetAbout, has been ongoing for six years and has resulted in a significant increase in both modes of non-motorized transportation.

The four communities took a two-prong approach to encouraging behavior change. All have invested a majority of the funds in infrastructure improvements. In addition, all have been expending funds to directly change behavior through education and promotion campaigns.

Columbia's infrastructure approach has been to implement a connected network of bike and pedestrian facilities that link all parts of the city. Twenty three capital projects have been completed, three projects are currently under construction and four are planned for next year. On-street marking for bicycles has been extensive. To date, the city has:

- Constructed 4.1 miles of new sidewalks and pedways
- Made major improvements to 5 intersections
- Completed over half of the planned 8 miles of new trails.
- Implemented the first bike boulevard in the state.
- Marked 32 miles of bike routes with "sharrows" (bike symbols with chevrons)
- Striped 76 miles of bike lanes, bringing the total in the City to 110 miles of the 124 miles planned (62 miles of streets with bike lanes on both sides).
- Added two bike corrals and 1130 bike parking spaces, over half of them on a cost share basis with local businesses.

To date, \$18.8 of the total \$28.4 million has been expended. With additional pending capital and operating costs, the total expended by the end of this fiscal year will reach \$21 million. The remainder, mostly for capital project costs, is projected to be expended over the next three years.

The project is being evaluated via manual counts, automated counters and surveys. Based on surveys of residents, 70% consider Columbia to be bike and pedestrian friendly, and 60% agree that "improving bike paths, trails and sidewalks will encourage more walking and biking in Columbia and make this a better, healthier, and more attractive community". Although the shift to more biking and walking is an ongoing process, the measured results to date are impressive. During rush hour, pedestrian counts have increased 74% since the inception of the program and bicycle use 147%.

GetAbout Round 2 Project Ranking

3-Sep-13				St	aff		Commissions					
	Project		Commission Ranking	GetAbout staff	Parks and Rec Staff	Avg Staff	Parks and Rec Comm		Bike/Ped Comm Rank	Avg Comm		
1	Hinkson Creek Trail, Conley to 63 (Conley Rd to Clark Lane, Hwy 63)	1	1	1	2	1.5	1	2	1	1.3		
2	County House Trail Phase 2 West. Connects from Rockcreek Drive to County House Trail Phase 1, predominantly on City ROW.	2	3	3	1	2.0	3	5	3	3.7		
3	Clark Lane Sidewalk, East. Ballinger to Woodland, north side	3	2	2	3	2.5	2	1	2	1.7		
4	Clark Lane Sidewalk, West. Eastwood to Paris, north side	4	4	4	5	4.5	4.5 7		4	5.0		
5	Shepard to Rollins East-West connection (includes bridge over Hinkson Creek)	5	8	5	4	4.5	4	9	8	7.0		
6	Providence and Nifong Bike lanes: Providence (Stadium to Green Meadows), & Nifong (Bethel to Scott) - repair and stripe	6	6	6	8	7.0	5	6.5	8	6.5		
7	Hominy Trail Connection (connecting Hominy Trail to Shepard Neighborhood at Pepper Tree Ln)	7	9	7	7	7.0	8	8	5.5	7.2		
8	West Blvd Sidewalk. Westwinds to Stewart plus upgrade the sidewalk from Stewart to Broadway, west side	8	5	9	6	7.5	6	6.5	5.5	6.0		
9	Wabash Walkway, Pedway along COLT Right of Way from Wabash Station to Paris Road, connecting to bike lanes and sidewalks on Paris. Future phase to connect to Vandiver.	9	7	8	9	8.5	9	3	8	6.7		

General and City-wide improvements.	Mode shift potential		Budget		inning tal \$M	Comments
Design and Project Management - Operating Budget: Public Works (Planning, Mgmt, In-House design, Counts, Documentation)		· \$	600,000	 s	0.60	Read for Design and Project Mamt
Promo Ed - Operating Budget: Parks (3 years of programs, education, events, promotion)	1	\$	430,000	\$		Scaled back, staff-run program
Demo projects (bike lockers, bike share pilot, collaboration with local universities)	1	\$	150,000	\$		Potential partnership with parking utility and universities
Total		\$	1,180,000		20%	percent of funding

			AVG						
	Approved Capital Projects		Commis		Ι.	Budget	_		
map	1 ''		sion	shift		not including		nning	_
loc #	(in design)	Ward	rating	potential		acquistion)	Total \$M		Comments
	Manor Drive Sidewalk., Broadway to Rollins, east side]					Required - Significant engineering invested. Priority 1 on sidewalk
Α		4	n/a	2	\$	438,600	\$	1.62	master plan
В	Fairview Road Sidewalk., Broadway to Highland, east side	4	n/a	2	\$	146,900	\$	1.77	Required - Significant engineering invested.
С	Forum Ped Bridge @ Hinkson Creek Includes Ped Bridge and Bike/Ped connections from MKT to Forum and Katy Lane	5	1.0	1	\$	881,000	\$	2.65	Allows for turn lane on existing bridge
D	Bike Bivds, misc on-street improvements (Bike Boulevards, Striping, minor intersection improvements, etc.)	1,3,4	1.0	1	\$	460,000	\$	3.11	Second round of on-street and minor intersection improvements
E	Ashland Rd. Sidewalk and Intersection, MU/East Park Drive to Stadium plus Ashland/Stadium intersection improvements	6	1.0	1	\$	256,000	\$	3.36	High use by MU students, dangerous intersection
	Total				\$	2,182,500	,		

Total Previously Committed \$ 3,362,500
Additional Federal Funding (Round 2) \$ 5,929,975

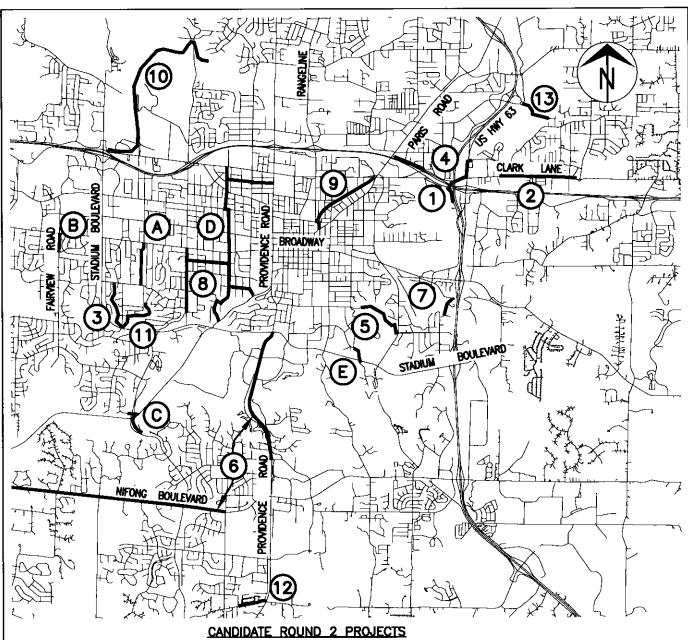
Anticipated approximate remainder from Round 1 projects \$ 1,000,000

Available for Capital Projects \$ 3,567,475

			AVG						
			Commis	Mode		Budget			
map			sion	shift	(not including	Ru	ınning	,
loc#	Candidate Capital Projects	Ward	rating	potential		acquistion)	Τo	tal \$M	Comments
	Hinkson Creek Trail, Conley to 63 (Conley Rd to Clark								Integrates with Conley TDD, important
1	Lane, Hwy 63)	3	1.7	1	\$	555,000	\$	0.56	link
	Clark Lane Sidewalk, East. Ballinger to Woodland , north						ĺ		Important link - dangerous for
2	side	3	1.5	1	\$	325,800	\$	0.88	pedestrians.
	County House Trail Phase 2 West. Connects from								····
	Rockcreek Drive to County House Trail Phase 1,				i				Neighborhood Connector, has
3	predominantly on City ROW.	4	1.3	1	\$	445,000	\$	1.33	support, 3 easements reqd
	Clark Lane Sidewalk, West. Eastwood to Paris, north								Important link - dangerous for
4	side	3	1.5	2	\$	410,325	\$	1.74	pedestrians.
	Shepard to Rollins East-West connection (includes								
5	bridge over Hinkson Creek)	6	1.7	2	\$	1,740,000	\$	3.48	Requires 2 easements
	Providence and Nifong Bike lanes: Providence								
	(Stadium to Green Meadows), & Nifong (Bethel to Scott) -	ļ	l		ı		ļ		
6	repair and stripe	5	2.4	1	\$	309,300	\$	3.79	Important on-street connections
	Hominy Trail Connection (connecting Hominy Trail to								
1 7	Shepard Neighborhood at Pepper Tree Ln)	6	2.0	2	\$	180,000	\$	3.97	Recommended by neighborhood
	, , , , , , , , , , , , , , , , , , ,			1			Г		
l	West Bivd Sidewalk. Westwinds to Stewart plus upgrade				l		ı		Priority 1 on sidewalk master plan,
8	the sidewalk from Stewart to Broadway, west side	4	2.0	2	\$	567,400	\$	4.53	deferred Phase 1 project
	Wabash Walkway, Pedway along COLT Right of Way	ĺ							
I	from Wabash Station to Paris Road, connecting to bike		I						
I	lanes and sidewalks on Paris. Future phase to connect to		I						Requires 19 easements. Bypasses
9	Vandiver.	1,3	1.7	2	\$	544,000	\$	5.08	narrow section of Paris road.

Other Projects Cosmo Park Trail. Connection from Bear Creek Trail at No easements needed. provides connection from Vanderveen to Mail Creasy Springs Road thru Cosmo Park to new diverging diamond intersection on Stadium.

County House Trail Phase 2 East. Connects from 2.0 1,220,000 \$ 2.96 Spring Valley Road to County House Trail Phase 1, via 593,000 \$ 4.07 Crosses Onofrio property Conan Drive, predominantly on new easements 1.3 Old Plank Road Sidewalk - Tessa Way to Providence, short connection for Walking School 5 2.0 150,000 bus route north side -Vandiver to Rice Road Trail. Trail from Vandiver East-west connection, part of bike Roundabout to Rice Road and Hanover, includes 980,000 \$ 4.95 access to Battle HS pedestrian bridge over Hinkson Creek



- (1) HINKSON CREEK TRAIL CONLEY TO 63
- (2) CLARK LANE SIDEWALK EAST
- (3) COUNTY HOUSE TRAIL PHASE 2 (WEST)
- (4) CLARK LANE SIDEWALK WEST
- SHEPARD TO ROLLINS TRAIL CONNECTION
- (6) PROVIDENCE AND NIFONG BIKE LANES
- HOMINY TRAIL CONNECTION

- (8) West Boulevard Sidewalk
- WABASH WALKWAY
- COSMO PARK TRAIL
- COUNTY HOUSE TRAIL PHASE 2 (EAST)
- OLD PLANK ROAD SIDEWALK
- VANDIVER TO RICE ROAD TRAIL

APPROVED ROUND 2 PROJECTS IN DESIGN

- MANOR DRIVE SIDEWALK (REQD)
- (D) BIKE BOULEVARD
- FAIRVIEW ROAD SIDEWALK (REQD) (E) ASHLAND ROAD SIDEWALK
- FORUM PEDESTRIAN BRIDGE AT HINKSON CREEK



City of Columbia, Missouri
Department of Public Works

Getabout Round 2 Proposed Projects

Date: 9/3/13

Project: Hinkson Creek Trail – Conley to 63 Map location: 1

Ward: 3 CIP: none Cost Estimate: \$555,000

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: 1.7

Description:

Includes a 10' concrete trail connecting Conley Road to Clark Lane. Important link allowing bicycle and pedestrian access around the congested Hwy 63/I-70/Clark Lane intersection. This, in conjunction with the Clark Lane Sidewalk projects and the Conley Road Extension TDD, will provide access from neighborhoods in the northeast quadrant of the City to retail areas southeast of the interchange. It will eventually connect to Stephens Lake Park and downtown.

Length: 2,010'

Current Status:

Conley Road Extension TDD is moving forward. This project would be coordinated with its implementation.

Factors Effecting Timing/Completion:

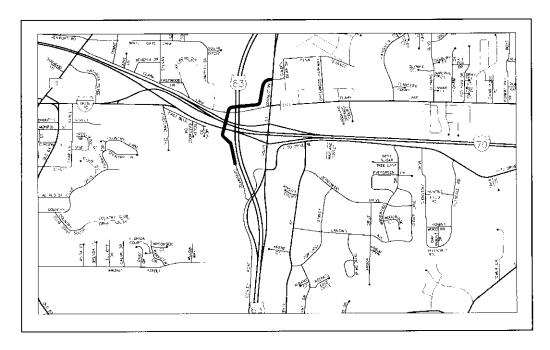
Easements required: none (all on public right-of-way or City owned property)

Other Eligible Funding Sources:

Transportation Sales Tax

Master Plan:

On 2008 GetAbout Plan: Yes
On 2010 Trail Master Plan: Yes



Project: Clark Lane Sidewalk – East Map location: 2

Ward: 3 CIP: none Cost Estimate: \$325,800 Length: 4320'

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: 1.5

Description: Sidewalk, 5' wide, north side of Clark Lane from Balliger east to Woodland. Critical link from neighborhoods in the north-east portion of the City to downtown via Hinkson Creek Trail – Conley to 63.

Length: 4,320'

Current Status:

Conceptual engineering only

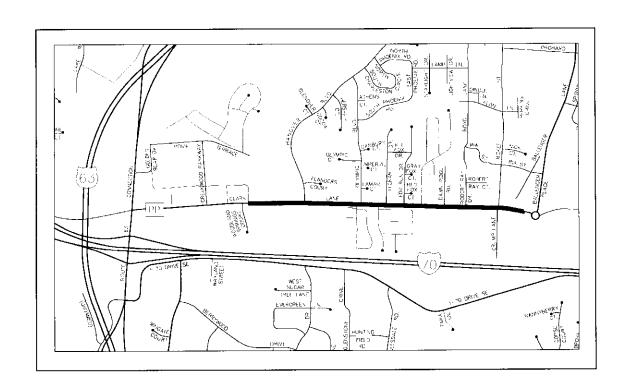
Factors Effecting Timing/Completion:

Easements required: 23 (depending on engineering)

Other Eligible Funding Sources:

Master Plan:

Annual Sidewalks Capital fund (2005 ballot) Transportation Sales Tax On 2008 GetAbout Plan: No 2007 Sidewalk Master Plan: No



Project: County House Trail Phase 2 – West Map location: 3

Ward: 4 CIP: C00387 Cost Estimate: \$445,000

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: 1.3

Description:

Trail extending County House Trail from the current terminus at the Stadium/College Park intersection west passing a private Swim Club and continuing north on City alley right-of-way along a tributary creek to Rollins Ave. Connects neighborhoods from Broadway south and Stadium east to the County House trail and bike lanes on Stadium Blvd. Bypasses major hills on College Park Dr and Rollins Rd.

Master Plan:

Length: 3,400'

Current Status:

Identified at early GetAbout neighborhood meetings, appears to be neighborhood support

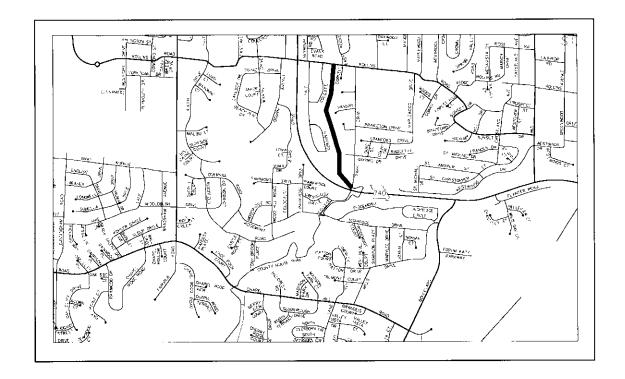
Factors Effecting Timing/Completion:

Easements required: 3 (Majority of trail on existing city easement)

Other Eligible Funding Sources:

Transportation Sales Tax

On 2008 GetAbout Plan: Yes
On 2010 Trails Master Plan: Yes



Project: Clark Lane Sidewalk - West Map location: 4

Ward: 3 CIP: none Cost Estimate: \$410,325

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 1.5

Description:

Sidewalk, 5' wide, north side of Clark Lane from Paris Road east to Eastwood. Currently used by residents even without a shoulder or sidewalk. Provides safe link from neighborhoods in the area to businesses on Paris Road and to retail areas south of I-70 via Hinkson Creek Trail – Conley to Hwy 63.

Length: 2,514'

Current Status:

Conceptual engineering only

Factors Effecting Timing/Completion:

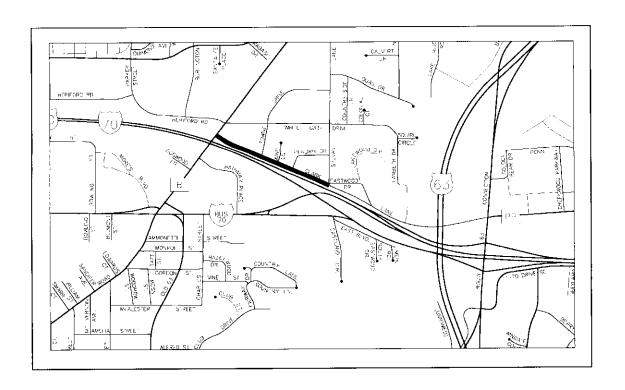
Easements required: 21 (depending on engineering)

Other Eligible Funding Sources:

Master Plan:

Annual Sidewalks Capital fund (2005 ballot)
Transportation Sales Tax

On 2008 GetAbout Plan: No 2007 Sidewalk Master Plan: No



Project: Shepard to Rollins East-West Connection Map location: 5

Ward: 6 CIP: none Cost Estimate: \$1,740,000

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 1.7

Description:

Includes a 10' concrete trail from Old 63 at Shepard Avenue to the east terminus of Rollins Ave. This connection across the Hinkson Creek valley was originally proposed as a Phase 1 project with a different alignment. The original alignment was opposed by residents on Bluffdale Drive. The new alignment would provide a connection from the Shepard Neighborhood to MU and downtown.

Length: 3,650'

Current Status:

Identified by neighborhood residents as an important link. Requires easement on large parcel of undeveloped land.

Factors Effecting Timing/Completion:

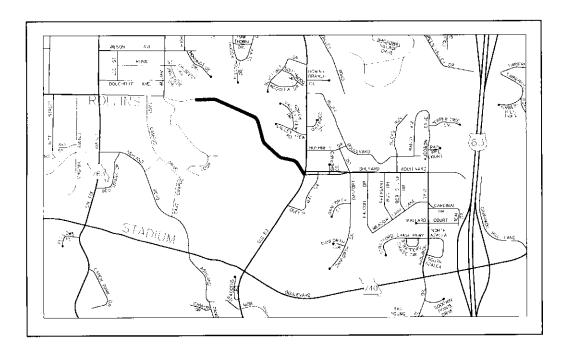
Easements required: 2

Other Eligible Funding Sources:

Master Plan:

Transportation Sales Tax

On 2008 GetAbout Plan: Yes
On 2010 Trails Master Plan: Yes



Project: Providence and Nifong Bike Lanes Map location: 6

Ward: 5 CIP: none Cost Estimate: \$309,300

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: n/a

Description:

Repair and stripe bike lanes on Providence from Stadium to Green Meadows and Nifong/Vawter School from Bethel to Scott. Includes minor Nifong/Bethel and Nifong/Forum intersection improvements. Important link in completing the on-street system, but poor condition of portions of the shoulders prevented earlier bike lane striping.

Length: 4.6 miles

Current Status:

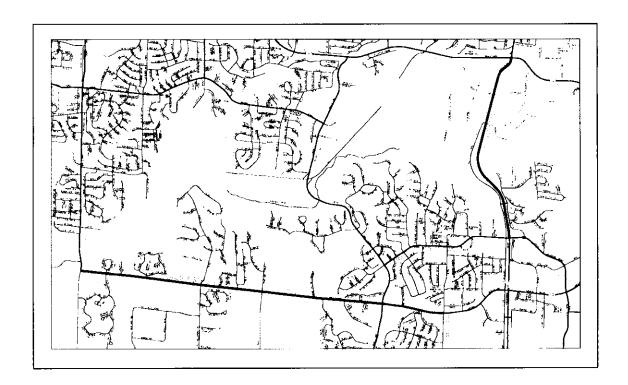
Earlier engineering study identified problem areas, recommended repair

Factors Effecting Timing/Completion:

Easements required: none (all on public right-of-way)

Other Eligible Funding Sources: Master Plan:

Transportation Sales Tax On 2008 GetAbout Plan: Yes



Project: Hominy Trail to Shepard Neighborhood Connection

Ward: 6 CIP: none Cost Estimate: \$180,000 Map location: 7

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 2.0

Description:

Includes a combination of 8' concrete trail and shared roadway connecting from Pepper Tree Lane in the Shepard Neighborhood to the Hominy trail. Also connects the Shepard Neighborhood to the West Broadway retail area.

Length: 1300'

Current Status:

Identified by neighborhood residents as an existing unimproved informal route. Hominy trail implementation will increase usage.

Factors Effecting Timing/Completion:

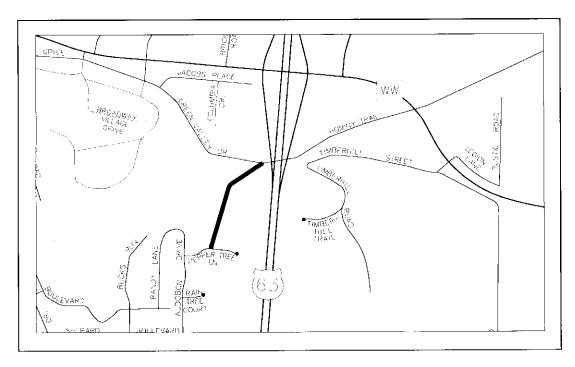
Easements required: 4

Other Eligible Funding Sources:

Transportation Sales Tax

Master Plan:

On 2008 GetAbout Plan: Yes On 2010 Trails Master Plan: Yes



Project: West Boulevard Sidewalk Map location: 8

Ward: 4 CIP: C00341 Cost Estimate: \$567,400

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 2.0

Description:

Includes a new 5' Sidewalk on the west side of West Boulevard, from Westwinds to Stewart (2,525') and replacing the sidewalk from Stewart to Broadway (1,375'). Busy street and no sidewalks on either side south of Stewart. Sidewalk between Stewart and Broadway is completely deteriorated.

Length: 4,900'

Current Status:

Neighborhood meetings and preliminary engineering occurred in 2008. Neighborhood committee preference was to remove parking on West Boulevard and narrow the pavement width to construct the sidewalk.

Factors Effecting Timing/Completion:

Easements required: none (depending on design)

Other Eligible Funding Sources:

Master Plan:

Annual Sidewalks Capital fund (2005 ballot)

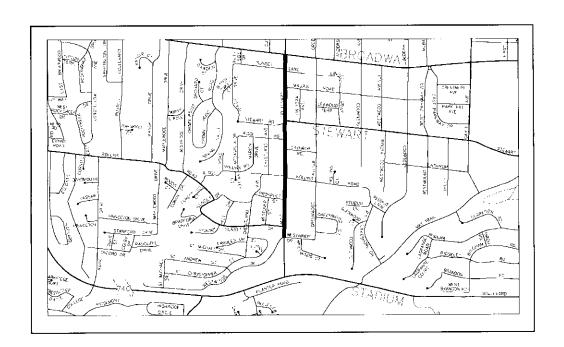
On 2008 GetAbout Plan:

Yes

Transportation Sales Tax

2007 Sidewalk Master Plan:

Priority 1



Project: Wabash Walkway Map location: 9

Ward: 1,3 CIP: none Cost Estimate: \$544,000

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 1.7

Description:

Includes an 8' pedway from Columbia College to Business Loop 70 along the COLT railroad, pedestrian crossings of College near the rail crossing and a pedestrian crossing of Paris Road just south of Business Loop 70, connecting to the existing pedestrian bridge. Also includes possible connections south from Columbia College to the Wabash Station. Bypasses the narrow, busy section of Paris road from College to Business Loop 70.

Length: 3,550'

Current Status:

A short section from Rogers Street north is complete. Would be in COLT right-of-way, but trail easements still would be needed.

Factors Effecting Timing/Completion:

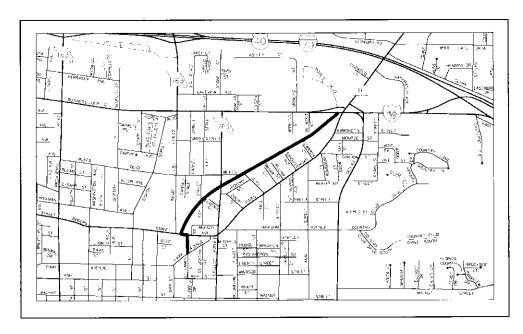
Easements required: 19 (required trail easements on COLT row, per legal dept)

Other Eligible Funding Sources:

Transportation Sales Tax

Master Plan:

On 2008 GetAbout Plan: Yes
On 2010 Trails Master Plan: Yes



Project: Cosmo Park Trail Map location: 10

Ward: 2 CIP: C00380 Cost Estimate: \$1,220,000

Priority (1-3): Mode Shift estimate: 3 Avg Commission Rating: 2.0

Description:

Includes a 10' concrete trail from Creasey Springs Road thru Cosmo Park and connecting to the pending diverging diamond intersection at Stadium and I-70. Connects Vanderveen neighborhood to areas south of I-70 including retail areas. Bypasses portions of Bear Creek Trail that are prone to severe erosion.

Length: 2.2 miles

Current Status:

Conceptual engineering and alignment study performed by consultant.

Factors Effecting Timing/Completion:

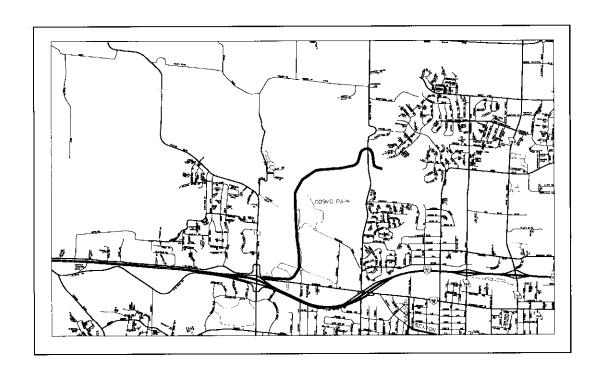
Easements required: none (all on City property)

Other Eligible Funding Sources:

Master Plan:

Transportation Sales Tax

On 2008 GetAbout Plan: Yes
On 2010 Trails Master Plan: Yes



Project: County House Trail Phase 2 – East Map location: 11

Ward: 4 CIP: C00387 Cost Estimate: \$593,000

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: 1.3

Description:

Trail extending County House Trail from the current terminus at the Stadium/College Park intersection east and north. Proposed alignment is via a mix of private property easements and street connections (Radcliff, Cowan, Rollins, Ridge Rd). Connects neighborhoods, including Spring Valley, that are south of Broadway and east of Manor Drive, to County House Trail and Stadium bike lanes.

Length: 3,220'

Current Status:

Identified at early GetAbout neighborhood meetings, organized opposition.

Factors Effecting Timing/Completion:

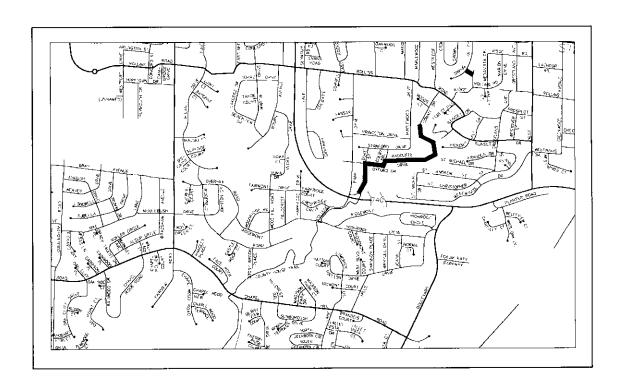
Easements required: 5

Other Eligible Funding Sources: Master Plan:

Transportation Sales Tax

On 2008 GetAbout Plan: Yes

On 2010 Trails Master Plan: Yes



Project: Old Plank Road Sidewalk Map location: 12

Ward: 5 CIP: none Cost Estimate: \$150,000

Priority (1-3): Mode Shift estimate: 3 Avg Commission Rating: 2.0

Description:

Sidewalk, 5' wide, from Tessa Way to Providence, north side. Short connection for walking school bus from neighborhoods to Rock Bridge Elementary School.

Length: 1,690'

Current Status:

Conceptual planning only

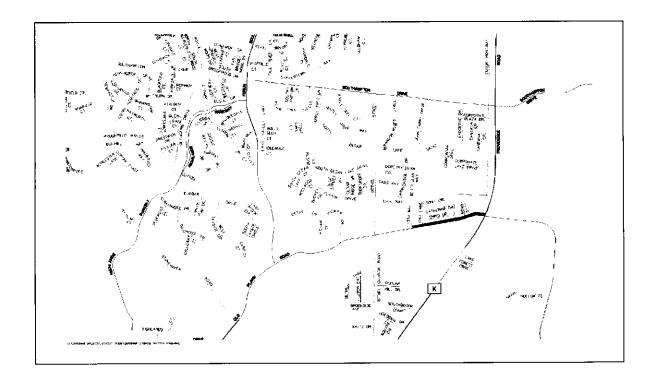
Factors Effecting Timing/Completion:

Easements required: tbd, depends on design

Other Eligible Funding Sources:

Master Plan:

On 2008 GetAbout Plan: Yes 2007 Sidewalk Master Plan: No



Project: Vandiver to Rice Road Trail Map location: 13

Ward: 3 CIP: none Cost Estimate: \$980,000

Priority (1-3): Mode Shift estimate: 3 Avg Commission Rating: 2.7

Description:

Includes a 10' concrete trail and bridge over Hinkson Creek, connecting from the roundabout at the east end of Vandiver Drive to Rice Road. East-West connection across Hinkson Creek Valley to tie the north-east quadrant to the north-west portion of Columbia. Potential joint effort and benefit to Hinkson TDML remediation.

Length: 2,500'

Current Status:

Engineering assessment. Alignment and any stormwater runoff benefits would need to be determined.

Factors Effecting Timing/Completion:

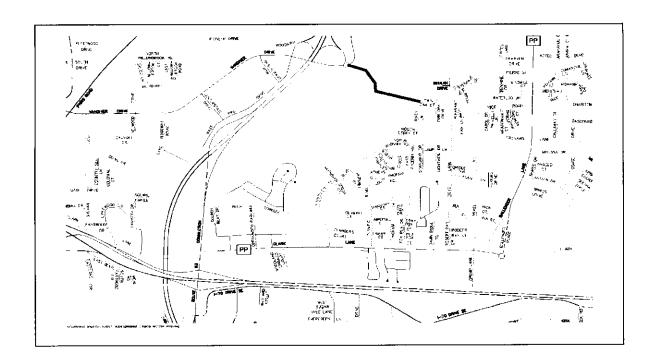
Easements required: 2 (depends on alignment)

Other Eligible Funding Sources:

Master Plan:

Transportation Sales Tax

On 2008 GetAbout Plan: Yes
On 2010 Trails Master Plan: No



Project: Manor Drive Sidewalk Map location: A

Ward: 4 CIP: C00329 Cost Estimate: \$438,600

Priority (1-3): Mode Shift estimate: 2 Avg Commission Rating: n/a

Description:

Sidewalk, 5' wide, from Broadway to Rollins, east side except near Broadway. Connects to Russell Elementary School, identified as Safe-Routes-To-School priority.

Length: 2,100'

Current Status:

Preliminary Engineering complete; initial IP meeting held in 2008. Must be completed by 2018 or federal funding would need to be repaid (\$24,723).

Factors Effecting Timing/Completion:

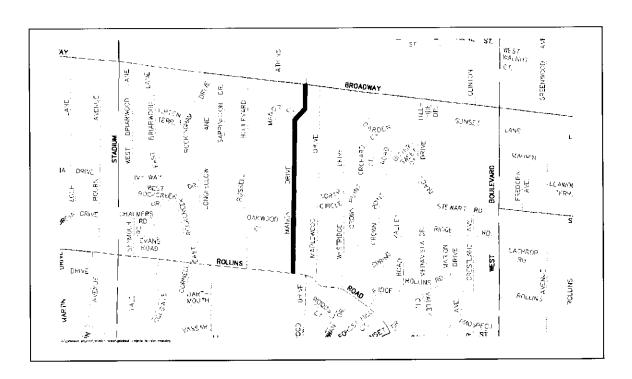
Easements required: 20

Other Eligible Funding Sources:

Annual Sidewalks Capital fund (2005 ballot) Transportation Sales Tax

Master Plan:

On 2008 GetAbout Plan: Yes 2007 Sidewalk Master Plan: Priority 1



Fairview Road Sidewalk Map location: B **Project:**

Ward: 4 CIP: C00326 Cost Estimate: \$152,900

Priority (1-3): Avg Commission Rating: n/a Mode Shift estimate: 2

Description:

Sidewalk, 5' wide, from Broadway to Highland, east side except near Broadway. Closes the gap in sidewalk along Fairview and improves connectivity with Fairview Elementary School.

Length: 1,100'

Current Status:

Preliminary Engineering complete; initial IP meeting held in 2008. Must be completed by 2018 or federal funding would need to be repaid (\$19,010).

Factors Effecting Timing/Completion:

Easements required: 3

Other Eligible Funding Sources:

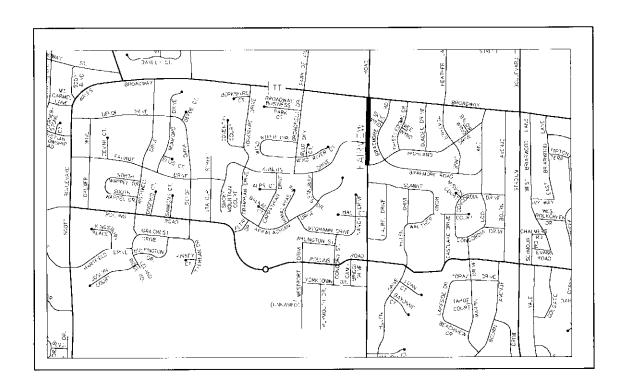
Master Plan:

Annual Sidewalks Capital fund (2005 ballot)

On 2008 GetAbout Plan: Yes

Transportation Sales Tax

2007 Sidewalk Master Plan: Priority 1



Project: Forum Ped Bridge at Hinkson Creek Map location: C

Ward: 5 CIP: Cost Estimate: \$881,000

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: n/a

Description:

Pedestrian Bridge and shoulder sidepath on Foum Ave from Forum Nature Area parking lot south to Wilson's Fitness Center with additional shoulder improvements to Crestwood Lane. Includes 200' pedestrian bridge over Hinkson Creek, east of the Forum Ave bridge.

Length: 3,550'

Current Status:

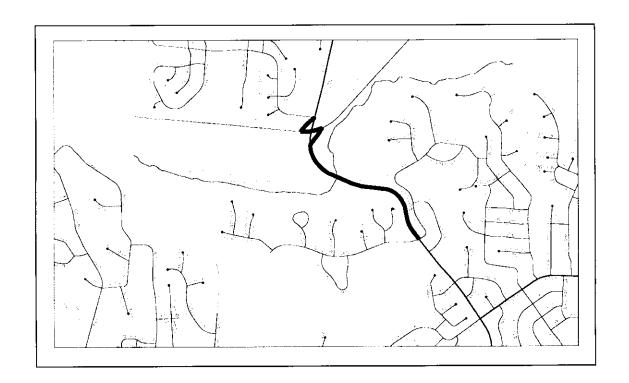
IP meetings showed strong public interest. Allows for vehicle turn lane on Forum Ave Bridge.

Factors Effecting Timing/Completion:

Easements required: 2

Other Eligible Funding Sources: Master Plan:

Transportation Sales Tax On 2008 GetAbout Plan: Yes



Project: Bike Boulevard – Phase 2 Map location: D

Ward: 1, 4 CIP: none Cost Estimate: \$460,000

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: 1.0

Description:

Includes a bike boulevard from the MKT north to BL-70 and Parkade Plaza as well as a potential bike boulevard and/or bike lane connections east to connect to the Phase 1 Bike Boulevard. This budget also includes intersection improvements such as median islands, bike/pedestrian signals, etc. and accessibility improvements.

Length: 5.1 miles

Current Status:

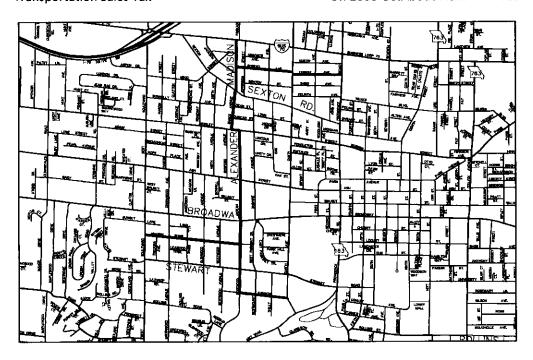
Conceptual design

Factors Effecting Timing/Completion:

Easements required: six (depending on engineering)

Other Eligible Funding Sources: Master Plan:

Transportation Sales Tax On 2008 GetAbout Plan: Yes



Project: Ashland Road Sidewalk and Intersection Map location: E

Ward: 6 CIP: Cost Estimate: \$256,000

Priority (1-3): Mode Shift estimate: 1 Avg Commission Rating: 1.0

Description:

Sidewalk, 6' wide, east side of Ashland Road from East Campus Loop Drive to Stadium Blvd. Includes improvements to the Ashland/Stadium intersection to allow pedestrians and bicyclists to safely cross Stadium Blvd. Connects large student apartment complexes south of Stadium to MU campus.

Length: 990'

Current Status:

Conceptual engineering complete.

Factors Effecting Timing/Completion:

Easements required: none (on existing City and State right-of-way)

Other Eligible Funding Sources:

Annual Sidewalks Capital fund (2005 ballot)

Transportation Sales Tax

Master Plan:

On 2008 GetAbout Plan: Yes 2007 Sidewalk Master Plan: No

