

A RESOLUTION

declaring the necessity for construction of the Prairie Lane connection project from Prairie Hill Subdivision to Vanderveen Crossing Subdivision, construction of traffic calming devices on Prairie Lane, a midblock crosswalk with a center median at the Bear Creek Trail Connector on Blue Ridge Road, and a sidewalk on the north side of Blue Ridge Road between Snow Leopard Drive and Piranha Court; stating the nature of and the estimate of the cost of the improvement; providing for payment for the improvement; providing for compliance with the prevailing wage law; and setting a public hearing.

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

SECTION 1. The City Council deems the construction of approximately 85 feet of street pavement, box culvert, storm drain inlets and pipes, and other miscellaneous work, all in accordance with City of Columbia Street and Storm Sewer Specifications and Standards, as part of the Prairie Lane connection project from Prairie Hill Subdivision to Vanderveen Crossing Subdivision, and construction of a traffic hump east of the Prairie Lane connection project, a speed table at the intersection of Prairie Lane and Prairieview Drive, the addition of a midblock crosswalk with a center median at the Bear Creek Trail Connector on Blue Ridge Road, and an eight foot wide sidewalk on the north side of Blue Ridge Road between Snow Leopard Drive and Piranha Court, is necessary to the welfare and improvement of the City.

SECTION 2. The nature and scope of the improvement shall consist of furnishing all labor, materials, transportation, insurance and all other items, accessories and incidentals thereto necessary for the complete construction of the improvements.

SECTION 3. The estimated cost of this improvement is \$326,000.00.

SECTION 4. Payment for this improvement shall be made from Capital Improvement Sales Tax funds and such other funds as may be lawfully appropriated.

SECTION 5. Any work done in connection with the construction of the improvement specified above shall be in compliance with the provisions of the prevailing wage laws of the State of Missouri.

SECTION 6. A public hearing in respect to this improvement will be held in the Council Chamber of the City Hall Building, 701 E. Broadway, Columbia, Missouri, at 7:00 p.m. on March 18, 2013. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this _____ day of _____, 2013.

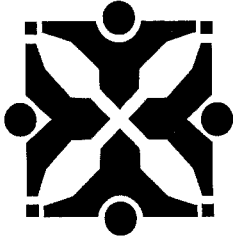
ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



Source: Public Works *gdr*

Agenda Item No:

To: City Council
From: City Manager and Staff *MM*

Council Meeting Date: Feb 18, 2013

Re: Public Hearing - Prairie Lane Connection Project

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a resolution setting a public hearing for March 18, 2013, for the construction of a portion of Prairie Lane to close a gap of approximately 85 feet, thereby connecting Vanderveen Crossing Subdivision with the Prairie Hill Subdivision (see attached diagram). This project was added to the Capital Improvement Program (CIP) after a petition was submitted to Council requesting the connection of Prairie Lane. The total project cost estimate is \$326,000. Two interested party meetings were held on October 17, 2012 and December 19, 2012.

DISCUSSION:

Vanderveen Subdivision Plat No. 14 was approved by Council on February 1, 2005. The plat includes the right of way for Prairie Lane to connect with the existing Prairie Lane, within Prairie Hill Subdivision to the west. At the time, the residents of Prairie Hill Subdivision were not in favor of connecting Prairie Lane, in part due to the possibility of cut-through traffic. There is currently a gap in the constructed roadway of approximately 85 linear feet, as shown on the attached location diagram. The street connection was delayed until a future date when Blue Ridge Road would connect to Creasy Springs Road.

On December 6, 2010, Council was presented with a petition requesting the connection. A report was prepared by staff, and on January 18, 2011 Council approved a motion to place the Prairie Lane Connection project in the CIP, with an estimated cost of \$317,000.

The results of a speed study on Prairieview Drive, and Prairie Lane, in the Prairie Hill Subdivision were presented to Council on December 6, 2011. Council approved adding \$15,000 to the original CIP budget of \$317,000 for traffic calming devices.

The current engineer's estimate is \$256,000. The preliminary project concept includes construction of a 5' x 10' reinforced concrete box culvert to convey stormwater, and construction of approximately 145 LF of pavement to provide a smooth vertical curve to satisfactorily meet residential street design standards. A preliminary plan diagram is attached. The preliminary project concept for traffic calming includes a speed hump on Prairie Lane, east of the Prairie Lane Connection project, and a speed table at the intersection of Prairie Lane and Prairieview Drive. A traffic calming diagram is attached.

Additional incidental work will include stormwater inlets, piping, riprap, seeding and mulching, utility adjustment, installation of street lights, and replacing approximately 25 LF of pavement on the west side, since the pavement has been covered with leaves, mud and debris, and will likely not hold up under traffic. No additional street or drainage easements will be necessary for this improvement. Some minor temporary construction easements may be needed for grading.

An IP meeting was held for this project on October 17, 2012. Ten (10) people signed in and the event was covered by television news media. A second IP meeting was held for the property owners in the Vanderveen Crossing Neighborhood Association on December 19, 2012, and five (5) people signed in. A total of fifteen (15) comments (attached) were received during the comment collection period. The majority of comments approve of the project, with several expressing concerns regarding the need for additional traffic control in the area. Several comments received were regarding the traffic on Blue Ridge Road near the Bear Creek Trail Connector. Due to this project currently being estimated under budget, staff is proposing to add a mid-block crosswalk with a center median at the Bear Creek Trail Connector on Blue Ridge, and constructing 1,000 LF of an eight foot (8') wide sidewalk on the north side of Blue Ridge, to fill a gap in the existing sidewalk between Snow Leopard Drive and Piranha Court. The estimate of additional costs for this sidewalk is \$70,000,

and could be constructed with funds already allocated to the Prairie Lane Connection project. No additional easements will be needed. The proposed sidewalk fronts City-owned property, and a developer is not obligated to construct it. Other sidewalk gaps in the area will be filled as the area develops. A proposed sidewalk diagram is attached.

FISCAL IMPACT:

The current project cost estimate is \$256,000, which will increase to \$326,000 if the additional sidewalk on Blue Ridge Road is included. \$332,000 has been appropriated to the project to date.

VISION IMPACT:

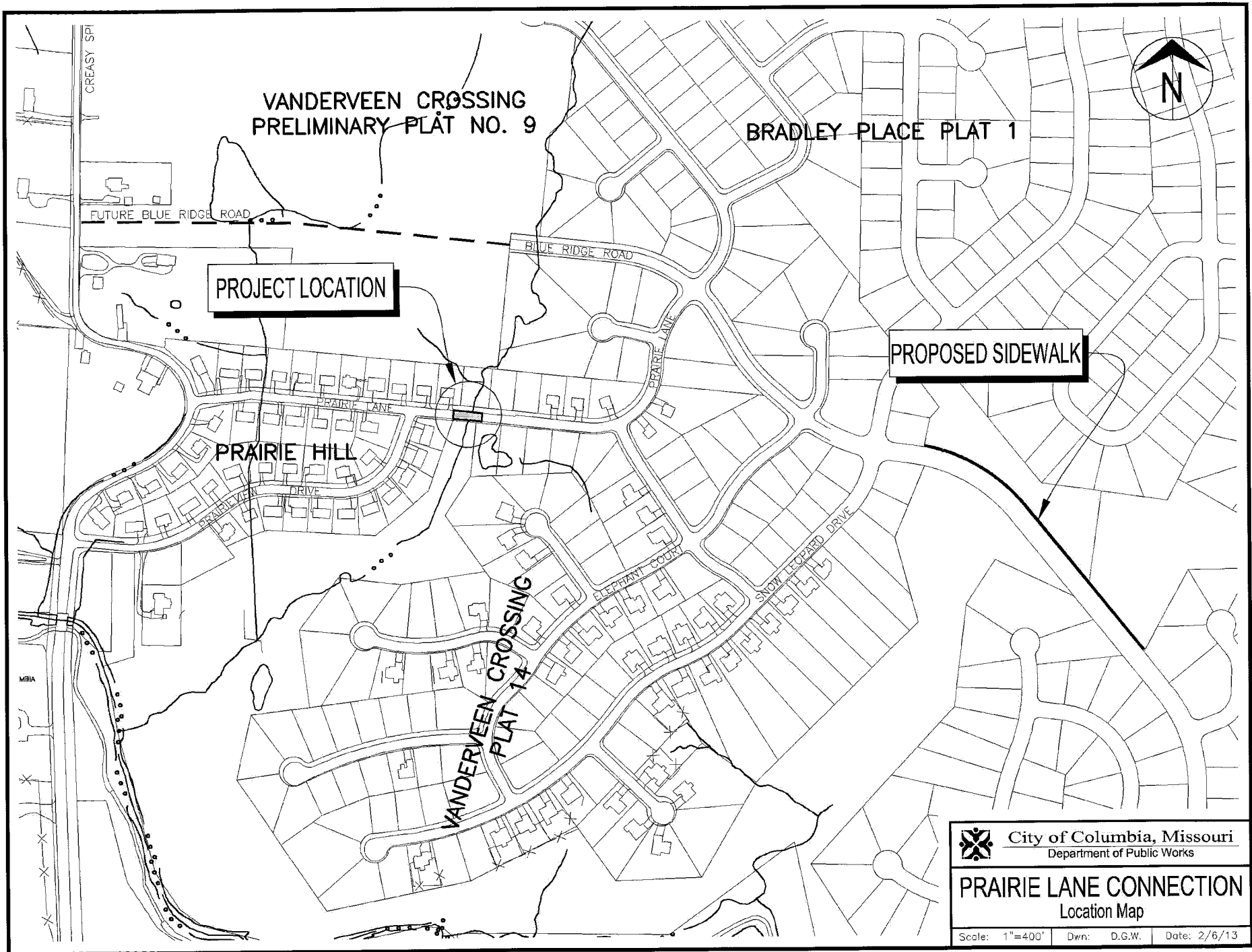
<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

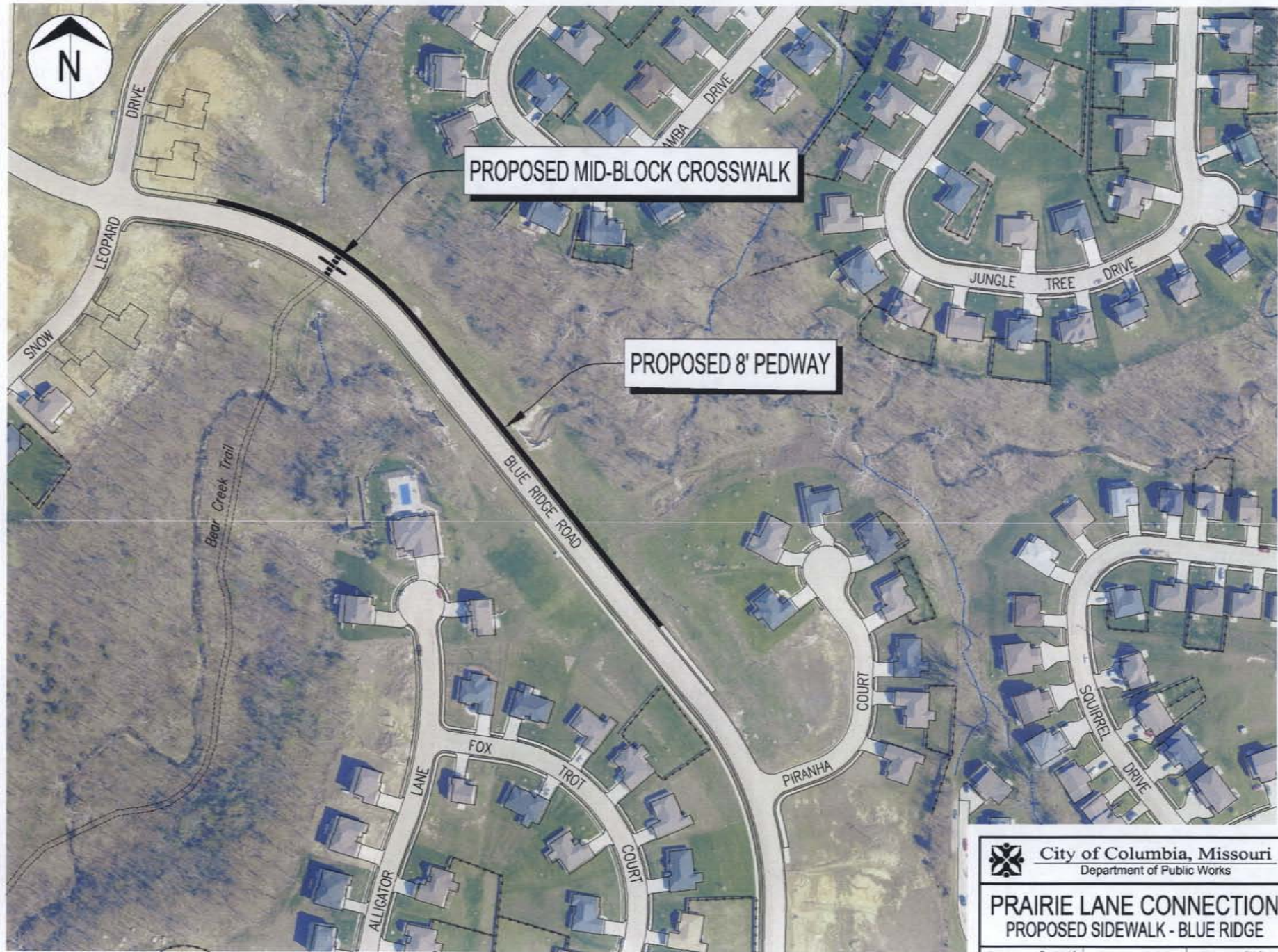
A network of safe roadways in and around the City will provide sustainable, efficient mobility to vehicular travel and other modes in a complimentary manner."

SUGGESTED COUNCIL ACTIONS:

Following Council discussion and public input, Council should make a motion directing staff to proceed with plans and specifications for the project.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$19,527.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$332,000.00	Duplicates/Expands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.3
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	





City of Columbia, Missouri
Department of Public Works

**PRAIRIE LANE CONNECTION
PROPOSED SIDEWALK - BLUE RIDGE**

Scale: 1"=200' Dwn: S.C.B. Date: 2/7/13

SPEED TABLE

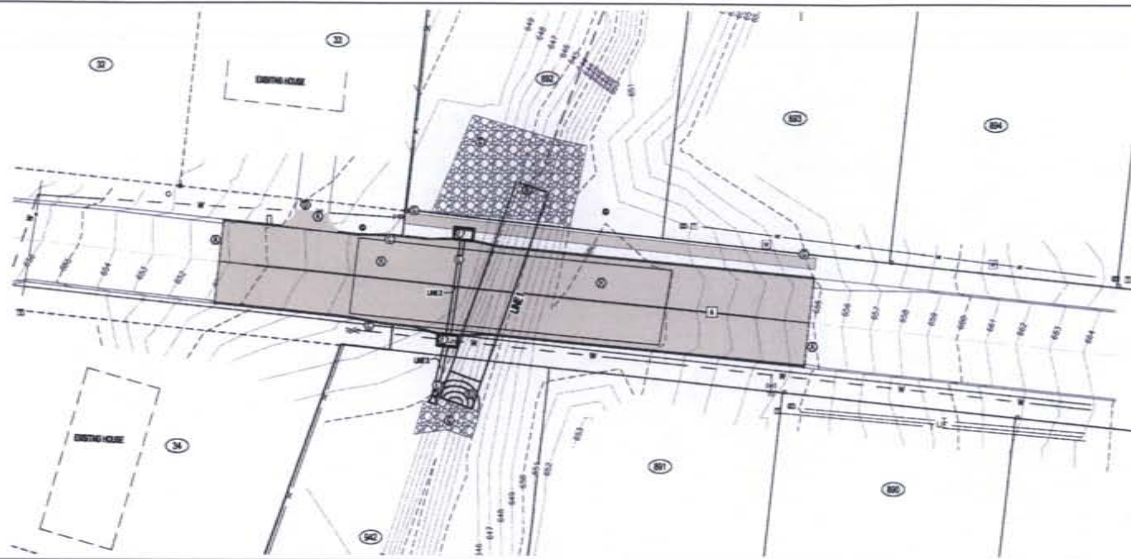
SPEED HUMP



City of Columbia, Missouri
Department of Public Works

**PRAIRIE LANE
TRAFFIC CALMING**

Scale: 1:200 Dwn: S.C.B. Date: 2/4/13



STREETS LEGEND:

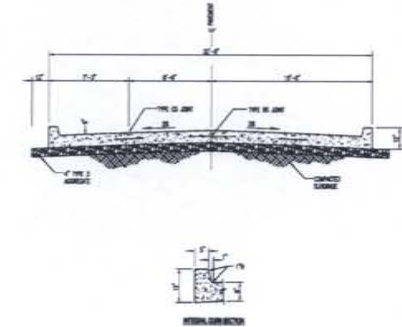
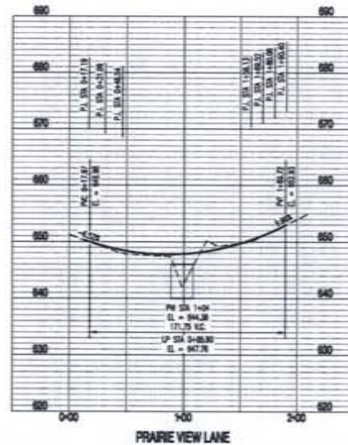
(A) PRAIRIE VIEW LANE (24' 0\"/>

LEGEND OF LABELS:

- (1) EXISTING EXTERIOR CONCRETE PAVEMENT PROPOSED JOINT TO BE A TYPE 35
- (2) PROPOSED 48\"/>
- (3) 12\"/>
- (4) MATCH TO EXISTING DRAINAGE
- (5) PROPOSED 18\"/>
- (6) 6\"/>
- (7) 8\"/>
- (8) EXISTING SIGN TO BE REMOVED
- (9) SIDEWALK TO BE PLACED 1 FOOT INSIDE OF RIGHT OF WAY 5 FEET WIDE

NOTES:

- 1) CENTERLINE DEFLECTION ANGLES ARE SHOWN FOR JOINT LOCATION PURPOSES ONLY.
- 2) CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE FOLLOWING AGENCIES, AS REQUIRED, IMMEDIATELY PRIOR TO CLOSURE OF STREET, DURING CONSTRUCTION FOR INSPECTIONS AND AGAIN WHEN WORK IS COMPLETE AND STREET IS REOPENED:
 - SITE DEVELOPMENT (ZONING INSPECTIONS) 874-7250
 - BUILDING SAFETY (PLUMBING/BUILDING INSPECTIONS) 874-7474
 - JOINT COMMUNICATIONS (EMERGENCY SERVICES) 874-8471
 - COLUMBIA TRANSIT (CITY BUS) 874-7250
 - PARKING ENFORCEMENT (PARKING METERS) 874-7874
 - PUBLIC WORKS STREET DIVISION (STREET PAVING) 874-6289



NOTES:

1. ALL P.C. CONCRETE SHALL BE CLASS A.
2. SEE DETAIL SHEET FOR JOINT DETAILS.

RESIDENTIAL STREET (Concrete Pavement) (240.0)

REVISIONS	
NO.	DATE
1	11/15/2024
THIS SHEET HAS BEEN REVIEWED AND APPROVED FOR CONSTRUCTION	
CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT COLUMBIA, MISSOURI	
PRAIRIE VIEW LANE EXTENSION A RIGHT OF WAY LOCATED IN SECTION 35, TOWNSHIP 49 NORTH, RANGE 13 WEST COLUMBIA, BOONE COUNTY, MISSOURI	
DRAWING INCLUDES:	
SITE PLAN & PROFILE STA 0+00 - 2+00.00	
DESIGNED:	TWW
DRAWN:	TWW
PROJECT NO.:	03020
SHEET:	CE 1

Prairie Lane Connection
Summary of Interested Parties Comments

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- Anonymous - The design needs to take into account the issue of increased traffic to Blue Ridge and take measures to slow people down prior to hitting Prairie Lane.
 - Children at play
 - 25mph signs
 - Crosswalks
 - Narrowing the streets

All need to be considered for Prairie Lane. In addition to these measures, the following should be considered for Blue Ridge:

- A speed table between Piranha and Snow Leopard at Trail Head (bottom of the hill before Trail Head).
 - A four-way stop at Snow Leopard and Blue Ridge Road.
 - A trail crossing sign at Trail Head between Snow Leopard and Piranha (or warning sign) at Trail Head.
 - Trail crosswalk (maybe).
- Mary Ann Atteberry, 3703 Mamba Drive, Columbia, MO 65202 - Thank you for the presentation and the detailed map to show the projected plans. It appears to be a necessary project. Thank you for the plans for Columbia.
 - Justin McNutt, President, Vanderveen Crossing Neighborhood Association, 305 Macaw Dr., Columbia, MO 65202 - Two main things:
 - 1) Thank you for holding the informational session at Parkade Elementary. The various maps were useful and the people from both the City and the County did a good job of answering everyone's questions.
 - 2) The main concern seems to be about traffic through the area, as the Prairie Lane connection will create an east-west corridor from Creasy Springs all the way to Brown Station Rd, especially from the pedway entrance near the intersection of Blue Ridge and Snow Leopard and west from there. There seemed to be some dispute about the use of stop signs or other specific traffic features, but consensus that keeping speeds down to 30 or below needs to be an essential part of this plan for the safety of the residents along this path. There was also consensus that the Prairie Lane connection - in whatever form - is indeed necessary. The City and County folks showed what happens when parts of Creasy Springs become flooded and emergency vehicles have to travel unacceptable distances to get to certain residents.

Please let me know if there is anything VCHA can do to help allow this project to go forward while keeping traffic speeds within safe limits.

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Thanks again for coming to speak to us.

- Sherry and Chad Shettlesworth, 3809 Panther Drive, Columbia, MO 65202
– From Chad Shettlesworth:

Concerns: 1) It would increase the positive and negative flow of traffic through the neighborhood. A perfect example of this is when a connector was installed between Indian Hills neighborhood and The Meadowlands subdivision, which is in the northeast part of Columbia. After the connector was added, the crime rate increased and the neighborhood property values went down.

2) Most of these houses are not on minimal city utilities. Does this mean they pay city taxes? Do they have to be annexed in the City and will they pay for the streets, but be county maintained? I am not familiar with how the city limits are set in the area.

3) Last time I checked, the streets already were connected, except for a blocking barrier that was chained to a pole. Why the \$317,000 to connect the two?

4) Is it necessary for 6 foot sidewalks and 4 lanes of traffic or is the city going to improve what was already there?

5) The neighborhood already has issues with the duplexes (I believe some are Section 8) that should have never been allowed in the first place (per our original Covenant). Crime rate is highest in the city next to Derby Ridge and our homeowners insurance rates can prove that (per insurance agents).

6) This connector will allow more negative traffic flow as opposed to positive flow. The increase flow through the Prairie Lane subdivision will add additional usage and wear on the streets. It would take away the homeowners' source of privacy and safety of the kids in the area with additional traffic.

Comments from Sherry Shettlesworth:

I agree with Chad on the issues he mentioned. I do believe the Vanderveen Crossing neighborhood would experience higher crime rates than what currently exists in the neighborhood. When duplexes qualify for Section 8 housing in a nice, established neighborhood, you are asking for trouble in the neighborhood unless landlords do a thorough background check before renting out their properties. I know the connector would allow for more traffic to flow through the neighborhood. I do not think that was the intention when the subdivision was developed. I think the city needs to reconsider this project before moving forward with it on the 2013 CIP project list. I know it was mentioned on the project information sheet that the future projects would lessen the extent that Prairie Lane would be used for cut-through traffic. I disagree with that statement, because once people figure out the quickest route to their destination, they will continue to

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use it, regardless if it is through a neighborhood or not. Please reconsider the proposal before making permanent changes to connect Vanderveen Crossing subdivision and Prairie Hill subdivision.

- Tom Wood, 715 W. Prairie Lane, Columbia, MO 65202
My only concern is that too many people might try to short-cut through this “neighborhood,” but the street can’t handle the added traffic.
- Betty Avery, 707 W. Prairie Lane, Columbia, MO 65202
Major concerns: flooding at bridge site, street lights at bridge area, traffic increase (large trucks speeding). When is the actual construction to begin?
- John Foster, 5400 Creasy Springs Rd., Columbia, MO 65202 (received by Rick Kaufmann via a phone call) – Strongly opposed to the project. It is a bad idea for everyone to dump this much traffic onto a neighborhood road. Doesn’t think the city is considering people who live in Prairie Hills subdivision. Not enough space for parking on the street. Concerned about the effect this connection will have on the safety of the residents due to increased traffic. Concerned about property values being lowered. Would prefer making improvements to Creasy Springs and Blue Ridge before making this connection.
- Jason Thornhill, 414 Stallworth Ct., Columbia, MO 65202 – As former 2nd Ward rep, I worked with neighbors on Prairie Lane to secure both Council and residential support. This is a widely supported connection that I believe provides: 1) safer egress, 2) more rapid emergency response, and 3) better connectivity. I wholeheartedly support this project and have spoken to the current 2nd Ward rep and he voices support as well.
- Larry Bossallier, 909 W. Prairie View Dr., Columbia, MO 65202 – GREAT PLAN - PROCEED IMMEDIATELY!
- Dawn Spry, 812 W. Prairie View Dr., Columbia, MO 65202 – My husband, Danny Spry, Jr. and I support the connection between Prairie Hills subdivision and Vandiver. There have been a few times where EMS was called for medical emergencies and it took station 9 a long time to get there because there is no connection. It is also a safety concern because Creasy Springs and Brown School flood and are hilly. So if there is ice or hearty snow, we are stuck and snow trucks have a hard time getting to the area. The quarry on Creasy Springs is also somewhat dangerous because they speed down Creasy Springs. The downhill curve on Creasy Springs is also very dangerous. Residents in the subdivision are unable to see oncoming cars.
- Alan Forbis, 3504 Creasy Springs Rd., Columbia, MO 65202 – Please place a 3-way stop intersection at the junction of Prairie Lane and Prairie View Lane.

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- Keith Getz, 800 W. Prairie Lane, Columbia, MO 65202 – I don't want sidewalks on my property.
- Nancy Wood, 715 W. Prairie Lane, Columbia, MO 65202 – Please post “No Through Trucks” signs. We will do our best to help you enforce this. Build the bridge with the “slight dip” in order to force traffic to slow down (as the Engineer suggested). Make the culverts large enough to handle at least 100-year flood levels, as this is going to get far worse when Bradley Place is developed-concrete and roofs don't absorb water and fewer trees will hold onto less water. Go ahead and install the sidewalks while you are there rather than coming back later to so it anyways! Do not force any restrictions on street parking in Prairie Hills-hopefully having to slow down to navigate between parked cars will discourage any potential increase in traffic. Would a weight limit on the bridge force dump trucks to have to use main roads rather than travel through our neighborhood?
- Mr. and Mrs. James Blanton, 708 Prairie View Drive, Columbia, MO 65202 – We have been residents on Prairie View Drive since 1984 and believe the Prairie Lane connection is necessary as a safety measure. A few years ago during unusually heavy rainfall and rise of Bear Creek and other streams, Prairie View Drive and Prairie Lane were both completely cut off from either access or exit. During planning for this project, we request you consider the following: 1) neither Prairie View Drive nor Prairie Lane are in condition to handle the extra traffic. Both streets are narrow and in poor condition. 2) The heavy trucks and construction equipment during the project will further deteriorate the streets and raise intolerable dust and dirt.

Thank you for considering our comments.

- Kathleen Cassidy, 702 W Prairieview Drive, Columbia, MO 65202 - Thank you for the opportunity to view the project of connecting Prairie Lane from Vanderveen Crossing to Prairie Hills. I view the bridge as a positive move. I currently cannot leave my subdivision if the snow is deep, like a couple of years ago, or the water is high, which has happened more than once. I own a Toyota Camry and the water levels are too high during hard rain storms to get out from Brown School Road or the bottom of Creasy Springs where Prairieview meets Creasy before the bridge. I am hopeful this will no longer be a problem when the new bridge is built. I am comforted by the thought that a fire truck could reach our subdivision much quicker (with the new bridge in place). I would assume that the new fire station on Providence and Blue Ridge would be our fire station at that point, is that correct? Currently our fire station is West Blvd. I believe. I would guess the new fire station in Vanderveen is much closer, which could mean a world of difference in a tragic situation. I have the following concerns: 1) Heavy Trucks (specifically from the Quarry utilizing this roadway). Therefore, I would like to see signs posted prohibiting heavy trucks like dump trucks. Currently hundreds of trucks every day come out of the Quarry, many of them without their loads covered, which is against the law. I have yet to see a patrol car have one of

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them pulled over. The quarry and the trucks produce a large amount of air-borne particles. The quarry cleans Creasy Springs but rarely does our street get cleaned by a city street cleaner (???). The heavy trucks are hard on the roads...we already do not receive repair treatment. 2) Signs, a stop sign at Prairieview Drive where it intersects Prairie Lane, I would think, would be necessary, as I would assume Prairie Lane traffic would not need to stop in the middle of the street. If a stop sign was placed there, such as a three-way stop, I don't think heading west bound you could climb that hill. Garbage trucks have already gotten stuck trying to climb that hill in bad weather. Currently, there are many parking violations on Prairie Lane near that intersection (i.e. Parking the wrong direction, parking in front of a fire hydrant, parking too close to a corner, etc.). So I believe this is going to require some attention. 3) Lighting, In relation to the stop sign I would hope there would be a light to illuminate this fixture similar to the one at Prairieview Drive and Creasy Springs. Will this happen? Currently there are not any city lights in the development because it initially started out as a county development. 4) Patrol, I would hope with the increased traffic we should anticipate, law enforcement presence would be increased.

I want to make my feedback clear that I **do not want** any neighborhood improvements such as **sidewalks, curb and gutter** improvements that require a tax assessment. I live on a very limited budget and I cannot afford these types of neighborhood expenditures in my personal budget, nor do I believe they are necessary. I state this because I have heard some discussion among the neighbors about this, I don't think they realize what they are asking for and how the outcome would affect their bottom line finances. I do not want to add to my City of Columbia bill that I am currently paying. My understanding is the proposed work will not impact my personal expenses. Is that correct? I would like some attention given to the attached pictures. You will notice that these pictures were taken over one year ago. These storm water retention ponds are almost not possible to find anymore either because of the lack of maintenance of volunteer tree growth and weeds or because they have been land locked. Either way, my understanding is that the property owner of the development is supposed to maintain the care of these "temporary" mandates. I am confused by the temporary status, potentially these ponds could be there another 20 years. In the meantime they are an eye sore and will be ignored and continue to be a mosquito breeding ground. I have had the mosquito specialist that works on a seasonal basis treat this area because the mosquitoes are so awful. I know the weeds are another issue that cause the mosquito problems. In the interest of the citizens of this community, please pool together the appropriate people and help develop a more suitable plan. It is my impression that the citizens that live on both sides of the little creek the bridge is being built over have no idea who is supposed to be maintaining the property behind their homes. I know it is the City of Columbia. I know in the past three years that I have lived there nobody from the City of Columbia even attempts to maintain this area. I do see the Bear Creek Trail area mowed and if I complain some mowing is done along the new GetAboutColumbia concrete path that was built between Prairie Hills and Vanderveen. After having many discussions with

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our Mosquito Specialist in Environmental Health, I have learned that he thought it would be very beneficial if both of those issues were addressed during the building of this bridge. Ron Blackblock felt the time to change the storm water retention pond near Prairie Lane would be now when the bridge is being built. I did share this discussion with a county inspector at the hearing held on October 17 and he stated that the DNR mandates these ponds be put in place to help with run off and/or karst. I can totally appreciate that but I don't see how this is a temporary situation and I would like to see all of the issues work in corporation of the best possible overall solution instead of the solution for this particular element of the problem. Would you want to be eaten by mosquitoes in your back yard because of this? It was a very frustrating process to find the answer to some of these questions and added to that quandary was the isolation of the services/responsible parties. If I work for the City of Columbia and in one of the departments that has direct contact with weeds and mosquito abatement and I cannot find the appropriate parties easily maybe that is why the people that have lived in the community, some of them 20 years and more cannot find the answers. I have to tell you it was frustrating to say the least. I hope this has not been too overwhelming, I realize that you are just doing the bridge but I would like some conversation and movement to take place if the building of the bridge is not going to solve some of these issues that the responsible parties/departments and property owners start taking ownership. I know this year was a particularly dry year, we still had mosquito issues. I know the budget for the department that would be responsible for mowing this section should have had some funds to do that work, since it was an usually dry year, and yet it always seems to take a great deal of effort. I am confused why there are these double standards when a property owner would not be able to get by with this legally and the trail parking area gets mowed and taken care of, we live next to this, does that seem reasonable? Please feel free to share this information and pictures with any party that might be helpful. Please let me know if you have any questions about my comments. I would welcome your feedback. Thank you so much for the project of the bridge, and I appreciate any assistance your staff or Crockett Engineering or the owners of the Vanderveen Crossing subdivision would provide to better enhance the health and quality of living for the people in this community.

Thank you for your time.