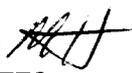


Source: Mike Hood   
**FISCAL and VISION NOTES:**

**TO: City Council**  
**FROM: City Manager and Staff**  
**DATE: July 13, 2011**  
**RE: Supplemental Memo: Scott's Branch Trail Proposal**

<b>City Fiscal Impact</b> Enter all that apply:	
\$0	City's current net FY cost.
\$988,000	Amount of Funds Already appropriated
\$0	Amount of budget amendment needed
\$0	Estimated 2 yr net costs: One-time
\$2,000	Operating / On-going
<b>Program Impact:</b>	
N	New program/ agency (Y/N)
N	Duplicates/expands an existing program (Y/N)
N	Fiscal impact on any local political subdivision (Y/N)
<b>Resources Required:</b>	
N	Requires add'l FTE personnel? (Y/N)
N	Requires additional facilities? (Y/N)
N	Requires additional capital equipment? (Y/N)
<b>Mandates:</b>	
N	Federal or state mandated? (Y/N)
<b>Vision Implementation Impact</b> Enter Below All That Applies: Refer to Website:	
Y	Vision Impact? (Y/N or if N, go no further)
12.4	Primary Vision, Strategy and/or Goal Item#
	Secondary Vision, Strategy and/or Goal Item#
40	FY10/FY11 Implementation Task#

**EXECUTIVE SUMMARY:**

The Columbia Audubon Society approached City staff with a compromise proposal that would allow the Scott's Branch Trail to be constructed through the southern portion of the Audubon Nature Sanctuary providing an east-west connection from Dublin Park to Weaver Street. This trail route is shown on Attachment A and is best represented by Option #2 of the June 30, 2011 Council Memo, Ordinance and Resolution.

The Audubon Society requested some stipulations (as outlined in a e-mail dated July 9, 2011) as part of the compromise route:

1. Trail to be ran along the southern portion of the property with no switchback. Audubon to have final approval of trail route.
2. No trees are to be removed or destroyed.
3. Audubon may cross trail to build a parking lot.
4. 12-ft easement (8-ft trail with a two foot easement on each side).
5. Cunningham road easement is to be abandoned.
6. No dogs on Audubon property.

Some neighbors may feel that the proposed trail route is too close to their property, but otherwise, staff believes that these stipulations are acceptable. The work will be done by a combination of contract and park staff and is scheduled to begin during the 2011 construction season. The Scott's Branch Trail has a total project cost of \$980,000.

**DISCUSSION:**

Park planners were asked to evaluate the proposed stipulations of the compromise route as presented by representatives of the Columbia Audubon Society.

**1. Route on southern portion of Audubon with no switchback with final route approval by Columbia Audubon Society.** On July 13, 2011, park planners and two Audubon members walked and agreed upon the compromise trail route. Staff installed wooden stakes to show the proposed centerline of the trail. Staff is concerned that some neighbors may feel that the trail is too close to their property as

it crosses through the Audubon Sanctuary. If Council wishes to adjust the route, it may be adjusted as part of the final easement survey that will be required as part of the acquisition.

Through the use of an elevated boardwalk that starts within Dublin Park and continues to the Audubon property, the trail switchback may be eliminated and replaced with an elevated boardwalk. This boardwalk is required to make the trail compliant with the American with Disabilities Act. Staff believes that the boardwalk may also provide recreational value by creating viewing areas if approved by the Columbia Audubon Society. At the west end of the Audubon property, the boardwalk will turn into Dublin Park. At this corner, staff is requesting

that the boardwalk be enlarged from the standard 8-foot width in order to provide a safe turning radius. This is also an excellent location for a scenic overlook to the Scott's Branch Creek.

**2. No trees removed or destroyed.** By staying just north of the tree line that runs along the southern boundary of the Audubon Sanctuary, no trees on Audubon will be removed as part of the trail construction. The trail makes use of the old farm tractor road and by staying in the former fescue pasture fields it is easy to avoid all trees.

**3. Audubon may cross trail to build a parking lot.** Staff has made preliminary contact with Crockett Engineering who is donating their engineering and design time for the Audubon parking lot regarding a joint effort to route the trail and not impact the parking lot construction. If the Audubon Society proceeds with the construction of a small parking lot off of Cunningham Road, a couple of trees may have to be removed as part of their project. Since the parking lot will require a grade change, staff is recommending it may cause less problems if the parking lot is graded as part of the trail project so that the future construction of the lot will not impact the final trail elevation or connection to the existing sidewalks on Cunningham.

**4. Twelve foot permanent trail easement.** A permanent 12-ft trail easement is difficult, but possible. Staff requests a temporary 30 foot construction easement in order to help preserve trees and have the flexibility to do final landscaping such as backfilling the trail with soil and seeding the area with native plants per Audubon's specifications. The 12-ft permanent easement would work if the east-west trail from Weaver Street to within Dublin Park is constructed as an 8-foot wide concrete trail. It was suggested that the trail be constructed with an aggregate material, but staff strongly feels that the resulting wash-outs of the gravel and required maintenance will impact the environment much more so than a concrete surface. Additionally, if only a 12-foot easement is provided, maintenance trucks that will have to bring in replacement rock will not have room to turn around, thus forcing a back in/out scenario. Trucks will not be able to use the boardwalk, so all maintenance access will have to be from either Weaver or Cunningham Streets. Staff anticipates that mowing along the 2-ft easement will not be done, allowing the future prairie grass to grow right up next to the trail. This is common on other trails that run through prairie grass areas.

**5. Abandon Cunningham Road Easement.** Park staff does not oppose abandoning the platted Cunningham Road easement and recommends that this be turned over to Public Works or the City's legal department for their review.

**6. No dogs on Audubon property.** Staff is recommending that the existing ordinance that prohibits dogs west of the north-south Scott's Branch Trail from Rollins to Weaver continue to be enforced.

If the compromise trail route is constructed as a concrete trail, the existing ordinance that restricts bicycles to the hard surface trails will continue to work.

The work will be bid through the City's Purchasing Department and be completed with a combination of contract and force account labor. Staff estimates that contract work will be used for the grading of the trail and the installation of the concrete trail. Park staff will be used to construct the boardwalk and final landscaping. Work is scheduled to begin during the 2011 construction season. The Scott's Branch Trail project has a total project cost of \$980,000 and is funded by the 2005 Park Sales Tax.

**FISCAL IMPACT:**

At the May 16, 2011 meeting, Council approved \$980,000 in funding for the Scott's Branch Trail project. This project was identified and approved by in the 2005 Park Sales Tax ballot issue. Staff estimates that the cost of the elevated boardwalk and concrete trail is approximately \$265,360. Annual maintenance costs for a concrete trail are expected to be approximately \$1,000 per year.

**VISION IMPACT:**

12.4 Goal: An extensive, safe network of trails will accommodate a variety of users ranging from recreational to non- motorized travelers. This network may include roadway and public transportation infrastructure to connect parks, neighborhoods, schools, and businesses.

Implementation task #40: Fund and complete capital improvement program projects (parks).

**SUGGESTED COUNCIL ACTIONS:**

Following the public hearing, if the Council concurs that the project should proceed as indicated in this memo, staff should be directed to prepare an ordinance to acquire the necessary easement from the Columbia Audubon Society and an ordinance authorizing the construction phase of project.



Bob McDavid <bob.mcdavid@gmail.com>

---

## Fwd: compromise

1 message

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**Craig Van Matre** <craig@vanmatre.com>  
To: McDavid Bob <Bob.McDavid@gmail.com>

Sat, Jul 9, 2011 at 8:35 PM

CAS authorized the compromise. I'll send letter next week.

[Craig@VanMatre.com](mailto:Craig@VanMatre.com)  
[\(573\) 874-7777](tel:(573)874-7777)

Begin forwarded message:

**From:** "Hinkel, Howard H." <[HinkelH@missouri.edu](mailto:HinkelH@missouri.edu)>  
**Date:** July 9, 2011 7:18:55 PM MDT  
**To:** "craig@vanmatre.com" <[craig@vanmatre.com](mailto:craig@vanmatre.com)>  
**Subject:** compromise

Below is the motion we passed by a vote of 8 yes, 0 no, 1 abstain.

I hope this enough to get things started.

Howard

---

From: Robinson, Richard D.  
Sent: Friday, July 08, 2011 10:22 PM  
To: Hinkel, Howard H.  
Subject: Note

Howard

The Motion!

Authorize Craig VanMatre to negotiate these stipulations with city officials for the Columbia Audubon Nature Sanctuary:

An easement on the south side of the property with no switch backs, 8 foot wide trail and 2 feet on either side for a maximum width of 12 feet, vacate the Cunningham city easement, right to cross trail to access future parking lot, trail to run as close to south property line as possible, no tree removal or destruction of trees, CAS will have input into trail location, no dogs on CAS property, CAS will have final approval of trail route.

Hope I got everything! Will write up minutes later. Alice

---

# AUDUBON PROPERTY

CONNECTION TO AUDUBON TRAILS

INTERNAL TRAILS BY AUDUBON

PROPOSED MOWED TRAIL

SCOTT'S BRANCH TRAIL

x 648.3 11% AVERAGE SLOPE x 684.0

DUBLIN PARK

DUBLIN PARK TRAIL x 637.0

DUBLIN

CUNNINGHAM

BRAY AVE.

WEAVER

PEDESTRIAN ACCESS



rec'd by cco  
on 7-14-11  
@ 11:30a.m

**VAN MATRE, HARRISON, HOLLIS, AND TAYLOR, P.C.**

A PROFESSIONAL CORPORATION

**ATTORNEYS AND COUNSELORS AT LAW**

**1103 EAST BROADWAY  
POST OFFICE BOX 1017  
COLUMBIA, MISSOURI 65201**

**(573) 874-7777**

TELECOPIER (573) 875-0017

E-MAIL [craig@vanmatre.com](mailto:craig@vanmatre.com)

CRAIG A. VAN MATRE  
THOMAS M. HARRISON  
ROBERT N. HOLLIS  
GARRETT S. TAYLOR

BRYAN C. BACON\*  
PAUL C. WILSON

EVERETT S. VAN MATRE  
(1922-1998)

\* ADMITTED IN MISSOURI AND ILLINOIS

July 14, 2011

Mayor Bob McDavid  
Fred Schmidt, Ward 1  
Jason Thornhill, Ward 2  
Gary Kespohl, Ward 3  
Daryl Dudley, Ward 4  
Helen Anthony, Ward 5  
Barbara Hoppe, Ward 6  
**City of Columbia**  
701 E. Broadway  
Columbia, MO 65201  
**Via Hand Delivered**

Mr. Mike Matthes, City Manager  
Mr. Tim Teddy, Director of Planning  
Mr. John Glascock, Director of Public Works  
**City of Columbia**  
701 E. Broadway  
Columbia, MO 65201  
**Via Hand Delivered**

Re: Proposed compromise involving Columbia Audubon Society property adjacent to  
Dublin Park / Location for Scotts Branch Trail

Dear Mr. Mayor, Members of the City Council, Mr. Matthes, Mr. Teddy, and Mr. Glascock:

The Columbia Audubon Society ("CAS") has asked that I assist it in negotiating the issues surrounding the construction of the Scotts Branch Trail from Weaver Drive to Dublin Park through or across a portion of the CAS property in that vicinity. Please note the following:

**VAN MATRE, HARRISON, HOLLIS, AND TAYLOR, P.C.**

Mayor McDavid, City Council Members, Mr. Matthes,  
Mr. Teddy, and Mr. Glascock

July 14, 2011

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1. **Background:** I discussed the issues with members of the CAS board and then with F. Garland Russell, who was the donor of the real estate to CAS. Neither Mr. Russell nor anyone on the CAS board wants to see the trail bifurcate the CAS property. The CAS gift was made so that it could be primarily a bird watching and relatively undisturbed site. Nevertheless, I have prevailed upon the CAS board to compromise with respect to the proposed pedway upon the condition that other persons interested in this issue also compromise. I do not think I need to spend time in this letter detailing the various positions taken by the conflicting interests in this situation. However, I do think a couple of points ought to be made:

a. The CAS is not without defenses and resources if an effort is going to be made to put the trail through the middle of the CAS tract. I think that approach would be short-sighted, very expensive, and unpopular with the general public.

b. I think there are legal defenses that could prevent the CAS from being forced to give up its land based on the City's use of eminent domain.

c. I know that several members of the City Council are working earnestly towards a compromise which will allow this project to proceed without the need for any litigation. It is my hope that what follows in this letter is that compromise and that it will be sufficiently acceptable that the council such that the council will authorize staff to proceed along the lines hereafter detailed. Of course, the proposal in this letter requires numerous interested parties to consent (or at least not object vociferously), so there is still much work to be done.

2. **Outline of Proposal:** The CAS, subject to the conditions hereafter specified, believes that a fair compromise would involve the trail proceeding from the general vicinity of the east boundary of the CAS tract to approximately mid point between the east and west boundary of the CAS tract. Thus only 50% (approximately) of the trail would be located on the CAS property. The trail would run for a distance on the CAS tract and then deviate south so that it runs along the back yards of the adjacent neighborhood until it can connect to the Dublin Park tract and proceed thence to Scott Boulevard. For the compromise proposal to be acceptable to CAS, the following requirements would have to be incorporated in the settlement documents and appropriate ordinances, to-wit:

a. The path should run as close as reasonably possible to the south boundary of the CAS tract;

**VAN MATRE, HARRISON, HOLLIS, AND TAYLOR, P.C.**

Mayor McDavid, City Council Members, Mr. Matthes,  
Mr. Teddy, and Mr. Glascock

July 14, 2011

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b. The path should leave the CAS tract before it reaches the woods which comprise the westerly portion of the CAS tract, i.e., that portion of the path which is on the CAS tract should not require any of the trees on the CAS tract to be cut, removed, or damaged;

c. The path should be of a chat or equivalently permeable surface and not be concrete or asphalt;

d. Where the path crosses the right of way for Cunningham Drive on the CAS tract should become the north terminus of the City's right-of-way easement there, i.e., that portion of the Cunningham Drive right of way which presently encumbers the CAS tract should be abandoned north of the trail's actual location;

e. No dogs should be allowed on the CAS tract or the portion of the path that is on the CAS tract;

f. The trail should be no wider than 8 feet with the easement being no wider than 2 feet on either side of the actual trail (for a maximum width of 12 feet);

g. CAS requires an easement across the trail so that the CAS can construct a parking lot immediately north of the trail and in the approximate vicinity of the Cunningham right of way;

h. Subject to the foregoing limitations, CAS wants reasonable approval of the trail route on the CAS tract;

i. All portions of the CAS tract not actually burdened by the trail itself which are damaged during the construction of the trail must be restored following the construction of the trail as closely as possible to their pre-construction state without cost to CAS; and

j. All the foregoing need to be incorporated in appropriate documents (including enabling ordinances) such that all reasonably foreseeable issues are addressed.

3. **Costs:** If we settle along the foregoing lines, then CAS will not ask for any reimbursements relating to the loss of its land. It does not expect to have to pay anything towards the cost of the trail or for the restoration of the CAS property after the trail is completed, however.

**VAN MATRE, HARRISON, HOLLIS, AND TAYLOR, P.C.**

Mayor McDavid, City Council Members, Mr. Matthes,  
Mr. Teddy, and Mr. Glascock

July 14, 2011

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4. **Conclusion:** I assume that this will be publicized or disseminated among the interested parties in sufficient time so that they can react to it prior to next Monday, July 18, 2011, at 7:00 p.m. when (it is my understanding), the Council will have a hearing on this issue. I know that many of you have been involved trying to broker this compromise, and it is surprisingly passionate. Nevertheless, I hope that now that the CAS has taken a major step towards effecting this compromise, that the other parties involved will reciprocate in like manner.

Sincerely,

**VAN MATRE, HARRISON, HOLLIS, AND TAYLOR, P.C.**

By:

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

CAVM/tee

**Source:**

Mike Hood

**FISCAL and VISION NOTES:**

**TO: City Council**  
**FROM: City Manager and Staff**  
**DATE: June 30, 2011**  
**RE: Scott's Branch Trail: Weaver to Dublin Section**

**EXECUTIVE SUMMARY:**

The Parks and Recreation Department is requesting direction on the final route of the Scott's Branch Trail. At the May 16, City Council meeting, the Council, at Councilperson Daryl Dudley's suggestion, amended the proposed ordinance to remove the section of the Scott's Branch Trail between Weaver Street and Dublin Park. All other portions of the Scott's Branch Trail were approved with the exception of this controversial route. Mr. Dudley requested more time to work with the neighbors, Columbia Audubon Society, and others on a compromise trail route that would be agreeable to all parties.

Planning for the Scott's Branch Trail started in 2002 with development of the 2002 Trails Master Plan. As planning for the trail has proceeded, a number of routing options for this trail have received public debate and discussion. Listed below are possible routes (see attached map) that Council may want to consider for this section of trail. A detailed description of each option is presented in discussion portion of this memo:

1. **Original trail route as shown in the 2002 Trails Master Plan.**
2. **Weaver to Dublin Park through Bonnie View and Audubon.**
3. **Weaver to Cunningham through Bonnie View and a small portion of Audubon / Extension of Dublin Park Trail.**
4. **Existing Streets/Sidewalk Route.**
5. **Cunningham & Chapel Hill Pedway.**

Depending on the Council selected option, the dogs and bicycle management issues may also need to be revisited. Work on the Scott's Branch Trail projects is expected to begin during the 2011 construction season. A combination of contract and force account labor will be used. Funding in the amount of \$980,000 from the 2005 Park Sales Tax has been appropriated for the project.

<b>City Fiscal Impact</b> Enter all that apply:	
\$0	City's current net FY cost.
\$0	Amount of Funds Already appropriated
\$0	Amount of budget amendment needed
Estimated 2 yr net costs:	
\$0	One-time
\$0	Operating / On-going
<b>Program Impact:</b>	
N	New program/ agency (Y/N)
N	Duplicates/expands an existing program (Y/N)
N	Fiscal impact on any local political subdivision (Y/N)
<b>Resources Required:</b>	
N	Requires add'l FTE personnel? (Y/N)
N	Requires additional facilities? (Y/N)
N	Requires additional capital equipment? (Y/N)
<b>Mandates:</b>	
N	Federal or state mandated? (Y/N)
<b>Vision Implementation Impact</b> Enter Below All That Applies: Refer to Website:	
Y	Vision Impact? (Y/N or if N, go no further)
Item #12.4	Primary Vision, Strategy and/or Goal Item#
Item #	Secondary Vision, Strategy and/or Goal Item#
Task #40	FY10/FY11 Implementation Task#

## **DISCUSSION:**

Since the start of the Scott's Branch trail planning process in 2002, several trail route options have been presented for consideration and debate. Listed below are possible options that the Council may wish to consider in determining an approved route for the section of the trail between Weaver and Dublin Park:

- 1. Original 2002 Trails Master Plan route.** The 2002 Trails Master Plan proposed that the Scott's Branch Trail be routed along the Scott's Branch Creek corridor through the western edge of the Columbia Audubon Society owned property and the Bonnie View Nature Sanctuary. These greenbelt corridors are the natural drainage ways for storm water and, as such provide the logical locations for gravity flow sanitary sewers and storm water management structures. Historically, many trail routes follow creek and stream drainages, often taking advantage of the existing utility easements that are found in these natural corridors. When the draft 2010 Trails Master Plan was presented during a February 22, 2010 council work session, then Councilperson Jerry Wade suggested and Council approved the removal of the Scott's Branch Trail route from Rollins Road to Scott Boulevard. This route was replaced with a circle that noted that the final trail route would be determined at a future date. The 2010 Trails Master Plan was approved with this note. This route was proposed at a meeting with Audubon early in the most recent trail planning process, however it was withdrawn from consideration due to strong opposition. Should the Council wish to reconsider this route, the preliminary estimated cost is \$410,000 pending final engineering design of the two bridges this route would require. ***If the Council chooses this option, staff should be directed to prepare an ordinance to acquire the necessary easement from the Audubon Society and to prepare an ordinance calling for bids.***
- 2. Weaver to Dublin Park through the southern portions of Bonnie View and Audubon.** Park planners proposed this route as an alternative to the original 2002 Trails Master Plan route. This was staff's preferred option as it provided the desired recreational trail connectivity and minimized impact to the Scott's Branch Creek corridor and Audubon property users. The original construction concept was to use a 20-30 foot easement to construct an 8-ft concrete trail the entire length of this section of trail. Initial plans required a significant switchback to make the trail ADA compliant. After considerable discussion and further investigation of the site, an alternative proposal which would eliminate the switch back has been identified. Staff now believes that with the construction of an elevated boardwalk in Dublin Park, the trail could be constructed without the switchback. The elevated boardwalk would need to be designed to achieve an elevation gain of 10 to 11 feet in order to eliminate the need for trail switchbacks. Either of these two alternatives will require a permanent trail easement and possibly a temporary construction easement across the Audubon property. The length of the trail through the Audubon property is estimated at 1,415 feet and assuming the maximum 30-ft easement; the total acreage required from Audubon is approximately one acre (0.97 acre). If authorized to pursue this option, staff would work to minimize the width of easement required to

allow construction/maintenance of the trail. Based on similar easement acquisition costs, staff estimates that the acquisition value for one acre is approximately \$15,000-\$18,000 pending confirmation from an appraisal. Staff also offered alternate ways to buffer or screen the trail from Audubon and neighbors including tree planting, natural berms, and fencing. After continued opposition by Audubon, this alternative was withdrawn by staff in January 2011. At the request of Council, this route was later re-visited and discussed at the March 21, 2011 council meeting. Estimated cost of this route including the elevated boardwalk in Dublin Park is \$265,360. The original alternative of using switchbacks to achieve accessibility requirements was estimated to cost \$141,600. ***If the Council chooses this option, staff should be directed to prepare an ordinance to acquire the necessary easement from the Audubon Society. The Council should also decide whether it prefers the switchback design or the elevated boardwalk design. Staff should also be directed to prepare a bid call ordinance.***

3. **Weaver to Cunningham through the southern portions of Bonnie View and a portion of Audubon / Extension of Dublin Park Trail.** This proposed option includes construction of a new section of trail that connects to the Rollins to Weaver trail section and veers west toward Audubon property. The new trail follows along the southern portion of the City's Bonnie View property, crosses the southeast corner of the Audubon property, and terminates at the Cunningham Street stub. There has been preliminary discussion by Audubon about constructing a small parking lot off of Cunningham. If this happens, staff anticipates that this portion of the Scott's Branch Trail would connect to the parking lot and onto Cunningham Street. To continue this section of trail with a concrete surface is estimated to cost \$60,000. During the most recent trail meetings, it was suggested that this section be built with a crushed rock surface. This alternative would require excavation to a depth of approximately 6 inches to allow for the final 9 inch thick gravel profile. Estimated cost to construct this section as a gravel trail is \$20,000. This trail route option also includes the paving of the existing gravel trail in Dublin Avenue Park and the extension of the trail northward to the park's boundary with the Audubon property. The proposed trail extension crosses a low, wet area of Dublin Park and is proposed to be constructed as a low level (non-elevated) boardwalk. Estimated cost for the Dublin Park section of trail including the concrete paving and the construction of the boardwalk is \$91,000. Total estimated cost for this alternative ranges from \$111,000 to \$151,000 depending on the surface selected for the Weaver to Cunningham section of trail. ***If the Council chooses this option, staff should be directed to prepare an ordinance to acquire the necessary easement from the Audubon Society and to prepare an ordinance calling for bids.***

4. **Existing Streets/Sidewalk Route.** No additional trails would be constructed in Bonnie View Nature Sanctuary, Dublin Avenue Park, or on the Audubon property. Trail users would select their own routes using the existing streets and sidewalks on Weaver, Bray, Dublin or Cunningham to make the connection between the sections of the Scott's Branch Trail located on the Bonnie View Nature Sanctuary and the section constructed west of Dublin Avenue Park. The sidewalks will not be widened nor improved. Many residents were opposed to painting the streets with traditional bike sharrows, but if so directed by Council, staff could erect or paint trail wayfinding

signs to assist users in finding an appropriate route. There is no or very minimal cost for this option. ***If the Council chooses this option, staff should be directed, by motion, to install appropriate signage as part of the trail project.***

5. **Cunningham & Chapel Hill Pedway.** This option was identified by a number of participants in the public meetings and includes the proposed construction of an 8-foot wide pedway on east side of Cunningham and north side of Chapel Hill. The section of this project along Cunningham would include the removal of the existing 4-ft sidewalk and all trees between the sidewalk and road, reconstruction of ten driveway approaches, and the new construction of an 8 ft pedway with a 4 ft grass buffer. All work on this section should be able to be done within the existing right-of-way. Public Works staff has prepared a preliminary cost estimate of \$307,500 for the Cunningham Pedway project. The existing sidewalk on the north side of Chapel Hill is 4-ft wide, but there is a gap of approximately 550 feet between Glennbrook Court and Scott Boulevard. It is recommended that this sidewalk be replaced with an 8-ft pedway from Cunningham to Scott Boulevard. The Chapel Hill Pedway project will require major grading, approximately 1,500 linear feet of retaining wall and possible utility pole relocations. Acquisition of additional right-of-way is required from all 16 properties adjacent to the existing sidewalk and will require additional right-of-way for the western 550 feet of the pedway. Total cost of the Chapel Hill Pedway is estimated to be at least \$988,000 pending acquisition costs. Total Cunningham and Chapel Hill Pedway project estimate is \$1,295,500. No funding is currently available for these two pedways. If this option is determined to be the preferred solution, funding sources will have to be identified.

Depending on the Council selected option, it is possible that the dogs and bicycle management issues may need to be revisited. Staff will continue to enforce the prohibition of dogs west of the north-south section of the Scott's Branch Trail in Bonnie View Nature Sanctuary unless directed otherwise by Council. The bicycle management issue may need to be revisited depending on the trail route selected by Council.

Work is planned to begin on the Scott's Branch Trail during the 2011 construction season using a combination of contract and force account labor. Funding in the amount of \$980,000 has previously been appropriated for the trail project.

#### **FISCAL IMPACT:**

At the May 16, 2011 meeting, Council approved proceeding with the construction the Scott's Branch Trail project with the exception of the segment between Weaver Street and Dublin Park. Funding for the trail project in the amount of \$980,000 in Park Sales Tax funds has been appropriated for the project. If Council selects any of the trail options 1 through 4 above, staff anticipates that the already appropriated \$980,000 is sufficient. Funding sources for Option 5, the Cunningham and Chapel Hill Pedways, will have to be identified. The estimated annual maintenance cost for longest section of concrete trail is approximately \$1,000.00 per year. At this time, the Department is not requesting any permanent employees based on the addition of this trail, but as other trails are added or developed, the conversion of temporary salaries to permanent may be requested. If the department's operations budget does not increase, additional measures such as deferred

maintenance, reduced levels of care, or other cost saving measures may need to be implemented to meet ongoing maintenance needs of the park and trail system.

**VISION IMPACT:**

12.4 Goal: An extensive, safe network of trails will accommodate a variety of users ranging from recreational to non-motorized travelers. This network may include roadway and public transportation infrastructure to connect parks, neighborhoods, schools, and businesses.

Implementation Task #40: Fund and complete capital improvement program projects (parks).

**SUGGESTED COUNCIL ACTION:**

1. Adopt the resolution setting the public hearing.
2. Following the public hearing, Council should choose one of the listed options or an alternative option.

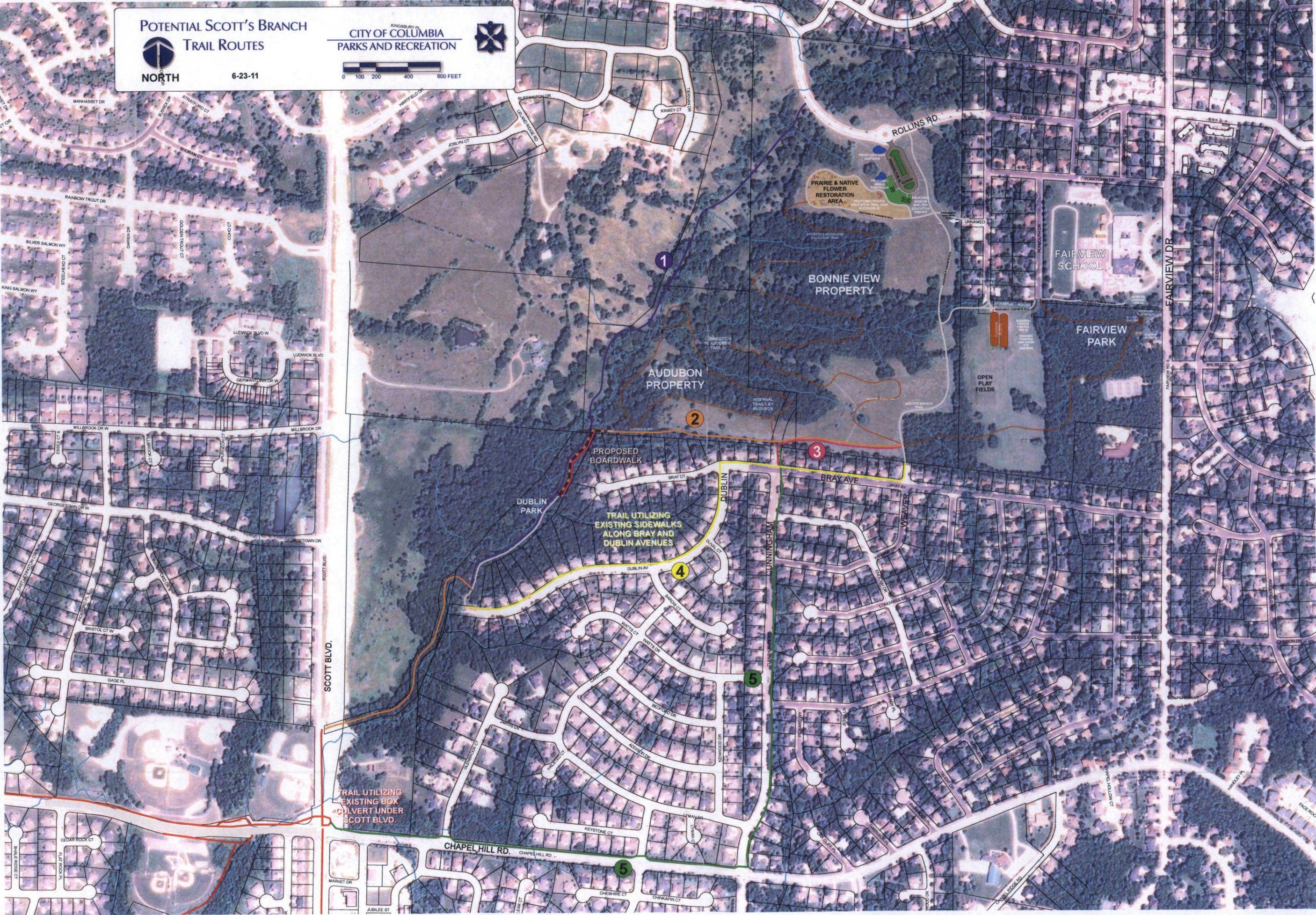
# POTENTIAL SCOTT'S BRANCH TRAIL ROUTES



NORTH

6-23-11

KINGSBURY PL.  
CITY OF COLUMBIA  
PARKS AND RECREATION



1

2

3

4

5

5

PRAIRIE & NATIVE  
FLOWER  
RESTORATION  
AREA

BONNIE VIEW  
PROPERTY

AUDUBON  
PROPERTY

FAIRVIEW  
SCHOOL

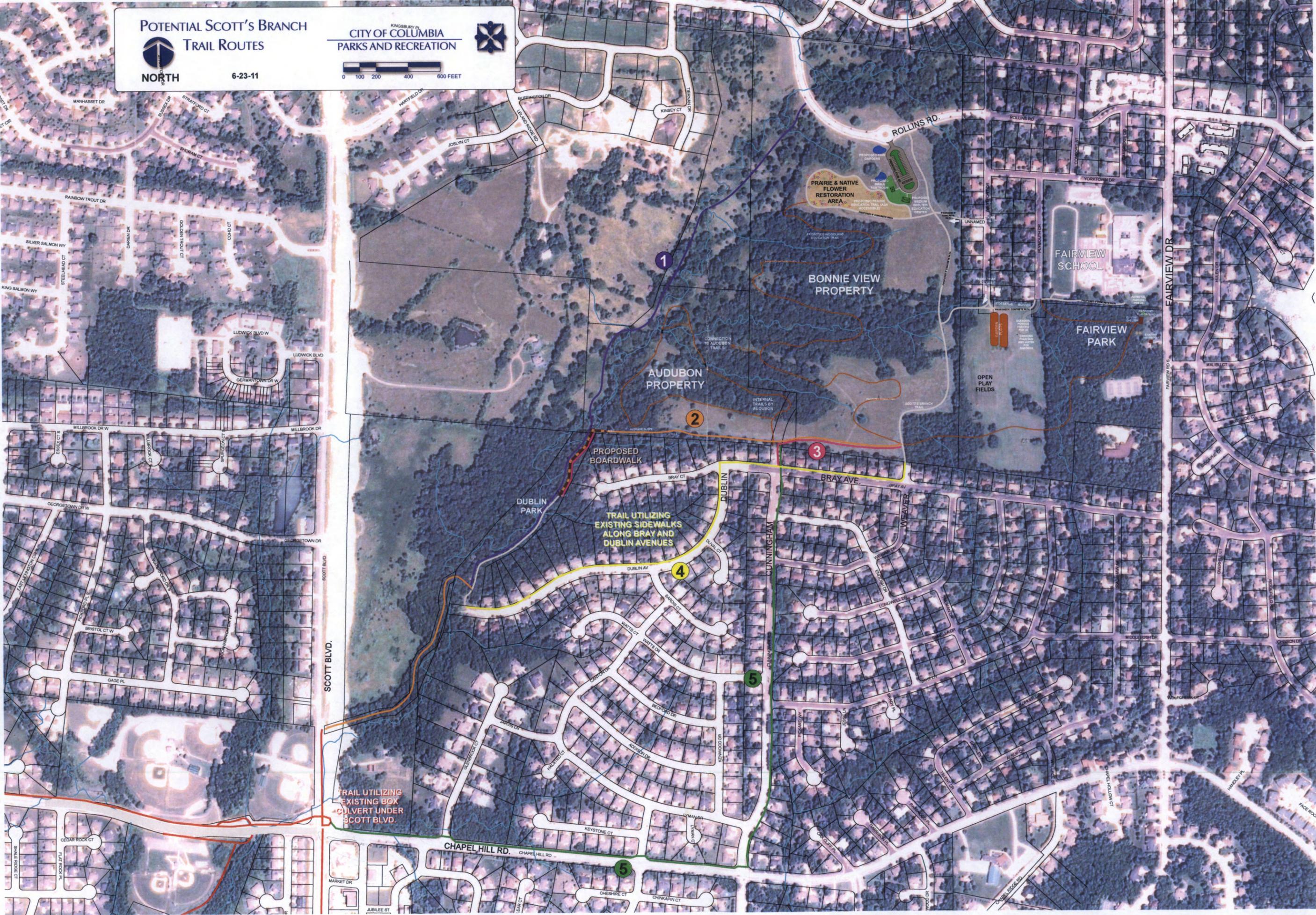
FAIRVIEW  
PARK

OPEN  
PLAY  
FIELDS

DUBLIN  
PARK

TRAIL UTILIZING  
EXISTING SIDEWALKS  
ALONG BRAY AND  
DUBLIN AVENUES

TRAIL UTILIZING  
EXISTING BOX  
CULVERT UNDER  
SCOTT BLVD.



## A RESOLUTION

declaring the necessity for construction of the Scott's Branch Trail from Weaver Drive to Dublin Park or along Scott's Branch corridor through the western edge of the Audubon Society property and the Bonnie View Nature Sanctuary; 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 the Scott's Branch Trail from Weaver Drive to Dublin Park, necessary to the welfare and improvement of the City. Possible routes and the estimated costs for this portion of the trail include the following options:

Option 1: Under this option the trail would run along the Scott's Branch Creek corridor through the western edge of the Columbia Audubon Society property and the Bonnie View Nature Sanctuary. The eight-foot concrete trail with two bridges along this route would cost an estimated \$410,000.00.

Option 2: Under this option the trail would run from Weaver Drive through the southern portion of Bonnie View Nature Sanctuary and the Columbia Audubon Society property to Dublin Park. Using switchbacks to achieve ADA requirements for an eight-foot concrete trail would cost an estimated \$141,600.00. Using an elevated boardwalk to achieve ADA requirements would cost an estimated \$265,360.00.

Option 3: Under this option the northern section of the trail would run from Weaver Drive across Bonnie View Nature Sanctuary and across the southeast corner of the Audubon Society property terminating at Cunningham Road. An eight-foot concrete surface on this portion of the trail would cost an estimated \$60,000.00; a gravel surface would cost an estimated \$20,000.00. The southern section of the trail would extend northward through Dublin Avenue Park to the boundary with the Audubon Society property. This section would consist of an eight-foot concrete trail and a low level boardwalk across a wet area of Dublin Avenue Park. Estimated cost for this section is \$91,000.00.

Option 4: Under this option existing streets and sidewalks would be used to link the two sections of the trail. Wayfaring signs could be installed at minimal cost.

Option 5: Under this option an eight-foot wide concrete pedway would be constructed along the east side of Cunningham Road from Bonnie View Nature Sanctuary to Chapel Hill Road and along the north side of Chapel Hill Road from Cunningham Road to Scott Boulevard. The estimated cost of this project is \$1,295,500.00.

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. Payment for this improvement shall be made from park sales tax funds and such other funds as may be lawfully appropriated.

SECTION 4. 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 5. 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 July 18, 2011. The City Clerk shall cause notice of this hearing to be published in a newspaper published in the City.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor and Presiding Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
City Counselor