

# Northwest Missouri Regional Council of Governments Sidewalk Inventory for FY2018

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## Background

During Fiscal Year 2010, the regional planning commissions in the Missouri Department of Transportation (MoDOT) District 1 agreed to begin a sidewalk assessment program for northwest Missouri in two phases. The purpose of the project was to collect information regarding general information about pedestrian infrastructure as well as assess the existing sidewalk systems in northwest Missouri. Such information may be utilized for planning purposes, the establishment of local priorities, as well as potential grant applications and participation in the Safe Routes to School program.

The first phase, completed during FY2010, was a simple survey to identify existing sidewalks and assess the importance of sidewalks to each of the communities in the five-county region. A simple questionnaire was mailed out to each of the municipalities. Of the 41 communities, 21 returned surveys, most of which indicated an interest in the creation and maintenance of a sidewalk system in their town.

In FY 2011, the regional planning commissions agreed to expand this survey to a more intensive assessment of sidewalk systems in towns over 1,000 in population. Beginning in the fall of 2010, Northwest Missouri Regional Council of Governments (NWMORCOG) employees worked to identify existing sidewalks using Google Earth. With this information in hand, each sidewalk was then visually assessed and categorized.

In FY2012, assessments were again expanded to include all towns from 500-1,000 in population. In the fall of 2011, NWMORCOG employees utilized the same process as the previous year to assess and categorize existing pedestrian facilities. Sidewalk assessments were also added to the work plan of every regional planning commission within the state of Missouri. Categories were standardized and a two-year update process was established to ensure continued usefulness and accuracy of the assessments.

In FY2013, the first series of updates to sidewalk assessments were completed. NWMORCOG employees visited each town included in the first round of sidewalk assessments. Using standardized categories from the previous fiscal year, all existing sidewalks were reassessed. The completion of a number of projects significantly improved the availability of pedestrian facilities in the area as reflected in the amount of sidewalks rated "Good."

During FY2014, NWMORCOG continued updating the sidewalk assessments for the remaining towns with a population of 500-1,000. The completion of a number of projects, including Transportation Enhancements, Safe Routes to School, and roadway reconstruction including new sidewalks, significantly improved the availability of pedestrian facilities in the area as reflected in the amount of sidewalks rated "Good." While additional improvements are still necessary, increased funding and project completion have bettered the region's transportation infrastructure.

Beginning in FY2015, the schedule of physically assessing the sidewalks in communities with populations exceeding 1,000 in the odd-numbered years and those communities with a population between 500 and 1000 in even-numbered years was begun. The communities of Albany, King City, Maryville, Mound City,

Rock Port, Stanberry and Tarkio were included in the FY2017 sidewalk assessment. For FY2018, sidewalk assessments were conducted for Burlington Junction, Fairfax, Grant City, Hopkins, and Oregon.

**Assessment Method used in FY2018:**

Condition:	Criteria:
Good	Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic. See Figures A and B.
Fair	Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris. See Figure C.
Poor	Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and/or debris such that pedestrian travel would be impeded. See Figure D.



Figure A

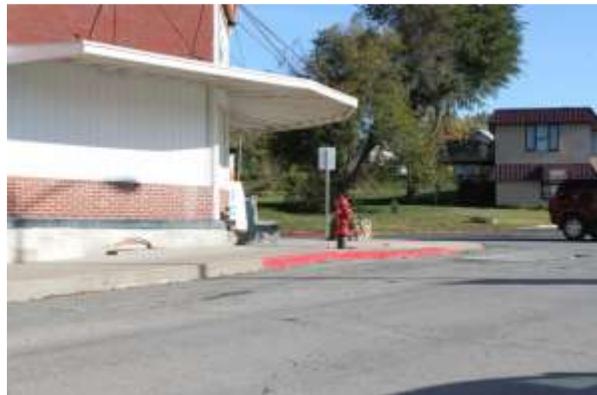


Figure B



Figure C

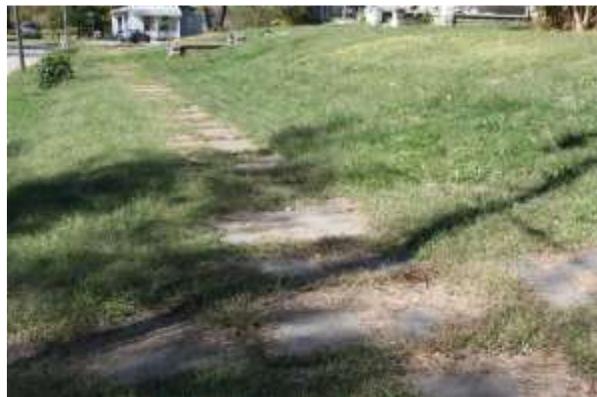


Figure D

## Burlington Junction

The sidewalks of Burlington Junction were reassessed by the Northwest Missouri Regional Council of Governments (NWMORCOG) staff in 2018. The results of this assessment are summarized in the following table.

Table 1.1. Burlington Jct. Sidewalk Conditions 2018

Condition:	Linear Feet:	% of Total
Good	7,778	34%
Fair	4,185	19%
Poor	10,656	47%
Totals:	22,619	100%

As part of the assessment process, a photograph of representative sidewalk of the “good” category is provided in the following figure.

Figure 1.1. Good Condition: Main Street at Caldwell Street



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Figure 1.2. Fair Condition: Ballard Street at Third Street



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Figure 1.3. Poor Condition: Davis Street at Fourth Street



Data compiled from the observations of the assessment team are displayed in the following map.

Figure 1.4. Sidewalk Conditions Map of Burlington Junction, Missouri



## Fairfax

The sidewalks of Fairfax were reassessed by the Northwest Missouri Regional Council of Government staff in 2018. The results of this assessment are summarized in the following table.

Table 1.2. Fairfax Sidewalk Conditions 2018

Condition:	Linear Feet:	% of Total
Good	2,710	23%
Fair	4,173	36%
Poor	4,826	41%
Totals:	11,708	100%

In this year's assessment, 77% of the city's sidewalks were rated as fair or poor. Representational pictures of each condition are displayed in the following figures.

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Figure 1.5. Good Condition: North Third Street at Center Street



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Figure 1.6. Fair Condition: North Third Street near Sly Street

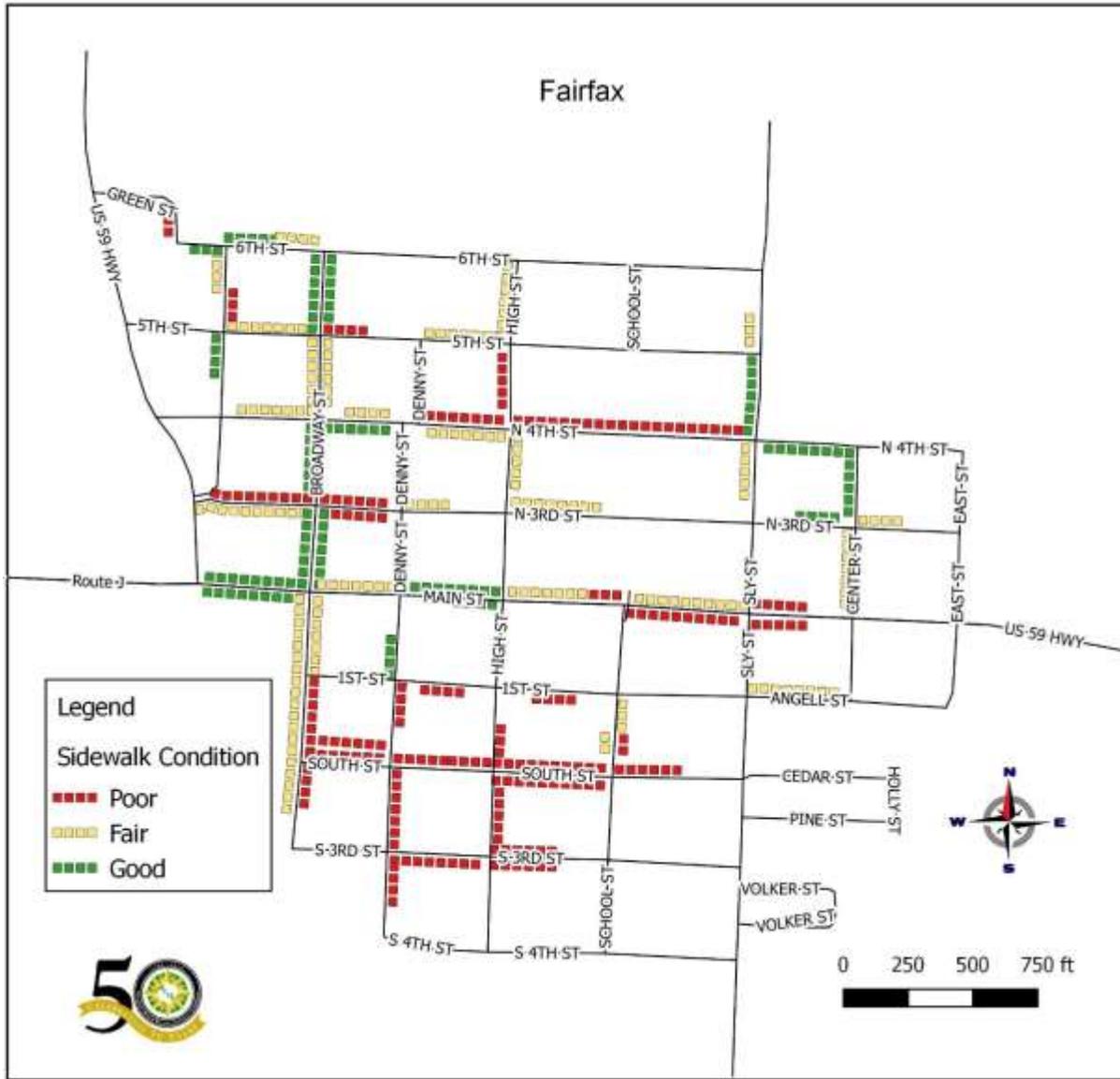


Figure 1.7. Poor Condition: South Street near Denny Street



A map showing the location and condition of the sidewalks is shown on the following map.

Figure 1.8. Sidewalk Conditions Map of Fairfax, Missouri



## Grant City

Grant City is the county seat of Worth County. The city's sidewalks were reassessed during the spring of 2018 with the results shown in the following table.

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Table 1.3. Grant City Sidewalk Conditions 2018

Condition:	Linear Feet:	% of Total
Good	2,340	14%
Fair	4,460	26%
Poor	10,150	60%
Totals:	16,950	100%

Pictures of sidewalks typical of each of the condition types found in Grant City are shown in the following photographs.

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Figure 1.9. Good Condition: East Avenue near Sixth Street



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Figure 1.10. Fair Condition: Fourth Street near Kelso Street



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Figure 1.11. Poor Condition: East First Street



The location and condition of sidewalks in Grant City are shown in the following map.



## Hopkins

An onsite reassessment of sidewalks in Hopkins in northern Nodaway County was conducted by NWMORCOG staff in 2018. Less than a tenth of the city's sidewalks were found to be in good condition. A summary of the findings appears in the following table.

Table 1.4. Hopkins Sidewalk Conditions 2018

Condition:	Linear Feet:	% of Total
Good	1,955	8%
Fair	7,555	30%
Poor	15,822	62%
Totals:	25,332	100%

Examples of each of the condition types found during the assessment of Hopkins' sidewalks are shown in the following pictures.

Figure 1.13. Good Condition: North Third Street near Phelps Street



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Figure 1.14. Fair Condition: Barnard Street near Third Street



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Figure 1.15. Poor Condition: Fourth Street near Roseberry Street





## Oregon

The sidewalks of Oregon were reassessed by the Northwest Missouri Regional Council of Government staff in 2018. The results of this assessment are summarized in the following table.

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Table 1.5. Oregon Sidewalk Conditions 2018

Condition:	Linear Feet:	% of Total
Good	6,339	41%
Fair	5,463	35%
Poor	3,630	24%
Totals:	15,432	100%

Over 40% of Oregon's sidewalks earned a rating of good during the inspection. The following photographs show typical examples for each of the condition types.

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Figure 1.17. Good Condition: Nodaway Street near Harrison Street



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Figure 1.18. Fair Condition: Missouri Street near Monroe Street

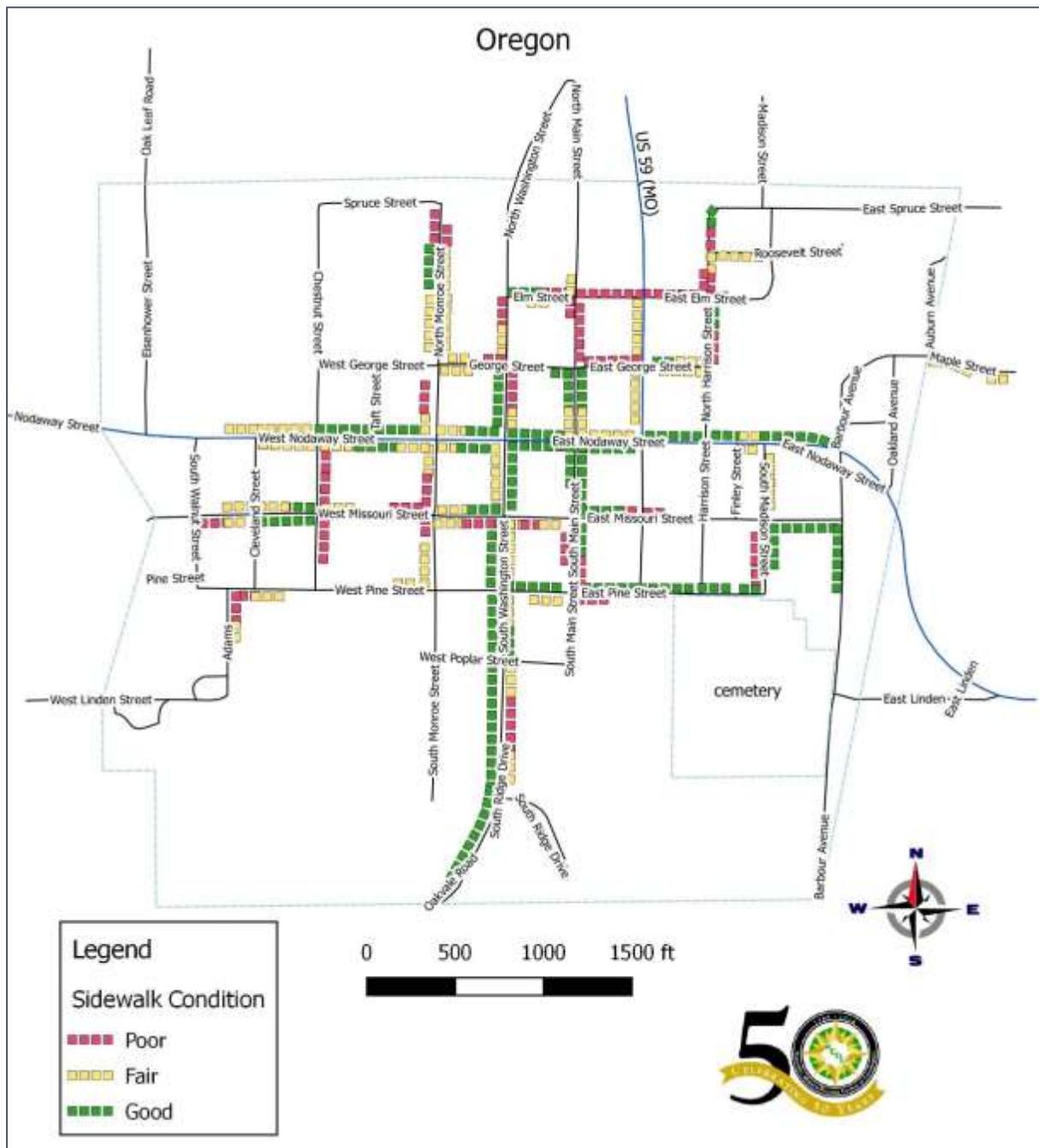


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Figure 1.19. Poor Condition: Elm Street near Jefferson Street



Figure 1.20. The Location and Condition of Sidewalks in Oregon, Missouri



## Conclusion

In 2018 the Northwest Missouri Regional Council of Governments conducted sidewalk assessments for communities with populations between 500 and 1,000 residents within the five-county area. Over 17 miles of sidewalk in the five communities was assessed. About 23% of the sidewalks were rated as good. Fair ratings accounted for 28% and 49% of the sidewalks were rated as poor.