



Ozarks Transportation Organization

Bicycle-Pedestrian Advisory Committee

Agenda

March 8, 2022

1:00 pm

This will be a hybrid meeting, with Zoom and In-Person Options

2208 W Chesterfield Blvd., Suite 101

Springfield, MO 65807

For information about how to get connected to this meeting, please contact the Andy Thomason at athomason@ozarkstransportation.org or 865-3047 x107.

1) Welcome

2) Meeting Notes from 11/9/21 BPAC Meeting The committee will review and consider approval of the meeting notes from the 11/9/2021 BPAC meeting.

3) Grant Letters of Support The committee will consider supporting RAISE and INFA grant applications

Guest Presentation

4) US Bike Route 51/251 The committee will hear from David Hutchinson on efforts to designate US Bike Route 51 in southwest Missouri.

Informational Items

5) CY 2021 Implementation Report The committee will discuss the development of the CY 2021 Bicycle and Pedestrian Implementation Report and review information collected to date.

6) I-44 Trail Alignment The committee will review alternative alignments for the I-44 trail developed during the February Ozark Greenways Technical Committee meeting.

7) Model Trail Ordinance Staff will share a model trail easement ordinance developed for OTO communities.

8) Online Mapping Resources Staff will share OTO-developed online mapping resources related to the region's trail system.

Discussion Items

9) FY 2022 TAP Funding The committee will discuss options and possible application timelines for FY 2022 *Transportation Alternative Program* funding.

10) STIP Prioritization Factors The committee will begin a discussion of STIP prioritization factors for bicycle and pedestrian related projects.

Other Items

11) Other The committee will have the opportunity to discuss other bicycle or pedestrian topics.

12) Adjourn

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 24 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 – Nationwide relay service; 1-800-735-2966 – Missouri TTY service; 1-800-735-0135 – Missouri voice carry-over service.

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Ozarks Transportation Organization

Bicycle-Pedestrian Advisory Committee

Meeting Notes

November 9, 2021

1:00 pm

This meeting took place in person and via electronic means.

Attendees: Matt Crouse, Joe Hamp, David Hutchison, Mary Kromrey, Frank Miller, John Montgomery, Jeremy Parsons, Chris Tabor, Andy Thomason, Sara Fields, Natasha Longpine, Nicole Stokes

- I. **Welcome and Introductions** - Mr. Thomason introduced everyone in attendance.
- II. **Meeting Notes from 9/14/21 BPAC Meeting** - Mr. Hutchison, seconded by Mr. Parsons, made a motion to approve the September meeting notes with the correction of spelling of Mr. Hutchison's name. The motion passed.
- III. **On the Path to Connected Pedestrian and Bicycle Networks** - Mr. Thomason reviewed the report associated with the *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*. Due to the absence of a quorum, a vote was taken of members present. Mr. Montgomery, seconded by Mr. Tabor, made a motion to recommend acceptance of the *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure* to the Technical Planning Committee.
- IV. **Regional Trail Dashboard** - Mr. Thomason shared the proposed Regional Trial Dashboard for review. After reviewing the Dashboard with the Committee, Mr. Thomason stated he would work closely with Ms. Kromrey and Mr. Montgomery on making some suggested changes and reviewing all content for accuracy. Once this has been completed, the Dashboard will be shared with the public.
- V. **I-44 Trail** - Mr. Thomason stated OTO is working with MoDOT on an IFRA GRANT and provided an overview of the alignments.
- VI. **TAP Project Update** - Mr. Thomason provided an update on the TAP and Trails projects construction status. Mr. Tabor shared they are working on the Shuyler Creek right of way plan with MoDOT and once it is completed, it will be turned over to the county.
- VII. **2022 Meeting Schedule** – Mr. Thomason shared two meeting schedule options. The Committee chose to go with the quarterly meeting schedule.
- VIII. **Other** – Mr. Hemp stated the only change to the TAP was regarding Fassnight near the Art Museum.
- IX. **Adjourn** – The meeting was adjourned at 2:09 p.m.

Bicycle and Pedestrian Implementation Report

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SUMMARY

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GUIDING DOCUMENTS

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NEEDS IDENTIFICATION

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ENGINEERING

We

EVALUATION

W5

EDUCATION AND ENCOURAGEMENT

DRAFT

GUIDING DOCUMENTS

New bicycle and pedestrian plans and priorities were adopted by the OTO Board of Directors in 2021.

DESTINATION 2045

The OTO adopted a new long range transportation plan, entitled *Destination 2045*, in 2021. This plan will guide transportation investments over the next 5 years and help the region address five key transportation goals. These goals are shown below.

- Goal 1 - A Safe Transportation System for All Users on All Modes
- Goal 2 - Preserve Existing Transportation Assets and Promote Fiscal Responsibility
- Goal 3 - Connected, Integrated, Multi-Modal System
- Goal 4 - Build a Transportation System that Supports a Resilient Region that is Prepared for the Future
- Goal 5 - Build Quality Projects that Implement Best Design and Engineering Practices

Destination 2045 includes strong supports for multi-modal investments and projects that help improve bicycle and pedestrian safety.

TOWARDS A REGIONAL TRAIL SYSTEM

The OTO adopted a new trail plan, entitled *Towards A Regional Trail System*, in 2021. This plan explores the continued expansion of the region's trail system and sets a goal for 45 miles of new trails by 2045. The **45 by 45** goal will help ensure the region successfully creates a network of trail that truly connects our communities.

REGIONAL BICYCLE AND PEDESTRIAN TRAIL INVESTMENT STUDY

In the fall of 2016, the OTO Transportation Alternatives Selection Committee noted the continued decreases in dedicated bicycle/pedestrian funding and asked OTO to study the investment required to construct a regional trail system. Area trails connecting OTO communities were segmented and evaluated for cost and environmental concerns. The study refined 88 miles of trail corridors and identified a buildout cost of \$125 million.

STATEMENT OF PRIORITIES

ON THE PATH TO CONNECTED BICYCLE AND PEDESTRIAN NETWORKS

Text

NEEDS IDENTIFICATION

MoDOT MULTIMODAL UNFUNDED NEEDS LIST

Text

DRAFT

ENGINEERING

TRAILS AND BIKEWAYS

While many pieces of the Ozark Greenways Trail system are in the planning stages, several have been designed and constructed as part of the effort to make a continuous trail system.

CONSTRUCTION FUNDING AWARDED

- Chadwick Phase 3
- Chadwick Phase 2
- Rt ZZ

FUNDED ENGINEERING STUDIES

- Chadwick Crossing Study

CONSTRUCTED

STREETSCAPES

- Cherry and Pickwick- Intersection Bulb-outs, raise crosswalks, additional parking, and new sidewalks

SIDEWALKS AND PEDESTRIAN IMPROVEMENTS

Sidewalk improvements are a continual activity in the OTO area.

CONSTRUCTION

- 2,500 LF on Nicholas Rd in Nixa
- 5,400 LF on Hwy 14 in Nixa
- 1,080 LF on McCabe St in Strafford
- 1,000 LF on Pine St in Strafford
-

EQUITY IMPROVEMENTS

- 30 curb ramp improvements along Gallup Hill St and in the Rolling Hills neighborhood in Nixa.

EVALUATION

SGF YIELDS

In its efforts to initiate a cultural change in Springfield, leaders at SGF Yields have extensively reviewed safety data. The analysis has focused on identifying locations for possible improvements and for increased enforcement. Efforts are also being made to understand the underlying causes of the rise in pedestrian injuries and fatalities.

Crosswalk compliance chart and text

WALK-N-TALKS - LET'S GO SMART: TRANSPORTATION COLLABORATIVE

text

EDUCATION AND ENCOURAGEMENT

SAFETY GUIDES

OTO has continued to make available Safety Guides printed with materials from the League of American Bicyclists on bicycle safety. These have been shared with member jurisdictions and Ozark Greenways for distribution around the region. These were also included for distribution to Bike Work Week participants.

OZARK BIKE PATROL

During events in Ozark, such as the Christmas Parade, Tiger Streak 5k, and the Sertoma Duck Race Event, the Ozark Police Department Bike Patrol distributed educational information. At the Ozark Expo, the Police Department also distributed bicycle safety education materials from their booth.

EMERGENCY RESPONDERS AWARENESS DAY

The City of Ozark offered a bike safety rodeo and distributed educational information and bike helmets.

LET'S GO SMART: TRANSPORTATION COLLABORATIVE

The Ozark Greenways Let's Go Smart Committee and the Community Partnership of the Ozark's Transportation Collaborative combined into the Let's Go Smart: Transportation Collaborative in 2019. This combined group continues to support the two groups' key priorities: non-motorized transportation and expanding transportation options for the region's under-resourced.

LET'S GO SMART WEBSITE

Let's Go Smart is a campaign to educate the region about making smart choices when using transportation. This not only includes bicycling, walking, and carpooling, but also trip chaining, bicycle safety, and more. This past year, the Let's Go Smart website was redesigned and launched as a standalone site hosted by the Ozarks Transportation Organization. The redesigned site includes a place for events and an interactive map of the region's bike and bus routes and trails.

SAFE KIDS SPRINGFIELD

Safe Kids Springfield is a member of Safe Kids USA, and works to bring together health and safety experts, educators, corporations, foundations, governments, and volunteers to educate and protect families. One focus area for Safe Kids is bike and pedestrian safety. Safe Kids provides safety education materials, helps with distribution of bicycle helmets, and offers bike rodeos at various events. Since 2002, Safe Kids Springfield has been involved with Walk this Way each October.

SGF YIELDS

The SGF Yields campaign aims to initiate a cultural change in Springfield toward being more pedestrian friendly. To encourage this shift, the campaign utilizes two key strategies – education and awareness. Staff works with local schools and talks with students in their classrooms about how to be a “Safety Superhero.” The city also has created ‘Mr. Walker’ statues and placed them around the city near crosswalks and heavily used pedestrian areas to remind drivers to pay attention for pedestrians. Finally, City staff monitors drivers' yield compliance at crosswalks across the city. Statistics are shared with the community each quarter.



SGF Yields was awarded funding to conduct *Crosswalk Yield Checks* in cooperation with the Springfield Police Department. These checks will be treated as opportunities for “edu-enforcement”, including driver education as the issuance of a warning from the Springfield Police Department. After this period of “edu-enforcement”, drivers may be issued citations.

EVENTS

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BIKE TO WORK WEEK

Ozark Greenways sponsored Bike to Work week in May. Over 290 people logged at least one bike trip, representing 26 communities in Southwest Missouri, Northern Arkansas.

SCULPTURE WALK SPRINGFIELD

Sculpture Walk Springfield bills itself as a museum without walls, placing quality sculptures around downtown and providing maps for self-guided walking tours. The 2020 collection included 22 sculptures.

RUNS, WALKS, AND RIDES:

- Bass Pro Fitness Series
- Republic 100-mile Walking Club
- Republic Tiger Triathlon
- Republic Youth Tiger Triathlon
- Republic Got Mud? Run
- Republic Reindeer Run 5K
- Pancake Ride benefiting MS
- Springfield Turkey Trot
- Willard Turkey Trot
- Jack Frost 5K
- Ozarks 100
- Cycle for Life
- Iron Horse Gravel Grind
- 2nd Annual Springfield Tour de Brew
- Frisco Railroad Run
- Red Ribbon Ride
- Jingle Bell Jog
- Springfield Santa Run
- The Wizard Run
- Raptor Run, 5K and Fun Run
- NAMI Neon Night Run 5K
- OneSolePurpose 5K/10K Run
- Camp Barnabas Campfire 5K
- Strafford Turkey Trot
- Sertoma Duck Waddle 5K
- Finley River 5 and Tri
- Run Across Springfield
- Oktoberfest 5K & Beer Run
- Girls Just Wanna Run 2021
- DoNot Stop Half Marathon
- Dublin's Pass Shamrox 5K/10K
- Shamrock Virtual Fun Run
- Girls on the Run 5K
- Conservation Marathon
- Hot N Hilly 5K

- Bass Pro Shops Zombie Run
- Paint the Run
- Donut It Make You Want to Run 5K
- Karhu Frozen Custard Fun Run
- 30th Annual CoxHealth Virtual Medical Mile 5K Run/Walk
- The Fast & The Furriest 5K
- Run and Remember 5K
- Habitat Home Run 5K/10K/1 mile
- The Colorectal Rundie Virtual Run/Walk
- Bike MS: Ozarks Ride 2021
- Rockin' Roll Bike & Music Festival
- SBC's Railcar Root Beer Juniors Ride
- Numerous other walks/runs/rides not listed

AWARDS

- Ozark Greenways Awarded Bicycle Friendly Business Silver Designation



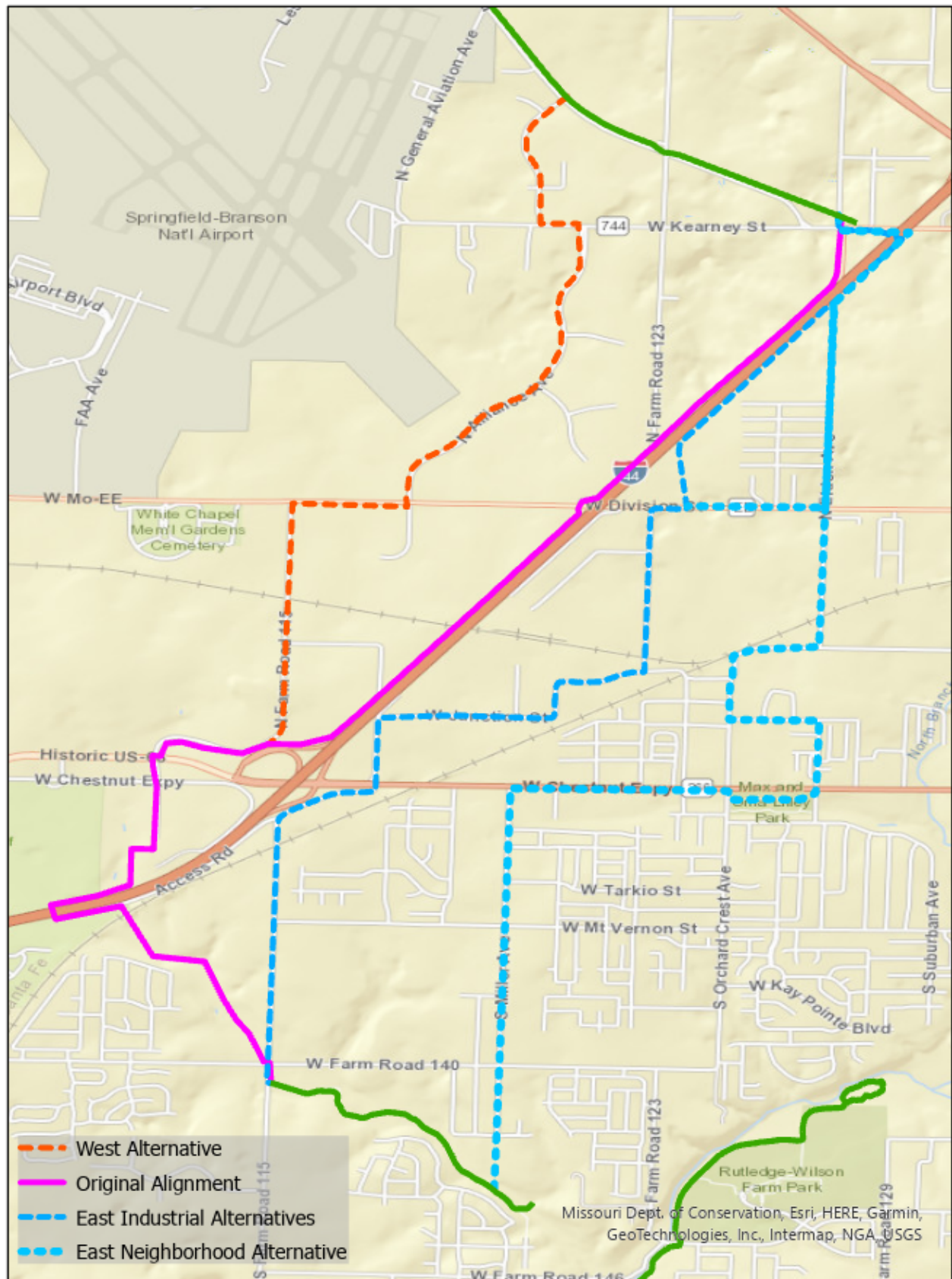
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

This report was prepared in cooperation with
the USDOT, including FHWA and FTA, as well as
the Missouri Department of Transportation.

Ozarks Transportation Organization

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I-44 Alternatives Discussed at 2/8/2022 Ozark Greenways Tech Committee



Linear park trails and connections to linear park trails.

- (1) *Purpose.* The purpose of these requirements is to provide for the continuation of planned linear park trails and connectors necessary to access the linear park trails. Linear park trails provide options for recreation and non-motorized travel between where citizens live, shop, work, learn and recreate.
- (2) *Definitions.*
 - (a) *Linear Park Trail:* A multi-use path which accommodates a variety of non-motorized transportation options such as walking, cycling, skating, jogging, etc. Linear park trails are an element of the greenway system and can be utilized for recreational purposes and as part of the off-street transportation network.
 - (b) *Linear Park Connector:* An element of the off-street pedestrian system similar to a sidewalk which may or may not be located within a public or private street right-of-way. Linear park connector(s) provide pedestrian access between adjacent streets, residential developments, shopping or employment centers, parks, schools or other public facilities.
- (3) *Linear park trail easement dedication.* An easement through property to be subdivided shall be dedicated for the construction of a linear park trail where:
 - (a) A trail is to be constructed in a linear park as identified by the **Comprehensive Plan**; and
 - (b) A trail easement has not been previously dedicated.

The easement shall have a minimum width of 30 feet. New easements for linear park trails shall generally follow the alignment identified in the **Comprehensive Plan** and/or be located within the property to be subdivided in such a manner that they align with previously established easements on adjacent properties. Easements for linear park trails shall be required by either:

 - (c) The planning and zoning commission during review of a preliminary plat, or
 - (d) The director of planning and development during review of an administrative re-plat subdivision.
- (4) *Neighborhood linear park connectors.* Where there is a linear park trail on the property to be subdivided or the immediately adjacent property, an easement for a linear park connector shall be provided and a linear park connector constructed on the property to be subdivided.
 - (a) A neighborhood linear park connector shall be required during:
 1. The planning and zoning commission review of a platted subdivision; or
 2. The director of planning and development review of a lot division administrative subdivision.
 - (b) The easement to be dedicated shall extend between a public street within, or adjacent to, the property to be subdivided and to either:
 1. An easement for a linear park trail, if the linear park trail easement is located either on the subdivider's property or abuts the proposed subdivision and is on adjoining property; or
 2. The boundary of the property being subdivided, if the linear park trail easement is located on adjacent property and the linear park trail easement does not abut the property being subdivided.

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- (c) If the neighborhood linear park connector is between a designated trailhead and a linear park trail, the easement for the connector shall be a minimum of 15 feet wide; otherwise the easement for a neighborhood linear park connector shall be of sufficient width to:
1. Construct the neighborhood linear park connector;
 2. Provide any grading necessary for the connector; and
 3. Provide any stormwater drainage resulting from the connector.
- (d) An easement for a neighborhood linear park connector must permit free and unimpeded pedestrian access to both residents and nonresidents of the subdivision. Private linear park trail connectors, provided in addition to a neighborhood linear park connector, need not provide this pedestrian access.
- (e) Neighborhood linear park connectors are encouraged to be located on other types of easements provided the easements permit these connectors.
- (f) An easement for a neighborhood linear park connector is not required if a public street within the subdivision abuts an existing or proposed easement for a linear park trail located on abutting property.
- (g) The subdivider is encouraged to provide additional neighborhood linear park connectors.
- (5) *Standards for neighborhood linear park connectors.*
- (a) A neighborhood linear park connector shall be constructed by the subdivider within the neighborhood linear park connector easement. The neighborhood linear park connector must be constructed from a sidewalk within street right-of-way located on the property to be subdivided to either:
1. The linear park trail, if the trail exists, and the easement for the linear park trail is located on the proposed subdivision or is located on adjacent property and the linear park easement abuts the property being subdivided; or
 2. To the easement for the linear park trail, if the trail does not yet exist but is identified in the **Comprehensive Plan**; or
 3. To the subdivision boundary if the easement for the linear park trail is located on adjacent property and the linear park trail easement does not abut the property being subdivided.
- If no sidewalk exists, the connector shall be constructed from the street pavement.
- (b) A neighborhood linear park connector shall be a minimum of six feet wide and shall be constructed to the standards for the design of sidewalks as set forth within the **Design Standards for Public Improvements** if the connector is between a designated trailhead and a linear park trail. If the connector is not between a designated trailhead and a linear park trail, a neighborhood linear park connector may be constructed with a smooth gravel surface which is as nearly level as possible.
- (6) *[Related improvements.]* A neighborhood improvement district may be established to assist in paying for improvements related to neighborhood linear park connectors.
- (7) *[Alternative recommendations.]* Ozark Greenways, Incorporated, or a similar organization designated by the city council which designation shall be on file with the director of planning and development, shall make a recommendation to the planning and zoning commission or the director of planning and development regarding alternatives to requiring a neighborhood linear park connector in conformance with this section where a connector is not feasible due to physical or natural barriers or where it creates an unsafe public use.