



OZARKS TRANSPORTATION ORGANIZATION

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

May 3, 2017
10:00 a.m.
2208 W. Chesterfield Boulevard, Suite 101, Springfield, MO

MEMBERS PRESENT

Randy Brown	Tom Johnson
Megan Clark	Joel Keller
King Coltrin	Frank Miller
Dawne Gardner	Jeremy Parsons
Rachael Garrett	Terry Whaley

GUESTS PRESENT

Mary Kromery
Kevin Neill
Brittain Storck
Paul Wojciechowski

STAFF PRESENT

Sara Fields
Natasha Longpine
Andy Thomason

WELCOME AND INTRODUCTIONS

The meeting was called to order at 10:07 am.

1. MINUTES FROM APRIL 5, 2017 MEETING

Randy Brown made the motion to approve the minutes from the April 5, 2017 meeting and David Hutchison seconded. The motion passed unanimously.

2. PREFERRED ALIGNMENTS SUMMARY AND DISCUSSION

Mr. Wojchiechowski presented the study vision and goals before discussing the map book deliverable which has been provided to OTO. The maps themselves were getting very cluttered with the ownership names so a separate key listing has been included which references who owns which parcel.

Vision – Create a prioritized plan connecting communities with a regional trails network.



Goals –

- Interconnected Network
- Prioritize Investments
- Define Opportunities, Constraints, and Costs
- Prepare Environmental Documentation
- Transportation Choices
- New Healthy, Efficient, and Attractive Connections
- Collaborative Planning
- Support Economic Development

The environmental information is in the process of being added to the maps. The grades, especially, need to be added. It is important that this is accurate for grant submittals and for ADA accessibility.

The Map Book shows the original alignment and alternates. Property information has been included for those within 500 feet of an original alignment, but some original alignments are further away from the alternates, so that will be needed as well. Easements and archaeological information is now known and the map will need to be tweaked for those. Only 31 of 90 map pages will have information on archaeological sites. Areas to stay away from will be flagged.

Mr. Neill and Ms. Storck discussed the alignment development. Available for each alignment, depending on the characteristics, are an original alignment, two alternate alignments, and possibly an interim alignment. Interim means it is the best short-term, on-street route until a more established permanent connection can be constructed; this is not meant to be a solution. They are also working to avoid “dog-legs” on the trails, as in 90-degree turns. Sometimes the original alignment is the preferred alignment and sometimes not, but will be maintained on the maps for illustrative purposes. There are some dead ends on the trails, found with field work. For example, the west end of the James River Trail doesn’t connect anywhere and perhaps should show a way to get to ZZ. This could also be a chance to connect into the trail and sidewalk Plan that Clever has completed.

Alignment Evaluation Criteria includes –

- Network Connections
- User Experience
- Enhances Biking and Walking
- Logical Segments
- Cultural/Natural Resources
- Environmental Conditions
- Cost
- Route Directness
- Ownership/Right-of-Way

Then, each Criterion has a set of measures by which to provide a score, creating an alignment assessment tool. This is to evaluate alternatives against each other. Part of the consideration is to have the trails be part of a journey, not just a fast way to connect two places. This all had some



discussion. Mr. Miller had a question about logical segments and how a last segment might be treated. He also asked about consistency in scoring as there will need to be some judgement calls and it is important to make sure those are made the same way each time. Mr. Wojchiechowski explained that the system does allow for flexibility and that the scoring should avoid splitting hairs and perhaps a minor tweak to an alignment could help it score better. Ms. Storck mentioned that the length of an alignment could also make a difference.

3. PUBLIC ENGAGEMENT

Summary of Online Engagement

Mr. Wojchiechowski discussed community engagement to this point. The online engagement is so far a small sample. In the meetings, there appeared to be a focus on connections between Republic and Springfield, as well as Ozark and Springfield. Some effort needs to go into ensuring an even distribution of comments. It was also mentioned that tracking who has viewed engagement opportunities, such as reviewing Facebook post exposures, would be good.

The website feedback will be up through May and probably through the June BPAC meeting.

Summary of April Open Houses

The voting results from the public meetings were shared with the Committee. These are combined from the two meetings. This will be used in development of alignments, rating of alignments, and prioritization of corridors.

From a goal perspective, here are the top goals from people attending the open houses:

1. Create interconnected network of trails and greenways to connect people and places across the region.
2. Support Economic Development
3. Support Healthy, Active Efficient, and Attractive Connections Throughout the Region
4. Strengthen Collaborative Planning Among Local Governmental Agencies
5. Support Diverse and Sustainable Travel Choices
6. Prioritize Trail investments
7. Define Constraints and Cost
8. Prepare Environmental Documentation

For Alignment Evaluation, here are the top priorities:

1. Network Connections
2. User Experience
3. Enhances Biking and Walking
4. Logical Segments
5. Support Cultural and Natural Resources
6. Consider Environmental Conditions
7. Cost
8. Route Directness
9. Property Ownership

Connections to Trail Preferences:

1. Bike Lanes and Buffered Lanes



2. Trail heads
3. Sidewalks
4. Pedestrian Friendly Intersections
5. Wayfinding
6. Lighting
7. Protected Bike Lanes

Trail Type Preferences:

1. Riparian
2. Rural
3. Suburban
4. Urban
5. Rail

4. NEXT STEPS

Next steps include meetings within the consultants and finalizing alternative development and evaluation. This information will be shared with OTO and the BPAC for feedback. Cost Estimating will begin and information will start being posted online. The next public meetings will be June 21 and 22 and at these, lines will be on the maps.

The next BPAC meeting is June 7.

5. ADJOURN

Before adjourning the meeting, Ms. Longpine discussed revisions to the Priority Projects of Regional Significance Map and the proposed addition of the Ozark Trace Trail. This is the trail which partially follows the abandoned Chadwick Flyer rail line. It was suggested that the Finley River Trail from Ozark also be shown connecting to the Ozark Trace Trail. Mr. Hutchison added that the N. Jordan Creek Projects could be impacting the east end of that priority trail, with Blaine starting work and Division under design. It was also noted that the Kansas Extension gets a connection closer to Nixa.

It became clear this would need further discussion and it was suggested that revising the priority trail corridors should wait until the conclusion of the trail study.

Additional discussion was had on how to get people to the June meetings. One suggestion was to send mailers to the home owners associations.

It was also mentioned that the online map is frustrating. The Map Feedback tools needs the buttons moved up and more instructions.

The meeting was adjourned at 11:46 am, with a motion by David Hutchison and a second by Terry Whaley.