



OZARKS TRANSPORTATION ORGANIZATION

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

6 July 2010
3:00 p.m.
Room 106, Busch Building
840 Boonville
Springfield, Missouri

ATTENDEES

Randy Brown	Natasha Longpine
Dawne Gardner	Kevin McDonald
Coy Hart	Karen McKinnis
David Hutchison	Scott Parson
Joel Keller	Terry Whaley

1. WELCOME AND INTRODUCTIONS

Welcome

2. APPROVAL OF MINUTES FROM MAY 4, 2010 MEETING

The approval of minutes from the May 4, 2010 was delayed until a future meeting.

3. REVIEW OF PUBLIC INPUT

Staff reviewed input received through the Public Input Meetings, Survey, and Comment Cards received during the Long Range Transportation Plan process. Public input did highlight a need for bicycle and pedestrian enhancements in every community. Specific comments included the need for a trail in Strafford, sidewalks in Ozark, the need for safe routes for alternative forms of travel, trails that connect schools and parks, a signal at Hunt and 160 in Willard for trail users, and bike access to Republic's Library and Schools.

4. PLAN GOALS AND OBJECTIVES

In light of this public comment, the Goals and Objectives were reviewed for any additional changes. Those modified Goals and Objectives are attached to these minutes. Many of the changes involved wording of the Goals and Objectives as well as reflecting what is in OTO's power to enact. The Committee felt that the public comment was well reflected in the Goals and Objectives.

5. OTHER BUSINESS

None

6. ADJOURN

Chapter 8 – Bicycle/Pedestrian

Underlining and Red Text indicates areas that were refined during discussion.

Vision

Improve the safety, access, connectivity, convenience, and prevalence of bicycling and walking as a transportation choice supporting livability within the Ozarks Transportation Organization (OTO) region.

Goal 1

Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO.

Objectives

- Identify the safe and efficient bicycle/pedestrian routes that connect existing and planned bicycle routes, major destinations, attractions, and neighborhoods in the OTO planning area, minimizing vehicular trips, especially within a 1-mile radius of residential areas.
- Identify facilities which can facilitate community connections.
- Provide a bicycle/pedestrian system that maximizes the use of all bicycle and pedestrian facilities.
- Promote the preservation of open space, such as floodways, utility corridors, rail corridors, neighborhood common space, etc., for future development or multipurpose trails, and multi-modal commuter routes
- Encourage land use development patterns that promote and accommodate bicycle and pedestrian use.
- Encourage compliance with ADA standards, such as pavement markings, surface grade, ramps, etc., for all bicycle and pedestrian facilities.
- Provide a bicycle and pedestrian system that promotes bicycling as a mode of transportation for employment, school, shopping, social, recreation, and other trip purposes.

- Encourage the OTO member jurisdictions to implement their internal bicycle/pedestrian component of their comprehensive or long range plan, which complements the regional OTO bike/ped plan and is consistent with OTO's design standards.

Goal 2

Integrate the bicycle and pedestrian network with the existing transportation system.

Objectives

- Encourage and promote a policy of a complete street system that accommodates all users including trucks, automobiles, buses, bicycles, and pedestrians within the street network.
- Establish safe, direct routes that connect to desired destinations.
- Encourage review of all bicycle and pedestrian facilities for consistency with the regional bicycle/pedestrian system plan.
- Unify design standards for bicycle and pedestrian facilities among OTO member jurisdictions.
- Use road and trail infrastructure to create a functional bicycle/pedestrian system that is continuous and coordinated among OTO member jurisdictions.
- Connect existing and planned linear park trails using on-street bicycle and pedestrian facilities to foster a multi-modal transportation network.
- Improve the connectivity of the bicycle and pedestrian network to transit stops and transfer stations.
- Continue to allow, encourage and promote the use of bicycles in conjunction with transit vehicles.
- Provide bicycle and pedestrian facilities at frequent intervals across barriers, especially on all bridges, where space allows.
- Provide sufficient and safe bicycle parking to complement the bicycle network.
- Provide suitable crosswalks for pedestrians at all intersections.
- Promote safety measures such as medians and refuge areas near major intersections, particularly where there are wide streets.
- Integrate bicycle and pedestrian travel into all roadway planning, design, and construction.
- Maintain a Bicycle/Pedestrian Advisory Committee, consisting of OTO representatives and residents of the OTO member jurisdictions as appointed by their respective City Councils or Board of Aldermen, which will advise OTO on all matters related to bicycle and pedestrian issues.

Goal 3

Enhance and promote bicycling and pedestrian safety.

Objectives

- Encourage development of safe direct routes that connect to area schools.
- Support the coordination of education programs for bicyclists, pedestrians, and motorists.
- Encourage enforcement of laws and ordinances related to safe bicycle operation and pedestrian safety.
- Support safe routes to school programs in the OTO member jurisdictions.
- Explore partnerships with other organizations to promote safe bicycling and walking in the OTO region.
- Encourage training of law enforcement officers regarding pedestrian safety and law.
- Be aware of technologies that may impact future trail users.

Goal 4

Identify and target sources to fund pedestrian and bicycle facilities and programs.

Objectives

- Identify and pursue funds for improvements to the bicycle and pedestrian system.
- Provide for the effective administration of a bicycles and pedestrian system and policy including the creation and support of a bicycle/pedestrian coordinator(s) in partnership with and within the OTO region.
- Use this plan as a tool to access possible public and private funding sources.
- Seek and encourage funding for education, encouragement, and promotion activities.
- Encourage local communities to designate continuing funding to be spent on the construction and maintenance of bicycle and pedestrian facilities.

Goal 5

Promote bicycling and walking as a means of transportation integral to daily activities.

Objectives

- Encourage provision of shower and changing facilities and end-of-trip services at work or at trail facilities for cyclists.
- Develop model ordinances to require provision of bicycle parking where auto parking is required. This should be considered for all new development, and for existing developments, jurisdictions should consider requiring compliance by a set date.
- Promote bicycling and walking as transportation to and from school at all levels.
- Encourage local jurisdictions to offer incentives that promote bicycling and walking to employers that offer employee incentives.
- Increase awareness of the availability of bicycle and pedestrian facilities.
- Involve the media in the promotion of bicycling and walking as a transportation alternative.
- Promote the economic, health, and environmental benefits of bicycling and walking.

Combined Goal 3 and Goal 6:

- Encourage bicycling for tourism, focusing on historical and natural attractions and destinations within the OTO region.
- Inventory possible attractions within cycling distance that may be of interest to local and visiting cyclists.
- Market and promote the region as a bicycle vacation destination.
- Partner with local agencies/attractions to creatively attract cyclists to the region.
- Capitalize on the Trans-America Trail cycle route.
- Capitalize on Historic Route 66 as cycling attraction.
- Design and sign themed local bike routes which access or connect attractions, i.e., historic schools and sites, Wilson's Creek National Battlefield, State Parks, and local landscape.