



OZARKS TRANSPORTATION ORGANIZATION

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

17 August 2010
3:00 p.m.
2 West
Busch Building
840 Boonville
Springfield, Missouri

MEMBERS PRESENT

Josh Bird	David Hutchison
Randy Brown	Joel Keller
Carol Cruise	Dan Watts
Dawne Gardner	Terry Whaley
Rick Hess	

STAFF PRESENT

Natasha Longpine

1. WELCOME AND INTRODUCTIONS

Welcome

2. APPROVAL OF MINUTES FROM MAY 4, 2010 MEETING

The minutes from the May 5, 2010 Meeting were approved after a motion from Terry Whaley and a second from Carol Cruise.

3. CURRENT NEEDS PER EACH COMMUNITY

4. FUNDING AVAILABILITY PER EACH COMMUNITY

The Committee was asked to discuss what needs their communities had, both in terms of infrastructure and planning. This was also tied to what funding might be available to address those needs.

The City of Willard stated that they need more sidewalks. Enhancement and Safe Routes to School funding. They would also like a connection to the major routes. The City does have an overall sidewalk plan. In Willard, the growth pattern follows sewer availability. Regulations require sidewalks on one side of the street. Sidewalks are required to be 4 feet wide in residential areas in the interior and 8 feet wide in commercial. Willard has no future greenways plan.



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Terry Whaley suggested that the jurisdictions review the Greene County Neighborhood Access Regulations. This requires either building a connection to the trails, or at least the provision of an easement.

Greene County has fund for exterior sidewalks that developers pay into. These funds must be used in the same area as the development that provided them. The County has a focus on sidewalks that surround schools. The County is starting a program to dedicate \$100,000 per year to sidewalks mostly around schools. An unconventional example of school connections is the Trail of Tears to Harrison. The street right-of-way was unavailable here, so the trail was a better solution. This money would go on school land in Greene County, but not in the incorporated areas.

There was additional discussion on Safe Routes to School and whether it would be better to have one person in place to cover multiple school districts.

In Christian County, there are not a lot of sidewalks, but more people want to bike and walk. The new regulations have just taken effect and should help the County implement a sidewalk or trail plan once they have one. With the multiple county road districts, there is uncertainty as to how sidewalks would be handled.

Springfield has neighborhood access requirements for trails, and could easily identify 12 that are needed in existing neighborhoods. Springfield requires 5 foot sidewalks on major streets and 4 foot on residential streets. New businesses are not required to update sidewalks, unless there is driveway work.

Battlefield mirrors Springfield. New subdivisions are required to put a 4 foot sidewalk on one side of the street and along any major connector, though all connect to FF which does not have a sidewalk. The engineering is being finished on sidewalk that will tie the municipal complex to Weaver and this will tie into Springfield. The older portion of Battlefield is older with drainage ditches and will see a more long-term build-out. The City will be looking at using STP funding to do engineering along M.

As far as funding goes, Battlefield uses STP on sidewalks. Their park tax money goes into parks maintenance and upkeep. The Price Cutter will open in 2011 and should contribute to the 1 cent general sales tax in place. One-half of the one-cent goes to transportation maintenance.

Springfield has a 1/8 cent sales tax for transportation. Most recently, \$1 million is for trail and transit connectivity. Of the 1/4 cent sales tax, 100 percent was most recently used for transportation, and of that, \$400,000 was for bike facilities.

City Utilities uses New Freedom money for sidewalks around transit.

Willard has no dedicated funding.

Regarding school site access, it was asked if schools could be convinced to include site access with the bonds that build the schools.

Greene County Parks funding is distributed geographically, and does not typically go to one grand project.



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Christian County does not have any extra transportation funding.

Greene County has its sidewalk escrow fund and generally doesn't use STP-Urban funding on sidewalks.

5. OTO BIKE/PED DESIGN GUIDELINES

The Committee was asked to review the design guidelines and make suggestions.

6. OTHER BUSINESS

The Frisco Highline Mini-Storage just opened in Willard and provides secure bike storage and has started a bike loan program.

7. ADJOURN

The motion to adjourn was made by Carol Cruise and seconded by Terry Whaley. The meeting was adjourned at 4:25.