



OZARKS TRANSPORTATION ORGANIZATION

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

1 May 2012
3:00 p.m.
Ozarks Transportation Organization
Holland Building – Suite 212
205 Park Central East, Springfield, Missouri

MEMBERS PRESENT

David Brock	Joel Keller
King Coltrin	Frank Miller
Carol Cruise	Andrew Seiler
Rick Hess	Tom Vicat
David Hutchison	Terry Whaley

STAFF PRESENT

Natasha Longpine
Curtis Owens

WELCOME AND INTRODUCTIONS

The meeting was called to order at 3:09.

1. MINUTES

The minutes from the March 6, 2012 meeting were reviewed for approval. A motion was made by Frank Miller to approve the minutes as presented, and a second was made by Rick Hess. The motion passed.

2. JORDAN VALLEY TRAIL REVIEW

Staff presented a layout of the Jordan Valley Trail with phasing shown. Several changes were requested regarding phasing and details of those phases. One portion identified as Section 4 needed to become part of Section 3. The completed portion along Sherman needs to identify that sharrows will be drawn northbound and bike lanes will be available southbound. Also, in the description, it should be noted that though part of the project is unfunded, some of it does have funding identified.

3. STRAFFORD ROUTE 66 TRAIL

Staff presented an overview of Phase 1 of the Strafford Route 66 Trail, as well as the overall vision for the trail. Phase 1 starts at the Partnership Industrial Center East at Partnership Boulevard and



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ends at the eastern edge of PIC East. Additional information was provided regarding CU's support for lighting the trail along the industrial park. At this point, only conceptual work has been completed with review of the terrain. Discussion among BPAC was that connectivity needs to be reviewed, especially with the bus system and the possibility of a trail head.

As for the remaining portion of the trail from Phase 1 to the Strafford Ball Park, the north side of Route 66 is the better alignment, with a 20+ foot buffer from the road. The required railroad right-of-way presents issues on the southern side. The trail location also needs to ensure there is room for growth of OO.

Once at the industrial park, there is question as to how the trail should connect into Springfield. One thought is to cross south at the Springfield Underground on YY and follow along Cooper Estates.

MoDOT has given a thumbs up for the trail. The next step should be an MOU of all the partners necessary to implement the trail.

A brief discussion was also held regarding the Trail of Tears between Strafford and Springfield. The route has been plotted where the Trail crosses Farm Roads, connecting the dots in between. The Trail has now been mapped from the eastern to western Greene County line. One thought is to incorporate signage for Trail of Tears into the Route 66 Trail.

4. REPUBLIC SHUYLER TRAILS

What was initially referred to as Republic Trail 1 is the Republic Highline Trail. Recommendations on this trail are to revise the proposed path, indicate the placement of 6-foot sidewalks along Grace St., the crosswalk across State Hwy P where the trail picks back up.

The discussion brought up that Republic does not require developers to provide easements or build trails, but the request for trails has been used in exchange for allowing denser developments. The discussion also noted that when US 60 is resurfaced next year, bike lanes have been requested. Republic has a sidewalk plan, but does not have a plan for on-street bicycle facilities.

The portion identified as Republic Trail 2 is considered very long term.

As for North Fork Shuyler Creek Trail, many easements would be needed, though there is a sewer easement that could be utilized. The sewer, as currently proposed, would terminate where these trails converge on FR 186, just east of FR 99. Currently, the Republic Trails follow the waterway drainage paths.

The Ethridge Trail is likely one of the last pieces of trail to be done, however, there was much discussion of how Wilson's Creek National Battlefield and the City of Battlefield could be connected to Republic. It is proposed that Republic Road and ZZ have on-street or side-path improvements. Improvements along FR 182 could help connect to the City of Battlefield. On-street improvements along FR 186 could also substitute for the Ethridge Trail for the time being. The focus should be on connecting Shuyler to Elm/FR 182 to Battlefield.



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The Shuyler Creek Trail is the longest piece shown for Republic. It is proposed that this develop as a riparian corridor, providing preservation with development. It is recommended that easements be secured with development. On-street opportunities are seen as more likely. Additional right-of-way should be acquired with street improvements.

3. PROJECT PRIORITIES

Notes from this meeting include the need to add a bike route on US 60 and to review the Trans America Trail from Strafford to Springfield.

4. OTHER BUSINESS

The next meeting will be September 4.

5. ADJOURN

The meeting was adjourned at 4:30 p.m.