



OZARKS TRANSPORTATION ORGANIZATION

BICYCLE PEDESTRIAN ADVISORY COMMITTEE

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

MEMBERS PRESENT

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| Steve Bodenhamer | Joel Keller |
| Carol Cruise | Frank Miller |
| David Hutchison | Terry Whaley |

STAFF PRESENT

Sara Fields
Natasha Longpine
Curtis Owens

GUESTS PRESENT

Martin Gugel

WELCOME AND INTRODUCTIONS

The meeting was called to order at 3:07.

1. MINUTES

The minutes from the May 1, 2012 meeting were reviewed for approval. A motion was made by Carol Cruise to approve the minutes as presented, and a second was made by Terry Whaley. The motion passed.

2. INPUT ON BIKE/PED ACCOMMODATIONS ALONG CAMPBELL

Martin Gugel, with the City of Springfield, reviewed the James River Freeway and Campbell corridor project. The intent of the project is to improve safety and reduce congestion. Potentially, Campbell could be 6-lanes from Battlefield Road to Nixa. At this point, there are no alternatives to discuss. Those should be available at a public meeting at the end of November. Olsson Associates is conducting the study and is seeking input on how to best accommodate bicycle and pedestrian facilities. A City of Springfield policy is that all public works projects will consider complete streets.



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One possibility along the corridor is a series of signalized u-turns and a reduced number of driveways. There is a right-of-way constraint, especially close to Battlefield. There is room for the improvements, but not much else. Olsson has been instructed to stay within the constraints. Since there is not much room for parallel improvements, Springfield Public Works has considered alternative parallel routes for bike/ped accommodations, either across the properties on Campbell or down South. Design work should conclude by next summer.

Natasha Longpine informed the group that the OTO Bike Plan shows parallel routes on Jefferson and Broadway and does not recommend facilities along Campbell. There is a possibility that Daytona could be used to go further north from Broadway and Broadway could be connected to Republic Road.

David Hutchison mentioned that even if cycling traffic is not accommodated on Campbell, cyclists still need to be sure they can access businesses along the corridor. He also asked about right-of-way for a cycle track and mentioned that the u-turns could be a concern for bicyclists.

Another issue is how to accommodate the cyclists under James River Freeway, especially since the intent is to leave the bridges in place, not providing much room. Republic Road will be a bike route with bike lanes. Ward Branch Trail may also provide some additional connection.

It was suggested that pedestrians be considered with the u-turns, perhaps with crosswalks.

Mr. Gugel restated that the timeframe for the study is to conclude by next summer. There should be one or two ideas for the interchange, as well as some alternatives for access management. Access management should happen faster than the interchange. The third driving lane may also not be needed immediately. The 6-laning may be more like 5 or 10 years out. The pedestrian overpass may be removed if and when Campbell is widened. The spacing is tight even for sidewalks, which will probably be 5 or 6 feet, but on the back of the curb.

Someone asked if there would be an effect on the bus system. Mr. Gugel responded that there could be a potential impact, but with improved traffic flow, it may help.

Regarding the parallel routes, Mr. Gugel also pointed out that South could be extended to Republic Road and parallel routes would receive bicycle and pedestrian improvements.

Mr. Whaley commented that this kind of roadwork still encourages expansion and growth outside of Springfield, which he sees as a problem.

The Committee asked Ms. Longpine to compile these comments into a letter which can be reviewed at the next BPAC meeting.

3. SPRINGFIELD PERSON POWERED MOBILITY PLAN UPDATE

Mr. Hutchison provided a brief update on Springfield's planning activities. Public Works is currently focusing on physical implementation before construction season is over. This work includes restriping Sunset between Kansas and Fort. Sunshine is scheduled for the end of September between Kansas and Glenstone. Grant has already been striped between Walnut and Grand. Sharrows are intended on Grant from Main to Fassnight. Bike lanes will also be placed on



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Cherry and Bennett. Overall, the plan is developing and once paving season is over, work on the plan will continue between November and March.

OTHER BUSINESS

Concern was stated about the J-turn at 0 and 13 in regards to pedestrian access and for bicycle events, including the Queen City Century.

5. ADJOURN

The meeting was adjourned at 4:06 p.m.