

Attendees

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Melissa Anderson	MoDOT	Lee Ann Kell	MoDOT
Randy Johnson	MoDOT	Brian Burger	MoDOT
John Ortner	MoDOT	Linda Clark	MoDOT
Eric Rogers	MO Bicycle & Ped Fed.	Katherine Sharp	City of Liberty
Nicole Roberts	MoDOT	Debbie Huffman	MoDOT
Mark Green	MoDOT	James Burgess	MoDOT
John Benson	City of Raytown	Deb Ridgway	City of Kansas City
Mike Batie	City of Warrensburg	Allan Zafft	MoDOT
Gerri Doyle	MoDOT	Aaron Bartlett	Mid-America Regional Council

Introduction

MoDOT convened the Pedestrian-Bicycle Study Team on March 8, 2010. This effort was initiated by District 4 management to create the initiative to find an alternative to our current project based system for adding bicycle and pedestrian facilities. To do this, the district is undertaking an effort to identify a bicycle and pedestrian system to provide our customers the option to take a non-automobile trip. The final product of this activity will be a long-range, district-wide pedestrian and bicycle system to guide design and construction decisions.

Linda Clark, D4 Assistant District Engineer, welcomed the study team members to the first meeting. The first meeting consisted of three different brainstorming sessions designed to identify needs and issues, set goals for the project and identify criteria for selection MoDOT routes for inclusion in the bicycle and pedestrian network.

Brainstorming Session #1: Needs & Issues Identification

The group considered the biggest needs and obstacles that cyclists and pedestrians face traveling across and along MoDOT roads. The group created a long list of needs that cyclists and pedestrians face when traveling along or crossing MoDOT roads. The conversation included several conversations about data needs and how to determine corridors.

1. Trail and local system connections
2. A sidewalk is always a transportation facility
3. Bike and Ped facilities for transportation can also serve recreation purposes – recreational facilities can function for utility with connections
4. Usually prioritize roads by volume (How do we determine need for bicycles and pedestrians?)
5. Look at activity centers just remove cars from the equation.
6. Connect to employment centers, shopping, etc.
7. Which type of facility is preferred – shared use or on the road facility
8. It's not there [No facility in place along a road]
9. Two parallel systems for bicycle and pedestrian accommodations
10. Set priority areas, such as, schools, stadiums, etc.
11. Better data collection for bicycle and pedestrian use
12. Don't let highways be the barrier. Don't design just for cars.
13. Value for our dollar. Look for points where we can help the most

14. MoDOT routes can be intimidating to cross. (Example: number of lanes)
15. Partial sidewalks and pedestrian signal placement
16. Continuity of facilities (example: trails)
17. Park and Ride connections to transit.
18. Park & Ride connections to shopping.
19. Design of Park & Ride facilities – Making facility intermodal. Design for pedestrians
20. Education (MoDOT staff & system users)
21. Rural – Highway may divide communities &/or be a main street for the town
22. Potholes, curb cuts, drainage grates, etc.
23. Bicycle/pedestrian accommodations and land use (Land use surrounding the road is not conducive to walking or biking.)
24. Land use and trip generation (usage information – use MARC household survey)
25. Crossing MoDOT roads
26. Funding
27. Crossing from subdivisions onto arterials
28. Shoulders
29. Identifying stakeholders

From this list, the participants created the following summary list of needs or issues that MoDOT should address during the Bicycle and Pedestrian Study.

1. Connections to Activity Centers
2. Obstacle elimination
3. Funding
4. Maintenance
5. Data Collection/Prioritization
6. Identification of stakeholders (pockets of groups interested in these improvements)

During our conversation on needs, the group determined that it would be helpful to create a group definition for what we mean by obstacle. The group created the following definition:

An obstacle for bicyclists and pedestrians is a barrier to users that can include any or all of the following items: hazards, grates, manholes, topography, number of lanes, speed (design and posted) of users and crossings.

Brainstorming Session #2: Project Goals

Using issues and needs identified in Session #1, the group created a list of potential goals to guide the study effort. The group's thoughts are captured in the list below.

1. Create an inventory of existing facilities.
2. Fix what we have and identify holes in the system
3. Need to work with MoDOT's Planning Partners to move forward – Coordinate and Communicate
4. Develop systematic approach to identifying priorities
5. Touch as many people as possible without building new facilities
6. Funding
7. Reducing Bicycle and Pedestrian injuries and fatalities (Partner with the Share-the-Road Taskforce)
8. Create a network that identifies and connects activity centers

9. Practical low-maintenance designs limited ROW
10. Consistent guidelines across facilities. What do we do when guidance doesn't apply? It would be good to have a process.
11. Performance Measures to measure movement toward a goal.

Due to time constraints, the study group decided that staff should work from the list of needs and goals and refine the Goals and Objectives. The information below is reformatted to incorporate the study team's thoughts. The format and some language came from Washington State, Oregon and Minnesota.

Goal 1. Transportation Choices

Develop a balanced, equitable and efficient system that provides a range of transportation choices, supports a strong and diverse economy and enhances accessibility.

- Objective 1. Create an inventory of existing facilities.*
- Objective 2. Identify a prioritized list of improvements to create a network of pedestrian and bicycle routes*
- Objective 3. Upgrade existing facilities to current ADA standards*
- Objective 4. Identify gaps in the system*
- Objective 5. Identify and connect activity centers*
- Objective 6. Treat walking and bicycling as equals with other transportation modes¹*
- Objective 7. Ensure convenient access for people of all ages and abilities*

Goal 2. Safety

Develop a safe system that supports transportation choices of MoDOT customers.

- Objective 1. Reduce Bicycle and Pedestrian injuries and fatalities*
- Objective 2. Provide appropriate design tools to enhance safety at crossing locations*
- Objective 3. Go beyond minimum design standards*

Goal 3. Cooperation and Communication

Work with our Planning Partners and neighboring states to increase intermodal connectivity.

- Objective 1. Communicate study goals and objectives to planning partners.*
- Objective 2. Gather information from planning partners to create an inventory to support analysis.*
- Objective 3. Provide a system that supports local land use plans.*
- Objective 4. Educate customers and MoDOT staff about alternative modes and choices.*
- Objective 5. Identify appropriate stakeholders, such as the Share-the-Road Taskforce, etc.*

Goal 4. Sensible Solutions

Provide the right alternative at the right place.

- Objective 1. Practical low-maintenance designs limited ROW.*
- Objective 2. Develop systematic approach to identifying priorities.*
- Objective 3. Focus on improving existing facilities before building new.*
- Objective 4. Prioritize improvements so that projects that touch the most customers are implemented first.*
- Objective 5. Collect data on walking and biking trips*

¹"My view from atop the table at the National Bike Summit." March 15, 2010. DOT Secretary Ray LaHood blog. <http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html>

Criteria for Route Selection

The final brainstorming session of the first meeting addressed the way routes should be selected for inclusion in the plan. These criteria will be used to identify routes that will be presented to the group in Meeting #2.

1. Municipal plans – look at current land uses along MoDOT corridors.
2. Define activity centers
 - a. Employment centers
 - b. Schools
 - c. Retail
 - d. Medical facility clusters
 - e. Transit Routes
3. Shortest and most direct routes between activity centers.
4. Use the LRTP 2040 Active Transportation Chapter.
5. Current usage – corridors with high usage.
6. Commuter park & ride lots.
7. Places that need safety improvements.

Next Meeting

The next meeting will be held at the Mid-America Regional Council offices, located at 600 Broadway. We will convene in the Broadway Room on the first floor. Please park on the top level of the parking garage, and **note that we have added an hour to the meeting to accommodate the travel training field trip.**

The first half of the meeting will be focused on identifying the initial routes that could be included in a bicycle and pedestrian network. We will present the routes that have been initially identified based upon available data. We will also go over public outreach activities and the revised goals and objectives.

The second half of the meeting will be dedicated to a travel training activity. If you have a safety vest, please bring it with you; I will have extra vests Friday for those who need one. We will work Sheila Styron from the Whole Person, Inc. We will pair up and cross Armour and Broadway at new talking signals. We will also cross the street in pairs using wheel chairs. We will then reconvene to discuss our experiences.

Recent Information

1. The following link to DOT Secretary Ray LaHood's blog provides information on new priorities for state DOT's.
<http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html>
2. Katherine Sharp from Liberty sent information about H.R. 4722. Rep. Earl Blumenauer introduced a piece of legislation that would create a \$2 billion grant program to fund safe networks for biking and walking.
3. John Benson from Raytown sent in a link to a publication from Oregon titled *Main Street - When a Highway Runs Through It*. Planning is happy to forward a copy to any team member interested in reading the publication.