

# CITY COUNCIL STUDY SESSION

**TO:** Mayor and City Council  
**FROM:** Mari E. Macomber, City Manager <sup>MSM</sup>

**SESSION DATE:** December 1, 2008  
**TIME:** 12:00 p.m.  
**PLACE:** Second Floor Conference Room

## **AGENDA:**

- **Future Study Session Topics**
- **Bike Cooperative Presentation**
- **Newsletter Review – November 26, 2008**

## **FUTURE STUDY SESSION TOPICS**

Included with this Study Session Packet is a list of those items that the Council has identified important for a future study session. I would like to make sure that we plan accordingly and that those items of particular interest and importance for the Council – specifically those that reflect one of the Council goals – Economic Development, Quality of Life, Fiscal Responsibility and Efficiency in Government, Protect City Owned Assets.

This is also another opportunity to add anything that you believe to be missing from the list.

## Recommended Action

The Council is asked to provide input into the timelines for the topics and if there are other issues that need to be addressed or that are of interest to the Council.

## **BIKE COOPERATIVE PRESENTATION**

At the conclusion of the Study Session on Monday evening, a small group of individuals were able to visit with a few members of the Council about their interest in establishing more awareness and interest in cycling. There is a committee that has formed who are interested cyclist who are want to establish a more bike-friendly and accessible biking community. The committee is called Kirksville Biking.

Caitlin Dean, a representative of the committee, will be in attendance at your Study Session on Monday to talk more about the goals of this committee and how they hope to partner with the City. In addition to visiting with the City Council, Kirksville Biking is

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hosting a meeting on Thursday, December 4 at the TCRC at 7:00 p.m. to discuss the ideas for change and how Kirksville Biking can move forward to encourage change.

Included in this packet are materials developed by the committee.

The City has a hike/bike trail map that needs to be updated. As part of that update, the Council has given authority to the Lakes, Parks and Recreation Commission and the Airport and Transportation Commission to review and evaluate the plan. There are a few bike lanes within the community – south of Patterson on Normal Street, from Davis Street east along Normal Street, from Normal Street north on Franklin Street. We have discussed the possibility of establishing bike lanes on Jefferson Street once we change that section east of the Post Office from four-lanes to two-lanes with a center turn lane. We have also discussed the possibility of adding bike lanes along portions of Osteopathy.

In addition to the location of bike lanes, there needs to be a discussion concerning the operation of the bikes. The Kirksville Biking has already started to address this with the brochure that they have developed. Some of the cyclist do not follow the rules of the road and then there is little knowledge regarding the special rules established for the downtown. Attached are some of the specific ordinances of the City that address bicycle use.

#### Recommended Action

The Council is encouraged to ask questions of Caitlin and to determine if the Council is interested in developing a partnership.

### **NEWSLETTER REVIEW – November 26, 2008**

#### Attachments

- Study Session List
- Kirksville Biking Materials
- City Code – bicycles

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**2009 Study Session Topics**

- Meeting with Judge Herrin – December 15, 2008
- Watershed Management Plan Update
- Community Services Summer Program Report
- Alternate Route 63 Plans
- Storm Drainage Report
- Sales Tax Holiday – back to school and new green star
- Airport Update
- Community Center – Aquatic Center Building
- Industrial Park Expansion
- 2009 Street Program
- Economic Development Projects outside of KREDI, Tourism and MREIC
- KREDI Update
- MREIC Update
- Tourism Update
- Telecommunications Ordinance
- Landscaping Requirements
- Historic Preservation Ordinance and Commission Review
- MACC Update
- TCRC Report
- Meeting with TSU President
- Tour of Bruce Normile Center
- Water and Wastewater Operations Update
- Review of impacts from Water Ordinance Changes

Other: \_\_\_\_\_

Other: \_\_\_\_\_

Other: \_\_\_\_\_

Other: \_\_\_\_\_

Other: \_\_\_\_\_

Other: \_\_\_\_\_

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**We invite you to attend a community collaborative meeting  
about Kirksville Biking on Thursday, December 4, at 7 p.m. at  
the TCRC.**

Kirksville is a wonderful community and would benefit tremendously from a cycling infrastructure and programs. A cycling infrastructure and programs would fulfill the goals of the Kirksville-Adair Strategic Plan, the universities, and the Dream Initiative. Community members have shown an active interest in increased biking awareness and opportunities.

Community members spoke about the need for more biking opportunities:

- “[Bike lanes] make the city look healthy and it’s an important thing to have healthy people.”
- “Kirksville is the perfect size for having a city wide bike system.”
- “Bike routes, with or without lanes, should have good road conditions and be free debris.”

In a survey conducted by the Kirksville Community Relations Committee, created as a joint task force that Truman established in response to the Arts and Science Report that Truman commissioned, *all four surveyed constituencies* (TSU students, faculty and staff, and community) expressed interest in cycling infrastructure and concern for biker and motorist safety. If the city works toward the fulfillment of this common goal it will unify the Truman and Kirksville community.

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Interdisciplinary Studies: Human Geography  
major, Environmental Studies minor.

English major (composition emphasis),  
communication minor

Exercise Science major (pre-physical  
therapy pattern)

Cottage Grove  
Normal St

Franklin  
Jefferson

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# KIRKSVILLE BIKING

DEDICATED TO BUILDING A MORE BIKE-FRIENDLY AND  
ACCESSIBLE COMMUNITY

Join us Thursday, Dec. 4 at 7 p.m. at the TCRC (315 S. Franklin) to collaborate for change. Topics will include:

- bike safety -- for cyclists and motorists
- upcoming biking seminars
- local opportunities to ride
- enhancing city accessibility for cyclists
- benefits of biking as alternative transportation
- changes YOU think will benefit the community
- and how to turn these hopes into realities!



CONTACT [KIRKSVILLEBIKING@GMAIL.COM](mailto:KIRKSVILLEBIKING@GMAIL.COM)  
FOR MORE INFORMATION

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## Sharing the Road

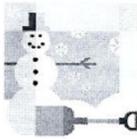
Although the Winter season is right around the corner, many residents will continue to use their bicycles to get around town. According to residents who attended the DREAM Initiative meetings on October 23rd, Kirksville has a large number of cyclists who use their bicycle as their primary mode of transportation. Safety concerns about riding in traffic and the limited number of bike lanes were among the topics discussed. In a response to make Kirksville more bike-friendly, residents are encouraged to use the following safety tips: **Motorists** should re-



member to drive cautiously when encountering cyclists. Don't tail-gate, especially in bad weather. Be sure to yield to cyclists because bicycles are considered vehicles. Be considerate and pass cyclists with care. When passing, leave four feet between you and a cyclist. Wait for safe road and traffic

conditions before you pass. Expect the unexpected and slow down. Again, the same laws that apply to motorists apply to cyclists.

**Cyclists** should obey all traffic control devices. They should use hand signals to indicate stops and turns. Cyclists should always ride in the same direction as traffic and ride in a straight line. Don't swerve in the road or between parked cars. Anticipate hazards. Be visible! Cyclists should wear bright colored clothing along with reflective tape. Use a red rear light in low light conditions. For more information and tips about sharing the road, visit [www.bikeleague.org](http://www.bikeleague.org).



### It's that time of year again!

Snow will soon be falling and causing havoc within the City of Kirksville. Don't fret! Just keep the snow emergency rules in mind. Snow removal involves all the citizens of Kirksville. Property owners and tenants are required to keep the sidewalks along and in front of their property clear of snow, and must remove all snow from sidewalks within 24 hours after a snowfall. City crews will work as quickly as possible to clear the streets, and will work as long as necessary to keep them clear during a storm. The patience and cooperation of the City's residents is needed and appreciated to keep winter storms a minor inconvenience, rather than a major disaster. So, let's have fun this snowy season!

### Let us serve you:

Aquatic Center	627-7665
Business Licenses	627-1251
City Manager	627-1225
Codes/Inspections	627-1272
Economic Development	627-1224
Engineering	627-1272
Finance	627-1251
Fire Department	627-3734
Municipal Court	627-1237
Parks & Recreation	627-1485
Police Department	785-6945
Public Works	627-1291
Water/Sewer Bills	627-1251

### The Trout Are Coming!

Trout will be released into Spur Pond by the end of October! The Catch and Release Season runs from November 1st to January 31st. Please keep the following information in mind when heading out to fish: Trout must be returned to the water unharmed immediately after being caught; only flies, artificial and soft plastic baits (unscented) may be used for all species of fish; a Fishing Permit is required, but a Trout Permit is *not required* during the catch and release season; most importantly—Have Fun!



*For more information regarding fishing regulations, please visit the Missouri Department of Conservation's website at [www.mdc.mo.gov](http://www.mdc.mo.gov), or call 785-2420.*

Kirksville Connection  
 City of Kirksville  
 201 S. Franklin  
 Kirksville, MO 63501  
 660-627-1224  
 660-627-1026 fax

[www.kirksvillecity.com](http://www.kirksvillecity.com)

## For Cyclists

Cyclists on the road must follow the same rules as motorists. 85% of all serious bike crashes don't even involve a moving car. Cyclists who learn to obey the rules of the road have 80% fewer collisions than those who do not.

- Ride on the right side of the road going with traffic.
- Always use hand signals when turning or stopping. Avoid sudden swerves or stops.
- Bikes must be walked, not ridden, on the sidewalk. Pedestrians have the right of way.
- Do not ride the wrong way down a one-way street.
- Full stops at red lights and stop signs are mandatory.
- Be visible—wear bright reflective clothes.
- Ride defensively and respectfully!<sup>1</sup>
- State law mandates a front light at night and a rear-facing red reflector at all times?<sup>2</sup>

## Hand Signals



### Right Turn



### Left Turn



### Stopping

## For Motorists

Motorists must also take responsibility for the safety of those who choose to bike. Remember, cyclists pay taxes, too! They have a right to the road. Tips to protect bicyclists on the road:

- Be patient—bikers are not trying to slow drivers down.
- Keep a safe distance when riding behind a cyclist in the street. It's hard to tell when a biker is slowing down.
- Wait to pass until there is room to give the biker at least 4 feet.
- Remember that bikes can require as much as one-third the width of a regular lane for maneuverability, and sometimes require as much space as a car to make a turn.
- Motor vehicles cannot obstruct bike lanes. Drivers may cross the lane only to make legal turns or for safe travel, but must yield to bikers in these events.
- Even when bike lanes are present, cyclists must use the road to make left-hand turns?<sup>2</sup>

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## Health Benefits

Biking not only saves money and helps reduce air pollution—it also has many health benefits:

Studies show that regular exercise, even light or moderate for 30 minutes a day, reduces the risk of coronary heart disease, stroke, diabetes, high blood pressure, heart attacks, osteoporosis, osteoarthritis, and depression. It also boosts positive mental outlook and increased energy levels. Exercise has also been shown to decrease stress and anxiety levels.<sup>3</sup>

Just commuting by bike to and from work can create a healthier and happier lifestyle. For every mile traveled, a biker burns approximately 100 calories.

### Works Cited:

1. "Rules of the Road." Merced Rides. 21 July 2008. Merced County Association of Governments. <<http://www.mercedrides.com/bike/rules.htm>>
2. "Missouri State Statutes Regarding Bicycles." Missouri Bicycle Federation. Aug. 2005. Missouri Bicycle Federation, Inc. <<http://mobikefed.org/files/modot-bicycle-statutes-lyer-8-2005.pdf>>
3. "Benefits of Cycling." Merced Rides. 31 July 2008. Merced County Association of Governments. <<http://www.mercedrides.com/bike/benefits.htm>>
4. "Kirkville-Adair Community Strategic 2002 Plan Update." City of Kirkville. 2002. City of Kirkville. <<http://www.kirkvilleky.com/ecomdev/2001strat-plan.htm>>
5. "Bicycle Advocacy Resources." Missouri Bicycle Federation. Missouri Bicycle Federation, Inc. <<http://mobikefed.org/resources.php#advocates>>

## Local Bike Work

### Kirkville Bike Co-op

Located at the Multicultural Affairs Center (MAC) shed on the Truman Campus (east neighbor of Grim Hall 208 E Patterson St.) <http://bikeco-op.truman.edu/index.htm>

### Russell's Extreme Sports

Located at 107 S Franklin St. in downtown Kirkville  
Phone Number: 660-342-5446

## Empowering Kirkville to Reach Its Goals:

The Kirkville-Adair 2000 Strategic Plan dedicates a section to improving pedestrian and bicycle safety through the following strategies:

- Expanding the Bicycle Education & Enforcement Program (BEEP)
- Placing more bike racks downtown
- Enforcing cycling rules more aggressively
- Establishing a network of bike routes
- Making regular and consistent progress on constructing the multi-year hike/bike trail system<sup>4</sup>.

Made Possible By:

- Missouri Campus Compact
- AmeriCorps VITA
- Truman State University Center for Teaching and Learning
- ENV5 396: Grassroots Environmentalism

## Kirkville Biking

A community health and environmentalism project



"Missourians walk and bicycle at less than half the national rate!" Together we can change that!

Contact: [kirkvillebiking@gmail.com](mailto:kirkvillebiking@gmail.com)

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### ARTICLE III. BICYCLES

#### Sec. 15-101. Application of article.

The provisions of this article shall apply whenever a bicycle is operated upon any street or highway or upon any pathway or sidewalk, except as herein otherwise provided.  
(Ord. No. 10566, § 1, 5-2-83)

#### Sec. 15-102. Application of traffic laws.

Every person riding a bicycle upon a street or roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of the city applicable to the driver of a vehicle, except as herein otherwise provided, and except as to those provisions of laws and ordinances which by their nature can have no reasonable application.  
(Ord. No. 10566, § 2, 5-2-83)

#### Sec. 15-103. Obedience to traffic-control devices.

(a) Any person operating a bicycle on a street or roadway shall obey the instructions of official traffic-control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.

(b) When authorized signs are erected indicating that no right or left or "U" turn is permitted, a person operating a bicycle shall obey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

(Ord. No. 10566, § 3, 5-2-83)

#### Sec. 15-104. Operation generally.

(a) A person propelling a bicycle shall have it under control at all times, and shall ride it in a manner which will in no way endanger any person or property.

(b) A person propelling a bicycle on a public street shall not ride other than astride a permanent and regular seat attached thereto.

(c) No bicycle operated on a public street shall be used to carry more persons at one (1) time than the number for which it was designed and equipped.

(Ord. No. 10566, § 4, 5-2-83)

#### Sec. 15-105. Riding on roadways.

(a) Every person operating a bicycle upon a street or roadway shall ride as near to the right side of the street or roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a street or roadway shall ride single file except on paths or parts of streets or roadways set aside for the exclusive use of bicycles.

(Ord. No. 10566, § 5, 5-2-83)

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Sec. 15-106. Riding **bicycle** on sidewalks, motorized **bicycles** prohibited.

(a) No person shall ride a **bicycle** upon a sidewalk in the central business district.

(b) In the central business district, no person shall attach a **bicycle** to any fixed object including but not limited to down spouts, awning supports, trash receptacles, or trees.

(c) In the central business district, **bicycles** shall only be secured to bike racks located throughout the district.

(d) Whenever any person is riding a **bicycle** upon a sidewalk outside the central business district, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

(e) No person shall ride a motorized **bicycle** upon a sidewalk.

(Ord. No. 10566, § 5, 5-2-83; Ord. No. 11546, § 1, 1-21-2002)

**State law references:** Similar provisions, RSMo. § 300.347.

Sec. 15-107. Speed.

No person shall operate a **bicycle** at a speed greater than is reasonable and prudent under conditions then existing.

(Ord. No. 10566, § 7, 5-2-83)

Sec. 15-108. Emerging from alley or driveway.

The operator of a **bicycle** from an alley, driveway or building shall, upon approaching a sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on such sidewalk or sidewalk area, and upon entering the street or roadway, shall yield the right-of-way to all vehicles approaching on the street or roadway.

(Ord. No. 10566, § 8, 5-2-83)

Sec. 15-109. Carrying articles.

No person operating a **bicycle** shall carry any package, bundle or article which prevents the rider from keeping at least one (1) hand upon the handlebars.

(Ord. No. 10566, § 9, 5-2-83)

Sec. 15-110. Parking.

No person shall park a **bicycle** upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the **bicycle** or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic.

(Ord. No. 10566, § 10, 5-2-83)

Sec. 15-111. Lamps and other equipment.

(a) Every **bicycle** when in use at nighttime shall be equipped with a white light mounted to the front of the **bicycle** or carried by the rider which shall emit a white light visible from a distance of at least five hundred (500) feet to the front, a rear-facing red reflector at least two (2) square inches visible at six hundred (600) feet, colorless or amber reflectors on both front and rear

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surfaces of all pedals which can be seen for two hundred (200) feet, a side facing colorless or amber reflector on each of front wheels mounted on wheel spokes, and a colorless or red reflector mounted on rear spokes which can be seen at three hundred (300) feet.

(b) Every **bicycle** shall be equipped with a brake which will enable its driver to stop the **bicycle** within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

(Ord. No. 10566, § 11, 5-2-83)

Sec. 15-112. Right to inspect.

Any police officer may at any time have the right to inspect any **bicycle** by inspecting the brakes and nighttime lighting system and require the owner or operator to put the same in safe operating condition.

(Ord. No. 10566, § 13, 5-2-83)

Sec. 15-113. Penalty.

Any person violating any of the provisions of this article shall upon conviction, be punished by a fine of not less than one dollar (\$1.00), nor more than fifty dollars (\$50.00), and in addition to such fine, the court may temporarily suspend the use of such **bicycle** and may impound the same for any period not exceeding thirty (30) days, and in case of any minor under the age of sixteen (16) years, the court may require that as precedent to the release of such **bicycle** that the parent or guardian of such minor shall first give satisfactory assurance to the court that the provisions of this article will be thereafter complied with by such minor.

(Ord. No. 10566, § 14, 5-2-83)

Secs. 15-114--15-130. Reserved.