



Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure

The following statements outline the Ozarks Transportation Organization's priorities for the development and maintenance of sidewalk and on-street pedestrian infrastructure in the region's seven cities and two counties:

Structure of Local Bicycle and Pedestrian Networks

- Urban Expressways and Primary & Secondary Arterials should include bicycle and pedestrian infrastructure, such as sidewalks on both sides, multi-use sidepaths, and/or bicycle accommodations consistent with established best practices
- Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other industry standard low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor
- Local bicycle and pedestrian networks should facilitate safe movement between neighborhoods, local institutions, schools, and commercial areas, and be built according to established best practices

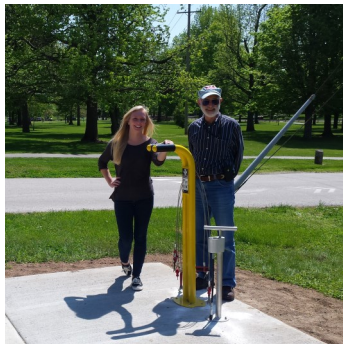
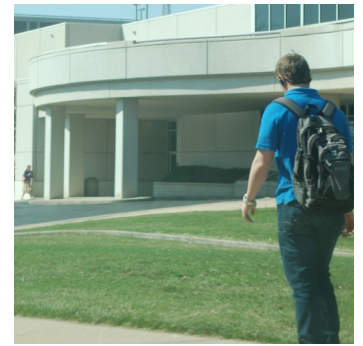
Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

- The region's Hard Surface Trail Network should be integrated into the fabric of each community through numerous neighborhood-level sidewalk and bicycle connections
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between trails included in the region's Hard Surface Trail Network
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between local institutions, schools, commercial areas and the region's Hard Surface Trail Network

Funding

- Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs
- Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

On the Path to Connected Pedestrian and Bicycle Networks



Winter
2022



Destination 2045



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Planning for the future of bicycle and pedestrian transportation requires the consideration of regional trails and local bicycle and pedestrian networks. Together regional trails and local systems allow residents to freely move through out their communities and the broader region. To see the full benefits of these connected systems, the Ozarks Transportation Organization (OTO) has prioritized key characteristics of successful local bicycle and pedestrian systems, outlined here, and has identified regional trail construction goals, outlined in *Towards a Regional Trail System*.

Throughout *On the Path to Connected Pedestrian and Bicycle Networks*, the OTO outlines how the overall structure of local bicycle and pedestrian systems impact residents and outlines how to best integrate each community's system with the regional trail network. Finally, key funding considerations are discussed. As the OTO travels the path toward 2045, the region's seven cities and two counties will collaborate on the planning and development of connected pedestrian and bicycle networks.



I. Structure of Local Bicycle and Pedestrian Networks

Sidewalks, Bike Lanes, and Multi-use Paths make their biggest impact when they connect to form a continuous network. This integrated structure makes it possible to move from home to work to play to shopping and to any other destination. A walker or cyclist can safely travel out of their neighborhood and to major commercial corridors. They can also travel from one activity center to another along the commercial corridors.

The following three priorities describes the structure of local bicycle and pedestrian networks prioritized by the OTO.

1.1. Urban Expressways and Primary & Secondary Arterials should include bicycle and pedestrian infrastructure, such as sidewalks on both sides, multi-use sidepaths, and/or bicycle accommodations consistent with established best practices

An integrated bicycle and pedestrian network should be available across the road hierarchy. Cyclists and pedestrians should be able to move from their neighborhoods to

nearby commercial centers using sidewalks and other bike/ped infrastructure. An example of connected sidewalks along the hierarchy of roads exists along S Cox Rd, Republic Rd, and Kansas Expressway in southern Springfield.

Residents can leave one of the many neighborhoods



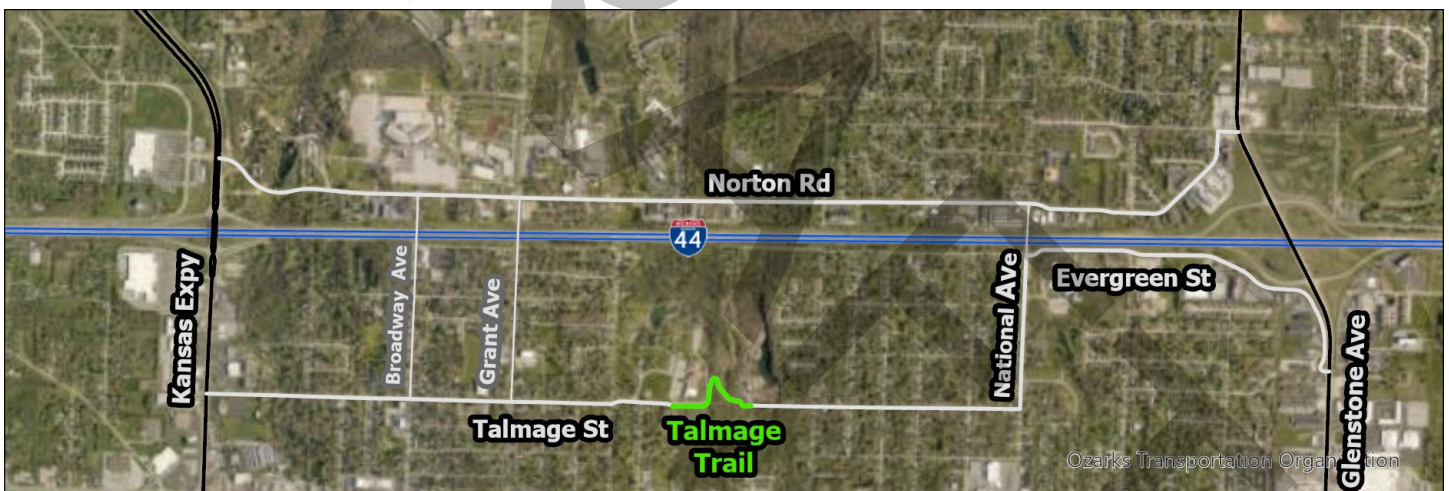
Upper: Pedestrian accommodations through the diverging diamond along Kansas Expressway.

Right: Twin Sidewalks serving neighborhoods along Cox Rd.

Lower: Sidewalk and eastbound bike lane available Republic Rd east of Cox Rd.

along either side of S Cox Rd and travel north along a sidewalk to the jobs and businesses along Republic Rd. Once they reach Republic Rd., their options expand to also include bike paths along Republic Rd. They can safely access restaurants, churches, local businesses, and a grocery store. If residents wish to travel even further, they can travel east to Kansas Expressway and access Chesterfield Village north of James River Freeway. The connected network of sidewalks in this area allows residents to move along ever busier roads to access a wide variety of destinations .

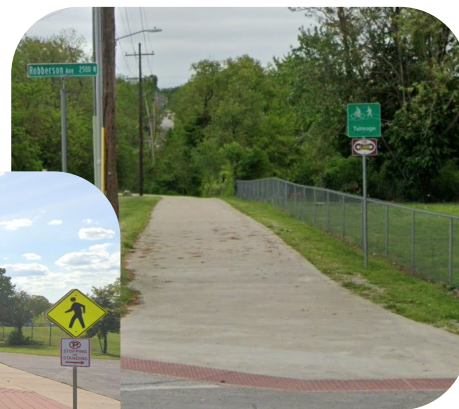
1.2. Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other industry standard low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor



Norton Rd and Talmage St form a parallel network of low stress bicycle and pedestrian infrastructure along I-44 between Kansas Expressway and Glenstone Ave.

Whether residents want access to the many businesses that exist at either Exit 77 or Exit 80, residents who live along I-44 between Kansas and Glenstone have parallel, low-stress roads to move between these significant I-44 interchanges. Many of jobs and entertainment opportunities exist in each area. While the networks of sidewalks are not yet complete, northern residents can travel along Norton Rd and Kentwood Ave and those living to the south can travel along Talmage

St and Evergreen St. These parallel routes are also connected by sidewalks along Broadway Ave, Grant Ave, and National Ave. As these important east/west corridors continue to be improved, residents will find it ever easier to access the range of commercial activity that exists along the region's freeways



Left: Pedestrian improvements in front of the Ozark Empire Fair Grounds at Broadway Ave and Norton Rd.

Right: The Talmage Trail provides a pedestrian connection across an existing gap along Talmage St.

1.3 Local bicycle and pedestrian networks should facilitate safe movement between neighborhoods, local institutions, schools, commercial areas, and be built according to established best practices

The City of Strafford has developed a network of sidewalks that safely connect the many destinations that exist between Route 66 and I-44. They have used funding available through the OTO to connect their schools, historic downtown, and library along MO 125 to the residential neighborhoods in



The many interconnected sidewalks in Strafford, MO

this part of Strafford. City leaders have worked hard to make it safe to walk to many destinations.

2. Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

It is critically important that users of the regional trail network can seamlessly transition to a community's local bicycle and pedestrian network. A seamless transition allows users to move from community to community, neighborhood to neighborhood, and destination to destination on a continuous network of trails, sidewalks, bike paths, and other dedicated systems.

2.1. The region's Hard Surface Trail Network should be integrated into the fabric of each community through numerous neighborhood-level sidewalk and bicycle connections

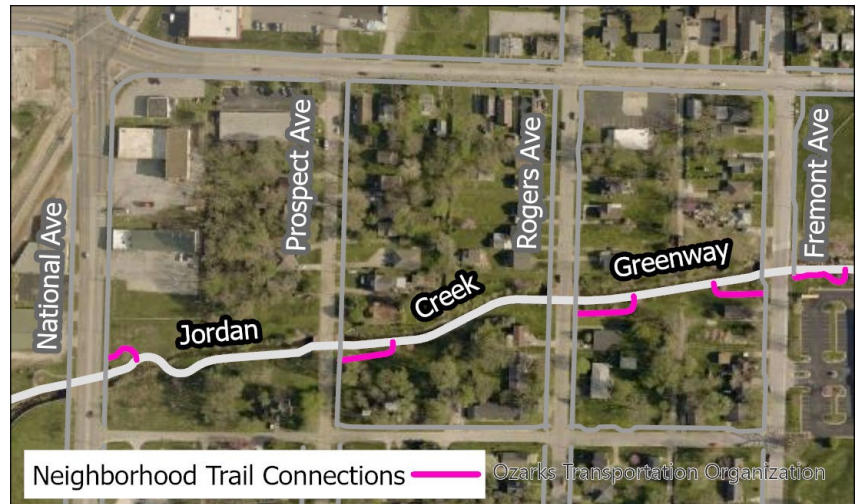
The regional trail system should be connected to adjacent neighborhoods and commercial centers whenever possible. Two examples of integration include the new pedestrian underpass at US 160 and Hunt Rd in Willard and the numerous street-level connections that exist along the Jordan Creek Greenway between National and Fremont. The underpass at Hunt Rd in Willard connects the many neighborhoods south of US 160 to the Frisco Highline Trail north of the highway. The underpass also allows trail users to safely access the convenience store and fast food restaurant on the south side of the highway. In Springfield, residents along Prospect Ave, Rogers Ave, and Fremont Ave have access to the Jordan Creek Greenway that passes under the streets at creek

level. These
connections
weren't
strictly



The new pedestrian underpass beneath US 160 near Hunt Rd.

necessary,
but they
allow easy
access to the trail by
local residents. Both the



The many neighborhood trail connections along the Jordan Valley Greenway

Hunt Rd and Jordan Creek connections demonstrate ways to integrate the regional trails into the fabric of a community.

2.2. Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between trails included in the region's Hard Surface Trail Network

The Link in Springfield is a great example of how a local bicycle and pedestrian network can facilitate movement between regional trails. The Link connects segments of the Jordan Creek, Fassnacht Creek, South Creek, and Ward Branch Greenways. It also

connects to the short Talmage Greenway near Doling Park. A community does not need to create a brand and market their local connections the same way Springfield has, but The Link is a great example of how to connect regional trails.



2.3. Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between local institutions, schools, and commercial areas and the region's Hard Surface Trail Network

Thanks to recent investments by the City of Ozark, MoDOT, and the OTO, sidewalks along Jackson St/ MO 14 will connect the southern terminus of the Chadwick Flyer Rail Trail to the city's junior high, high school, career center, community center, and historic downtown, along with OTC's Richwood Valley Campus and the B&B movie



theater west of town. This systematic expansion of pedestrian infrastructure will make it easier for future users of completed Chadwick Flyer Rail Trail to explore Ozark and it makes it easier for Ozark residents to access the region via the Chadwick Flyer.

3. Funding

To stay on the path towards connected bicycle and pedestrian networks, the region must fully address funding needs. Maintenance and construction funds make it possible to both expand and refresh local bicycle and pedestrian networks.

3.1. Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs

The Springfield/Greene County Park Board has a long history of budgeting funds for routine maintenance along many of the region's trails. A two man crew is dedicated to mowing, clearing brush, and keeping the trail surface clear. While these funds aren't expended along the region's sidewalks, it is a good example of a local jurisdiction prioritizing funding for pedestrian infrastructure.

3.2 Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

Nixa, Ozark, and MoDOT have partnered to ensure expanded segments of MO 14 in Christian County include pedestrian infrastructure on at least one side of the street. Various state, local, and federal funding mechanisms have been used to construct new facilities and local funds will be used to maintain them. These partnerships have allowed Ozark to connect so many of its local institutions and destinations to the planned Chadwick Flyer Rail Trail and have allowed Nixa to add pedestrian connections to MO 14 creating access to schools. While each community is responsible for designing and building its own bicycle and pedestrian networks, the region must work together to ensure the cumulative impact of these local investments result in a regional network that can be called *CONNECTED*.