



2024 BICYCLE AND PEDESTRIAN IMPLEMENTATION REPORT

IMPLEMENTATION IN CY 2024

Bicycle and Pedestrian Implementation Report

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EXECUTIVE SUMMARY

The OTO's *Bicycle and Pedestrian Implementation Report* is compiled annually to record the wide range of bicycle and pedestrian prioritization, engineering, evaluation, and education activities completed throughout the region. This report demonstrates the region's ongoing commitment to developing a more complete bicycle and pedestrian network.

GUIDING DOCUMENTS

The Ozarks Transportation Organization has adopted several plans and policies that act as guiding documents for the region's bicycle and pedestrian programs. These plans include Destination 2045, the official long range transportation plan and Towards a Regional Trail System, a regional trail plan. Additionally, the OTO has a Statement of Priorities for local bicycle and pedestrian networks and completed a Regional Trail Investment Study, which analyzed several key corridors and provided a cost estimate for proposed alignments.

GOALS AND TARGETS

The *Towards a Regional Trail System* included a goal for trail construction. The OTO will construct 45 miles of new trails by 2045, or 45 By 45. The focus hasn't been placed on what specific trails get built, rather the focus is on ensuring steady trail construction. Two benchmarks have been set to help encourage regular progress to achieving this goal.

NEEDS IDENTIFICATION

The Ozarks Transportation Organization continuously works to identify transportation needs and prioritize funding to address these needs. This occurs through the annual STIP project prioritization process, regular Bicycle and Pedestrian Advisory Committee meetings, participation with Ozark Greenways, and through special planning efforts.

ENGINEERING

Many funding, engineering, and construction activities were in progress or completed in the OTO region during 2024.

TRAILS AND BIKEWAYS

- Constructed 24,097 LF of multi-use trails, including another phase of the Chadwick Flyer Trail in Ozark, a multi-use path along the Kansas Expressway Extension in Greene County, portions of the Grant Ave Parkway in Springfield and the Wilson's Creek Boulevard in Republic
- Completed the Chadwick Flyer Trail Kissick to Sunshine corridor study and awarded engineering and design funding for multiple trail projects, including phases of the Fassnacht Creek Greenway, Route 66 trail, South Creek Greenway, and a multi-use path along Route FF in Battlefield
- Construction Funding awarded for approximately 21,785 LF of multi-use trails, including multi-use trail in Ozark, Jordan Creek Greenway, Trail of Tears, Wilson's Creek Trail and a bicycle and pedestrian underpass of I-44 in Springfield

- Ongoing funded trail projects with approximately 40,033 LF of multi-use trails including more phases of the Chadwick Flyer Trail in Ozark, the LeCompte Trail, additional phases of the Grant Ave Parkway and the Shuyler Creek Trail

STREETSCAPES AND CROSSING IMPROVEMENTS

- Several Intersection and crossing improvements in Springfield, including an update of the National Ave and Division St intersection, two locations on Chase Street and the Galloway Greenway crossing on Lone Pine St in Springfield

SIDEWALK AND PEDESTRIAN IMPROVEMENTS

- Constructed approximately 40,240 LF of new sidewalk

EQUITY IMPROVEMENTS

- Construction completed addressing accessibility improvements along Glenstone Ave
- Multiple ADA improvements in the Greater Parkcrest neighborhood in Springfield and repair and replacement of 15,640 LF of sidewalk in different neighborhoods of Springfield

EVALUATION

SGF Yields and the *Let's Go Smart: Transportation Collaborative* continue to evaluate the region's bicycle and pedestrian system through quarterly yield checks and periodic *Walk & Talk* events.

EDUCATION AND ENCOURAGEMENT

There are multiple organizations and campaigns such as SGF Yields, Better Block SGF, SpringBike, and Safe Kids Springfield, which continue to host events to encourage and improve pedestrian and bicyclist safety. The OTO region benefits from this wide range of educational and engagement activities, which also include numerous other fun runs, 5k races and cycling events from many other community and neighborhood groups.

GUIDING DOCUMENTS

The OTO Board of Directors has adopted bicycle and pedestrian plans and priorities over the past several years, providing guidance to prioritization and funding efforts.

DESTINATION 2045

The OTO adopted a new long range transportation plan, entitled *Destination 2045*, in 2021. This plan will guide transportation investments over the next 5 years and help the region address five key transportation goals:

- Goal 1 - A Safe Transportation System for All Users on All Modes
- Goal 2 - Preserve Existing Transportation Assets and Promote Fiscal Responsibility
- Goal 3 - Connected, Integrated, Multi-Modal System
- Goal 4 - Build a Transportation System that Supports a Resilient Region that is Prepared for the Future
- Goal 5 - Build Quality Projects that Implement Best Design and Engineering Practices

Destination 2045 includes strong support for multi-modal investments and projects that help improve bicycle and pedestrian safety.

TOWARDS A REGIONAL TRAIL SYSTEM

The OTO adopted a new trail plan, entitled *Towards a Regional Trail System*, in 2021. This plan explores the continued expansion of the region's trail system and sets a goal for 45 miles of new trails by 2045. The **45 by 45** goal will help ensure the region successfully creates a network of trail that truly connects our communities.

STATEMENT OF PRIORITIES

In January 2022, the OTO Board of Directors adopted a Statement of Priorities for local bicycle and pedestrian networks. This includes the development and maintenance of sidewalk and on-street pedestrian infrastructure in the region's seven cities and two counties. The eight priorities are grouped into three categories. These priorities describe a grid-like network of bike/ped infrastructure that connects regional trails, schools, neighborhoods, and commercial centers.

ON THE PATH TO CONNECTED BICYCLE AND PEDESTRIAN NETWORKS

These eight priorities are embodied in local bicycle and pedestrian networks across the OTO region. *On the Path to Connected Pedestrian and Bicycle Networks* highlights many of these local examples. For example, residents of Strafford can safely move between neighborhoods, schools, and commercial areas. Willard also has a pedestrian underpass that connects neighborhoods to the Frisco Highline Trail north of US 160.

REGIONAL BICYCLE AND PEDESTRIAN TRAIL INVESTMENT STUDY

In the fall of 2016, the OTO Transportation Alternatives Selection Committee noted the continued decreases in dedicated bicycle/pedestrian funding and asked OTO to study the

investment required to construct a regional trail system. Area trails connecting OTO communities were segmented and evaluated for cost and environmental concerns. The study refined 88 miles of trail corridors and identified a buildout cost of \$125 million. This study has been the basis for OTO's continued efforts to construct and connect trails throughout the region.

GOALS AND BENCHMARKS

The adoption of *Towards a Regional Trail System* included a goal for trail construction. This goal will guide future trail development efforts. To measure progress towards goal achievement, two benchmarks have been set. These benchmarks have measured progress over three-year periods, so data will be available after CY 2024.

45 By 45

The OTO has set a goal to construct 45 miles of new trails by 2045, or **45 By 45**. Communities will be connected, and gaps will be filled if the region is able to build 45 miles of new trails. The focus hasn't been placed on what specific trails get built, rather the focus is on ensuring steady trail construction. Two benchmarks have been set to help encourage regular progress to achieving this goal.

MILEAGE BENCHMARK

A mileage benchmark has been set at 6 miles of new trail every 3 years. This will be measured by when funding is identified. This target recognizes the cyclical nature of construction projects and allows for the design and right-of-way phases of trail projects.

INVESTMENT BENCHMARK

A complementary investment benchmark has been set at \$6 million of new trails every 3 years. This will be measured by when funding is identified. This target recognizes the complex nature of some planned trails and allows the region to track significant investments of its trail network.

NEEDS IDENTIFICATION

The Ozarks Transportation Organization continuously works to identify transportation needs and prioritize funding to address these needs. Below are descriptions of some needs lists and prioritization processes from 2023.

ANNUAL STIP PRIORITIZATION

The OTO recommended several projects for inclusion in MoDOT's STIP that will benefit bicyclists and pedestrians. These projects include pedestrian improvements along Kansas, Kearney, Glenstone and Sunshine Ave, to improve multimodal connectivity in the region. There are also several intersection projects in Battlefield, Ozark, Republic, and Springfield that should improve pedestrian safety.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The OTO's Bicycle and Pedestrian Advisory Committee meets regularly to discuss regionally significant projects, complete planning and safety studies, and to assist in setting bicycle and pedestrian funding priorities.

OZARK GREENWAYS TECHNICAL COMMITTEE

The OTO continues to participate on Ozark Greenways' Technical Committee. These monthly meetings provide OTO staff an opportunity to learn about ongoing trail needs and to provide information on upcoming funding opportunities.

MoDOT MULTIMODAL UNFUNDED NEEDS LIST

The OTO participated in the development of a statewide Multimodal Unfunded Needs List. A total of 12 regional trails and local bicycle and pedestrian projects from the OTO region, valued at about \$23 million, were included on the state's need list. Trail projects included the Route 66 trail in Springfield and Strafford, shared used path from Cheyenne Rd in Nixa to Fremont Rd in Ozark, pedestrian improvements along Route EE from Haseltine Rd to US 160 (West Bypass), pedestrian crossing improvements along US 160 between Route 744 (Kearney St) to Battlefield Rd and trail improvements along Route M from Route ZZ in Republic to Route FF in Battlefield. Individual communities submitted a wide range of local bicycle and pedestrian needs. Projects ranged from \$200,000 to \$8,000,000 and a new list is completed annually.

ENGINEERING

TRAILS AND BIKEWAYS

While many pieces of the regional system are in the planning stages, several have been designed and constructed as part of the effort to make a continuous trail system.

CONSTRUCTION FUNDING AWARDED

- Multi-use path and sidewalk along State Highway CC from Fremont Rd to N 22nd St Ozark (approx. 3,945 LF)
- Jordan Creek Greenway multi-use trail from Mt Vernon St to Grant Ave in Springfield (approx. 5,625 LF)
- Multi-use trail and bicycle and pedestrian underpass of I-44 as part of the Pea Ridge Creek Greenway from Doling Park to Norton RD in Springfield (approx. 1,147 LF)
- Multi-use path as part of South Creek Greenway Trail along E Sunset St to E Edgewood St, including intersection improvements at Sunset and Glenstone and sidewalk connection to transit stop south of Sunset (approx. 254 LF)
- Trail of Tears Greenway multi-use trail from Nathanel Greene Park to E Sunshine St in Springfield (approx. 3,995 LF)
- Wilson's Creek Greenway multi-use trail from Rutledge Wilson Park to James Ewing Park-Hillcrest trailhead in Springfield (approx. 6,819 LF)

FUNDED ENGINEERING AND PLANNING STUDIES

- Chadwick Flyer Study for the corridor between Kissick Ave and Sunshine St to identify safe and most practical trail alignments and road crossings in this corridor was completed in March 2024. In August 2024, Ozark Greenways awarded a contract for engineering and design services for the studied corridor.
- Engineering and design of a multi-use trail as part of the Wilson's Creek Greenway and along Route FF from Republic Rd to Weaver Rd in Battlefield
- Engineering and design of a multi-use trail as part of the Blue Stem Greenway, Finley River trail and the Kali Springs Trail in Ozark
- Engineering and design of multi-use trail as part of the South Creek Greenway connecting to the Wilson's Creek Greenway, the Fassnight Creek Greenway between Fort Ave and Springfield Skate Park and from Glenstone to Enterprise, and Ward Branch Greenway from National Ave to Fremont Ave in Springfield.
- Engineering and design of a multi-use trail as part of Route 66 trail in Strafford

CONSTRUCTED

- 4,321 LF of multi-use trail as part of the Chadwick Flyer Trail along and 20th and 21st St from N Biagio St to Garton St in Ozark
- 8,544 LF of multi-use path along Kansas Expressway from Republic Rd to W Farm Road 182 in Greene County
- 1,338 LF of multi-use path as part of the Grant Ave Parkway from W Catalpa St to Grand St in Springfield
- 460 LF as part of the Ward Branch trail connecting the trail to W Lakewood St in Greene County
- 7,897 LF multi-use trail as part of the Wilson's Creek Boulevard Trail Rt. ZZ between Republic High School and Wilson's Creek National Battlefield
- 639 LF of multi-use trail in the Valley Ridge subdivision in Ozark
- 898 LF of multi-use trail along E Division Street from N Prospect Ave to N Hampton Ave in Springfield

IN PROGRESS

- Chadwick Flyer Trail including overpass of US 65, Phase V along N 20th St in Ozark and Chadwick Flyer Spur to Ozark High School (approx. 6,125 LF)
- Le Compte trail along east side of LeCompte Road from Division to Railroad crossing in Springfield (approx. 5,670 LF)
- Multi-use path along E Galloway St from S Luster Ave to S Lone Pine Ave in Springfield (approx. 4,158 LF)
- Grant Ave Parkway multi-use path from W Catalpa St to downtown Springfield (approx. 9,301 LF)
- Multi-use path along N Cheyenne Rd and North St in Nixa (approx. 3,260 LF)
- Multi-use trail as part of the Finley River trail in Ozark (approx. 1,151 LF)
- Multi-use trail as part of the Jordan Creek Trail from Smith Park to Division St in Springfield (approx. 500 LF)
- Link Trail segment along Sherman Parkway in Springfield (approx. 1,150 LF)

- MM Pedestrian Underpass with multi-use path in Republic (approx. 500 LF)
- Multi-use path as part of the South Creek Trail along E Sunset St in Springfield (approx. 2,500 LF)
- Shuyler Creek Trail between along Farm Road 182 from Wilson Creek National Battlefield to City of Republic (approx. 8,976 LF)
- Multi-use trail as connector to “Trail of Tears Park” (approx. 900 LF) from S Cloverdale Rd and sidewalk along 4th St (approx. 2,500 LF) in Battlefield

STREETSCAPES AND CROSSING IMPROVEMENTS

- Intersection improvements on Chase Street at Lyon Avenue and Grant Avenue, including curb extensions, lane narrowing and increasing crosswalk visibility including a Rectangular Rapid Flashing Beacon (RRFB) at the Grant Avenue intersection
- Intersection improvements at National Avenue and Division Street, including construction of a multiuse path on the southside of Division Street adjacent to the intersection, new ADA compliant sidewalk on the north side and improving pedestrian islands in the intersection, including ADA compliant ramps
- Galloway Greenway crossing improvements on Lone Pine Avenue, including rectangular rapid flashing beacon (RRFB) and curb enhancements

SIDEWALKS AND PEDESTRIAN IMPROVEMENTS

Sidewalk improvements are a continual activity in the OTO area.

CONSTRUCTION

- 961 LF of sidewalk along Route NN and Sunset Road in Ozark
- 1,600 LF of sidewalk within new subdivision in Ozark
- 21,233 LF of sidewalk within new subdivisions in Republic
- 220 LF of sidewalk along E Barataria St from Glenstone Ave to S Stewart Ave
- 505 LF of sidewalk along W Battlefield Rd from bus stop on S Delaware Ave to the west
- 200 LF of sidewalk along E Edgewood St from S Stewart Ave to the west
- 1,315 LF of sidewalk along E Erie St from S Delaware Ave to Glenstone Ave
- 1,110 LF of sidewalk along S Franklin Ave from W Winkler St to W Swan St
- 240 LF of sidewalk along S Jefferson Ave from W Battlefield Rd to E Montclair St
- 1,310 LF of sidewalk along W Katella St from Kanas Ave to Kansas Expressway in Springfield
- 170 LF of sidewalk along W Katella St from Franklin Ave to Horace Mann school
- 2,065 LF of sidewalk along W LaSalle St from S Broadway Ave to S Fairview Ave
- 250 LF of sidewalk along N Main Ave from W Chestnut Expy to W Tampa St
- 1,155 LF of sidewalk along E Montclair St from S Jefferson Ave to S Kimbrough Ave
- 485 LF of sidewalk along S Parklane Ave from W Katella St to the south
- 1,200 LF of sidewalk along New Melville Road from Barwick to Route AB in Willard
- 6,221 LF of sidewalk within new subdivision in Willard

EQUITY IMPROVEMENTS

- Multiple ADA improvements, including ramp repairs on W Highland St, W LaSalle, E Meadowmere St, and W Winkler St in the Greater Parkcrest neighborhood in Springfield
- Repair and replacement of 14,180 LF of sidewalk on multiple streets, including E Bennet St, E Meadowmere St, E Portland St and E Stanford St in the Delaware neighborhood
- Repair and replacement of 1,460 LF of sidewalk in various other location within Springfield, including E Chase St, E Barataria St, N Main Ave and E Pacific St
- Safety and Pedestrian Improvements along Glenstone Avenue (US 65 Business Loop) and N State Highway H in Springfield from E Stoneridge Dr to S Nature Center Way, including construction of new sidewalks, replacing of sidewalks, ramps and bus stop pads to meet ADA standards and installation of new pedestrian signals

IN PROGRESS

- Pedestrian Improvements along Kansas Expressway in Springfield from Norton Rd to ramps of James River Freeway, including filling sidewalk gaps, replace sidewalk, ramps and bus stop pads to meet ADA standards and installing audible push buttons at signalized intersections
- Pedestrian Improvements along Kearney Street/ MO Route 744 in Springfield from West Bypass/ US 160 to N LeCompte Ave, including filling sidewalk gaps, replace sidewalk, ramps, improve several signalized intersections for pedestrians and installing new signalized pedestrian crossing between Boonville and Robberson

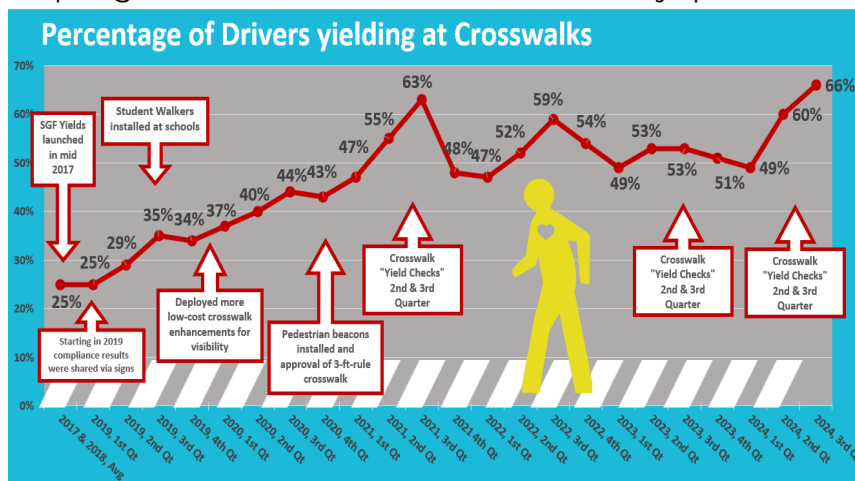
PEDESTRIAN IMPROVEMENT PLANS & STUDIES

- City of Ozark started an update of their ADA transition plan. The plan includes a self-evaluation, public outreach and will determine where accessibility access exists within the city and how the city can address these issues.
- City of Republic received funding through FHWA Safe Streets for All program to start the update of the City's ADA transition plan update, which will include an evaluation of pedestrian hazards in the right-of-way.
- City of Springfield also received funding through FHWA Safe Streets for All program for a regional transportation culture study that will analysis behavioral components of crashes and close calls and provide strategies for educational strategies and speeding study and a neighborhood traffic calming plan.
- The City of Willard is updating their master transportation plan which will evaluate the local transportation network and prioritize future developments of the system.
- The Ozark Transportation Organization completed the regional Destination Safe Streets plan, which included a regional safety analysis of the transportation network and provided systemic, project specific and policy recommendations to improve safety for all road users.

EVALUATION

SGF YIELDS: CROSSWALK COMPLIANCE STUDIES

Crosswalk compliance studies, performed by Springfield Public Works Traffic Operations division since 2017, evaluates driver compliance at six crosswalk sites with similar traffic speeds and characteristics across Springfield. Two locations are studied every quarter as a control group. The remaining sites are selected from each of the four City Council zones. Results from each location are averaged to produce a snapshot of driver compliance across town. Results of the assessment are posted on two educational boards, located at the intersection of Campbell & Walnut Lawn and Glenstone & Division. The chart to the right shows the development of driver compliance since the start of the study. Overall, drivers yielding at crosswalks increase from 25% in 2017/18 to around 58% in 2024.



LET'S GO SMART: TRANSPORTATION COLLABORATIVE - WALK & TALKS

The Let's Go Smart: Transportation Collaborative hosted four Walk & Talk events in 2024 to evaluate walkability in and around Fassnight, Grant Beach and Weller neighborhoods and the Medical Mile on National Ave. and one bike & talk event during bike walk & wheel week. These events bring together community stakeholders and advocates to discuss recent improvements, current needs, and future projects in different neighborhoods.



EDUCATION AND ENCOURAGEMENT

SAFETY GUIDES

OTO has continued to make available Safety Guides printed with materials from the League of American Bicyclists on bicycle safety. These have been shared with member jurisdictions and Ozark Greenways for distribution around the region. These were also included for distribution to Bike Walk & Wheel Week participants.

CYCLE CONNECT 417

Cycle Connect 417 formed in September of 2022 and is encouraging women to explore cycling and connecting women within Southwest Missouri. The group organizes community rides for women on every first Saturday of each month with the goal of bringing women together and providing an inclusive environment with cycling opportunities for all skill levels.

LET'S GO SMART: TRANSPORTATION COLLABORATIVE

The Ozark Greenways Let's Go Smart Committee and the Community Partnership of the Ozark's Transportation Collaborative combined into the Let's Go Smart: Transportation Collaborative in 2019. This combined group continues to support the two groups' key priorities: non-motorized transportation and expanding transportation options for the region's under-resourced. In October of 2024, a bicycle safety training was held for the Boys and Girls Club at Sherwood Elementary School as part of the collaborative and in cooperation with Safe Kids Springfield, which included donations of helmets at bicycles for the children. Twelve children with different skill levels attended the training and learned how to care for their bike and check their bike before riding, how to start and stop, how to turn, how to use turn signals, and how to stop. At the end, everyone was able to complete the safety course. Following the training, the group went for a ride on the South Creek Greenway Trail.



LET'S GO SMART WEBSITE

Let's Go Smart is a campaign to educate the region about making smart choices when using transportation. This not only includes bicycling, walking, and carpooling, but also trip chaining, bicycle safety, and more. The Let's Go Smart website continues to be a standalone site hosted by the Ozarks Transportation Organization and includes a place for events and an interactive map of the region's bike and bus routes and trails.

BETTER BLOCK SGF

Better Block SGF empowers individuals to reimagine the built environment to build a better city, one block at a time. This community non-profit advocates for pedestrian friendly design and improvements, conducts community engagement, and implements tactical urbanism projects. In 2024 Better Block SGF started the Medical Mile placemaking project along National Avenue between E Sunshine Street and James River Freeway. The project's purpose is to create public spaces along the Medical Mile that are welcoming, safe and accessible, and will enhance the district's identity, promote economic activity and improve the quality of the experience for visitors and residents. In 2024 most project activities were around planning and design with potential events taking place in 2025. Better Block SGF published a free placemaking guidebook that is available on their website.

SGF YIELDS

The SGF Yields campaign aims to initiate a cultural change in Springfield toward being more pedestrian friendly. To encourage this shift, the campaign utilizes two key strategies – education and awareness. Staff works with local schools and talks with students in their classrooms about how to be a “Safety Superhero.” The city also has created ‘Mr. Walker’ statues and placed them around the city near crosswalks and heavily used pedestrian areas to remind drivers to pay attention for pedestrians. Finally, City staff monitors drivers’ yield compliance at crosswalks across the city. Statistics are shared with the community each quarter.



SGF Yields was awarded funding to conduct *Crosswalk Yield Checks* in cooperation with the Springfield Police Department. These checks will be treated as opportunities for “edu-forcement,” including driver education as the issuance of a warning from the Springfield Police Department. After this period of “edu-forcement,” drivers may be issued citations.



In 2021, SGF Yields in partnership with neighborhoods also started to organize Lantern Walks within the City of Springfield. This event aims at creating more awareness to children as the most vulnerable group of road users. Neighborhoods, schools, and families are encouraged to help organize a route for a lantern walk, which has learning stations for children and adults about safe walking habits, crosswalk laws and how to encourage safe street crossings for all road users. In 2024, 8 neighborhoods participated in the Lantern Walks.

The campaign evolved into the statewide available SafeAcross program. The SafeAcross program is a partnership between the City of Springfield and the Missouri Department of Transportation and provides resources, guidance and funding to communities in Missouri to launch their own local education programs. SGF yields was also designated as [noteworthy practice of the Safe System Approach by the U.S. Department of Transportation](#).

SAFE KIDS SPRINGFIELD

Safe Kids Springfield is a member of Safe Kids USA, and works to bring together health and safety experts, educators, corporations, foundations, governments, and volunteers to educate and protect families. One focus area for Safe Kids is bike and pedestrian safety. Safe Kids provides safety education materials, helps with distribution of bicycle helmets, and offers bike rodeos at various events. Since 2002, Safe Kids Springfield has been involved with Walk this Way each October.

AWARDS

- Mandy Büttgen-Quinn from Traffic Engineering Division of the City of Springfield's Public Works Department won the 2024 National Highway and Traffic Safety Administration (NHTSA) Public Service Award. She was recognized for her inspiring work to advance pedestrian safety in Springfield and beyond, through programs like #SGFyields and #SafeAcrossover.
- Mandy Büttgen-Quinn was also recognized as the Transportation Professional of the Year by the Ozarks Section of the Institute of Transportation Engineers (OSITE).
- Ozarks Transportation Organization received the 2024 Transportation Achievement Award by OSITE for the regional mobility projects.

EVENTS

BIKE WALK & WHEEL WEEK

Ozark Greenways sponsored Bike Walk & Wheel (BWW) week in May. The 2024 BWW week featured a Bike/ Walk-In Movie Night at the Springfield Art Museum and multiple walk and bicycle events that provide an opportunity to explore the region in a group setting. Over 400 participants from different cities within the region including Battlefield, Nixa, Ozark, Republic and Springfield, took part in BWW.

SCULPTURE WALK SPRINGFIELD

Sculpture Walk Springfield bills itself as a museum without walls with access to all. Quality sculptures from local, national, and international artist are placed around Springfield with a focus on the downtown area. The 2023-2024 collection included 31 sculptures, including a permanent installation at the Roundtree neighborhood and the airport and an interactive neon mural on the north wall of the History Museum.

SPRING ROLL BICYCLE RIDES

Springbike Bicycle Club led over 100 bike rides, including nightly rides on weeknights, rides for all experience levels on Sundays called Spring Rolls, a New Year's Day Ride, a Big Game ride, and the Ride of Silence in May 2024. The bike rides advocate for more bicycle usage in the Springfield area and provide a variety of group rides, including short and slow rides on low volume streets to encourage riders of all ages and skill levels. The weeknight rides had an average of 7 to 18 riders and the Spring Rolls 4 to 10 riders per ride. Larger Ride events like the Pancake Ride starting at the Republic Highschool and the Queen City Bike Ride included 80 and more riders included local and visiting riders.

Runs, Walks, and Rides:

Bass Pro Fitness Series
 Republic 100-mile
 Walking Club
 Republic Tiger Triathlon
 Republic Got Mud? Run
 Springfield Turkey Trot
 Willard Turkey Trot
 Jack Frost 5K
 Ozarks 100
 15th Annual
 Breakthrough T1D
 Bicycle Ride
 Iron Horse Gravel Grind
 Joggin' for Noggins 5k
 6th Annual Springfield
 Tour de Brew
 Frisco Railroad Run
 Santa's CHRISTMAS
 EXPLOSION Run
 Redbird Run
 The Fast & The Furriest
 5K
 Go Girl Run Springfield
 ALO: Let Freedom Run
 Team O'Reilly 5K
 Pancake Ride

Sertoma Duck Waddle
 5K
 Run Across Springfield
 Oktoberfest Beer Run
 Girls Just Wanna Run
 2024
 Girls on the Run 5K
 Conservation Marathon
 Night Light 5k
 Bass Pro Shops Zombie
 Run
 Rock4Kids Paint the Run
 Potters House 5k & Fun
 Run - Springfield, MO
 Pound The Pavement
 For Parkinson's 5k
 Shamrock Shuffle/ Fleet
 Fleet Springfield
 Queen City Century Ride
 Camp Barnabas
 Campfire 5k
 Ruck 'N' Run
 Wellness for Warriors
 Bike Ride
 Running From Squatch
 Dream Dash

33rd Annual CoxHealth
 Virtual Medical Mile
 5K Run/Walk
 Run and Remember 5K
 Rockin' Roll Bike & Music
 Festival
 Raptor Run, 5K and Fun
 Run
 Freedom Triathlon
 NAMI Neon Night Run
 5K
 OneSolePurpose 5K/10K
 Run
 Strafford Turkey Trot
 Tandem of the Ozarks
 Running From Yeti
 Heart Hustle
 ConcreteKIDS Triathlon
 ConcreteMan Triathlon
 Tri at the Y: Pat Jones
 YMCA Triathlon
 Run for Connie
 OMRR's Run for the
 Ranch
 Numerous other
 walks/runs/rides not
 listed



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

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