



INDIVIDUAL COMMUNITY ACTION PLANS

Chapter Contents:

*Community Plans Overview
Southwest City, MO*

- 1. List of future cities to be included in the HSTCC Regional Trail Plan*

COMMUNITY PLANS OVERVIEW

This section details existing and proposed bicycle and pedestrian transportation and recreational facilities for Southwest Missouri communities. The network includes on-road and off-road facilities such as shared use paved trails, separated bikeways, sidewalks, and shared roadways. This section also covers the methodology for developing the network, descriptions of the facility types, and maps and descriptions by community.

Methodology

The recommended bicycle and pedestrian network was designed by assembling all existing recommendations and information from current plans and studies. A thorough analysis with geographic information systems and fieldwork was conducted to examine the region for recommendations. These components combined with public input from local officials and community members were essential building blocks for these plans. A summary of inputs is shown below.



Floating on Honey Creek lake in Blankenship Park





Facility Types

A variety of facilities are recommended due to the range of skill and comfort levels among bicyclists and pedestrians, and the range of existing conditions across the landscape of SWMO. One facility type will not fit all roadways or contexts because of variations in roadway configurations and land use; thus a toolbox of facility types is used. These recommendations are at a planning level only and will require further analysis before implementation.

The symbols below represent different facility types in the detailed community maps throughout this section. These are based on the Design Guidelines found in Appendix A.

Shared Use Facilities

Shared Use Paved Trails

A shared-use path (also known as a greenway) allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Path facilities can also include amenities such as lighting, signage, and fencing (where appropriate). Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on shared use paved trails are found in the Design Guidelines in Appendix A.

-  Proposed Shared Use Paved Trail
-  Existing Shared Use Paved Trail

Sidepath

Sidepaths are a type of shared use paved trail that run adjacent to a street. Because of operational concerns, it is generally preferable to place paths within independent rights-of-way away from roadways. However, there are situations where existing roads provide the only corridors available. Sidepaths are most appropriate in corridors with few driveways and intersections. Existing and proposed sidepaths are distinguished in the recommendations maps as shown to the right. Further details on sidepaths are found in the Design Guidelines in Appendix A.

-  Proposed Sidepath
-  Existing Sidepath

Natural Surface Trail

Typically found in more rural settings, these are unpaved shared use paved trails that can offer mountain biking, hiking, and long distance trail connection opportunities separated from roadways. Adventurous opportunities for this type of trail are found criss-crossing scenic stretches of NWA, a region quickly becoming known for mountain biking and trails. Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on natural surface trails are found in the Design Guidelines in Appendix A.

-  Proposed Natural Surface Trail
-  Existing Natural Surface Trail

Bicycle Facilities

Separated Bikeway

Designated exclusively for bicycle travel, separated bikeways are segregated from vehicle travel lanes by striping, and can include pavement stencils and other treatments. Separated bikeways are most appropriate on arterial and collector streets where higher traffic volumes and speeds warrant greater separation. Symbolized as shown to the right in the recommendations maps, cycle tracks, buffered bike lanes, and bike lanes fall under this category. Further details on separated bikeways are found in the Design Guidelines in Appendix A.

-  Proposed Separated Bikeway
-  Existing Separated Bikeway



-  Proposed Shared Roadway
-  Existing Shared Roadway
-  Proposed Gravel Grinding (Shared Roadway)

Shared Roadway

On shared roadways, bicyclists and motor vehicles use the same roadway space. These facilities are typically used on roads with low speeds and/or traffic volumes, however, they can be used on higher volume roads with wide outside lanes or shoulder. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

Shared roadways employ a large variety of treatments from simple signage and shared lane markings to more complex treatments including directional signage, traffic diverters, chicanes, chokers, and/or other traffic calming devices to reduce vehicle speeds or volumes.

Symbolized as shown to the left, signed and marked shared roadways as well as bicycle boulevards fall under this category. For further details on shared roadways, see the Design Guidelines found in Appendix A.

Gravel Grinding Route: This type of shared roadway uniquely describes bike routes along dirt/gravel roads in rural parts of SWMO. These routes serve as flat and scenic ‘gravel grinding’ opportunities often found on very low traffic volume roads connecting rural SWMO destinations. Gravel grinding routes can be thought of as a hybrid between longer distance bicycling and mountain biking. Proposed bike routes found along rural dirt/ gravel roads are represented in the lighter, tan color shown to the left.

Shoulder Bikeway

Typically found in less-dense areas, shoulder bikeways are paved roadways with striped shoulders (4’+) wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway. Shoulder bikeways should be considered a temporary treatment, with full bike lanes planned for construction when the roadway is widened or completed with curb and gutter. This type of treatment is not typical in urban areas and should only be used where constraints exist. Shoulder bikeways are lumped under the Separated Bikeway category in the Design Guidelines found in Appendix A, but are separated into their own category for clarity in the community plans.

Furthermore, as roadways are widened to accommodate increasing traffic volumes, upgrades to road-separated sidepaths should be considered for previous shoulder improvement recommendations.

Pedestrian Facilities

Sidewalk

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped planting strip area. Sidewalks are a common application in both urban and suburban environments. Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on sidewalks are found in the Design Guidelines in Appendix A.

Some neighborhood/park trails are identified on the maps as shown to the left and do not fit perfectly into any category. At the very least, these are pedestrian facilities with varying widths and surface types, and some of these are also appropriate for bicycle travel.

-  Proposed Shoulder Improvement
-  Existing Shoulder

-  Sidewalk
-  Proposed Sidewalk

-  Neighborhood/Park Trails



Regional Network

The Regional Network is outlined in black lines as shown to the right. These routes connect regional destinations and communities across SWMO and NWA.

The Razorback Regional Greenway (symbolized in red) composed of shared use paved trails, sidepaths, and cycle tracks forms the heart of this network, currently linking Lake Bella Vista through south Fayetteville.

The Heritage Trail offers a connection between history and alternative transportation and recreation in each part of NWA. The Heritage Trail will evolve as a core component of the regional network as communities and destinations are connected. The Heritage Trail is comprised of the Trail of Tears, Butterfield Stage Coach route, and Civil War routes.

Crossing Improvement

Key crossing improvements are identified in each community at important places in the bicycle and pedestrian network. Crossing improvement needs will range from crosswalk, curb, signal, ramp, lighting, and other design needs (see recommendations specific to intersections for shared use, bicycle, and pedestrian specific contexts in the Design Guidelines in Appendix A).

Destinations

Along with schools, local and regional destinations are identified in each community. These are generally composed of downtown centers, parks, libraries, museums, entertainment, employment, commercial areas, and other attractions throughout the region. These can be considered stepping stones for the regional and local networks.

Programs

Each community plan includes a summary of programmatic recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

 Regional Network

 Razorback Regional Greenway

 Heritage Trail

 Crossing Improvement

 Regional Destination

 Local Destination

It is important to note that the recommendations in this plan are part of a specific context with a multitude of variables that evolve over time. As implementation opportunities arise, flexibility must be afforded for the proper facility selection to ensure the most effective and efficient use of resources. A specific example of this would be a community opting to build a sidepath rather than bike lanes where this option would better meet the needs of the community.

SOUTHWEST CITY WALK/BIKE ACTION PLAN

OVERVIEW

The City of Southwest City Missouri is located in extreme Southwest corner of Missouri on the border of Oklahoma and Arkansas. It is part of the Fayetteville–Springdale–Rogers, AR-MO Metropolitan Statistical Area and is located in the southwestern corner of the state of Missouri. In the late 1930's the movie Jesse James, was partly filmed at the Southwest City train station.

This community of approximately 940 sits directly on the Arkansas and Oklahoma line. It is the most western point of the Mason-Dixon Line. Southwest City has growth potential in the immediate future because the urban sprawl from northwest Arkansas continues to move north at a rapid pace. The City will establish itself as a gateway into Oklahoma and Arkansas for the southwestern part of Missouri. The geographic location of the city will provide an access point into Missouri for Oklahoma and Arkansas visitors .

Southwest City leadership is working diligently to promote and provide opportunities for business growth. Southwest City hosts many festivals in the city park, Blankenship Park, such as Old Timer’s Day, 3rd of July, the Southwest City Fall Festival, Easter egg hunts, and many other festivities.

Regional Destinations

- » Huckleberry Ridge Conservation Area
- » Big Sugar Creek State Park
- » McDonald County Museum
- » West end of the Mason-Dixon Line
- » Brand Lake in Oklahoma
- » Polson Cemetery
- » Salt Peter Cave
- » Mt. Shira Access
- » Bluff Dwellers Cave
- » Ozark national Wildlife Preserve, OK
- » McDonald County History Museum

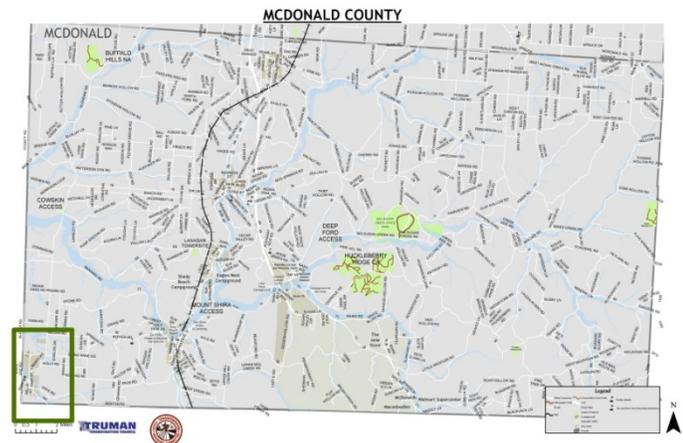
Other Key Destinations

- » Cornerstone at the junction of Missouri, Arkansas, and Oklahoma
- » Honey Creek
- » Cowskin Access to Elk River
- » Southwest City Cultural Arts Center
- » Old McDonald County Courthouse
- » Butterfield Overland Trail Route
- » Trail of Tears Trail Route



REGIONAL LOCATION MAP

SOUTHWEST CITY



Clockwise from upper left: Kayak sales in Blankenship Park, Trail in Blankenship park, Southwest City Cultural Arts Center, Lake near Southwest City



On School St., looking south at the Senior Center driveway.



On School St., facing west in front of the Senior center.



On Broadway St., facing south.



On School St., facing north.



On School St., facing west towards the elementary school.



In front of the Senior Center, facing east, on School St.



On School St., facing northwest towards the elementary school



On Cherokee St., facing east.



On School St., facing north.

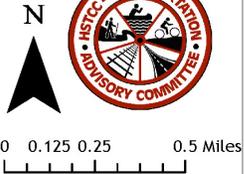
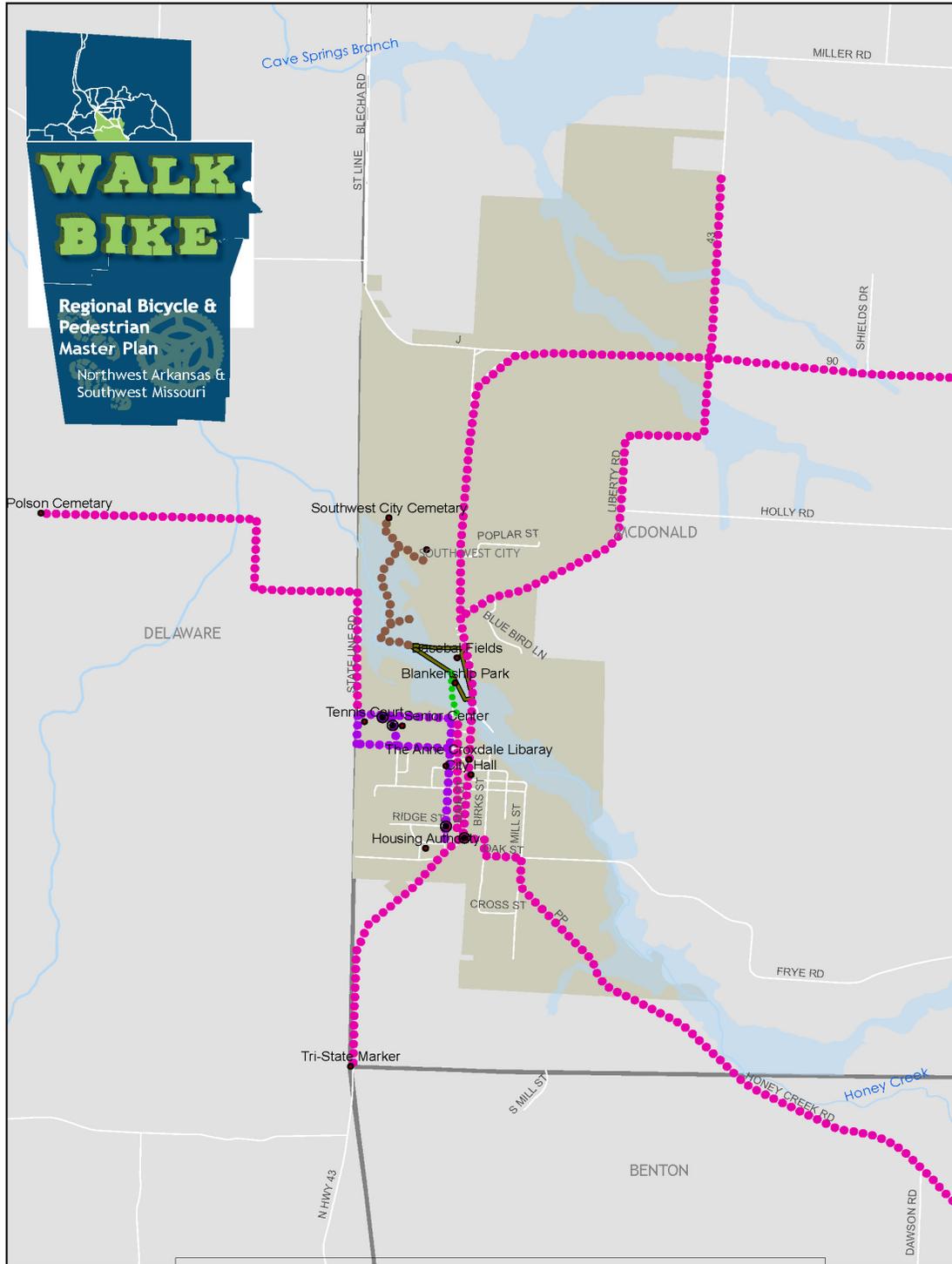


On Cherokee St., facing east.



On Cherokee St., facing east.

SOUTHWEST CITY TRAILS



LEGEND			
	SCHOOLS		NATURAL SURFACE TRAIL
	POINTS OF INTEREST		NEIGHBORHOOD/PARK TRAIL
	PROPOSED SHARED ROADWAY		PROTECTED BIKE LANE
	PROPOSED SIDEPATH		SHARED ROADWAY
	PROPOSED SHARED USE PATH		SHARED USE PAVED TRAIL
	PROPOSED SIDEWALK		SIDEWALK
	PROPOSED SHOULDER IMPROVEMENT		EXISTING NATURAL SURFACE TRAIL
	PROPOSED SEPARATED BIKEWAY		PAVED SHOULDER
	PROPOSED SOFT SURFACE MULTI USE TRAIL		HERITAGE TRAIL
	BIKE LANE		REGIONAL NETWORK
	CROSSING IMPROVEMENT		RAZORBACK REGIONAL GREENWAY
			CATALYST
			RAIL
			ROADS
			STATE AND CONSERVATION LAND
			WATER
			1 PERCENT FLOOD PLAIN
			PLANNING AREA BOUNDARY
			CITY
			COUNTY





Topic	Key Needs & Notes	
<i>Regional Needs</i>	» » »	Connect City of Southwest City to the City of Noel, City of Joplin, City of Bella Vista, AR Connect to Razorback Regional Greenway and the Heritage Trail.
<i>Other Key Needs</i>	» » » » »	Address barrier roadways. Establish Trailhead for Oklahoma and Missouri residents. Establish City of Southwest City Park as a trailhead into Oklahoma and Arkansas. Improve neighborhood connectivity. Additional safe routes for walking and bicycling communities. Provide links to Heritage Trail of Tears in Arkansas.
<i>Facility Recommendation</i>	Recommendation Detail	
<i>Sidewalks</i>	» » » » » » »	Downtown Area: Develop sidewalk links around the downtown center and to Blankenship Park. Develop sidewalks in residential neighborhoods. Residential Areas: Continue developing sidewalks with new residential development. Connect the Senior Center and Elementary school via sidewalk. Update sidewalks along east side of School St. Sidewalks updated along Academy and Broadway St. Update sidewalks on north side of Cherokee St. From School St. to Main St.
<i>Intersections</i>	» »	Create crosswalk in front of the Senior Center on School St. to connect to the existing sidewalk on the west side of School St. On Broadway St. at S. Main St.
<i>On-Street Bike Facilities</i>	» » » » » » » » » » » »	From the Missouri border, on E0324 Rd. into Oklahoma to Polson Cemetery. On Main St, north to Simmons Foods on Hwy. 43 and Hwy. 90 to Noel, MO. On Liberty Rd. from Main St. to Hwy. 43 On Oak St. from Main St. to Birkes St. On Birkes St. to Oak St. On Oak St to Mill St. On Mill St. to Co Hwy. PP. On Co Hwy. PP to Arkansas Stateline. On School St, from Academy St. to W. Cherokee St. On the west side of Broadway St. from S Main St. to the Cultural Arts Center. On west side of Broadway St., from Cherokee St. to Academy St. From the Tri-State Marker, on Hwy. 43 to Blankenship Park.
<i>Shared Use Facilities</i>	»	Paved ADA compliant asphalt trail on west side of Broadway St. from Cherokee St. to the Cultural Arts Center.
<i>Multi-Modal Connection</i>	»	City of Southwest City is not directly connected by Public Transit. On call services for OATS are currently utilized by citizens.
<i>Heritage Trail</i>	» »	The Trail of Tears is the closet historical trail near Southwest City. Establish City of Southwest City Park as a trailhead.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Transportation planners often reference the "Six Es," (Engineering, Education, Encouragement, Enforcement, Evaluation and Equity). Examples are depicted below. Economy is often included as an additional benefit, as it pertains to ways a robust transportation system presents opportunities for cost savings and time savings. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

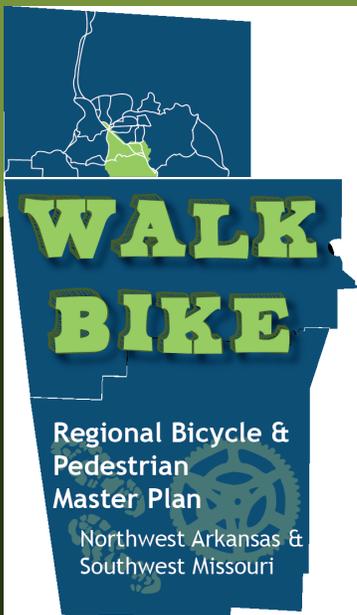


Clockwise from upper left: Blankenship Park Trail, Turkey Trot, Tri-State marker, Blankenship Park, Honey Creek, Main St., Nature Trail, Southwest City Cultural Arts Center.



Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	HSTCC, City of Southwest City
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	HSTCC, City of Southwest City
Complete Streets Policy	Medium	City of Southwest City
Bicycle Parking	Medium	City of Southwest City
Enhanced Funding for Bike and Pedestrian Projects	Medium	City of Southwest City
Education		
Safe Routes to School	Medium	City of Southwest City
Network with existing capacity in NWA	Medium	HSTCC, City of Southwest City
Encouragement		
Walking and Biking Promotion Activities	Short	City of Southwest City
Equity Oriented Programs	Short	HSTCC, City of Southwest City
Bike and Walk Month	Medium	City of Southwest City
Group Rides and Walks	Medium	City of Southwest City
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Southwest City
Trainings for Law Enforcement Officers	Short	City of Southwest City, HSTCC
Bike and Foot Patrol Units	Medium	City of Southwest City
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Southwest City, HSTCC
Evaluation		
Active Transportation Committee	Short	HSTCC, City of Southwest City
Bicycle, Pedestrian, and Trail Count Program	Short	City of Southwest City
Walking, Bicycling and Trails Report Card	Medium	City of Southwest City, HSTCC
Economy		
Bicycle and Walking Tourism Strategy	Medium	City of Southwest City





Southwest Missouri Individual Bicycle and Pedestrian Master Plan | 2018

Prepared by the Harry S Truman Coordinating Council

