

Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization | May 2018



TranSystems

EXPERIENCE | Transportation

Joplin Area Transportation Study Organization (JATSO)

Bicycle and Pedestrian Transportation Plan

Joplin Metropolitan Planning Area | May 2018

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The Policy Board is the policy-making governing body and provides a forum for cooperative decision-making for the transportation planning process.

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CHAPTER 1 | INTRODUCTION

Background

The Joplin Area Transportation Study Organization (JATSO) is the designated Metropolitan Planning Organization (MPO) for the Joplin region. The organization maintains and monitors all transportation projects that receive state and federal funding as well as regionally significant projects that are funded locally. JATSO is also responsible for updating short-term transportation needs and long-range transportation plans.

In 1999, JATSO began a two-phase bicycle and pedestrian transportation plan consisting of a vision and implementation strategies for non-motorized facilities. The recommendations have been used to guide the implementation of on-road, off-road, and sidewalk improvements since 2001. The current *2036 JATSO Metropolitan Transportation Plan*, completed in 2016, recommended an update of the bicycle and pedestrian transportation plan to investigate the feasibility of non-motorized facilities and direct funding as appropriate.

Study Area

The study area, referred to as the Joplin Area, includes portions of southern Jasper County and northern Newton County. The study area covers approximately 200 square miles and includes 18 municipalities: Airport Drive, Brooklyn Heights, Carl Junction, Carterville, Cliff Village, Dennis Acres, Duenweg, Duquesne, Grand Falls Plaza, Joplin, Leawood, Loma Linda, Oronogo, Redings Mill, Saginaw, Shoal Creek Drive, Shoal Creek Estates, and Webb City. The three largest incorporated cities consist of Joplin, Webb City, and Carl Junction. The study area is displayed in Exhibit 1-1.

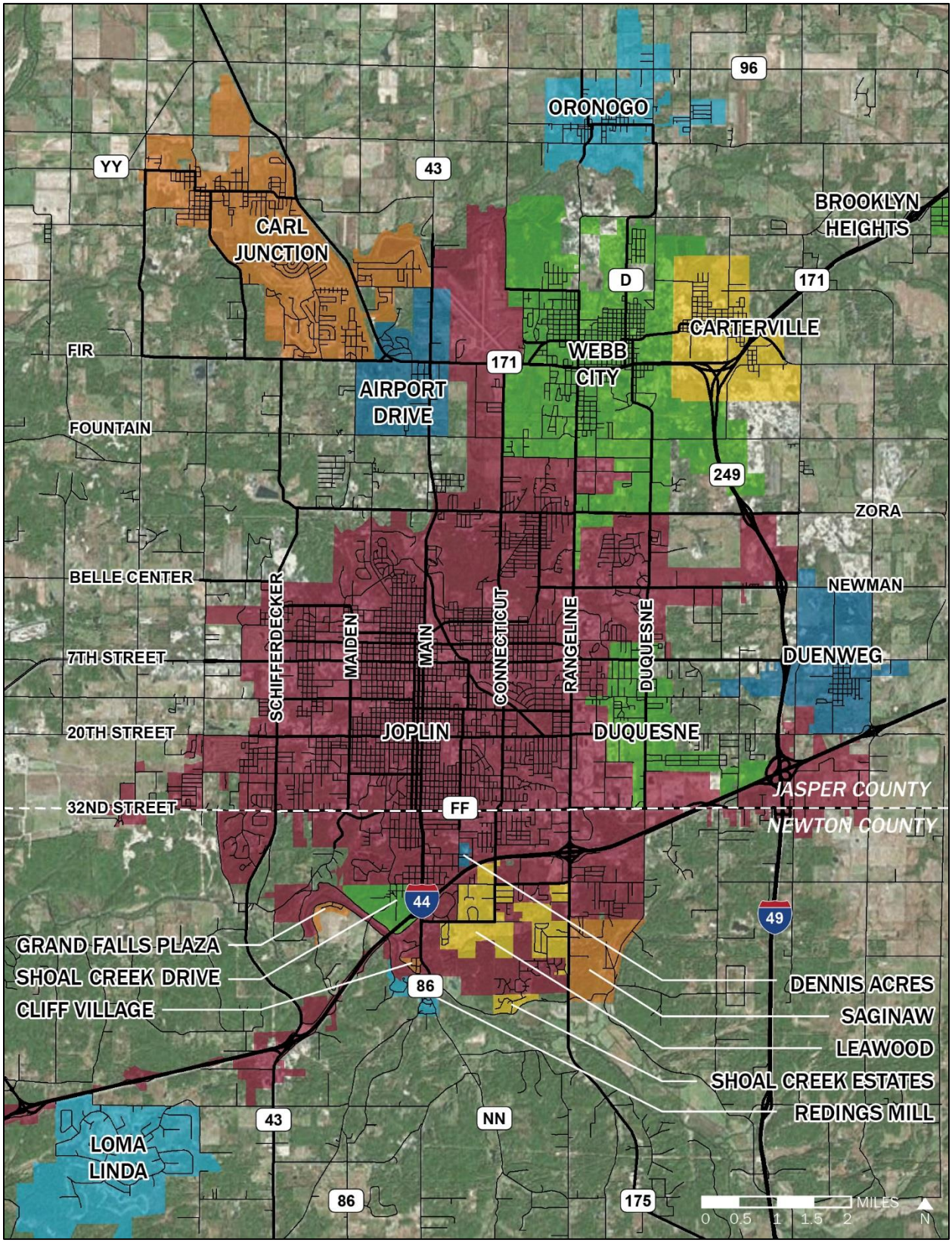
Study Team

JATSO consists of one permanent committee, the Policy Board, which provides a forum for cooperative decision-making for the transportation planning process. The Policy Board is composed of elected and appointed officials of local government entities and transportation providers in the Joplin Area. Voting members of the Policy Board represent Joplin, Webb City, Carl Junction, Jasper County, Newton County, Harry S. Truman Coordinating Council, and Missouri Department of Transportation (MoDOT) Southwest District. The Harry S. Truman Coordinating Council is the Policy Board representative for smaller municipalities within the Joplin Area. Overall, the Policy Board provides guidance for the *Bicycle and Pedestrian Transportation Plan*.

Plan Purpose

The purpose of the *Bicycle and Pedestrian Transportation Plan* is to update the previous guiding document to provide a comprehensive non-motorized transportation plan for the Joplin Area. The Plan will communicate the vision for the area's bicycle and pedestrian network and identify policy, program, and project recommendations to guide implementation.

Exhibit 1-1: Study Area



Source: TranSystems, 2017

Plan Process

JATSO ensures that existing and future expenditures for transportation programs and projects are based on a continuing, cooperative, and comprehensive planning process. To advance the mission, the planning process included three primary steps:

- *Continuing - Data Collection:* Existing guiding documents and multimodal conditions were reviewed in order to understand and continue building upon the regional network.
- *Cooperative - Public Engagement:* A multi-prong approach to engagement included public meetings, stakeholder meetings with community leaders, and an online public survey to promote regional cooperation.
- *Comprehensive - Analysis:* A series of policies, programs, and projects were developed to provide comprehensive recommendations based on technical analysis and public input.

As the metropolitan planning organization for the region, JATSO is responsible for actively involving all affected parties in an open and collaborative process that provides meaningful opportunities to influence transportation decisions. Therefore, public engagement was a critical component of the overall planning process for the *Bicycle and Pedestrian Transportation Plan*. As described above, public engagement included two public meetings, multiple stakeholder meetings with community leaders, and an online public survey. Each activity, which is described in further detail throughout the Plan, enabled residents, employees, and visitors to help guide the development of the *Bicycle and Pedestrian Transportation Plan*.

Plan Outline

The *Bicycle and Pedestrian Transportation Plan* is organized into five major sections:

- *Chapter 2 | Area Profile:* This chapter provides a brief demographic and employment overview of the Joplin Area. Local, regional, and statewide plans are also summarized to understand planning efforts to date.
- *Chapter 3 | Vision:* This chapter shares the vision statement for the Joplin Area based on the core values expressed during public engagement activities. A summary of input shared via Public Open House Meeting #1 and the online public survey are also provided.
- *Chapter 4 | Multimodal Analysis:* This chapter includes an analysis of the region's land use and transportation network beyond bicycle and pedestrian facilities to assess any components that may affect the planning process. Overall, the multimodal analysis helps identify network gaps and potential connections to inform recommendations.
- *Chapter 5 | Plan Initiatives:* This chapter provides an overview of the four core initiatives: safety, connectivity, on-road facilities, and off-road facilities. Based on public input and the multimodal analysis, a series of policies, programs, and projects support the initiatives.
- *Chapter 6 | Action Plan:* This chapter summarizes the regional vision and its relationship to the plan initiatives in order to advance the vision of promoting a safe and connected bicycle and pedestrian network. Guidance regarding prioritization, funding, and regional coordination are also outlined.

CHAPTER 2 | AREA PROFILE

Nearly 120,000 people reside in the Joplin Area, which covers approximately 200 square miles in southern Jasper County and northern Newton County. The importance of the City of Joplin as a regional employment center is evidenced by the large amount of commuting that occurs on a daily basis. An additional 32,000 people travel to the City of Joplin each day for employment, resulting in an increased daytime population (U.S. Census Bureau, 2014).

In May 2011, the area was impacted by an F5 tornado that displaced over 9,000 residents and 5,000 employees. While population decreased as a result of the tornado, the area has experienced slow, steady growth since the tornado event. Major recovery efforts have not only reconstructed buildings and infrastructure but have also provided an opportunity for transportation and park enhancements. These transportation initiatives, in addition to a national focus on planning for all modes of transportation, have generated a renewed interested in bicycle and pedestrian planning.

Demographic Profile

While many individuals in the Joplin Area may choose to bike or walk for various reasons, specific populations may be more dependent on modes of transportation other than a vehicle. These populations generally include children (18 years and under), older adults (65 years and over), persons with a disability, low income households, and zero vehicle households. In addition, college students may be more dependent on alternative modes of transportation. Approximately 6,200 students are enrolled at Missouri Southern State University, 700 students are enrolled at Ozark Christian College, and several others attend Crowder College - Webb City. These population groups are summarized in Exhibit 2-1 and displayed in Exhibit 2-2.

Nearly 94 percent of Joplin Area residents commute by vehicle (alone or carpool). A small portion of workers, approximately 2 percent, bike or walk to work (U.S. Census Bureau, 2014). However, it is important to note that commute characteristics do not take into consideration non-work activities (i.e. errands, recreation) or other population groups that may be more dependent on alternative modes of transportation. Commute characteristics are summarized in Exhibit 2-3 and displayed in Exhibit 2-4.

Exhibit 2-1: Demographic Profile

Population Group	Count	Percent[1]
Children	29,836	24.5%
Older Adults (65+)	17,593	14.7%
Persons with a Disability	17,126	14.4%
Low Income Persons	17,487	15.0%
Zero Vehicle Workers	871	1.6%
College Students	7,000	N/A

Exhibit 2-3: Commute Characteristics

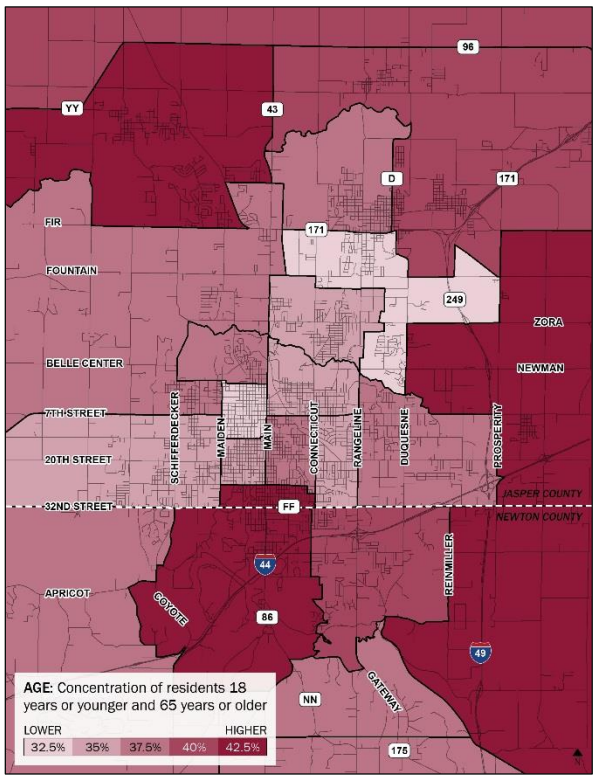
Commute Type	Count	Percent[2]
Vehicle - Alone	47,801	84.8%
Vehicle - Carpool	4,935	8.8%
Transit	119	0.2%
Bicycle	117	0.2%
Walk	905	1.6%
Work at Home	1,871	3.3%

Source: U.S. Census Bureau, 2014

Six census tracts are only partially located within the JATSO boundary but are included in the demographic profile.

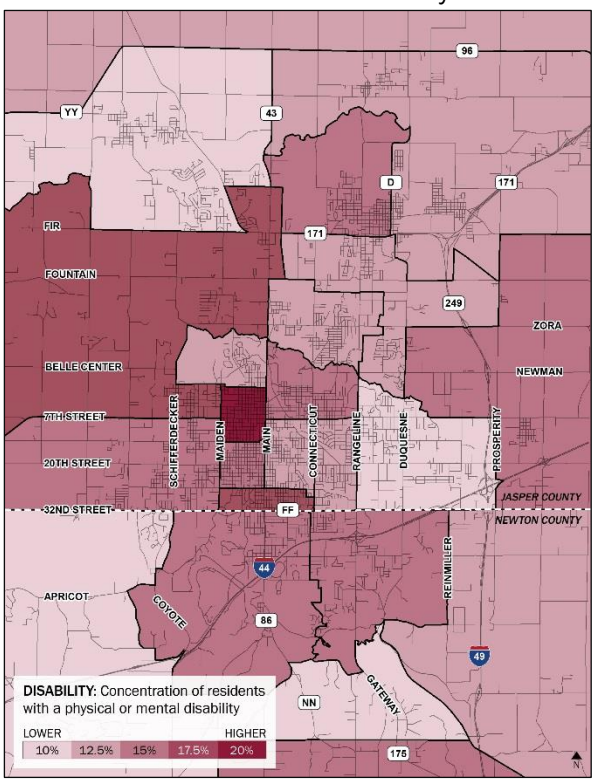
[1] Percent of total population, [2] Percent of worker population

Exhibit 2-2: Children and Older Adults



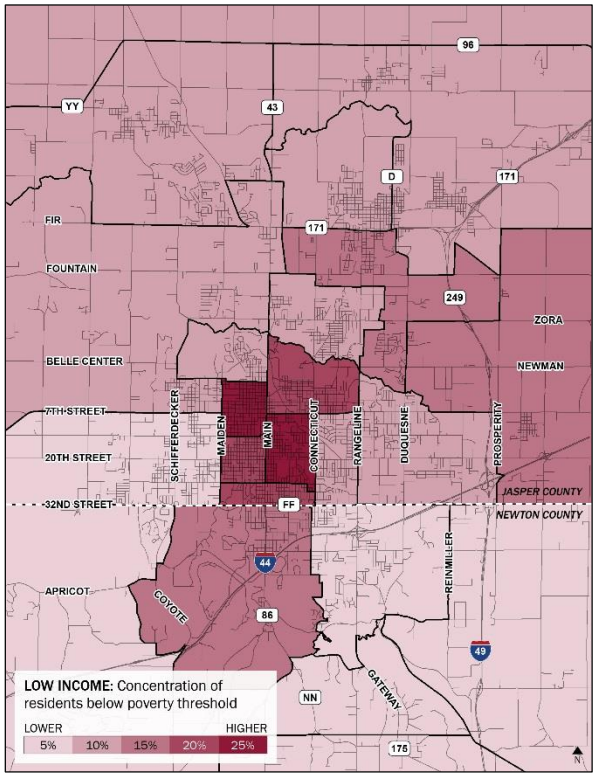
Source: U.S. Census Bureau, 2015

Exhibit 2-2: Persons with a Disability



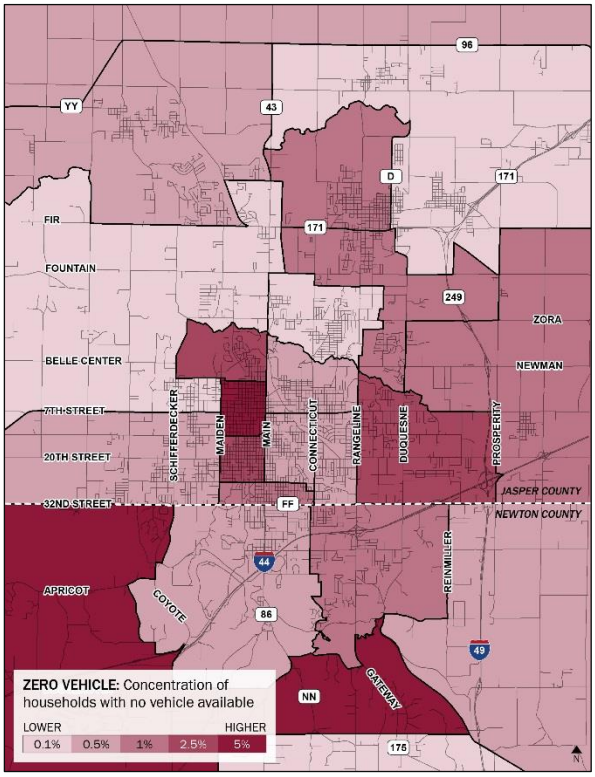
Source: U.S. Census Bureau, 2015

Exhibit 2-2: Low Income Persons



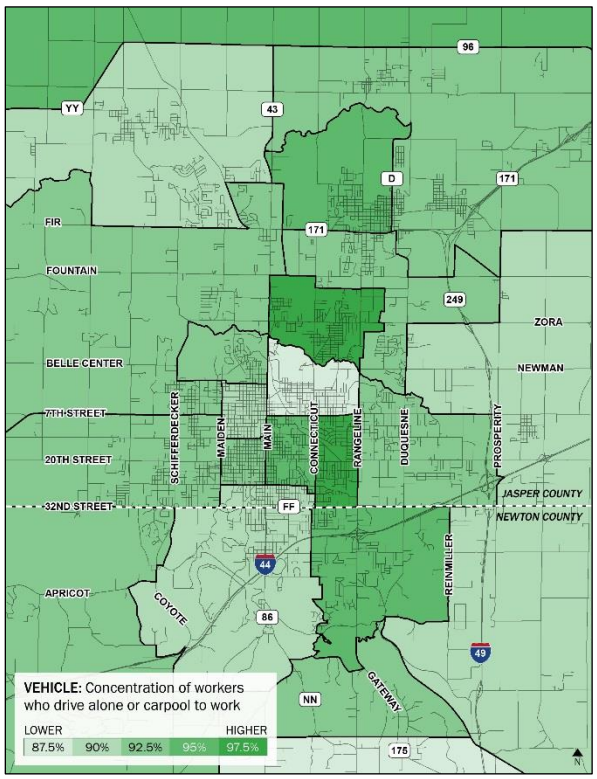
Source: U.S. Census Bureau, 2015

Exhibit 2-2: Zero Vehicle Workers



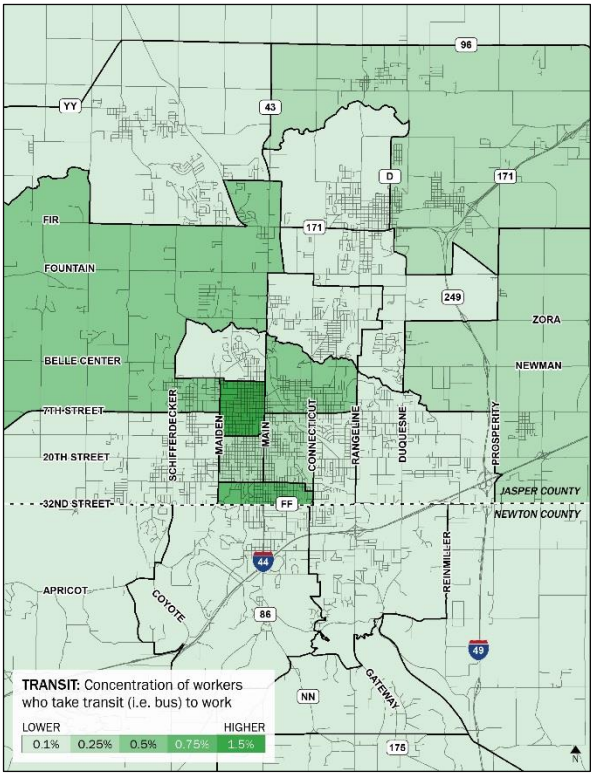
Source: U.S. Census Bureau, 2015

Exhibit 2-4: Commute by Vehicle



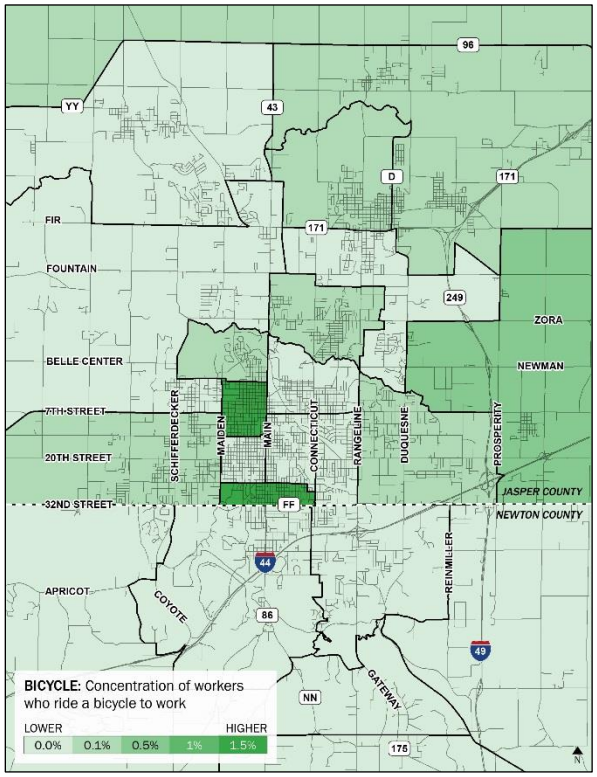
Source: U.S. Census Bureau, 2015

Exhibit 2-4: Commute by Transit



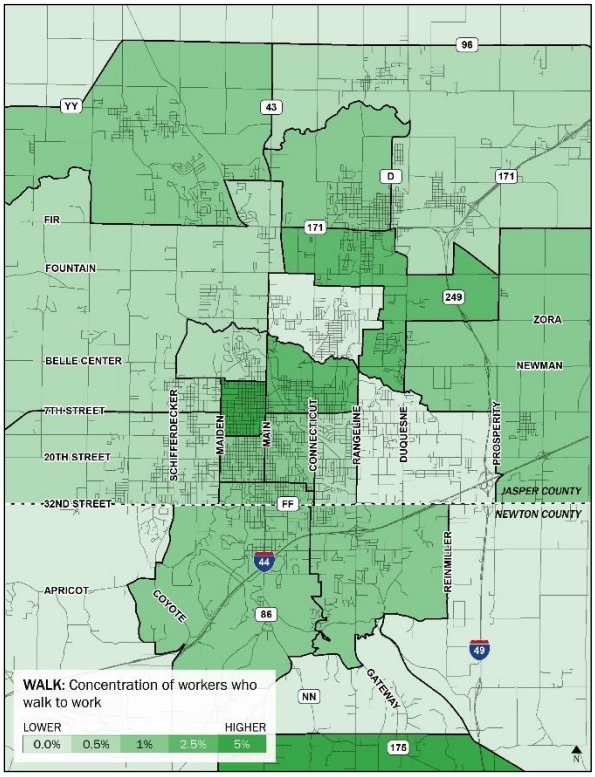
Source: U.S. Census Bureau, 2015

Exhibit 2-4: Commute by Bicycle



Source: U.S. Census Bureau, 2015

Exhibit 2-4: Commute by Walking



Source: U.S. Census Bureau, 2015

Document Review

Recent local, regional, and statewide documents were reviewed to understand bicycle and pedestrian planning efforts to date. The *JATSO Metropolitan Transportation Plan* sets the overall foundation for making transportation investment decisions. Several local documents provide greater insight to existing policies and future projects within individual communities. To ensure consistency with these past efforts, key highlights from the previous plans and studies are identified below.

2036 Metropolitan Transportation Plan, *JATSO (2016)*

The Plan provides an evaluation of the current transportation system and identifies future needs to better accommodate expected changes in the demand for transportation services in the Joplin Area. One of the major goals of the Plan is to "provide for a balanced transportation system that provides a choice of travel modes." The Plan defines bicycle and pedestrian facilities as on-road facilities or off-road facilities. As of 2015, approximately seven miles of designated on-road or shared facilities exist and significant efforts have also been made to expand three key off-road facilities: Frisco Greenway Trail, Ruby Jack Trail, and Thom Station Trail. These three trails are supported by a growing network of park trail facilities that include King Jack Park and Murphy Boulevard Park. Overall, the Plan provides several on-road and off-road facility opportunities to build upon the network and also recommends the installation of bicycle facilities in conjunction with planned roadway improvements.

2016-2019 Transportation Improvement Program, *JATSO (2016)*

The Transportation Improvement Program (TIP) is a required document that identifies transportation projects and strategies to pursue over the next four years. The TIP is the region's method of allocating transportation resources among the various capital, management, and operation investment needs of the area and is based upon priorities outlined in the *JATSO Metropolitan Transportation Plan*. Projects related to bicycle and pedestrian improvements include:

- Scoping for pedestrian improvements on Newman Road from Rangeline Road to Duquesne Road
- Scoping for pedestrian improvements on Pennell Street from Harley Street to Karen Drive
- Scoping for pedestrian improvements and ADA accommodations along various routes
- Pedestrian waiting facility upgrades along transit routes
- Sidewalk improvements on Pennell Street (Phase 3)
- Trail with pedestrian bridge between Missouri Southern State University and Northpark Mall

Regional Transportation Plan, *Harry S. Truman Coordinating Council (2009)*

The Coordinating Council is a non-profit Regional Planning Commission that serves Barton, Jasper, Newton, and McDonald counties. Goals outlined in the Plan include providing a safe bicycle and pedestrian environment, planning for transportation options, and sustaining the environment. Two trails, the Frisco Greenway Trail and Ruby Jack Trail, are maintained by the Joplin Trails Coalition and provide regional bicycle connections. The Plan also references the Missouri Bicycle and Pedestrian Federation as a source of proposed corridors for improvements.

Master Trail Plan, *City of Joplin (2013)*

The City of Joplin produced a map of existing, future, and proposed trails throughout the city. As of 2013, existing trails were generally limited to the Frisco Greenway Trail, Turkey Creek Trail, Landreth Park and Murphy Boulevard Park trail system, the Shoal Creek Trail system, and Connecticut Avenue. In addition to the 21 miles of existing trails, nearly 20 miles of future trails are planned along major

corridors such as Schifferdecker Avenue, Maiden Lane, Main Street, Newman Road, Broadway Street, 20th Street, 26th Street, and the Mohaska Trail leading to the Shoal Creek area. In contrast with future trails, proposed trails appear to be less-defined concepts. Areas with proposed trails include former rail corridors connecting Carl Junction to Joplin.

Sidewalk Improvement Master Plan, *City of Webb City (2016)*

The City of Webb City created a sidewalk improvement plan that outlines existing sidewalk/trails and four future phases of sidewalk and/or trail improvements. Existing trails are located along Route 171 (MacArthur Drive) to connect the Frisco Greenway Trail to King Jack Park. Existing sidewalk is also located along a segment of Madison Street. Phase 1 of the Plan includes sidewalk construction along gaps on Madison Street and Stadium Drive to connect to the schools. This phase is to be funded by a FY17 MoDOT Transportation Alternatives Program (TAP) grant. The Statewide Transportation Improvement Plan (STIP) also includes funding for new sidewalk along Main Street near a new residential subdivision. Future phases call for an extension of the Frisco Greenway Trail, sidewalk and trail extensions near and within King Jack Park, and sidewalk along Gene Hatfield Drive. A timeline for future phases beyond Phase 1 is not specified in the Plan.

Safe Routes to School Report, *City of Carl Junction (2008)*

The City of Carl Junction assembled a group of stakeholders in 2008 to develop a Safe Routes to School program. The report notes that streets near the schools generally include some sidewalk segments, although deterioration and disconnections within the system prevent a complete walkable network. Infrastructure-related recommendations included:

- ADA accommodation and signage upgrades near the schools and nearby neighborhoods
- Sidewalk improvements along Pennell Street to serve as a primary route to the schools
- Sidewalk improvements along Broadway Street, Roney Street, and Allen Street
- Trailhead locations near the school to allow students to use future trail corridors
- Raised intersections or other typical section improvements at intersections near the schools

Missouri High Priority Projects, *Missouri Bicycle and Pedestrian Federation (2010)*

The Missouri Bicycle and Pedestrian Federation partnered with MoDOT to identify a list of high priority projects that were important to local communities and could be implemented over the next several years. The Federation solicited suggestions from across the state and then formed committees to evaluate and rank nearly 300 bicycle, pedestrian, and ADA improvement projects. Thirteen high priority projects are located within the Joplin Area.

- Crossing of Route 171 at Frisco Greenway Trail (Webb City)
- Crossing of Route 171 at Madison Street (Webb City)
- Bicycle lane on Route V from Highway 71 to Carver Road (Joplin)
- Bicycle lane on Rangeline Road from Zora Street to Newman Road (Joplin)
- Bicycle lane on Route D from Route 96 to Route 171 (Webb City)
- Shoulder of Gateway Drive from Highway 71 to Harmony Street (Saginaw)
- Crossing of Rangeline Road at Newman Road (Joplin)
- Crossing of I-44 ramps at Rangeline Road (Joplin)
- Bicycle lane along Route D from Route 96 to City of Alba (Oronogo)
- Crossing of Madison Street at 13th Street (Webb City)
- Crossing of Route JJ at Ruby Jack Trail (Carl Junction)
- Crossing of Route 171 at Ruby Jack Trail (Carl Junction)
- Crossing of I-44 at Duquesne Road (Joplin)

CHAPTER 3 | VISION

A vision is the optimal desired future condition that a group wishes to achieve. A vision statement can provide inspiration and guidance for the Joplin Area as it seeks to implement improvements over time. To develop a vision, various public engagement activities were utilized to obtain input regarding the bicycle and pedestrian network. A Public Open House Meeting in August 2017 offered an opportunity for attendees to review existing conditions and begin building a collective vision. In addition, an online public survey was available from mid-August to mid-September as an alternative means to gather input.

Through both public engagement activities, which are described in further detail below, individuals overwhelmingly indicated the need for safe transportation options as well as the importance of connectivity between existing and future facilities. Therefore, the following vision statement was crafted to address the core values and desired outcome for the Joplin Area:

> *Provide **safe** bicycle and pedestrian **connectivity** within, between, and beyond the Joplin Area communities.*

This over-arching vision drives the multimodal analysis, plan initiatives, and action plan in the *Bicycle and Pedestrian Transportation Plan*.

Public Open House Meeting

A two-hour Public Open House Meeting was held in August 2017 for residents, employees, and others within the Joplin Area. Over 100 individuals attended the Public Open House Meeting to review information regarding the planning process, recent planning initiatives, existing bicycle and pedestrian facility types, and previous recommendations. Attendees were also encouraged to participate in up to five different meeting activities to provide their input: word cloud, dot exercise, map my route, survey, and comment card. A summary of input received at the Public Open House Meeting is outlined below with further details in Appendix A.

Word Cloud

Prior to viewing the public meeting exhibits or discussions with the project team, attendees were invited to use a word or phrase to describe their bicycle and pedestrian vision for the Joplin Area. Nearly 150 different comments were expressed to build a collective vision for the *Bicycle and Pedestrian Transportation Plan*.

The comments were reviewed and grouped into one of twelve common themes, as displayed in Exhibit 3-1. The most common theme revolved around the concept of connectivity, including connections between existing bicycle and pedestrian facilities to strengthen the network and provide connections to community destinations (i.e. parks, downtown, schools, shopping area, hotels). The importance of safety for bicyclists and pedestrians was highlighted as well. Throughout the exercise, it was also apparent that attendees were very passionate about the trail system, particularly the Frisco Greenway Trail and Ruby Jack Trail, and would like to see these regional assets maintained and improved.

Exhibit 3-1: Word Cloud Summary

Theme	Frequency	Summary
Connectivity	41	The majority of comments highlighted connections between existing bicycle and pedestrian facilities to strengthen the network and provide connections to community destinations (parks, downtown, schools, shopping areas, hotels). Several attendees indicated the need for east-west connectivity through the Joplin Area and the concept of a county-wide loop system.
Safety	26	Many attendees indicated the preference for paths separate from vehicle traffic to enhance safety for all users. Safe routes to schools, ranging from elementary schools to colleges/universities, was described as an important need. Ideas to further increase safety included additional lighting, signage, routine bicycle patrols, and emergency phones located on trails.
Trails	18	Many attendees specifically mentioned the Frisco Greenway Trail and Ruby Jack Trail as regional assets that should be maintained and improved. Potential improvements included trail extensions, pavement improvements, safe trail crossings, and maintenance.
Bicycle Lanes	15	At least 15 comments focused specifically on the need for wide and maintained bicycle lanes. The majority of attendees who mentioned bicycle lanes indicated a preference for buffered or protected bicycle lanes. Some comments expressed dissatisfaction with the existing design of some bicycle lanes as they appear narrow and are difficult to navigate.
Education	13	Comments regarding education indicated the desire for educating both automobile drivers and bicyclists to promote a bicycle-friendly culture. Others mentioned the need for maps and signage to help users identify bicycle-friendly routes.
Infrastructure	8	In addition to the need for more bicycle and pedestrian facilities, several comments indicated the need for bicycle parking, repair stations, public restrooms, trash receptacles, and other amenities to support bicycle use.
Other	8	Other comments included the general desire for alternative transportation options, the use of electric bicycles, and comments about personal bicycle and pedestrian use.
Accessibility	5	A few comments were directly related to accessibility such as the lack of wheelchair accommodations and narrow sidewalks.

Destination	5	Beyond connectivity, a few attendees indicated the desire for the bicycle and pedestrian network to help establish the region as a "destination" to attract activity downtown, provide active recreation options, and compete with Northwest Arkansas.
Pedestrian Friendly	5	While the majority of comments were related to bicycle use, a few attendees specifically mentioned the need to create walkable communities by providing sidewalks in good condition.
Mountain Biking	4	At least four comments indicated the desire for mountain bike trails in the Joplin Area.
Public Transportation	1	One comment was directly related to the need for greater public transportation in the Joplin Area.

Source: Open House Public Meeting #1

Dot Exercise

Attendees used colored stickers to indicate bicycle and pedestrian preferences on a large map of the region. The map outlined existing bicycle and pedestrian facilities as well as planned and future concepts. A green dot indicated a location that attendees like to bike/walk or would like to bike/walk. A red dot indicated a location that is challenging to bike/walk.

Overall, the dot exercise provided a visual representation of community preferences regarding improvement locations and priorities. Groupings of dots were reviewed and summarized into general locations, as outlined in Exhibit 3-2. Note that while some areas are generally popular locations (green), there are also some locations that represent both opportunities and challenges (yellow). Challenging locations (red) are generally viewed as not bicycle or pedestrian friendly.

Exhibit 3-2: Dot Exercise Summary

Location	Summary
Frisco Greenway Trail	The majority of attendees indicated their enjoyment of the Frisco Greenway Trail and the desire to extend the trail north to connect to the Ruby Jack Trail near Oronogo. The few challenges mentioned along the Frisco Greenway Trail include crossings of high-volume corridors (i.e. Route 171) and lack of maintenance along the trail. When prompted by the project team to indicate their top priorities, the extension of the Frisco Greenway Trail to the Ruby Jack Trail was commonly stated as the top regional priority.
Ruby Jack Trail	The Ruby Jack Trail was mentioned as a great regional connection from the Carthage area to the Joplin area. However, condition of the trail varies throughout the study area. The Joplin Trails Coalition is expecting grant funding to improve the segment approximately between Madison Street and Route 43. The segment between Route 43 and Route 171 is not in good condition. Other attendees mentioned the lack of safe crossings, particularly at Route 171 and the railroad.

Thom Station Trail	The Thom Station Trail in Carl Junction is another regional asset that attendees would prefer to extend further south into downtown Joplin. Attendees suggested using former rail corridors or paths along roadways to provide connectivity between Joplin and Carl Junction. Some attendees indicated that the precedent for rails-to-trails has already been set in Joplin and they would like to see this trend continue with the Thom Station Trail.
Shoal Creek Trail System	The Shoal Creek Trail within Wildcat Glades Park, McClelland Park, and McIndoe Park was mentioned as a popular destination. Attendees would like to continue building upon this trail system and provide future connections north towards downtown Joplin as well as south towards Neosho.
Mohaska Trail	Several attendees were familiar with the planned Mohaska Trail (and potential extension via the Tin Cup Trail) and were supportive of this connection between Joplin and the Shoal Creek Trail system.
Route 66	Some attendees highlighted the importance of Route 66 as a tourist attraction. While there is some on-street signage to direct bicyclists, there are also challenges such as high traffic volumes and high speeds along some of the corridors (i.e. 7th Street).
Downtown Joplin	Many attendees mentioned downtown Joplin as a popular destination. Some bicyclists prefer to use Main Street while others prefer the one-way pairs of Joplin Avenue and Wall Avenue. However, bicyclists encounter challenges with heavy traffic volumes, high speeds, and difficult terrain as they continue south past 32nd Street.
Mountain Biking Area	Some attendees frequent the mountain bike trails that are accessible from the Frisco Greenway Trail near Newman Road. However, another attendee indicated that these trails may be located on private property. While there is the desire for additional mountain bike trails, legal issues may also need to be resolved.
Missouri Southern State University	Several attendees indicated challenges walking and biking near Missouri Southern State University due to the lack of facilities. Attendees highlighted the need to connect students to the Northpark Mall area.
Zora Street	Zora Street is a common bicycle route due to existing facilities along some segments and lower traffic volumes. However, there is the need to extend these facilities along Zora Street east past Rangeline Road.
Murphy Boulevard	Murphy Boulevard is a popular bicycle route due to its location near several parks and other off-road trails. However, attendees indicated that the corridor could be a heavily-used route if more bicycle friendly.

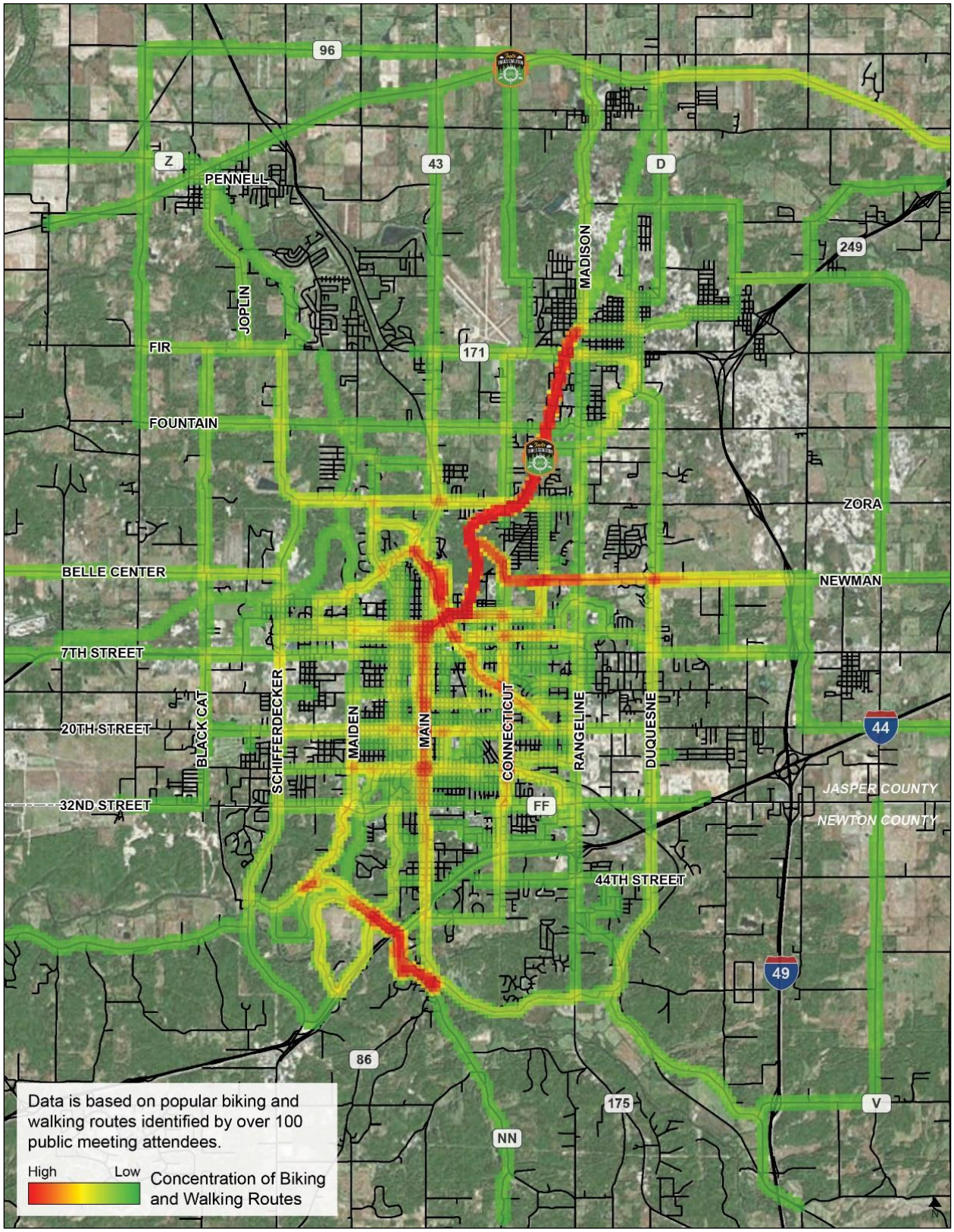
Schifferdecker Avenue	Schifferdecker Avenue has bicycle lanes from 20th Street to 32nd Street. However, there is a desire to extend these facilities along Schifferdecker Avenue north past 20th Street. Schifferdecker Park and the Joplin Athletic Complex are also located in this area.
River Road / Saginaw Road / Reinmiller Road	Several attendees ride bicyclists in the rural areas of Newton County between Joplin and Neosho. Roadways such as River Road, Saginaw Road, and Reinmiller Road are common bicycle routes. These corridors represent both existing challenges and locations bicyclists prefer to use.
32nd Street	32nd Street is a corridor that many bicyclists and pedestrians prefer to avoid due to heavy traffic volumes and high speeds. However, some users travel the corridor to reach retail and medical destinations.
20th Street	Attendees indicated a preference to use 26th Street rather than 20th Street as a bicycle route. Both provide east-west connectivity, but 20th Street generally has higher traffic volumes and speeds.
Connecticut Avenue	Although there are bicycle lanes on Connecticut Avenue, attendees expressed discomfort using the narrow bicycle lanes and the lack of connectivity to the south along Connecticut Avenue.
Rangeline Road	Rangeline Road was commonly mentioned as a corridor that is not bicycle or pedestrian friendly. There is a desire to at least make the corridor more pedestrian friendly due to the commercial areas located along the corridor.
Duquesne Road	Duquesne Road was commonly mentioned as a corridor that is not bicycle or pedestrian friendly.
Newman Road	Newman Road, particularly west of Rangeline Road, was commonly mentioned as a corridor that is not bicycle or pedestrian friendly.
Central City Road / Fountain Street / Lone Elm Avenue	Central City Road, Fountain Street, and Lone Elm Avenue corridors are common bicycle routes due to lower traffic volumes. However, the design characteristics of the corridors are not considered bicycle friendly.

Source: Open House Public Meeting #1

Map My Route

Meeting attendees manually marked their favorite biking or walking routes in the Joplin Area on individual maps during the meeting. The maps were then summarized to create a "heat map" of frequented routes, as displayed in Exhibit 3-3. The most popular routes include the Frisco Greenway Trail, Turkey Creek Trail, and Shoal Creek Trail system. Other frequented areas generally include: King Jack Park, Ruby Jack Trail, Murphy Boulevard, Main Street, Connecticut Avenue, McClelland Boulevard, Zora Street, Newman Road, Broadway Street, 4th Street, 20th Street, and 26th Street.

Exhibit 3-3: Map My Route Summary



Source: Open House Public Meeting #1

Comment Card

Comment cards were available for attendees to leave other input, ideas, or questions prior to leaving the meeting. More than 45 comment cards were completed. Many of the themes expressed in the word cloud exercise were expressed and expanded upon within the comment cards. Overall, many comments indicated excitement and encouragement about the community making bicycle and pedestrian transportation a higher priority. The comments are generalized below:

Connectivity

- High-demand for off-road paths that can accommodate bicyclists and/or pedestrians
- Dislike existing design of bicycle lanes and would prefer buffered or protected bicycle lanes
- Connections between Frisco Greenway Trail, Ruby Jack Trail, and Thom Station Trail
- Small connections between parks (i.e. Wildcat Glades, Landreth Park, Murphy Boulevard)
- Use of former rail corridors to continue building upon the regional trail network
- Connect fragmented paths and facilities to build a stronger bicycle and pedestrian network
- Maintain bicycle and pedestrian facilities and improve existing trails (i.e. paving)

Safety and Accessibility

- Safe commuting options to downtown, offices, and schools
- Safe crossings of existing trails and intersections
- Provide ADA accommodations and curb cuts to allow accessibility for people of all abilities
- Improve rail crossings to accommodate bicyclists and pedestrians
- Policy for sidewalk in new commercial and residential developments
- Routine bicycle patrols to increase safety on trails

Bicycle and Pedestrian Culture

- Normalize the bicycle and pedestrian culture in planning, design, and use
- Bicycle and pedestrian planning should support a greater plan to encourage public transit
- Improved infrastructure and driver education to encourage all modes of transportation
- Bicycle and pedestrian facilities improve the quality of life and attract and retain residents
- Northwest Arkansas is both an example and competition for the Joplin Area
- Need for signage, maps, and/or a dedicated website with bicycle routes and destinations
- Importance of the Joplin Trails Coalition in supporting initiatives

Concepts for new trails included the Lone Elm Creek Trail, Katy Trail, MoPac Trail from downtown Joplin to Grand Falls, and the Frisco Greenway Trail from Chitwood to downtown)
Other specific locations that were mentioned in the comment cards included:

- Main Street - bicycle lanes, sidewalk, and ADA curb ramps
- 32nd Street - parallel local streets with paths to connect disjointed streets
- 4th Street - bicycle lanes and sidewalks
- Murphy Boulevard - bicycle facilities, sidewalk, crosswalks
- 20th Street - bicycle and pedestrian facilities
- 15th Street - bicycle and pedestrian facilities
- Missouri Southern State University - path from university to Northpark Mall
- Duquesne Road - bicycle facilities from Zora Street to 7th Street

Online Public Survey

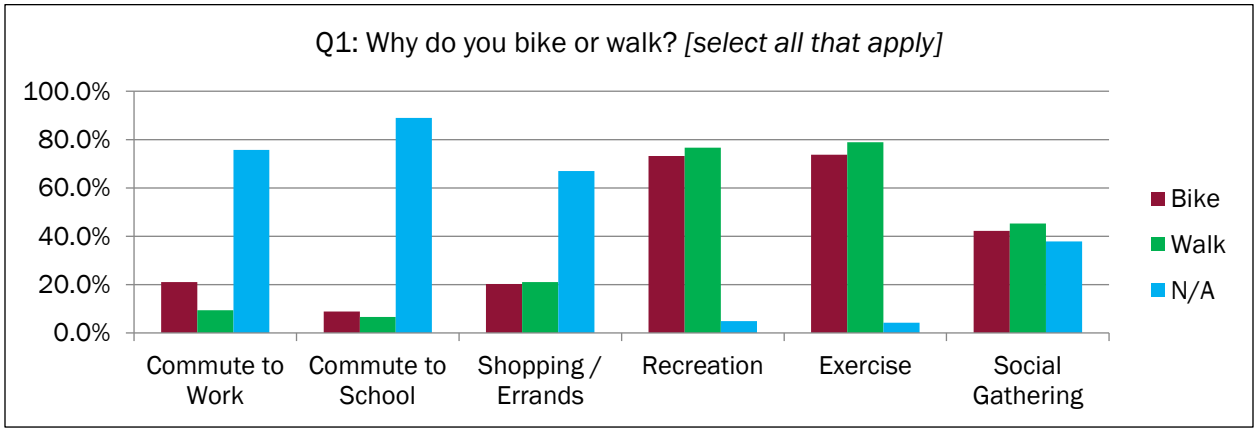
In addition to a two-hour Public Open House Meeting in August 2017, an online public survey was an alternative public engagement tool that was available for approximately four weeks from mid-August to mid-September. A summary of the online public survey results is included in Appendix B.

Overall, 353 individuals responded to the online public survey. Nearly 70 percent of respondents identified as Joplin residents. About 9 percent identified as Carl Junction residents and 7 percent identified as Webb City residents. The remaining 15 percent are primarily residents of other smaller cities or unincorporated areas in the Joplin Area [Q17]. The majority of the respondents, approximately 78 percent, also work in Joplin [Q18].

Current Bicycle and Pedestrian Use

The majority of respondents, approximately 75 percent, bike or walk for recreation or exercise purposes, as displayed in Exhibit 3-4. However, up to 20 percent also bike or walk to commute to work or complete errands [Q1]. In terms of comfort level as a bicyclist, about 35 percent consider themselves basic riders who are comfortable riding with wide shoulders and/or bicycle lanes while about 20 percent are advanced riders who are comfortable riding with vehicular traffic. Another 30 percent are recreational riders who are only comfortable riding on paths away from vehicles [Q4]. Many regional facilities are widely used with the Frisco Greenway Trail, Shoal Creek Trail, and Murphy Boulevard Park Trail among the most frequented trail systems. However, it is important to note that other facilities such as the Ruby Jack Trail, Thom Station Trail, and King Jack Park may appear to have less frequent use according to the survey results due to the residency of respondents [Q7].

Exhibit 3-4: Survey Question #1

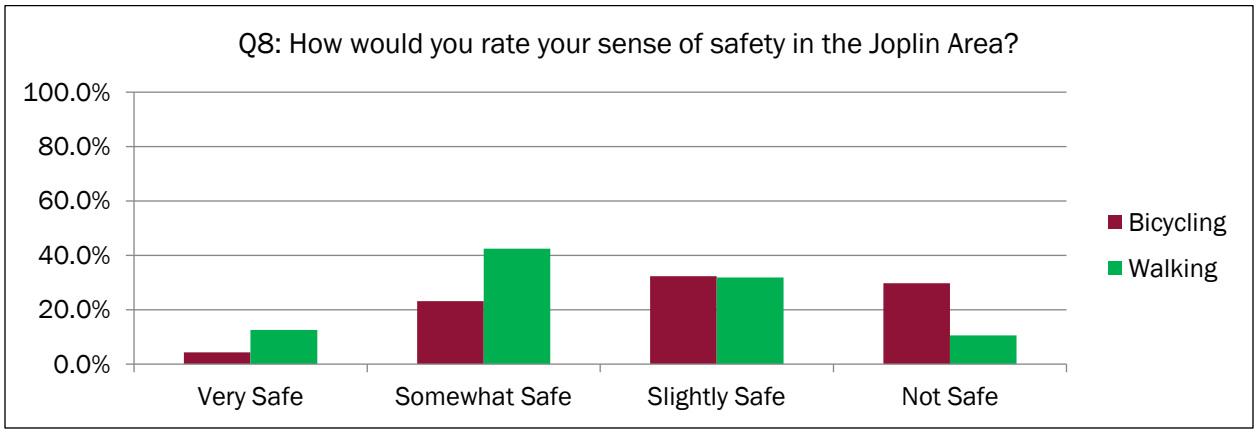


Source: Online Public Survey

Existing Conditions

As displayed in Exhibit 3-5, respondents generally feel very or somewhat safe walking (55%), but do not express the same sense of safety bicycling (28%) [Q8]. Similarly, individuals rate walking conditions excellent or good (35%) with less satisfaction regarding bicycling conditions (11%) [Q9]. Consistent with the conditions assessment, the majority of respondents indicated it was very or somewhat important to improve bicycling conditions (87%) and walking conditions (88%) [Q10]. Respondents overwhelming indicated the desire to bike or walk to parks and trails with employment as the second most popular destination.

Exhibit 3-5: Survey Question #8

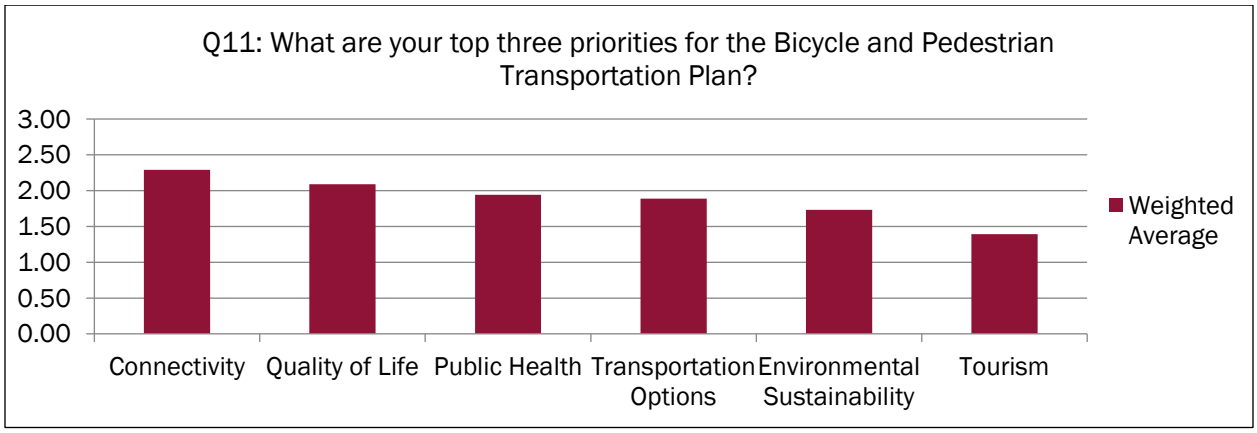


Source: Online Public Survey

Priorities and Strategies

In addition to the need for safe bicycle and pedestrian options, the top priority among respondents was increasing connectivity, as displayed in Exhibit 3-6. Other top priorities included enhancing quality of life, increasing public health, and providing transportation options [Q11]. All listed factors [on-road bicycle facilities, off-road paved bicycle facilities, off-road unpaved bicycle facilities, amenities (i.e. bike racks, showers), information (i.e. signage, maps), and driver education] were identified as important improvements to encourage bicycle use. However, off-road paved bicycle facilities was believed to be the best improvement to encourage bicycle use (75%) while amenities (38%) and unpaved facilities (34%) were the least popular improvements. [Q12]. Similarly, all listed factors to encourage walking [new sidewalk, improve existing sidewalk, safe pedestrian crossings, proximity to destinations, pleasant walking environment, and information] were identified as important improvements. However, new sidewalk connections (74%) and safe pedestrian crossings (71%) were believed to be the best improvements to encourage walking while information (41%) was the least popular improvement [Q13].

Exhibit 3-6: Survey Question #11



Source: Online Public Survey

Weighted Average: An average resulting from the multiplication of each option by a factor reflecting its importance. For example, an option listed as a 1st Priority receives a multiplication factor of 3, while an option listed as a 3rd Priority receives a multiplication factor of 1.

Specific Locations and Comments

Respondents highlighted several corridors and intersections that they believe need bicycle or pedestrian improvements. The top ten locations are outlined in Exhibit 3-7.

Exhibit 3-7: Survey Question #15

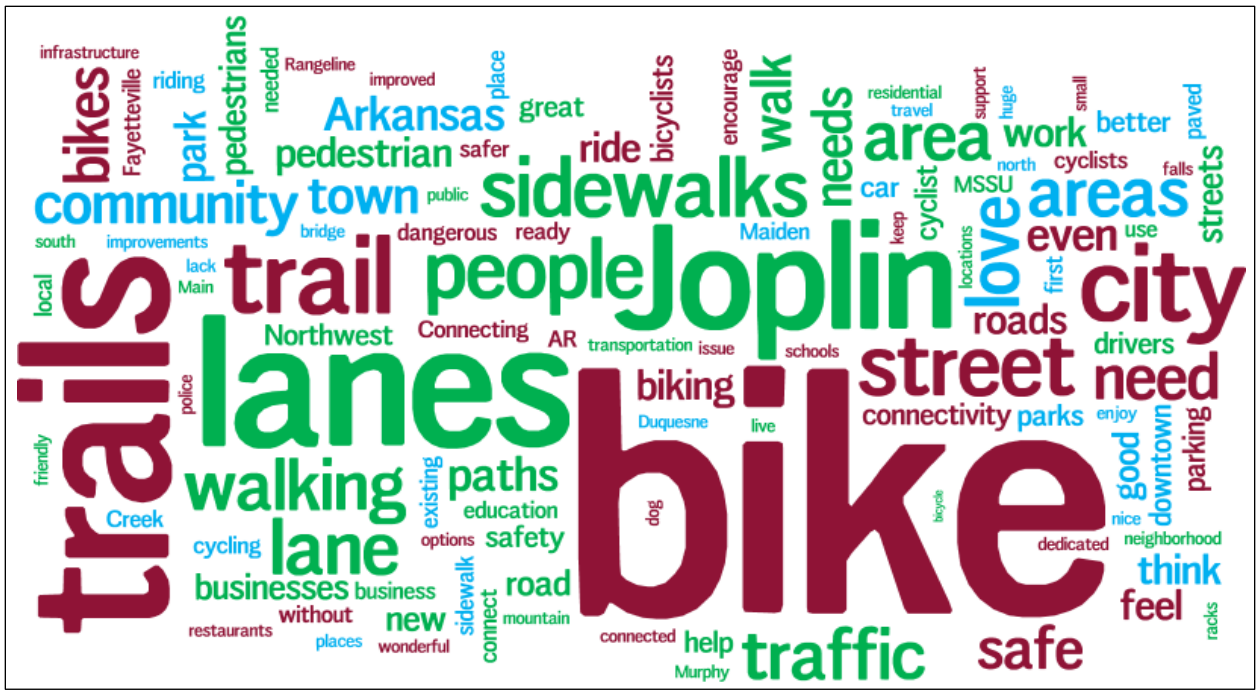
Corridor	Frequency
Rangeline Road	60
Main Street	56
20th Street	29
7th Street	28
Duquesne Road	24
26th Street	20
4th Street	18
Florida Avenue	18
32nd Street	17
Newman Road	14

Intersection	Frequency
20th Street & Connecticut Avenue	10
Rangeline Road & Newman Road	8
Rangeline Road & 32nd Street	7
Rangeline Road & 7th Street	6
Florida Avenue & Newman Road	5
Main Street & Murphy Boulevard	5
Frisco Greenway Trail & Route 171	4
Frisco Greenway Trail & St. Louis Avenue	4
Frisco Greenway Trail & Zora Street	4

Source: Online Public Survey

Nearly one-third of respondents provided additional comments at the conclusion of the survey. Many comments, which are visually summarized in Exhibit 3-8, focused on the need for safe bicycle and pedestrian facilities, connecting existing trails and destinations, and increasing the quality and maintenance of existing facilities.

Exhibit 3-8: Survey Question #16



Source: Online Public Survey

CHAPTER 4 | MULTIMODAL ANALYSIS

The multimodal analysis of the region's transportation network expands beyond the existing bicycle and pedestrian network to assess any transportation or land use components that may affect the planning process. Therefore, the analysis includes a review of roadway functional classification, traffic volume, posted speed, and traffic signals to help highlight potential candidates for bicycle and pedestrian improvements. Other important information to identify potential bicycle and pedestrian locations and/or destinations requires a review of the rail network, transit network, parks, streams, and schools. Overall, the multimodal analysis helps identify network gaps and potential connections to inform policy, program, and project recommendations.

Bicycle and Pedestrian Network

In the Joplin Area, the bicycle and pedestrian network is composed of a series of on-road and off-road facilitates. On-road bicycle facilities include bicycle lanes, shared lanes, and designated routes.

- Bicycle Lane: An on-road portion of the roadway designated by striping and signage for the exclusive use of bicyclists.
- Shared Lane: An on-road wide travel lane shared with vehicles that may be identified by pavement markings or signage.
- Designated Route: An on-road travel lane with directional signage and often accompanied by a supporting bicycle route map.

In the Joplin Area, approximately 6.5 miles of bicycle lanes are located along segments of Zora Street, Broadway Street, 20th Street, Schifferdecker Avenue, and Connecticut Avenue. Nearly 3.7 miles of designated bicycle routes are also located along School Avenue, Jasper Street, Broadway Street, and Murphy Boulevard. Existing on-road bicycle facilities are displayed in Exhibit 4-1.

Off-road bicycle and pedestrian facilities include multi-use paths, trails, and sidewalks. Off-road facilities are often generalized as paths.

- Multi-Use Path: An off-road paved path separate from vehicle traffic. Shared-use paths are wider than sidewalks to accommodate both bicyclists and pedestrians.
- Trail: An off-road paved or unpaved path separate from vehicle traffic. Trails for bicyclists and pedestrian are typically located within right-of-way, parks, or greenways.
- Sidewalk: An off-road paved path designed and reserved for pedestrians only. Sidewalks may have a landscaped buffer or be located adjacent to the roadway curb.

Over 50 miles of off-road paths are located throughout the Joplin Area. While some paths are adjacent to major roadways, the majority of off-road paths are located in parks or components of a larger trail system. Trail systems include the Frisco Greenway Trail, Ruby Jack Trail, Thom Station Trail, Shoal Creek Trail (McClelland-McIndoe-Wildcat Glades Park) system, and Murphy Boulevard Park Trail (Murphy Boulevard-Ewert-Landreth Park) system. The Frisco Greenway Trail and Ruby Jack Trail are owned and maintained by the Joplin Trails Coalition. An additional 11.4 miles of paths are considered committed projects that are in the process of implementation (i.e. funding allocation, design, construction). Existing and committed off-road paths are also displayed in Exhibit 4-1.

In addition to these facility types, other critical components enhance the bicycle and pedestrian network. The Americans with Disabilities Act (ADA) requires standards such as ramps to improve mobility and access for all individuals. Crosswalks with pavement markings and signage identify preferred pedestrian crossings locations and the crossing design can vary based up on the context and level of visibility desired. Pedestrian bush buttons and signals, which includes traffic control devices, stop vehicular traffic to accommodate pedestrian crossings.

Roadway Network

Bicycle-compatible corridors are generally roadways with lower traffic volumes and speeds as they provide a more comfortable experience for bicyclists. In addition, traffic signals can be designed to accommodate pedestrian crossings. Therefore, analysis of the roadway network can provide insight regarding roadway characteristics that can be used to identify preferred candidates for bicycle and pedestrian facilities.

Functional Classification

Functional classification is a process by which roads are grouped into classes according to the character of service they are intended to provide. According to MoDOT guidelines, the four classifications relevant to the Joplin Area are defined as:

- Principal Arterial: A road whose primary purpose is to provide long-distance mobility between areas as well as connections between roads of lower functional classification.
- Minor Arterial: A road whose primary purpose is to provide access between principal arterials and collectors in order to provide local mobility and some access to land.
- Collector: A road whose primary purpose is to move traffic from local roads to principal arterials or minor arterials.
- Local: A road whose primary purpose is to provide access between abutting property and roadways of higher functional classification.

As principal arterials are generally designed for higher traffic volumes and higher speeds, these roadways are generally not preferred candidates for on-road bicycle facilities. In the Joplin Area, segments of Route 171, 7th Street, 32nd Street (Route FF), Main Street, and Rangeline Road are classified as principal arterials. Roadways classified as minor arterials or collectors are typically better candidates for on-road bicycle facilities. Many of the existing on-road bicycle facilities are located on minor arterials (Schifferdecker Road, Connecticut Avenue, Broadway Street, Zora Street, Murphy Boulevard) or collectors (26th Street). Roadway functional classification in the Joplin Area is displayed in Exhibit 4-2.

Traffic Volume

Traffic volume is expressed by average daily traffic (ADT), or the average number of vehicles that travel a roadway segment per day. Roadways with higher traffic volumes are generally not preferred candidates for on-road bicycle facilities as bicyclists tend to be more comfortable riding in areas with fewer vehicles. The highest traffic volumes in the Joplin Area are generally along segments of principal arterials and minor arterials such as Route 171, 7th Street, 20th Street, 32nd Street (Route FF), Maiden Lane, Main Street, and Rangeline Road. Roadway traffic volume in the Joplin Area is displayed in Exhibit 4-3.

Posted Speed

Posted speed is the speed limit on a roadway segment. Roadways with higher posted speeds are generally not preferred candidates for on-road bicycle facilities as bicyclists tend to be more comfortable riding in areas with slower moving vehicles. Based on available data, roadways with the highest posted speeds in the Joplin Area tend to be along principal arterials or in rural areas with lower traffic volumes. Within the urban areas in Joplin, Webb City, and Carl Junction, posted speeds tend to be 40 mph or less, with the exception of Route 171 and Rangeline Road. Roadway posted speed in the Joplin Area is displayed in Exhibit 4-4.

Traffic Signals

Approximately 120 traffic signals are located throughout the Joplin Area and generally located at intersections of principal arterials, minor arterials, and collectors. Approximately 55 percent of the traffic signals are owned and operated by MoDOT with the remaining signals primarily operated by the City of Joplin. In addition to managing vehicle movements, traffic signals can also provide pedestrian crossing locations. Pedestrian crossing equipment, such as pedestrian push buttons and pedestrian signal heads, are often used in coordination with traffic signals to communicate the appropriate time for a pedestrian to cross the street. Based on available data, over 30 percent of the traffic signals do not have pedestrian crossing equipment. Most of the traffic signals without pedestrian equipment are operated by MoDOT and located along principal arterials such as Route 171, 7th Street, 32nd Street, Main Street, and Rangeline Road/Madison Street. Traffic signals by ownership and pedestrian equipment type are displayed in Exhibit 4-5.

Railroad Network

Analysis of the rail network provides insight regarding locations where bicyclists and pedestrians may have difficulty at grade highway-rail crossings. Bicycle crashes can more commonly occur at skew rail crossings, such as along Maiden Lane, due to tire interaction with the rail flangeway. Warning devices specifically for bicyclists and pedestrians may also be desired at grade highway-rail crossings, particularly popular paths such as the Ruby Jack Trail. The active railroad network is displayed in Exhibit 4-6.

In addition, inactive and former rail corridors can be converted to bicycle and pedestrian paths. This rails-to-trails concept was used to convert former rail corridors into the Frisco Greenway Trail, Ruby Jack Trail, and Thom Station Trail. Additional abandoned rail corridors are located in the Joplin Area and may have the potential for further rails-to-trails conversions. The former railroad corridors, based on available data, are also displayed in Exhibit 4-6.

Transit Network

The City of Joplin is served by the Metro Area Public Transit System (MAPS), which operates the Sunshine Lamp Trolley system. The system is comprised of three routes and 62 designated transit stops that provide over 130,000 rides per year. All transit vehicles are lift-equipped for wheelchair accessibility and include bicycle racks. Transit trips generally involve a short bicycle or pedestrian trip to access a transit stop. The distance between the transit stop and the origin/destination is referred to as the first-mile or last-mile connection. Therefore, it is important to provide safe bicycle and pedestrian connections to transit stops to address mobility needs. The transit network is displayed in Exhibit 4-7.

Land Use

Land use is also an important consideration when assessing the transportation network and common destinations. Parks are generally one of the top community destinations and they are compatible components of trail systems. The largest parks in the Joplin Area include:

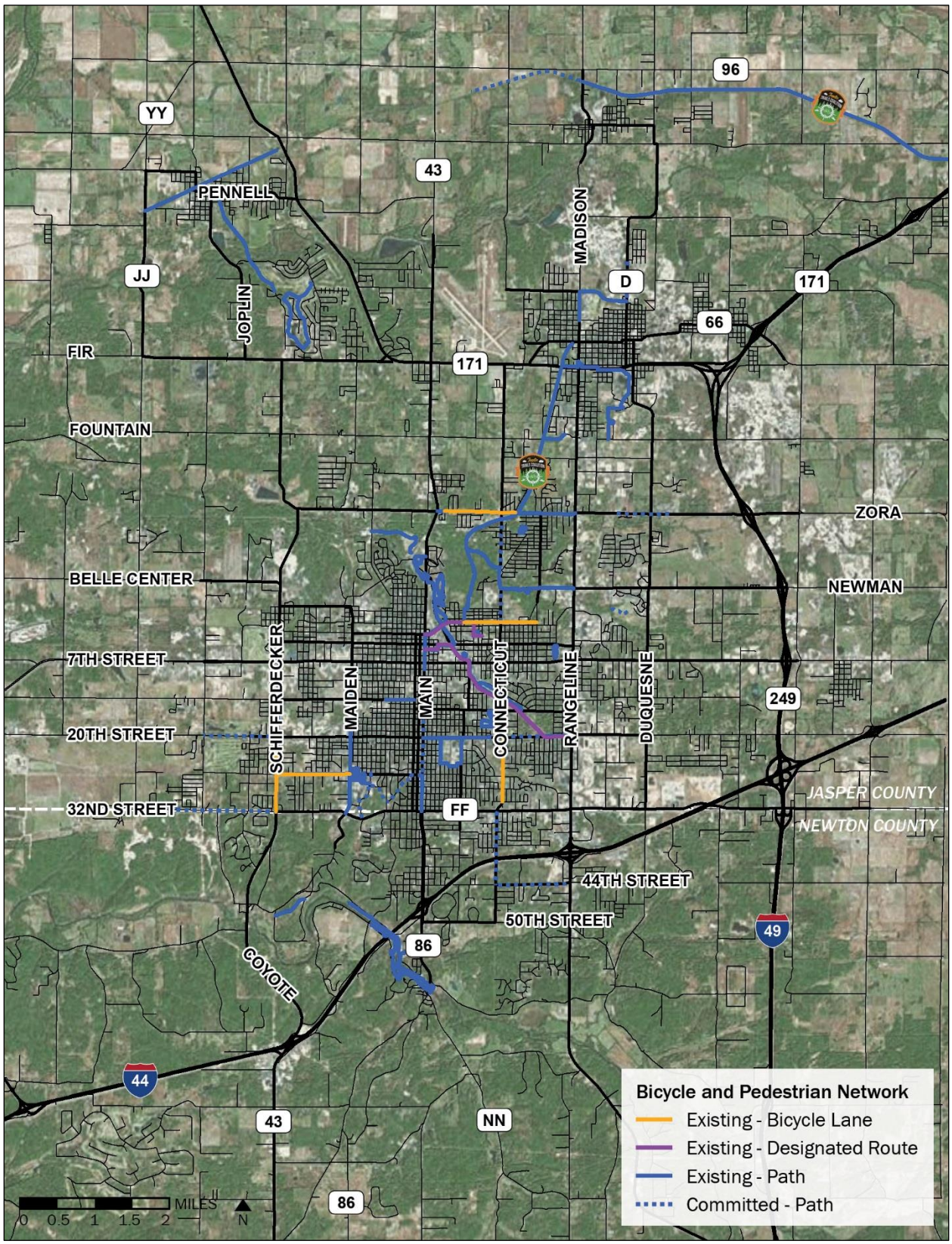
- Schifferdecker Park, Mercy Park, McClelland Park, McIndoe Park, Wildcat Glades Conservation Center, Murphy Boulevard Park, Ewert Park, and Landreth Park in Joplin
- King Jack Park in Webb City
- Briarbrook Golf Course and Lakeside Disc Golf Park in Carl Junction

Stream corridors are also good candidates for bicycle and pedestrian paths for both aesthetic and connectivity purposes. The City of Joplin owns right-of-way along many major stream corridors. Existing trail systems are located along portions of Turkey Creek and Shoal Creek and may be candidates for trail extensions. Other major streams in the Joplin Area include Center Creek, Silver Creek, and Thurman Creek.

Schools typically serve as important community destinations as well. Providing safe routes to school offers mobility options for children, encourages physical activity for families, and can contribute to neighborhood interaction and cohesion. Between the three school districts in the region, there are 22 elementary schools, six middle schools, and three high schools in the Joplin Area. Schools in the Joplin School District are located throughout the community. In contrast, schools in the Webb City School District and Carl Junction School District tend to be clustered. In addition, approximately 6,200 students are enrolled at Missouri Southern State University, 700 students are enrolled at Ozark Christian College, and others attend Crowder College - Webb City.

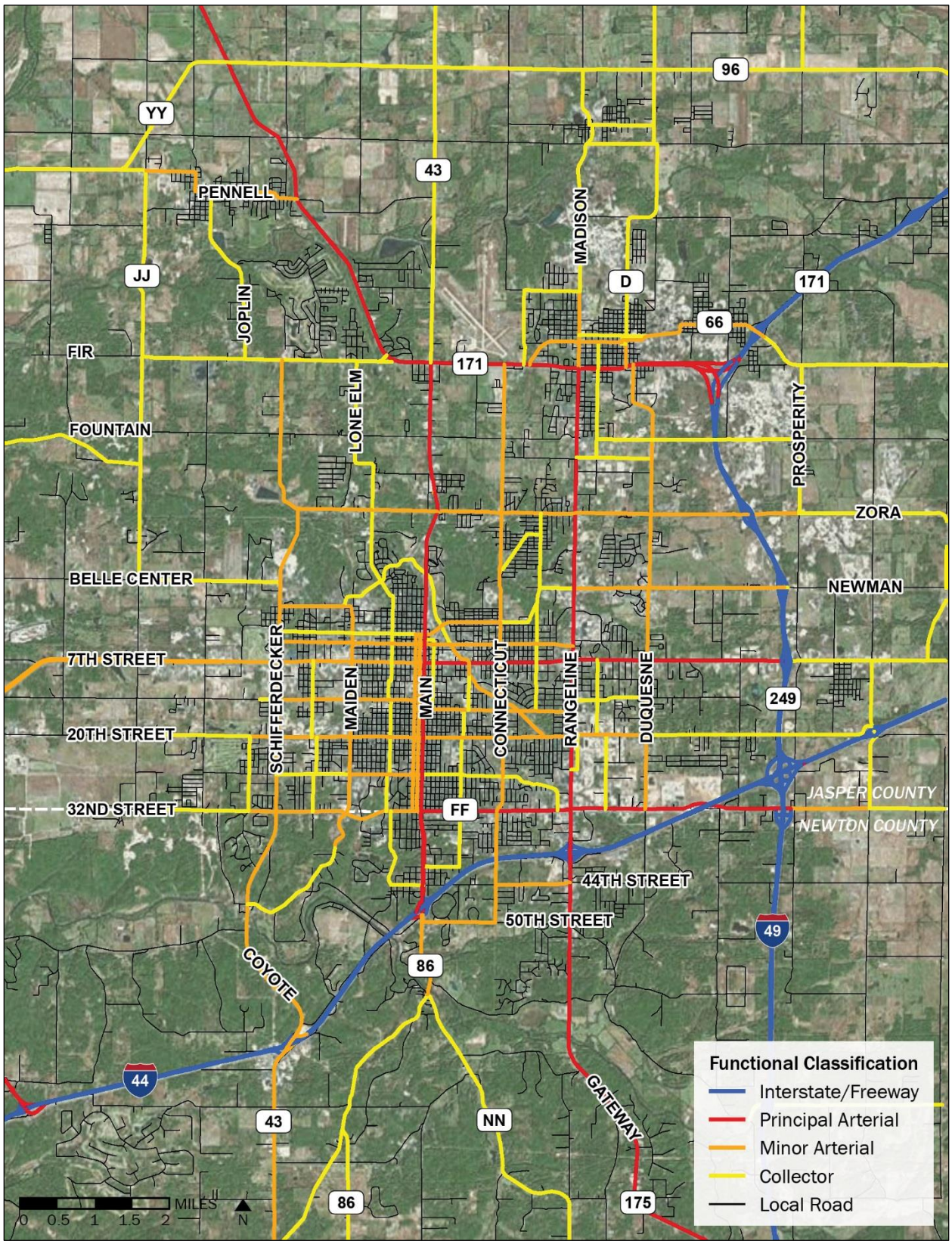
The locations of parks, stream corridors, and schools are displayed in Exhibit 4-8.

Exhibit 4-1: Bicycle and Pedestrian Network



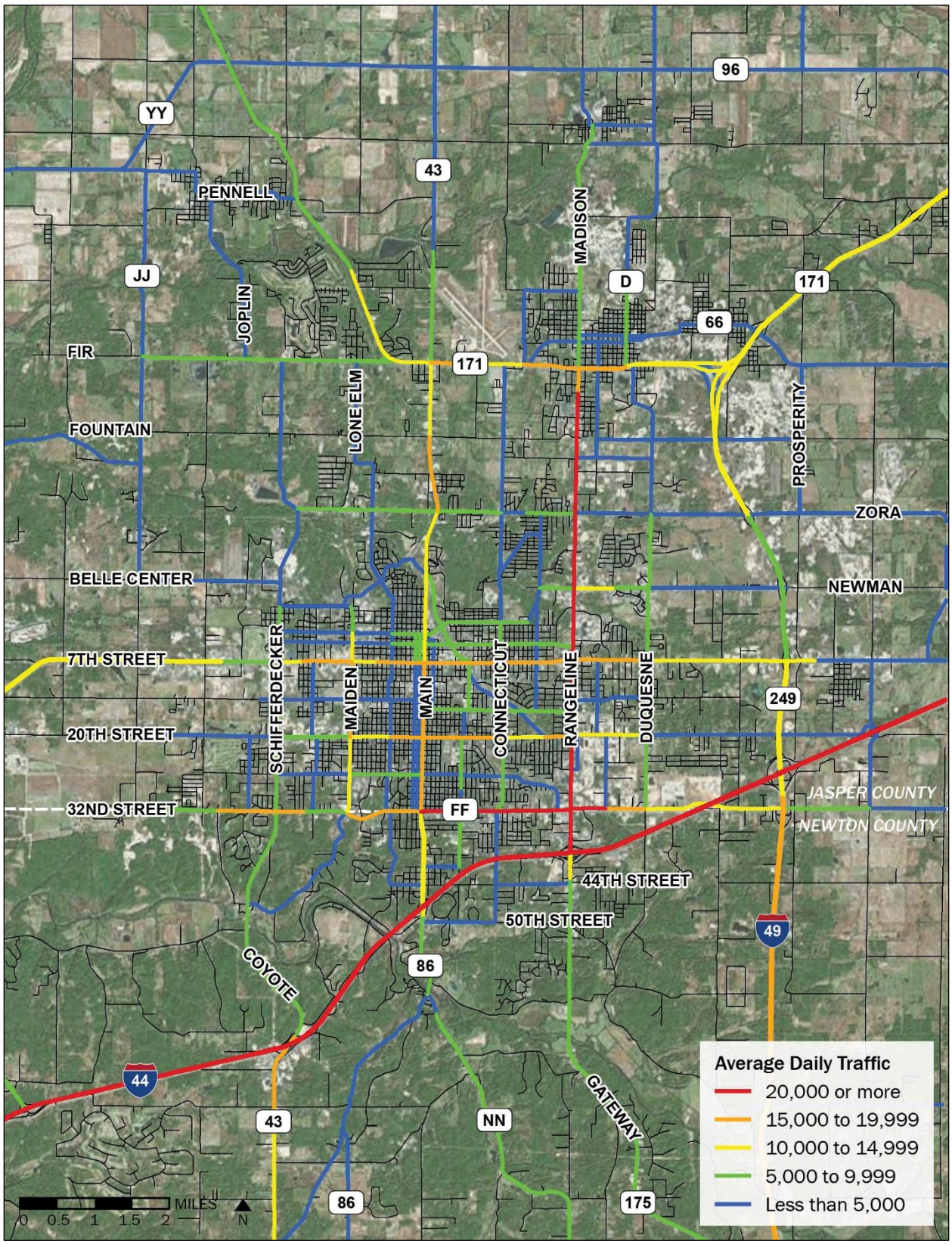
Source: Joplin Area Transportation Study Organization, 2017

Exhibit 4-2: Roadway Functional Classification



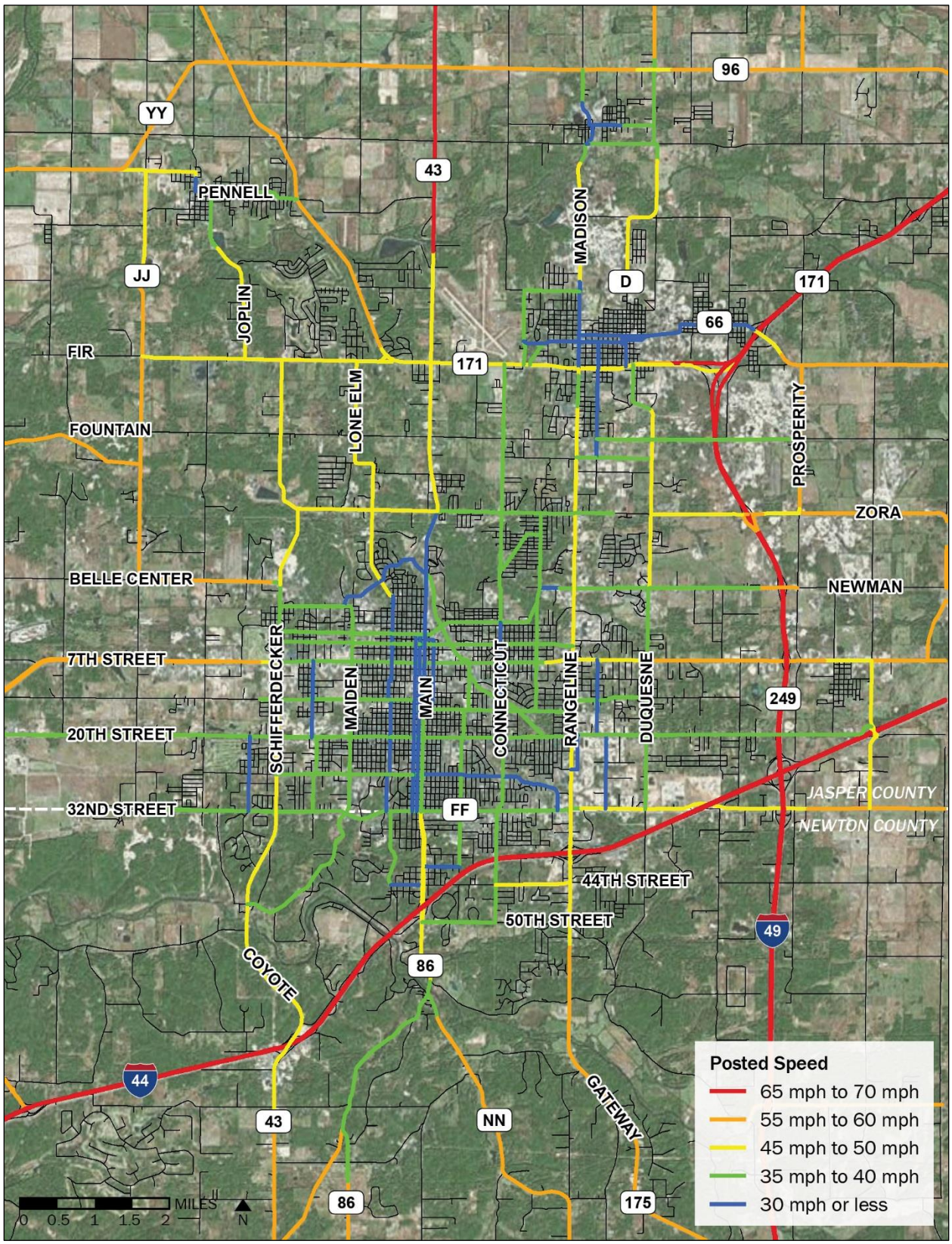
Source: Joplin Area Transportation Study Organization, 2017

Exhibit 4-3: Roadway Traffic Volume



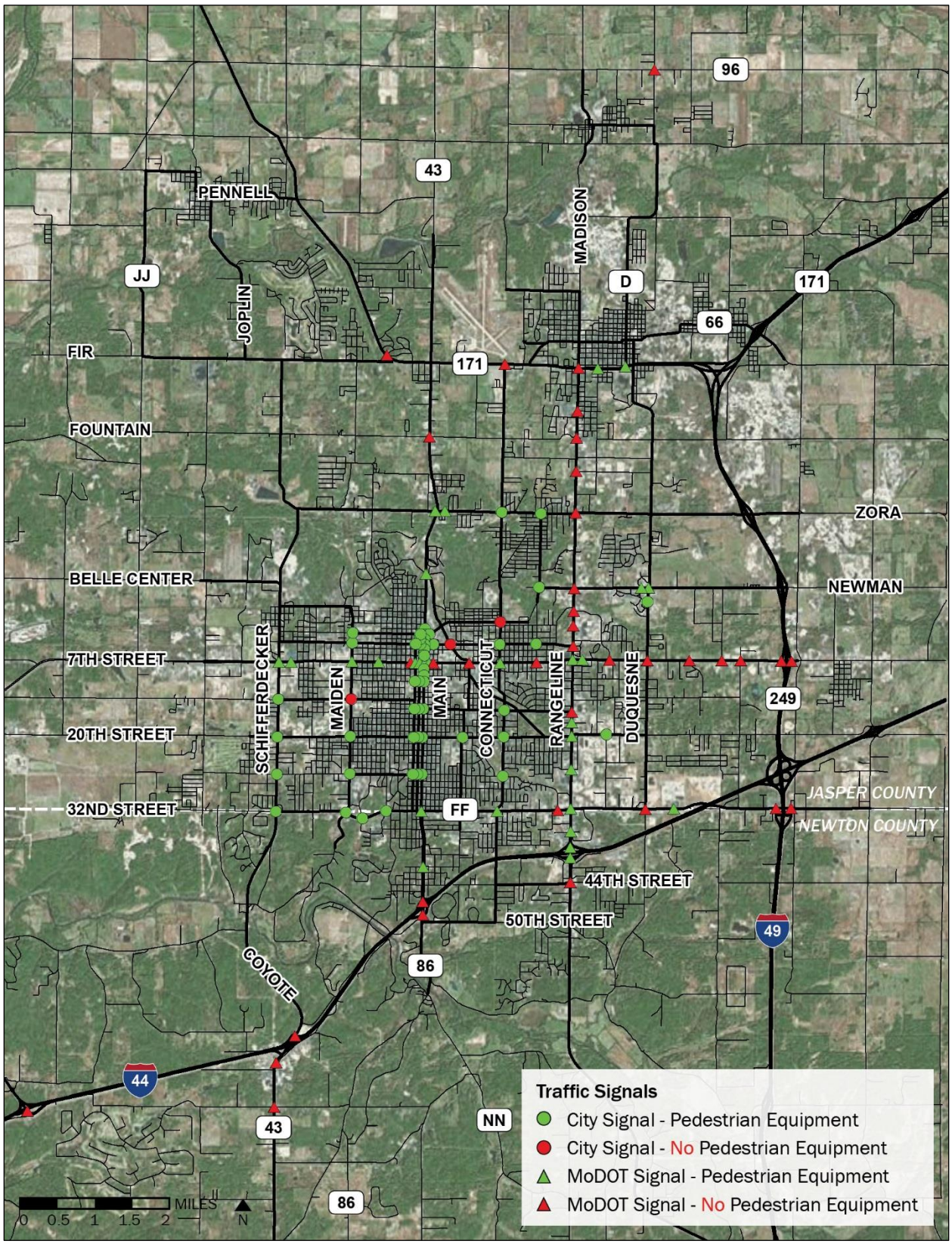
Source: Joplin Area Transportation Study Organization, 2017 *[excludes local roads]*

Exhibit 4-4: Roadway Posted Speed



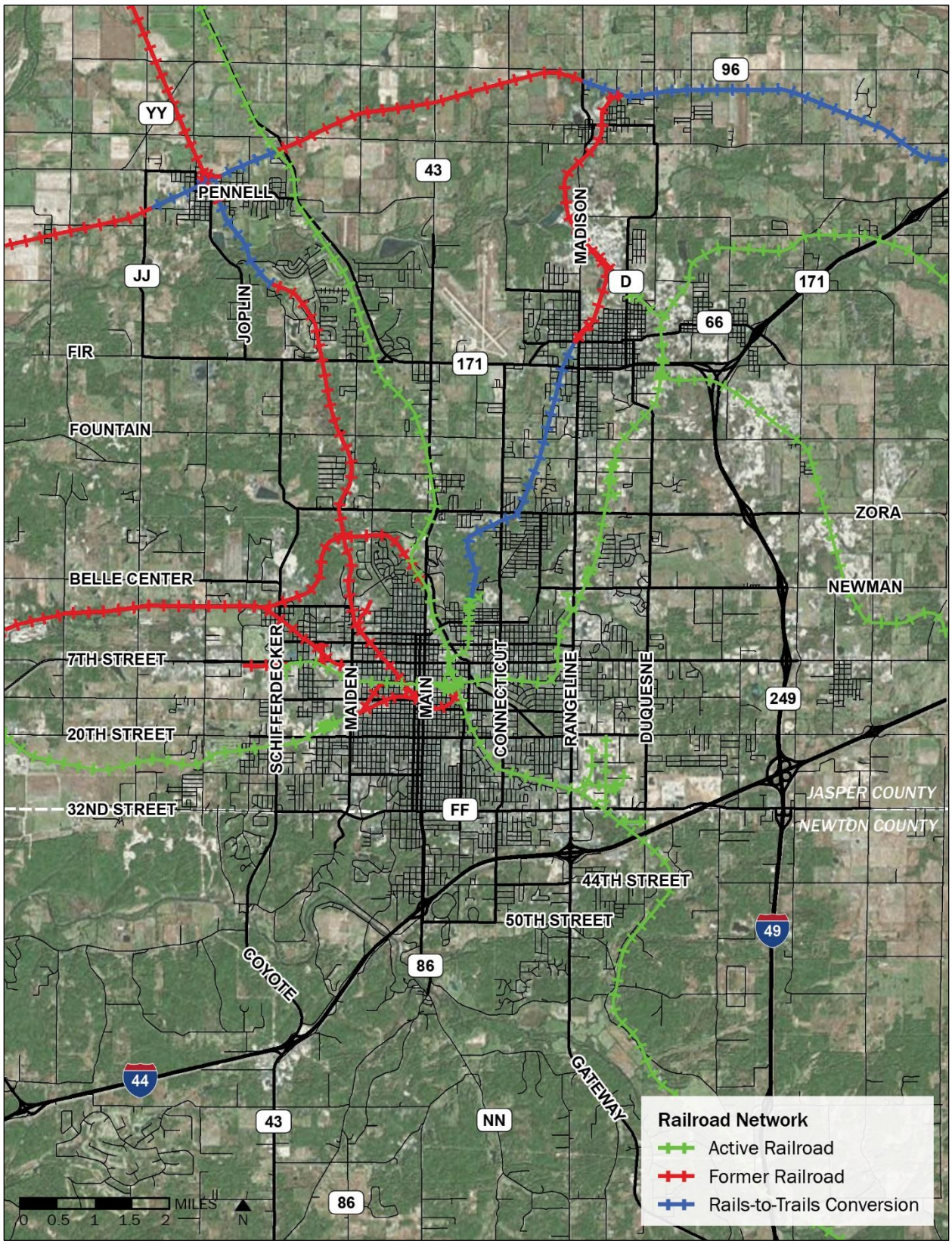
Source: Joplin Area Transportation Study Organization, 2017 *[excludes local roads]*

Exhibit 4-5: Traffic Signals



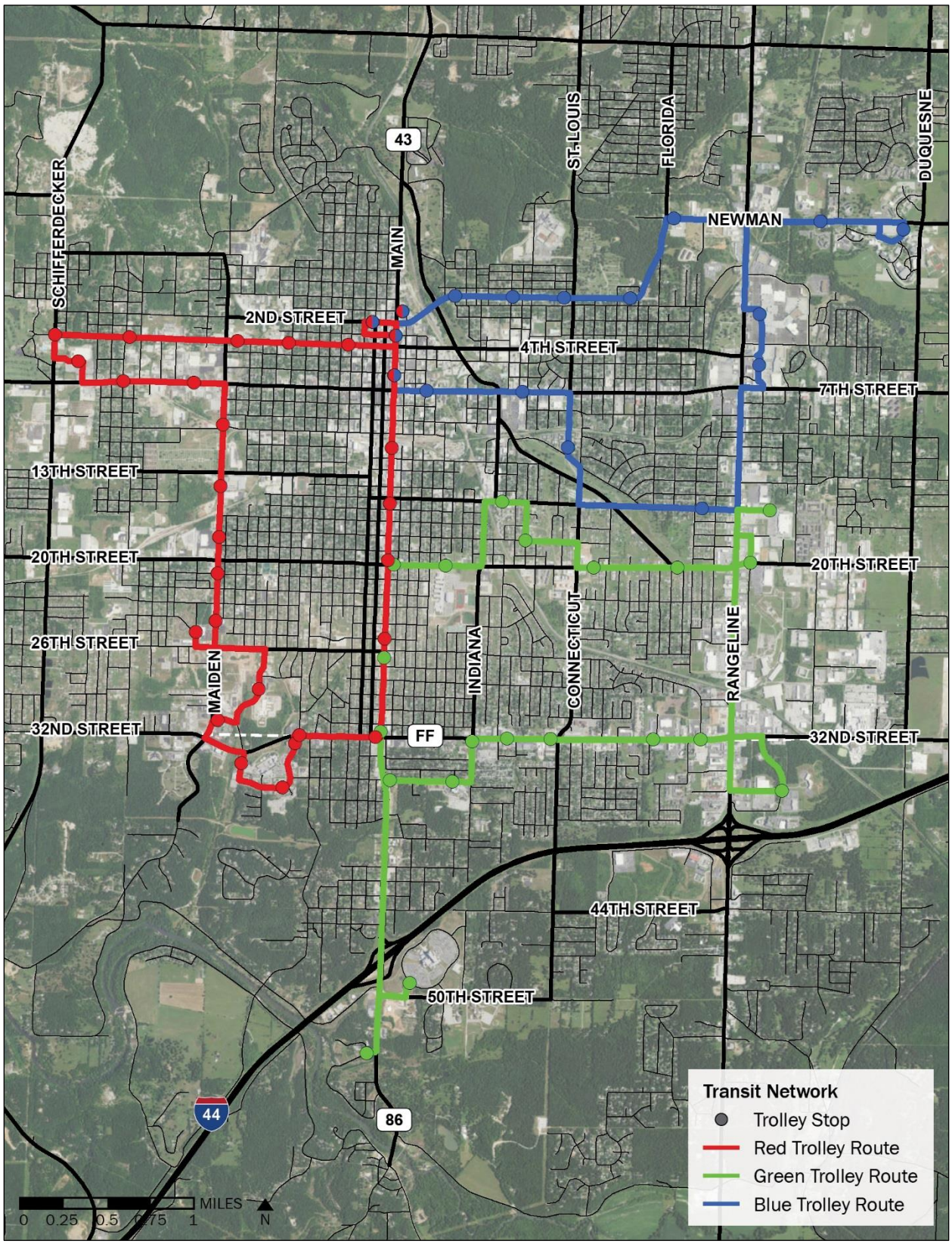
Source: Joplin Area Transportation Study Organization, 2017

Exhibit 4-6: Rail Network



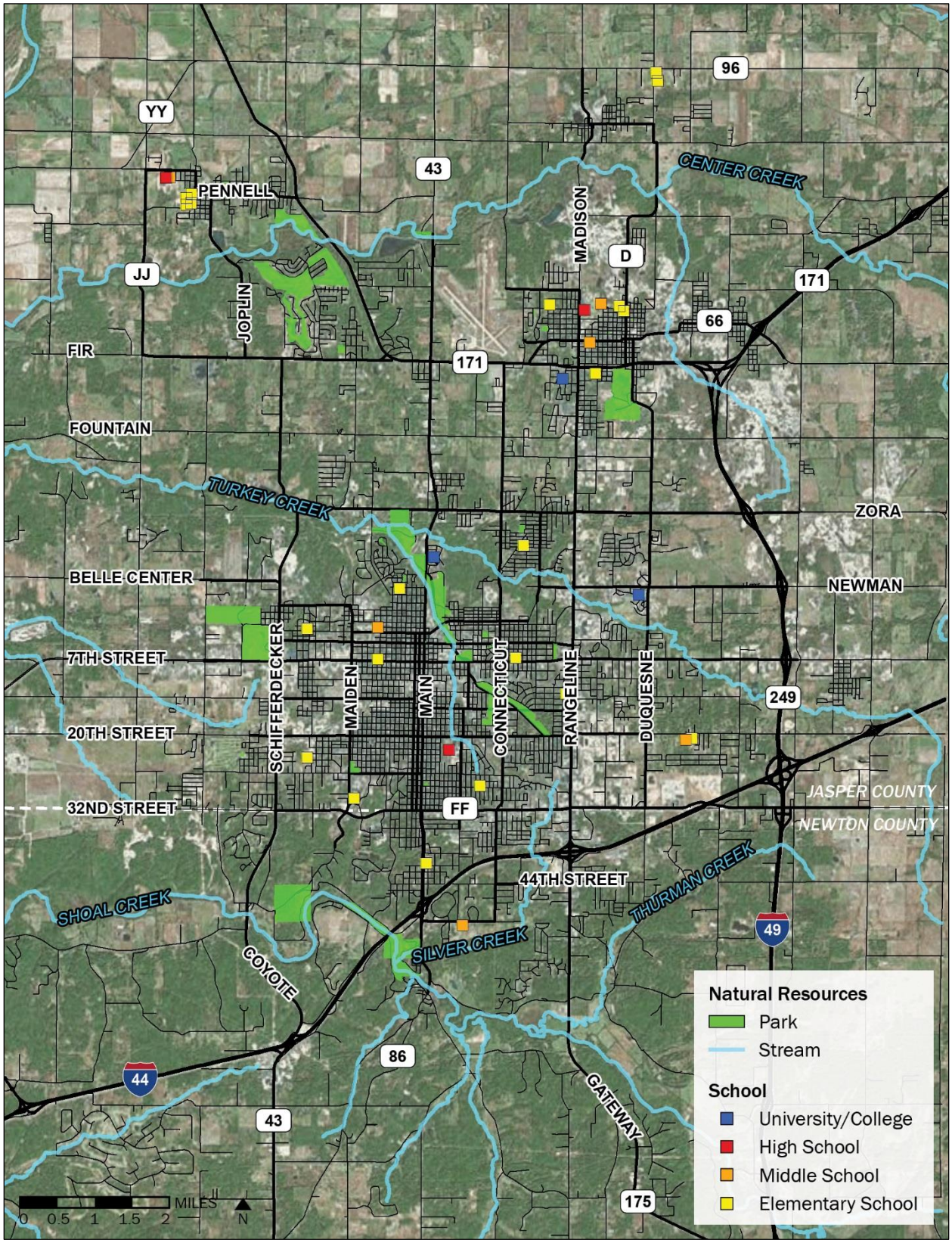
Source: National Transportation Atlas Database, 2016

Exhibit 4-7: Transit Network



Source: City of Joplin, 2017

Exhibit 4-8: Parks, Streams, and Schools



Source: Joplin Area Transportation Study Organization, 2017

CHAPTER 5 | PLAN INITIATIVES

The plan initiatives are based on the shared regional vision for a safe and connected bicycle and pedestrian network as well as the multimodal analysis. The four core initiatives relate to safety, connectivity, on-road facilities, and off-road facilities.

Each initiative identifies overarching policies that translate into potential programs and projects to advance in the Joplin Area:

- Policy: A high-level principle or statement of intent to guide future decisions.
- Program: A planned series of items over a period of time to meet a long-term goal.
- Project: A specific or planned action that results in construction and a physical outcome.

Safety: Safe Crossings

Public input indicated that safety, particularly safe crossings, is a top priority in the Joplin Area in order to support a walkable community. Natural and manmade elements such as rivers, highways, and railroads can serve as barriers for safe bicycle and pedestrian access. Therefore, it is important to provide appropriate crossings near intersections, trails, schools, and other community destinations with high pedestrian activity. This initiative addresses crossing types, mid-block crossings, rail crossings, and traffic signal upgrades.

Crossing Types

Marked crosswalks can encourage a walkable community by directing pedestrians to cross at locations where appropriate traffic control is provided and pedestrians are more visible to motorists. Appropriate crosswalk pavement markings can vary based on context in order to provide the level of visibility and character desired. Generally, three levels of crosswalk markings range from standard, high-visibility, and special emphasis markings as displayed in Exhibit 5-1.

Exhibit 5-1: Crosswalk Marking Types

Standard Crosswalk	High-Visibility Crosswalk	Special Emphasis Crosswalk
This crosswalk is two parallel lines separated by a wide space. This type is generally considered the minimum pavement marking for a crossing at an intersection.	This crosswalk is a high-visibility pattern such as a ladder or diagonal marking. This type can be used in high pedestrian activity areas such as schools, parks, and trails.	This crosswalk is a decorative pattern such as a stamped or colored pavement. This type can provide emphasis at a destination such as downtown or other unique districts.
		

In general, emphasis should be placed on constructing sidewalks and then providing appropriate pavement markings in conjunction with the sidewalk. Marked crosswalks should connect to established sidewalks at both ends and be equipped with ADA accessible ramps. Street parking should also be restricted to allow for adequate visibility along with adequate street lighting. Curb extensions or bulb outs may also be appropriate to reduce crossing distances.

Mid-Block Crossings

Mid-block crossings facilitate access to places that are not well served by intersections within the traffic network. These crossings commonly occur at schools, parks, trails, transit stops, and other destinations that are frequently accessed by bicyclists and pedestrians. As mid-block crossings are not located at signalized or stop-controlled intersections, motorists are less likely to anticipate users attempting to cross the roadway. Therefore, mid-block crossings may warrant additional crossing elements in addition to high-visibility crosswalk markings. Additional elements may include in-street signage, pedestrian beacons, and/or pedestrian refuges as displayed in Exhibit 5-2.

Mid-block crossings are common in the Joplin Area along trails such as the Frisco Greenway Trail and the Ruby Jack Trail. An improved mid-block crossing was recently constructed along the Frisco Greenway Trail at Zora Street. However, other high volume, high speed crossings, such as the Frisco Greenway Trail at Route 171, are candidates for mid-block crossing improvements. This case study is explored in Exhibit 5-3. As both trails continue to be improved and extended, appropriate crossing treatments should be included in design plans. Another mid-block crossing case study along the Ruby Jack Trail is explored in Exhibit 5-4.

Several mid-block crossings are also located on 26th Street between Maiden Lane and Schifferdecker Avenue. These crossings likely provide access between the residential neighborhoods and destinations such as Cecil Floyd Elementary School, St. Paul's Church, and the Housing Authority of Joplin. Mid-block crossing elements could be applied at the most frequently used crossings along

Exhibit 5-2: Mid-Block Crossing Elements

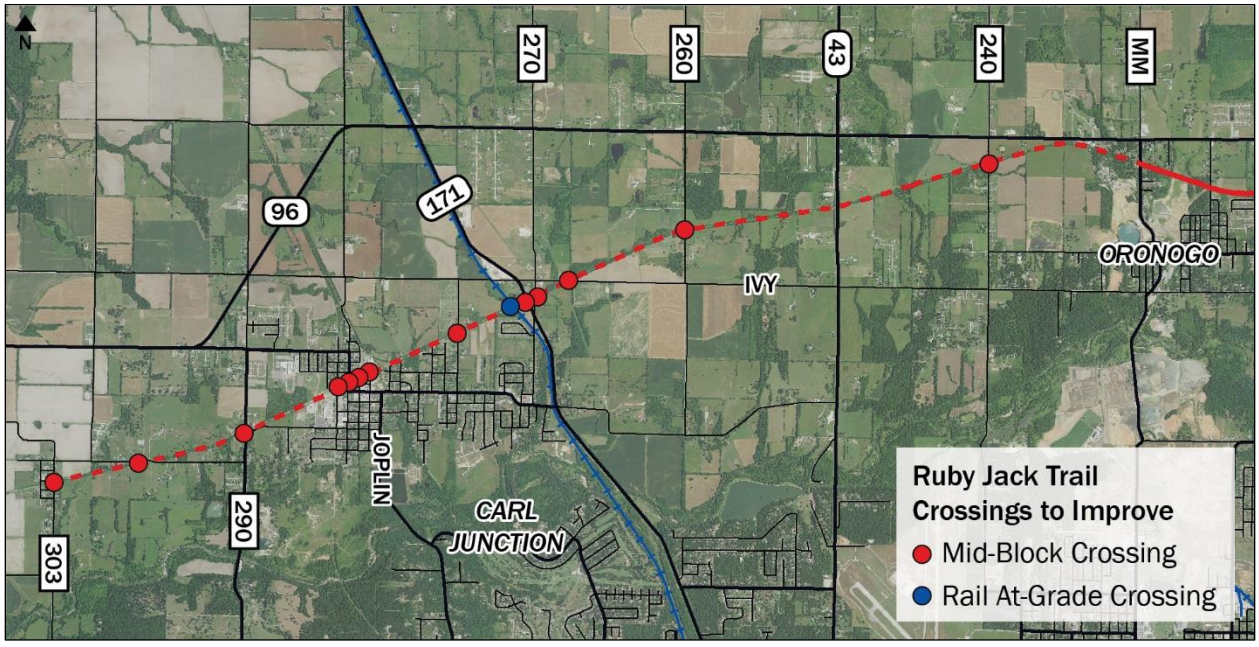
In-Street Signage	Pedestrian Beacon	Pedestrian Refuge
This element is signage installed in the center of a roadway. Signage can further encourage motorists to yield. They are more likely to be effective on two-lane roadways.	This element is an overhead or mounted light activated by users. Beacons can alert motorists to yield to pedestrians when crossing higher volume or higher speed roadways.	This element is a small center island for pedestrians to stop. Refuges can reduce the exposure time experienced by pedestrians when crossing a wide roadway.
		

26th Street to enhance safety. While the 26th Street mid-block crossings are connected with sidewalk on each side of the roadway, other locations throughout the region may have crosswalk markings but lack other mid-block crossing elements. For example, a mid-block crosswalk on 20th Street is likely intended to provide access to East Middle School and Soaring Heights Elementary School. However, due to the lack of sidewalk connections both along the street and from the street to the school entrances, motorists are less likely to anticipate pedestrians at this crossing. Mid-block crossings, particularly near schools and parks, should be reviewed to ensure that a consistent message is delivered to motorists and pedestrians.

Exhibit 5-3: Case Study

Case Study: Mid-Block Crossings	
A mid-block crossing was recently constructed across Zora Street. The crossing has high-visibility crosswalk markings, signage, and a pedestrian refuge island to offer an improved crossing along the Frisco Greenway Trail.	There are currently no mid-block crossing elements as the Frisco Greenway Trail travels across the high volume, high speed Route 171 corridor. Motorists may have difficulty anticipating or seeing users on the trail.
	

Exhibit 5-4: Case Study



Rail Crossings

Rail crossings present another barrier to safe crossings for bicyclists and pedestrians, particularly those using wheeled devices such as wheelchairs or scooters. Path connectivity at rail crossings can be prohibitive at times due to the location of the gate arms. For example, the trail system within Murphy Boulevard Park abruptly ends on either side of the railroad crossing at Murphy Boulevard. The Murphy Boulevard crossing sends a conflicting message to users that pedestrians should walk within the roadway or attempt to cross the railroad in an unauthorized location. In contrast, the rail crossing at Schifferdecker Avenue provides a safe, continuous path across the railroad. This case study is explored in Exhibit 5-5.

Exhibit 5-5: Case Study

Case Study: Rail Crossings	
The sidewalk extends north and south of the railroad crossing on Schifferdecker Avenue. This sidewalk provides an accessible path with a crossing platform and ADA curb ramps.	The path abruptly ends north and south of the railroad crossing, creating a disconnected trail system along Murphy Boulevard. This crossing does not provide a clear message to trail users.
	

Traffic Signal Upgrades

Safe crossings at traffic signals are an important component of a walkable community. While numerous traffic signals currently have pedestrian push buttons and pedestrian signal heads, not all intersections have sidewalks on all approaches to establish a continuous network. Inconsistency in crosswalk pavement markings can also present conflicting messages to motorists and pedestrians regarding appropriate crossing locations. In terms of connectivity, emphasis should be given to expanding the sidewalk network near traffic signals with pedestrian equipment. For example, the Rangeline Road and 17th Street intersection has pedestrian equipment, but two of the crosswalks do not lead to a sidewalk. Consequently, a program to expand sidewalk connectivity can be pursued that results in projects to extend sidewalks and remove gaps. For example, a minimum infill may be to extend the sidewalk on the west side of 17th Street and 18th Street. Additional extensions and connections could be made over time.

In addition, not all traffic signals possess pedestrian equipment. In these cases, traffic signal upgrades should be considered in coordination with sidewalk and ADA improvements. For example, the Rangeline Road and 4th Street intersection has crosswalks and sidewalk on multiple approaches

to provide access to retail areas, but the traffic signal lacks pedestrian equipment. Additionally, the Route 171 and Madison Street intersection may be a good candidate for signal upgrades as the north and south approaches currently have crosswalk markings and sidewalk.

Summary

Based on the assessment regarding safe crossings, the following policies and programs are recommended:

- *Policy Recommendation*: Develop and adopt a crossing policy to provide a consistent and familiar message to motorists, bicyclists, and pedestrians regarding appropriate crossing locations. Example guidance documents may include the *Missouri Livable Streets Guidelines*, National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*, and the national Safe Routes to Schools Guide.
- *Policy Recommendation*: Support funding to provide sidewalk continuity at intersections currently equipped with pedestrian equipment and coordinate traffic signal upgrades with new sidewalk construction.
  - *Program Recommendation:* Continue scoping studies along MoDOT corridors to identify sidewalk and crossing improvement projects. Candidate corridors may include 7th Street, Newman Road, Rangeline Road/Madison Street.
  - *Program Recommendation*: Support funding for mid-block crossing safety improvements, particularly to address major roadway crossings. Priority candidate locations to coordinate with the Joplin Trails Coalition may include St. Louis Avenue, Fountain Road, and Route 171 along the Frisco Greenway Trail and multiple crossings along the Ruby Jack Trail. Other mid-block crossings locations near schools and parks may benefit from high-visibility pavement marking improvements.
  - *Program Recommendation*: Coordinate with railroads to ensure appropriate sidewalk and trail connectivity at railroad crossings and explore passive and/or active warning devices as necessary. Candidate locations that may arise from the program include locations with sidewalk or trail gaps such as Murphy Boulevard, 15th Street, and the Ruby Jack Trail.

Connectivity: A Complete Streets Approach

Public input indicated that connectivity is a top priority in the Joplin Area. Network connectivity can increase mobility options and potential travel distances for non-motorized users. Utilizing a Complete Streets approach, this initiative emphasizes the design of safe and convenient access for all users regardless of age, ability, or mode of transportation. Therefore, this initiative addresses arterial path connectivity, access to transit stops, and path connections to building entrances.

Path Connectivity

Many communities in the Joplin Area were initially developed with expansive and connected sidewalk networks. However, due to growing dependence on vehicles, the pedestrian environment outside of core neighborhoods gradually declined. Existing sidewalk in older neighborhoods may also be several decades old and the condition or design may warrant reconstruction. While completing the entire sidewalk network is ideal, priority locations for improvements should be identified in order to gradually strengthen the pedestrian network based on available resources. As high volume and high

speed corridors tend to offer the greatest challenge for pedestrians, path connectivity should first be emphasized along principal arterials and minor arterials.

The Joplin Area has recently made progress regarding path connectivity on arterials with new sidewalk along Zora Street, Main Street, Schifferdecker Avenue, and Maiden Lane in Joplin, Madison Street in Webb City, and Pennell Street in Carl Junction. However, principal arterials such as Route 171 and Rangeline Road/Madison Street and minor arterials such as Newman Road and Duquesne Road generally lack sidewalk. A case study is explored in Exhibit 5-6. Focusing on sidewalk continuity along these arterials will provide critical pedestrian connections between neighborhoods and access to many retail and community destinations. Path connectivity can also be supported through policy changes to ensure sidewalk improvements are incorporated into roadway projects and new developments/redevelopments incorporate sidewalk.

Exhibit 5-6: Case Study

Case Study: Path Connectivity	
Sidewalk extends on both sides of 32nd Street from Main Street to Rangeline Road. The sidewalk provides approximately two miles of path continuity along an important commercial corridor with several transit stops.	Approximately 30 percent of the two-mile segment of Rangeline Road from 7th Street to 32nd Street lacks sidewalk. The absence of path connectivity also extends to the north towards Madison Street in Webb City.
	

Access to Transit Stops

Public transit provides an important transportation option, particularly for older adults, persons with a disability, low income persons, and students that may rely more heavily on transit. Transit service often provides access to jobs, retail centers, health care, and social services. Transit trips usually involve a short bicycle or pedestrian trip to get to a transit stop. The distance between the transit stop and the origin/destination is referred to as the first-mile or last-mile connection. Sidewalk connections near transit stops provide a safe and accessible way for transit users to complete the first-mile or last-mile segment of their trip and may encourage additional ridership.

The Sunshine Lamp Trolley system, which is operated by the Metro Area Public Transit System (MAPS) within the City of Joplin, includes three routes with over 60 designated transit stops. Recent investments in the transit system have included adding transit shelters and/or signage at transit stops. However, some transit stops have limited sidewalk access or continuity beyond the immediate transit stop. In other locations, the transit stops occur at or near intersections that lack crossing

treatments. For example, a transit stop on Newman Road west of Missouri Southern State University has sidewalk immediately surrounding the transit stop but lacks sidewalk continuity along the corridor. Similar situations occur at transit stops near Campbell Reserve Apartments (Stop 6), Freeman Hospital (Stop 25), Mercy Village (Stop 27), Joplin Housing Authority (Stop 28), and Schifferdecker Park (Stop 37). A case study is explored in Exhibit 5-7. In addition to emphasizing sidewalk continuity along arterial roadways, sidewalk connections to transit stops provide safe mobility options for transit users and all pedestrians. Major continuous corridors with transit stops include 7th Street, 32nd Street, Rangeline Road, Main Street, and Maiden Lane.

Exhibit 5-7: Case Study

Case Study: Access to Transit Stops	
A wide path is provided at the transit stop and sidewalk continues beyond the immediate area to provide access to nearby neighborhoods and commercial areas. A curbside pull-out spot is also incorporated into the transit stop.	While sidewalk immediately surrounds the transit stop, the path terminates at two adjacent driveways. The lack of sidewalk may force transit users to walk along the roadway shoulder in order to reach their destination.
	

Path Connections to Building Entrances

Developments often lack connections from the building entrance to the public sidewalk. Without defined internal pedestrian circulation, pedestrians may face conflicts with vehicles when walking through driveways and parking lots. For example, there is sidewalk along segments of Schifferdecker Avenue and 4th Street leading towards Schifferdecker Park, but there is no internal sidewalk within Schifferdecker Park to allow pedestrians to access the facilities. Similarly, many commercial corridors such as Rangeline Road/Madison Street may have some segments of sidewalk but there is a lack of paths from the public sidewalk and parking lots to the building entrances. A case study is explored in Exhibit 5-8.

Recent progress has been made regarding internal site connections at new facilities such as the Joplin Public Library and Mercy Hospital. For both public and private developments, coordination should occur during the development review process to ensure connections are made between the sidewalk and building entrance. For example, the review process should emphasize internal pedestrian circulation for new developments and redevelopments, such as the anticipated Empire Market on 4th Street, which is expected to generate multimodal traffic.

Exhibit 5-8: Case Study

Case Study: Path Connections to Building Entrances	
Internal paths lead from the building entrances through parking lots, along internal roadways, and connect to the public sidewalk along the main roadway. The site provides internal circulation for both motorists and pedestrians.	Sidewalk is generally located along roadways leading up to Schifferdecker Park. However, there are no internal paths to provide safe and convenient access to the facilities from the public sidewalk or nearby transit stop.
	

Summary

Based on the assessment regarding connectivity, the following policies and programs are recommended:

- *Policy Recommendation:* Prioritize sidewalk on both sides of the street on principal arterials and minor arterials. Coordinate sidewalk improvements with roadway improvements to ensure the most efficient use of available resources.
- *Policy Recommendation:* Encourage changes to the development code to require new developments and redevelopments to construct sidewalk and provide connections between public sidewalks and private paths and building entrances. Support the inclusion of these connections through the development review process.
  - *Program Recommendation:* Support funding for a sidewalk program to fill gaps along these major corridors. Corridor scoping studies may be appropriate to identify potential projects.
  - *Program Recommendation:* Evaluate accessibility and sidewalk continuity to transit stops in order to improve first-mile and last-mile connections to transit.

On-Road Facilities

On-road facilities are bicycle and pedestrian options that are generally located within roadway right-of-way. These facility types include shared lanes, bicycle lanes, and multi-use paths as displayed in Exhibit 5-9. The Joplin Area has made recent progress by implementing bicycle lanes on segments of Schifferdecker Avenue, Maiden Lane, Connective Avenue, and Zora Street. Future on-road facilities can be integrated through a combination of retrofits to developed corridors and proactive planning for yet-to-be-developed corridors. Therefore, this initiative addresses the expansion of the on-road bicycle network through a combination of short-term road diet options and a long-term vision.

Exhibit 5-9: On-Road Facility Types

Shared Lane	Bicycle Lane	Multi-Use Path
This type is a wide travel lane shared with vehicles that may be identified by pavement markings or signage.	This type is a portion of the roadway designated by striping and signage for exclusive use by bicyclists.	This type is a wide paved path separate from vehicle traffic that is located within the roadway right-of-way.
		

Road Diet Options

The existing bicycle lanes provide a foundation to expand upon in order to improve on-road bicycle connectivity throughout the region. In the short-term, a relatively inexpensive tool to provide on-road facilities is the use of road diets. A road diet is a reallocation of existing roadway width in order to provide multimodal improvements. A road diet typically consists of a reduction of travels lanes in order to reallocate the space for other uses such as bicycle lanes or pedestrian paths. A series of corridors have been identified as potential candidates for exploring the feasibility of a road diet: Main Street, Joplin Avenue/Wall Avenue, Broadway Street/2nd Street, 4th Street, Junge Boulevard/13th Street, and 26th Street. These potential road diet candidates are discussed below. Overall, road diet concepts require review of traffic volumes, speeds, intersection capacity, and on-street parking utilization as well as public input to ensure a corridor is a good candidate for a road diet and determine the most appropriate typical section.

National guidelines for bicycle lane width recommend at least five feet, but wider bicycle lanes and/or buffered or protected bicycle lanes may be appropriate. It is generally preferred to provide on-road bicycle facilities along corridors with lower traffic speeds (35 mph or less) and/or lower traffic volumes to provide a more comfortable route for bicyclists. However, if on-road bicycle facilities are necessary on roadways with higher traffic speeds (40 mph or more) and/or higher traffic volumes, protected or buffered bicycle lanes may be desired. In some cases, such as road diet concepts, existing pavement width may also enable the use of protected or buffered bicycle lanes. In contrast, two-lane corridors with low traffic speeds, particularly roadways with wide 14-foot travel lanes, may be good candidates for shared lanes rather than bicycle lanes. In these situations, share-the-road pavement markings and signage would help signify the roadway as a recommended bicycle corridor and serve as a reminder to motorists to expect bicyclists on the roadway. The overall goal for on-road bicycle facilities should be to increase separation between vehicles and bicyclists to the extent feasible without adversely impacting traffic level of service.

Main Street

This 2.4-mile segment extends from 2nd Street to 32nd Street. The corridor is a four-lane roadway with some segments providing on-street parking on both sides of the street. This corridor could provide an on-road bicycle facility through downtown Joplin and serve as the spine of a larger bicycle network. Major considerations during a road diet analysis would likely be traffic volumes, on-street parking utilization, and bicycle facility treatments at intersections.

Joplin Avenue/Wall Avenue

This 2.4-mile segment extends from 2nd Street to 32nd Street. The majority of the corridor is a one-way, two-lane corridor with parking on both sides of the street; however, the roadway narrows to parking on only one side of the street south of 26th Street. As an alternative to Main Street, the one-way pairs could provide an important on-road bicycle facility through downtown Joplin and serve as the spine of a larger bicycle network. Major considerations during a road diet analysis would likely be traffic volumes and on-street parking utilization.

Broadway Street/2nd Street

This 0.7-mile segment extends from Division Street to Wall Avenue. Existing bicycle lanes could be extended westward along Broadway Street to downtown Joplin. This corridor also fills an important gap between downtown and the southern trailhead of the Frisco Greenway Trail. Major considerations during a road diet analysis would likely be on-street parking utilization and bicycle facility treatments at intersections within downtown.

4th Street

This 1.1-mile segment extends from Connecticut Avenue to Main Street. The four-lane roadway could be utilized to provide an east-west connection to the central spine of the bicycle network. This corridor also provides access to the planned Empire Market and potential future connections to bicycle facilities along Connecticut Avenue/St. Louis Avenue. In the future, there may also be potential to extend bicycle facilities westward toward Schifferdecker Avenue or eastward toward Rangeline Road. Major considerations during a road diet analysis would likely be traffic volumes.

Junge Boulevard/13th Street

This 1.0-mile segment extends from Main Street to Maiden Lane. The wide right-of-way could be utilized to provide an east-west connection to the central spine of the bicycle network. This corridor could also be extended westward toward Schifferdecker Avenue when coordinated with future roadway construction on 13th Street. Major considerations during a road diet analysis would likely be on-street parking utilization and the potential for minor reconstruction of the wide center median along Junge Boulevard.

26th Street

This 1.0-mile segment extends from Main Street to Maiden Lane. The five-lane roadway could be utilized to provide an east-west connection that extends existing bicycle lanes on 26th Street eastward to Main Street. In the future, there may also be potential to continue extending bicycle facilities eastward toward Connective Avenue. Major considerations during a road diet analysis would likely be traffic volumes.

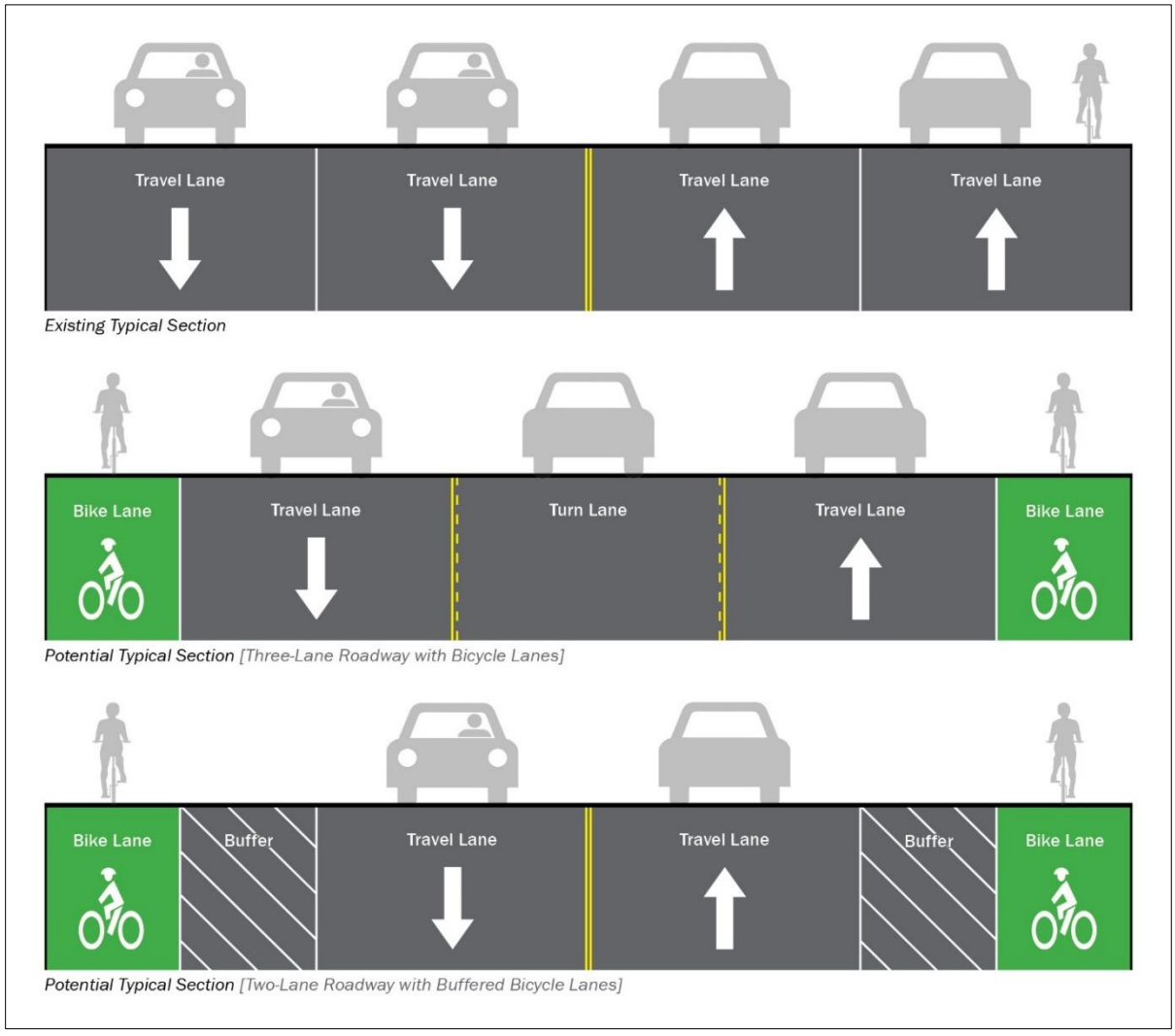
Road diet guidelines for common typical sections in the Joplin Area were reviewed. Generally, vehicle travel lanes and turn lanes vary between 10 feet and 12 feet, and parallel parking lanes are assumed to be at least 8 feet wide. The guidelines explore typical section alternatives for:

- Four-lane roadway
- Three-lane roadway
- Two-lane roadway with parallel parking
- One-way roadway with parallel parking

Typical Section: Four-Lane Roadway

Based on federal guidance, a four-lane roadway with two travel lanes in each direction can be a good candidate for a road diet if traffic volumes are less than 15,000 to 10,000 average daily traffic (ADT). As displayed in Exhibit 5-10, a four-lane roadway can be converted to a three-lane roadway with a center turn lane if deemed appropriate by traffic analysis. Then, the remaining pavement width provides adequate space for a bicycle lane on each side of the roadway. In some cases, if a center turn lane is not warranted, there may be sufficient space to consider buffered or protected bicycle lanes, which provide greater separation between motorists and bicyclists. Applicable four-lane corridors may include segments of Main Street, Broadway Street, 4th Street, and 26th Street.

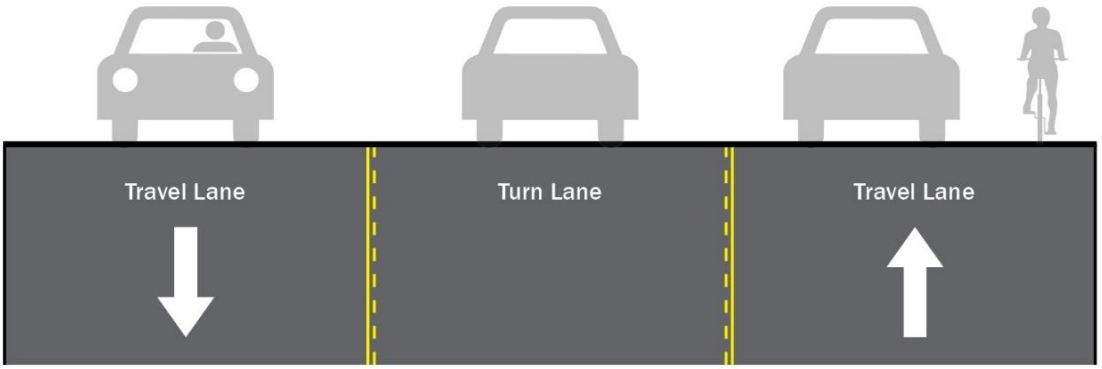
Exhibit 5-10: Four-Lane Roadway



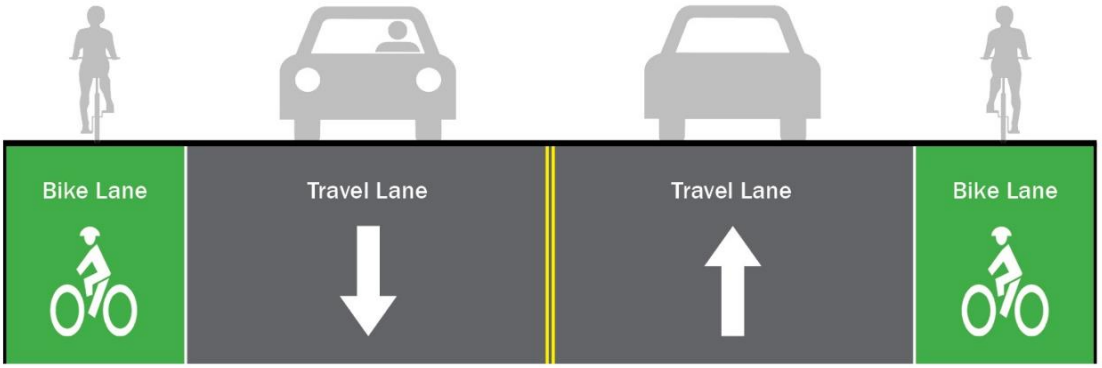
Typical Section: Three-Lane Roadway

A three-lane roadway with a center turn lane can be a good candidate for a road diet if left-turn movements are minimal, particularly in residential areas. As displayed in Figure 5-11, a three-lane roadway can be converted to a two-lane roadway if deemed appropriate by traffic analysis. Then, the remaining pavement width provides adequate space for a bicycle lane on each side of the roadway. A cycle track, which functions as protected two-way bicycle lanes, could also be considered. Applicable corridors may include segments of 2nd Street.

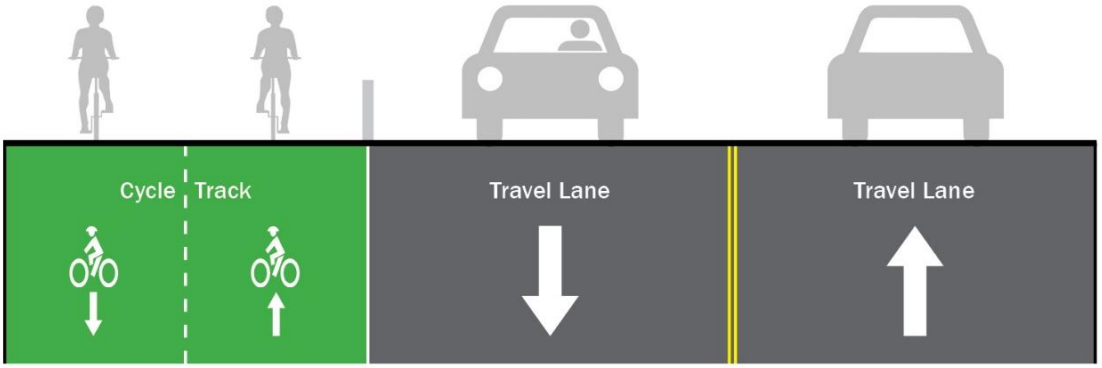
Exhibit 5-11: Three-Lane Roadway



Existing Typical Section



Potential Typical Section [Two-Lane Roadway with Bicycle Lanes]

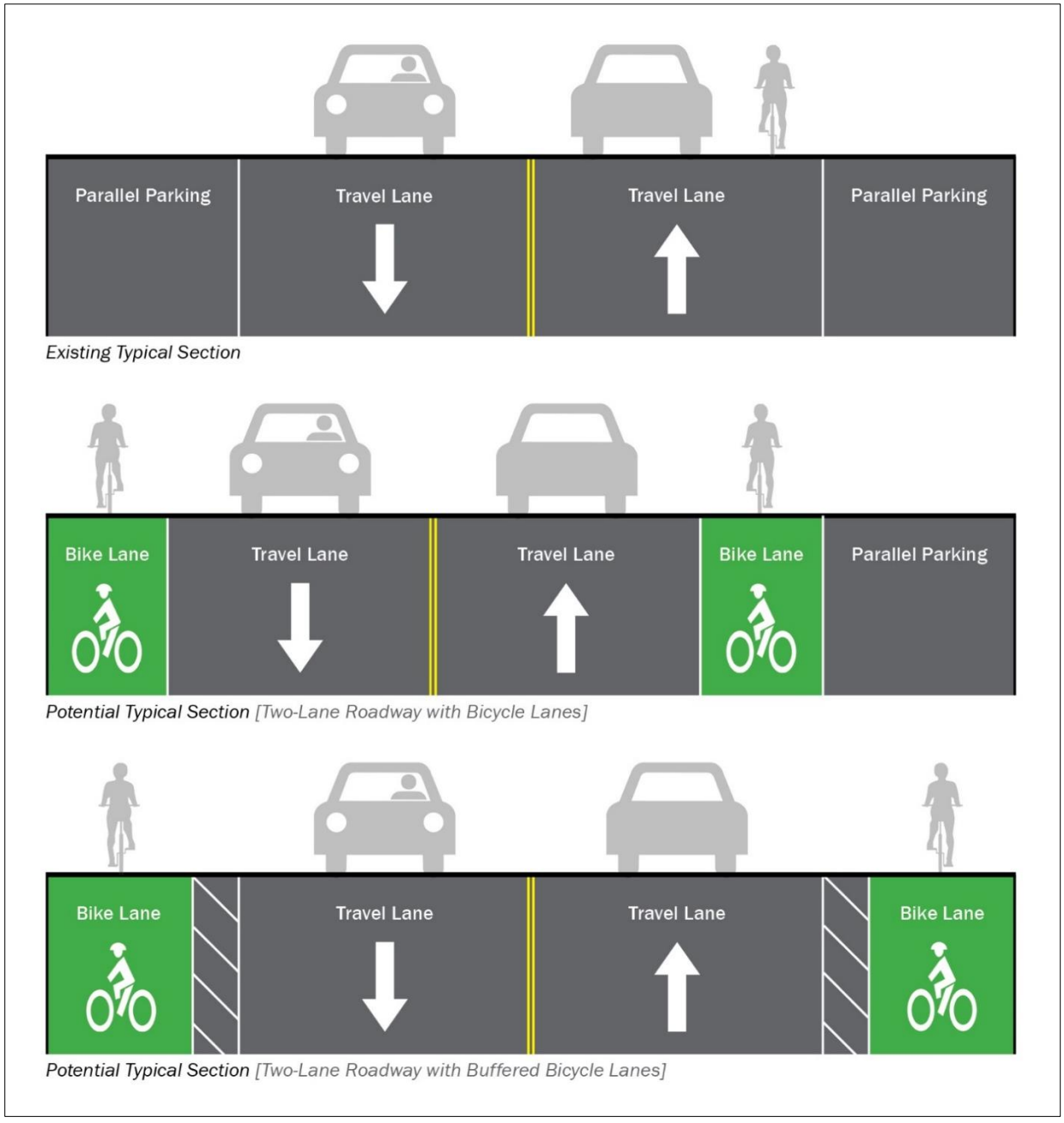


Potential Typical Section [Two-Lane Roadway with Cycle Track]

Typical Section: Two-Lane Roadway with Parallel Parking

A two-lane roadway with parallel parking on both sides is approximately the same width as a four-lane roadway. However, in contrast to the four-lane roadway option, the two-lane roadway option must consider the extent of on-street parking utilization in addition to traffic volumes. As displayed in Exhibit 5-12, multiple options could be considered based on the analysis and public input including a combination of reduced parallel parking or parking removal in order to provide adequate space for bicycle lanes. A cycle track, which functions as protected two-way bicycle lanes, could also be considered rather than bicycle lanes on either side of the roadway. Applicable corridors may include segments of 4th Street and Junge Boulevard/13th Street.

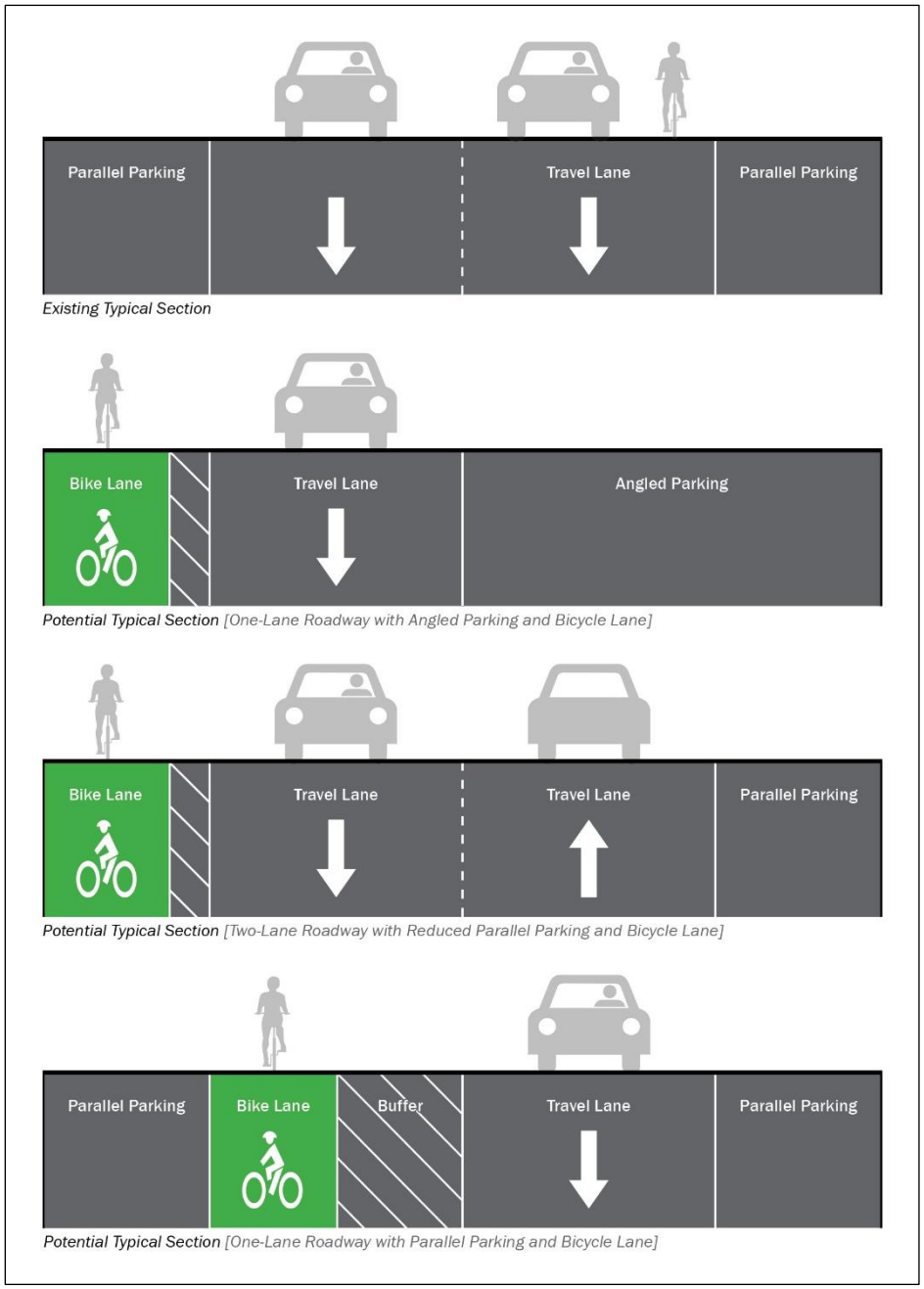
Exhibit 5-12: Two-Lane Roadway with Parallel Parking



Typical Section: One-Way Roadway with Parallel Parking

Depending on the number of travel and/or parking lanes along a one-way roadway, these corridors may also be good candidates for a road diet. For example, as displayed in Exhibit 5-13, a one-way road with two travel lanes and parallel parking may have the opportunity to incorporate standard or buffered bicycle lanes if deemed appropriate by traffic analysis, parking analysis, and public input. In some cases, two lanes of parallel parking could approximately be replaced by one lane of angled parking. One-way pairs, which are parallel corridors with opposing traffic flow, may also be more comfortable corridors for bicyclists as there may be fewer conflict points with vehicles. Applicable corridors may include segments of Joplin Avenue/Wall Avenue.

Exhibit 5-13: One-Way Roadway with Parallel Parking



Long-Term Vision

While road diets are generally inexpensive to implement, expanding the on-road bicycle network is more challenging when roadway construction is required. A long-term vision is needed to help guide the direction and development of an on-road network. Therefore, the long-term vision, as displayed in Exhibit 5-14, offers a bicycle loop with a central spine. Conceptually, the central spine could include corridors such as Main Street and/or the Joplin Avenue and Wall Avenue one-way pairs. Then, a bicycle loop could gradually expand along candidate corridors such as Schifferdecker Avenue, Zora Street, Duquesne Road, 44th Street, and 50th Street. The existing bicycle lanes along segments of Schifferdecker Avenue and Zora Street were incorporated in conjunction with roadway improvements. Similarly, future on-road bicycle facilities would be incorporated into roadway projects along the bicycle loop corridors as these roadways are improved. Public input prior to design would help determine the appropriate type of bicycle facility with the overall goal of providing connectivity through a combination of shared lanes, bicycle lanes, and/or multi-use paths as appropriate.

The long-term bicycle vision consisting of a central spine and loop then provides a framework to connect other bicycle facilities. Communities within the Joplin Area could assess additional opportunities to develop new or extended facilities to gradually connect to the bicycle framework. For example, corridors such as 4th Street, 13th Street, and Connecticut Avenue/St. Louis Avenue many be good candidates for building upon the existing bicycle network and connecting to the long-term loop. The City of Joplin is already incorporating an on-road bicycle facility extension along Connecticut Avenue to the south in coordination with a roadway project.

Multi-Use Paths

The Joplin Area should strive to provide safe and connected bicycle facilities regardless of the facility type. In some cases, multi-use paths located within roadway right-of-way may be a more feasible option compared to bicycle lanes. Based on public input, multi-use paths may also be preferred along high speed, high volume corridors and help attract bicyclists with a wide range of skill levels. For example, a potential candidate for a multi-use path is Newman Road.

Newman Road

The Newman Road corridor near Missouri Southern State University is a five-lane corridor that lacks bicycle and pedestrian accommodations. Due to high traffic volumes, particularly peak hours associated with the university, a road diet concept is likely not feasible on Newman Road. Additionally, widening of the roadway to construct bicycle lanes would require construction and lengthen the project timeline. There is also potential for changes to the existing open ditch drainage system, which would add considerable expense to the project.

In contrast, a 1.0-mile multi-use path along the south side of Newman Road would provide a multimodal option for both bicyclists and pedestrians. If grading and existing right-of-way afford sufficient space, the path could be placed on the outside of the drainage ditch. The path presents an opportunity to connect the Turkey Creek Trail to the Missouri Southern State University campus and also provides path continuity to a transit stop. Other elements could be incorporated into the concept such as crossing improvements and pedestrian equipment upgrades at the Rangeline Road intersection, internal paths at the university to connect to the committed university trail, and appropriate mid-block crossing across Newman Road. The Newman Road concept, as displayed in Exhibit 5-15, advances the goal to provide safe connectivity regardless of facility type.

Exhibit 5-14: On-Road Network

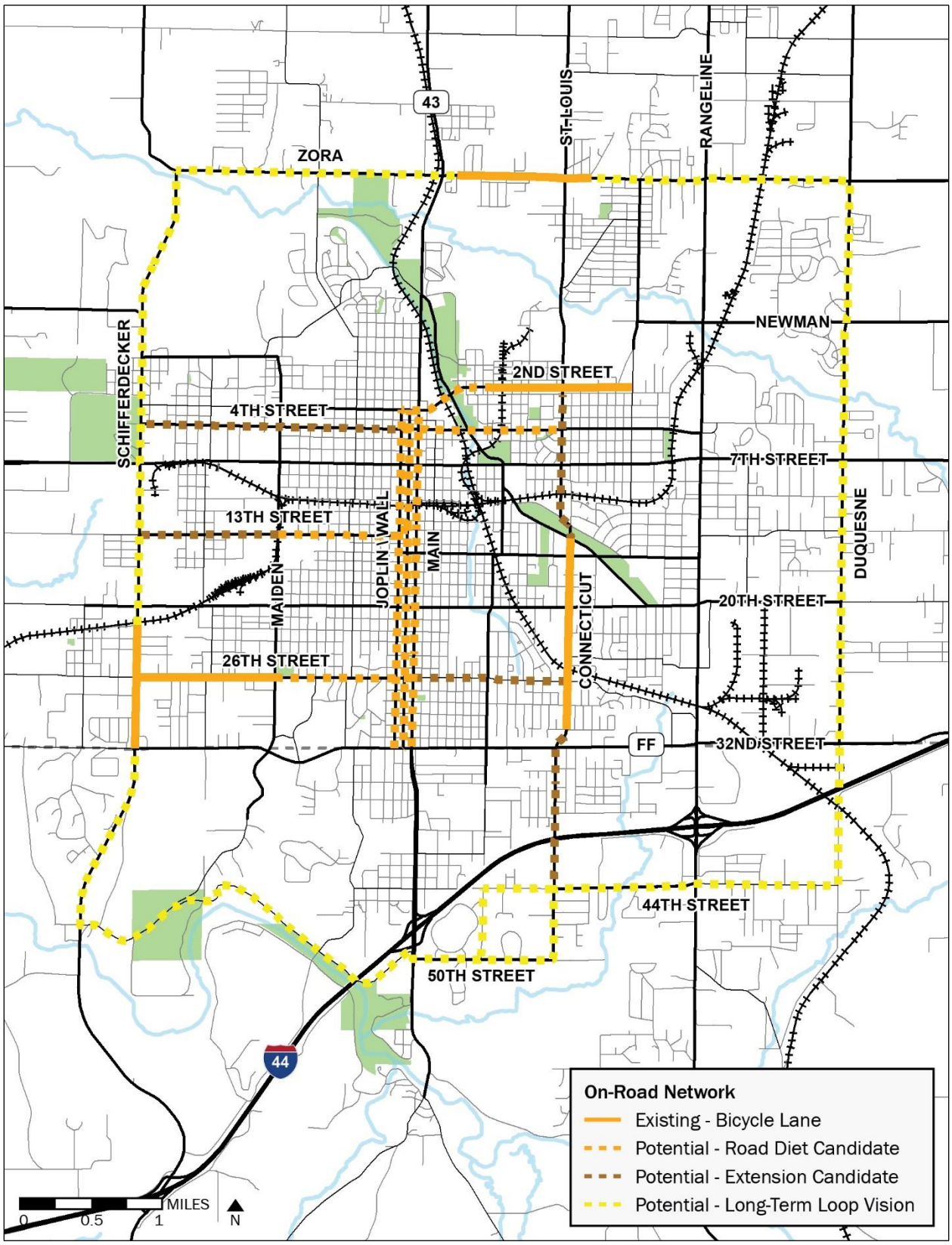
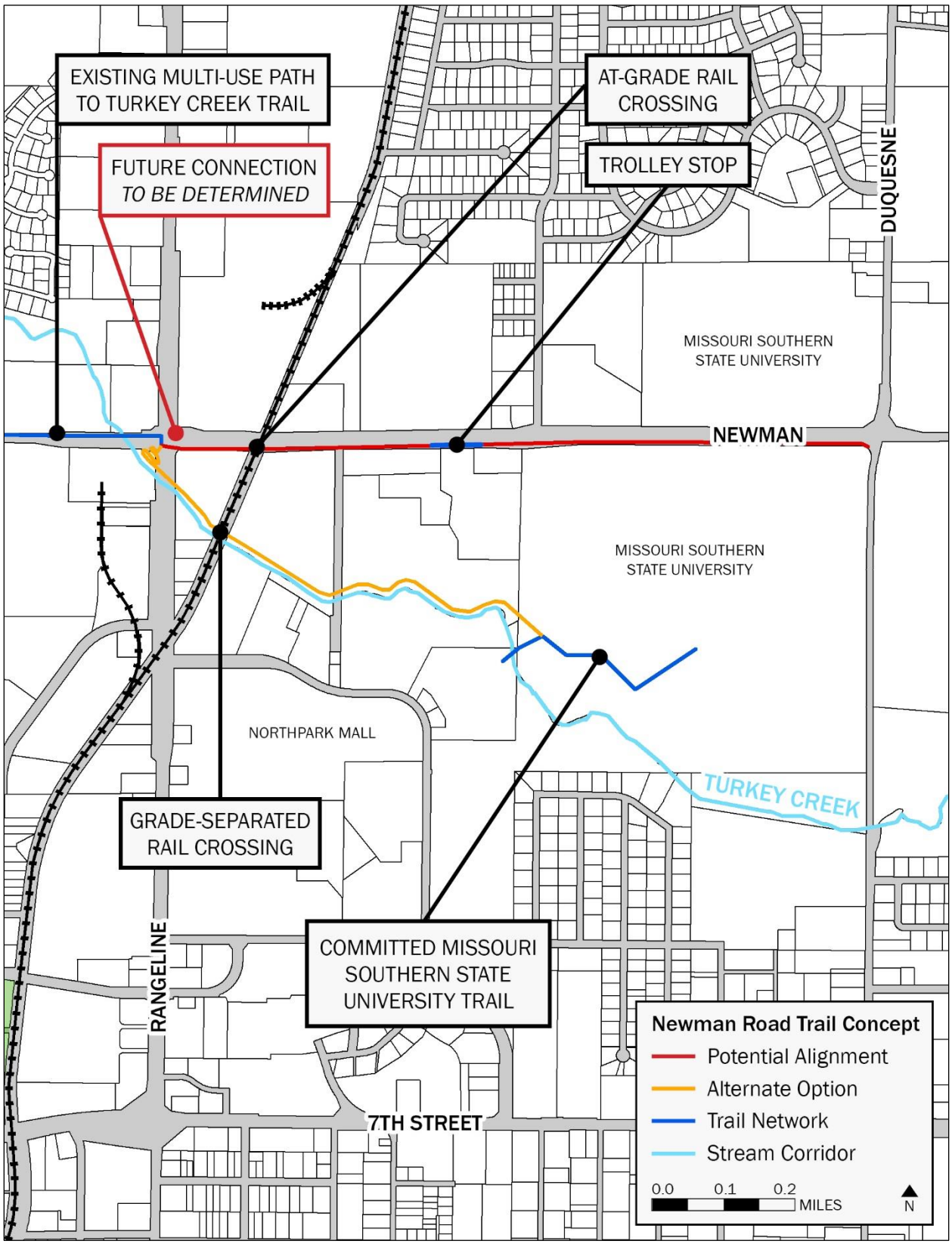


Exhibit 5-15: Newman Road Concept



Source: City of Joplin, 2017

Summary

Based on the assessment regarding on-road facilities, the following policies, programs, and projects are recommended:

- *Policy Recommendation:* Encourage the long-term bicycle vision consisting of a central spine and loop system. Connections to the framework can then be assessed as appropriate.
- *Policy Recommendation:* When building upon the vision and connecting to the bicycle framework, support on-road bicycle connectivity regardless of facility type. Connectivity should be achieved through a combination of shared lanes, bicycle lanes, or multi-use paths as feasible.
  - *Program Recommendation:* Coordinate facility types across communities in the region to ensure smooth transitions for users.
  - *Program Recommendation:* Explore road diets as a relatively inexpensive tool to provide on-road connectivity. The configuration of road diet concepts will require additional analysis of existing traffic levels and behaviors, parking utilization, and public input.
    - *Project Recommendation:* Support funding for a multi-use path concept along Newman Road near Missouri Southern State University to provide a critical transportation option for both bicyclists and pedestrians.

Off-Road Facilities

Off-road facilities are bicycle and pedestrian options that are typically located in parks, greenways, or along streams rather than within roadway right-of-way. These facility types include multi-use paths and trails as displayed in Exhibit 5-16. The Joplin Area has several popular regional trails. Some existing trails are city-owned, such as the Turkey Creek Trail (Joplin), King Jack Park Trail (Webb City), and the Thom Station Trail (Carl Junction). Two regional trails, the Frisco Greenway Trail and Ruby Jack Trail, are owned and maintained by the non-profit Joplin Trails Coalition. Future off-road facilities can be developed through preservation of potential trail corridors and phasing to gradually build upon the existing network. Therefore, this initiative addresses the expansion of the off-road bicycle and pedestrian network through a combination of trail extension and rails-to-trails concepts.

Trail Extension Concepts

Existing and committed trails in the Joplin Area provide a foundation to expand upon in order to improve off-road bicycle and pedestrian connectivity throughout the region. Concepts that have been identified as potential trail extensions include the Tin Cup Trail and Turkey Creek Trail. These two trails generally follow greenways or streams to fill gaps in the trail network. Implementation considerations for the concepts are also discussed below.

Tin Cup Trail

This 1.1–mile trail generally follows a stream corridor from 32nd Street near Freeman Hospital West and the Joplin Family YMCA to Glendale Road near Shoal Creek. The City of Joplin is currently finalizing design for the Mohaska Trail, which will travel through Mercy Park, Cunningham Park, and adjacent neighborhoods before terminating near Freeman Hospital West on 32nd Street. The Mohaska Trail is expected to be constructed by 2019. Therefore, the Tin Cup Trail would fill a critical gap between the committed Mohaska Trail and the existing Shoal Creek Trail system. The Tin Cup Trail concept is displayed in Exhibit 5-17.

Exhibit 5-16: Off-Road Facility Types

Multi-Use Path	Trail	Rails-to-Trails
This type is a wide paved path separate from vehicle traffic and is not located within the roadway right-of-way.	This type is a paved or unpaved path for bicyclists and pedestrians that is located along greenways or streams.	This is a specific type of trail that is the conversion of a former railroad into a path for bicyclists and pedestrians.
		

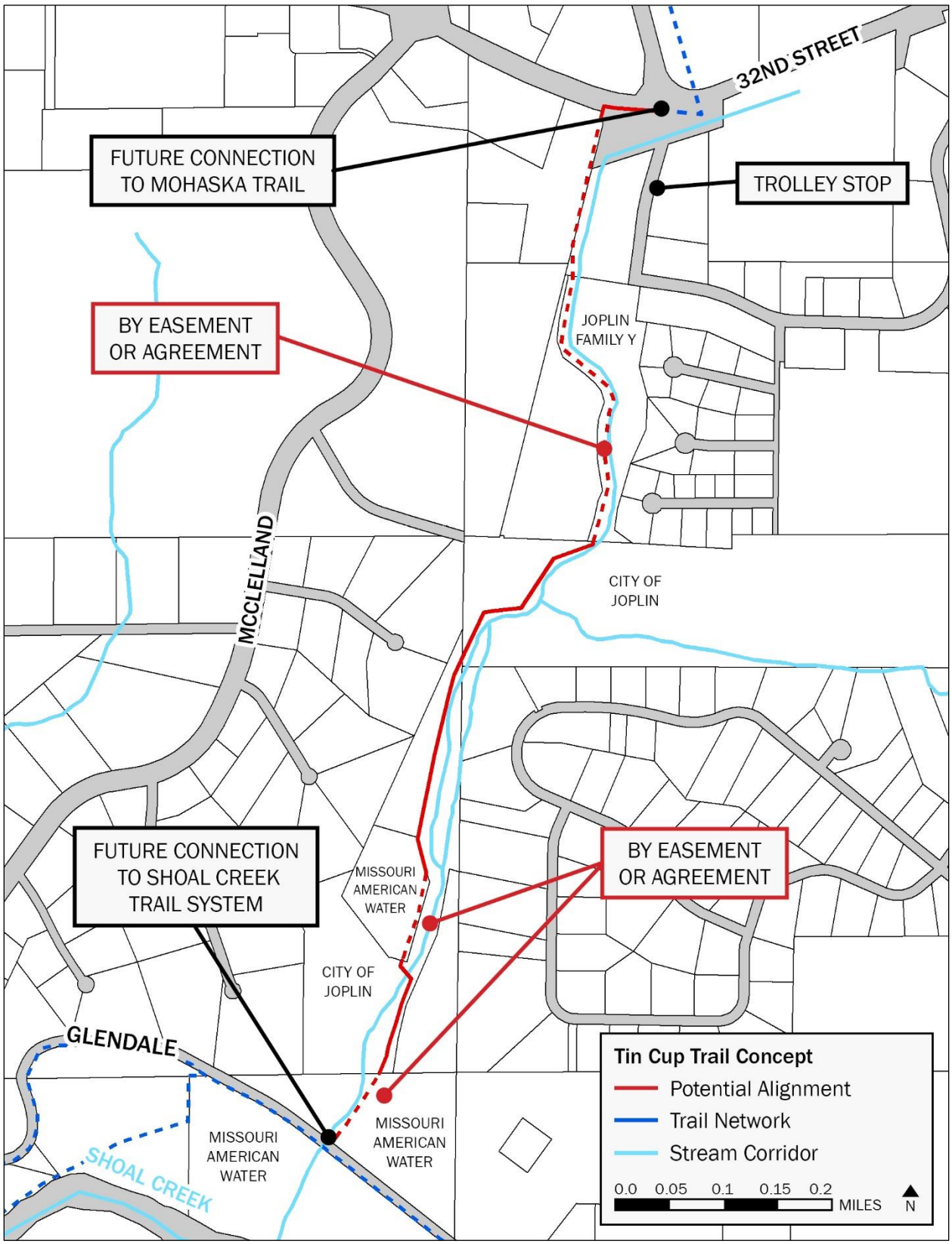
Major implementation considerations include the need for easements or agreements with property owners along the trail alignment. The City of Joplin owns two large parcels in the area that could contain segments of the trail alignment. However, potentially impacted property owners include the Joplin Family YMCA and the Missouri American Water Company. As community-oriented entities, both property owners could be agreeable to an easement or agreement to use a segment of the property for the trail. Depending on the final trail alignment, a bridge or culvert may be needed in order for users to cross the stream. Appropriate connections to the Mohaska Trail and the Shoal Creek trail system will need to be determined during the design process. Opportunities also exist to compliment other initiatives such as connectivity to the transit system and access to public institutions.

Turkey Creek Trail

The 1.1-mile trail generally follows the Turkey Creek corridor from the Frisco Greenway Trail to Dover Hill Park. The City of Joplin currently owns and maintains the existing Turkey Creek Trail, which travels from the Florida Avenue and Newman Road intersection until it meets the Frisco Greenway Trail. The Turkey Creek Trail concept would extend the existing trail westward to connect to Ozark Christian College, Landreth Park, and Dover Hill Park. The Turkey Creek Trail extension concept is displayed in Figure 5-18.

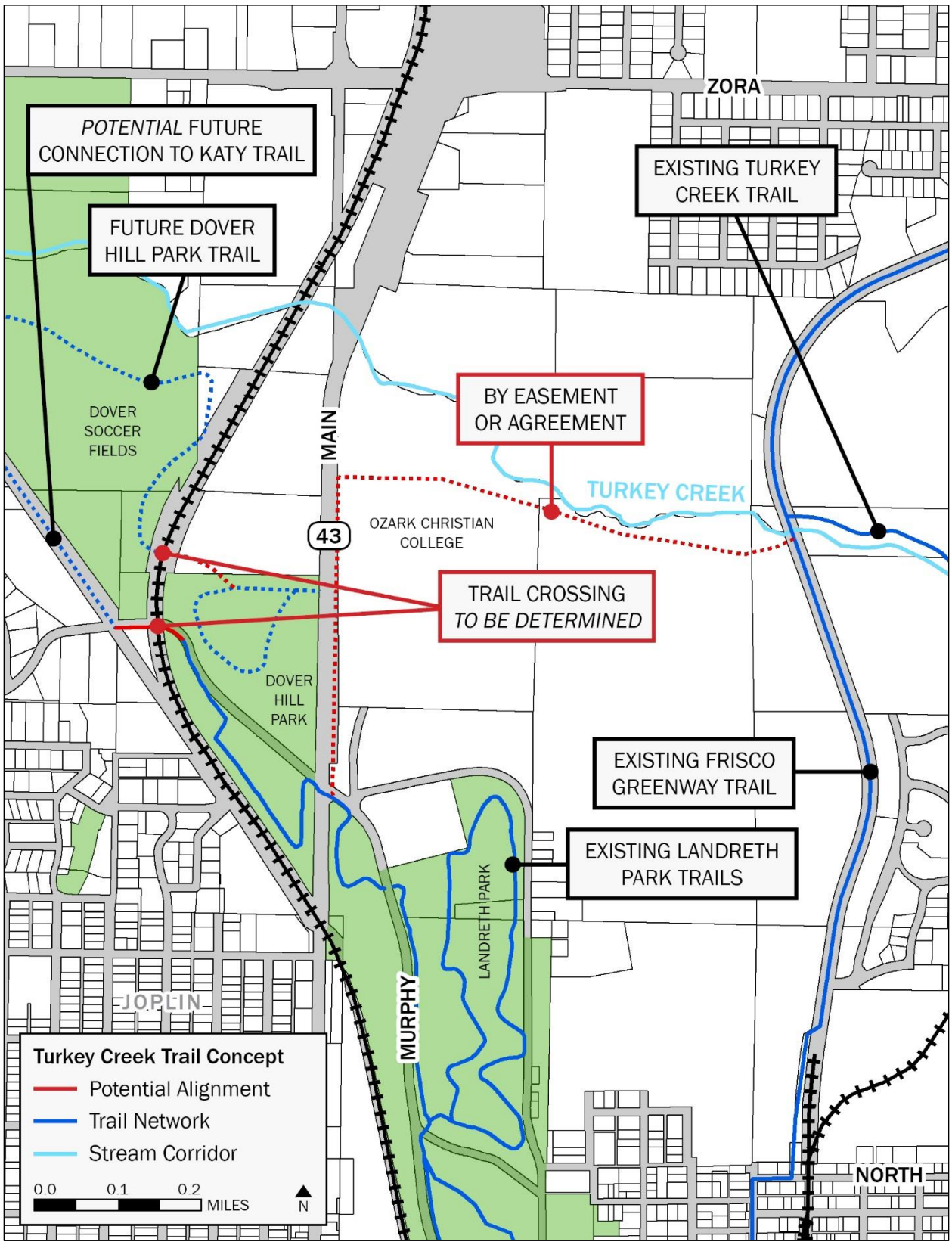
Major implementation considerations include the need for easements or agreements with property owners along the trail alignment. Potentially impacted property owners include Ozark Christian College. As a community-oriented entity, the property owner could be agreeable to an easement or agreement to use a segment of the property for a trail. To avoid a mid-block crossing of Main Street (Route 43), the trail could connect to the existing Landreth Park paths at the intersection of Main Street and Murphy Boulevard. The City of Joplin may need to coordinate with Kansas City Southern Railway to provide an appropriate crossing of the railroad, whether along Murphy Boulevard or a potential new crossing within Dover Hill Park. A safe crossing of the railroad provides an opportunity to connect to future trails such as the Katy Trail (see next section) or future Dover Hill Park trails.

Exhibit 5-17: Tin Cup Trail



Source: City of Joplin, 2017

Exhibit 5-18: Turkey Creek Trail



Source: City of Joplin, 2017

Rails-to-Trails Concepts

The Joplin Area has several former and active railroad corridors throughout the region. Former rail corridors can be good candidates for trails as they have gentle grades and traverse urban, suburban, and rural communities to provide unique connections. The Joplin Trails Coalition currently owns and maintains two rails-to-trails corridors: Frisco Greenway Trail and Ruby Jack Trail. The concepts explored include extensions of the two existing trails as well as two new rails-to-trails concepts. Implementation considerations for the concepts are also discussed below.

Frisco Greenway Trail

The existing 4.2-mile Frisco Greenway Trail is a popular regional trail that travels from a trailhead near North Street in Joplin to Broadway Street in Webb City. The trail consists of firmly packed gravel on top of an old railroad bed. Historically, the railroad corridor extended northward from Webb City to Oronogo. However, the railroad corridor right-of-way has become less defined over time. Therefore, the Frisco Greenway Trail extension concept explores a trail alignment that attempts to follow the former railroad corridor as well as alternate options that would still provide a connection to Oronogo and the existing Ruby Jack Trail. The Frisco Greenway Trail extension concept is displayed in Exhibit 5-19.

Major implementation considerations include right-of-way availability and consideration of alternate options. Of the 4.2-mile former railroad right-of-way from Webb City to Oronogo, approximately 40 percent of the former right-of-way appears intact while a majority 60 percent of the former right-of-way is undefined. Conversion of the former rail corridor to trail use may prove difficult due to the apparent loss of defined right-of-way, multiple property owners along the corridor, and the need for a new bridge crossing at Center Creek. In recognition of these challenges, two alternate options to extend the existing Frisco Greenway Trail northward include routes that generally follow roadway right-of-way. One option follows Madison Street and Route MM while another option follows Broadway Street (Route 66), Main Street, and Route D. The options could consist of on-road facilities, off-road facilities, or a combination of both facility types depending on the segment. While these two options may not be “true” rails-to-trails extensions, the overall result would still fill an important regional gap between the existing Frisco Greenway Trail and the Ruby Jack Trail and may be a more feasible option for implementation. Determining a definitive plan for such connectivity would assist in coordination with other potential roadway projects that may arise.

Ruby Jack Trail

The existing 15.9-mile Ruby Jack Trail is a popular regional trail that extends beyond the Joplin Area to connect communities including Carthage, Oronogo, and Carl Junction. Approximately ten miles of the trail from Carthage to Oronogo are in good condition with firmly packed gravel on top of an old railroad bed. The Joplin Trails Coalition frequently applies for funding to continue improving the remaining six miles. The Coalition has obtained funding for a committed project to begin improving the next phase of the Ruby Jack Trail between Oronogo and Carl Junction. While the trail alignment is generally well defined, the Ruby Jack Trail extension concept explores other issues to resolve as the trail is improved. The Ruby Jack Trail extension concept is displayed in Figure 5-20.

In contrast to the Frisco Greenway Trail extension, the Ruby Jack Trail extension does not require the preservation or acquisition of right-of-way. Therefore, major implementation considerations include crossing treatment at barriers such as local roadways, major highways, and railroads. As explored

during the mid-block crossing case study, there are 13 mid-block crossings along the trail. Mid-block crossing treatments as discussed in the *Safe Crossings* section should be included in improvement plans along the Ruby Jack Trail. The crossing of Route 171 and the active Kansas City Southern Railway corridor near Carl Junction pose a particularly challenging barrier as the trail extends westward. Significant funding and coordination with MoDOT and Kansas City Southern Railway will be required in order to provide safe crossings at this location. However, an alternate on-road option utilizing Ivy Road and Grimes Street could provide an interim solution that bypasses the railroad barrier while maintaining continuity.

Additionally, the Joplin Trails Coalition and City of Carl Junction could coordinate a connection between the Ruby Jack Trail and the existing Thom Station Trail to fill a 0.3-mile gap between the two trails. To avoid issues with acquiring former railroad right-of-way or negotiating with property owners, two alternate options include routes that generally follow roadway right-of-way. One option follows Allen Street and Joplin Street while another option follows Allen Street and Main Street. The options could consist of on-road facilities, off-road facilities, or a combination of both facility types depending on the segment. Filling this critical gap would greatly enhance regional trail connectivity as well as provide access to the newly-constructed Carl Junction Community Center.

North Rail Trail

This potential 5.1-mile trail follows a former St. Louis-San Francisco Railway corridor from Fir Road in Carl Junction to 2nd Street in Joplin. Historically, the railroad corridor extended from Carl Junction to Joplin. However, similar to the Frisco Greenway Trail extension, the railroad corridor right-of-way has become less defined over time and right-of-way agreements or acquisitions would need to be explored. Overall, the trail could connect the existing Thom Station Trail and Briarbrook Golf Club trails in Carl Junction to the bicycle and pedestrian network in Joplin. The North Rail Trail concept is displayed in Exhibit 5-21.

Major implementation considerations include right-of-way availability and connections to other existing bicycle and pedestrian facilities. Of the 5.1-mile former railroad right-of-way, approximately 70 percent of the former right-of-way appears intact and 30 percent of the former right-of-way is undefined. However, the undefined segments of right-of-way are generally located in rural areas with a limited number of larger parcels. Preservation of the existing right-of-way and coordination with property owners along undefined segments will be critical to advancing the North Rail Trail concept.

Additionally, jurisdictions should coordinate to provide connections between the North Rail Trail and other existing facilities. For example, different alignments between the Thom Station Trail, Briarbrook Golf Club trails, and northern terminus of the North Rail Trail should be explored to determine the most feasible route. To the south, continuity could be provided through connections at Zora Street, the Katy Trail (see next section), Murphy Boulevard, and 2nd Street.

Katy Trail

This potential 2.6-mile trail follows a former Missouri-Kansas-Texas Railroad corridor from Murphy Boulevard near Dover Hill Park to Schifferdecker Avenue. The railroad corridor right-of-way appears to be intact with the exception of small segment near Schifferdecker Avenue. Overall, the trail could provide east-west-connectivity as an extension of the potential Turkey Creek Trail extension. The Katy Trail concept is displayed in Exhibit 5-22.

Major implementation considerations include the acquisition of right-of-way and connections to other existing bicycle and pedestrian facilities. Preservation and acquisition of the existing right-of-way will be critical to advancing the Katy Trail concept. Additionally, jurisdictions could coordinate to provide connections between the Katy Trail and other existing or potential facilities. The Katy Trail could connect to Landreth Park, Dover Hill Park, the potential North Rail Trail, and bicycle and pedestrian improvements planned along Schifferdecker Avenue. Critical segments of the trail to further explore include the eastern and western terminus of the trail alignment. To the east, appropriate crossing treatments of the railroad would need to be provided at Murphy Boulevard and/or within Dover Hill Park. To the west, the City of Joplin could coordinate with property owners to provide a connection to Schifferdecker Avenue or explore using a city-owned parcel to connect to Perkins Street.

Long-Term Vision

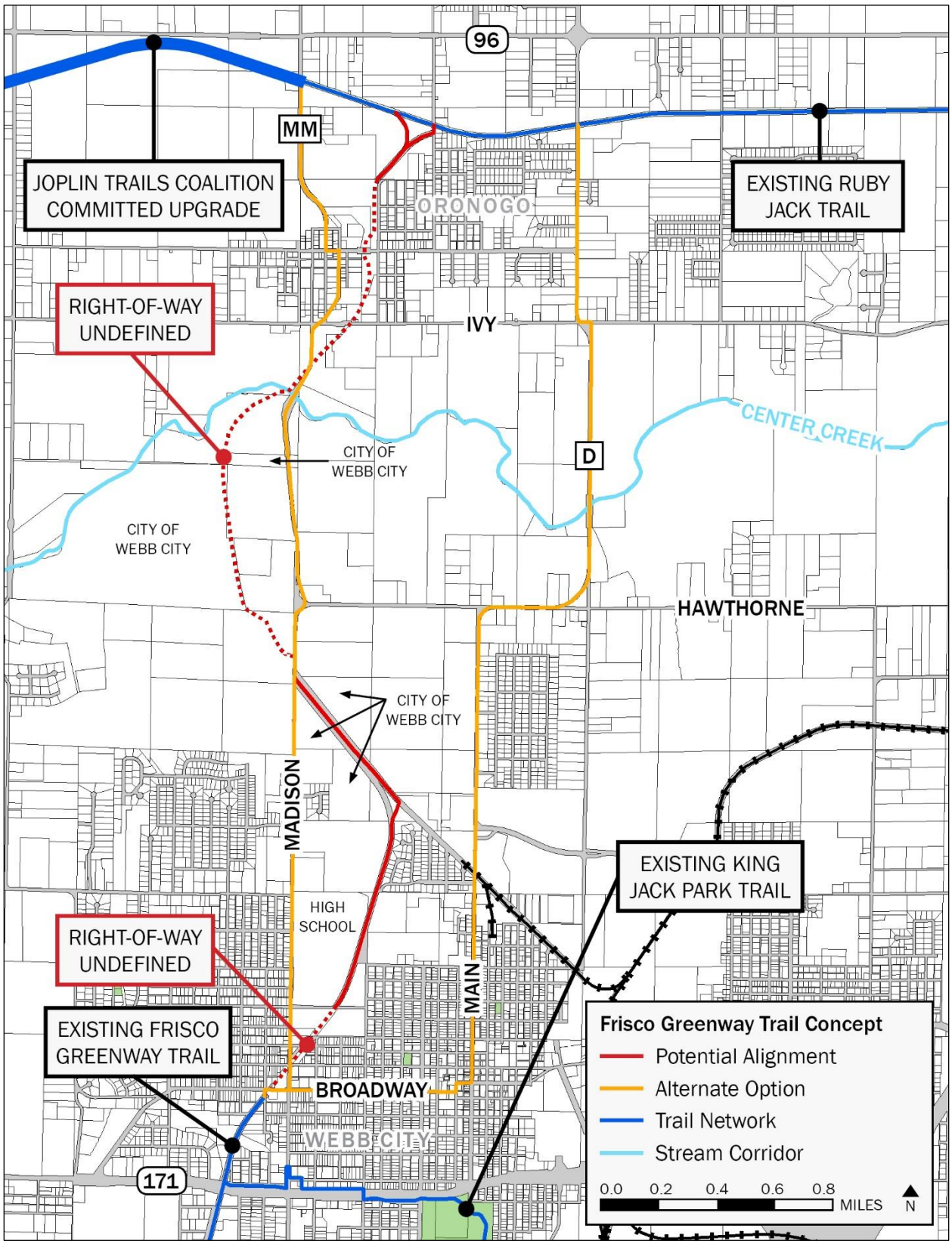
Overall, the combined interconnected system of the Frisco Greenway Trail, Ruby Jack Trail, Thom Station Trail, North Rail Trail, Katy Trail, and Turkey Creek Trail create a trail loop that provides connectivity between several communities in the Joplin Area. Similar to the on-road long-term vision, communities within the Joplin Area could assess additional opportunities to develop new or extended facilities to gradually connect to the greater off-road network. The off-road network map is displayed in Exhibit 5-17.

Summary

Based on the assessment regarding off-road facilities, the following policies, programs, and projects are recommended:

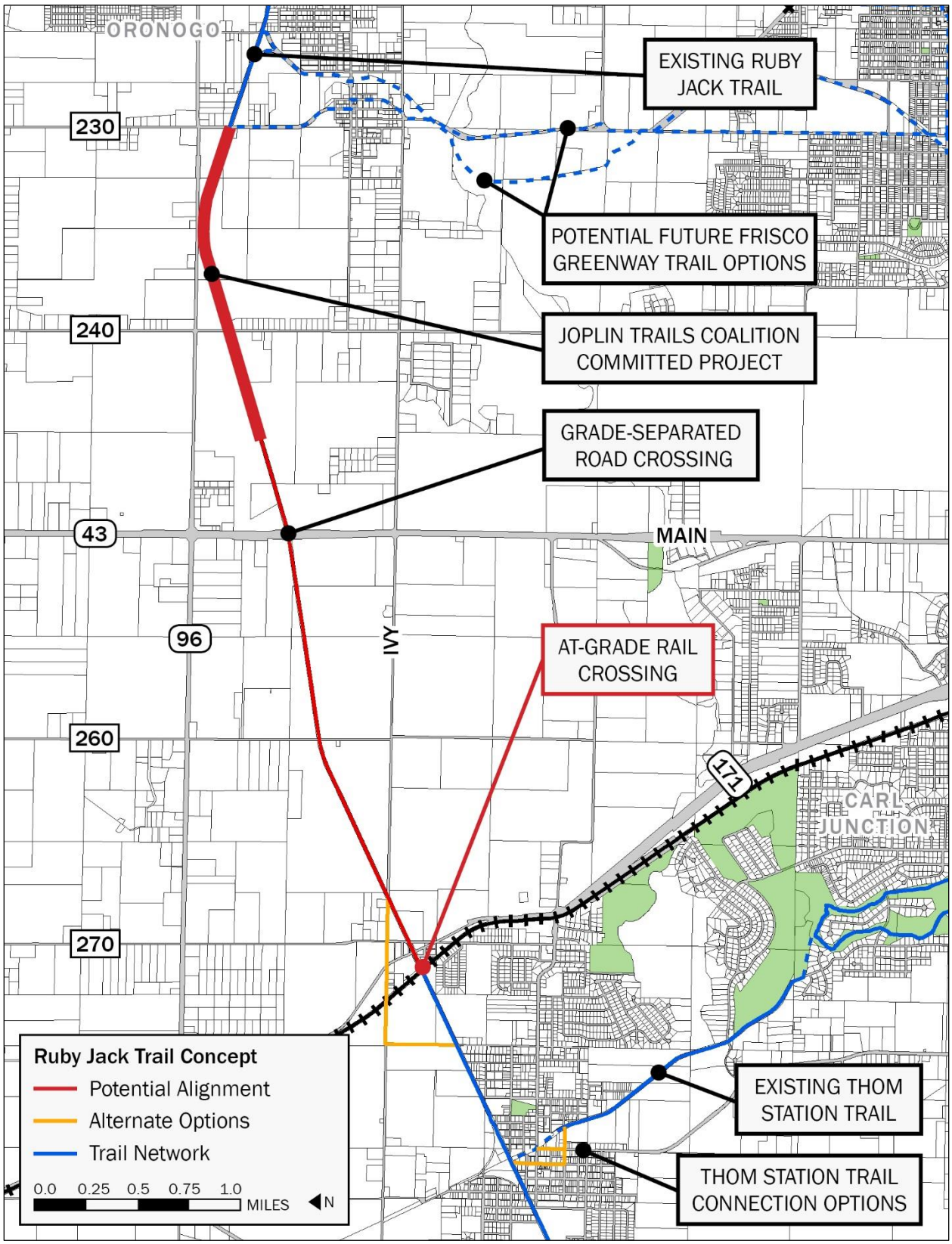
- *Policy Recommendation:* Support connections between existing trails during the planning process to provide an interconnected and continuous bicycle and pedestrian network.
- *Policy Recommendation:* Continue and enhance coordination with bicycle and pedestrian organizations, such as the Joplin Trails Coalition, to provide institutional support and assist in preparing funding applications for trail improvements.
- *Policy Recommendation:* When exploring new or extended rails-to-trails concepts, consider the use of on-road bicycle facilities if acquisition of former railroad right-of-way is challenging. The primary goal of connectivity may be achieved through a combination of on-road and off-road facilities as appropriate. Careful attention to the design of transitions between on-road and off-road facilities will be critical to ensure the safety of users.
  - *Program Recommendation:* Gradually explore preservation and acquisition of right-of-way for potential trail alignments, particularly rails-to-trails concepts. Investigate legal ownership of former railroad corridors and their availability for preservation/acquisition for future trail use.
    - *Project Recommendation:* Support funding for phased improvements to the Ruby Jack Trail as an important bicycle and pedestrian connection within and beyond the Joplin Area as a regional attraction and resource.
    - *Project Recommendation:* Support funding for the Tin Cup Trail to continue filling a gap between the committed Mohaska Trail and the Shoal Creek Trail system.

Exhibit 5-19: Frisco Greenway Trail



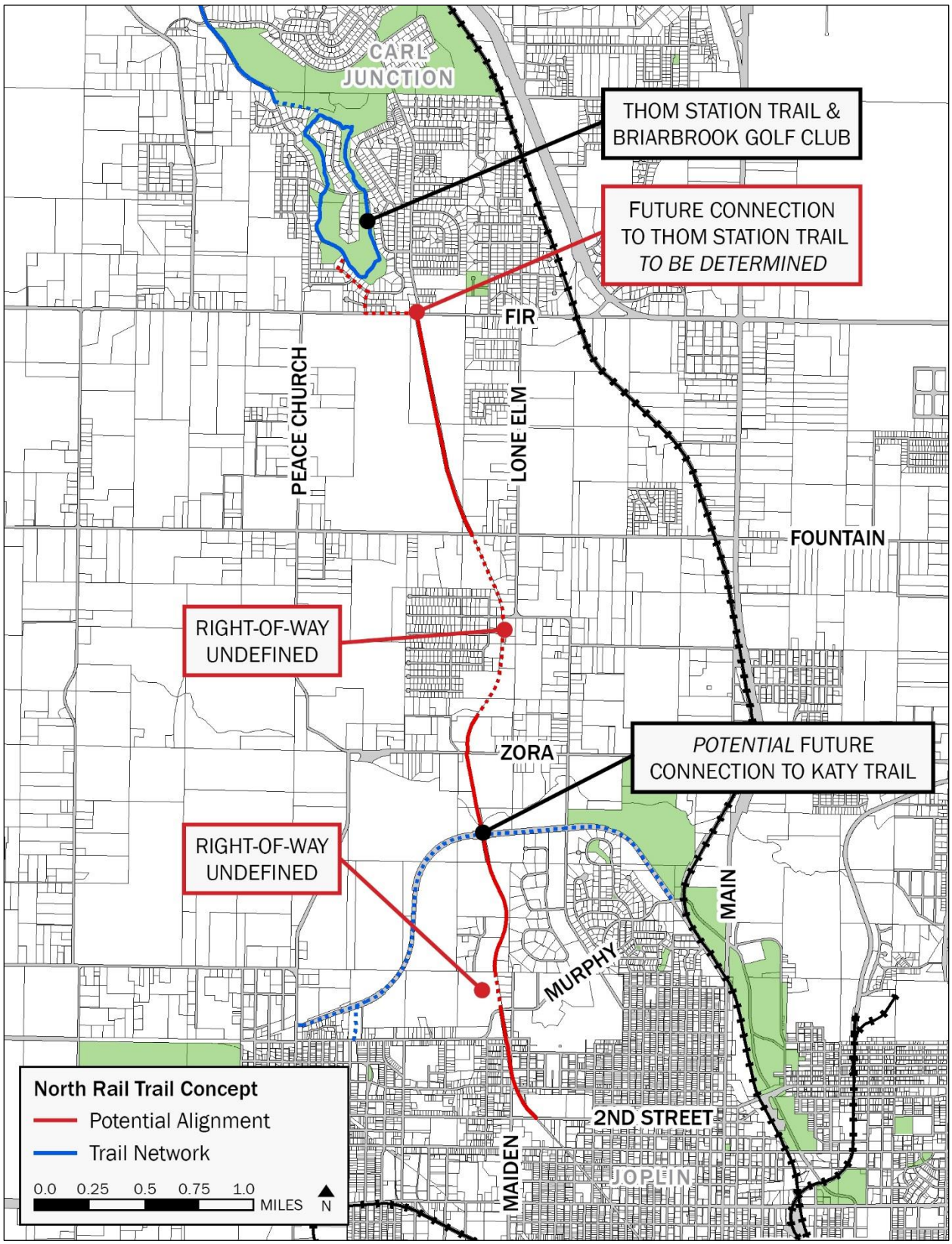
Source: City of Joplin, 2017

Exhibit 5-20: Ruby Jack Trail



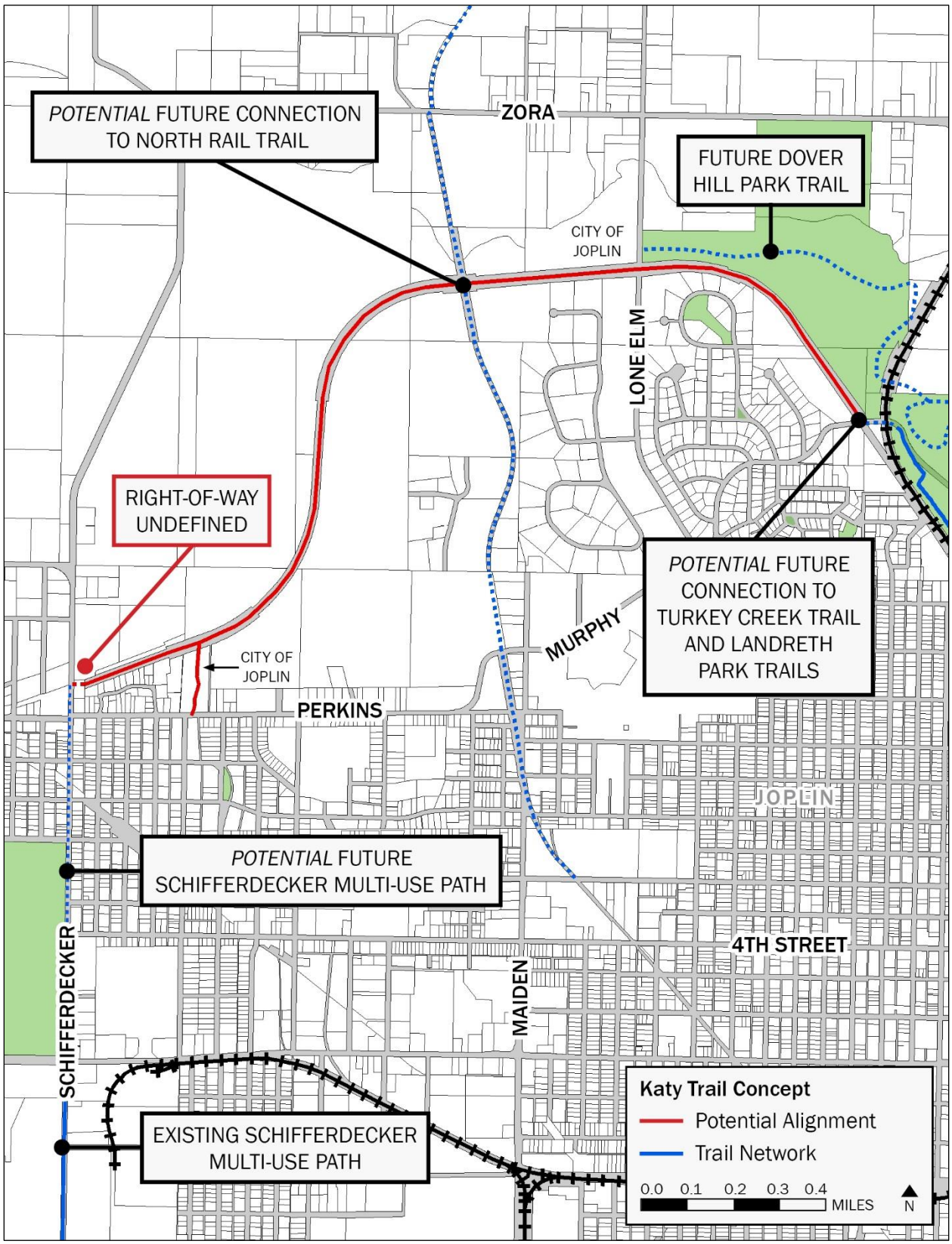
Source: City of Joplin, 2017

Exhibit 5-21: North Rail Trail



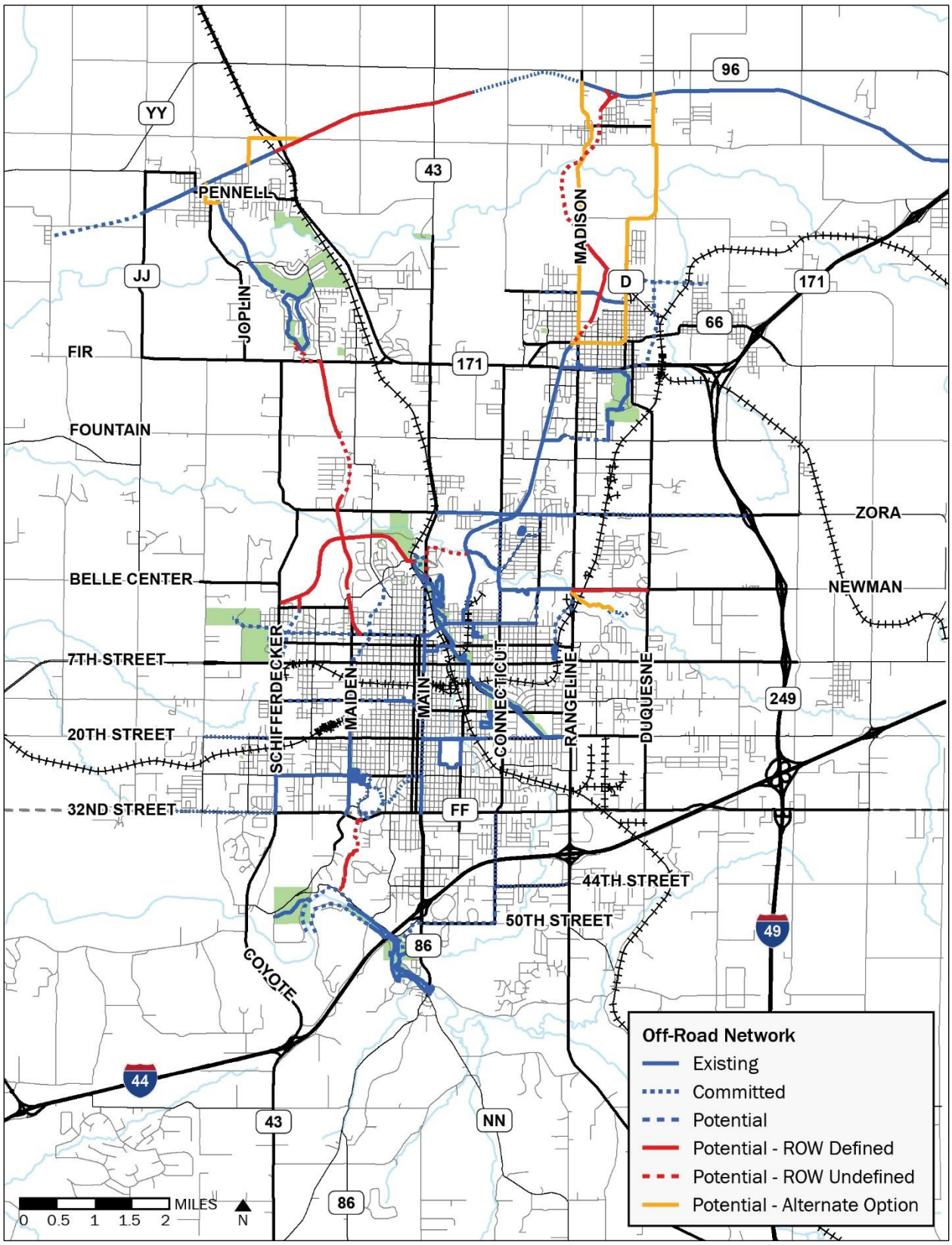
Source: City of Joplin, 2017

Exhibit 5-22: Katy Trail



Source: City of Joplin, 2017

Exhibit 5-23: Off-Road Network



Source: TranSystems, 2017

CHAPTER 6 | ACTION PLAN

The action plan provides a summary of the regional vision and a discussion regarding project prioritization and funding resources. A series of next steps are also presented to support greater coordination among JATSO, local jurisdictions, and other critical stakeholders in order to advance implementation of the plan initiatives.

A Regional Vision

The plan initiatives – safety, connectivity, on-road facilities, and off-road facilities – support the vision statement that was crafted based on public input.

> *Provide **safe** bicycle and pedestrian **connectivity** within, between, and beyond the Joplin Area communities.*

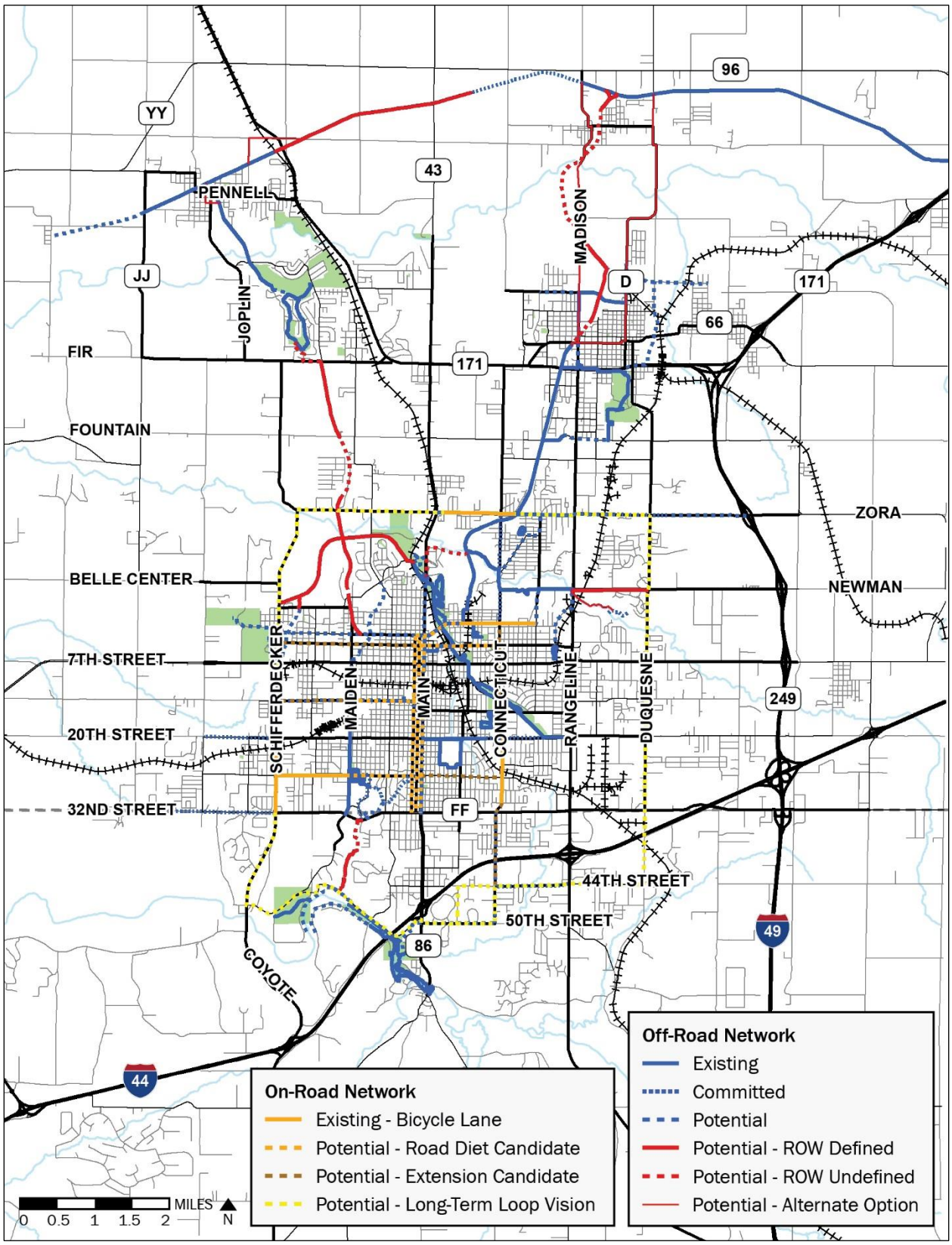
Bicycle and Pedestrian Network

Overall, the Joplin Area should strive to provide safe and connected access regardless of facility type. Therefore, on-road and off-road facilities should be viewed as a cohesive bicycle and pedestrian network as displayed in Exhibit 6-1. For example, a bicycle or pedestrian trip between downtown Joplin and Missouri Southern State University could utilize an on-road bicycle lane or sidewalk along 2nd Street/Broadway Street, then travel along the off-road Frisco Greenway Trail and Turkey Creek Trail, and then transition to a multi-use path along Newman Road. While the facility type may change over the course of the trip, the key is to provide a continuous bicycle and pedestrian network that supports mobility and access for all users.

Other programmatic elements that can advance regional safety and connectivity should also be reviewed in a comprehensive manner. These programs include safe routes to schools, sidewalk continuity along major roadways, traffic signal equipment upgrades, and path connectivity to transit stops. Some of the individual elements, based on available data, are displayed in Exhibit 6-2. Scoping studies may be an appropriate way to define specific improvement projects. For example, individual locations can be targeted, such as an upgrade to pedestrian equipment at the Maiden Lane and Junge Boulevard intersection along the transit route, or scoping studies along 7th Street and Rangeline Road/Madison Street with particular attention to accessing schools.

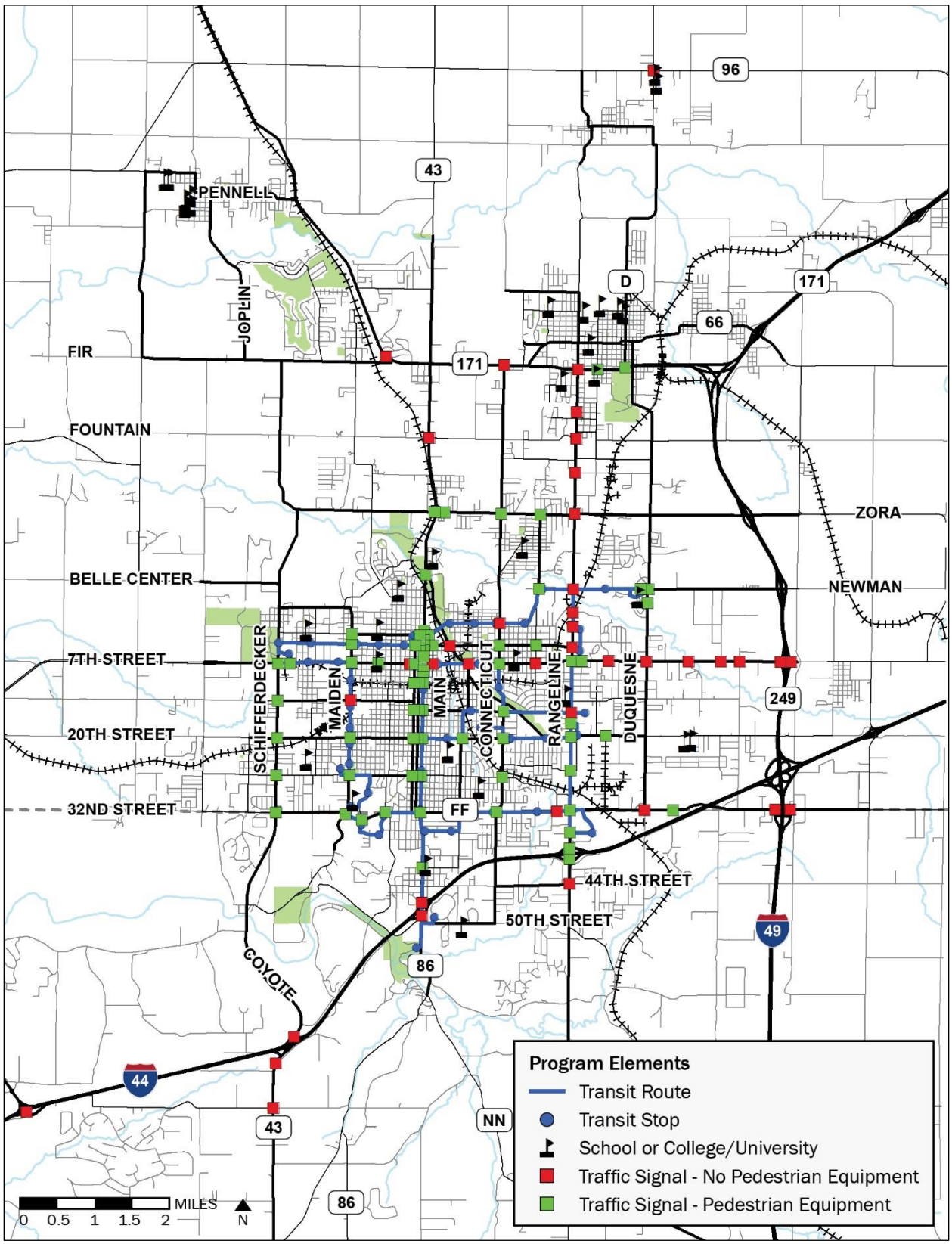
In addition to connectivity within and between the Joplin Area communities, the region should encourage connections beyond the Joplin Area. The Ruby Jack Trail, which extends eastward to Carthage, currently advances this component of the vision. Additional inter-region routes to support could include three National Bicycle Routes: Route 76 (TransAmerica Trail), Route 66 (Historic Route 66), and proposed Route 51 (Louisiana-Minnesota). The general corridor under consideration for Route 51 includes Fayetteville-Joplin-Carthage-Springfield but the specific route is to be determined. These connections that extend beyond the Joplin Area are displayed in Exhibit 6-3. Other routes to consider that may be used by long-distance bicyclists include destinations such as Diamond, Neosho, Pineville, and Republic (and the regional Springfield bicycle network). Coordination with the Harry S. Truman Coordinating Council may be beneficial when exploring these inter-region initiatives. Routes that extend beyond the region not only support mobility and access for residents of the Joplin Area, but provide recreational and tourism opportunities that attract visitors to the region.

Exhibit 6-1: Potential Bicycle and Pedestrian Network



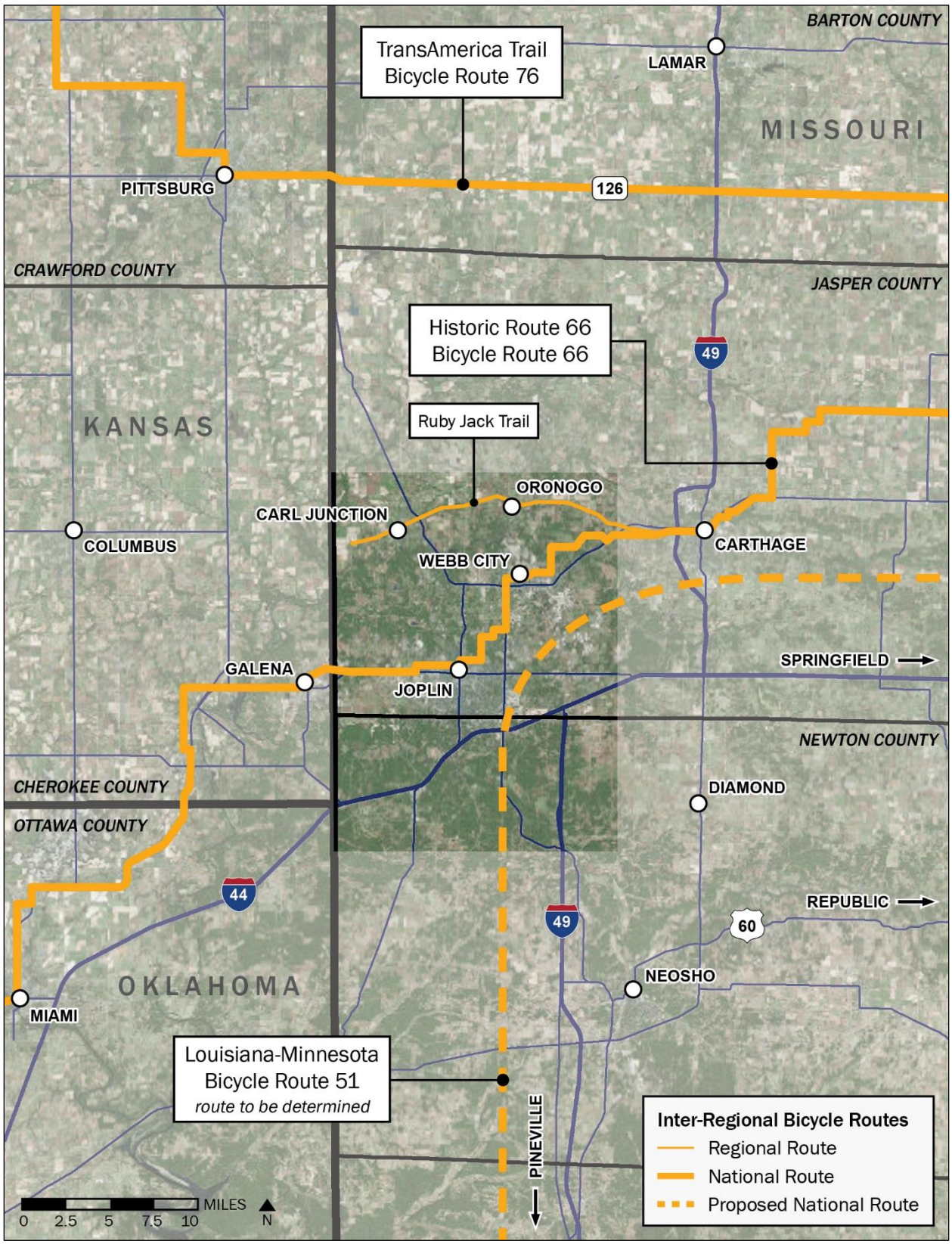
Source: TranSystems, 2017

Exhibit 6-2: Potential Program Elements



Source: TranSystems, 2017

Exhibit 6-3: Connections Beyond the Joplin Area



Source: Adventure Cycling Association, 2017

A Culture of Active Transportation

Nationally, policymaking and planning has shifted from the focus on auto-dependence to supporting a multimodal transportation network. Therefore, walking and biking as forms of active transportation have received a greater focus as they support transportation options, reduce congestion, improve public health, and increase social interaction. Non-infrastructure components such as education, information, amenities, and recreational tourism are also important to consider when supporting a bicycle- and pedestrian-friendly region.

Education

As the multimodal transportation network grows, interaction between motorists, bicyclists, and pedestrians will also increase. When combined with infrastructure improvements, educating people about safe bicycling and walking practices may help increase bicycle and pedestrian connectivity. Education programs may include:

- Training law enforcement on bicycling and pedestrian regulations
- Programs that teach bicycle and pedestrian safety and skills to children and adults
- Campaigns to promote safety awareness among motorists, bicyclists, and pedestrians
- Promotion of new bicycle and pedestrian facilities to increase awareness

Information

Several entities, including the Joplin Trails Coalition, Missouri Bicycle and Pedestrian Federation, TrailLink, Adventure Cycling Association, and local jurisdictions have different versions of maps that include some regional trails or bicycle routes. However, a comprehensive map with both on-road and off-road facilities may increase awareness of transportation options and encourage bicycling and walking. The region could consider coordinating to develop a comprehensive map that also highlights key destinations to attract both local users and tourists. The maps could be available online and/or as printed brochures. Additionally, directional signage as appropriate for bicyclists and pedestrians may help users reach intended destinations, particularly visitors that are unfamiliar with the area. Directional signage may be particularly helpful along the designated national bicycle routes, similar to the wayfinding signs that are currently provided along historic Route 66.

Amenities

Bicycle and pedestrian amenities are important non-infrastructure components that support active transportation. Bicycle parking through the form of bicycle racks or lockers are important amenities that ensure users have an appropriate location to lock their bicycle at their destination. Designated and safe trailhead parking also encourages bicycle and pedestrian use. Other amenities to consider to promote a bicycle- and pedestrian-friendly atmosphere are drinking fountains, trash cans, and bicycle repair stations. Communities can even consider regulation changes that require bicycle parking or other amenities.



Bicycle racks and bikes at local elementary school

Recreational Tourism

Bicycle and pedestrian infrastructure can also serve purposes beyond transportation. An increasing emphasis on active, healthy lifestyles has amplified interest in walking and biking for both recreational and tourism purposes. As introduced during the discussion of inter-region bicycle routes, the designated National Bicycle Routes – Route 76 (TransAmerica Trail), Route 66 (Historic Route 66), and proposed Route 51 (Louisiana-Minnesota) – play a role in tourism and attracting visitors to the region. Routes to other historic and cultural tourism sites, such as the George Washington Carver National Monument in Diamond, could also be explored. Additionally, mountain biking has been growing in popularity in the Joplin Area and greater Ozark Mountains region. Communities, particularly local Parks and Recreation Departments, may want to explore the interest and feasibility of a public mountain biking park or similar attraction.

Plan Priorities

Prioritization of the various policies, programs, and projects can be challenging if resources are limited. Therefore, public input was gathered regarding prioritization for improvement types and their range of probable costs at Public Open House Meeting #2.

Public Open House Meeting

A two-hour Public Open House Meeting was held in November 2017 for residents, employees, and others within the Joplin Area. Approximately 60 individuals attended the Public Open House Meeting to review information regarding the planning process, public input to date, and potential policies, programs, and projects. Three large maps provided greater detail regarding the on-road concepts, off-road concepts, and other program elements. Attendees were also encouraged to participate in a prioritization activity and provide other feedback via a comment card. A summary of input received at the Public Open House Meeting is outlined below with further details in Appendix C.

Prioritization Activity

After viewing the public meeting exhibits and large maps, attendees were invited to participate in a prioritization activity. The exercise was not intended to reflect available resources or specific locations, but rather gather input regarding community priorities and improvement types. The activity instructions are listed below:

> *Instructions: A variety of potential improvement types have been identified in the region. To reflect the reality of financial constraints, there is a limited budget of 10 stickers to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements based upon the scale of work and approximate construction cost. What improvement type(s) will you fund? Each sticker represents $1. Place your ten stickers to indicate the improvement types that you value the most. You may choose an improvement type more than once.*

Over 40 individuals completed a prioritization activity worksheet. The activity results are outlined in Exhibit 6-4. The most commonly selected improvement types included bicycle lanes via road diets (25%), trail upgrades or extensions (14%), new rails-to-trails acquisitions (12%), and crossing improvements (12%). Over 50 percent of the improvement types selected were in the small improvement cost category while only 15 percent were in the large improvement cost category. Other

improvement types that were not listed on the worksheet but suggested by attendees generally included: mountain bike trails (4), bicycle route maps (3), bicycle racks and locks (3), trailhead improvements (2), and lighting (2).

Overall, the input suggests a preference for a mix of improvement types, particularly several small or medium improvements and cost categories rather than expending time and resources on a few large improvements. The willingness to accept many smaller-scale projects yet desire to expand the trail network should be used to inform future funding decisions regarding programs and projects. When considering larger-scale projects that require more time and money, efficiencies may be found when integrating bicycle and pedestrian components into larger transportation projects.

Exhibit 6-4: Prioritization Activity

Prioritization Activity Results	Small Improvement Type				Medium Improvement Type				Large Improvement Type			
	Bike Lanes via Road Diets	Crossing Improvements	Sidewalk Connections to Transit Stops	Other *[Insert]*	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert]*	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Road Construction	Other *[Insert]*
Total	64	30	23	11	35	31	18	5	7	7	18	4
Percent	25%	12%	9%	4%	14%	12%	7%	2%	3%	3%	7%	2%
	50%				35%				15%			

Source: Public Open House Meeting #2

Funding

A review of prior projects for the Joplin Area was conducted to assist in understanding the potential for bicycle and pedestrian funding capacity. While prior funding is not a guarantee of future funding, the historic data can be helpful when considering the future funding environment.

Historical Funding

The historical funding review included a ten-year period from 2010 to 2019. During the time period under evaluation, the categories of various bicycle and pedestrian activities have changed from Transportation Enhancements, Scenic Byways, and Safe Routes to Schools to a comprehensive Transportation Alternatives Program (TAP).

Two types of projects are typically included in the Transportation Improvement Plan. The first type includes bicycle and pedestrian facilities such as trails, sidewalk improvements near schools, and ADA improvements. The second type includes bicycle and pedestrian accommodations that are a component of a larger roadway project. These projects could include roadway widening or bridge replacement projects that involve the construction of sidewalk and bicycle lanes, traffic signal upgrades that include pedestrian equipment, or scoping studies.

Overall, historical funding in the Transportation Improvement Plan reflects a wide variety of project types and associated costs. For example, approximately $1.2 million from the TAP program was allocated among ten bicycle and pedestrian projects in 2017. In contrast, approximately $700,000 was allocated in 2016 for two larger projects. Looking ahead to 2018, over $5.3 million from the TAP program is allocated among seven projects.

Future Funding

Future funding forecast is generally uncertain as overall state funding levels, including funding dedicated to bicycle and pedestrian projects, is anticipated to decrease and regional spending his significantly fluctuate over the past several years. Other city sources for dedicated transportation funds may be more certain in the near future. Overall, JATSO and local jurisdictions should strive to:

- Advocate for the use of scoping studies to implement policies with safe crossings and identify specific projects to fund in the future
- Encourage pro-active involvement in code development and project review in order to promote the Complete Streets approach and incorporate bicycle and pedestrian facilities into roadway projects
- Track progress on bicycle and pedestrian projects to ensure appropriate funding is provided and implementation advances over time

Next Steps

Next steps focuses on the previously outlined initiatives and continues by exploring the interrelationships between the initiatives and regional partners. With the desire to expand the bicycle and pedestrian network, two institutional issues also arise. First, there may be a need to coordinate with multiple jurisdictions and/or organizations to acquire corridors for expansion. Secondly, there is a need for discussions regarding the ability to maintain existing facilities as well as an expanded network.

While each community has its own policies and processes to plan and design projects, JATSO is encouraged to coordinate project locations, ensure consistent facility types, characteristics, and transitions between communities, and help determine a process for phasing, funding, and maintaining an expanded regional network. Exhibit 6-5 outlines the process of policies and programs resulting in potential projects. Various action steps are outlined for each initiative following along the guidance, support and coordination, and implementation stages. Other agencies such as Great Rivers Greenways in St. Louis, Ozark Greenways in Springfield, or the Northwest Arkansas Council may be explored to understand their organizational structure and evaluate what components may be applicable in the Joplin Area.

Overall, the Plan offers a vision related to the region's core initiatives: safety, connectivity, on-road facilities, and off-road facilities. Over time, the Joplin Area should use the policies as guidance to gradually advance the programs and projects outlined in the Plan. It is acknowledged that various entities will need to be involved as applicable, and JATSO should review all transportation projects to ensure facility type and transitions encourage multimodal transportation and advance regional connectivity. Coordination between the region's communities and stakeholders will help institutionally and financially support the initiatives in order to make progress toward the regional vision of a safe and connected bicycle and pedestrian network.

Exhibit 6-5: Regional Coordination Matrix

Regional Coordination Matrix Policies, Programs, and Projects for each Plan Initiative	Regional			County		Municipal							Other	
						City of Joplin								
	Harry Truman Coord. Council	JATSO	MoDOT	Jasper County	Newton County	Planning	Public Works	Parks and Recreation	Other	Webb City	Carl Junction	Other Municipalities	Joplin Trails Coalition	Other Organizations
Safety: Safe Crossings														
Policy: Crossing Policy		G	S	S	S	S	S	S	S	S	S	S	S	
Policy: Sidewalk Continuity/Signal Upgrades			S			S	S							
Program: Mid-Block Crossings		G	G	S	S	S	S	S	S	S	S	S		
Program: Scoping Studies		G	G	S	S	S	S	S	S	S	S	S		
Program: Railroad Crossings		G				S	S	S	S	S	S	S	S	KCS
Projects: TBD (based on programs)			I	I	I	I	I	I	I	I	I	I	I	
Connectivity: A Complete Streets Approach														
Policy: Sidewalk Improvement Coordination		G												
Policy: Public to Private Path Connections		G												
Program: Sidewalk on Arterials			S	S	S	S	S	S	S	S	S	S		
Program: Sidewalk on Transit Corridors			S	S	S	S	S	S	S					
Projects: TBD (based on programs)		S	I	I	I	I	I	I	I	I	I	I	I	
On-Road Facilities														
Policy: Long-Term Bicycle Vision	G	G	S	S	S	S	S	S	S	S	S	S	S	
Policy: Combination of Facility Types	G	G	S	S	S	S	S	S	S	S	S	S	S	
Program: Road Diet Options		G	G			I	I							
Projects: Newman Road Multi-Use Path		G	G			I	I							MSSU
Off-Road Facilities														
Policy: Connections to Trails	G	S												
Policy: Coordination Efforts	G	S												
Policy: Combination of Facility Types		G	G	S	S	S	S	S	S	S	S	S	S	
Program: Rails-to-Trails Investigations		S	G	S	S	S	S	S	S				S	
Projects: Ruby Jack Trail		I	I			I	I	I	I	I	I	I	I	
Projects: Tin Cup Trail		I			I	I	I							

G = Guidance S = Support and Coordination I = Implementation



Appendix A | Public Meeting #1

Bicycle and Pedestrian Transportation Plan

JATSO Bicycle and Pedestrian Transportation Plan
Joplin Area Transportation Study Organization

Public Open House Meeting #1

Thursday, August 24, 2017
5:00 PM - 7:00 PM

Joplin Public Library
1901 E. 20th Street
Joplin, MO 64804

AGENDA

Purpose: To review existing multimodal conditions, build a vision, and identify potential bicycle and pedestrian improvements for the Joplin Area

INTRODUCTION

A two-hour Public Open House Meeting was held from 5:00 PM to 7:00 PM for residents, employees, and others within the Joplin Area. No formal presentation was given. Five display boards provided an overview of the planning process, recent planning initiatives, existing bicycle and pedestrian facility types, and previous recommendations. Attendees were also encouraged to participate in up to five different meeting activities to provide their input: word cloud, dot exercise, map my route, online public survey, and comment card.

Based on the sign-in sheet, it is estimated that 102 individuals attended Public Open House Meeting #1. The sign-in sheets are included in *Attachment A*.

WORD CLOUD

Prior to viewing the public meeting exhibits or discussions with the project team, attendees were invited to use a word or phrase to describe their bicycle and pedestrian vision for the Joplin Area. Nearly 150 different comments were expressed to build a collective vision for the Bicycle and Pedestrian Transportation Plan. The word cloud is included in *Attachment B*.

The comments were reviewed and grouped into one of twelve common themes. The most common theme revolved around the concept of connectivity, including connections between existing bicycle and pedestrian facilities to strengthen the network and connections to community destinations (i.e. parks, downtown, schools, shopping area, hotels). The importance of safety for bicyclists and pedestrians was highlighted as well. Throughout the exercise, it was also apparent that attendees were very passionate about the trail system, particularly the Frisco Greenway Trail and Ruby Jack Trail, and would like to see these regional assets maintained and improved.

Theme	Frequency	Summary
Connectivity	41	The majority of comments highlighted connections between existing bicycle and pedestrian facilities to strengthen the network and connections to community destinations (parks, downtown, schools, shopping areas, hotels). Several attendees indicated the need for east-west connectivity through the Joplin Area and the concept of a county-wide loop system.
Safety	26	Many attendees indicated the preference for paths separate from vehicle traffic to enhance safety for all users. Safe routes to schools, ranging from elementary schools to universities, was described as an important need. Ideas to further increase safety included additional lighting, signage, routine bicycle patrols, and emergency phones located on trails.
Trails	18	Many attendees specifically mentioned the Frisco Greenway Trail and Ruby Jack Trail as regional assets that should be maintained and improved. Potential improvements included trail extensions, pavement improvements, safe trail crossings, and maintenance.
Bicycle Lanes	15	At least 15 comments focused specifically on the need for wide and maintained bicycle lanes. The majority of attendees who mentioned bicycle lanes indicated a preference for buffered or protected bicycle lanes. Some comments expressed dissatisfaction with the existing design of some bicycle lanes as they appear narrow and are difficult to navigate.
Education	13	Comments regarding education indicated the desire for educating both automobile drivers and bicyclists to promote a bicycle-friendly culture. Others mentioned the need for maps and signage to help users identify bicycle-friendly routes.
Infrastructure	8	In addition to the need for more bicycle and pedestrian facilities, several comments indicated the need for bicycle parking, repair stations, public restrooms, trash receptacles, and other amenities to support bicycle use.
Other	8	Other comments included the general desire for alternative transportation options, the use of electric bicycles, and comments about personal bicycle and pedestrian use.
Accessibility	5	A few comments were directly related to accessibility such as the lack of wheelchair accommodations and narrow sidewalks.

Destination	5	Beyond connectivity, a few attendees indicated the desire for the bicycle and pedestrian network to help establish the region as a "destination" to attract activity downtown, provide active recreation options, and compete with Northwest Arkansas.
Pedestrian Friendly	5	While the majority of comments were related to bicycle use, a few attendees specifically mentioned the need to create walkable communities by providing sidewalks in good condition.
Mountain Biking	4	At least four comments indicated the desire for mountain bike trails in the Joplin Area.
Public Transportation	1	One comment was directly related to the need for greater public transportation in the Joplin Area.

DISPLAY BOARDS

No formal presentation was given at the public open house meeting. Attendees viewed five display boards that provided an overview of the planning process, recent planning initiatives, existing bicycle and pedestrian facility types, and previous recommendations documented by JATSO and the Missouri Bicycle and Pedestrian Federation. The display boards are included in *Attachment C*.

DOT EXERCISE

Attendees used colored stickers to indicate bicycle and pedestrian preferences on a large map. The map outlined existing bicycle and pedestrian facilities as well as planned and future concepts. A green dot indicated a location that attendees like to bike/walk or would like to bike/walk. A red dot indicated a location that is challenging to bike/walk. The dot exercise is included in *Attachment D*.

Overall, the dot exercise provided a visual representation of community preferences regarding improvement locations and priorities. Groupings of dots were reviewed and summarized into general locations. Note that while some areas are generally popular locations (green), there are also some locations that represent both opportunities and challenges (yellow). Challenging locations (red) are generally viewed as not bicycle or pedestrian friendly.

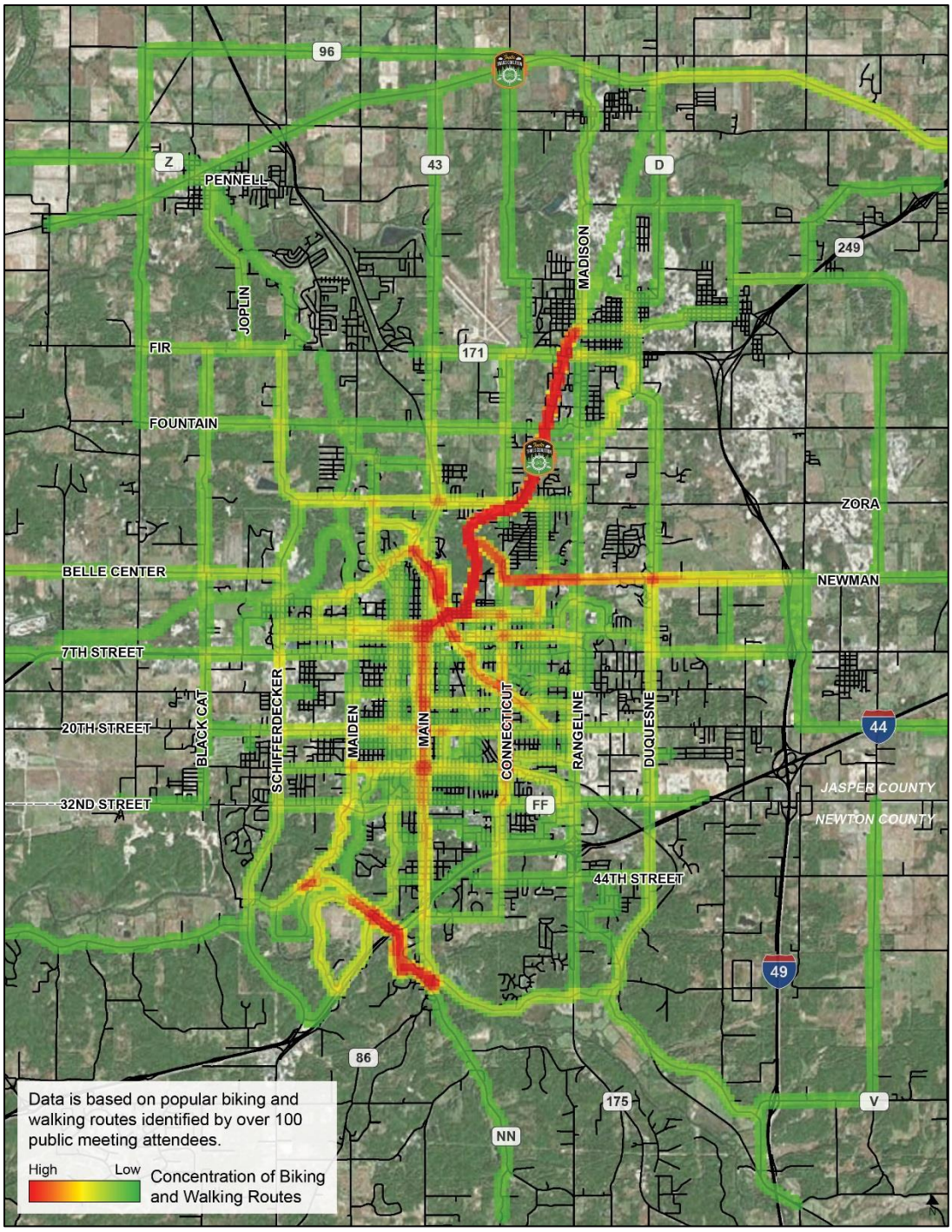
Location	Summary
Frisco Greenway Trail	The majority of attendees indicated their enjoyment of the Frisco Greenway Trail and the desire to extend the trail north to connect to the Ruby Jack Trail near Oronogo. The few challenges mentioned along the Frisco Greenway Trail include crossings of high-volume corridors (i.e. Route 171) and lack of maintenance along the trail. When prompted by the project team to indicate their top priorities, the extension of the Frisco Greenway Trail to the Ruby Jack Trail was commonly stated as the top regional priority.

Ruby Jack Trail	The Ruby Jack Trail was mentioned as a great regional connection from the Carthage area to the Joplin area. However, condition of the trail varies throughout the study area. The Joplin Trails Coalition is expecting grant funding to improve the segment approximately between Madison Street and Route 43. The segment between Route 43 and Route 171 is not in good condition. Other attendees mentioned the lack of safe crossings, particularly at Route 171 and the railroad.
Thom Station Trail	The Thom Station Trail in Carl Junction is another regional asset that attendees would prefer to extend further into downtown Joplin. Attendees suggested using abandoned rail corridors or paths along roadways to provide connectivity between Joplin and Carl Junction. Some attendees indicated that the precedent for rails-to-trails has already been set in Joplin and they would like to see this trend continue with the Thom Station Trail.
Shoal Creek Trail	The Shoal Creek Trail within Wildcat Glades Park, McClelland Park, and McIndoe Park was mentioned as a popular destination. Attendees would like to continue building upon this trail system and provide future connections north towards downtown Joplin as well as south towards the City of Neosho.
Mohaska Trail	Several attendees were familiar with the planned Mohaska Trail (and potential extension via the Tin Cup Trail) and were supportive of this connection between Joplin and the Shoal Creek Trail system.
Route 66	Some attendees highlighted the importance of Route 66 as a tourist attraction. While there is some on-street signage to direct bicyclists, there are also challenges such as high traffic volumes and high speeds along some of the corridors (i.e. 7th Street).
Downtown Joplin	Many attendees mentioned downtown Joplin as a popular destination. Some bicyclists prefer to use Main Street while others prefer the one-way pairs of Joplin Avenue and Wall Avenue. However, bicyclists encounter challenges with heavy traffic volumes, high speeds, and difficult terrain as they continue south past 32nd Street.
Mountain Biking Area	Some attendees frequent the mountain bike trails that are accessible from the Frisco Greenway Trail near Newman Road. However, another attendee indicated that these trails may be located on private property. While there is the desire for additional mountain bike trails, legal issues may also need to be resolved.
Missouri Southern State University	Several attendees indicated challenges walking and biking near Missouri Southern State University due to the lack of facilities. Attendees highlighted the need to connect students to the Northpark Mall area.

Zora Street	Zora Street is a common bicycle route due to existing facilities along some segments and lower traffic volumes. However, there is the need to extend these facilities along Zora Street east past Rangeline Road.
Murphy Boulevard	Murphy Boulevard is a popular bicycle route due to its location near several parks and other off-road trails. However, attendees indicated that the corridor could be a heavily-used route if more bicycle friendly.
Schifferdecker Avenue	Schifferdecker Avenue has bicycle lanes from 20th Street to 32nd Street. However, there is a need to extend these facilities along Schifferdecker Avenue north past 20th Street. Schifferdecker Park and the Joplin Athletic Complex are also located in this area.
River Road / Saginaw Road / Reinmiller Road	Several attendees ride bicyclists in the rural areas of Newton County between Joplin and Neosho. Roadways such as River Road, Saginaw Road, and Reinmiller Road are common bicycle routes. These corridors represent both existing challenges and locations bicyclists prefer to use.
32nd Street	32nd Street is a corridor that many bicyclists and pedestrians prefer to avoid due to heavy traffic volumes and high speeds. However, some users travel the corridor to reach retail and medical destinations.
20th Street	Attendees indicated a preference to use 26th Street rather than 20th Street as a bicycle route. Both provide east-west connectivity, but 20th Street generally has higher traffic volumes and speeds.
Connecticut Avenue	Although there are bicycle lanes on Connecticut Street, attendees expressed discomfort using the narrow bicycle lanes and the lack of connectivity to the south.
Rangeline Road	Rangeline Road was commonly mentioned as a corridor that is not bicycle or pedestrian friendly. There is the desire to at least make the corridor more pedestrian friendly due to the commercial areas located along Rangeline Road.
Duquesne Road	Duquesne Road was commonly mentioned as a corridor that is not bicycle or pedestrian friendly.
Newman Road	Newman Road, particularly west of Rangeline Road, was commonly mentioned as a corridor that is not bicycle or pedestrian friendly.
Central City Road / Fountain Street / Lone Elm Avenue	The Central City Road, Fountain Street, and Lone Elm Avenue corridors are a common bicycle route due to lower traffic volumes. However, the design characteristics of the corridors are not considered bicycle friendly.

MAP MY ROUTE

Meeting attendees manually marked their favorite biking or walking routes in the Joplin Area on individual maps during the meeting. The maps were then summarized to create a "heat map" of frequented routes. The most popular routes include the Frisco Greenway Trail, Turkey Creek Trail, and Shoal Creek Trail system. Other frequented areas generally include: King Jack Park, Ruby Jack Trail, Murphy Boulevard, Main Street, Connecticut Avenue, McClelland Boulevard, Zora Avenue, Newman Road, Broadway Street, 4th Street, 20th Street, and 26th Street. The maps are included in *Attachment E*.



ONLINE PUBLIC SURVEY

The online public survey was launched approximately ten days prior to the meeting. Prior to the meeting, approximately 310 individuals had completed the survey. Laptops were available at the meeting for attendees to complete the survey if they had not done so already. It is estimated that approximately 25 individuals completed the survey at the meeting. Others noted the survey link and indicated that they would complete the survey at home within the next few days.

The online public survey is intended to be active for 30 days until mid-September. Therefore, an analysis of the survey results will be summarized in a separate document.

COMMENT CARD

Comment cards were available for attendees to leave other input, ideas, or questions prior to leaving the meeting. More than 45 comment cards were completed. The comment cards are included in *Attachment F*.

Many of the themes expressed in the word cloud exercise were expressed and expanded upon within the comment cards. Overall, many comments indicated excitement and encouragement about the community making bicycle and pedestrian transportation a higher priority. The comments are generalized below:

<u>Connectivity</u>

- High-demand for off-road paths that can accommodate bicyclists and/or pedestrians
- Dislike existing design of bicycle lanes and would prefer buffered or protected bicycle lanes
- Connections between Frisco Greenway Trail, Ruby Jack Trail, and Thom Station Trail
- Small connections between parks (Wildcat Glades, Landreth Park, Murphy Boulevard Park, etc.)
- Use of abandoned rail corridors to continue building upon the regional trail network
- Connect fragmented paths and facilities to build a stronger bicycle and pedestrian network
- Maintain bicycle and pedestrian facilities and improve existing trails (i.e. paving)

<u>Safety and Accessibility</u>

- Safe commuting options to downtown, offices, and schools
- Safe crossings of existing trails and intersections
- Provide ADA accommodations and curb cuts to allow accessibility for people of all abilities
- Improve rail crossings to accommodate bicyclists and pedestrians
- Policy for sidewalk in new commercial and residential developments
- Routine bicycle patrols to increase safety on trails

<u>Bicycle and Pedestrian Culture</u>

- Normalize the bicycle and pedestrian culture in planning, design, and use
- Bicycle and pedestrian planning should support a greater plan to encourage public transit
- Improved infrastructure and driver education to encourage all modes of transportation
- Bicycle and pedestrian facilities improve the quality of life and attract and retain residents
- Northwest Arkansas is both an example and competition for the Joplin Area
- Need for signage, maps, and/or a dedicated website with bicycle routes and destinations
- Importance of the Joplin Trails Coalition in supporting initiatives

Concepts for new trails included the Lone Elm Creek Trail, Katy Trail, MoPac Trail from downtown Joplin to Grand Falls, and the Frisco Greenway Trail from Chitwood to downtown)

Other specific locations that were mentioned in the comment cards included:

- Main Street - bicycle lanes, sidewalk, and ADA curb ramps
- 32nd Street - parallel local streets with paths to connect disjointed streets
- 4th Street - bicycle lanes and sidewalks
- Murphy Boulevard - bicycle facilities, sidewalk, crosswalks
- 20th Street - bicycle and pedestrian facilities
- 15th Street - bicycle and pedestrian facilities
- Missouri Southern State University - path from university to Northpark Mall
- Duquesne Road - bicycle facilities from Zora Street to 7th Street

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT A

Sign-In Sheets

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name	Address	Email
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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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Kreg Selvey	1912 S Moffet Ave Joplin	Kregselvey@gmail.com
Debby Woodin	117 E. 4th	dwoodin@joplinglobe.com

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

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JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

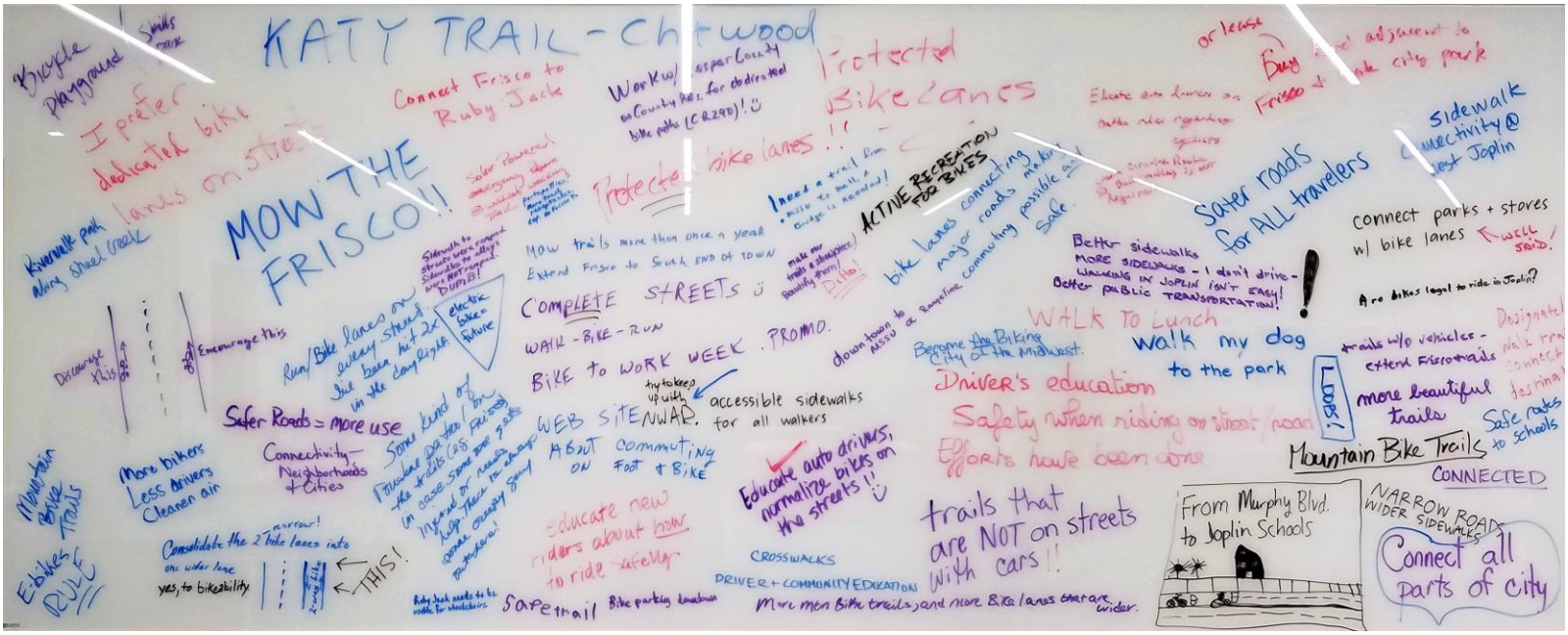
ATTACHMENT B

World Cloud

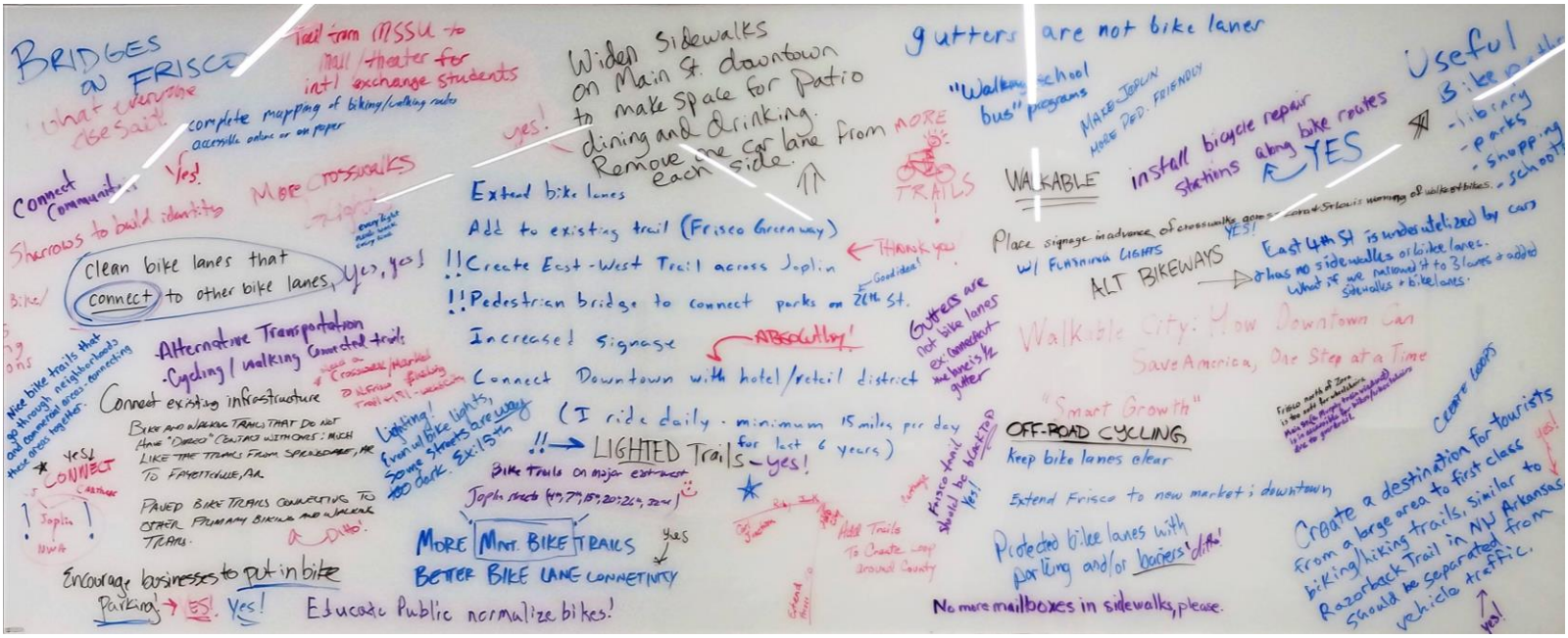
Word Cloud - Full



Word Cloud - Left Half



Word Cloud - Right Half



JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT C

Display Boards

Plan Overview

Purpose

The Joplin Area Transportation Study Organization (JATSO) is developing a Bicycle and Pedestrian Plan for the Joplin Area. The Plan will communicate the vision for the area's bicycle and pedestrian network and identify policy, program, and project recommendations to guide implementation.

Study Area

The Joplin Area Transportation Study Organization (JATSO) is the designated metropolitan planning organization for the Joplin Area that includes portions of Jasper County and Newton County. The study area covers approximately 200 square miles and includes 18 municipalities.

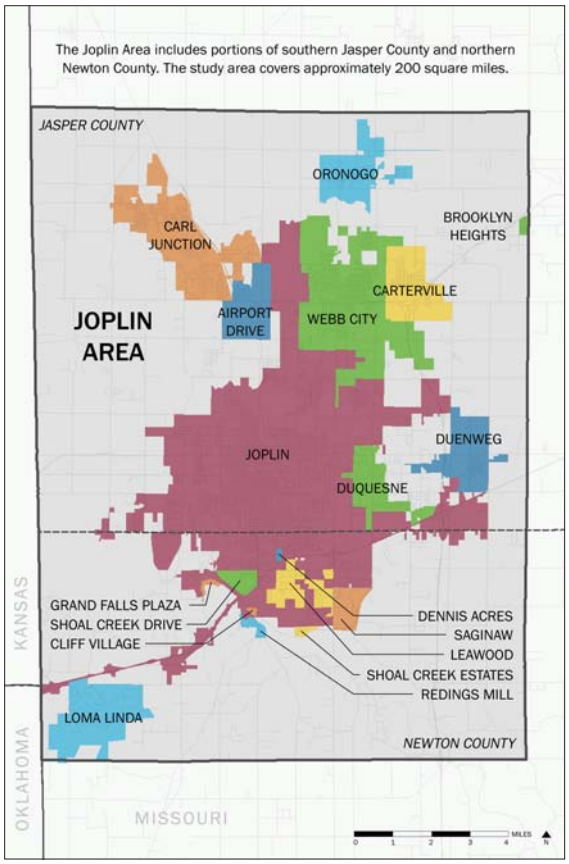
Meeting Outline

Today's open house public meeting is the first of two public meetings.

- **Review** information about previous regional recommendations and on-going initiatives.
- **Think** about connections within the Joplin Area as well as to destinations outside the region.
- **Share** your input on facility types and locations through meeting activities and an online survey.

Schedule

The study process includes an assessment of bicycle and pedestrian facilities in order to develop network modifications, improvement initiatives, and an implementation timeline. Public input is a critical component of the process to help establish a vision and potential improvements for the Joplin Area. The Bicycle and Pedestrian Plan is expected to be complete in December 2017.



Public Input Opportunities ★

The planning team will be meeting with key leaders, city staff, and stakeholders throughout the region to incorporate feedback. The public can also provide their input and ideas through:

- Open House Public Meeting #1
- Open House Public Meeting #2
- Online Public Survey
  www.surveymonkey.com/r/JATSObikeped

Study Tasks	July	August	September	October	November	December
Data Collection						
Assessment of Facilities						
Public Engagement						
Public Meeting	*We are here!*	1		2		
Online Survey		★				
Plan Documentation						

Planning Initiatives

Bicycle Initiatives

Bicycle initiatives include both on-road facilities and off-road facilities that can be shared with other users, such as pedestrians *[see Facility Types]*.

The planing process will assess:

- On-Road Bicycle Connectivity
- Off-Road Bicycle Improvements (i.e. trail, path)
- Signage and Wayfinding
- Bicycle Education
- Enforcement



Joplin
Bicycle lanes on Zora Street

Pedestrian Initiatives

Pedestrian initiatives may include off-road facilities as well as other improvements to enable pedestrian access *[see Facility Types]*.

The planing process will assess:

- Trail and Multi-Use Path Improvements
- Sidewalk Connectivity
- Safe Routes to School
- Pedestrian Crossings
- ADA Upgrades



Missouri Southern State University
Future trail location to connect campus to Northpark Mall area

Example Initiatives in the Joplin Area

The project team is reviewing current and planned bicycle and pedestrian projects to understand existing conditions. Improvements include:

Joplin: Bicycle Lanes

In coordination with roadway improvements, the city has installed bicycle lanes on segments of Schifferdecker Avenue, 26th Street, Connecticut Avenue, Broadway Street, and Zora Street.

Missouri Southern State University: Trail

The city and university have plans for a trail from the athletic fields to the Northpark Mall shopping and entertainment area along Rangeline Road.

Webb City: Sidewalk

The city has plans to add sidewalk on Main Street near Stadium Drive to connect the pedestrian network to the schools and other neighborhoods.

Carl Junction: Sidewalk

The city has been extending sidewalk with ADA accommodations along Pennell Street to connect to schools, retail, and neighborhoods.



Webb City
Planned sidewalk addition on Main Street near Stadium Drive



Carl Junction
Sidewalk extension with ADA ramps along Pennell Street

Bicycle and Pedestrian Facility Types

Designated Route

An **on-road** travel lane with directional signage and often accompanied by a supporting bicycle route map.



Shared Lane

An **on-road** wide travel lane shared with vehicles that may be identified by pavement markings or signage.



Bicycle Lane

An **on-road** portion of the roadway designated by striping and signage for exclusive use by bicyclists.



Sidewalk

An **on-road** paved path designed and reserved for pedestrians only. Sidewalks may have a landscaped buffer or be located adjacent to the roadway curb.



Multi-Use Path

An **off-road** paved path separate from vehicle traffic. Shared-use paths are wider than sidewalks to accommodate both bicyclists and pedestrians.



Trail

An **off-road** paved or unpaved path separate from vehicle traffic. Trails for bicyclists and pedestrians are located within right-of-way, parks, or greenways.



Other Bicycle and Pedestrian Improvements

Enhancements to bicycle and pedestrian facilities can include:

- American with Disabilities Act (ADA) standards such as ramps
- Crosswalks with pavement markings that vary based upon the level of visibility desired
- Pedestrian push buttons and signals (including traffic control devices to stop vehicular traffic)

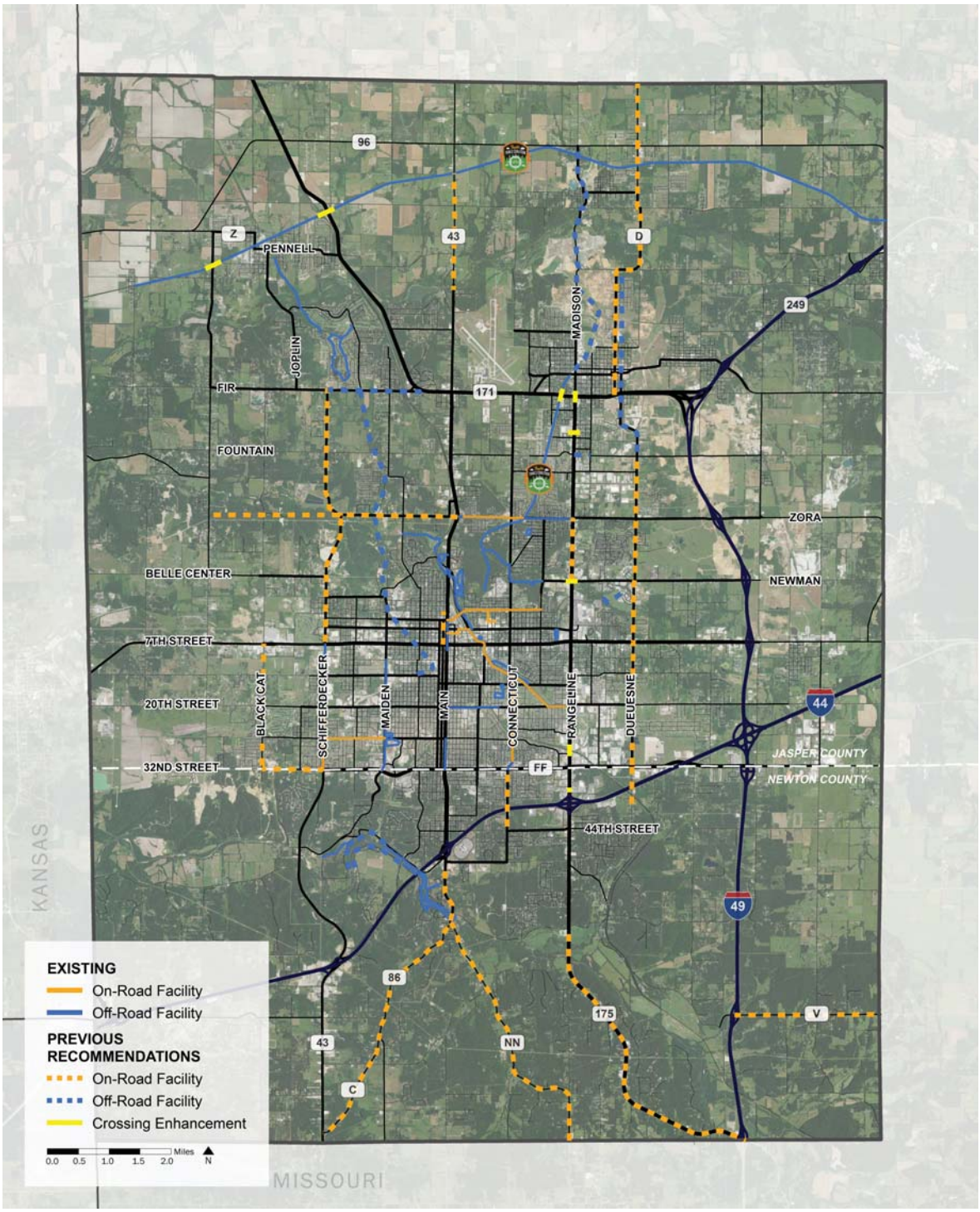






Previous Recommendations

The JATSO *2036 Metropolitan Transportation Plan* identified on-road and off-road bicycle and pedestrian opportunities. The Missouri Bicycle and Pedestrian Federation also identified high priority bicycle and pedestrian projects across the state. Previous recommendations from both entities are displayed on the map.



Provide Your Input!

1 Word Cloud

Help craft the goals and objectives for the Bicycle and Pedestrian Plan. **Write a word or phrase to describe your vision** for your neighborhood, city, or the greater Joplin Area.

2 Dot Exercise

Use colored stickers to indicate your bicycle and pedestrian preferences on the map using the following guidelines:

Green Dot = I like or would like to walk/bike here!
Red Dot = It is challenging to walk/bike here!

3 Map My Route

Bicyclists and pedestrians use different types of devices and phone applications to track their routes. **Draw your favorite biking or walking routes** in the area to help us understand popular locations.

4 Online Public Survey

Take our online public survey to share input about your preferences, existing conditions, and future ideas. The survey will take approximately **10 minutes to complete**. You can also encourage others to take the survey until mid-September.

www.surveymonkey.com/r/JATSObikeped

5 Comment Card

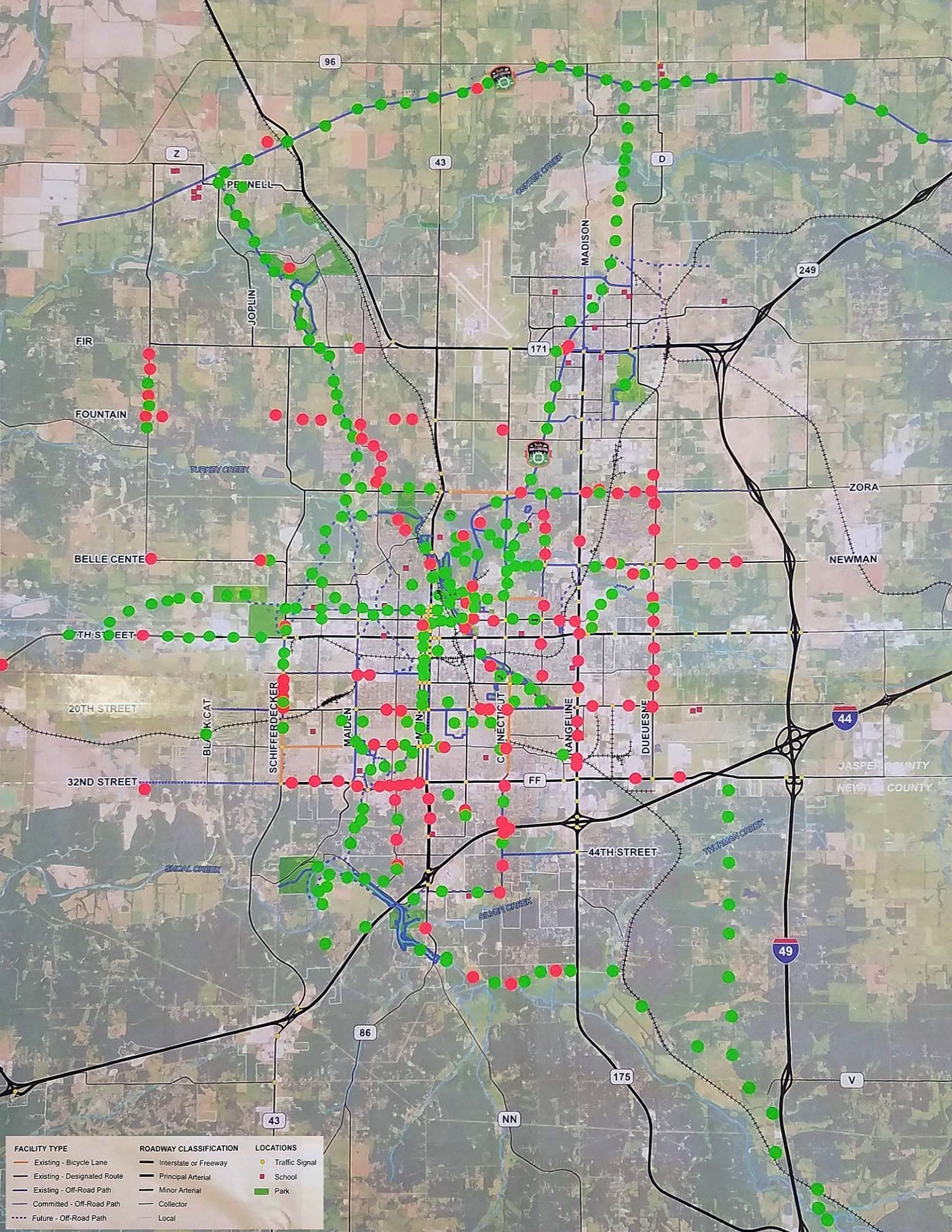
Do you have other thoughts you would like to share? **Complete a comment card** to document any other information, questions, or ideas. You can also sign-up to receive future updates.

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT D

Dot Exercise

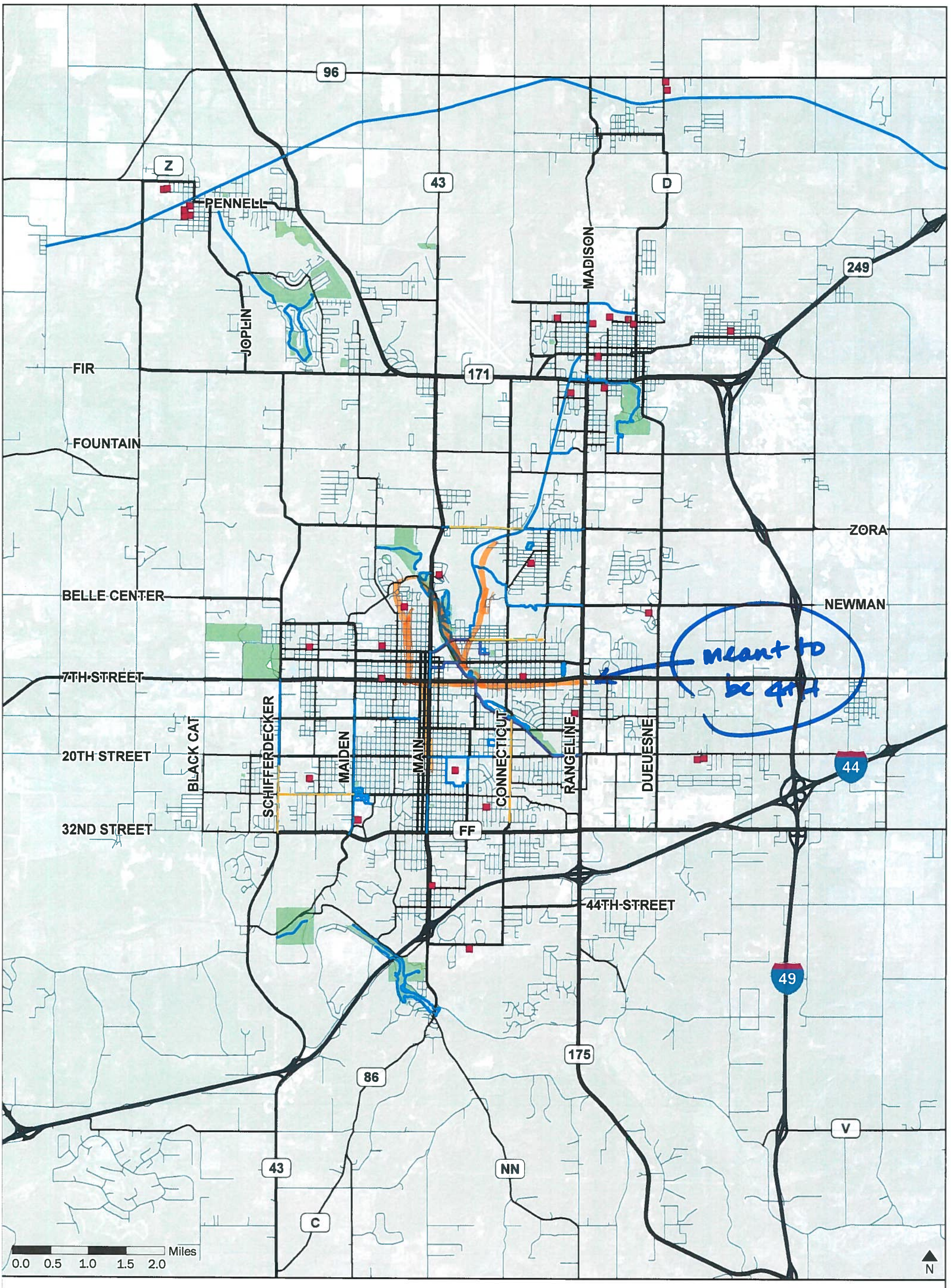

96
Z
43
D
PEARNELL
CENTER CREEK
MADISON
249
JOPLIN
FIR
171
FOUNTAIN
TURKEY CREEK
ZORA
BELLE CENTE
NEWMAN
TH STREET
20TH STREET
BLACK CAT
SCHIFFERDECKER
MAIDEN
N
CONNECTICUT
ANGFLINE
DUEUESNE
44
JASPER COUNTY
32ND STREET
FF
44TH STREET
SHOAL CREEK
TAYLORS CREEK
SILVER CREEK
49
86
175
V
43
NN
FACILITY TYPE
Existing - Bicycle Lane
Existing - Designated Route
Existing - Off-Road Path
Committed - Off-Road Path
Future - Off-Road Path
ROADWAY CLASSIFICATION
Interstate or Freeway
Principal Arterial
Minor Arterial
Collector
Local
LOCATIONS
Traffic Signal
School
Park

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT E

Map My Route



MAP MY ROUTE

Joplin Area Bicycle and Pedestrian Transportation Plan

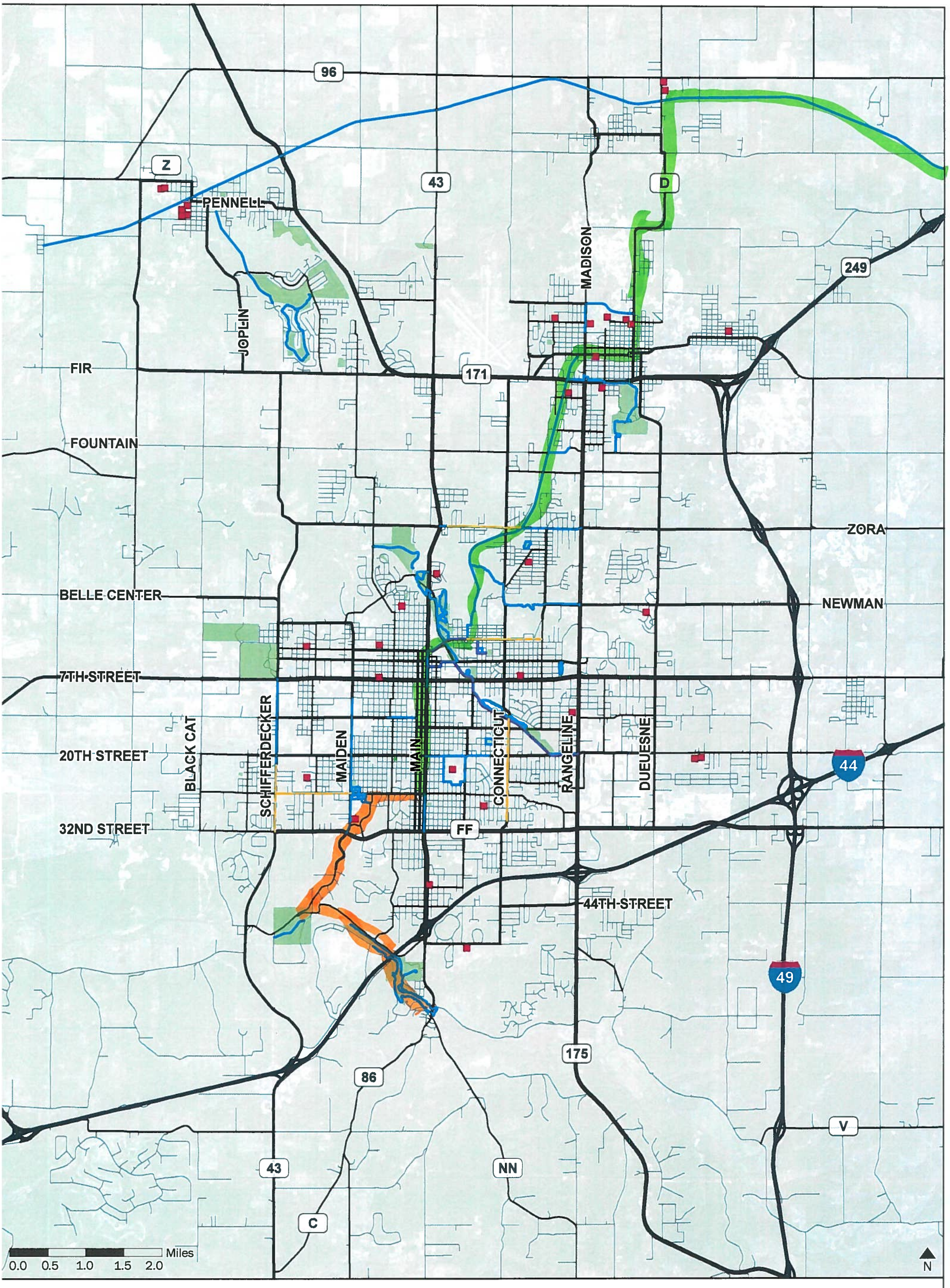
Draw your favorite biking or walking routes in the area to help us understand popular locations.

EXISTING FACILITY

- Bicycle Lane
- Designated Route
- Off-Road Path

LOCATION

- School
- Park



MAP MY ROUTE

Joplin Area Bicycle and Pedestrian Transportation Plan

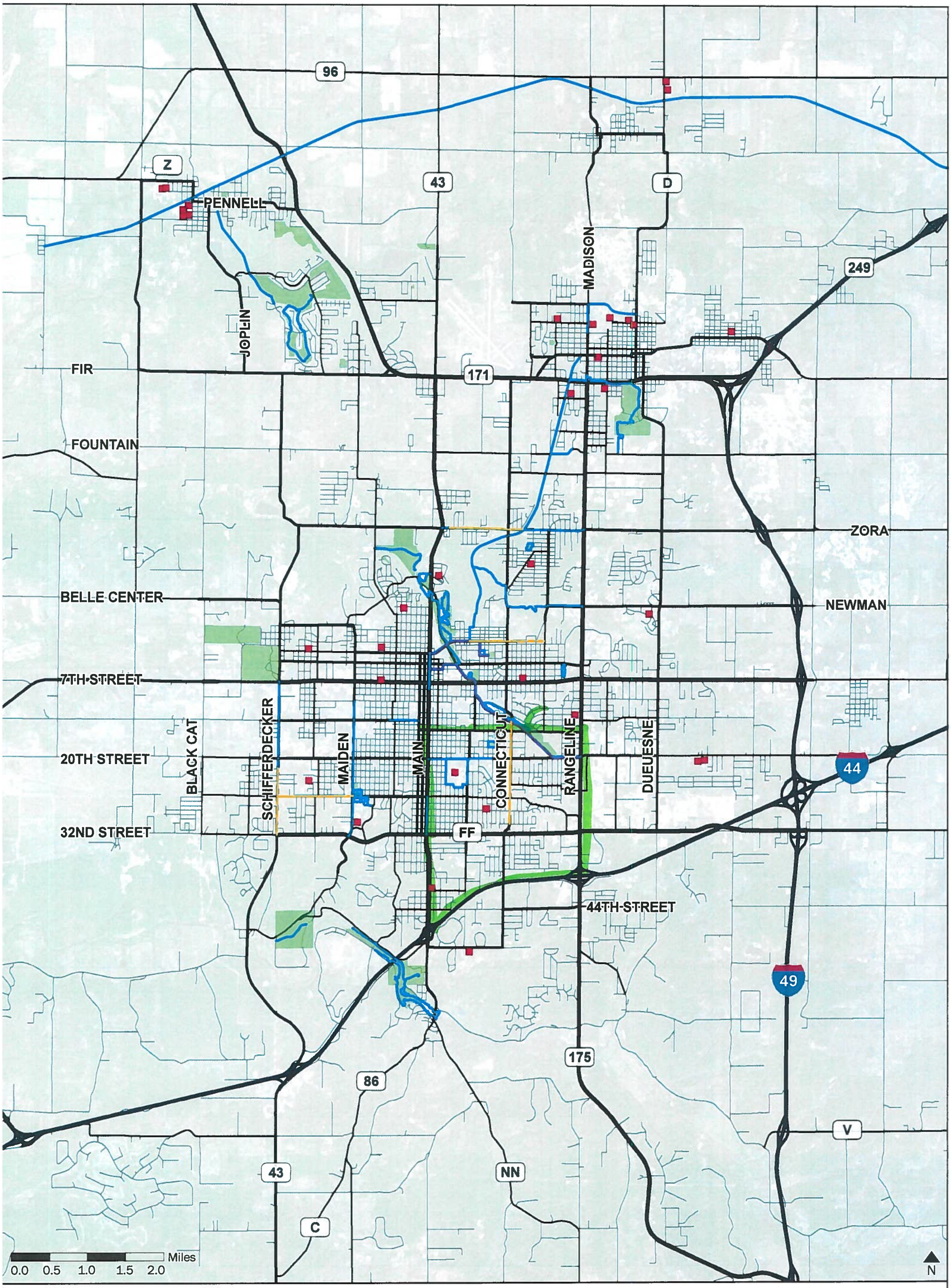
Draw your favorite biking or walking routes in the area to help us understand popular locations.

EXISTING FACILITY

- Bicycle Lane
- Designated Route
- Off-Road Path

LOCATION

- School
- Park



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- Designated Route
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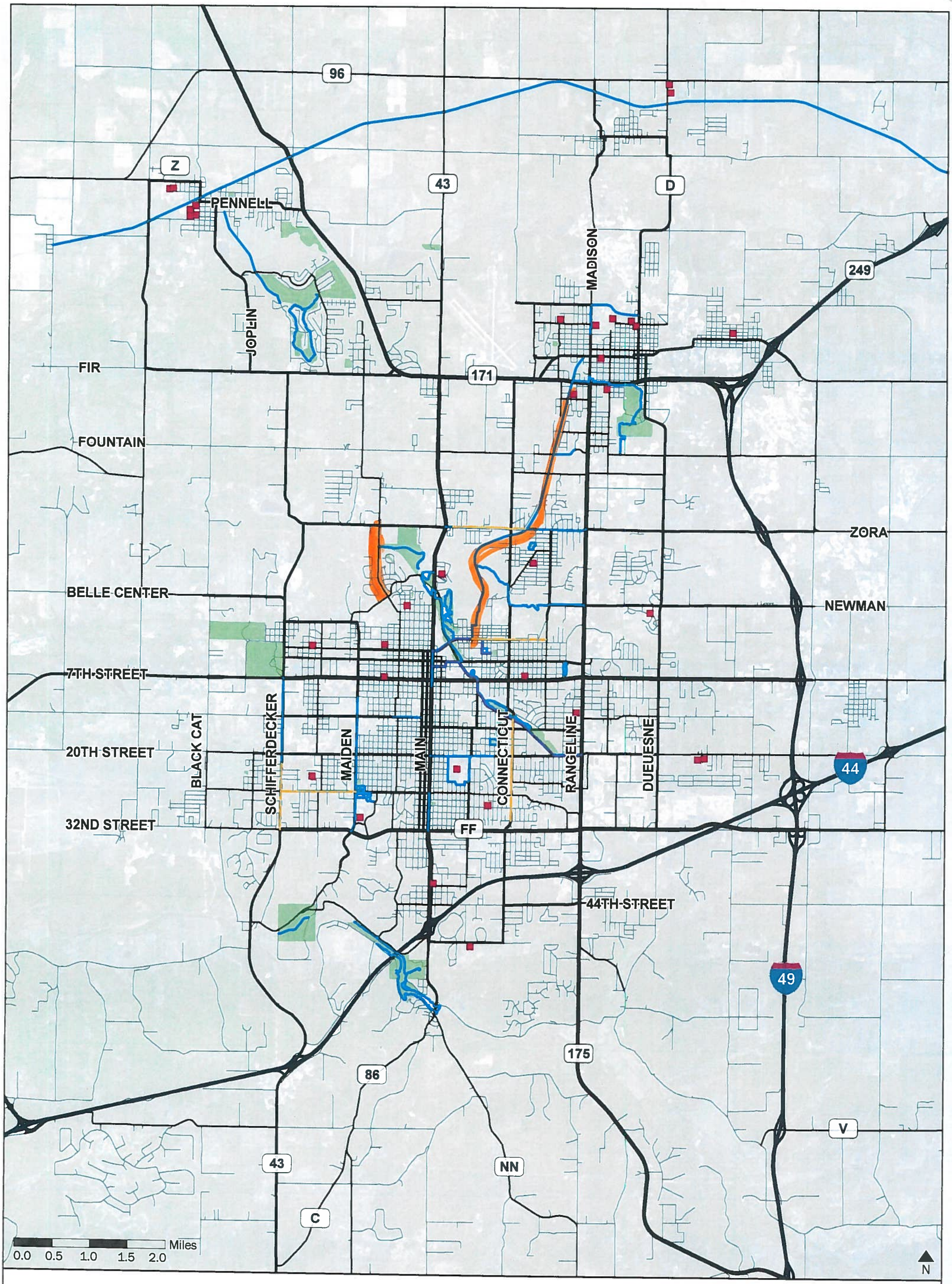
- Park



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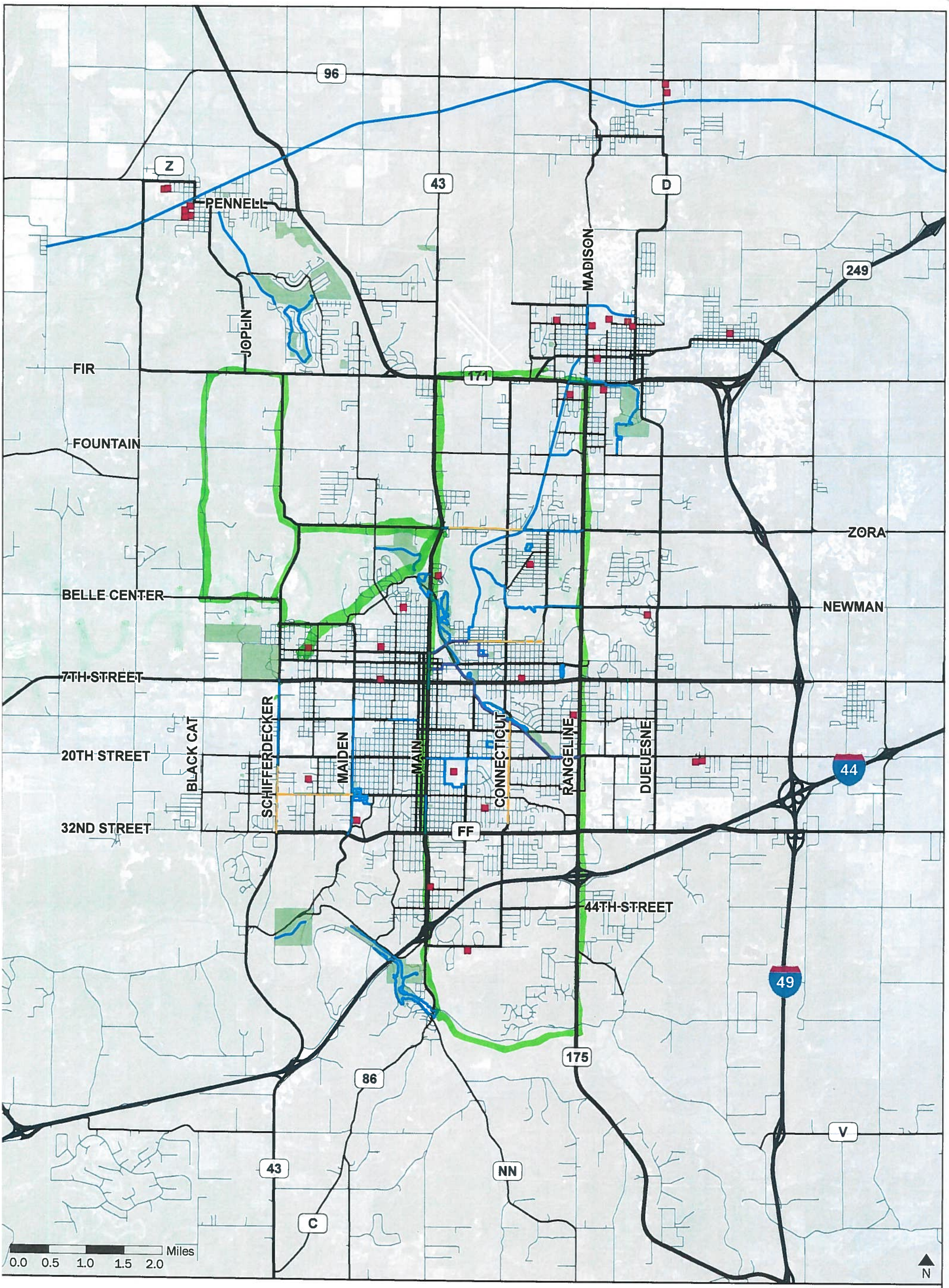

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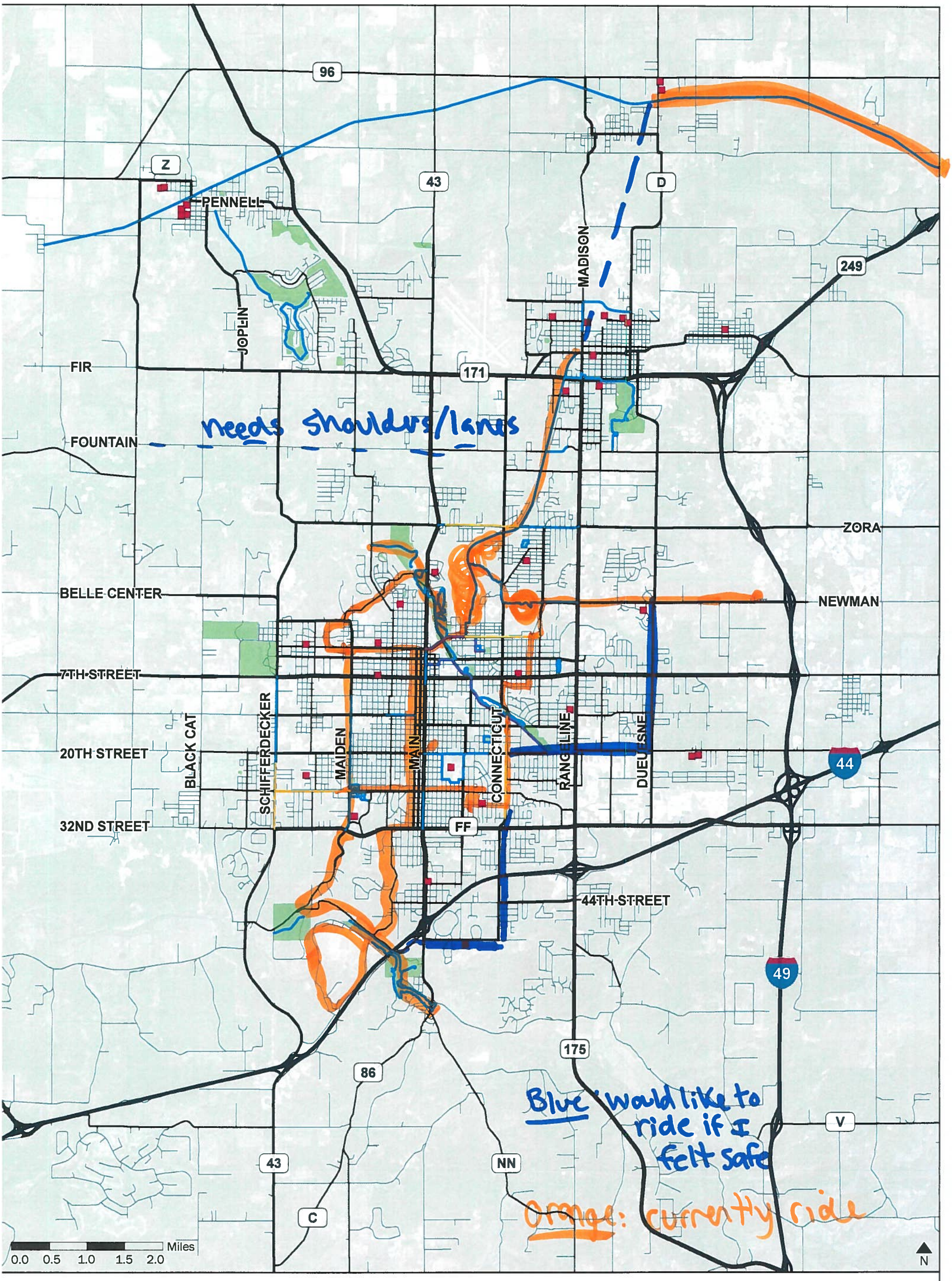

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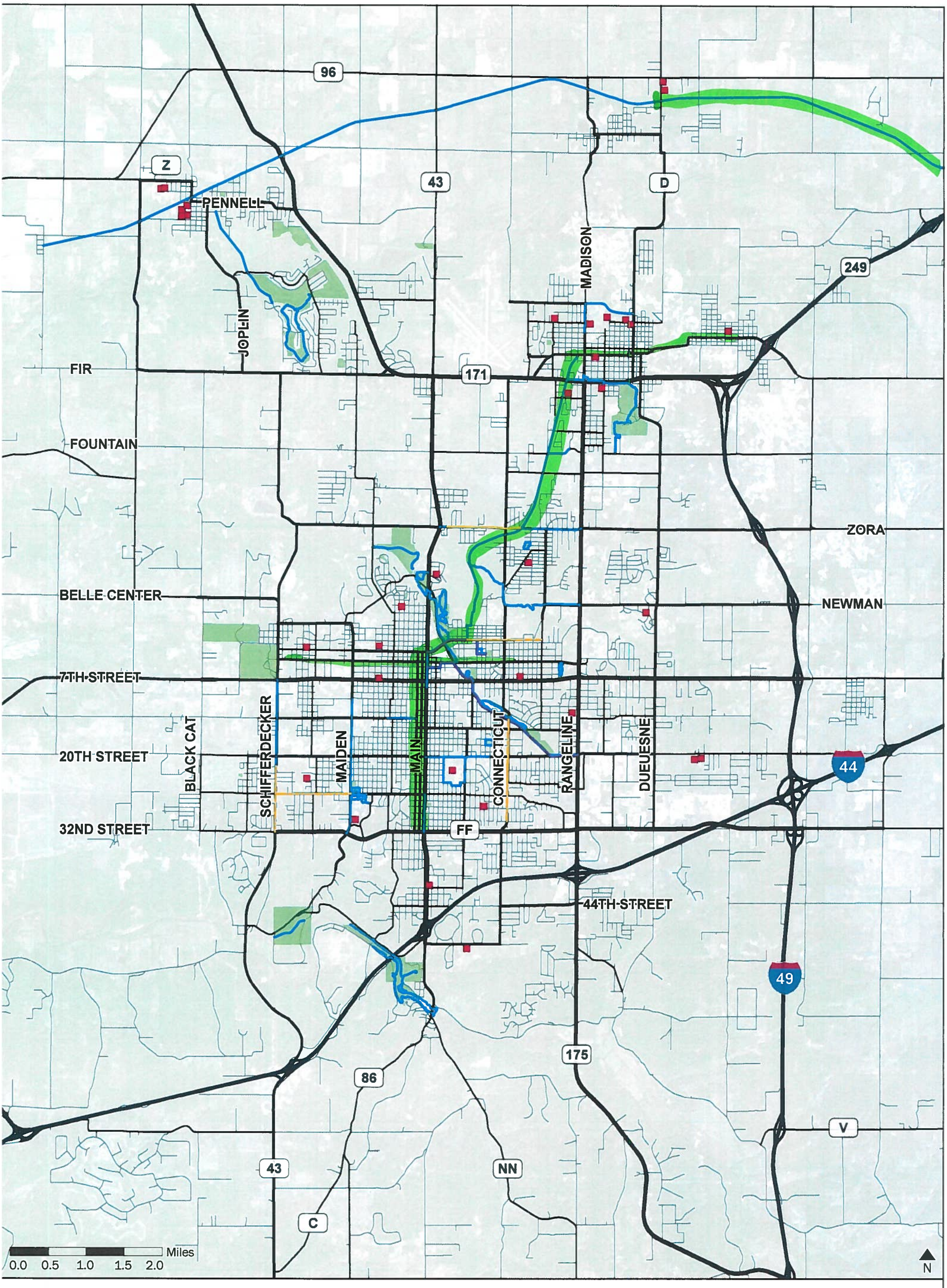

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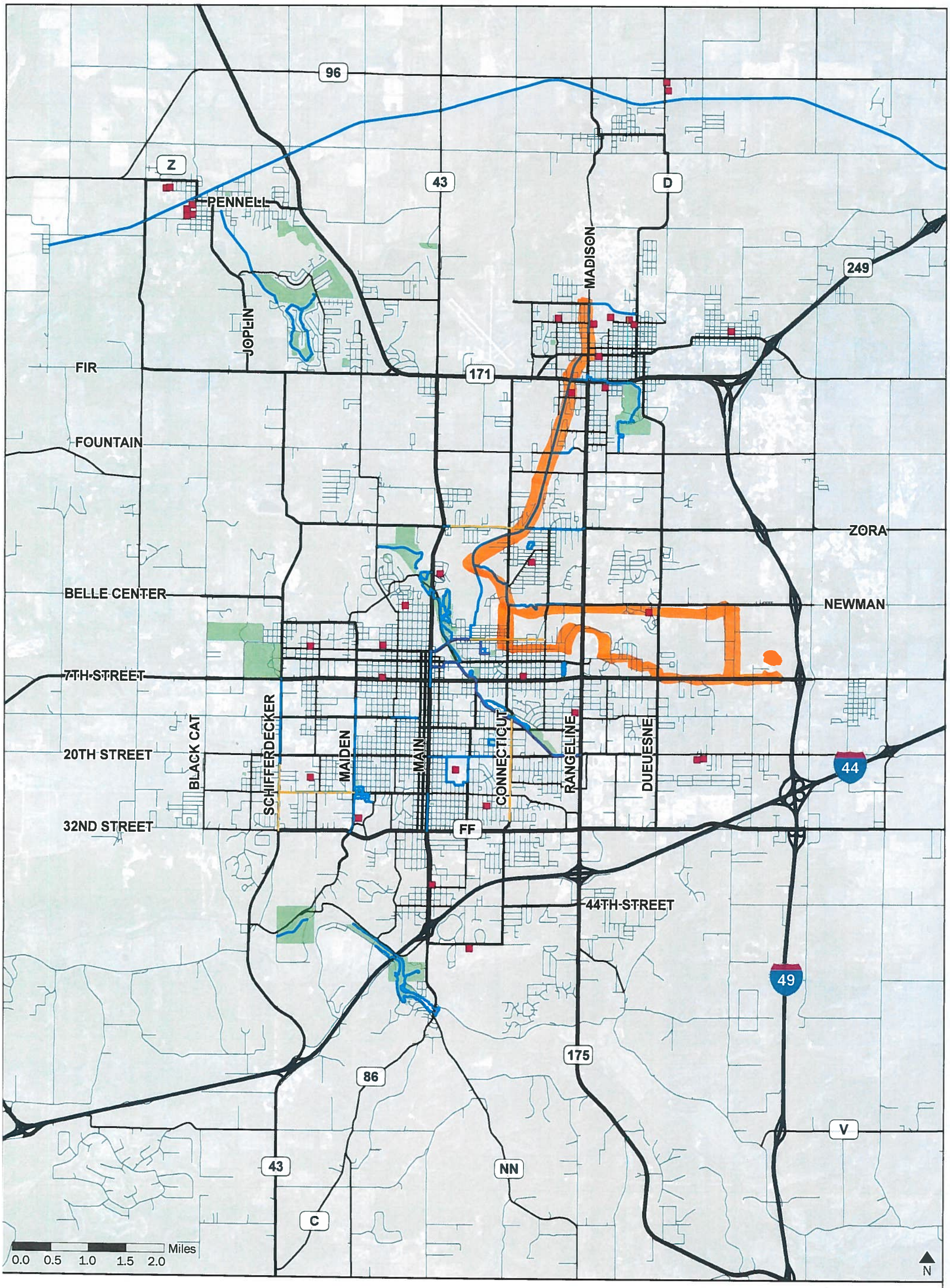

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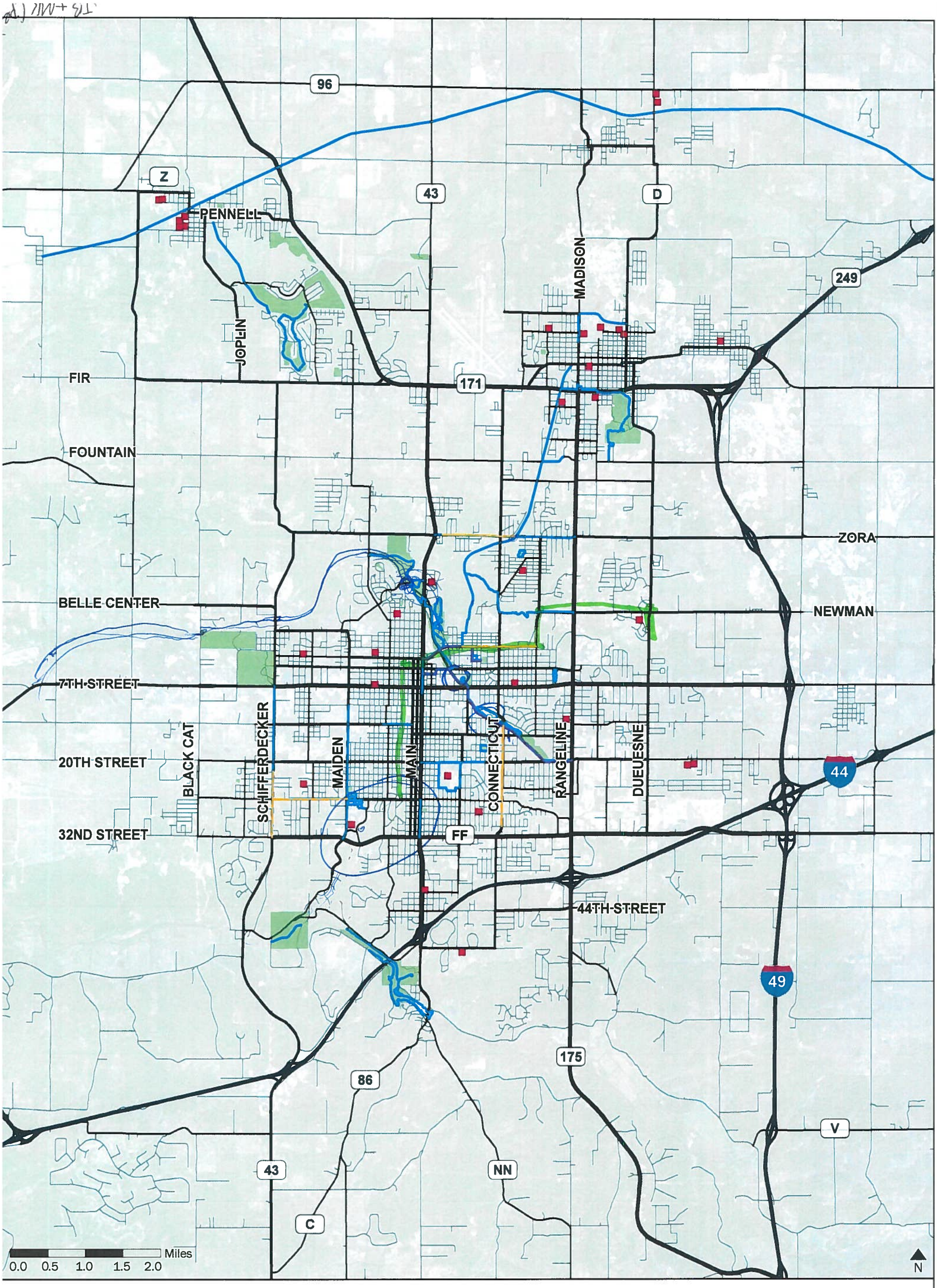

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too rough - getting better

wheel chairs can't use

96
Z
43
D
PENNELL
JOPLIN
MADISON
249
FIR
171
FOUNTAIN
ZORA
BELLE CENTER
NEWMAN
7TH STREET
BLACK CAT
SCHIFFERDECKER
MAIDEN
MAIN
CONNECTICUT
RANGELINE
DUEUESNE
20TH STREET
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32ND STREET
FF
44TH STREET
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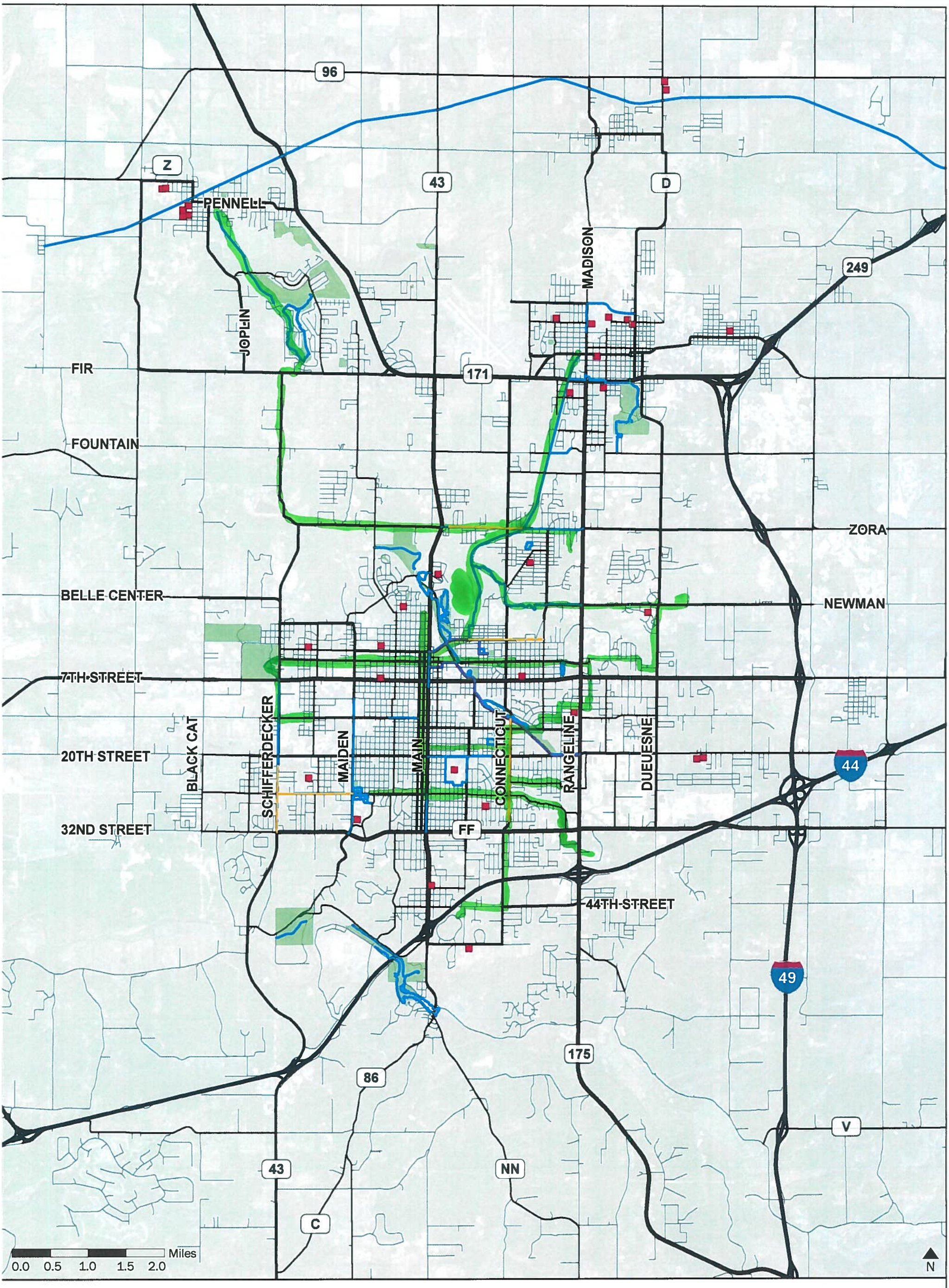

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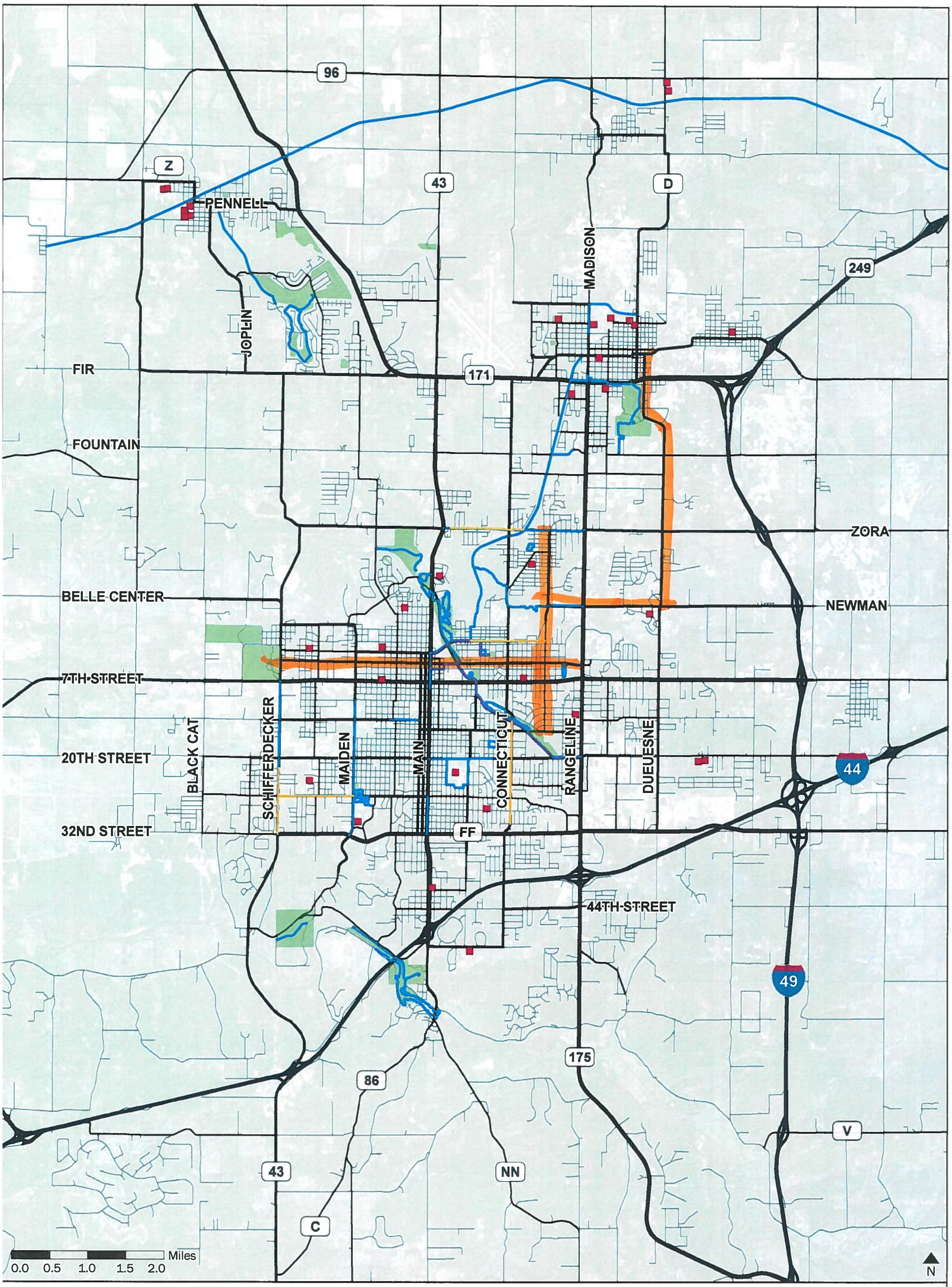

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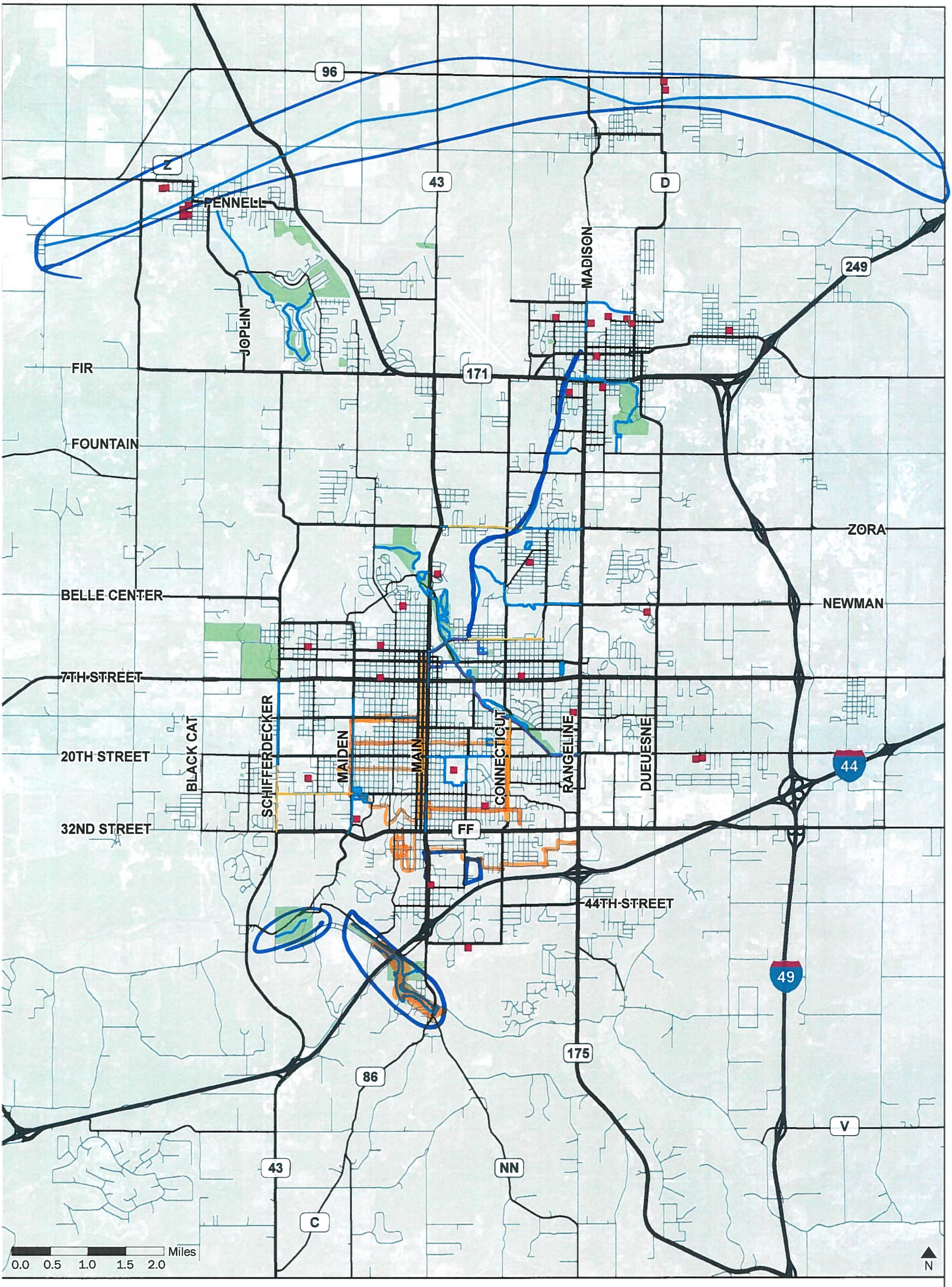

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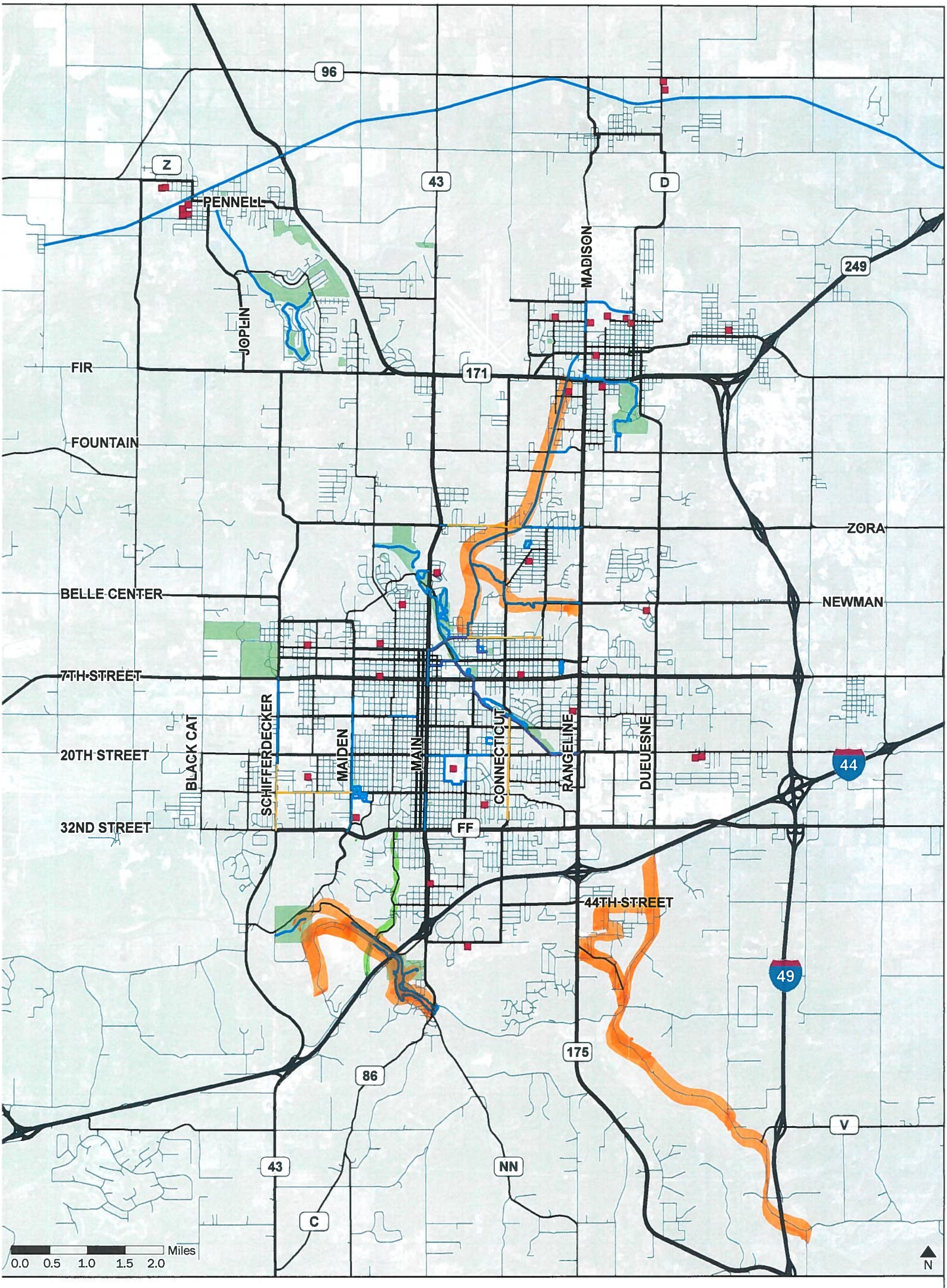

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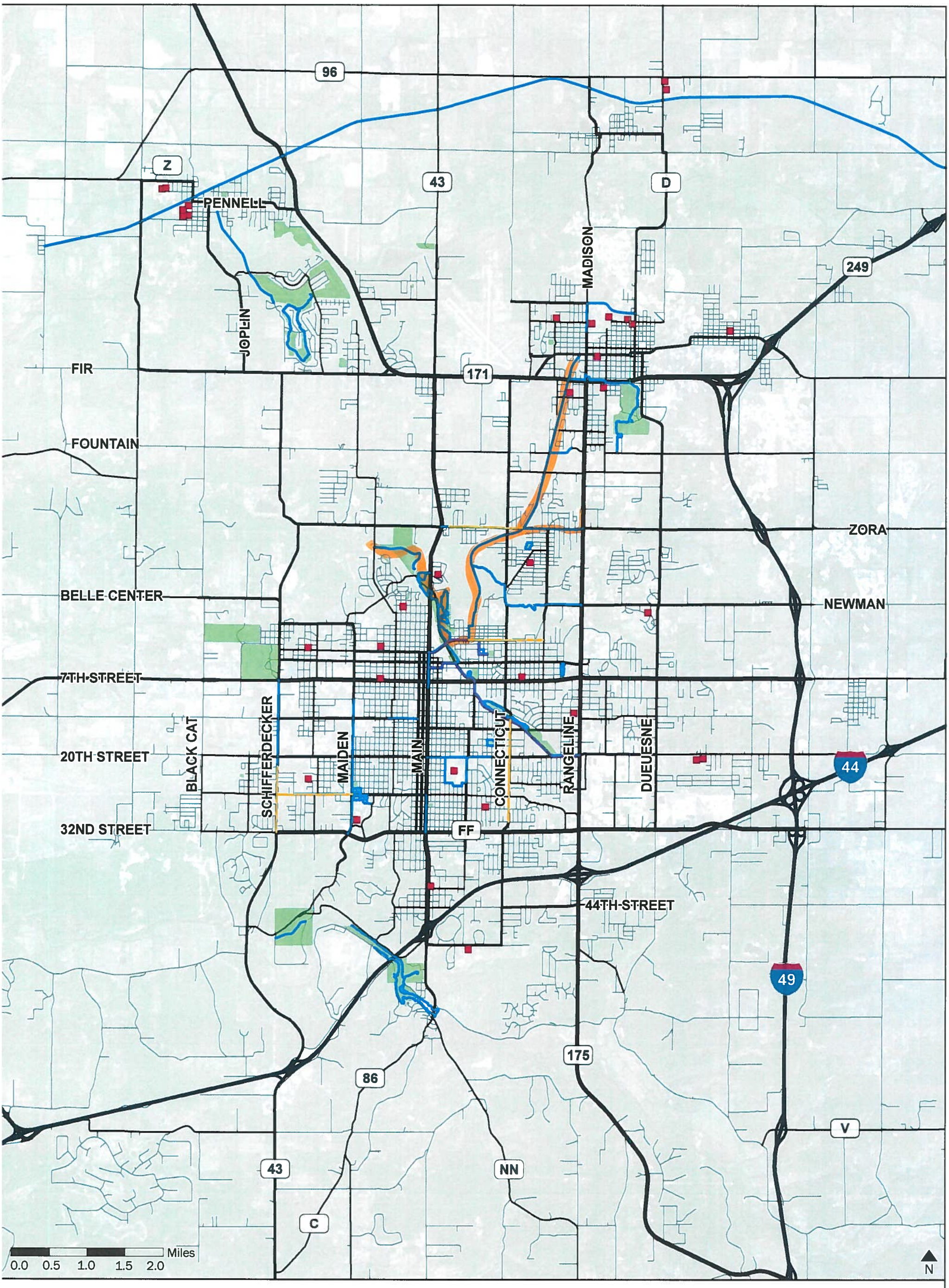

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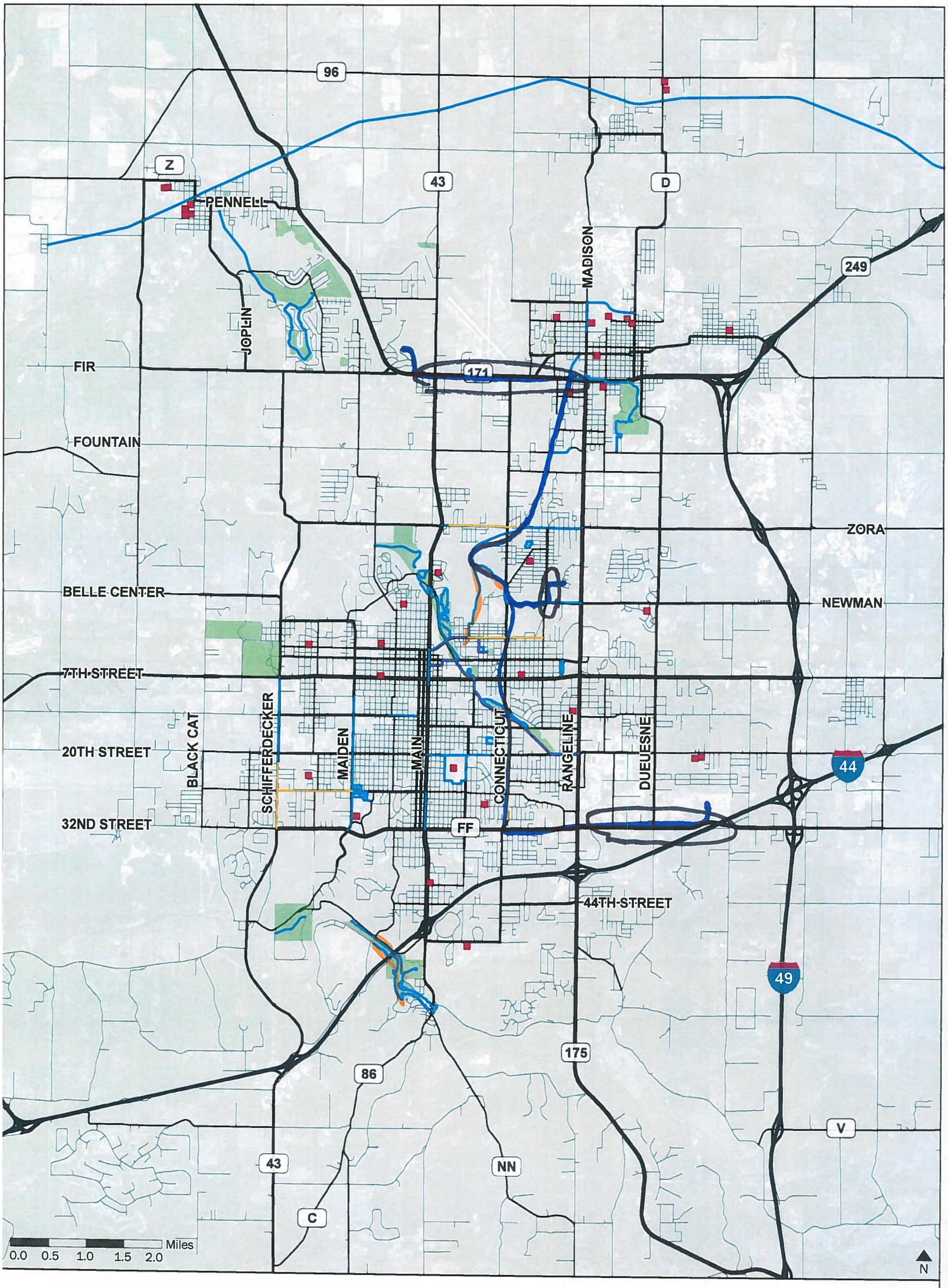

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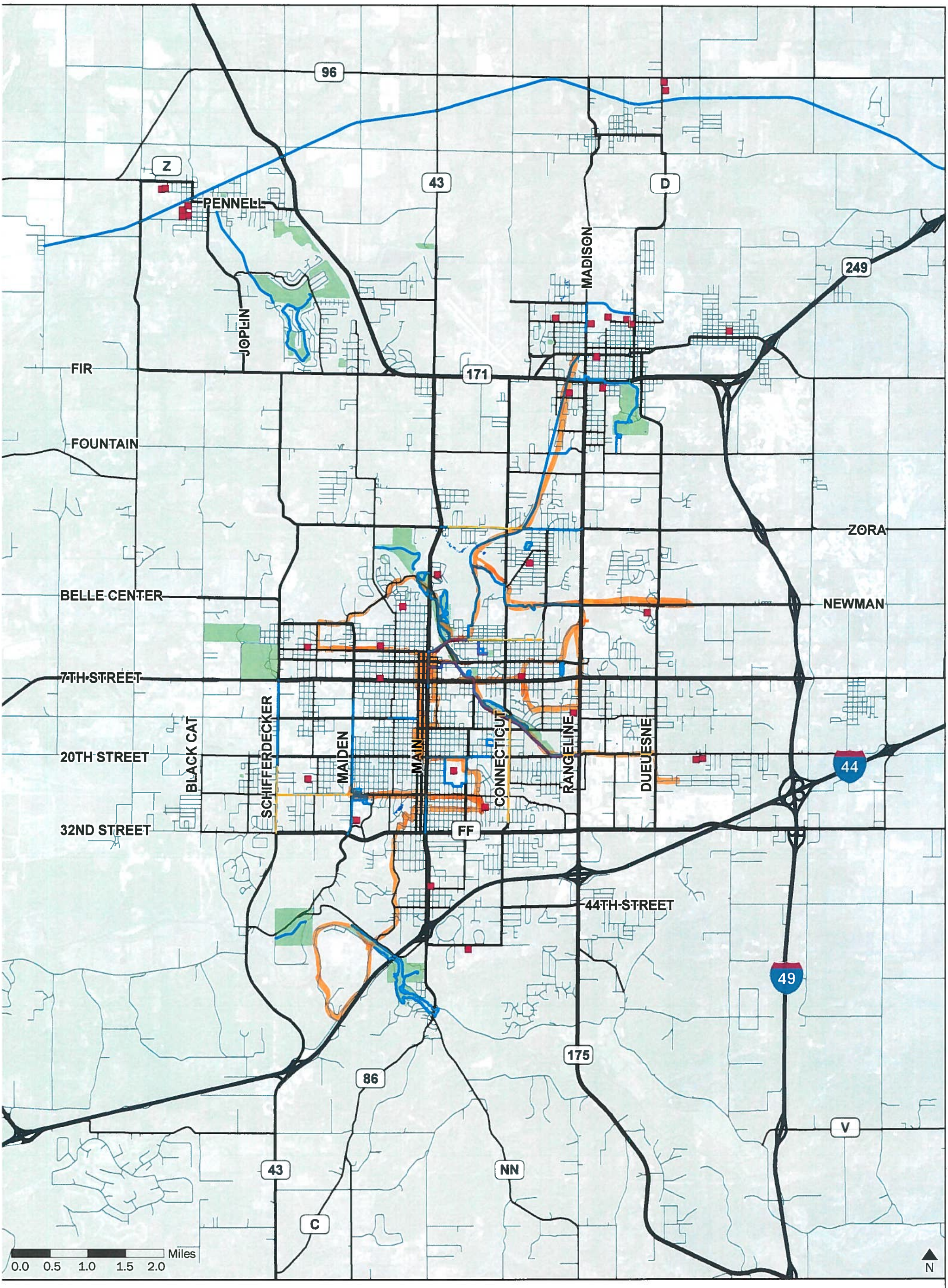

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MAP MY ROUTE

Where I ride.

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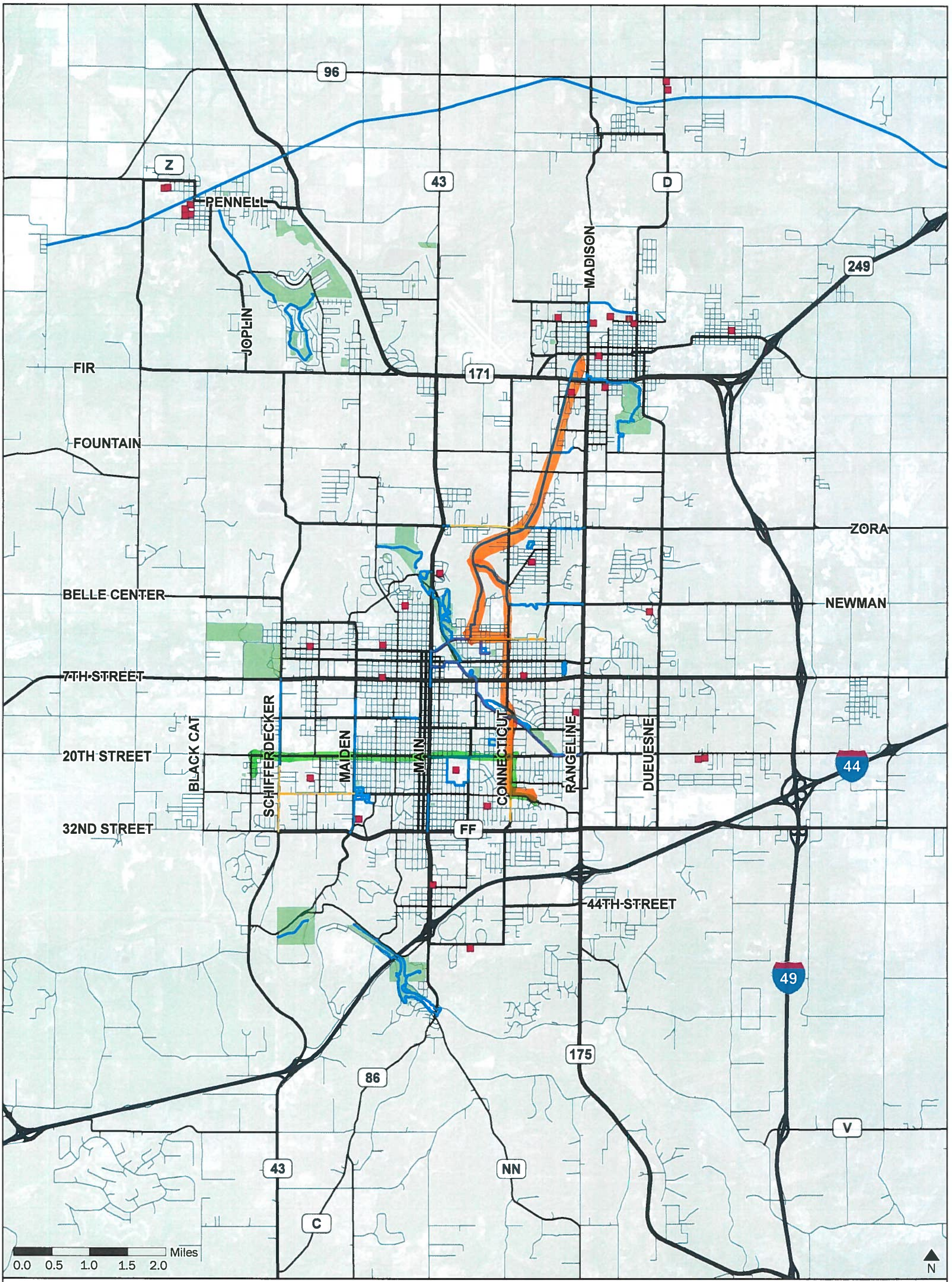

MAP MY ROUTE

Work ride
Weekend Fun ride

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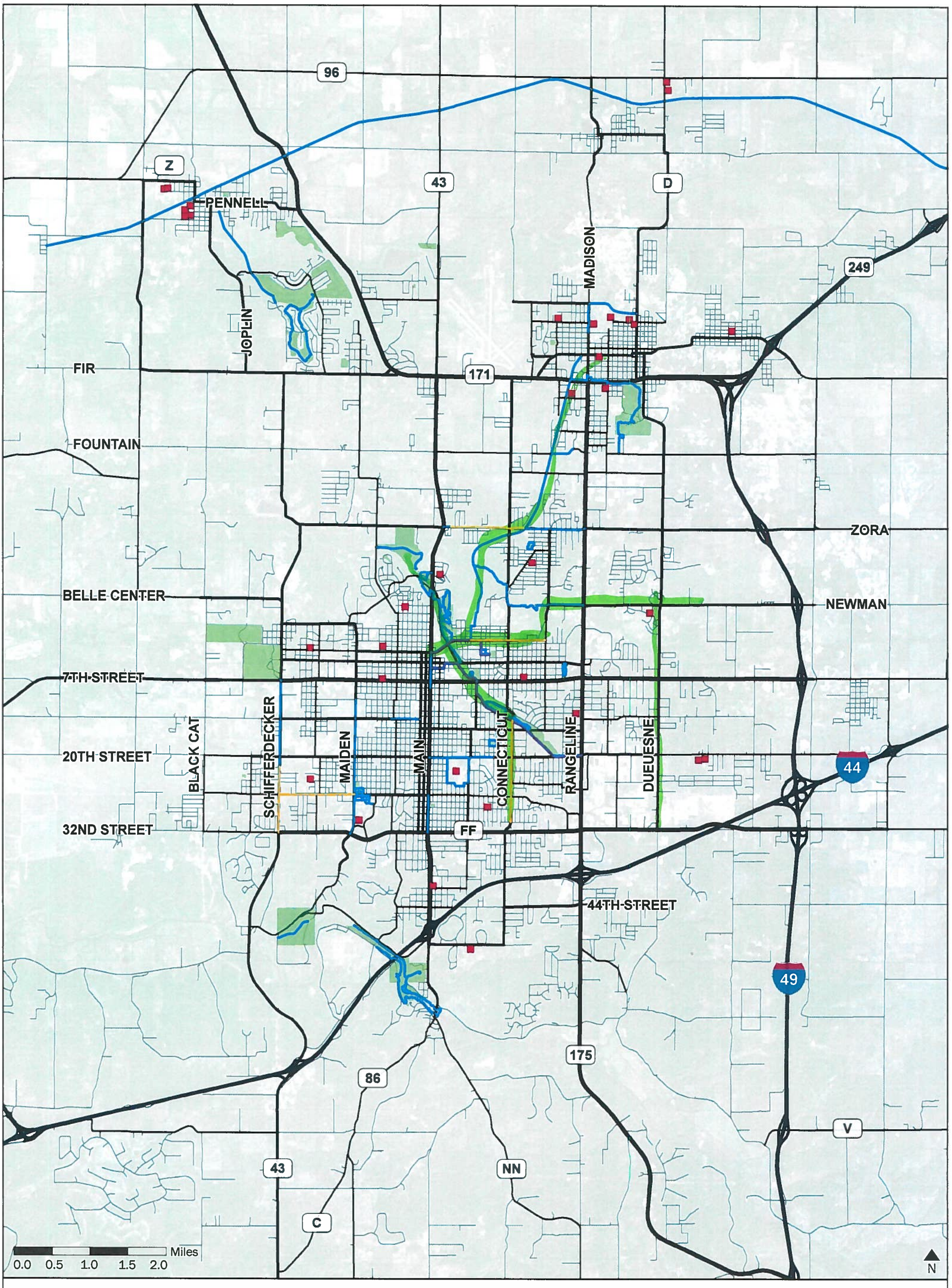

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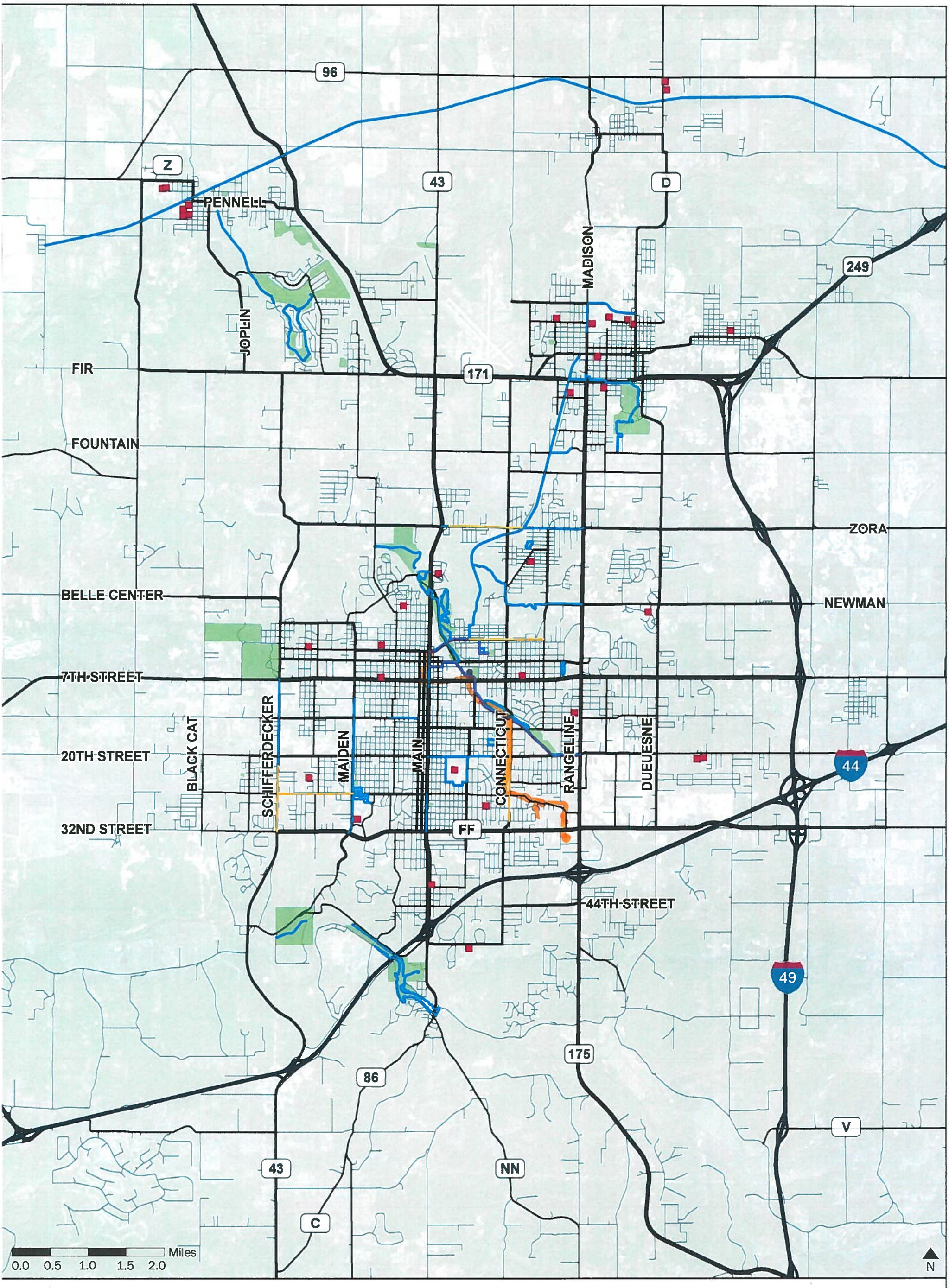

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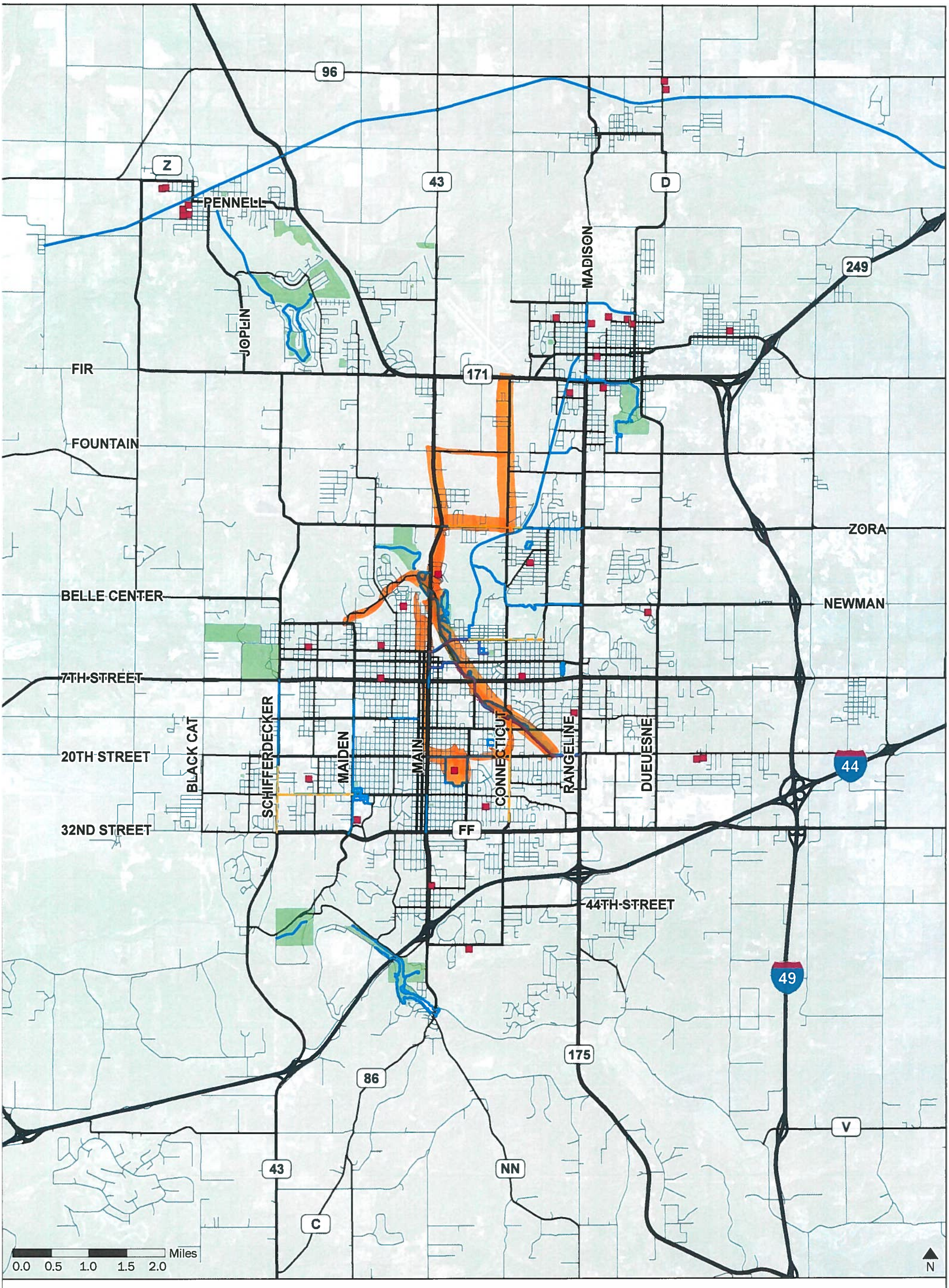

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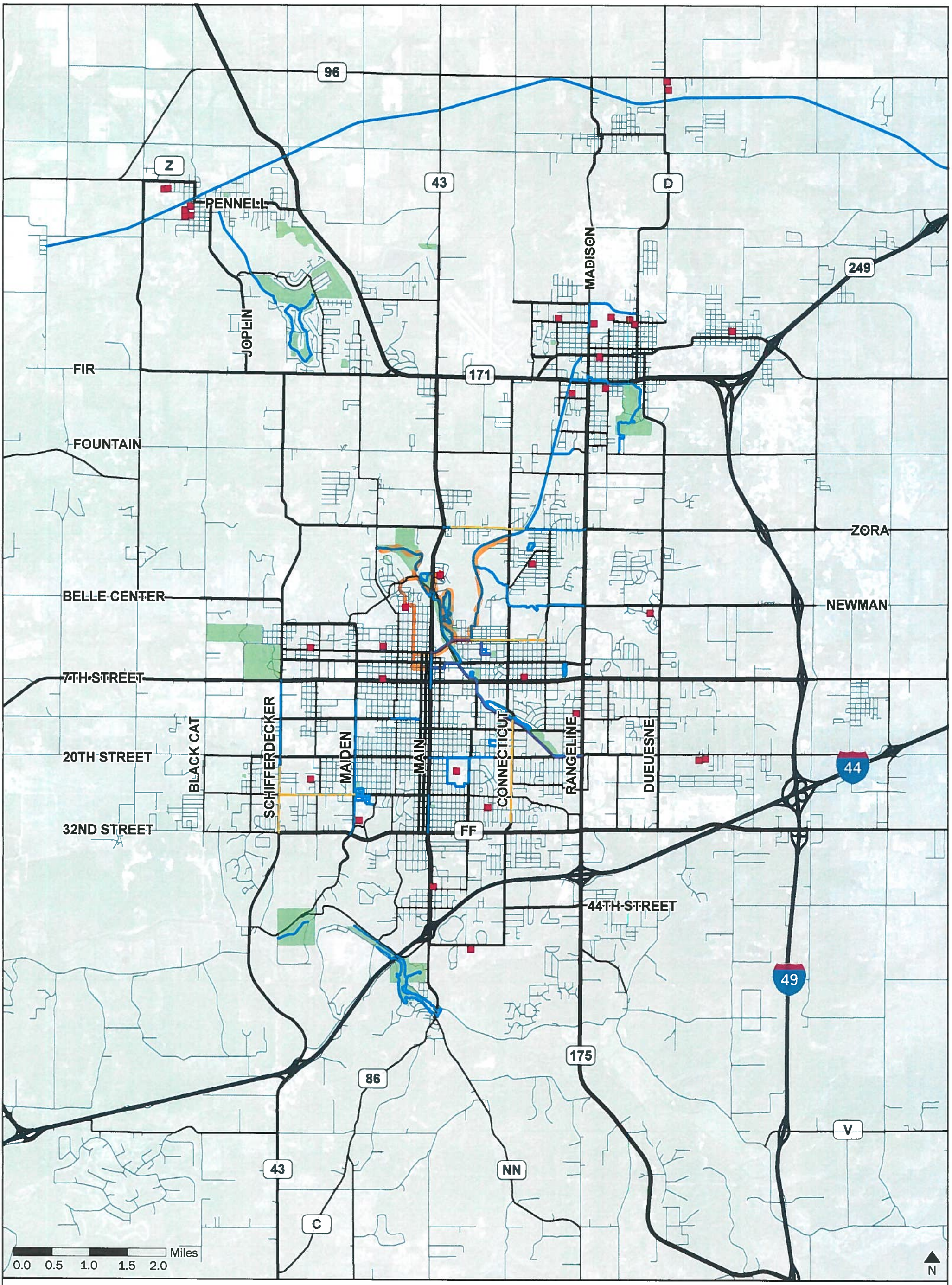

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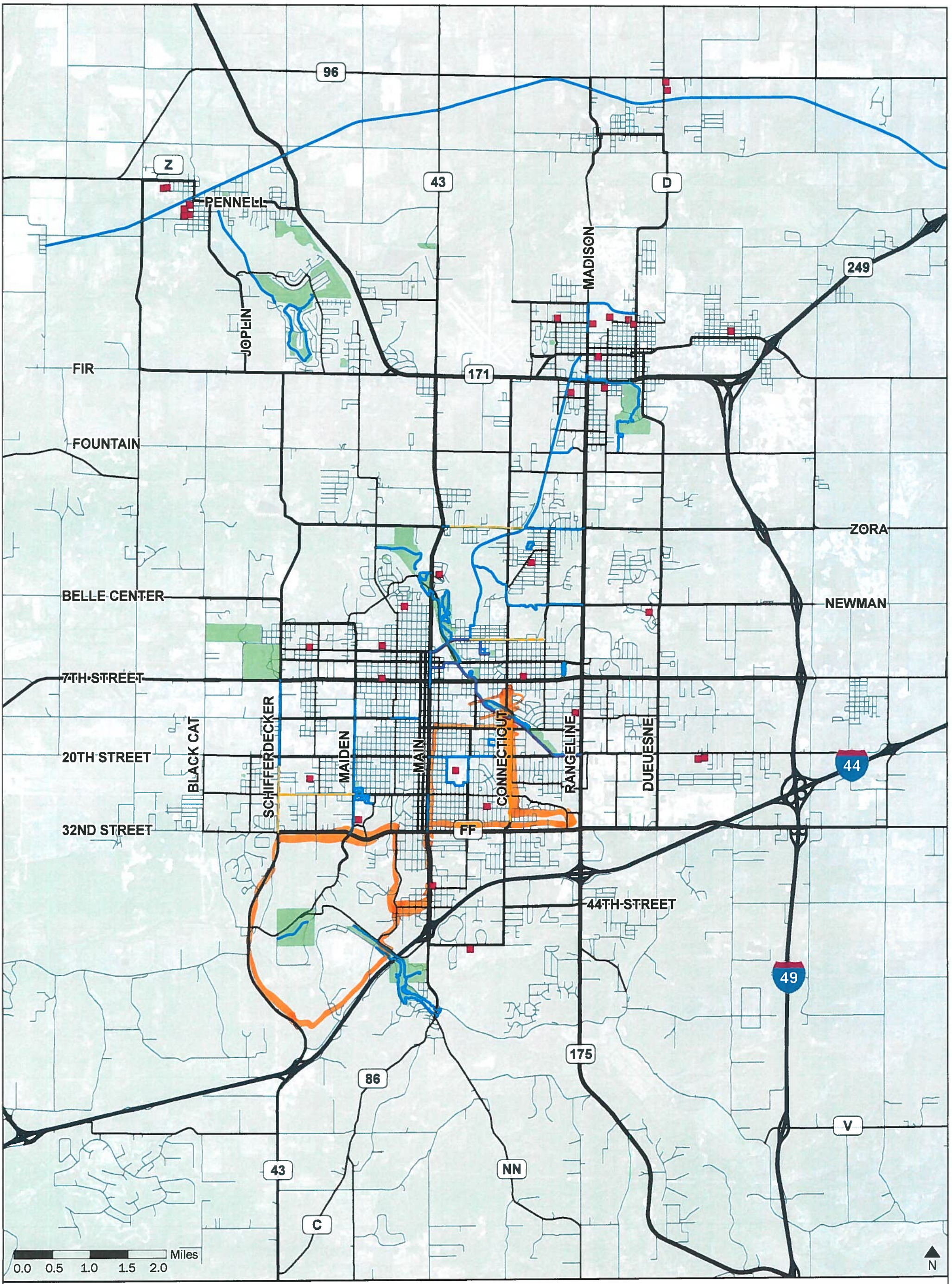

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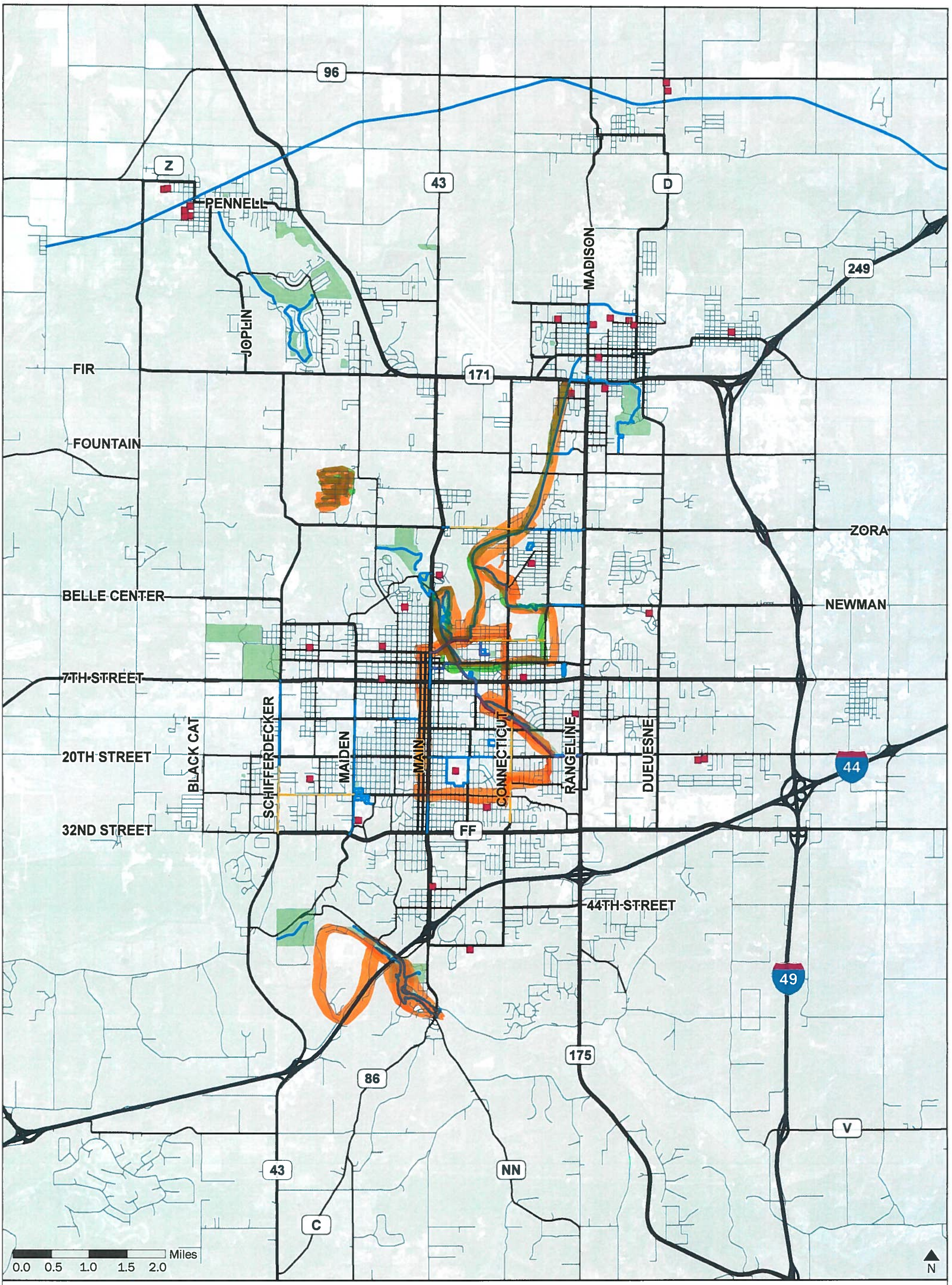

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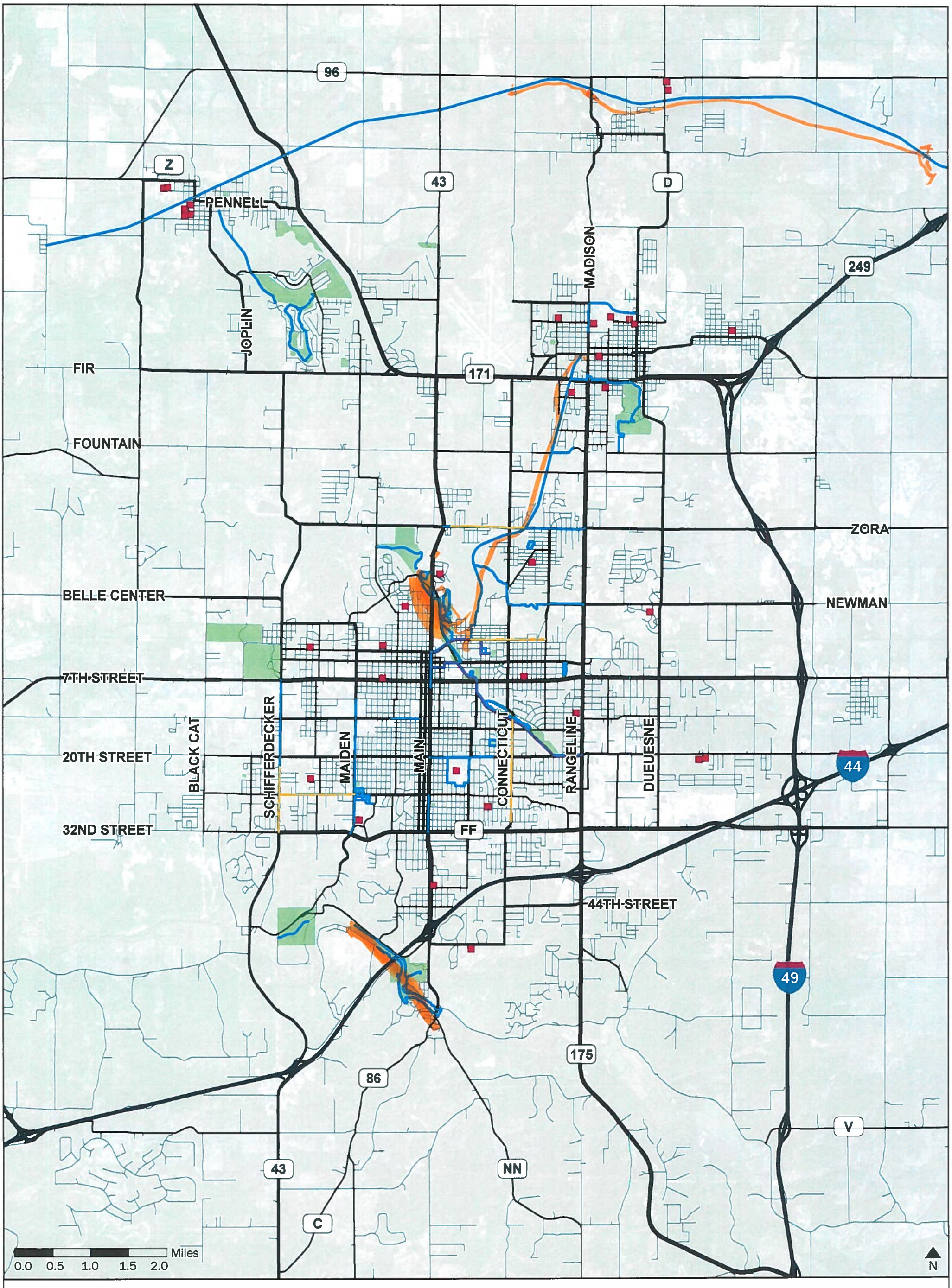

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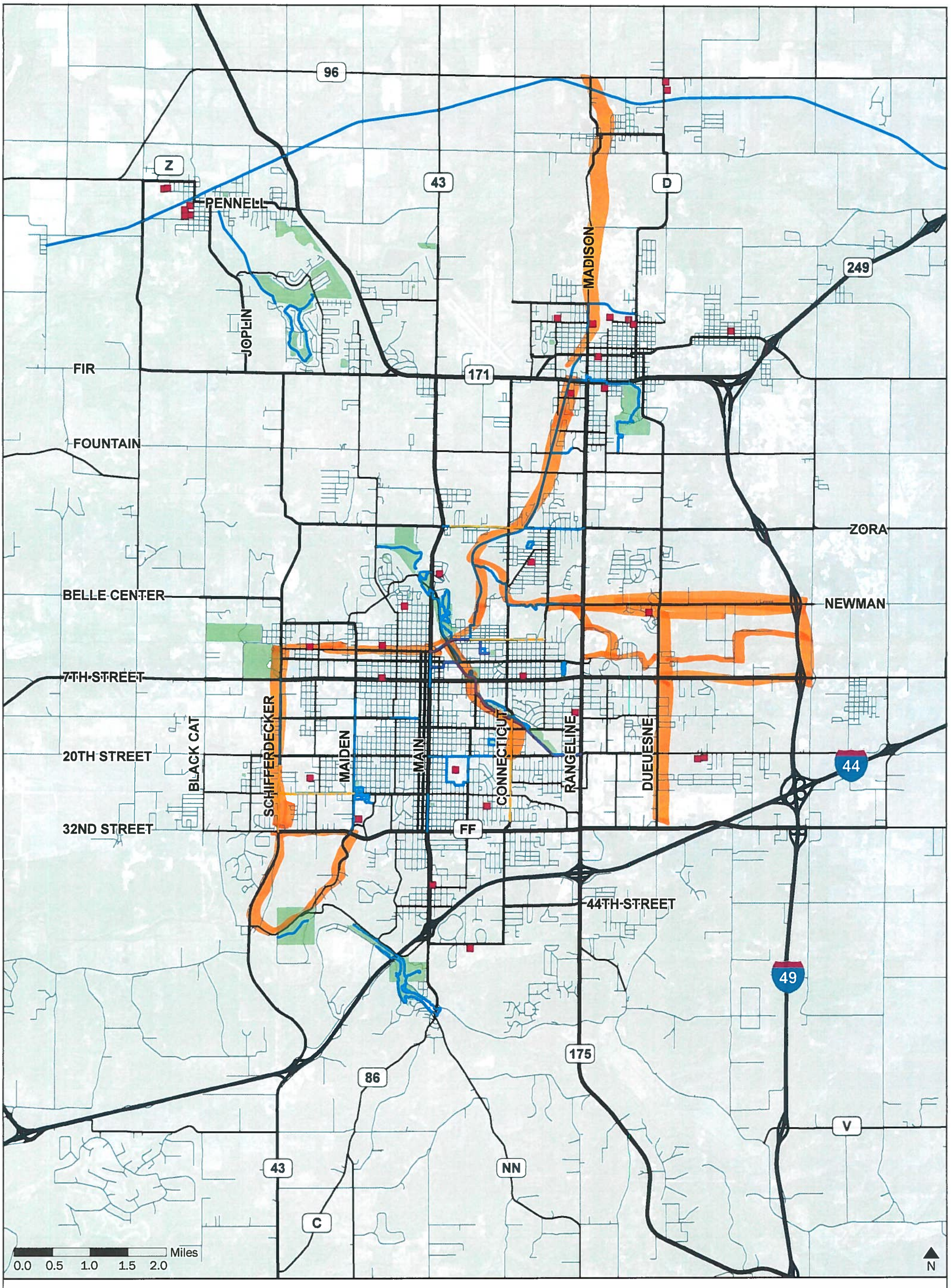

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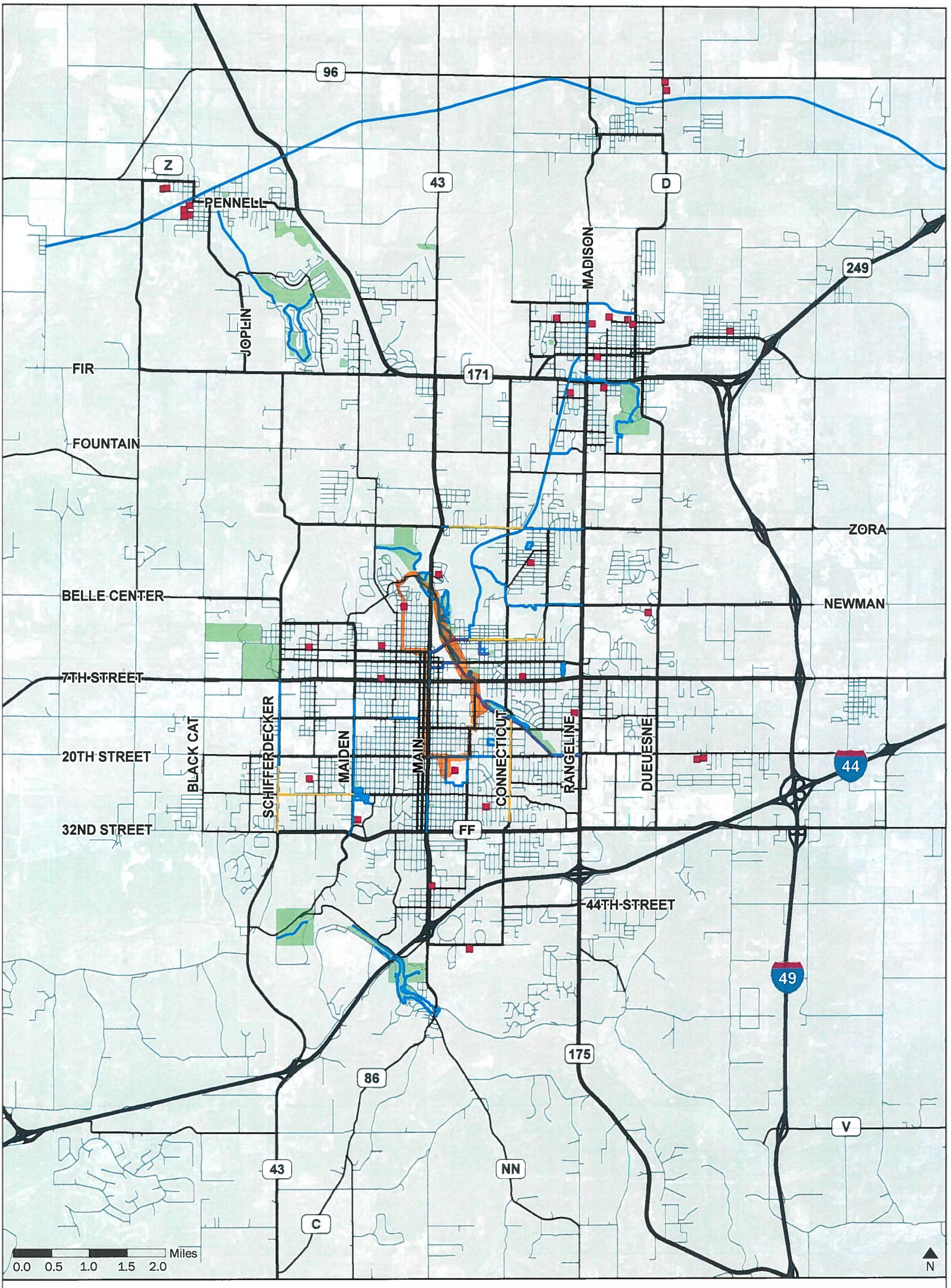

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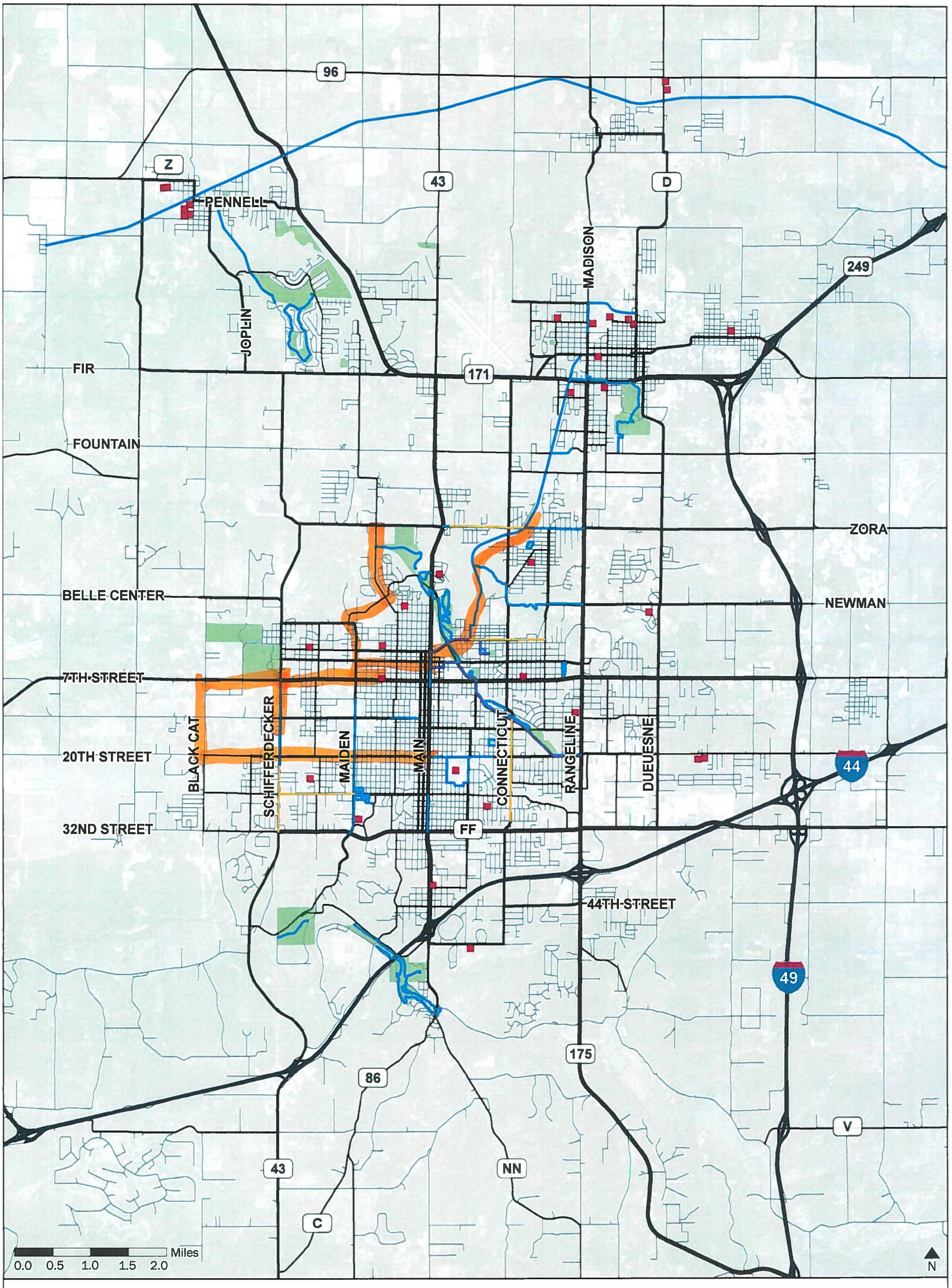

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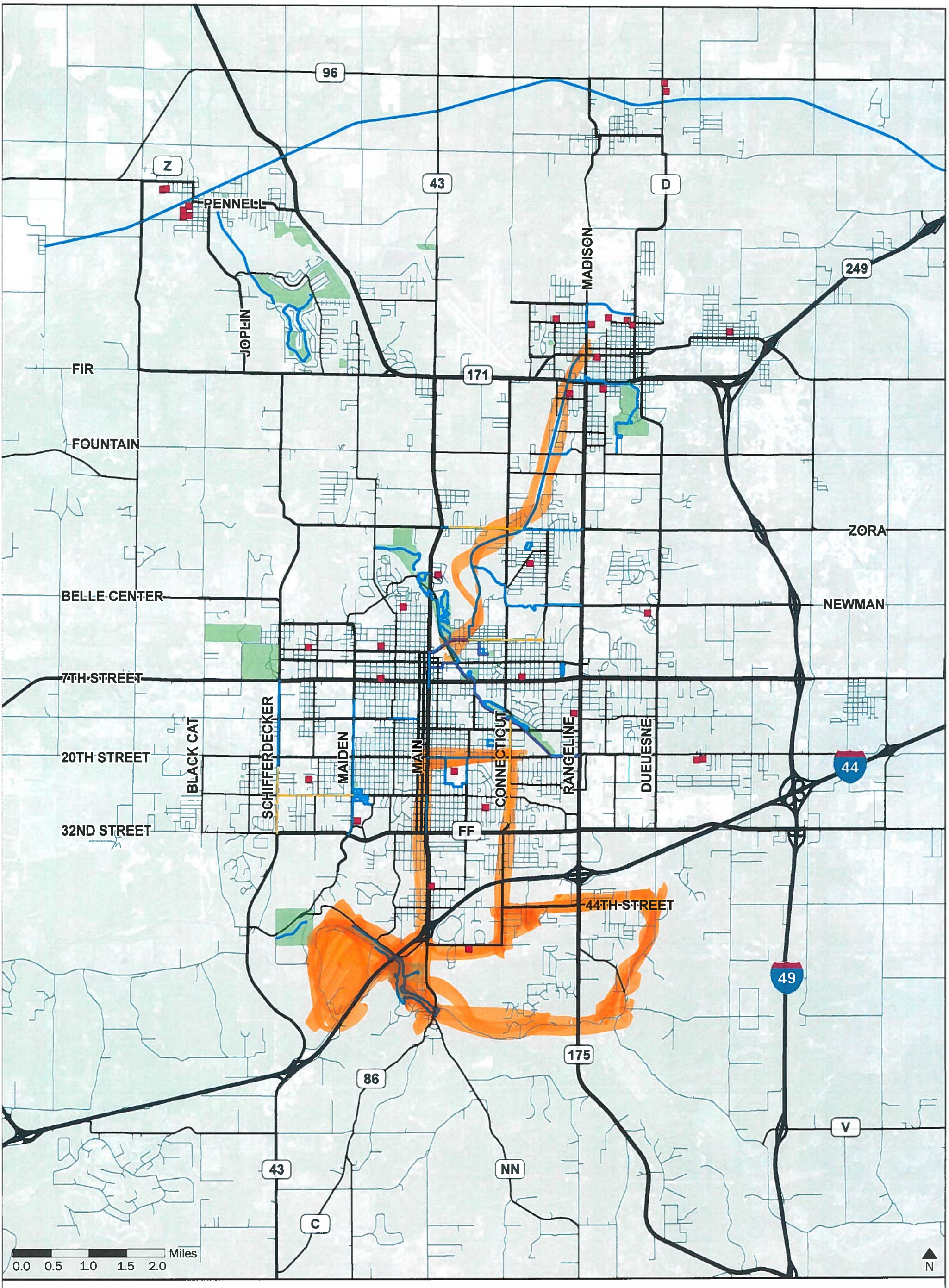

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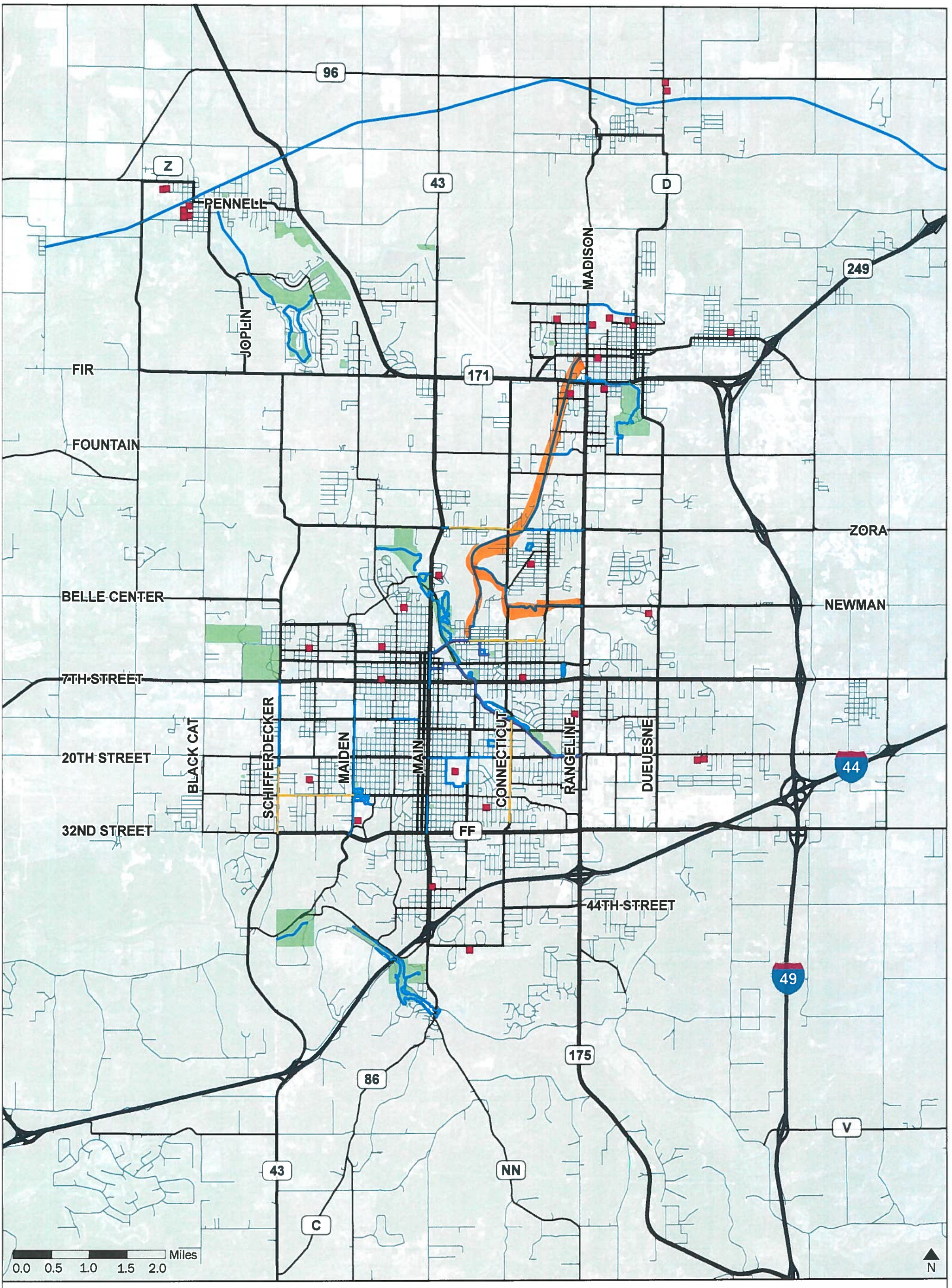

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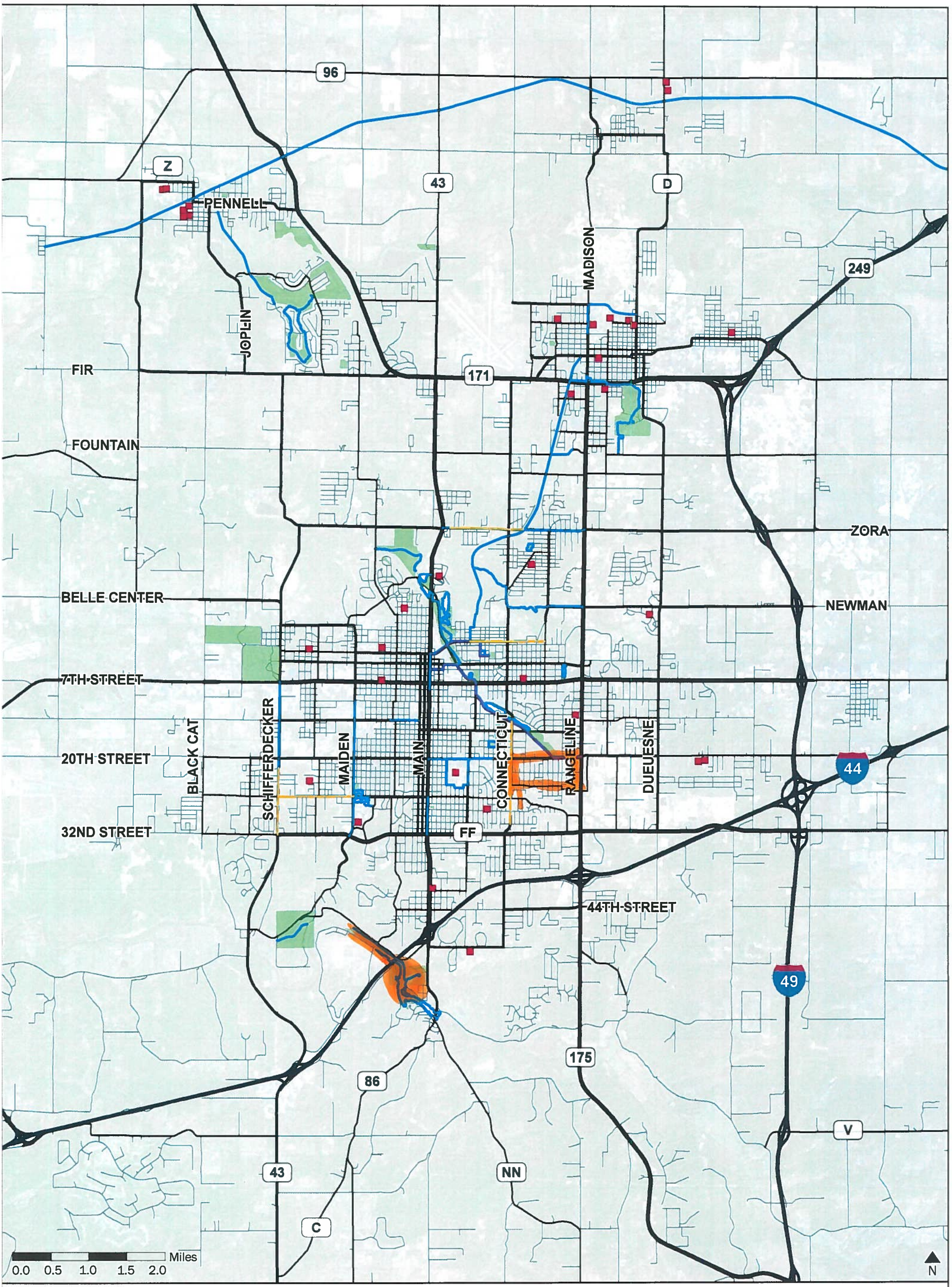

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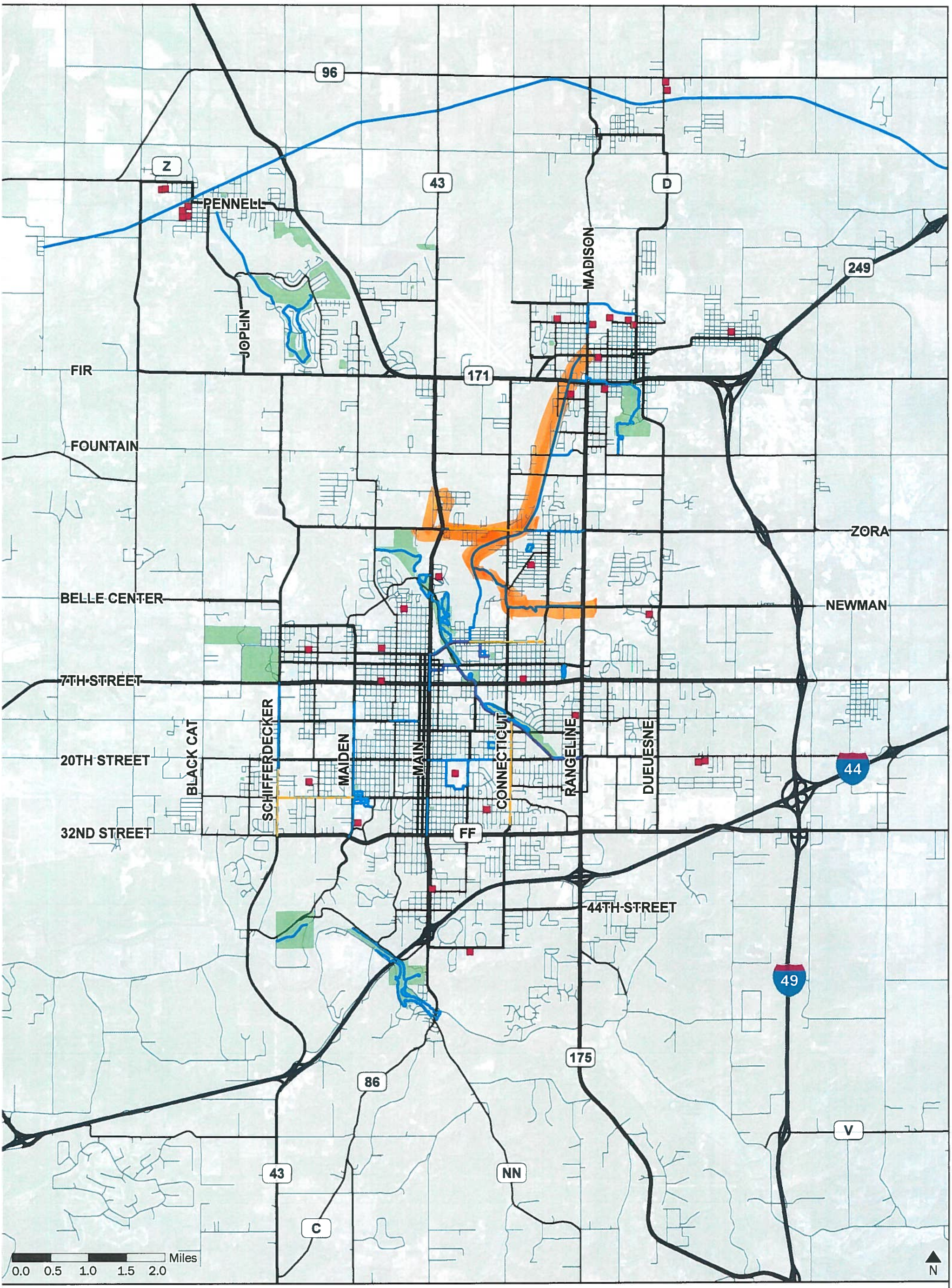

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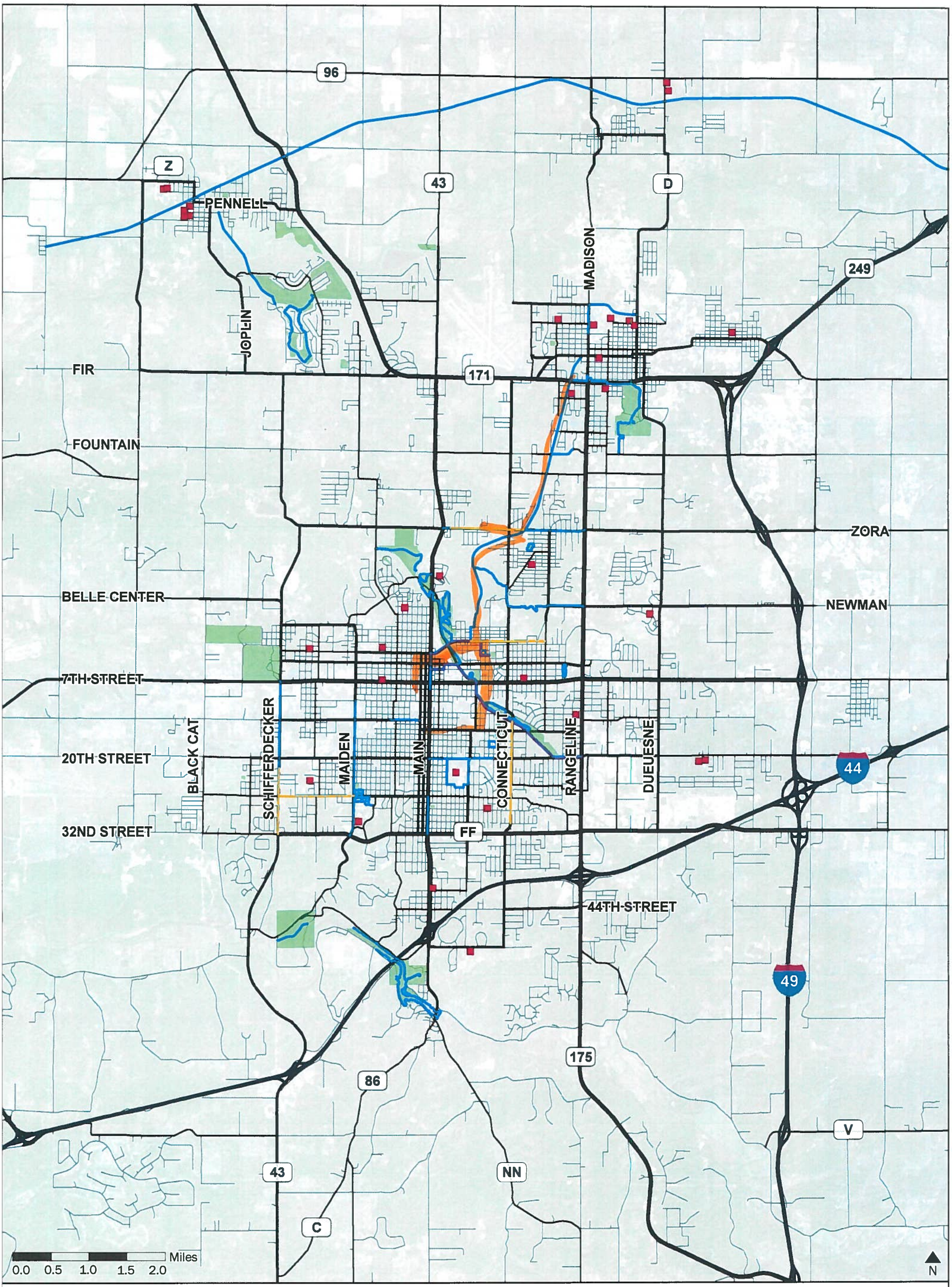

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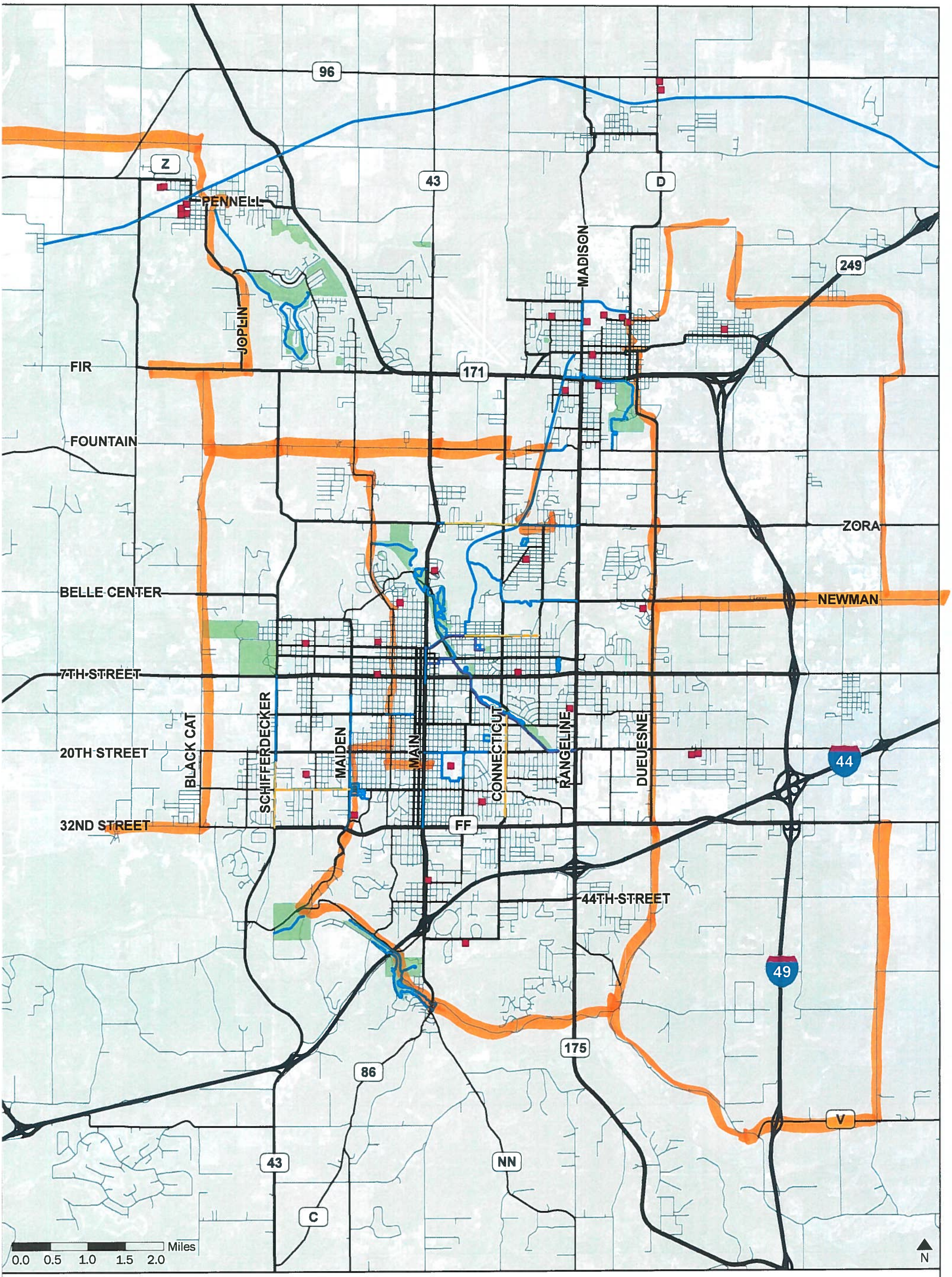

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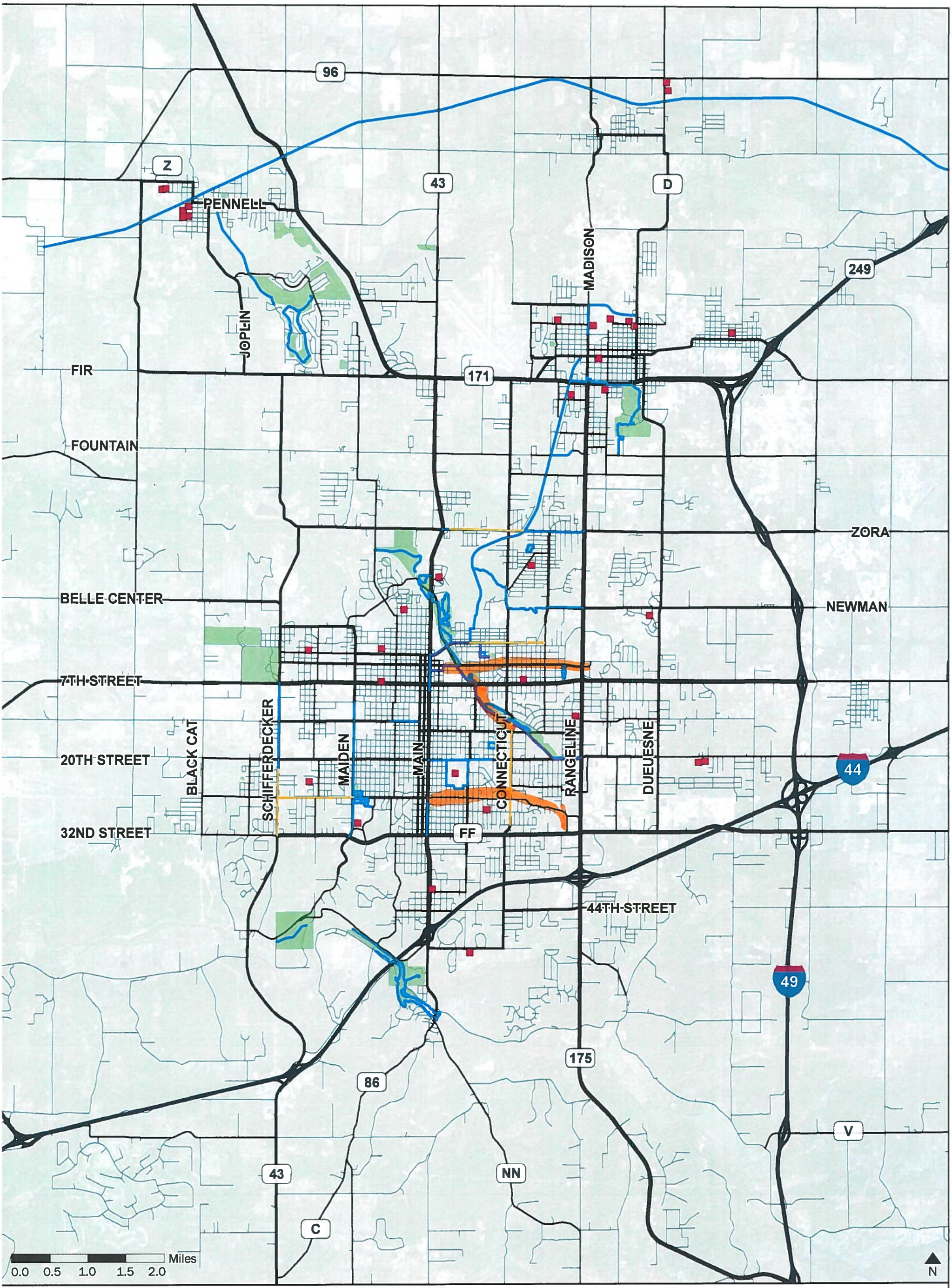

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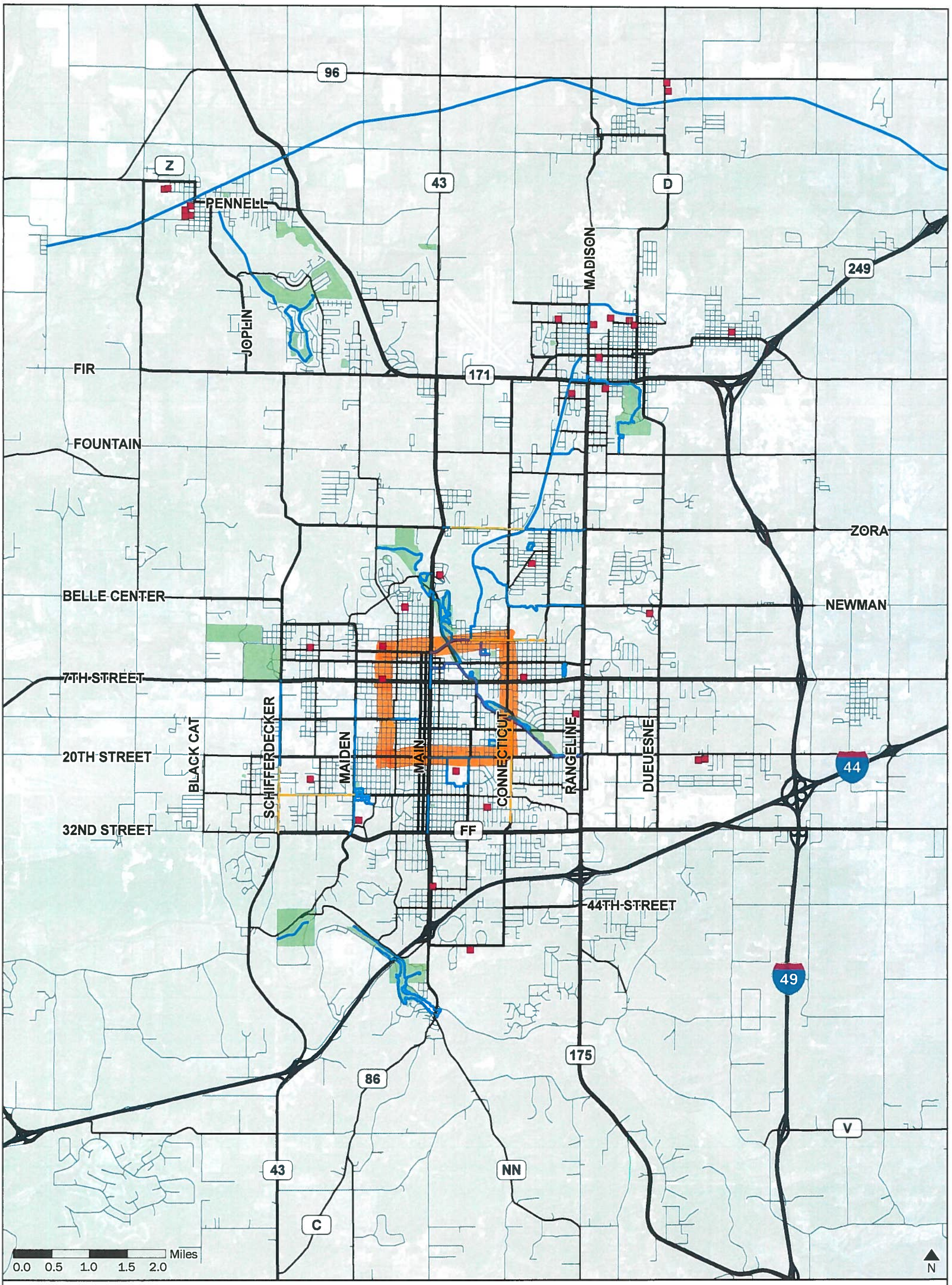

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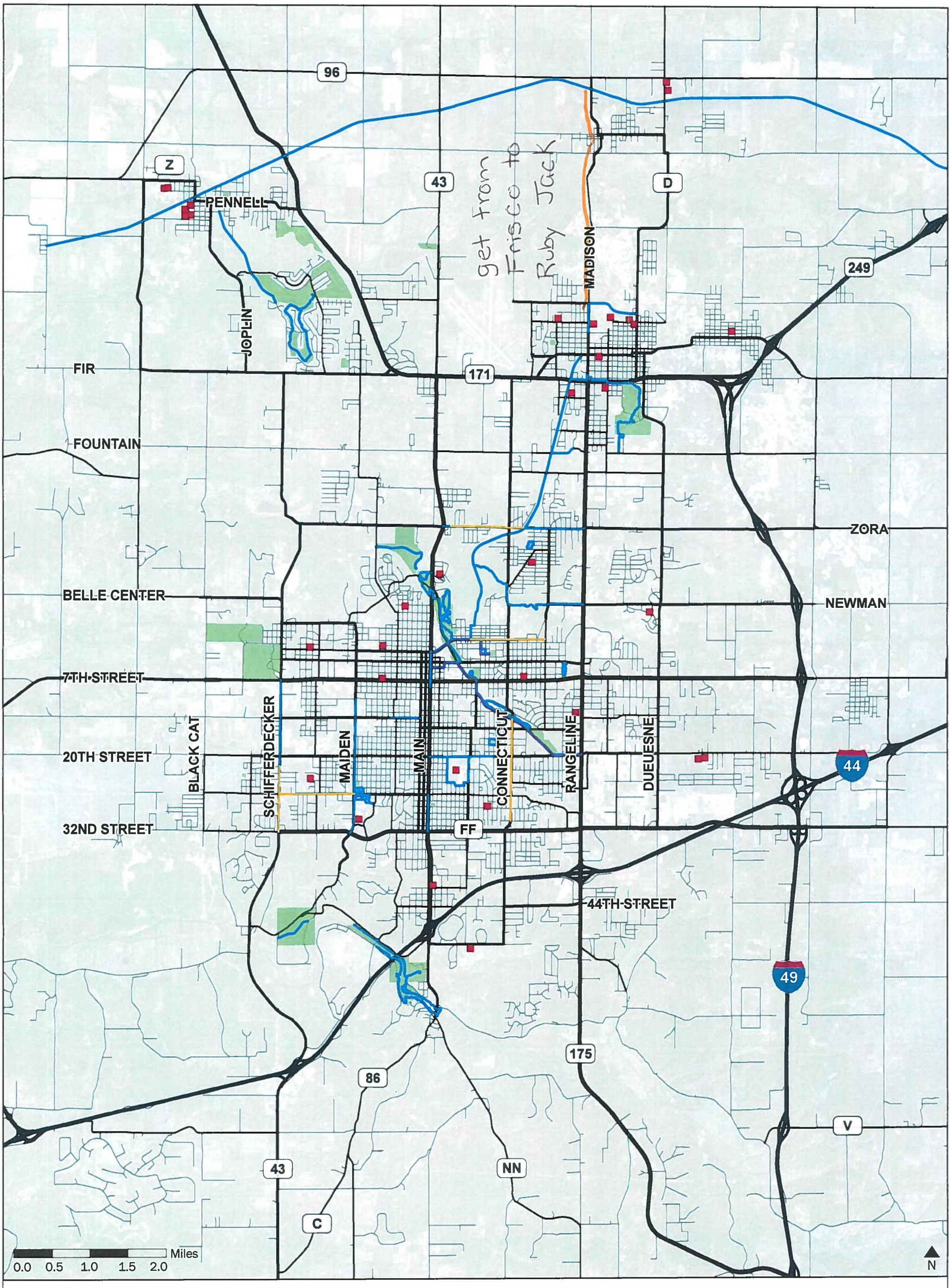
- School
- Park



get from Frisco to Ruby Jack

MAP MY ROUTE

Joplin Area Bicycle and Pedestrian Transportation Plan

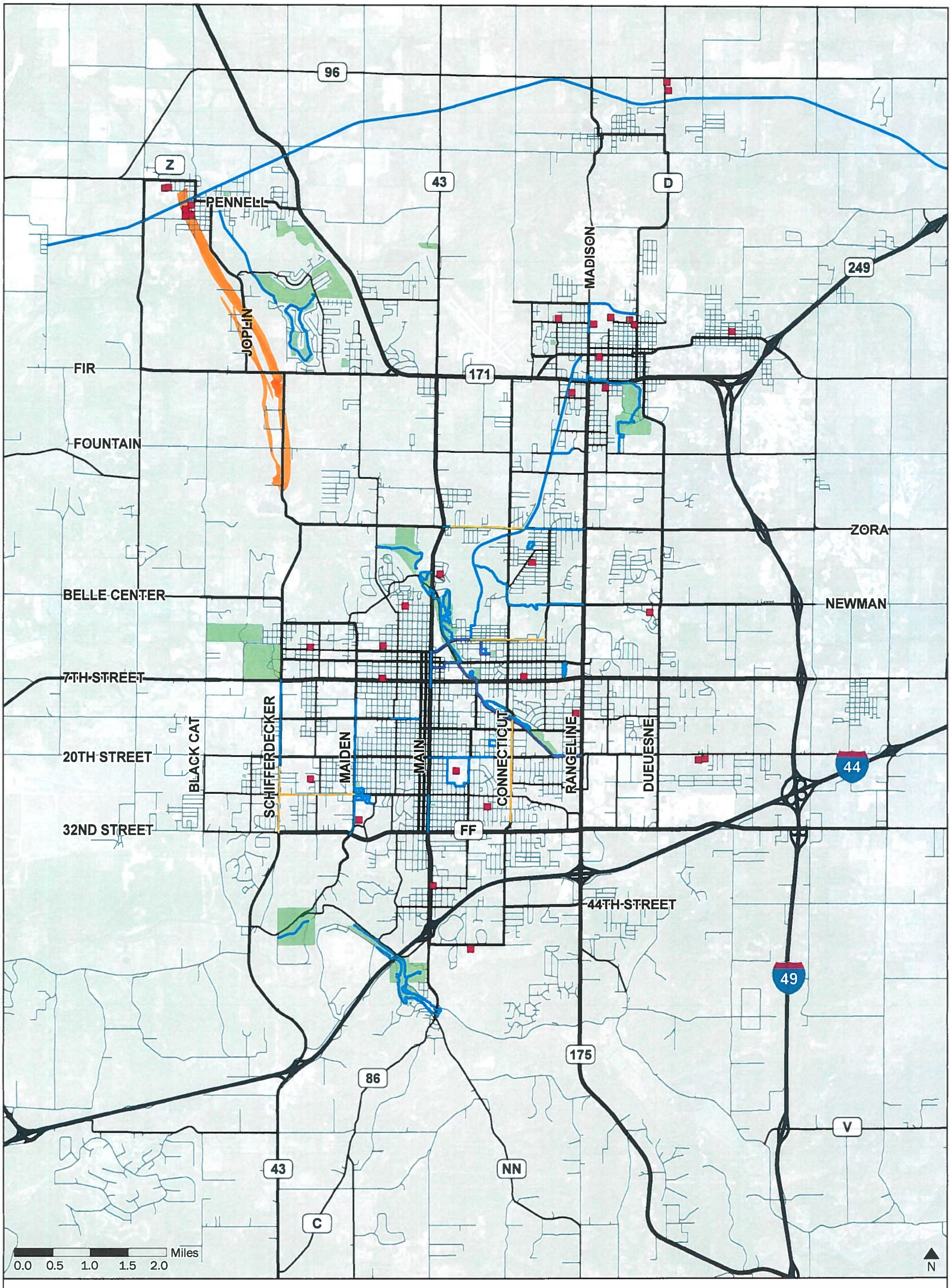
Draw your favorite biking or walking routes in the area to help us understand popular locations.

EXISTING FACILITY

- Bicycle Lane
- Designated Route
- Off-Road Path

LOCATION

- School
- Park



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- Bicycle Lane
- Designated Route
- Off-Road Path

LOCATION

- School
- Park

Miles
0.0 0.5 1.0 1.5 2.0

N



MAP MY ROUTE

Joplin Area Bicycle and Pedestrian Transportation Plan

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EXISTING FACILITY

- Bicycle Lane
- Designated Route
- Off-Road Path

LOCATION

- School
- Park

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT F

Comment Cards

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Gwen Murdock

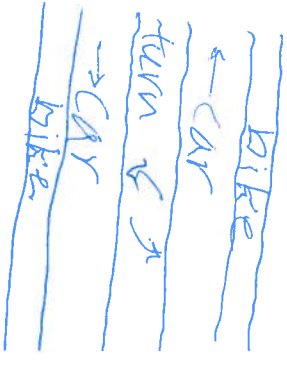
Address: 209 N. Byers Joplin 64801

Email: bisongwen@gmail.com

Comments: We need more connectivity for bikes, wheel chairs, strollers. I would like to see curb cuts on Main Street north of C Street on the west side and a continuous sidewalk on the east side of Main Street in Joplin. Then, north of the railroad bridge, there should be a way to get to Landreth Park, without jumping the barrier. over

Also, the 2½ ft bike lanes on many streets, like Maiden Lane in Joplin are not safe or comfortable. The 2 lanes on each side of the street should be moved to one side of the street and more distinctly marked.

Now ⟶ Should be





The street would not need to be widened

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Kitty Ward

Address: 1819 Marigold drive Joplin MO 64801

Email: WKittyward@gmail.com

Comments: #I am willing to do whatever is needed to help make cycling safe in Joplin. Our quality of life would be greatly improved if we were to have even a fraction of the safe multi use trails that are present in Northwest Arkansas. Connectivity is a start. We can grow from there. Make Frisco connect to Ruby Jack + improve Ruby Jack to meet Thom Station ÷

also, Connect Mercy Park to Grand Falls/ McIndoe Park. All these small connections would enhance the existing system & be a springboard for further development.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: John Bowling

Address: 2926 S. Wall

Email: jbowling@whitesceis.com

Thank You !!!

Comments:
- KATY TRAIL - Joplin
- Conc Elm Creek Trail - Joplin
- Frisco Trail - CJ to Conc Elm
- Frisco Trail - Chitwood to Downtown
- MO PAC Trail - Grand Falls to 10th & Main
- Build Cycle Tracks & Protected Bike Lanes
- SOLAR LIGHTING

OVER

- Rt 66 Trail on Broadway
- Connect Murphy Blvd. Trails (needs to cross 2 railroad tracks)
- Traffic Calming!!!!
- Public Education
- Protected Bike Lanes on Broadway Viaduct
- Build sidewalk where there are none
- Connect & Repair the Sidewalk Network

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Suzanne Bowling

Address: 2926 S. Wall Joplin

Email: alumbaughfamily@yahoo.com

Comments: Thank you for asking our opinions.

1) Joplin needs to improve paved trails, connectivity, and regional trails in order to attract and retain residents.

2) Same as above to encourage outsiders to spent money in Joplin.

3) As we grow our trails, we need to encourage small businesses to start, local foodies, local fun stores, etc. This will add to our business base (and taxes), create jobs, and grow Joplin.

4) Joplin, Webb City, Carthage, Carl Junction need to work together to link the towns w/ great trails. We ~~then can~~ have events like Square to Square.

5) We need to get on this train Now. We are being left behind and other places are growing w/ their trails.

6) Finally- a quality of life issue. Why not make it wonderful for people to live here, play here, work here? So that means we also need to add art, fun free things, and connect things together.

~~You~~ We can do it! ☺

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Jake Sauder

Address:

Email: jacobsauder@gmail.com

Comments: I think the biggest challenge, but also the most important thing to do, is to connect all the fragmented paths around town. Once we do that completed maps should be made available so everyone can access them for easy route planning.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Roger Brown

Address: 4226 S. Pearl

Email: mongoose46@Gmail.com

Comments: Would like to see a trail connecting the "L" to Shoal Creek —

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Mary & Steve Gaarder

Address: 214 E 4th St. #302, Joplin, MO 64801

Email: mcgaarder@gmail.com smgaarder@sbcglobal.com

Comments: This is a great idea. I think there is high demand for more trails especially trails that are bike/walk only. Riding on the street is too dangerous. Drivers around here don't look for cyclists.

Joplin Trails Coalition is a hard working bunch. We appreciate their efforts.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Shiloh Cooper

Address: 4630 Belmont Drive

Email: Shilohcooper@hotmail.com

Comments: This is an important initiative! Please consider connecting trails to the Audubon Center in the South.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Lyn Onstot

Address:

Email: lonstot@joplinMO.org

Comments: Need a dedicated website for trails in & around Joplin. Not only show the paths, but also related businesses, ie bike shops, restaurants/snack shops, points of interests. Then shops w/ maps of these for out-of-towners.

I like the momentum of this group!

Good job!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Chris Pistole

Address: 803 Saginaw Rd., Joplin 64804

Email: cpistole@audubon.org

Comments: I think the Tin Cup Trail, done well, and connected with existing trails in McIndoe & Wildcat Parks, could be a destination for residents & tourists from out of town. Also extend to Grand Falls, which is a gem waiting to have some infrastructure to accomodate the large number of visitors to it.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: LORI HAUN

Address: 420 BYERS JOPLIN

Email: lorihaun@gmail.com

Comments: Connectivity - Main Bike lanes, Extended sidewalks on downtown 4TH St sidewalks / bike lanes crosswalks in Murphysburg on 4TH / 2ND

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Paul Teverow

Address: 3501 S. Wall Ave 64804

Email: profteverow@gmail.com

Comments: As several comments on board said, the most urgent task is to make biking to common destinations (schools, downtown, govt. offices) a more practical proposition.

I appreciate challenges posed by construction of 20th, but even when it is completed, I wonder how safe it will be to cycle there to JHS & Library. Great job on 20th St viaduct (when sidewalk

Thanks for organizing this - looking forward to participating in the process!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Bill Fischer

Address: 2919 Delaware Ave Joplin 64804

Email: william.fischer@gmail.com

Comments: There is so much traffic on 32nd that it's difficult to bike -- but the problem is that the parallel streets are also a poor option because the street grid in that area is often interrupted. It would be great if some of the dead ends were connected through with bicycle paths

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Braden Horst Joplin trails Coalition

Address: PO Box 291 Alba MO 64830

Email:

Comments: Two Priorities

#1 Connect CJ to Joplin – From Fir Rd South via old rail line and or use Lone elm with Bike lanes.

#2 Connect north end of Frisco ~~@~~ TO Ruby Jack. Use off Road Trail and or Bike lanes

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Matt Shaner

Address: 1001 N. Moffet Ave.

Email:

Comments: Need wider bike lanes, lanes on shitfendecke, are very narrow

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Kreg Selvey

Address: 1912 S Moffet Ave Joplin MO

Email: kregselvey@gmail.com

Comments: need more designated trails for cyclist + walkers seperate from roadways to safely tour our destinations. More art, signage, information and activities along trails. Bike maintenance stands along trails. Rides to promote our trails + tourism.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Rena Selvey

Address: 1912 S. Moffet Ave

Email: renacena83@gmail.com

Comments: more trails, better trails, safer trails

gutters are not bike lanes, trails should draw tourists - take advice from the razorback, bike maintenance stations

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Constance Everitt

Address: 7958 CR Ln 206 Joplin MO 64801

Email:

Comments: PROTECTED LANES, WALKABLE SIDEWALKS, SIDEWALKS-PERIOD, SHARROWS, SIGNS, CONNECT TRAILS, PAVED TRAILS, ROAD DIETS, MORE PUBLIC TRANS, ENFORCEMENT OF 3 FT, POLICE BIKE SAFETY CLASSES FOR KIDS, PSAs FOR MOTORIST AWARENESS

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Shy Rees

Address: 201 S. Jackson, Joplin 64801

Email: shyr45@excite.com

Comments: The city carefully ramped most of the sidewalks to the streets in the downtown/Murphysburg area, but didn't ramp the sidewalks to the alley. Without that, they might as well not have bothered. More thought needs to be given to handicap access. (Frisco north of Jora, Ruby Jack, Wilbur Blades to Redings Mill bridge are all inaccessible for wheelchairs.)

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Phaenix

Address: Joplin

Email:

Comments: one Leg bikes

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Josh

Address: Joplin

Email:

Comments: Bridges along Frisco over roads

Mountain bike trails

bicycle playground & skills park

Paths in new housing developments

MSSU to mall/theater trail over creek

riverwalk along shoal Creek

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: phoenix

Address: JOMO

Email:

Comments: Cartanbikes

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Kenny Ginn

Address: 839 W. Bon St. Webb City-MO 64870

Email: KennyGinn@aol.com.

Comments: BIG Thanks! It does my heart good to see a community come together to make our outdoor activity safer all. Thank you for all of your efforts!

You Rock!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Tristan Shaver

Address: 1001 N. Moffet Ave

Email: littletonzoo@gmail.com

Comments: wider Bike lanes, more paths unpaved through town to appeal to Bikers and Runners.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Bryan Bridgford

Address: 2820 Illinois Ave Joplin, MO

Email: BBridgford89@gmail.com

Comments:

Off Road paths are great!

Bike lanes in Joplin are often full of gravel from the road.

Thanks for the hard work!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: _____

Address: _____

Email: _____

Comments: Very encouraged to see Community members making this priority. would love to see more people comfortable biking on streets, drivers more educated, and safer lanes connecting city. multi use paths are great but would rather see roads/streets built for cyclist & ~~drivers~~ normaline this form of transportation

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: John Messick

Address: 2100 Laura Lane, Joplin, MO 64801

Email: jpmessick@cableone.net

Comments: Thank you for hosting this meeting.
I much prefer dedicated bike lanes on streets over sidewalks shared with pedestrians.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Mark Prince

Address: 519 S. Moffet Ave. Joplin, MO 64801

Email:

Comments: Joplin is one of the worst towns for cyclists I have ever seen. Safety is a major concern on virtually every major street. Few bike lanes, lack of sidewalks on sections of major streets, especially bad on east-west streets. Many side streets not thru streets. Education of drivers badly needed. Thorough understanding of traffic rules regarding cyclists should be requirement for drivers licence.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Meghan Klosterman

Address: 3104 W. 27th, Joplin 64804

Email: mnsklosterman@hotmail.com

Comments: Please consolidate the two lanes currently lining both sides of the road into one wider lane of two-way traffic. I have young(ish) children who love to ride, but the NARROW lanes make riding unsafe for them. Make lanes/trails safe for all ages. Thank You!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Nick Kyle

Address: 9805 C.L. 185, Carthage, Mo

Email: [redacted] NicholasKyle@ipa.net

Comments: Focus on paving and finishing trails that connect and are separate from traffic.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Tyler Overstreet

Address: 2733 Douglas Pl

Email: toverstr@joplinmo.org

Comments: Joplin needs to support + encourage ALL methods of transp. Currently, our city is heavily dependent upon cars. In many areas (20th + 15th, for example) walking/biking feels unsafe. A combination of improved infra. + driver educ. could substantially improve conditions.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Rachael Lynch

Address: 1030 N. Sergeant

Email: r.lynch1012@gmail.com

Comments: if we make it safe with bike lanes, multi-use sidewalks, or other bike areas we can encourage bike commuters. Less cars on the roads less pollution.

The lanes we have now are nice, thank you, but they don't connect very well to others. Murphy blvd would be great because it goes through

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Katherine Simonds

Address: 918 W. C. St., Joplin

Email: Jomskat@gmail.com

Comments: Its very scarey to run on the Frisco during the week, especially going over bridges. There is always some guy that is neither running or biking, hanging on/around/under the bridge(s). There is no patrol that one can anticipate coming by if one is injured or assaulted!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Stephen Lynch

Address: 1030 N. Sergeant Ave.

Email: S_lynch36@hotmail.com

Comments: Having either a multi-use lane, shared lane, or bike lanes, along Murphy Blvd, would connect Joplin throughout the city, especially for bicyclists who commute.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Jane & Bobby Ballard

Address: 1096 N Prosperity Ave, Joplin 64801

Email: bobbyjaneballard@gmail.com

Comments: Take Lots of Notes from NW Arkansas! THEY have done it RIGHT!

Connectivity – neighborhoods & cities

More SAFE walking, running, biking areas

More PATROLLING of the Frisco Trail & surrounding area – cars in lots have been broken into & runners have been harrassed

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Donald "Donney" Clark

Address: 203 S. Hwy KK Lamar MO 64759

Email: clarkd.nien@gmail.com

Comments: Walking + cycling policies needs to be a part of a comprehensive plan that includes increased public transit. I feel strongly that this plan can assist low income families in thriving without having to own a vehicle.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Jill Sullivan

Address: 721 N Sergeant Ave Joplin MO 64801

Email: jhsullivan@postartlibrary.org

Comments: Education all around! Educate drivers about pedestrians' + bikers' rights-of-way, as well as cyclists about how to bike in (or with) traffic. For example, which side of the road to be on.

Also, safer bike lanes, repair streets, etc...

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Perry Johnson

Address: 1202 S Range Line Rd

Email: bicyclespecialists@gmail.com

Comments:

Think outside of the box! We are loosing business to NW Arkansas

- Alternative transportation
- Health of Community
- Recreational Values
- Economic Impact Possibilities (Restaurants, Hotel, motel, Retail)

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: ROB POMMERT

Address: 11069 GOLD FINCH RD NEOSHO

Email: ROBPOMMERT@HOTMAIL.COM

Comments: WIDEN TO ROAD BESIDE WILDCAT ON (66) MAIN

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Ina Niday

Address: 601 S. main #805, Joplin

Email: inaniday@gmail.com

Comments: I live downtown & because of an eye condition can no longer drive. I thought it would be awesome to live downtown. It isn't. Poor or non-existant sidewalks - try walking to the Empire Bldg.! Very poor public transportation.

I enjoy walking & do a minimum of a mile each day. It is a challenge from Main St!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Bob Herbst

Address: 1406 River - Carthage

Email: herbstRobert@sbcglobal.net

Comments: I like to Bike on the RUBy Jack. We need funding to complete the 4.5 miles that are unfinished. any ideas would be greatly appreciated.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Emily Larson

Address: 2919 Delaware Ave ~~to~~ 64804

Email: emily.alice.larson@gmail.com

Comments: I'd love to get involved!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Bill Pate

Address: 111 South Sergeant Avenue

Email: wgpate@gmail.com

Comments: One needs to have suicidal ideations to use the bike route on 2nd Avenue or Schiffendacker.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Josiah Rolfsema

Address: 7699 Acacia Ln, Joplin, MO 64801

Email: jaroelfsema@gmail.com

Comments: Thank you for your initiative and effort!

- Keep pebbles, chat, etc, out of bike lanes. Could street-sweeper trucks be sure to sweep the edge/bike lane as well?
- More bike "parking"/tie-ups downtown.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #1 | August 24, 2017

Name: Anne Sharp

Address:

Email:

Comments: Sidewalks or bike lanes
Main to Range line

Sidewalks or bike lanes
Zora to 7th on Duquesne

Thank you



Appendix B | Online Public Survey

Bicycle and Pedestrian Transportation Plan

Joplin Area Bicycle and Pedestrian Transportation Plan
Joplin Area Transportation Study Organization (JATSO)

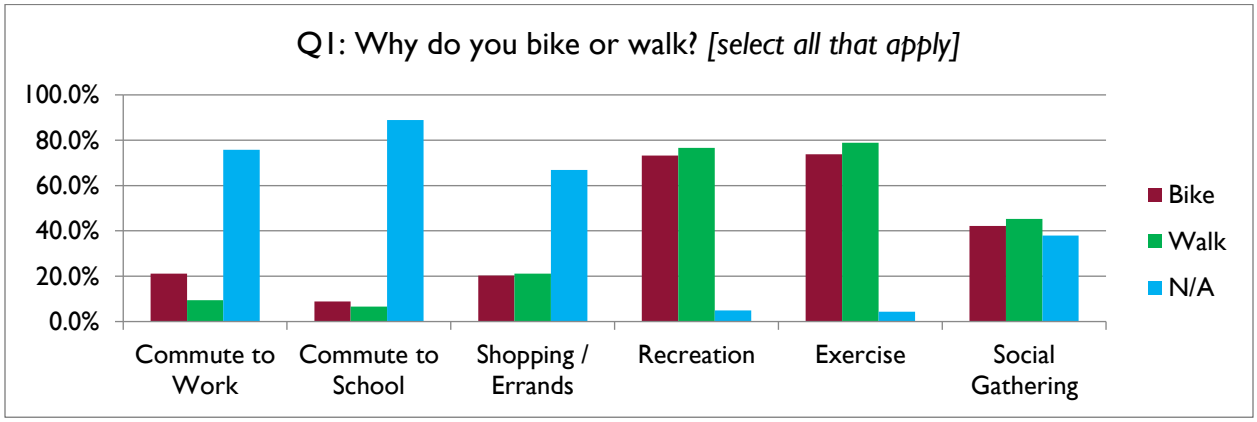
Online Public Survey Results
September 2017

Purpose: To provide an alternative method for residents, employees, and visitors to share input regarding the bicycle and pedestrian network in the Joplin Area

OVERVIEW
In addition to a two-hour Public Open House Meeting in August 2017, an online public survey was an alternative public engagement tool that was available for approximately four weeks from mid-August to mid-September. The survey was promoted by Joplin, Webb City, and Carl Junction via media outlets such as city websites, press releases, and social media. It is estimated that approximately 25 individuals completed the survey at the Public Open House Meeting as well.

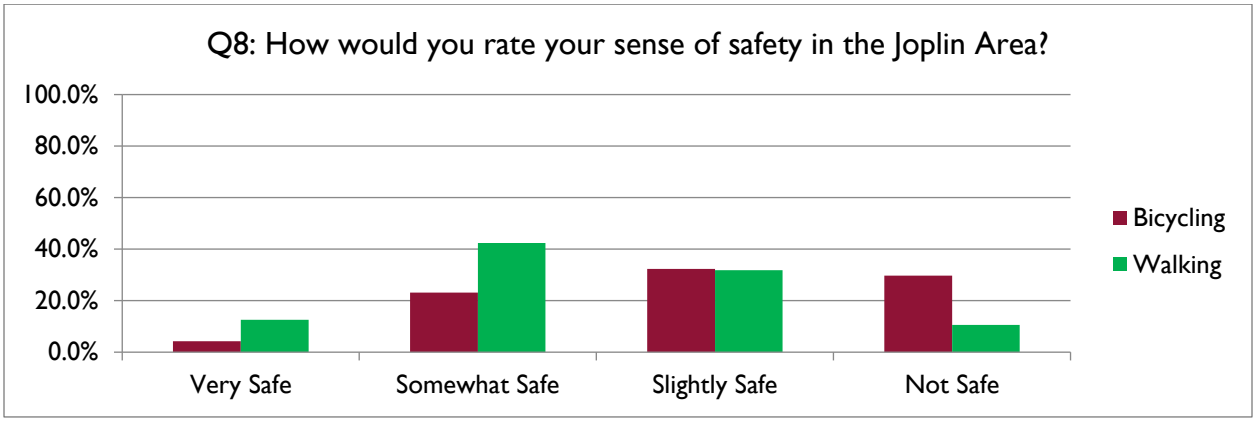
Overall, 353 individuals responded to the online public survey. Nearly 70 percent of respondents identified as Joplin residents. About 9 percent identified as Carl Junction residents and 7 percent identified as Webb City residents. The remaining 15 percent are primarily residents of other smaller cities or unincorporated areas in the Joplin Area [Q17]. The majority of the respondents, approximately 78 percent, also work in Joplin [Q18].

CURRENT USE
The majority of respondents, approximately 75 percent, bike or walk for recreation or exercise purposes. However, up to 20 percent also bike or walk to commute to work or complete errands [Q1]. In terms of comfort level as a bicyclist, about 35 percent consider themselves basic riders who are comfortable riding with wide shoulders and/or bicycle lanes while about 20 percent are advanced riders who are comfortable riding with vehicular traffic. Another 30 percent are recreational riders who are only comfortable riding on paths away from vehicles [Q4]. Many regional facilities are widely used with the Frisco Greenway Trail, Shoal Creek trails, and Murphy Boulevard trails among the most frequented trail systems. However, it is important to note that other regional facilities such as the Ruby Jack Trail, Thom Station Trail, and King Jack Park may have less frequent use according to the survey results due to the residency of respondents [Q7].



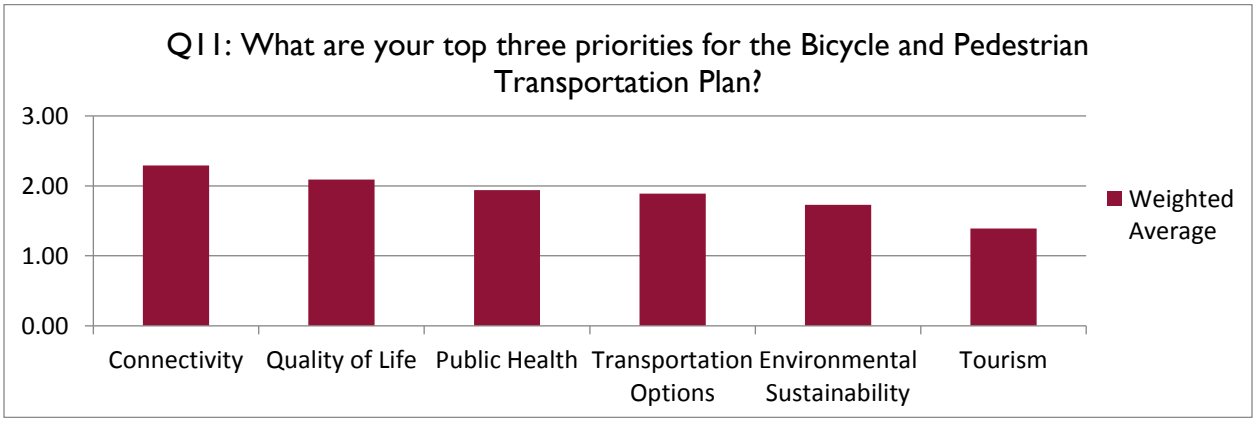
EXISTING CONDITIONS

Respondents generally feel very or somewhat safe walking (55%), but do not express the same sense of safety bicycling (28%) [Q8]. Similarly, individuals rate walking conditions excellent or good (35%) with less satisfaction regarding bicycling conditions (11%) [Q9]. Consistent with the conditions assessment, the majority of respondents indicated it was very or somewhat important to improve bicycling conditions (87%) and walking conditions (88%) [Q10]. Respondents overwhelming indicated the desire to bike or walk to parks and trails, with employment as the second most popular destination.



PRIORITIES AND STRATEGIES

In addition to the need for safe bicycle and pedestrian options, the top priority among respondents was increasing connectivity. Other top priorities included enhancing quality of life, increasing public health, and providing transportation options [Q11]. All listed factors [on-road bicycle facilities, off-road paved bicycle facilities, off-road unpaved bicycle facilities, amenities (i.e. bike racks, showers), information (i.e. signage, maps), and driver education] were identified as important improvements to encourage bicycle use. However, off-road paved bicycle facilities was believed to be the best improvement to encourage bicycle use (75%) while amenities (38%) and unpaved facilities (34%) were the least popular improvements. [Q12]. Similarly, all listed factors to encourage walking [new sidewalk, improve existing sidewalk, safe pedestrian crossings, proximity to destinations, pleasant walking environment, and information] were identified as important improvements. However, new sidewalk connections (74%) and safe pedestrian crossings (71%) were believed to be the best improvements to encourage walking while information (41%) was the least popular improvement [Q13].



Weighted Average: An average resulting from the multiplication of each option by a factor reflecting its importance. For example, an option listed as a 1st Priority receives a multiplication factor of 3, while an option listed as a 3rd Priority receives a multiplication factor of 1.

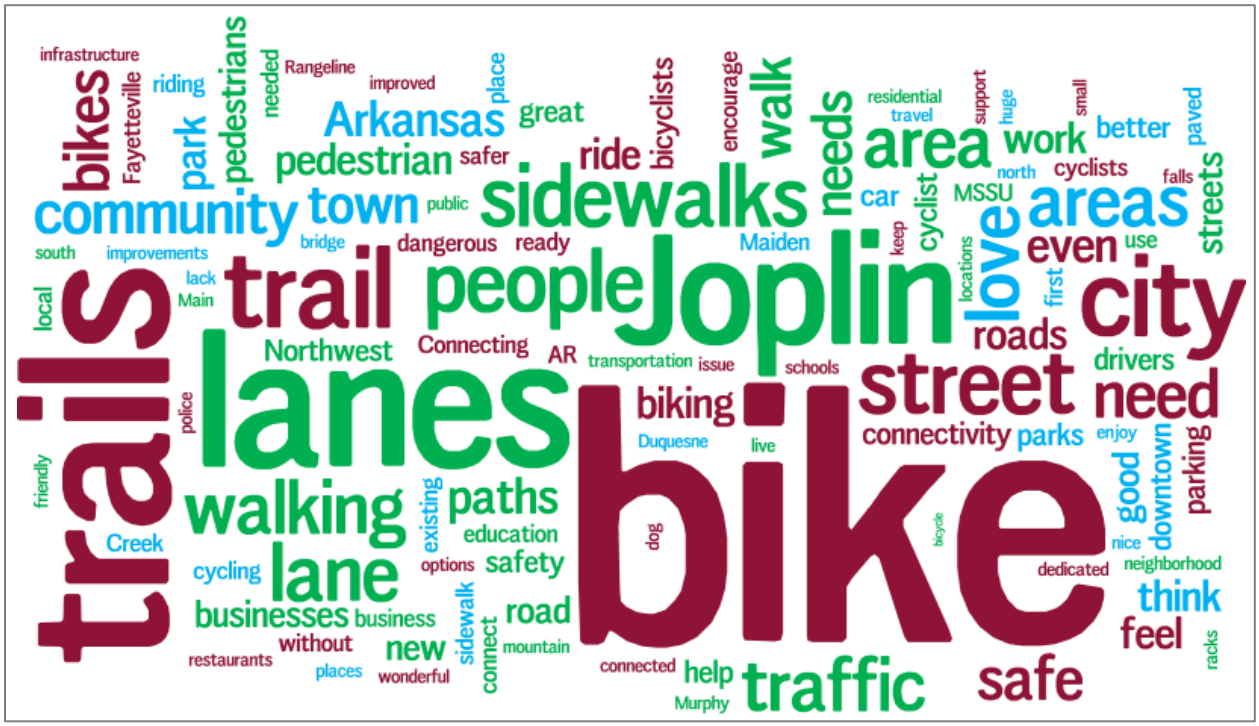
SPECIFIC LOCATIONS AND COMMENTS

Respondents highlighted several corridors and intersections that they believe need bicycle or pedestrian improvements. The top ten locations with the highest frequency of comments are outlined below.

Corridor	Count
Rangeline Road	60
Main Street	56
20th Street	29
7th Street	28
Duquesne Road	24
26th Street	20
4th Street	18
Florida Avenue	18
32nd Street	17
Newman Road	14

Intersection	Count
20th Street & Connecticut Avenue	10
Rangeline Road & Newman Road	8
Rangeline Road & 32nd Street	7
Rangeline Road & 7th Street	6
Florida Avenue & Newman Road	5
Main Street & Murphy Boulevard	5
Frisco Greenway Trail & Route 171	4
Frisco Greenway Trail & St. Louis Avenue	4
Frisco Greenway Trail & Zora Street	4

Nearly one-third of respondents provided additional comments at the conclusion of the survey. Overall, individuals expressed excitement about the bicycle and pedestrian planning in their community. Many comments, which are visually summarized in the word cloud below, focused on the need for safe bicycle and pedestrian facilities, connecting existing trails and destinations, and increasing the quality and maintenance of existing facilities.



JATSO Bicycle and Pedestrian Transportation Plan
Joplin Area Transportation Study Organization

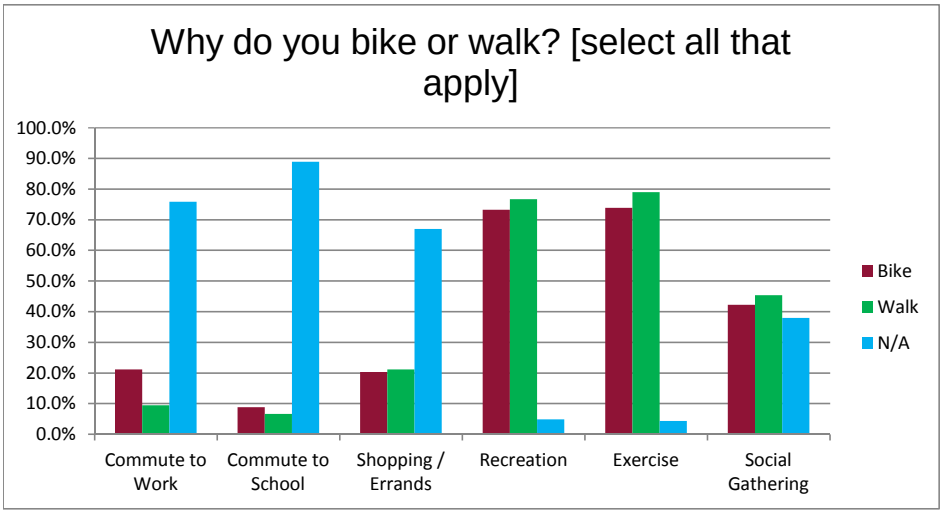
ATTACHMENT A
Online Public Survey Results

Joplin Area Bicycle and Pedestrian Transportation Plan

1. Why do you bike or walk? [select all that apply]

Option	Bike		Walk		N/A	
Commute to Work	21.1%	74	9.4%	33	75.8%	266
Commute to School	8.8%	31	6.6%	23	88.9%	312
Shopping / Errands	20.2%	71	21.1%	74	67.0%	235
Recreation	73.2%	257	76.6%	269	4.8%	17
Exercise	73.8%	259	78.9%	277	4.3%	15
Social Gathering	42.2%	148	45.3%	159	37.9%	133

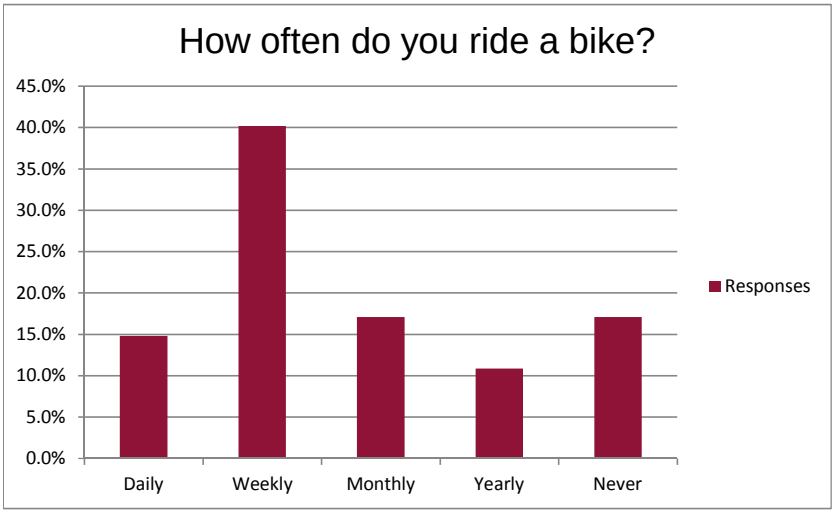
Other (please specify)
Electric wheelchair
Racing in local runs/biking events
Train for races
Training for Triathlons and running events mostly
Drive
Family activity
Walk to park
I think that the city needs to complete the current projects before starting anymore. The town is already a mess without adding more construction. Plus in this day in age who in their right mind would be walking or riding a bike. Safer in a vehicle.
Run
I only walk for errands when they are within my neighborhood
Going downtown/Drinking/Dinner
Century Rides



Joplin Area Bicycle and Pedestrian Transportation Plan

2. How often do you ride a bike?

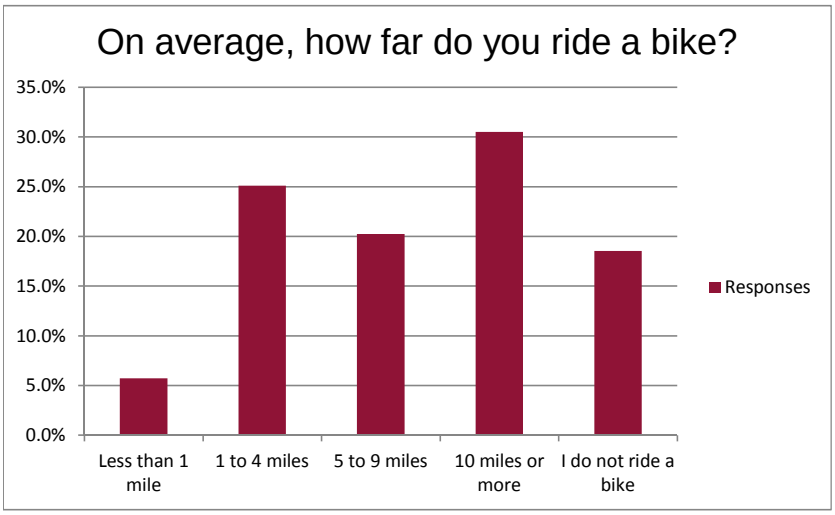
Option	Responses	
Daily	14.8%	52
Weekly	40.2%	141
Monthly	17.1%	60
Yearly	10.8%	38
Never	17.1%	60



Joplin Area Bicycle and Pedestrian Transportation Plan

3. On average, how far do you ride a bike?

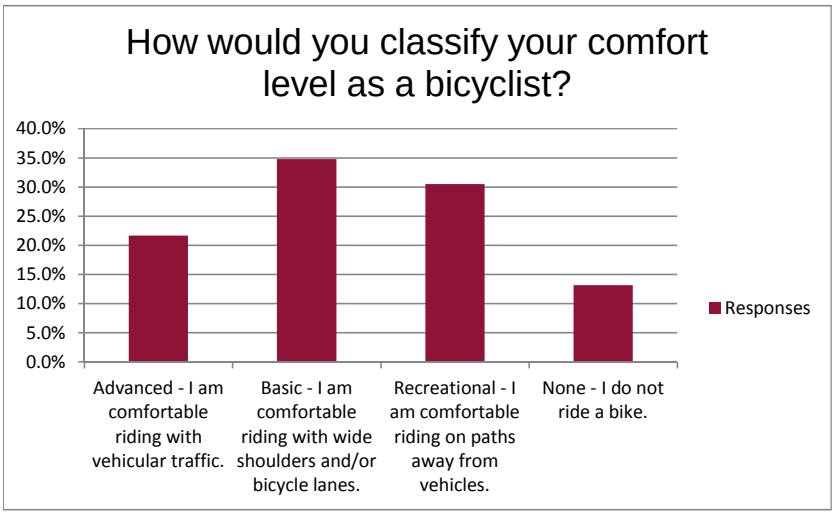
Option	Responses	
Less than 1 mile	5.7%	20
1 to 4 miles	25.1%	88
5 to 9 miles	20.2%	71
10 miles or more	30.5%	107
I do not ride a bike	18.5%	65



Joplin Area Bicycle and Pedestrian Transportation Plan

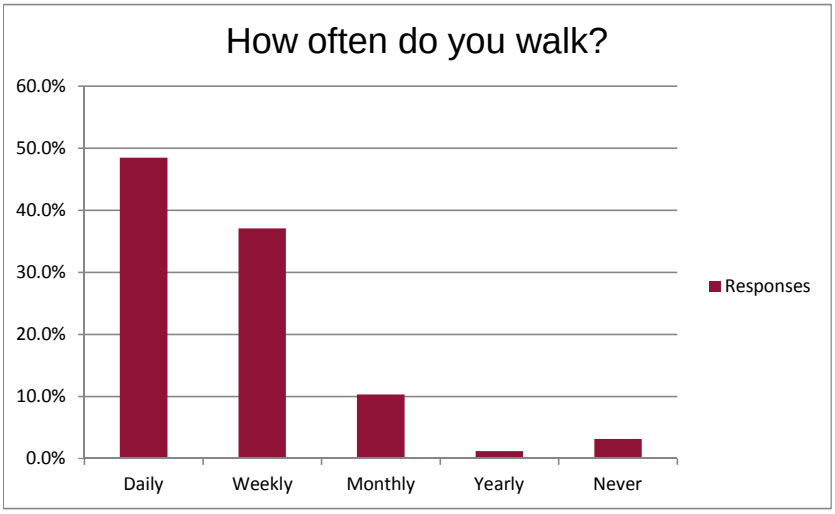
4. How would you classify your comfort level as a bicyclist?

Option	Responses	
Advanced - I am comfortable riding with vehicular traffic.	21.7%	76
Basic - I am comfortable riding with wide shoulders and/or bicycle lanes.	34.8%	122
Recreational - I am comfortable riding on paths away from vehicles.	30.5%	107
None - I do not ride a bike.	13.1%	46



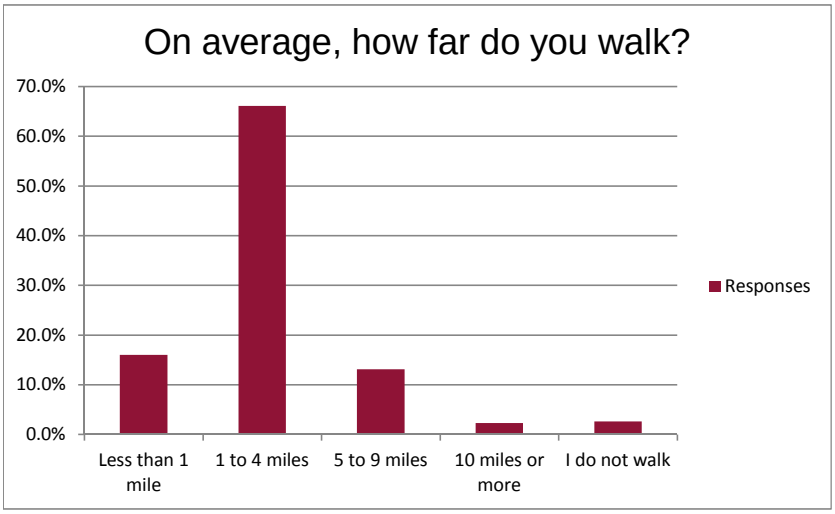
5. How often do you walk?

Option	Responses	
Daily	48.4%	170
Weekly	37.0%	130
Monthly	10.3%	36
Yearly	1.1%	4
Never	3.1%	11



6. On average, how far do you walk?

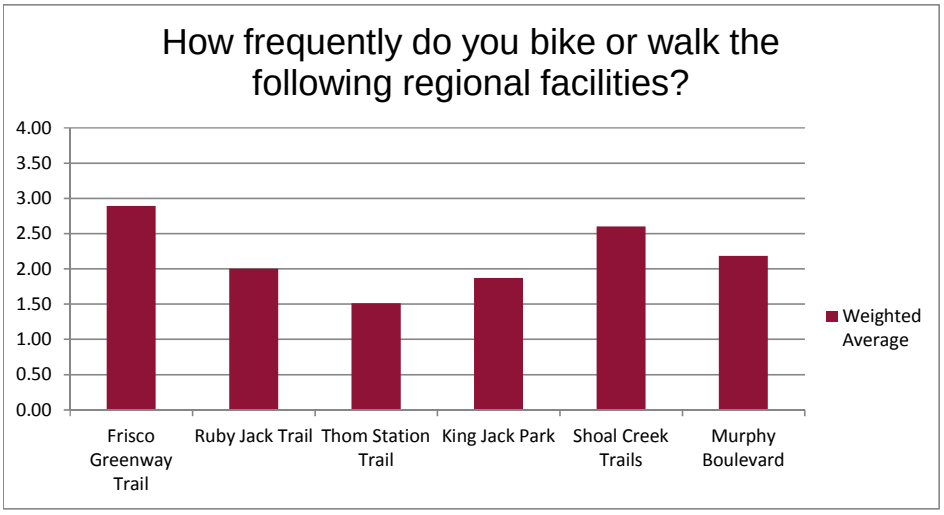
Option	Responses	
Less than 1 mile	16.0%	56
1 to 4 miles	66.1%	232
5 to 9 miles	13.1%	46
10 miles or more	2.3%	8
I do not walk	2.6%	9



Joplin Area Bicycle and Pedestrian Transportation Plan

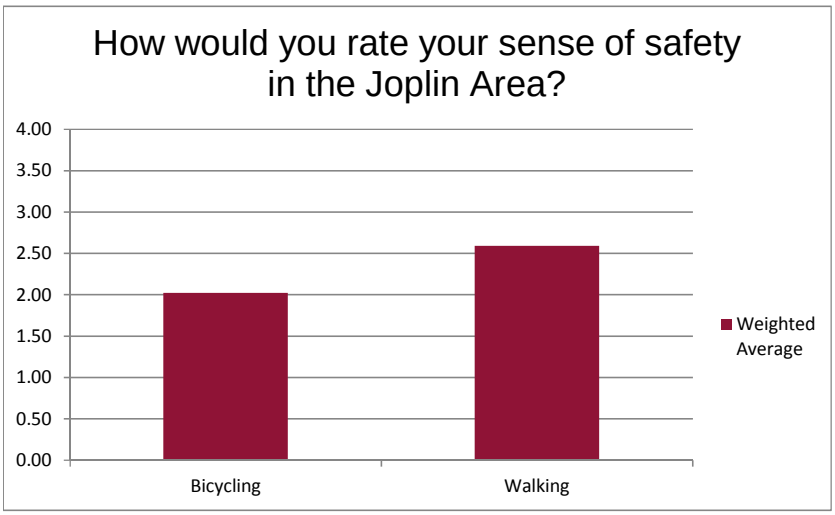
7. How frequently do you bike or walk the following regional facilities?

Option	Frequently		Occasionally		Rarely		Never		Weighted Average
Frisco Greenway Trail	39.9%	140	27.9%	98	13.4%	47	18.8%	66	2.89
Ruby Jack Trail	10.8%	38	19.7%	69	27.9%	98	41.6%	146	2.00
Thom Station Trail	6.0%	21	6.8%	24	19.4%	68	67.8%	238	1.51
King Jack Park	9.1%	32	18.2%	64	23.7%	83	49.0%	172	1.87
Shoal Creek Trails	25.1%	88	33.1%	116	18.8%	66	23.1%	81	2.60
Murphy Boulevard	15.4%	54	24.5%	86	22.8%	80	37.3%	131	2.18



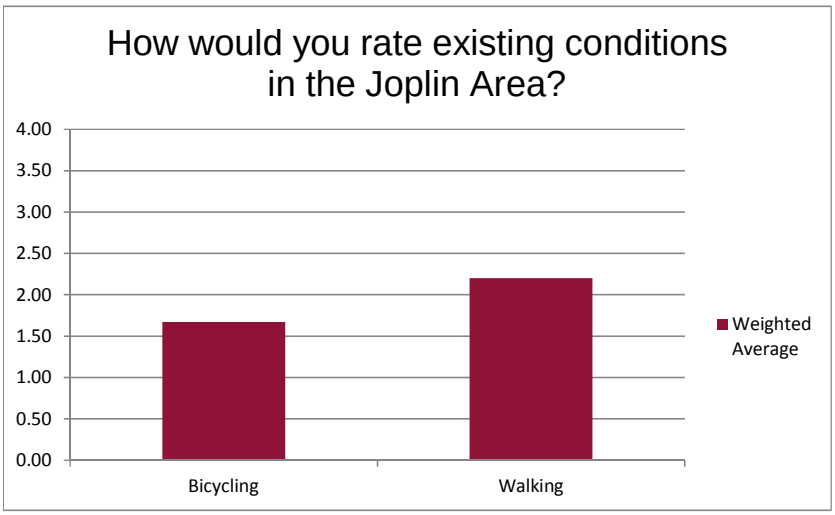
8. How would you rate your sense of safety in the Joplin Area?

Option	Very Safe		Somewhat Safe		Slightly Safe		Not Safe		N/A		Weighted Average
Bicycling	4.3%	15	23.1%	81	32.3%	113	29.7%	104	10.6%	37	2.02
Walking	12.6%	44	42.4%	148	31.8%	111	10.6%	37	2.6%	9	2.59



9. How would you rate existing conditions in the Joplin Area?

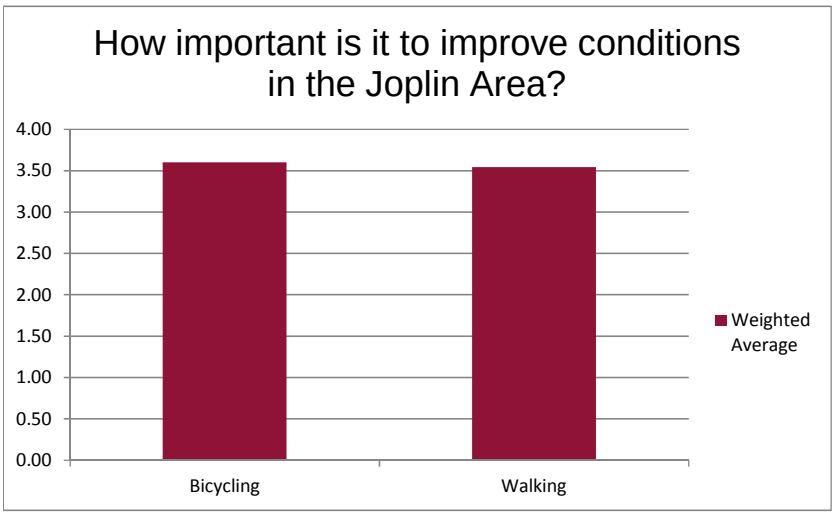
Option	Excellent		Good		Fair		Poor		N/A		Weighted Average
Bicycling	2.3%	8	8.6%	30	38.0%	133	44.0%	154	7.1%	25	1.67
Walking	3.7%	13	31.4%	110	43.7%	153	19.4%	68	1.7%	6	2.20



Joplin Area Bicycle and Pedestrian Transportation Plan

10. How important is it to improve conditions in the Joplin Area?

Option	Very Important		Somewhat Important		Slightly Important		Not important		N/A		Weighted Average
Bicycling	71.2%	250	15.4%	54	5.4%	19	4.0%	14	4.0%	14	3.60
Walking	69.4%	243	18.9%	66	6.9%	24	4.6%	16	0.3%	1	3.54

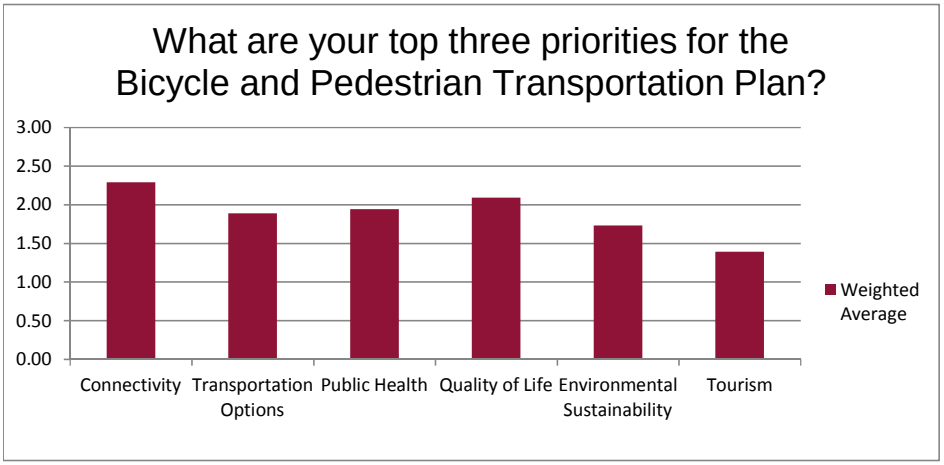


Joplin Area Bicycle and Pedestrian Transportation Plan

11. What are your top three priorities for the Bicycle and Pedestrian Transportation Plan?

Option	1st Priority		2nd Priority		3rd Priority		Total	Weighted Average
Connectivity	51.1%	120	26.8%	63	22.1%	52	235	2.29
Transportation Options	26.3%	40	36.2%	55	37.5%	57	152	1.89
Public Health	26.5%	50	41.3%	78	32.3%	61	189	1.94
Quality of Life	36.6%	97	36.2%	96	27.2%	72	265	2.09
Environmental Sustainability	20.2%	23	32.5%	37	47.4%	54	114	1.73
Tourism	13.0%	7	13.0%	7	74.1%	40	54	1.39

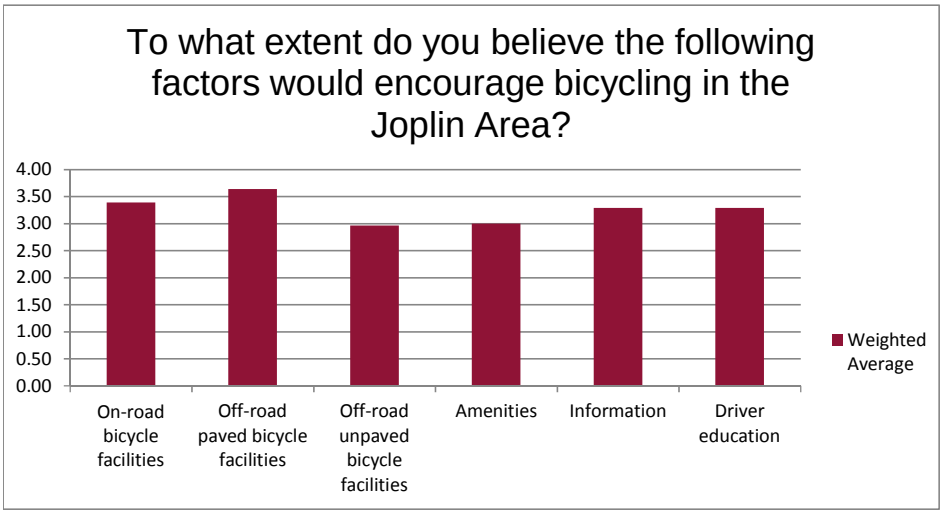
Other (please specify)
Prioritize the many optionless wheelchair users who are cloistered most of the time and frequently forced to drive in the street, and in doing so, accomadate strollers
Public safety
Safety of being away from traffic
None
Sense of community
training for runs and triathlons
Most everyone can walk.
The reason no one of value stays in Joplin is because of very few quality of life options.
Safety (well lit, possibly cameras)
Connecting MSSU to the city via trails would be WONDERFUL!
Bicycle lanes should not end at busy streets...stopping at 20th and Shifferdecker for example.
recreational
NONE. No more money should be spent on this project.
Distance cycling



12. To what extent do you believe the following factors would encourage bicycling in the Joplin Area?

Option	Strongly Encourage		Somewhat Encourage		Slightly Encourage		Does Not Encourage		Weighted Average
On-road bicycle facilities	58.6%	198	27.2%	92	9.2%	31	5.0%	17	3.39
Off-road paved bicycle facilities	74.9%	253	18.1%	61	3.3%	11	3.9%	13	3.64
Off-road unpaved bicycle facilities	34.0%	115	37.9%	128	18.6%	63	9.5%	32	2.96
Amenities	37.6%	127	33.1%	112	21.3%	72	8.0%	27	3.00
Information	52.1%	176	29.3%	99	14.5%	49	4.1%	14	3.29
Driver education	54.7%	185	26.3%	89	12.1%	41	6.8%	23	3.29

Other (please specify)
Paved trails are accessible to everyone, unpaved trails are barriers. Please make all new trails and improvements accessible to individuals with walkers, wheelchairs, and strollers! 27 years post ADA, accessibility should be built into everything as standard practice. Also include appropriate tactile signals for blind and visually impaired folks.
How do you plan to pay for these items?
Education for cyclers!
drivers need to be educated about sharing the road with bikes
Education for both bikers & drivers
Bicycle RIDER education!!!
Cleaner lanes.
Would love something similar to what AR has
NOT everyone can physically ride
It is very unsafe to ride on the streets in Joplin. Most motorists aren't aware of cyclists/pedestrians.
Keeping the bike lanes clean from rocks and debris would be very helpful when using bike lanes.
Protected Bike Lanes/Cycle Tracks
Cleaning of existing bike lanes
Driver education: I rode 11 miles tonight. At a stoplight a car positioned themselves in the turning lane so they could go straight and beat my cycling group through the intersection. At other points 3 other vehicles disrupted traffic to stop for us while we were at yield and stop signs and they had the right of way.
I have been harassed by Webb City employees while riding.
The feeling of safety that your car won't get broken into while on a ride or walk.
Drivers need to know bicyclist rights on the road
No more money should be spent on this project



13. To what extent do you believe the following factors would encourage walking in the Joplin Area?

Option	Strongly Encourage		Somewhat Encourage		Slightly Encourage		Does Not Encourage		Weighted Average
New sidewalk connections	74.0%	250	18.9%	64	5.0%	17	2.1%	7	3.65
Improve existing sidewalk conditions	69.5%	235	22.2%	75	6.5%	22	1.8%	6	3.59
Safe pedestrian crossings	70.7%	239	21.6%	73	6.5%	22	1.2%	4	3.62
Proximity to destinations	66.0%	223	25.2%	85	7.1%	24	1.8%	6	3.55
Pleasant walking environment	55.0%	186	27.2%	92	14.2%	48	3.6%	12	3.34
Information	40.8%	138	32.5%	110	20.4%	69	6.2%	21	3.08

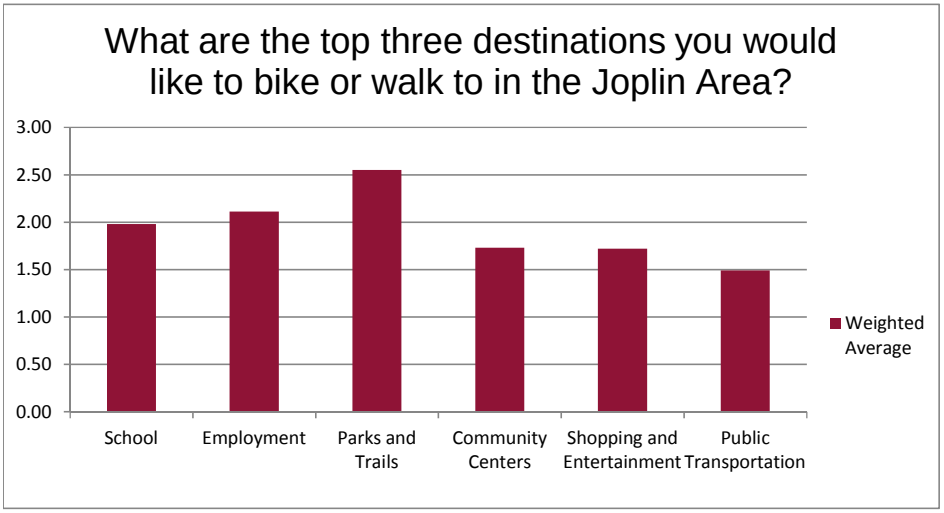
Other (please specify)
ACCESSIBILITY. ACCESSIBILITY. ACCESSIBILITY. Bring the city up to date to start with and have police do something about drivers who do not yield to pedestrians. Improve safety and bring decrepit sidewalks up to code. Improve public transportation and transportation connections to make walking a viable option rather than last resort that people only do when they have no car access.
Cross walks where existing paths cross roads such as at 15th street between parr hill park and on Murphy blvd
Safer areas for parking AWAY from homeless people - runners have been harassed in the past - cars have been broken in to
Work with the RRs to get Bike/Ped Crossings
Places are not within walking distance
We really need more sidewalks in neighborhoods.
I would love to see the sidewalk not be right up against the road. For expample, Main Street. There is nothin between me and the road. I would love to see a landscaped green space/median in between the road and the sidewalk. I would love to see green space and plants. Also, the safety of Frisco trails or walking paths to have a Blue light alarm system (I do not know the technical name for it) that some colleges
I was originally part of one of those Joplin Vision 2022 groups. Myself and another citizen both encouraged the group to consider small sporadic "parks" throughout town or trails to encourage people to enjoy walking/biking and finding something along the way. The "park" could be created from ANY of the MANY vacant lots in ton and would only require the planting of native plants/flowers to encourage bees and insects and a bench and maybe an art installation.
SAFETY SAFETY SAFETY



14. What are the top three destinations you would like to bike or walk to in the Joplin Area?

Option	1st Priority		2nd Priority		3rd Priority		Total	Weighted Average
School	28.75%	23	40.00%	32	31.25%	25	80	1.98
Employment	41.03%	48	29.06%	34	29.91%	35	117	2.11
Parks and Trails	66.55%	191	21.60%	62	11.85%	34	287	2.55
Community Centers	12.75%	32	47.01%	118	40.24%	101	251	1.73
Shopping and Entertainment	17.24%	35	37.93%	77	44.83%	91	203	1.72
Public Transportation	13.85%	9	21.54%	14	64.62%	42	65	1.49

Other (please specify)
Education, employment, shopping, library/career/community centers and public transportation access cannot be prioritized other than getting to public transportation for the huge number of folks dependent on non automotive transportation for those essential things, they all are priorities to function in live and the high rate of poverty in this area must be recognized.
church
I jusst walk for exercise, not to get anywhere
None
recreation
Shopping/entertainment fourth
Screw the library.
Downtown #1
Trails / Parks
None of the above.
MSSU -the residence of hundreds of students who do not own cars.



15. Identify up to three locations (i.e. street, intersection, area) that you feel need bicycle or pedestrian improvements.

Road	Count	Road	Count
Rangeline	60	Madison	3
Main	56	22nd	2
20th	29	44th	2
7th	28	50th	2
Duquesne	24	Fountain	2
26th	20	Lone Elm	2
4th	18	13th	1
Florida	18	21st	1
32nd	17	23rd	1
Newman	14	41st	1
Maiden	12	Central City	1
Murphy	12	Colonial	1
Connecticut	11	Hearnes	1
Zora	11	Highview	1
St. Louis	9	Junge	1
Schifferdecker	6	Mount Hope	1
15th	5	Peace Church	1
Broadway	5	Pearl	1
McClelland	5	Pennsylvania	1
2nd	4	Perkins	1
Fir	4	River	1
Joplin	4	Rolla	1
Pennell	4	Route 66	1
Wall	4	Stadium	1
Route 171	3	Wisconsin	1

Location	Count	Location	Count
Downtown	23	Hospitals	2
Frisco Trail	18	Hotels	1
MSSU	12	Thom Station Trail	1
Ruby Jack Trail	8	Turkey Creek Trail	1

Intersection	Count	Intersection	Count
20th & Connecticut	10	20th & Schifferdecker	1
Newman & Rangeline	8	21st & Moffett	1
32nd & Rangeline	7	2nd & Main	1
7th & Rangeline	6	32nd & Connecticut	1
Florida & Newman	5	32nd & Jackson	1
Main & Murphy	5	32nd & Schifferdecker	1
Route 171 & Frisco Trail	4	32nd & St. Johns	1
St. Louis & Frisco Trail	4	41st & Indiana	1
Zora & Frisco Trail	4	43rd & Fountain	1
15th & Rangeline	3	4th & Frisco Trail	1
20th & Duquesne	3	4th & Murphy	1
26th & Maiden	3	4th & Rangeline	1
Duquesne & Newman	3	50th & Connecticut	1
20th & Rangeline	2	5th & Murphy	1
24th & Rangeline	2	7th & Florida	1
32nd & Arizona	2	7th & Murphy	1
32nd & Main	2	7th & Pearl	1
7th & Main	2	7th & Schifferdecker	1
Duquesne & Zora	2	Broadway & Florida	1
Goetz & Newman	2	I-44 & Connecticut	1
Junge & Maiden	2	Illinois & Murphy	1
Rangeline & Zora	2	Madison & Rangeline	1
15th & Connecticut	1	Main & Zora	1
17th & Rangeline	1	Route 171 & Madison	1
20th & Indiana	1	Route 171 & Zora	1
20th & Main	1		

Locations
all east , west roads
41st & Indiana to 4th st. sidewalks - safety issue
North-South corridor (such as St. Louis or Main streets)
Rangeline
Rangeline, between 7th & 15th streets, there is no safe route of travel at a certain point and it becomes very dangerous towards 15th
the railroad tracks crossing at Maidenlane & Junge Blvd/13th St. -I know 2 people that suffered injuries and bicycle damage riding across.
Wildcat Glades to 32ND Street
Street
Rangeline
Joplin Street from Briarbrook Drive to Pennell Street in CJ
Crossing 171 at the Frisco trailhead
Zora and frisco trail intersection
20th St.
Florida Street between 7th street & Zora
murphy and main
15th and Connecticut
Madison and Mcarthur-webb city
Connection from Mercy Park to Grand Falls / McIndoe Park
Range Line Road
Ruby Jack Trail
Schifferdecker just north of 20th - no room on east side
Ruby Jack Trail
4th Street
Connecticut/I-44 bridge
Arizona and 32nd. The intersection by Food 4 Less has no crosslight and sidewalk. Many people are turning left out of the parking lot and
Arizona and 32nd crossing
Connecticut Avenue
Maiden lane the park over shole creek. to 7th st.
St. Louis St. at Frisco Greenway Trailhead
FLorida
Florida Avenue between Zora and 15th Street
Carl Junction- Pennell St
Florida Ave from 7th to Zora
Duquesne and newman
7th/rangeline
41st Street from Hearnes to Indiana
7th street
7th - 26th and Connnor-Maiden Lane
South Main, just south of 50th where the road narrows as it drops down to wildcat park
Newman and Florida
32nd and Schifferdecker
20th street main to rangeline
Fountain Road - both west and east of Main St;
Main Street
26th street from Main to Mercy Park or Cunningham Park
Connecticut south of I-44
Main Street
Rangeline Road

4th street-East of Murphy Blvd to Rangeline
Rangeline
Duquesne Road from 32nd to 7th St.
North main st
West 26th street
Silver Creek Area
4th St Corridor (Main to Rangeline)
Newman & Rangeline
Duquesne Road near MSSU
Main Street from North to South
None
Main St
Main Street between the viaduct and Murphy Bvd
32 me & Connecticut
MSSU
Downtown
Turkey Creek Trail - many security problems - Newman & Florida
Downtown Joplin
Main Street - south
Duquesne road from 32nd to newman
Main Street
20th St between Murphy and Connecticut needs a sidewalk
4th Street from Shifferdecker to Rangeline
Junge and Maiden Lane
Rangeline Road
20th
MSSU area
Connect King Jack park to Joplin
7th and rangeline
All of Rangeline
Newman road
20th street
All metro Joplin Ave
20th Connecticut North to St Louis and continue North
Duquesne anywhere
20th and connecticut
Indiana Avenue - 32nd to 24th
Duquesne road MSSU to 7th
Frisco Trail crossing at Zora
26th street
Main Street
Duquesne, Zora to Webb City
N Main and Murphy Blvd
North Joplin near Webb City
Stones Corner
All crossings on Frisco Trail
7th street between rangeline and main
All streets need bicycle lanes!
Maiden Lane

Rangeline
17th and rangeline
2nd Street
26th St. and Maiden Lane
The area behind Ozark. There are several blocks between the trail and the park sidewalks. Signs would be great!
South Main 32 to I44
Florida Ave/Newman Rd.sidewalk on Florida
20th Street, Main to Range Line
Rangeline before 32nd going north
Fir Road from Joplin St to 171 in Carl Junction
Broadway (Langston-Hughes)
Frisco Trailhead at St Louis and Zora
Rangline
Range Line Shopping District
Pearl Ave
Duquesne to MSSU
Rangeline
Maiden Lane - South to Shoal Creek
East 20th street
Rangeline shopping areas
Cunningham Park area
South Rangeline (past 32nd) for safety
Main St.
26th street between Main and Maiden lane would give me better access to work, parks, and the YMCA on a bike
Connecticut/ library access
North Main
main street - downtown area
Schifferdecker
Range line
Florida street (4th-15th) connect
32nd and Main
SE Joplin
St. Louis north of Zora to Fountain Road
Frisco Trail that goes across Zora
Parking at Florida & Newman Road
21st sergeant
Main between Murphy and F
East of 20tg and duquesne
Connecticut and 20th
20th street
Link trails
N Main & Zora
Zora between Rangeline and Duquesne
Pennel in Carl Junction
Area near Mall, Kohl's, Target, and PetSmart/Toys-R-Us shopping
Rangeline
connecting the patchwork of sidewalks that lead to eastmorland elementary
Frisco Greenway at 171 (make it easier to cross the highway)
Duquesne road

Street areas
MSSU connected to Joplin
Downtown
26th from maiden to main maybe even to the highschool
more bike racks downtown
Range Line
Zora
North heights neighborhood sidewalks
32nd street from McClelland to Iron Gates
26th street from Main to maiden lane
Range Line Road from 20th to 32nd Street
Connecticut south of 32nd
Duguense road
Historic district for walking
Range line
44th street between rangeline and Connecticut
Rangeline between 32nd and 28th
Duquesne everywhere
A way to get to MSSU without Newman. A bridge from theater to campus.
North Joplin
Zora and Dusqesne
20th and Shifferdecker
Murphy at 7th and 4th needs crosswalks
Duquesne rd. Between 7th and newman
Main St
26th
Stadium Drive in Webb City
Zora - Hwy 171
Newman and goetz blvd
Library
Rangeline
Main st
Newman and rageline
26th Street
Improve the side roads east and west of Rangeline so bike traffic can get from 32nd to Zora without having to use Rangeline.
7th and Rangeline
Zora between Rangeline and Dusquene
Sidewalks connecting to parks (parr hill)
Near freeman west
Mercy park to McClelland park
Duquesne Road
32nd st
Murphy Boulevard Walking Trail
Frisco trail could be improved..
20th and conneticut area
Downtown
7th street in general
Dennis acres
Dennis acres

7th street
20th Street
Downtown Access
Main Street (32nd-10th)
Rangeline between 4th and 32nd
East 15th and rangeling road
Main St
All of rangline
7th street between main and rangeline
Newman
Duquesne and Newman
Florida St
Main Street
32nd Street
Wildcat glades north side of river
Downtown/Main St
Florida
26th Street
Side walk all the way down Rangeline Rd
Florida Street from 4th to Zora
Wildcat glades
The intersection where Murphy merges with Illinois Ave
Connect trails Shoal Creek/Nature Center through Frisco
Directly east and west of Downtown Joplin. The area has SEVERAL vacant lots from demolished homes and the west side has a former r
Freeman West
Connecticut
Downtown Joplin
Crossing for the Frisco Trail needs signage for vehicles, maybe flashing lights, etc.
Bike lane on Main St
26th street west of main
all of Rangeline
2nd and Main (people constantly get hit in crosswalks there)
20th street
Rangeline
Main street (bike lane)
26th
Newman and Goetz blvd
Florida Avenue
No there no safe place to walk or ride on 4th ST from downtown to Rangeline people walk or ride in the roadway and Broadway has bike
Pennsylvania, 2nd to 32nd
Range Line Rd
WALL ST
Murphy Blvd
Sidewalk improvement and expansion 4th st. Schifferdecker to Rangeline
Connections between Frisco, Thom Station and Ruby Jack trails.
Newman
26th street, especially between Maiden Lane and Main Street, with some continuing towards Rangeline, desperately needs sidewalks and
N Florida Street
32nd & Main through 1st and Main

Intersection
32nd Street
Pennell St. in Carl Junction
St. Louis and frisco trail intersections
Main St.
Range Line Road
43 and fountain
Main Street
Connection between Frisco and Ruby Jack Trails
Main Street
Tin Cup
East-west route across south Joplin - maybe 26th street improvements?
Bike/Walking over Main St/Murphy Viaduct
20th Street
area around library
Murphy Blvd- There is no paved path IN the park for bikes, and there is absolutely no shoulder
Bike path on Duquesne
20th street
Shifferdecker, I-44to Shifferdecker park
Murphy Blvd. at RR Tracks south of 5th St.
North Range Line
Junge Blvd from Wall west to State Line Road
Carl Junction- Fir Road
Duquesne from Newman to 32nd
Zora and range line
32nd/rangeline
41st & Indiana to 32nd & Indiana
Main st
Rangeline and Newman Road
Fir Road in Carl Junction is very bad
Hotel district
Murphy blvd
Rangeline Newman to 15th
Central City Road (County Rd. 290)
Zora
Downtown
44th street
4th from Main to rangeline
MacArthur Blvd
Florida North of 15th to Zora
20th St
20th St., from Rangeline to Duquesne Rd./Roundabout
McClellen Avenue
32nd St Corridor (Main to Rangeline)
Florida & Broadway
Newman Road near MSSU
7th Street
None
Rangeline

railroad crossings on Murphy Bvd corridor
Indiana St between 32nd and 20th
Duquesne Road
Maiden Lane
Frisco Trailhead on North Street and at St Louis - security problems
Near new Library
South Rangeline bridge
Newman from duquesne road to HH/prosperity
15th Street
Sidewalks on 7th street
2nd Street/Broadway from Maiden Lane to Florida
Newman Road
Main st
Fresco Trail needs some work
20th and rangeline
7th st
Frisco trail
East 13th street
All metro Wall Ave
32nd Connecticut South to Hospital and Wild Cat Glades
Duquesne anywhere
Rangeline north of 7th street
Wisconsin Avenue = 32nd to 22nd
Downtown
20th street
Rangeline
Duquesne to 32nd
32nd and St Johns Blvd
Lone Elm Road
some of the crossing on frisco greenway trail
2nd street near north middle school
32nd Street East of Rangeline
Maiden lane area
Main Street
32nd Street and South Jackson Ave
The trail to the west of the schools in Oronogo.
Rangeline sidewalks I44 to MSSU
15th Street, Main to Range Line
15th Street from main to rangeline
Peace Church Road to Schifferdecker to 7th Street
Downtown (Main south of 7th, Joplin and Wall generally)
Downtown sidewalks
32nd street
4th Street from Schifferdecker to Range Line (or at least from Downtown)
Something to cross Main going to Landreth
West 7th street
Hickory Hills Development
Downtown
West central meighborhood. Need to replace old sidewalks

MSSU
Madison Road, Webb City
7th St.
Better connectivity between Joplin and MSSU
Broadway
main street - north to murphy
Maiden
River road
Get downtown and mssu connected
Downtown Joplin
Mount Hope Road to walking trail.
Main Street (downtown)
21st moffett
Florida between Broadway and Newman
Zora between St. Louis and florida
Broadway
7th street
Range Line & Newman
Path or bridge across railroad tracks between 24th and 32nd near Rangeline
171 in Webb city area
32 street
crossover bridge at zora. too fast and dangerous to cross.
South terminus of Frisco Greenway (have it go further into Joplin)
20th street
Sidewalks in neighborhoods
7th street between Schifferdecker/Maiden and Duquesne
Neighborhoods
15th sidewalks need to be fix
Connect Frisco trail to new market on 4th
20th street
Rolla
Main st
32nd street from Main to maiden lane
Range Line Road from Northpark Mall to 7th Street
50th from Connecticut to amain
50th street
Main Street walking and biking
Most side streets
Connecticut from 44th street to 36? (Over I-44)
Main Street south of 32nd street
Add sidewalks to most areas with businesses. More of what's on 20th mar Rangeline to Murphy.
Main Street to OCC and beyond
North Florida from Broadway to Zora
7th and Pearl for access to 2nd to ride to Frisco trail head from the SW part of the city
connect Frisco with Landreth
Safe access from 24th and rangeline to 32nd and rangeline
7th
4th
Colonial Drive in Webb City

Zora - 1st St
Newman and rangeline
Downtown
20th
20th st
Rangeline and 32nd
The same could be done for Main street.
32nd and Rangeline
Dusquene between Norman and Zora
20th street connecting from the Main Street to the school and to rangline
Rangeline
Shiff park connections to the roads that need sidewalks
20th & Duquesne
maiden ln
Along Florida to connect to trails
Better parking and sidewalks for the trails at Newman and Florida as well as Euclid and stlouis
Downtown
Murphy Blvd
North Park Mall and surrounding neighborhood
Area near stapleton elementary
Area near stapleton elementary
Rangeline
Rangeline
20th Street
Rangeline (near mall-7th)
St. Louis from broadway to Murphy intersection to connect with frisco trail
East 15th and rangeline road
Rangeline
All of main
50th near Connecticut
Main
Rangeline and Newman
Around MSSU
Range line
Main St (32nd to 7th)
Main street south
Rangeline
32nd/Main Housing Area
Walkway connecting MSSU to the mall
Rangeline from Newman Road to Webb City
Frisco trail
Main Street
Connect Carthage-Webb City-Carl Junction and Joplin
Florida leading up to Newman Rd has no shoulder for bikes, yet is right next to the trail. Terribly dangerous as is
Joplin Library
Main st
Between the two area hospitals
Frisco Trail needs to be mowed and maintained.
MSSU to the mall and other businesses

20th street east of main
downtown
26th and Maiden
26th street
Rangeline
Lone elm (bike lane)
Rangeline
Newman and Rangeline
7th Street
20th and Indiana
E 32nd St
Joplin St
7th Street
Sidewalk improvement and expansion 20th st. Schifferdecker to Rangeline
Bike lanes on streets all over town.
Northpark Mall
22nd street needs major updates, it is it is one of the only residential (read less dangerous) streets to go through from beyond Maiden La
20th and Main to the new Library
Area
Maiden Lane
Fir Road between HWY 171 and JJ
7th St.
4th Street between Main & Range Line
st.louis bridge across frisco greenway
Murphy Blvd. to Ewert Park
Connection between Frisco Trail and new Empire Market
32nd Street
Extend Frisco trail to Ruby Jack
Connect Ruby Jack and Frisco Greenway
Frisco Trail
Connecticut
bike access to McClelland Park from town
7th and murphy, leading to downtown. 7th is a main way to get downtown, and that intersection does not have good crosswalks or lights.
Bike path along 32nd
26th street
pretty much every other thru st around joplin!
7th St. needs bike lanes
Newman Road from MSSU east to Highway 180
Main St- North to South
Rangline/Madison Webb City South Joplin
Fountain road
Main/7th
Down Hearnes Blvd...Mercy no longer accessible
Rangeline
32nd and Rangeline
Intersection on 171 in Webb City where Frisco Trail crosses
The many, many neighborhoods that do not have direct access to the Frisco except by one of the dangerous streets that run perpendicul
Joplin Public Library
Schieferdecker park area

Pedestrian crossings on 4th and second in Murphysburg
32nd St
St. Louis Cambell Parkway North to Broadway
Florida
Duquesne Road from 7th St. to MSSU.
West 22nd Street
St Louis/Conn. Ave (4th St to 20th St)
Duquesne south of 7th
North St. Louis Ave.
20th Street
Maiden Lane
designated bike lanes/routes coming into downtown
Crosslines neighborhood
Newman Road
7th street
Where the Turkey Creek Trail meets the Frisco Trail - security issues
By the hospitals
West 7th
Florida from broadway to newman
26th Street
26th street, between Main and Maiden Lane (some parts have no sidewalk at all)
Perkins from Shifferdecker to Maiden Lane
Between Joplin and Carl Junction
26th
duquesne
4th st
Concrete trails connected to AR would be AMAZING
Duquesne road
2nd, 4th, Murphy Blvd!!
26th & Connecticut West to Schifferdecker
Duquesne anywhere
Main street
26th street - Wisconsin to Indiana
20th Street
4th Street
4th and Murphy Blvd
North Main Street or Airport Drive
Better crossing points on rangeline
Connecting Joplin to Webb City
All roads
32nd Street and Rangeline
MSSU to 7th
Main Street, downtown to 32nd (bike lanes?)
7th all the way up and down
Zora from Rangeline to Duquense St.
Missouri Southern (students should have easier access to Downtown)
Main Street
15th Street from Main to Range Line
Main Street, bike lane

Zora
Rangeline
Downtown to trails
Connecticut and 20th
Rangeline Rd.
An safe route to bike to the library when coming from the high school area (the bridge is very intimidating to bikers)
Murpht Blvd from Main to 20th
murphy blvd
Existing bike lanes full of trash
Maiden ln and surrounding residential area
More on west side of joplin
SW Joplin
Range Line
23rd Annie Baxter
7th street east of rangeline
Main Street
4th street
Florida & 7th
Duquesne between Zora and 7th
7th street corridor
7 street
Connectivity with Ruby Jack Trail (make it more accessible from communities to its south)
7th street
2nd street/Broadway (for some reason there are intermittent bike lanes on this road. It seems to make little sense
Business districts
Wider shoulders on 32nd between rangeline to flying jay
Connect Frisco trail to downtown
Main atreet
Rangline
Madison in Webb city
Connecticut street
Western Joplin in general, especially Maiden Lane
Carl Junction Pennell St.
Connecticut
20 th st from Duequene to main
South Main from redings mill bridge to mercy roundabout
Direct routes around and to MSSU
Add sidewalks on at least one side of neighborhood streets. Continue South on Highview from 20th to 24th.
Fourth street
171 and the Frisco Trail (better crossing)
32nd and 20th need sidewalks in their gaps
Rangeline and zora to Duquesne and zora
Range Line
Schifferdecker
Madison Avenue north of 171
Rangeline - Duquesne
Florida ave
Near mssu
Rangeline again

Rangeline
7th and main
20th and Rangeline
Main Street between Murphy and Zora
Everywhere
Frisco connection across 4th street to the newer trail that runs to florida
Newman
4th st
20th Street
Rangeline
McClelland
Murphy to 4th and 7th
Indiana ave
Indiana ave
Downtown
20th street
Anything to connect east west maiden to rangeline. 4th, 7th, 20th any
East 15th and rangeline road
Zora
Downtown areas
St. Louis
Duquesne and 20th
Cross streets
171
Wall Ave (26th to 7th)
MSSU
7th
32nd Street
All of Route 66 from Webb City to Carterville
Public streets
Downtown
7th and Schifferdecker
We need official public off road mountain bike trails.
A trail that would go completely through joplin would be great
32nd street
Newman Road (around the University)
Rangeline and Newman
Indiana
Rangeline
St Louis ave (bike lane)
Newman
Rangeline and 4th
St. Louise Avenue
All of Zora
7th
Main St

Joplin Area Bicycle and Pedestrian Transportation Plan

16. Please share any additional comments or ideas for the Bicycle and Pedestrian Transportation Plan.

The word cloud is an image composed of words used in the comments. The size of each word indicates its frequency.



Responses
Pedestrian and bicyclist safety should always be the first priority. We should pay particular attention to safety near schools or other locations children may frequent.
Please solicit input from the many disabled people in the community who are continually excluded from full community inclusion by system, structure, and ignorance. I'm tired of not even being thought about. I want basic necessity transportation updates first and leisure second, but I don't want to be excluded from leisure trails because of disability and nor should anyone else be. Full access is full citizenship.
Although I feel that Joplin as a community falls short in terms of promoting outdoor exercise & good health with walking and bicycling -- it is improving...and it looks great!!
This needs to prepare to connect to the Arkansas trail; perhaps collaborating with Fayetteville in order to find useful methods and options for sustainable trails that are environmentally friendly and do not take away from the natural setting.
1 - encourage businesses to install bike racks 2 - signage to alert motorists to move over when passing bikers... especially on Joplin and Wall streets 3 - Create sidewalk to by pass the 20th St viaduct 4 - gutters are not bike lanes, dangerous, dirty and uneven 5 - cut out some of the hills around Joplin (joke)
Keep bikes away from vehicular traffic. Removing existing street lanes for bikes is beyond stupid. Inhibiting productive activity in favor of recreation makes no sense at all.
Over the road pedestrian walkways
PROTECTED BIKE LANES; WALKABLE SIDEWALKS.
when adding additional bike lanes, the lanes need to be wider the distance needs to marked from where the black top starts not where the curb starts the lanes that are in current existence now are barely sustainable for one bike.
Thank you for taking the time to gain feedback to move our city in a better direction!
Could Frisco get a tunnel (or something else) under/over Zora? The Zora traffic has grown much heavier over the past year or so.
When sidewalks in downtown/Murphysburg area were ramped, alleyways were NOT ramped. Defeats purpose of ramping.
There is a large community ready to support these efforts. I think you should develop an email list of community members ready to get more involved and support this work. We are ready to work!

In many areas of the city, the residential street grid is interrupted seemingly at random. It would be good if there were small pathways so that pedestrians and cyclists could get around these places where the street grid is not complete.
There needs to be better bike paths to the new medical school from all directions. Also the series of paths between parr hill park and the Murphy blvd trail need marked sidewalks. Those roads can be busy in the mornings with low visibility and there are very few options for walking to a street light.
Construction of a Pedestrian and or Cycling Bridge connecting Cunningham and Mercy parks across 26th St. would be a wonderful addition.
I consider myself a dedicated cyclist and almost daily in decent weather. I strongly prefer dedicated bike lanes on roads instead of sidewalks shared with pedestrians.
I think if the trails are going to be improved upon or added to and more people will be encouraged to use them, a small police force on bikes should frequent the trails to ensure their safety.
Love the improvements on St Louis Street (i.e sidewalk and widening) and would love to see more like that through out the community
If we had more bike racks around the shopping areas that would help
Joplin should be as progressive as Bentonville, AR
Speeds on Rangeline should be reduced again. This is helpful to businesses and those using alternative transportation. Education for riders, walkers and motorists is an absolute key component. Shoulders need to be cleaned regularly for cyclists.
Other than the 2 locations I just identified above, I think that new signs should be erected that tell automobiles that they need to give bicycles space. I saw a sign SE of Pittsburg on 260 that showed a bike and a car and indicated that the car should give 3-feet space for the bike.
The 'trail head' at Newman and Florida is in dire need of repair and gravel/pavement for parking. There is a lot more pedestrian traffic in the hotel district now and would benefit from widened sidewalks or even a pedestrian bridge over Rangeline (near Drury Inn).
I am worried we do no have the police officers to safely monitor the trails
Thanks for adding sidewalks up St Louis! Thanks for putting effort towards this!
Funding (grants) should be provided to groups supporting biking and walking in order to help them PROMOTE and EDUCATE people in this area. They are passionate and informed of the rules, existing trails, & event opportunities that could help others get involved if they had the resources to serve as part of the PR effort of JATSO. (Joplin Trails Coalition, Dogwood walking group are 2 NFP that might be good candidates for this.)
Even the new bike lanes being built are hardly safe because the seam that runs down the center of them. It's very frustrating to see a half thought out attempt at something that could have been awesome to have.
Joplin needs to get paths, trails and bikes lanes asap. This is a quality of life issue and economic issue for the area.
I would like to also propose speed tables in certain areas of town to slow down traffic in residential areas to make walking and cycling safer. I have seen this used very effectively in Fayetteville, AR near parks or residential areas where residents walk and bike.
These need to link all sections of town so that doing your daily activities becomes possible without your car. Joplin is the perfect size for biking everywhere in town if there are safe usable connections
It bicycling were safe to do on our streets, there would be a strong community of bicyclists. The people are ready, but with nowhere to ride.
Bike paths along Newman Road and Duquesne roads for University students
Honestly, it is not needed. Majority of the people in Joplin that walk/bike is because they are drug users who cannot drive. Until you (Joplin) supports more of your first responders then it will not change. The problem with this town is Joplin is making it easier for druggies or homeless to hang out. Look at the crime in the city and connect the dots to who is creating the majority of it. Everybody in this town knows better than to walk/bike because you'll run into these individuals who enjoy stealing your hard earned property. Put your funds into areas that involve helping increase our public safety and get these people out of this area. Joplin is slowly being overrun with people who are making this town less desirable. Hence the fact of why myself, family and friends are moving out of the city. The police area doing all they can and I understand they can't do it all. This is when the city needs to step up and get a backbone. We can't even visit a city park without seeing homeless sleeping in the playground or tweaking on the trails. This city needs to get a backbone and start supporting first responders and make harsher penalties on those who break the law.
Bike lanes are far more effective when they are separated from traffic. In many places, this is not possible, but, for example, on Broadway, the parking should be between the traffic lane and bike lane. In other places, some delineator posts would be helpful
Bike racks are huge, and needed at businesses and community destinations.
I would love to see connecting trails all through town where we would not have to run or bike on the streets. It would help with safety for runners and bicyclists alike.

Please, please, please do not put in bicycle lanes on the roads! It is much safer for cyclists to be one a divided lane or to take the same lane as a car. Bicycle lanes are often the most dangerous place for a cyclist due to debris or (in more urban areas) people opening car doors after parking in the street. I honestly think that that best two things for Joplin would be additional trail systems (i.e. the Greenway in NorthWest Arkansas) and driver education.
Thank you for these considerations! I have trained for a marathon through the streets of Joplin (from Range Line to Schifferdecker, literally) and I walk my dog every day so I feel like I can see where improvements need to be made.
We go to Arkansas to ride a lot. The greenway down there is wonderful!
would love to have concrete trails connected to AR
It would be nice if bicycles were allowed at wild cat glades and the Shoal Creek trails. (St Johns Creek and Bluff Trail and any other trail). I have young two girls, I would like to ride paved trails with them to avoid them having to be on the street with automobiles.
Great college and new schools in Duquesne no sidewalks whatsoever anywhere in the Duquesne area south of 7th Street not safe
The new library is going to open all kinds of opportunity for that area of town to develop into a major commercial area. Get the infrastructure in now to encourage biking and walking in that area before it's too late!
We would love to see more trails connected through the heart of the city that would allow commuting between the major business districts.
I would like to see a trail or plan to get from Carl Junction to Downtown Joplin. The roads are dangerous to cycle on because of the traffic or no shoulder.
Thank you, thank you, thank you!
I travel to Northwest Arkansas a couple of times a month to mountain bike. That type of facility in Joplin would greatly enhance quality of life and tourism here.
We need sidewalk availability on ALL streets and bike lanes.
I would love to ride my bike up and down Rangeline going to different stores and restaurants
Making commitments to businesses that would encourage bike trails. In other areas, like Fayetteville Ar, you can ride to work, restaurants, bars, breweries, community events, and many other areas. Helping small business and encouraging business growth along the improved areas and else where increases tax revenue for the city to assist paying for more.
26th and Maiden Lane has a park on both sides but has enough traffic that it makes it uncomfortable to cross the street. It is also hard to cross the street from Walmart Neighborhood Market on Maiden lane to Cunningham Park.
I'd love to see water bottle refilling stations along the trails!
No new trails are needed. Concentrate on upgrading existing and connectivity to surrounding communities. Bikes should not be on streets or highways.....period.
Existing bike lanes are quite narr and concrete guttering is frequently not rideable due to storm drains, etc. Also, bike lanes are littered with rocks and other debris, leading to tire punctures. Some sort of bike lanes on Main Street would be nice as an option between riding with vehicular traffic and riding on the sidewalks. Maybe place the bike lanes between the outer lane of traffic and the on-street parking lane?
People would love some inclusion into the downtown area.
Multi-modal transportation is critical for the future of our city. People of all age groups are interested in alternative means of travel. Currently, Joplin lacks adequate infrastructure to support and encourage walking and biking. In addition, drivers seem to have an almost antagonistic attitude towards people who bike. If we educate drivers and provide safer infrastructure, everyone will be better off in the end.
I used to live in Springfield and frequented their greenways system quite a bit. The one issue I always had was no matter what trail I was on, it was heavily congested with bikes to the point that two people couldn't walk side-by-side down the trail because of all the bikes. I feel that some kind of balance needs to be achieved for walkers/runners vs. cyclists using shared use trails and it needs to be discussed during the planning phase.
Northwest Arkansas has it right! Look to them for guidance. Their trails are wonderful, wide, paved and feel safe.
The lack of sidewalks makes it incredibly difficult to walk around our neighborhood - this decreases our community cohesion and ability to enjoy the outdoors with our family
I would love to feel like I could safely bike to anywhere in Joplin. What keeps me from doing this at times are mainly lack of safe routes and sometimes a place to lock my bike up. I enjoy Joplin's mountain bike trails off of the Frisco and love riding through all of the parks. I envy cities like Springfield who have bike routes and maps. I would 100% use bike improvements in our city multiple times a week.
I think where there is a minimally narrow bike lane on both sides of a street, e.g. Maiden Lane, the paths should be moved to one side of the street, with posts, painted lanes for 2-way bike traffic. The lanes are too narrow. Also, there should be a way for strollers, wheel chairs and bikes to get to Landreth Park from North Heights neighborhood: Curb cuts, sidewalk on east side of Main, and a way past the barrier on the north end of the bridge over the RR tracks. Also, sidewalks and bike lanes should be built across tracks on Murphy, 4th, Maiden Lane & Shifferdecker to name a few.
Thank you for taking the time to gather information to make our city stellar

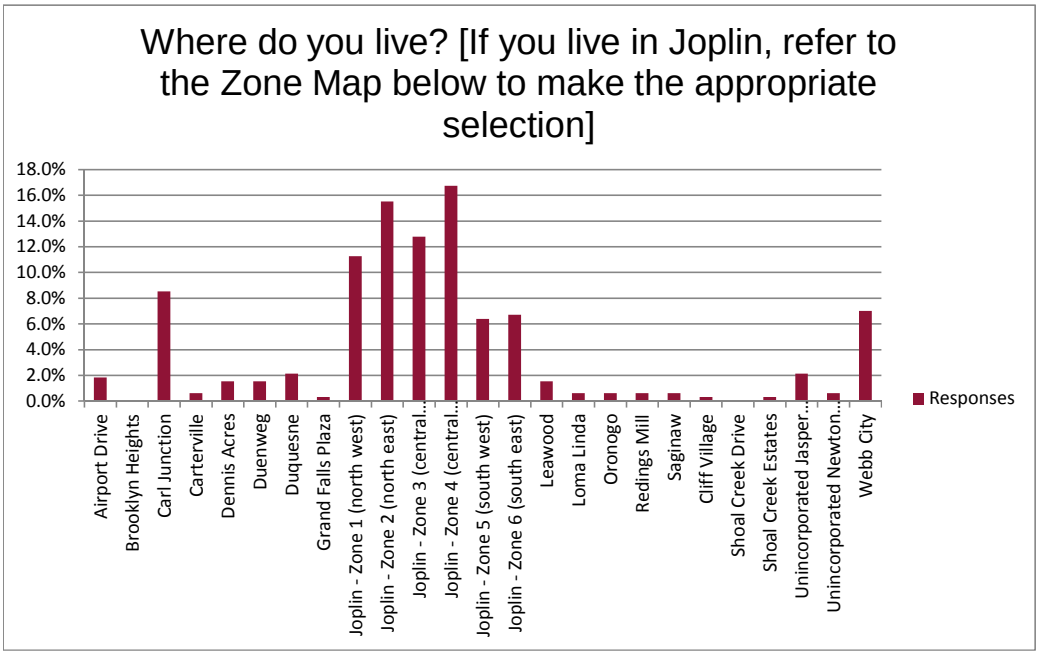
Bike lanes are important as most drivers are not half as observant as they should be.
Build the KATY Trail from Galena to Murphy Boulevard. The U.P. is willing to work with you. Build the MO PAC Trail From Grand Falls to the NorthPark Mall. The U.P is willing to work with you.
I am proud of the trail systems in the Joplin area.
Pedestrian pathway between the mall area and MSSU
I would love to see a trail extend along Shoal Creek and old Scenic and even connect the trails in NW Arkansas
Please think about runners as well.
Newshound has a plan in the works to connect bike trails to (ultimately) the Katy Trail. It would be very timely to construct a trail from Joplin that connects into the Neosho proposition, allowing one to bike from Joplin to Fayetteville.
I feel fortunate we have what we already have, but it could be better.
Clean bike lanes, wider sidewalks to accommodate both cyclist and pedestrians
One of the worst areas I have ever seen. There is no safe place to ride a bike or even walk other than having to drive to a park which seems silly when i could just ride or walk.
Bike to schools churches hospitals and major neighborhoods should be safe and possible. South of I-44 needs connections both north to south and east and west. Consider mercy as a hub.
We have too many bike lanes that end abruptly. Signage , in advance, informing where bike lanes will end would be useful. Maps of all the bike lanes and trails should be widely available. Perhaps they are online but I don't know where to look. Add a pedestrian and walking in Joplin section to the Joplin city website where a map of sidewalks, bike lanes, and trails are located along with Trolley stops. Then, fill in the gaps as funds permit.
Sidewalks end abruptly throughout town and strand walkers in unsafe conditions.
Need to keep up what we currently have the paved trails have not been mowed yet this year.
A path from MSSU to turkey creek boulevard would help with multiple route connectivity issues.
Trail connectivity to/from wildcat and grand falls.
Mssu is a location where hundreds of students without cars live. Connectivity to nearby services and downtown should be a priority for the city. Creating a corridor of walking and biking options between downtown and the college is needed and good for local business.
Look Down In northwest Arkansas they have had a huge economical growth in the last 10 years,and still growing by bringing in bike trails and safer walking/bike paths
In my opinion the main locations that need improvement are any two lane roads that lack a shoulder wide enough for a cyclist.
I don't feel safe riding or biking on the road, even with bike lanes. Drivers don't pay enough attention.
Excited if this happens!
Improved sense of security necessary at trail heads and on the trails
Indianapolis has perhaps the best walking/biking environment I've been to. They have combinations of paved and unpaved trails with multiple access points. There are restaurants and social spaces adjacent to the trails with bike parking. People literally use a bike as a way to hang out together. I think it would be great of we could borrow elements from Indy that could work in Joplin.
Dog friendly walking paths
We need dog friendly walking paths also.
Law enforcement education. Many cyclist I know keep printed copy of traffic laws to show officers when they're pulled over while lawfully cycling.
Great work guys, I'd love to do more protected cycling in my city rather than driving down to bentonville.
More bike lanes
Bike lanes!
Sidewalks are TERRIBLE around housing areas. It makes it impossible to walk with a stroller or children on bikes unless we're walking/biking in the road.
When living in a larger city we were able to walk to our local grocery store. It saved us gas and we stopped at other local stores along the way. Making it easier/nicer for bicyclists and pedestrians to travel will provide them with ways to save money, go green, and also give back to local businesses and parks.
Look at what good public trails has done for Northwest Arkansas. We have no official public off road mountain bike trails.
Connecting the parks with a bike trail would be nice, also looking at Springfields trails that are throughout the city even through the busiest roads would be a good start; Driver education is important too, they must know bicyclists are allowed to be on the road.
Please don't spend any more money on this project.
I'm so glad that this is a conversation that Joplin finally wants to have!

I would consider getting a bike and using it if there were more connected bike lanes. Without a designated bike lane, Joplin drivers are too dangerous to bike with. It's like they have disdain for people on bikes simply because they're biking.
Connecting MSSU to downtown with a dedicated corridor that is both easily walkable and bikable would be a huge value to the city in many ways.
St. Louise is frequented by pedestrians and Bicyclists coming and going to the businesses on the corner of St. Louise and 7th and there is nowhere for them to go. I live nearby and have seen weekly near-misses when cars have to swerve to avoid pedestrians who don't want to walk through people's yards (the only other option aside from walking on the street). It would be a great street to make pedestrian/cyclist safe.
Connectivity of the park trails would be a benefit.

17. Where do you live? [If you live in Joplin, refer to the Zone Map below to make the appropriate selection]

Option	Responses	
Airport Drive	1.8%	6
Brooklyn Heights	0.0%	0
Carl Junction	8.5%	28
Carterville	0.6%	2
Dennis Acres	1.5%	5
Duenweg	1.5%	5
Duquesne	2.1%	7
Grand Falls Plaza	0.3%	1
Joplin - Zone 1 (north west)	11.3%	37
Joplin - Zone 2 (north east)	15.5%	51
Joplin - Zone 3 (central west)	12.8%	42
Joplin - Zone 4 (central east)	16.7%	55
Joplin - Zone 5 (south west)	6.4%	21
Joplin - Zone 6 (south east)	6.7%	22
Leawood	1.5%	5
Loma Linda	0.6%	2
Oronogo	0.6%	2
Redings Mill	0.6%	2
Saginaw	0.6%	2
Cliff Village	0.3%	1
Shoal Creek Drive	0.0%	0
Shoal Creek Estates	0.3%	1
Unincorporated Jasper County	2.1%	7
Unincorporated Newton County	0.6%	2
Webb City	7.0%	23

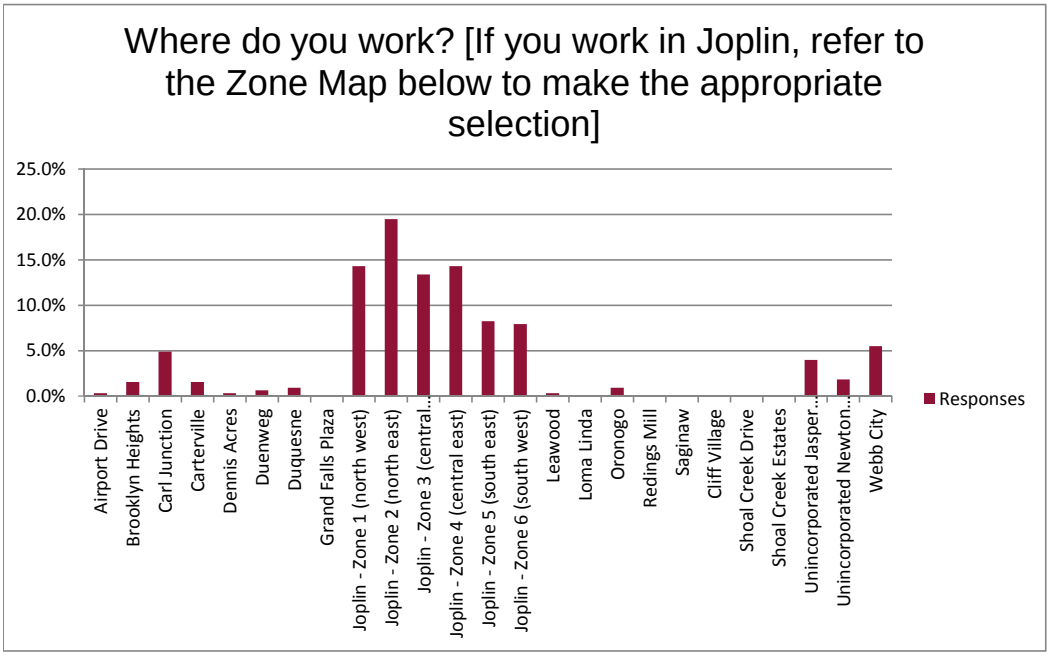
Other (please specify)
Briarbrook
Outside of Carterville, Joplin address
Just outside Joplin, west of Zone 1
County Road 290 & Fountain Road
Eastmorland area
Briarbrook
Briarbrook
Off 20th between Duqesme and Duenweg
Zora
Wildwood off rangeline
Not sure exactly. I live off Texas and 22nd
Roanoke
Carthage



18. Where do you work? [If you work in Joplin, refer to the Zone Map below to make the appropriate selection]

Option	Responses	
Airport Drive	0.3%	1
Brooklyn Heights	1.5%	5
Carl Junction	4.9%	16
Carterville	1.5%	5
Dennis Acres	0.3%	1
Duenweg	0.6%	2
Duquesne	0.9%	3
Grand Falls Plaza	0.0%	0
Joplin - Zone 1 (north west)	14.3%	47
Joplin - Zone 2 (north east)	19.5%	64
Joplin - Zone 3 (central west)	13.4%	44
Joplin - Zone 4 (central east)	14.3%	47
Joplin - Zone 5 (south east)	8.2%	27
Joplin - Zone 6 (south west)	7.9%	26
Leawood	0.3%	1
Loma Linda	0.0%	0
Oronogo	0.9%	3
Redings Mill	0.0%	0
Saginaw	0.0%	0
Cliff Village	0.0%	0
Shoal Creek Drive	0.0%	0
Shoal Creek Estates	0.0%	0
Unincorporated Jasper County	4.0%	13
Unincorporated Newton County	1.8%	6
Webb City	5.5%	18

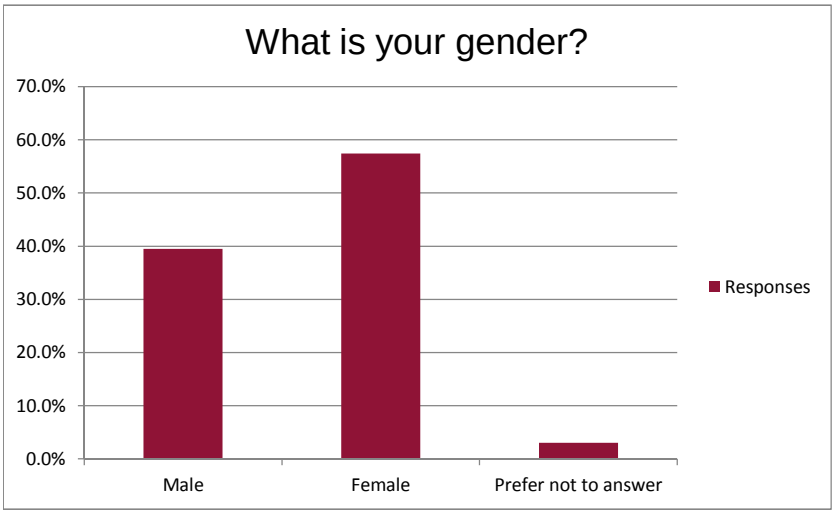
Other (please specify)	
Carthage, MO	6
Pittsburg, KS	5
Lamar, MO	3
Neosho,MO	2
Diamond, MO	2
Galena, KS	1
Other	24



Joplin Area Bicycle and Pedestrian Transportation Plan

19. What is your gender?

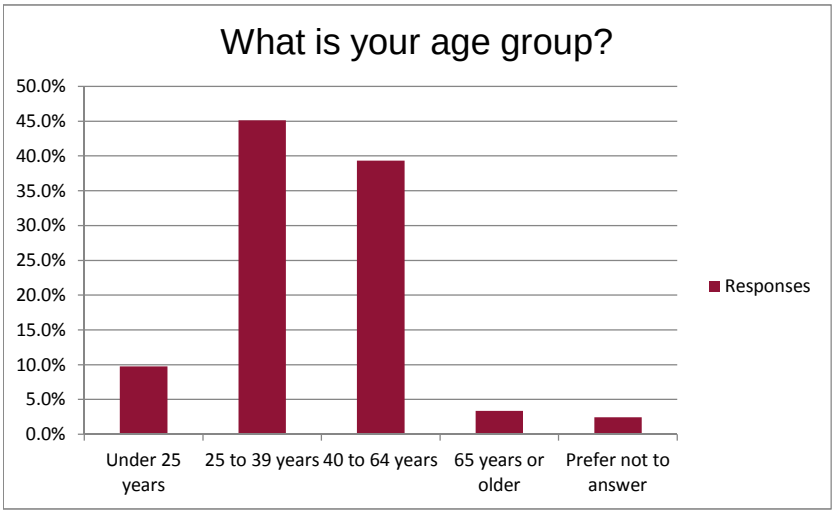
Option	Responses	
Male	39.5%	130
Female	57.5%	189
Prefer not to answer	3.0%	10



Joplin Area Bicycle and Pedestrian Transportation Plan

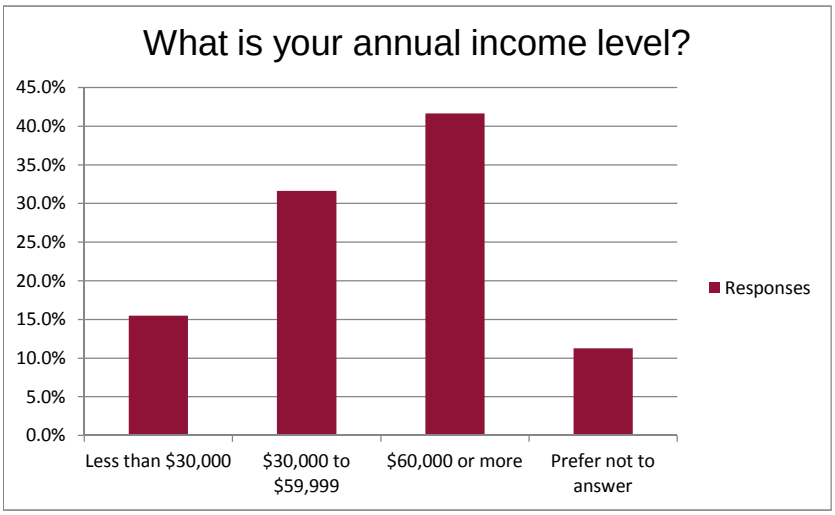
20. What is your age group?

Option	Responses	
Under 25 years	9.8%	32
25 to 39 years	45.1%	148
40 to 64 years	39.3%	129
65 years or older	3.4%	11
Prefer not to answer	2.4%	8



21. What is your annual income level?

Option	Responses	
Less than $30,000	15.5%	51
$30,000 to $59,999	31.6%	104
$60,000 or more	41.6%	137
Prefer not to answer	11.3%	37



Joplin Area Bicycle and Pedestrian Transportation Plan

22. If you would like to receive information about future input opportunities, please provide your email address:

Email Address	
ashley@onejoplin.com	mustang-99@hotmail.com
musichem@hotmail.com	toverstr@joplinmo.org
sam.knudtson@gmail.com	dakotawitzman@gmail.com
lset484@gmail.com	tnighswonger94@gmail.com
yogaaddict4life@gmail.com	maria.bruggeman@yahoo.com
jennifer.l.shaner@gmail.com	christinerega@gmail.com
peonyandquince@gmail.coom	bbridgford89@gmail.com
littlet0776@gmail.com	ellenwright79@gmail.com
whitney.warren417@gmail.com	briley_c@msn.com
perrydjohnson@gmail.com	natalie.117@me.com
jaroelfsema@gmail.com	asmelot@yahoo.com
shyr45@excite.com	counselorkaren.23@gmail.com
randbeck@gmail.com	mirkarita@gmail.com
emily.alice.larson@gmail.com	denademint@yahoo.com
william.fischer@gmail.com	kellylisam@yahoo.com
holly.motzkus@gmail.com	maddiebridgford@gmail.com
jpmessick@cableone.net	michaelgregory2530@gmail.com
stevensonlk@missouri.edu	debragjohnson@gmail.com
eis_man4@hotmail.com	jaclyn715@gmail.com
wendyrdean@hotmail.com	eat2perform@gmail.com
bob.brown1221@gmail.com	thoswheeler@sbcglobal.net
rich@cedartree.com	jacobsouder@gmail.com
jmfrancis21@gmail.com	landlara@hotmail.com
lonstot@joplinmo.org	zachgagnon41@gmail.com
sderisman@yahoo.com	aradrian85@gmail.com
auntanne@cableone.net	chelseabarks@gmail.com
tina64804@gmail.com	coreydonjohnson@yahoo.com
lar@cableone.net	c_jdodge@hotmail.com
curry.cwc@gmail.com	mspentathalon@gmail.com
zespiering@gmail.com	hsmorstad@gmail.com
bobbyjaneballard@gmail.com	jbdewell@gmail.com
charliepcameron@gmail.com	cote.timothy@gmail.com
moonglade@mchsi.com	annalenna6@hotmail.com
sphillip@amfam.com	doak34@yahoo.com
shiftyi@yahoo.com	xmooretenor@gmail.com
d4m4c4@gmail.com	aldrete1977@gmail.com
robi2k1@yahoo.com	krystal.m.coy@gmail.com
clemens.sarahb@gmail.com	tylerburgess65@gmail.com
ems-mander@hotmail.com	jamiejew87@gmail.com
vosskolourz@gmail.com	mtbguy@gmail.com
mcdrake@freemanhealth.com	matthew.hickman.baker@gmail.com
carrier.josh@gmail.com	jordantwilson@gmail.com
kswendt@hotmail.com	jomurdock1@gmail.com
mitchell.mason@att.net	deemiller00@gmail.com
aarondoubek@gmail.com	parkwood75@gmail.com



Appendix C | Public Meeting #2

Bicycle and Pedestrian Transportation Plan

JATSO Bicycle and Pedestrian Transportation Plan
Joplin Area Transportation Authority

Public Open House Meeting #2

Thursday, November 16, 2017
5:00 PM - 7:00 PM

Joplin Public Safety Training Facility
5102 Swede Lane
Joplin, MO 64870

AGENDA

Purpose: To review the bicycle and pedestrian network vision based on previous public input and discuss potential policy, program, and project recommendations for the Joplin Area

INTRODUCTION

A two-hour Public Open House Meeting was held from 5:00 PM to 7:00 PM for residents, employees, and others within the Joplin Area. No formal presentation was given. Six display boards provided an overview of the planning process, public input to date, and a series of potential policies, programs, and projects for the Plan. Attendees were also encouraged to participate in up to two different meeting activities to provide their input: prioritization activity and/or comment card.

Based on the sign-in sheet, it is estimated that 63 individuals attended Public Open House Meeting #2. The sign-in sheets are included in *Attachment A*. The Joplin Trails Coalition was also in attendance to collect signatures of support for a grant application.

EXHIBIT BOARDS

No formal presentation was given at the public open house meeting. Attendees viewed six exhibit boards that provided an overview of the planning process, public input, planning initiatives, safety and connectivity, on-road concepts, and off-road concepts. The exhibit boards are included in *Attachment B*.

Three large maps were also displayed at the meeting. The large maps provided greater detail regarding on-road concepts, off-road concepts, and program elements. The maps were utilized to spur discussion among attendees and the project team. The large maps are included in *Attachment C*.

PRIORITIZATION ACTIVITY

After viewing the public meeting exhibits and large maps, attendees were invited to participate in a prioritization activity. The exercise was not intended to reflect available resources or specific locations, but rather gather input regarding community priorities and improvement types. The activity instructions are listed below:

A variety of potential improvement types have been identified in the region. To reflect the reality of financial constraints, there is a limited budget of 10 stickers to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements based upon the scale of work and approximate construction cost. What improvement type(s) will you fund? Each sticker represents $1. Place your ten stickers to indicate the improvement types that you value the most. You may choose a type more than once.

Over 40 individuals completed a prioritization activity worksheet. The most commonly selected improvement types included bicycle lanes via road diets (25%), trail upgrades or extensions (14%), new rails-to-trails acquisitions (12%), and crossing improvements (12%). Over 50 percent of the improvement types selected were small improvement types while only 14 percent were large improvement types. Overall, the results indicate a preference for a mix of improvement types, particularly several small or medium improvements, and costs rather than expending resources on a few large improvements.

Other improvement types that were not listed on the worksheet but suggested by attendees generally included: mountain bike trails (4), bicycle route maps (3), bicycle racks and locks (3), trailhead improvements (2), lighting (2), shared lane improvements (1), protect on-road bikeways (1), and connect missing links (1). The prioritization activity worksheets and full list of comments are included in *Attachment D*.

Prioritization Activity Results	Small Improvement Type				Medium Improvement Type				Large Improvement Type			
	Bike Lanes via Road Diets	Crossing Improvements	Sidewalk Connections to Transit Stops	Other *[Insert]*	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert]*	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Road Construction	Other *[Insert]*
Total	64	30	23	11	35	31	18	5	7	7	18	4
Percent	25%	12%	9%	4%	14%	12%	7%	2%	3%	3%	7%	2%
	50%				35%				15%			

COMMENT CARD

Comment cards were available for attendees to leave other input, ideas, or questions prior to leaving the meeting. Over 20 comment cards were completed. The comment cards, as well as other information noted during discussions with the project team, are summarized below. The comment cards are included in *Attachment E*.

On-Road Facilities

- Prefer wide or buffered bicycle lanes on roadways with higher speeds and traffic volumes
- Consider two-way bicycle lane (cycle track) option on road diets (or existing one-way bicycle lanes)
- Support the use of road diets to provide transportation options and slow vehicular traffic
- Explore on-road improvements on Duquesne Road (shoulder widening, bicycle lanes)
- Explore bicycle lanes from Joplin to Webb City and Carl Junction (Fir Road, Duquesne Road)
- Provide an on-road connection along Madison Street between Webb City and the Ruby Jack Trail

Off-Road Facilities

- Support the Tin Cup Trail as first priority to connect to the existing/committed network
- Support the North Rail Trail as a second priority to connect Joplin and Carl Junction
- Continue improvements on the Ruby Jack Trail and future connection to the Frisco Greenway Trail
- Link downtown (4th Street/Broadway/Florida) to Missouri Southern State University (Newman)
- Provide sidewalk along Rangeline Road (many wheelchair users)
- Improve 20th Street by East Middle School (shoulder widening, sidewalk, crossings)
- Improve the Frisco Greenway Trail crossing at Route 171
- Extend the Thom Station Trail north via Main Street to the new Community Center
- Support trailhead improvements (tool/pump station) at trailheads
- Encourage trail maintenance to ensure safety for users of all ages and experience levels

Safety and Connectivity

- Continue filling gaps in the network to promote walkability and bikability
- Offer more safe pedestrian and bicycle options to keep tax dollars in southwest Missouri
- Support education efforts regarding bicycle use (shared lanes, bicycle lanes, etc.)
- Support bicycle and pedestrian improvement regardless of facility type
- Provide safe corridors between dense residential neighborhoods and commercial areas
- Create a connection between Main Street and Landreth Park
- Improve signalized crossings for pedestrians on Madison Street in Webb City

Other Comments

- Explore mountain bike and trail running options
- Small communities in the Joplin Area may have interest in partnerships with Joplin Trail Coalition
- Use Northwest Arkansas as an example, competition, and a potential connection (many would prefer to use bicycle facilities in their community rather than have to drive to Arkansas to bike)
- Incorporate designated routes for national bicycle routes such as Route 76 (TransAmerica Trail), Route 66 (Historic Route 66), and Route 51 (Neosho) that are located within the Joplin Area as well as extend beyond the region

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT A

Sign-In Sheets

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name	Address	Email
Braden Horst	PO Box 291 Alba MO 64830	braden525 Jhotmail.com
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Steve Lawver	303 N. Main Carl Junction	cjcityadm@carljunction.org
Dan Diehl	908 Grant St. Cartage, Mo	dan_diehl@hotmail.com
LORI HAUN	420 BYERS AVE JOPLIN MO 64801	lorihaun@gmail.com
DAN PEKAREK	321 E. 4th St. Joplin, MO. 64801	DPekarek@joplinmo.org

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

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Donald Clark	203 S. Hwy KK Lamar MO	clarkd.nier@gmail.com
Gary Pate	111 S. Sergeant	
Bill Pate	111 S. Sergeant, Joplin, MO 64801	wgpate@gmail.com
TIMOTHY D. COTE	1719 GLOVER ST. JOPLIN MO 64801	COTE.TIMOTHY@GMAIL.COM

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name	Address	Email
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Gabe Lett	409 Morgan Ct. Joplin, MO	glett@olssonassociates.com
Al Hashtroudi	P.O. Box 2282 Joplin 64803	—
Craig Blanton	219 Mosher Ave Asbury, MO 64832	craig@blantondesigns.com
Matt Shaner	1001 N. Moffet Ave Joplin MO	—

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

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Zach & Megan Spiering	630 N Byers Ave Joplin, MO 64801	zespiering@gmail.com
JIM JOHNSON	519 GRANDVIEW DR JOPLIN MO 64804	
DAN JOHNSON	707 S. ROOSEVELT JOPLIN, MO	DJohnso1@joplinmo.org
Anthony Montelcone	2327 McConnell Avenue Joplin, mo 64804	amontelcone@protonmail.com

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name	Address	Email
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Bill Barnard	3000 N St. Louis	CeborConst@yahoo.com
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Brady Beckham	1346 ~~Carthage~~ S. Main Carthage MO	bradybeckham@gmail.com
Chris Pistole	803 Saginaw Rd. Joplin 64804	raptor1964@cableone.net
Gwen Murdock	209 N. Byers Joplin 64801	bisongwen@gmail.com
Jake Souder	1697 County rd. 110 Carthage MO 64836	jacobsouder@gmail.com

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

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Steve Gaarder	" "	smgaarder@sbcglobal.net
Lindsay Gagnon	1911 Byers Ave, [illegible] Joplin	lindsaygagnon11@gmail.com
Zach Gagnon	1911 Byers Ave Joplin MO	zachgagnon41@gmail.com
Sallie Beard	214 E 4th ST Unit 201	sallie.beard@gmail.com
Emily Larson	2919 Delaware Ave Joplin	emily.alice.larson@gmail.com

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

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Paris Skaggs	434 n Main St. Joplin, Mo 64801	
Brad Bell	MSSU	
JOE LANCELLO	KZRG RADIO	INFO@ZRGMAIL.COM
Bob Herbst	1406 River, carthage	
STEVE SCHAFFNER	1805 MOUNTAIN ASH DR. JOPLIN	* steveschaffner@gmail.com

* send info

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT B

Exhibit Boards

Plan Overview

Purpose

The Joplin Area Transportation Study Organization (JATSO) is developing a Bicycle and Pedestrian Plan for the Joplin Area. The Plan will communicate the vision for the area's bicycle and pedestrian network and identify policy, program, and project recommendations to guide implementation.

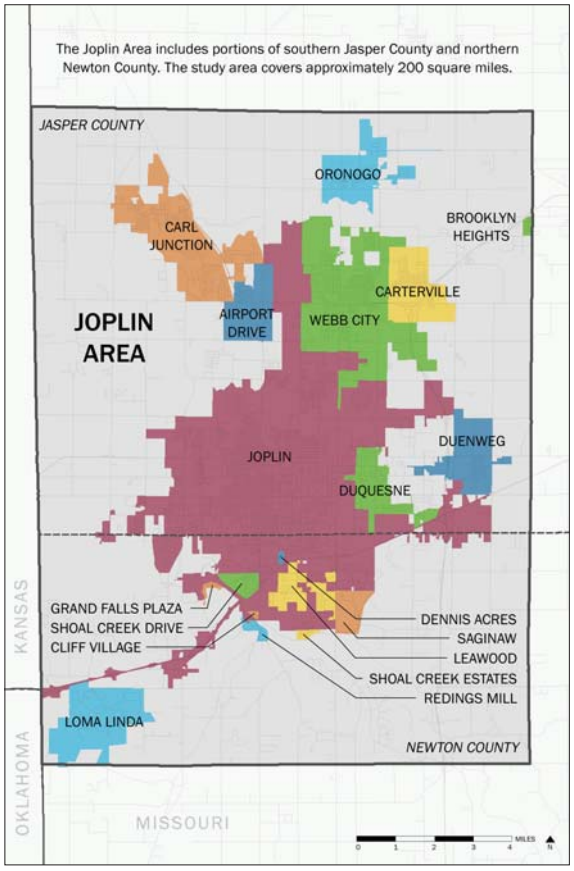
Study Area

The Joplin Area Transportation Study Organization (JATSO) is the designated metropolitan planning organization for the Joplin Area that includes portions of Jasper County and Newton County. The study area covers approximately 200 square miles and includes 18 municipalities.

Meeting Outline

Today's open house public meeting is the final of two public meetings.

- **Review** information about previous public input and the bicycle and pedestrian vision.
- **Think** about potential bicycle and pedestrian policies, programs, and projects.
- **Share** your input about prioritizing potential improvements for implementation.



Schedule

The study first included data collection in order to understand existing conditions. Then, the process progressed to an assessment of bicycle and pedestrian facilities in order to develop network modifications, improvement initiatives, and an implementation timeline. Public input is a critical component of the process to help establish a vision and potential improvements for the Joplin Area.

Public Input Opportunities ★

The planning team has been meeting with key leaders, city staff, and stakeholders throughout the region to incorporate feedback. Public input to date, which is summarized on the next board, has included:

- Open House Public Meeting #1
- Online Public Survey
- Open House Public Meeting #2 ***TODAY!***

Study Tasks	July	August	September	October	November	December
Data Collection						
Assessment of Facilities						
Public Engagement						
Public Meeting		1		*We are here!*	2	
Online Survey		★				
Plan Documentation						

Public Input Summary

What is the vision for the Bicycle and Pedestrian Plan?

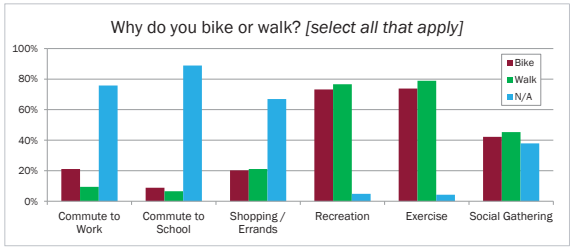
A vision is the desired future condition that a group wishes to achieve. The vision statement is based on input shared by over 100 attendees at Open House Public Meeting #1 and over 350 responses to the Online Public Survey. Other key themes from the public engagement activities are summarized below.

*Provide **safe** bicycle and pedestrian **connectivity** within, between, and beyond the Joplin Area's communities.*

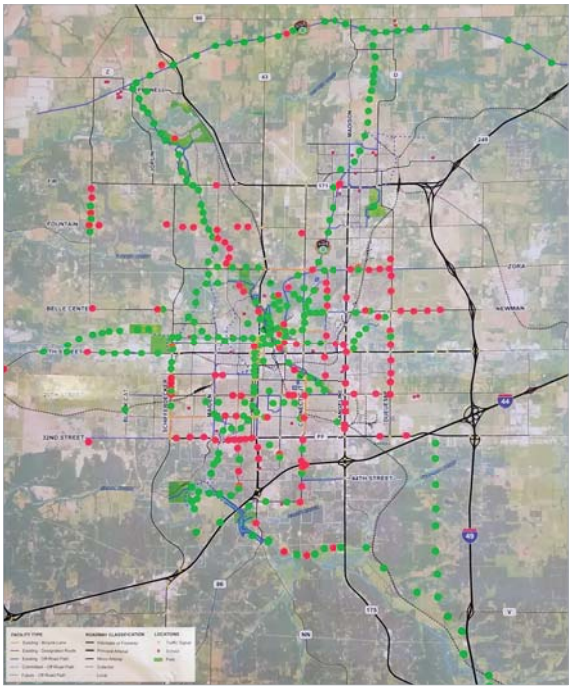
Word Cloud: Meeting attendees used a word or phrase to describe their bicycle and pedestrian vision. Over 150 different comments helped build a collective vision surrounding key themes.



Survey Question #1: The majority of respondents (75%), bike or walk for recreation or exercise purposes. However, up to 20 percent also walk or bike to commute to work or complete errands.



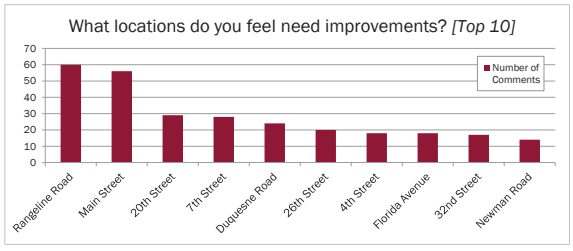
Dot Exercise: Meeting attendees also used colored stickers to indicate opportunities (green) and challenges (red) on a large map. Groupings of dots help inform potential concepts and improvements.



Survey Question #8: Respondents generally feel very or somewhat safe walking in the region (55%), but do not express the same sense of safety when bicycling in the Joplin Area (28%).



Survey Question #15: Respondents highlighted several corridors and intersections they believe need bicycle or pedestrian improvements. The top ten locations are outlined below.



Plan Initiatives

How will the Bicycle and Pedestrian Plan be structured?

The *Joplin Area Bicycle and Pedestrian Transportation Plan* will be a document that incorporates community input in order to promote a shared vision among elected officials, city staff, and other organizations in the region. The Plan will identify overarching policies that translate into programs and specific projects to implement in the Joplin Area.

Policy: A high-level principle or statement of intent to guide future decisions.

Program: A planned series of items over a period of time to meet a long-term goal.

Project: A specific or planned action that results in construction and a physical outcome.

Safety

Public input indicated that safety, particularly safe crossings, is a top priority for the Joplin Area. Therefore, this component of the Plan addresses:

- Crossing Types (crosswalk markings, signage)
- Traffic Signal and ADA Upgrades
- Safe Routes to School



Safety
Crossing improvements on Frisco Greenway Trail

Connectivity

Public input highlighted the need for connectivity between existing facilities to strengthen the network and connect to destinations. Therefore, this component of the Plan focuses on a Complete Streets approach to enable access for all users:

- Arterial Path Connectivity
- Access and Continuity between Transit Stops
- Path Connections to Building Entrances

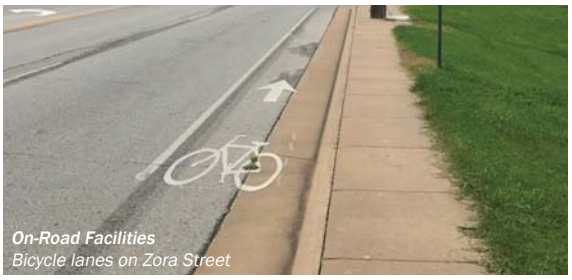


Connectivity
Sidewalk extension in Carl Junction

On-Road Facilities

On-road bicycle and pedestrian facilities include facilities located within roadway right-of-way. Therefore, this component of the Plan includes concepts for:

- Bicycle Lanes (exclusive use by bicycles)
- Shared Lanes (shared by vehicles and bicycles)
- Multi-Use Paths (separate from vehicle traffic)



On-Road Facilities
Bicycle lanes on Zora Street

Off-Road Facilities

Off-road bicycle and pedestrian facilities include paths that are generally located in parks, greenways, or along streams rather than within roadway right-of-way. Therefore, this component of the Plan includes concepts for:

- Multi-Use Paths and Trails
- Rails-to-Trails Conversions



Off-Road Facilities
Future trail location to connect MSSU to Northpark Mall area

Safety and Connectivity

Safety: Safe Crossings

Natural and manmade barriers such as rivers and highways can serve as barriers for safe bicycle and pedestrian access. Therefore, it is important to provide appropriate crossings at intersections, trails, schools, and other community destinations with high pedestrian activity. The Plan will provide guidance for consistency in crossing design and identify a hierarchy for improvements.

Crossing Types

The Plan will provide guidance for crosswalk pavement markings type based on context. For example, high-visibility crosswalk markings are typically recommended in high pedestrian activity areas such as near schools or downtown areas. Other signage and pedestrian signals may be warranted at mid-block crossings to provide greater visibility to motorists.



Provide guidance for sidewalk and trail crossings

Traffic Signal and ADA Upgrades

The Plan will identify locations that do not currently have pedestrian push buttons or signals at signalized intersections. A continuous program of equipment and ADA (Americans with Disabilities Act) upgrades will focus on filling gaps between existing paths.



Upgrade equipment at intersections

Connectivity: A Complete Streets Approach

Network connectivity can increase mobility options and travel distance. The Plan will utilize a Complete Streets approach that emphasizes design characteristics of safe and convenient access for all users regardless of age, ability, or mode of transportation.

Arterial Path Connectivity

The Plan will emphasize sidewalk connections on arterial roadways as these corridors typically provide access between communities.

Access to Transit Stops

The Sunshine Lamp Trolley provides an important transportation option with over 60 transit stops throughout the region. The Plan will emphasize path connections to the transit stops to provide first-mile and last-mile connectivity.



Emphasize path connections to transit stops

Path Connections to Building Entrances

Developments often lack connections from the building entrance to the public sidewalk. The Plan will suggest that development review emphasize pedestrian access and continuity between public and private facilities to achieve a walkable community.



Create internal paths from buildings to public sidewalk

On-Road Concepts

On-Road Facility Types

On-road facilities are bicycle and pedestrian options that are located within roadway right-of-way. These facility types include bicycle lanes, shared lanes, multi-use paths, and sidewalks.

Bicycle Lane: A portion of the roadway designated by striping and signage for exclusive use by bicyclists.



Shared Lane: A wide travel lane shared with vehicles that may be identified by pavement markings or signage.



Multi-Use Path: A wide paved path separate from vehicle traffic that is located within the roadway right-of-way.



On-Road Concepts

Although not all inclusive, the Plan identifies potential on-road concepts: Broadway Street/ 2nd Street, Main Street, Joplin Avenue, Wall Avenue, Connecticut Avenue, Junge Boulevard/ 13th Street, Schifferdecker Road, and 26th Street. Overall, the on-road improvements provide continuity between existing facilities or are associated with anticipated roadway projects. *Other potential concepts for review are displayed on the map.*

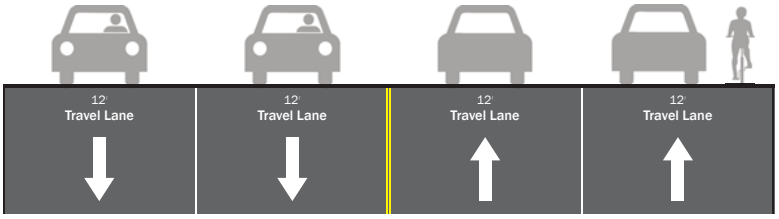
Road Diet Options

A road diet is a reallocation of existing roadway width in order to provide multimodal improvements. For example, a four-lane roadway could be reconfigured to accommodate bicycle lanes. Concepts require additional traffic, intersection, and parking analysis to ensure a corridor is a good candidate for a road diet. If deemed appropriate, road diets are a relatively inexpensive tool to provide on-road connectivity.

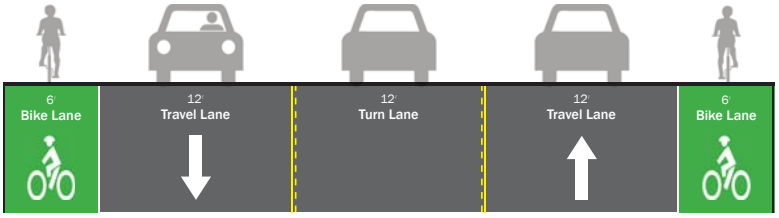
Long-Term Vision Loop

Other on-road bicycle concepts may require roadway construction. Therefore, the Plan envisions a long-term loop of bicycle connectivity that would be coordinated with other roadway improvements.

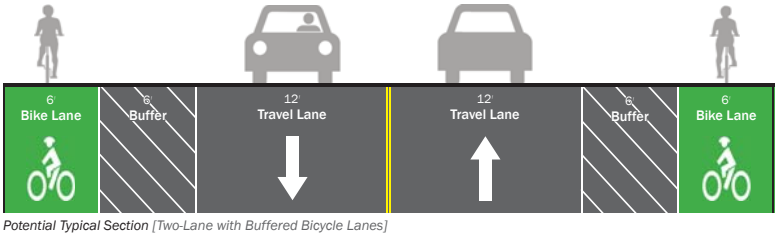
Road Diet Example: Four-Lane Corridor



Existing Typical Section [Four-Lane]



Potential Typical Section [Three-Lane with Bicycle Lanes]



Potential Typical Section [Two-Lane with Buffered Bicycle Lanes]

Off-Road Concepts

Off-Road Facility Types

Off-road facilities are bicycle and pedestrian options that are generally located in parks, greenways, or along streams rather than within roadway right-of-way. These facility types include multi-use paths and trails such as rails-to-trails conversions.

Multi-Use Path: A wide paved path separate from vehicle traffic that is not located within the roadway right-of-way.



Trail: An unpaved path for bicyclists and pedestrians (and equestrian) that is located along greenways or streams.



Rails-to-Trails: A specific type of trail that is the conversion of a former railroad into a path for bicyclists and pedestrians.



Off-Road Concepts

Although not all inclusive, the Plan identifies potential off-road concepts. Extensions are being explored along the Frisco Greenway Trail, Ruby Jack Trail, Turkey Creek Trail, and Thom Station Trail. New off-road concepts also include the Tin Cup Trail, North Rail Trail, and Katy Trail. Key implementation components of any new or extended trail are associated right-of-way requirements or easements (identified below as undefined), ownership, and maintenance. *Other potential concepts for review are displayed on the map.*

Tin Cup Trail

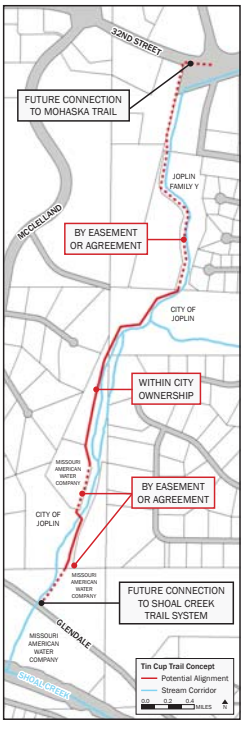
This path generally follows a stream corridor to connect the Mohaska Trail to the McClelland-McIndoe-Wildcat Glades (Shoal Creek) trail system.

Frisco Greenway Trail

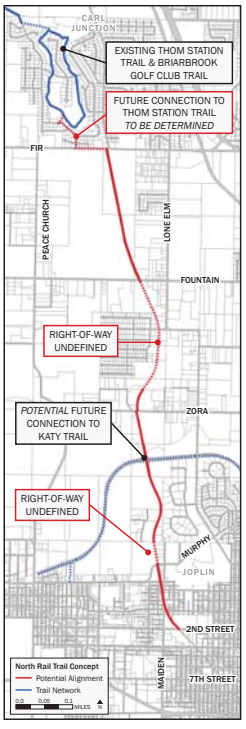
This path could attempt to follow the partially-remaining rail right-of-way to connect to the Ruby Jack Trail. Alternate on-road options along Madison Street or Route D could also be explored.

North Rail Trail

This rail-to-trail conversion of a former St. Louis-San Francisco Railway corridor could potentially extend from Fir Road to 2nd Street and connect to the Thom Station Trail.







Share Your Input!

1 Prioritization Activity

Based on public input and technical analysis, a variety of potential improvement types have been identified in the region. The improvements address safety and connectivity as well as on-road and off-road facilities.

To reflect the reality of financial constraints, there is a limited budget of $10 to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements.

Which improvement type(s) will you fund? Each sticker represents $1. **Use the worksheet to place allocated ten stickers** to indicate the improvement types that you value the most.

Improvement Type	Cost	Examples
Small Improvement	$1 1 sticker	Bike Lanes via Road Diets Crossing Improvements Sidewalk Connections to Transit
Medium Improvement	$2 2 stickers	Trail Upgrades or Extensions New Rails-to-Trails Acquisitions Sidewalks on Major Roadways
Large Improvement	$3 3 stickers	New Bridge for Trail Crossing Bike Lanes via Roadway Construction Shoulder Widening
Is there an improvement type you would like to add? If so, write it in the space provided.		

The varying improvement types are discussed on the boards and potential locations for such improvements are represented on the large maps. You may choose to target either many small cost improvements, a few large cost improvements, or a mix of improvement types and costs. There is no wrong answer!

2 Comment Card

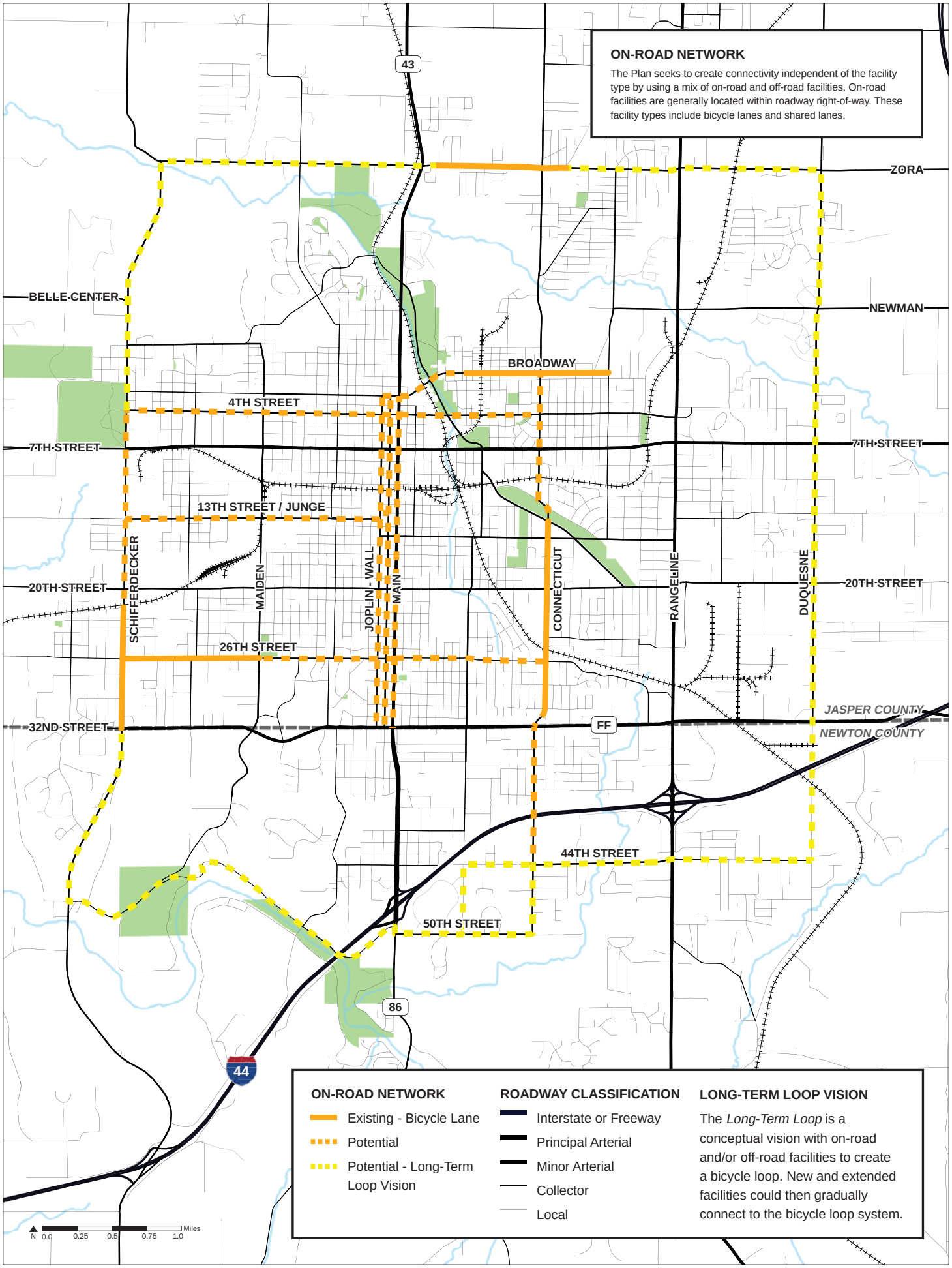
Do you have other thoughts you would like to share? **Complete a comment card** to document any other information, questions, or ideas. You can also sign-up to receive future updates.

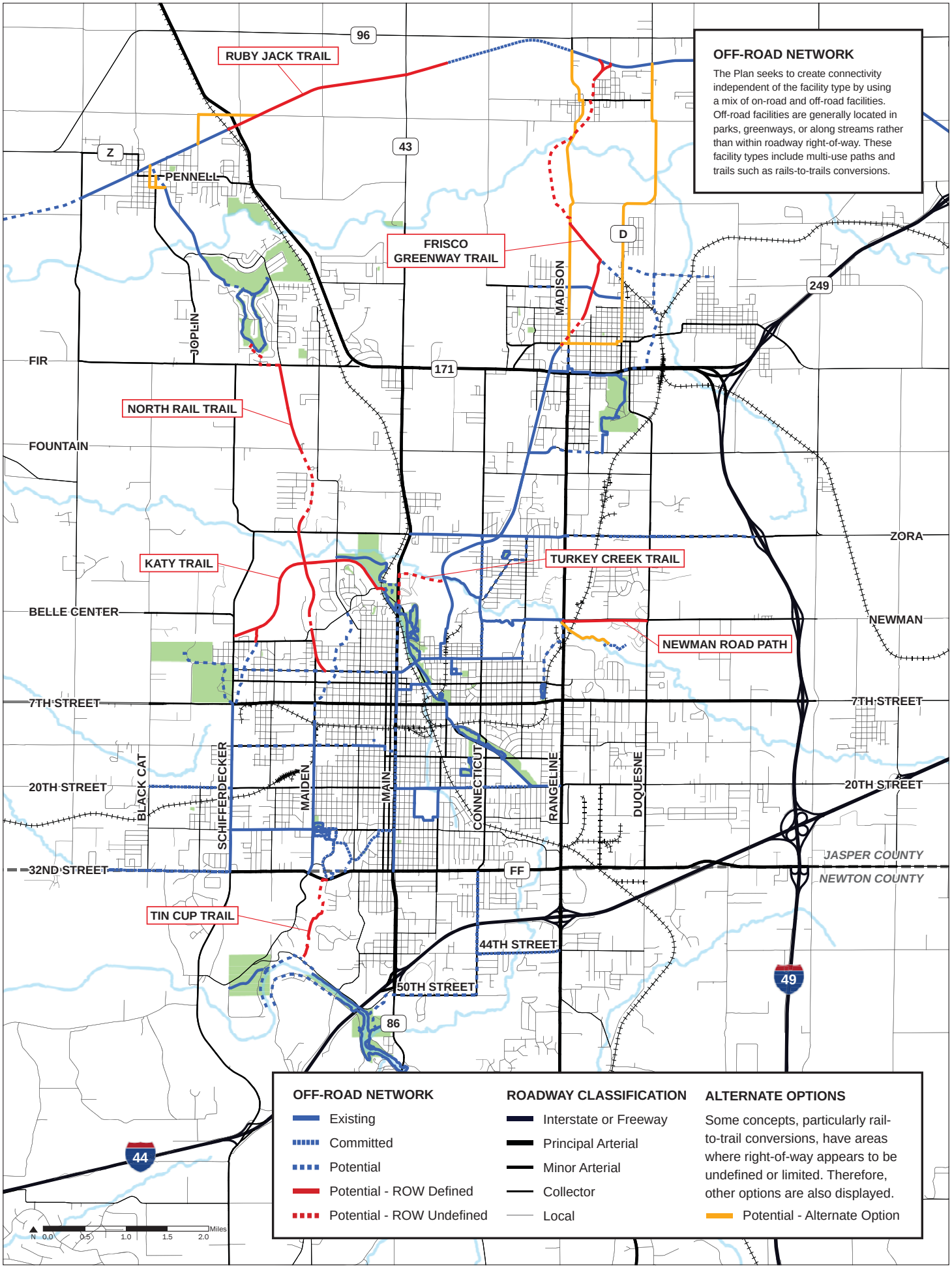
JATSO Bicycle and Pedestrian Transportation Plan

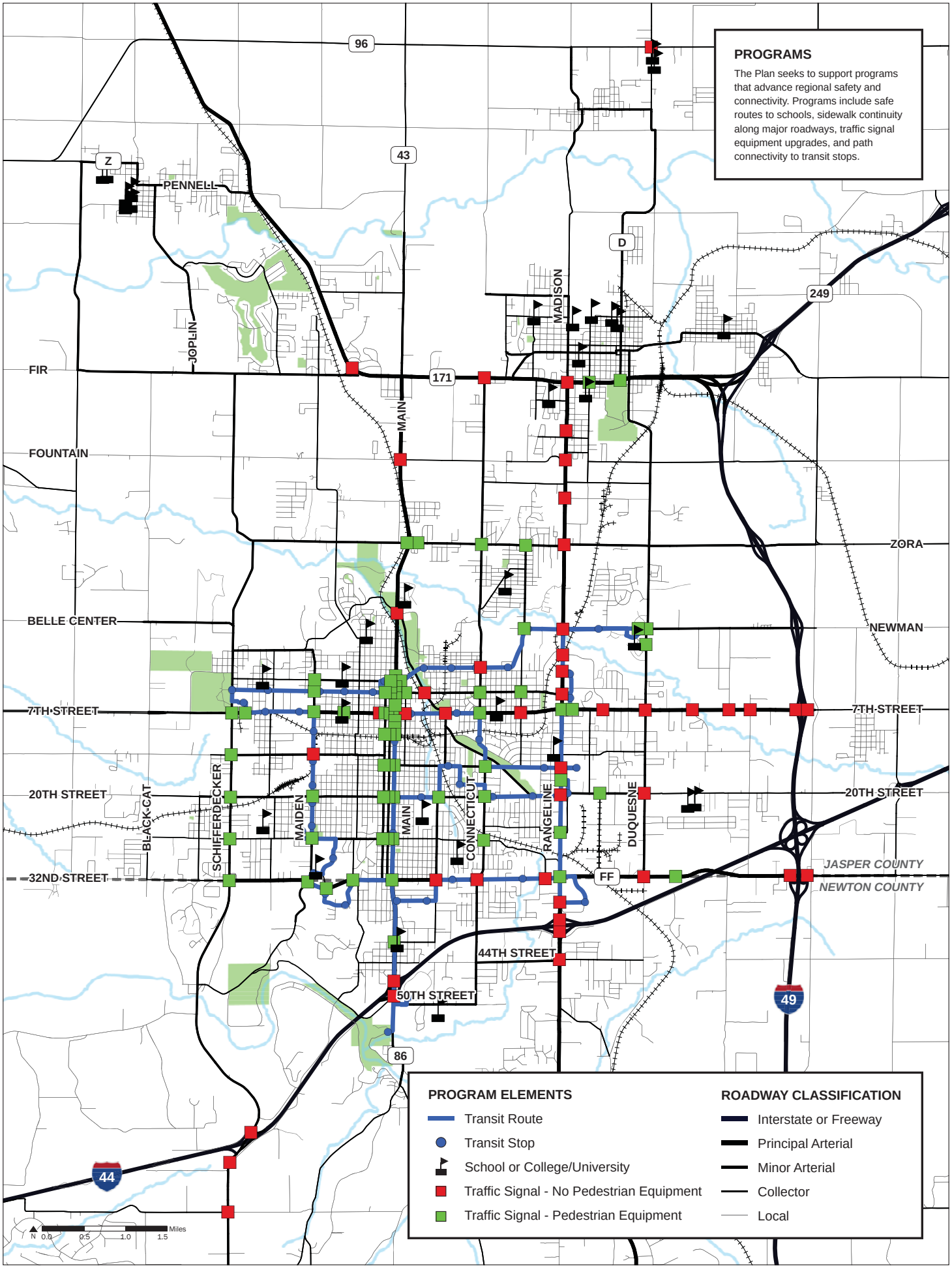
Joplin Area Transportation Study Organization

ATTACHMENT C

Large Maps


ON-ROAD NETWORK
The Plan seeks to create connectivity independent of the facility type by using a mix of on-road and off-road facilities. On-road facilities are generally located within roadway right-of-way. These facility types include bicycle lanes and shared lanes.
43
ZORA
BELLE CENTER
NEWMAN
BROADWAY
4TH STREET
7TH STREET
7TH STREET
13TH STREET / JUNGE
SCHIFFERDECKER
MAIDEN
JOPLIN - WALL
MAIN
CONNECTICUT
RANGELINE
DUQUESNE
20TH STREET
20TH STREET
26TH STREET
32ND STREET
FF
JASPER COUNTY
NEWTON COUNTY
44TH STREET
50TH STREET
86
44
ON-ROAD NETWORK
Existing - Bicycle Lane
Potential
Potential - Long-Term Loop Vision
ROADWAY CLASSIFICATION
Interstate or Freeway
Principal Arterial
Minor Arterial
Collector
Local
LONG-TERM LOOP VISION
The Long-Term Loop is a conceptual vision with on-road and/or off-road facilities to create a bicycle loop. New and extended facilities could then gradually connect to the bicycle loop system.
N
0.0
0.25
0.5
0.75
1.0
Miles


OFF-ROAD NETWORK
The Plan seeks to create connectivity independent of the facility type by using a mix of on-road and off-road facilities. Off-road facilities are generally located in parks, greenways, or along streams rather than within roadway right-of-way. These facility types include multi-use paths and trails such as rails-to-trails conversions.
RUBY JACK TRAIL
FRISCO GREENWAY TRAIL
NORTH RAIL TRAIL
KATY TRAIL
TURKEY CREEK TRAIL
NEWMAN ROAD PATH
TIN CUP TRAIL
96
43
Z
D
249
171
FF
86
44
49
PENNEL
JOPLIN
MADISON
FIR
FOUNTAIN
BELLE CENTER
ZORA
NEWMAN
7TH STREET
20TH STREET
32ND STREET
44TH STREET
50TH STREET
BLACK CAT
SCHIFFERDECKER
MAIDEN
MAIN
CONNECTICUT
RANGELINE
DUQUESNE
JASPER COUNTY
NEWTON COUNTY
OFF-ROAD NETWORK
Existing
Committed
Potential
Potential - ROW Defined
Potential - ROW Undefined
ROADWAY CLASSIFICATION
Interstate or Freeway
Principal Arterial
Minor Arterial
Collector
Local
ALTERNATE OPTIONS
Some concepts, particularly rail-to-trail conversions, have areas where right-of-way appears to be undefined or limited. Therefore, other options are also displayed.
Potential - Alternate Option
N
0.0
0.5
1.0
1.5
2.0
Miles


PROGRAMS
The Plan seeks to support programs that advance regional safety and connectivity. Programs include safe routes to schools, sidewalk continuity along major roadways, traffic signal equipment upgrades, and path connectivity to transit stops.
96
43
Z
PENNELL
JOPLIN
MADISON
D
249
FIR
171
MAIN
FOUNTAIN
ZORA
BELLE CENTER
NEWMAN
7TH STREET
7TH STREET
20TH STREET
20TH STREET
BLACK CAT
SCHIFFERDECKER
MAIDEN
MAIN
CONNECTICUT
RANGELINE
DUQUESNE
32ND STREET
FF
JASPER COUNTY
NEWTON COUNTY
44TH STREET
50TH STREET
49
86
44
PROGRAM ELEMENTS
Transit Route
Transit Stop
School or College/University
Traffic Signal - No Pedestrian Equipment
Traffic Signal - Pedestrian Equipment
ROADWAY CLASSIFICATION
Interstate or Freeway
Principal Arterial
Minor Arterial
Collector
Local
N
0.0
0.5
1.0
1.5
Miles

JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT D

Prioritization Activity

No.	Small Improvement Type				Medium Improvement Type				Large Improvement Type			
	Bike Lanes via Road Diets	Crossing Improvements	Sidewalk Connections to Transit Stops	Other *[Insert]*	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert]*	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Road Construction	Other *[Insert]*
1	4	1	1				1	1				
2	5					1					1	
3	2				1	1					1	
4	5					1					1	
5					2	3						
6					2	3						
7	3	1								1	1	
8	3			1	2	1						
9			1		1	1		1			1	
10	2		1		2						1	
11		2					1		1		1	
12	1	1			2	2						
13	1	2	1		2	1						
14					1	1			1	1		
15	1	1	1	1	1	1	1					
16	1	1	1			1	1			1		
17	1	1	1	1	1	1		1				
18		1	1	1	1	1				1		
19	1										1	2
20	1										1	2
21	1	1	1		1	1			1			
22	4				2	1						
23	1	1	1		1		1				1	
24	1	2	1		1	1		1				
25	1	1	1		1	1					1	
26	1		1				1			1	1	
27	3	2	3			1						
28	3					1	1				1	
29	1	1	1		1	1			1			
30	4	1		1	2							
31	2	1		1	1	1	1					
32				1	1		1	1			1	
33	2	2		1		1			1			
34	1	1	1		1		1				1	
35	1	1			1					1	1	
36					1	1			1	1		
37	1	1		1	1		1				1	
38	2						1		1		1	
39	1	2	1		1	1	1					
40			4		1		2					
41	3	1		2		1	1					
42		1					2					

Total	64	30	23	11	35	31	18	5	7	7	18	4
Percent	25.3%	11.9%	9.1%	4.3%	13.8%	12.3%	7.1%	2.0%	2.8%	2.8%	7.1%	1.6%
Percent	50.6%				35.2%				14.2%			

No.	Other Improvement Type [Insert]
1	Protected on-road bikeways
8	Shared lanes
9	Mountain bike single track
15	Fix missing links like railroad crossings on Murphy Boulevard
17	Create more lighting in parking areas near established trails
17	Parking areas at trailheads
18	Education of trails in area (website, maps); Centralized organization responsible for inquiries and maps
19	Mountain bike trails
20	Mountain bike trails
24	Parking area improvements at trailheads
30	Trail lighting
31	Bike routes on quiet city streets with route system map
32	Bike racks
32	Mountain bike trails as recreational destination
33	Bike racks and locks; Frisco Greenway Trail crossing at MO-171 in Webb City
37	Bike map
41	Bike racks

No.	Other Comments
6	Tin Cup Trail extension; Ruby Jack Trail extension; Frisco Greenway Trial to Ruby Jack Trail acquisition; Katy Trail acquisition
16	Connection on 20th Street to East Middle School
22	Road diets between Joplin and Carl Junction; Trail extensions from Frisco Greenway Trail to Ruby Jack Trail; Mountain bike trails
26	Shoulder widening and/or bike lanes on Duquesne Road
30	Really want Joplin on a road diet!
31	Road diet downtown on Main Street; Crossing improvements at 13th Street and Maiden Lane at the railroad tracks; Tin Cup Trail extension to Shoal Creek; Any rails-to-trails acquisitions; Sidewalk on Newman Road and Rangeline Road
32	Sidewalk on Rangeline Road; Bike lanes on Rangeline Road
42	Sidewalk by MSSU

Prioritization Activity

Public Open House Meeting #2 | November 16, 2017

Instructions

A variety of potential improvement types have been identified in the region. To reflect the reality of financial constraints, there is a limited budget of $10 to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements based upon the scale of work and approximate construction cost.

Which improvement type(s) will you fund? Each sticker represents $1. Place your allocated ten stickers to indicate the improvement types that you value the most. You may choose a type more than once. *See the example on the table for assistance.*

Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]* Protected on-road bikeways 
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Prioritization Activity

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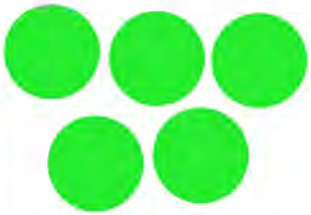
Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]*
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
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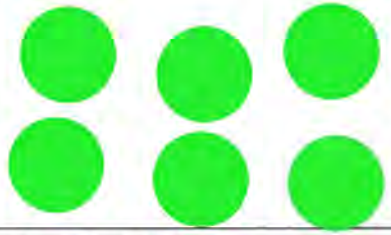
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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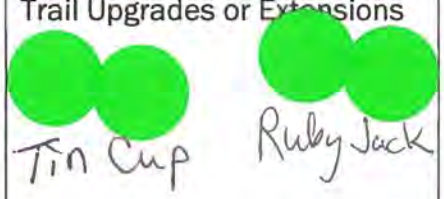
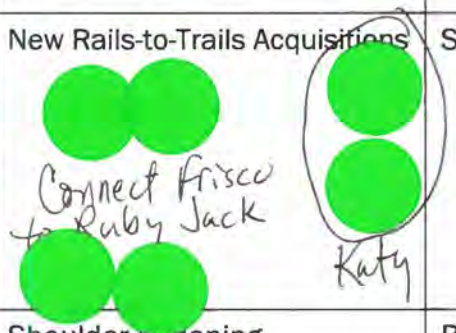
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
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Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening 	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]* Shared Lanes 
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets	Crossing Improvements	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*  mtb single track
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Prioritization Activity

Public Open House Meeting #2 | November 16, 2017

Instructions

A variety of potential improvement types have been identified in the region. To reflect the reality of financial constraints, there is a limited budget of $10 to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements based upon the scale of work and approximate construction cost.

Which improvement type(s) will you fund? Each sticker represents $1. Place your allocated ten stickers to indicate the improvement types that you value the most. You may choose a type more than once. *See the example on the table for assistance.*

Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets	Crossing Improvements 	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]*
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing 	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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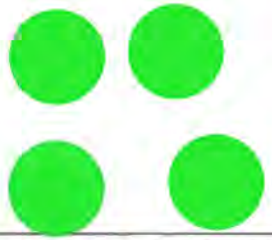
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing 	Shoulder Widening 	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*  fix missing links like railroad crossings on Murphy Rd
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening 20th St => East Middle School 	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Prioritization Activity

Public Open House Meeting #2 | November 16, 2017

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*  Create more lighting in parking areas already est. near trails.
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions  	New Rails-to-Trails Acquisitions  	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*  Parking Areas at trail heads. 
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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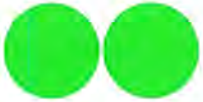
Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets	Crossing Improvements 	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*  Education of trails in area - website, maps, centralized organization responsible for maps, inquiries
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening 	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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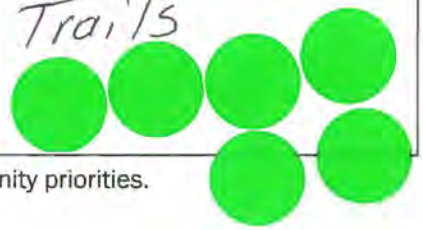
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]* Mountain Bike Trails 

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]* Mountain Bike Trails 

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Medium ($2) Each type costs 2 stickers	Trail ~~Upgrades~~ or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions  	New Rails-to-Trails Acquisitions  	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*  Parking Area Improvements at trailheads 
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening  Duquesne	Bike Lanes via Roadway Construction  Duquesne	Other *[Insert Your Own Idea]*

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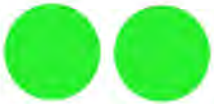
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction 	Other *[Insert Your Own Idea]*

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Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing 	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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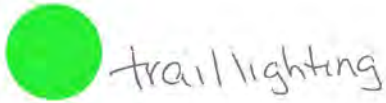
Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]* 
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets ● ● Downtown Main Street	Crossing Improvements ● 13th maiden Lane at the RR tracks Bike lane curves to go 90° over tracks	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]* ● Bike Routes on quiet city streets Route system + maps
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions ● ● Tin Cup Creek all the way to Shoal creek	New Rails-to-Trails Acquisitions ● ● Any + all!	Sidewalk on Major Roadways ● ● Newman Rd & Range Line Rd	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets	Crossing Improvements	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]*  BIKE RACKS
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways  RANGELINE	Other *[Insert Your Own Idea]*  MOUNTAIN BIKE TRAILS → RECREATIONAL DESTINATION
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing	Shoulder Widening	Bike Lanes via Roadway Construction  RANGELINE PLEASE	Other *[Insert Your Own Idea]*

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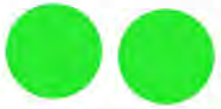
Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit	Other *[Insert Your Own Idea]*  Bike Racks + Lockers
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways	Other *[Insert Your Own Idea]*
Large ($3) Each type costs 3 stickers	New Bridge for Trail Crossing  Frisco Trail crossing at Hwy 121 Wibberly	Shoulder Widening	Bike Lanes via Roadway Construction	Other *[Insert Your Own Idea]*

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Prioritization Activity

Public Open House Meeting #2 | November 16, 2017

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A variety of potential improvement types have been identified in the region. To reflect the reality of financial constraints, there is a limited budget of $10 to spend on improvements. The improvement types have been categorized as small ($1), medium ($2), or large ($3) improvements based upon the scale of work and approximate construction cost.

Which improvement type(s) will you fund? Each sticker represents $1. Place your allocated ten stickers to indicate the improvement types that you value the most. You may choose a type more than once. *See the example on the table for assistance.*

Small ($1) Each type costs 1 sticker	Bike Lanes via Road Diets 	Crossing Improvements 	Sidewalk Connections to Transit 	Other *[Insert Your Own Idea]*
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
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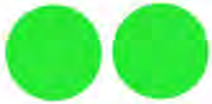
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
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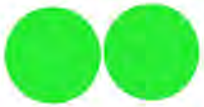
Medium ($2) Each type costs 2 stickers	Trail Upgrades or Extensions 	New Rails-to-Trails Acquisitions 	Sidewalk on Major Roadways 	Other *[Insert Your Own Idea]*
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JATSO Bicycle and Pedestrian Transportation Plan

Joplin Area Transportation Study Organization

ATTACHMENT E

Comment Cards

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Gwen Murdock

Address: 209 N. Byers Ave.

Email: bisongwen@gmail.com

Comments: I don't think narrow bike lanes are sufficiently safe if the posted speed is 35 mph. There needs to be more of a barrier.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Zach Gagnon

Address: 1911 Byers Ave. Joplin MO 64804

Email: zachgagnon41@gmail.com

Comments: please let me know when city votes for bike lanes are

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Steve Gaarder

Address: 214 E 4th #302 Joplin, MO

Email: smgaarder@sbcglobal.net

Comments: I think developing the Tin Cup should be the first priority. Next, develop the trail from Joplin to CJ (Thom Station). Complete Ruby Jack, also

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Sallie Beard

Address: 214 E 4th ST Unit 201

Email: sallie.beard@gmail.com

Comments: another road diet option would be to combine the 7 currently existing bike lanes located on each side of the street into one much wider, two-way bike lane. No additional street width would be needed! Try this on one of the streets that is already scheduled for resurfacing.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Mary Gaarder

Address: 214 E 4th St. #302 Joplin, MO 64801

Email: mcgaarder@gmail.com

Comments: I would really like to see the Tin Cup Trail made, also the connection from the Frisco to the Ruby Jack. I'm so happy the work continues on the Ruby Jack. Keep up the good work!

I attended both forums. This is a great idea to get community input.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Debra Johnson

Address: 108 Sunset Loop Carl Junction, MO

Email: bicyclespecialists@gmail.com

Comments: the need for safe cycling and running is important to Keeping tax dollars in SW Missouri

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Emily Larson

Address: 2919 Delaware

Email: emily.alice.larson@gmail.com

Comments: Thanks for the update

Keep up the great work!

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Jake Souder

Address: 1697 county rd. 110 carthage MO, 64836

Email: jacobsouder@gmail.com

Comments: I believe one of the best ways to promote increased biking/walking traffic is to connect currently unconnected trails and pathways. If we make it easier to safely cross town on bike or foot these trails will get more use and support from the community.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Suzanne Bowling

Address: 2926 S. Wall Ave Joplin

Email: alumbaughfamily@yahoo.com

Comments: Thanks for holding these meetings for input. We really need to look to the future w/ bike & ped access to the city and move away from depending on our cars.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Paul Teverow

Address: 2501 S. Wall

Email: profTeverow@gmail.com

Comments: I saw some practical & useful proposals. Some that might provide maximum benefits with lesser costs include

- making Joplin Landreth Park accessible from south, either via Main St. or on West side
- providing signalized crossings on Madison in Webb City, esp. at 13th/Walmart
- next time Madison St. n. of 171 is repaved, add shoulder bicycle lane to connect to Orongo and Ruby Jack Trail.
- providing safe link from Broadway & Florida (Joplin) to W. end of Newman Rd.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Craig Blanton

Address: 219 Mosher Ave Asbury, MO 64832

Email: craig@blantondesigns.com

Comments: Would like to see some legal singletrack for mountain Biking, Hiking & trail running.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Amanda Cox

Address: 316 Pennell St. Carl Junction, MO 64834

Email: amanda@bluesbikeco.com

Comments: Thank you for the information sharing and for being open and responsive to the resident's ideas. I look forward to many more planning meetings.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: _____

Address: _____

Email: _____

Comments: Shared lanes - Education of Shared Bike lanes

Bike lanes not necessary for most roads -- Shared Lanes

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Anthony Monteleone

Address: 2327 McConnell Avenue

Email: amonteleone@protonmail.com

Comments: Joplin contains multiple denser living areas seperated from our dining and shopping options. ~~Creating~~ Creating safe corridors for bike/foot traffic between these areas will help jumpstart bike/foot as a travel option. Road diets and new trails should be explored to holistically connect these areas.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Kim Endicott

Address: 3000 N St Louis Joplin MO

Email:

Comments: We would like more bike lanes & more educating drivers about the 3 foot law.

Also lots of people would use mountain bike trails. Large groups go to NWA. We eat there, buy gas there and shop there instead of Joplin.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Ernie Reich

Address: 604 Park Lane

Email:

Comments: A tool/pump station (like they have at Maiden Lane Wal Mart and library) would be super useful at the Zora trail head of the Frisco Trail. Thank You.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Brittany Saenz

Address:

Email:

Comments: My family currently travels outside of Joplin to go bike riding and feel like the community would really benefit to having more bike/pedestrian friendly areas. I know we would really love to spend more time on our bikes and less time in the car traveling to get to a place to ride.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Dawsynn Campbell 8yo

Address: 2512 Delaware Joplin Mo

Email:

Comments: We would like more dirt trails to ride bikes on that are cleaned off and no leafs on them so it would be easyer to see what is infront of us when we ride so it would become safer to ride on.

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: Daelynd Campbell 10 yrs old

Address: 2512 S. Delaware Ave Joplin Mo 64804

Email:

Comments: We would like more Dirt trails on Frisco Greenway Trail. (Mountain bikers)

Not allow Dirt bikes or motorized vehicles.

To remove stumps and ~~that~~ other hazards if someone wrecks

Joplin Area Bicycle and Pedestrian Transportation Plan

Public Open House Meeting #2 | November 16, 2017

Name: LORI HAUN OWEN HAUN

Address: 420 BYERS JOPLIN

Email: lorihaun@gmail.com

Comments: (1) Would like 4TH street to connect via walking / biking to Rangeline and ultimately MSSU. There are Wheelchairs in 4TH St regularly now!

(2) ROAD DIETS to slow traffic + give room for bike lanes throughout the city. Joplin is the perfect size to be able to bike everywhere. We could be the most-bikable city in the region.

Much of needed

(3) Dollars for bike + ped should be coming from public works infrastructure dollars.



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