



CITY OF WILLARD, MO

ACTIVE TRANSPORTATION NETWORK PLAN

2026



City of
Willard
MISSOURI

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Active transportation is defined as transportation that is powered primarily by humans and includes walking, biking, rolling, and running. The strategic planning of an active transportation network within a city, region, and state has many benefits, including health, safety, and increased economic development. The network plan developed with the City of Willard focuses on the identification and prioritization of shared-use paved paths, sidepaths, on-street bicycle facilities, as well as strategic sidewalk connections. This plan is designed to complement and be an extension of the city's comprehensive plan and the integration of these facilities into the broader transportation system. Implementation of this plan can enhance how people move between origins and destinations by providing a convenient alternative for everyday travel.

Willard has the foundation for a well-connected, safe, and accessible active transportation network, with the Frisco Highline Trail serving as the core corridor linking neighborhoods to key destinations such as schools, retail, and restaurants located along Miller Road. However, Highway 160 and several arterial and collector roads currently present barriers to walking, riding, and rolling throughout Willard.

The purpose of the Willard, MO Active Transportation Network Plan is to develop an actionable plan that provides safe active transportation options throughout the City of Willard. A core tenet of the plan is to facilitate active transportation options for people of all ages and abilities.

This plan is not intended to replace the use of motorized vehicles, but rather to expand transportation options and encourage walking, biking, and rolling. This is achieved through proposed amenities and active transportation infrastructure for residents and visitors of Willard.

EXISTING CONDITIONS

About the Project Location

Willard, Missouri, was founded in 1884 as a railroad stop along the St. Louis–San Francisco Railroad. With the rail line extending north to Kansas City, Willard quickly became a key point in a growing transportation hub. The community was later incorporated in 1949, officially becoming the City of Willard.



Willard, Missouri, is located in southwest Missouri in Greene County and is part of the Springfield metropolitan statistical area. Positioned just five miles north of Interstate 44 (I-44) and the City of Springfield, Willard occupies a prime location for continued growth and development. Highway 160 (Hwy 160) bisects the community from northwest to southeast, creating opportunities for future development along this important corridor. Running parallel to Hwy 160 and Jackson Street, the Frisco Highline Trail is a 35-mile rail-to-trail route stretching from Springfield to Bolivar, Missouri, with the heart of Willard situated at mile marker 6.



Willard, MO in 2025

Willard has an estimated population of 6,418 [*American Community Survey (ACS) 2023, 5-year estimate*] and has grown by 15% (*ACS 2018, 5-year estimate*) over the past five years. The median age is 30, and 34% of residents are under 18. Known for the high quality of its public schools, Willard continues to attract families seeking strong educational opportunities and affordable housing. Agriculture and an aggregate stone quarry are among the community's largest industries, while many residents commute to Springfield for employment. The median household income is \$87,204, and the median value of an owner-occupied home is \$204,300. (*Data source, ACS 2023, 5-year estimate*). On average, households in Willard spend about 28% of their income on transportation (*Housing & Transportation Index*). Developing a well-connected, comfortable active transportation network can help reduce these transportation costs by giving residents more opportunities to walk, bike, or roll to local destinations.

EXISTING ACTIVE TRANSPORTATION FACILITIES 2025



GUIDING PRINCIPLES

Project Purpose

In the early stages of the Willard Active Transportation Network Plan, six guiding principles were developed in collaboration with the steering committee. These principles were established to shape the planning process and guide project-related discussions. Throughout the process, they served as a consistent reference point, helping to ensure alignment across planning activities.

1 ADAPTABLE

The Willard Active Transportation Network Plan will be adaptable and relevant, facilitating accessibility for all members of the community.

2 CONNECTIVITY

The Willard Active Transportation Network Plan will form an interconnected system linking key destinations, creating a resilient community.

3 VISIONARY

The Willard Active Transportation Network Plan will be inviting and full of opportunity, transforming the community into a vibrant and connected destination.

4 ACCESSIBLE

The Willard Active Transportation Network Plan will be designed to serve all modes and be accessible to all users.

5 COMMUNITY FOCUSED

The Willard active transportation network plan will promote growth and forward movement by creating a beautiful, family-friendly space that fosters community and freedom.

6 SAFETY

The Willard Active Transportation Network Plan will offer improved conditions and access, ensuring a safe and secure environment for walking and biking.

STEERING COMMITTEE

A project steering committee was created to offer incremental feedback on the planning process, serve to oversee progress, help address obstacles, and monitor progress toward key milestones.

Meeting #1 — June 2025

During the kickoff meeting in June 2025, the steering committee created a project purpose statement and guiding principles to guide the Willard Active Transportation Network Plan.



June 2025 Steering Committee Meeting

Meeting #2 — July 2025

The guiding principles were finalized in the July 2025 meeting, and the steering committee also conducted a walk audit.



July 2025 Steering Committee Meeting



August 2025 Steering Committee Meeting



November 2025 Steering Committee Meeting, input on draft network plan

Meeting #3 — August 2025

The steering committee meeting in August 2025 helped sharpen the identified active transportation routes. The steering committee reviewed feedback that was received from the community at public input sessions and provided guidance on the network.

Meeting #4 — November 2025

In November 2025, the steering committee was briefed on the results from both the public survey and the two public outreach sessions. The draft plans were also reviewed.

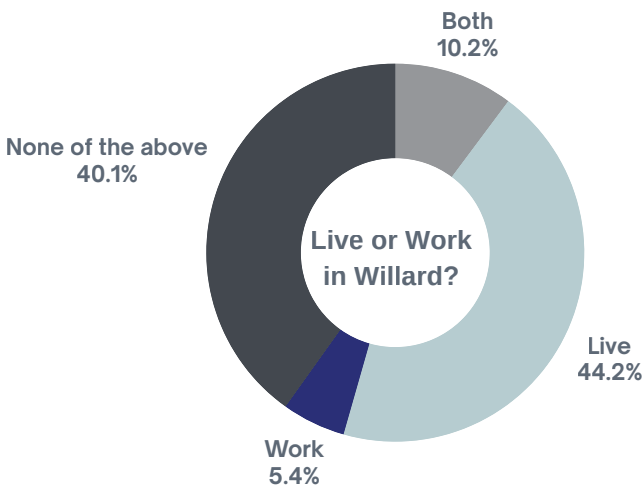
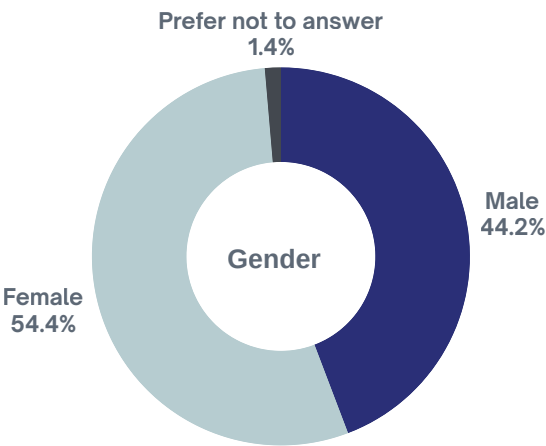
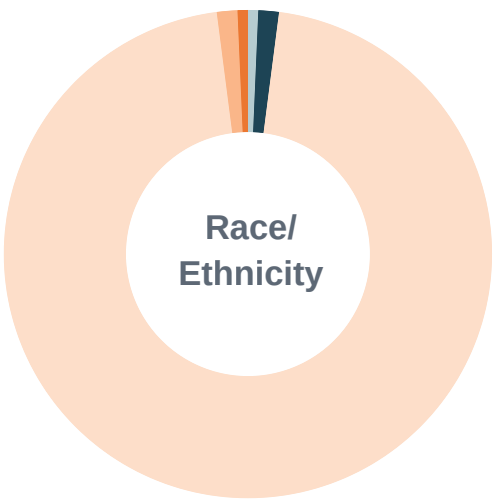
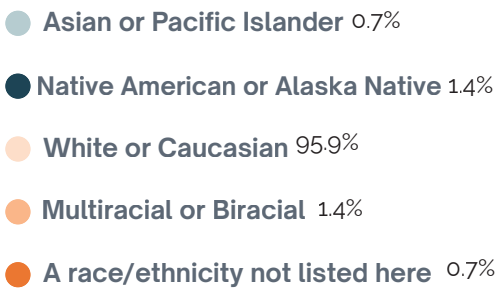
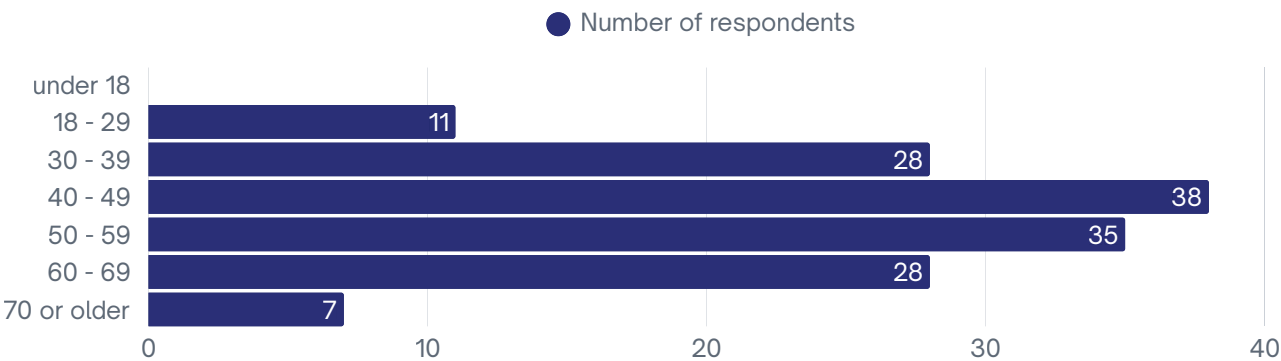
PUBLIC ENGAGEMENT

Online Community Survey

An online project survey was made available for the public during the planning process. The survey was designed to gather community feedback on usage, preferences, challenges, and desires for active transportation in Willard. The survey, comprised of 41 questions, *received 147 responses* from the community. The survey was made available between July 3 - November 11, 2025.

See Appendix B for the results of the online public survey.

Survey Respondent Age Breakdown



Key Online Survey Insights

The survey results indicate that improving bicycling and walking conditions in Willard is a clear community priority. Over half of respondents (54%) stated that improving bicycle infrastructure is very important to them, while an even greater share (62%) expressed the same for walking conditions. Notably, 65% of respondents already walk in Willard, underscoring the importance of providing safe, comfortable, and accessible active transportation options.

Nearly all respondents (98%) reported that they would use shared-use paved paths or greenways more frequently if these facilities were located closer to them. In addition, 90% agreed with the statement, *“I support improving bicycle conditions within our community, whether I ride or not,”* demonstrating widespread public support for active transportation improvements.

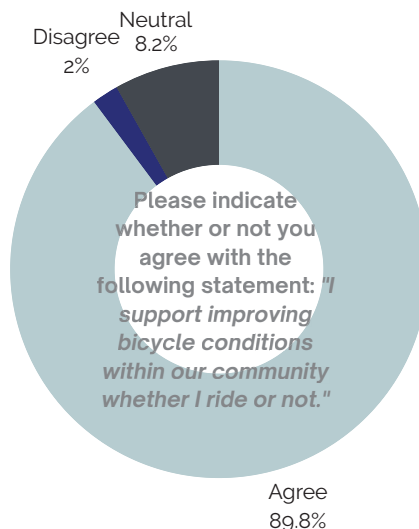
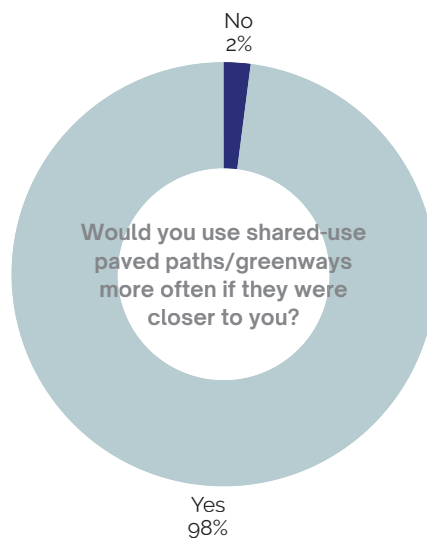
Respondents identified that the most critical step to increasing walking and biking in the city is expanding the network of sidewalks, shared-use paths, and bike lanes. Factors such as exercise, health, and opportunities to spend time outdoors were cited as key factors that encourage a culture of physical activity within the community.

Top Three Factors Discouraging Biking and Walking in Gentry

- 1 Lack of connected greenways, sidewalks, and bike lanes
- 2 Aggressive motorist behavior
- 3 Unsafe street crossings

Top Three Amenities that are Most Important for Bike Riders and Pedestrians in Gentry

- 1 Trail surfaces
- 2 Connection to other trails
- 3 Restrooms



Public Input Sessions

During the planning process, two in-person public input sessions were conducted to highlight and promote awareness of the plan and to gain valuable community feedback. The first public session was held on August 29, 2025, at the Tiger Pride Night tailgate community event at Willard High School. The second session was held at the Willard Parks & Recreation Trunk or Treat event at the Frisco Highline Trailhead on October 25, 2025.

Attendance at both events was successful. Combined, approximately *230 individuals* participated in the public sessions through interactions with the proposed network map and guided exercises, such as placing stickers on feedback boards.

At each public input session, community members were invited to engage with preliminary network maps and place priority sticker dots on boards to indicate their top three choices for each topic. One board asked participants which bicycle and pedestrian example they would feel most comfortable using, while another asked about the destinations where they would most like to walk, bike, or roll, such as schools, workplaces, or parks.

See Appendix A for the results of the two public input sessions.

Community Feedback & Prioritization

Feedback from the interactive boards and preliminary maps showed that the community placed a strong emphasis on access to **schools**, which received the highest number of first-priority votes. Access to **parks** followed as a second priority, and **restaurants** received the most votes as a third priority. When asked about preferred bicycle and pedestrian examples, participants expressed the greatest comfort with shared-use paved paths and sidepaths “greenways”, followed by rural recreational roads, and then protected bike lanes.



August 2025 Public Input Session



October 2025 Public Input Session

Focus Groups Overview

Three focus group meetings were held in June 2025 with key stakeholders and organizations to share the planning process, highlight key objectives, surface opportunities/challenges, and ensure coordination related to active transportation in Willard. Focus groups consisted of the Willard Fire Department, Willard Public Schools, and Chamber of Commerce.

Challenges and Opportunities

Conversations at the public input sessions with steering committee members and with the focus groups helped bring to light key opportunities and challenges in Willard.

Key Opportunities:

Strong existing assets and conditions were identified as focus areas for improving the active transportation ecosystem. The existing assets and conditions included:

- **The Frisco Highline Trail-** The trail is an intercity shared-use paved path that was identified as a potential backbone for building spur connections and downtown connections. There are also opportunities for regional events on the trail. An example is the Square to Square event that occurs on the Razorback Greenway in Northwest Arkansas.
- **The Mile 6 Brewery-** The brewery is identified as an existing popular destination that has the potential to be a hub for events, including group bike rides.
- **Close Proximity of Schools-** Many of the schools in Willard are within proximity to each other, providing the opportunity to make strategic connections that benefit connectivity to multiple schools.
- **Tunnels under Hwy 160-** The existing tunnel south of town, under Hwy 160 at FM 103, and the tunnel scheduled for construction at SH AB and SH 160 are key connections underneath a state highway that acts as a barrier for the safe movement of active transportation users.
- **Engaged Citizens-** The overwhelming participation and input received at the two public input sessions and the online survey demonstrate that the public is civically engaged in the process.
- **Influence Future Development-** Willard has the opportunity to adopt plans and revise ordinances ahead of major new and infill development that will create a safe and connected community for active transportation.



Pressing Challenges:

Community feedback also helped identify physical challenges in existing connectivity, to be addressed, including:

- **Unsafe Crossings at Schools** - Specifically noted were the intersection of Lester St. and Jackson St., which is the entrance to the High School, and on Farmer Rd. between Knight St. and Walnut Ln., where Willard Intermediate and Willard North Elementary Schools are located.
- **Disconnected City** - There was an emphasis on the bisection of the community by SH 160. Neighborhoods south and west of SH 160 do not have easy access to the core of the community, and those north of SH 160 do not have easy access to Apple Market or Miller Farm Park.
- **Sidewalk Connectivity Gaps** - The city is making great progress on constructing new sidewalks along Jackson St., although some gaps still exist. In addition, key sidewalk gaps on Main and South St. disconnect the core of Willard. South of town, there is a sidewalk gap from a large multi-family complex to the DG Market.
- **A Lack of Strategic Traffic Calming** - Unsafe speeds and limited pedestrian crossings on Jackson St., considered the gathering place of the community, was a common theme throughout the public input process. Lester St., Walnut Ln., and Miller Rd., where school-aged children walk to access popular destinations after school (Casey's and Sonic) were also highlighted. These are also roads that directly connect to schools, parks, and the rec center.



KEY NEXT STEPS

Key Steps within the next 90 days:

Actionable steps that can be taken within the next 90 days include:

- Adopt the Active Transportation Network Plan as an amendment to the Comprehensive Plan.
- Meet with city legal to discuss a path forward to update municipal codes, including categorizing updated codes into quick wins such as increasing sidewalk width, which aids in overall pedestrian comfort and safety.
- Identify and allocate funding that can be used as a 20% match for federally funded grants in the future.
- Identify local, regional, state, and federal funding sources.
- Find local Frisco Highline Trail champions to work with community organizers from Bolivar and Springfield to create a regional event on the trail. This can serve to highlight Downtown Willard and bring visitors through Willard. See the Square to Square ride as an example of a regional community bike ride <https://razorbackgreenway.org/square-2-square/>.

Key Mid-term Steps:

Key mid-term steps that will help build a safer transportation network for all ages and abilities include:

- Strategically plan to apply for a large federal discretionary grant, to include a project of significant impact.
- Adopt universal development codes that ensure private developers build sidewalks, sidepaths, and shared-use paved paths as adopted in the Active Transportation Network Plan for any new or infill projects.
- Work with Willard city departments such as Parks & Rec, Planning, Fire, and Police to create a “Travel With Care” safety campaign to bring awareness about “rules of the road” pertaining to pedestrians, people on bikes, and vehicles. See National Highway Transportation Safety marketing campaigns for open-source materials <https://www.trafficsafetymarketing.gov/> and Travel With Care Tulsa as an example of a local safety campaign <https://travelwithcaretulsa.com/>.

Key Long-term Steps:

Key long-term steps that will help build a safer transportation network for all ages and abilities include:

- Consider allocating a specific amount of funding per year to plan, design, and implement the active transportation network.

PROPOSED TRAILS & CONNECTIVITY NETWORK



A successful Active Transportation Network Plan is context sensitive, meaning there is no one-size-fits-all solution for every street and intersection. The Willard Active Transportation Network Plan has identified various facility types to achieve its goals. For a successful active transportation system to function to its full potential, the following characteristics should be included in the design phase:

Safe

Pedestrians, people on bikes, and anyone not utilizing motorized vehicles on or adjacent to roadways are considered vulnerable road users. Vulnerable road users can be exposed to traffic and other variables that can leave them open to physical danger when moving about a city. The safety of vulnerable road users must be a primary goal of any active transportation plan. With safety as the primary goal, participation in riding bikes and walking can increase.

Comfortable

Prioritizing the comfort of an active transportation system for users of all ages and abilities can help encourage additional usage and increase the accessibility of the system. Focusing on reducing points of conflict, creating separation between vulnerable users and vehicles, and reducing unnecessary transitions are ways to increase the comfort level for a diverse number of users.

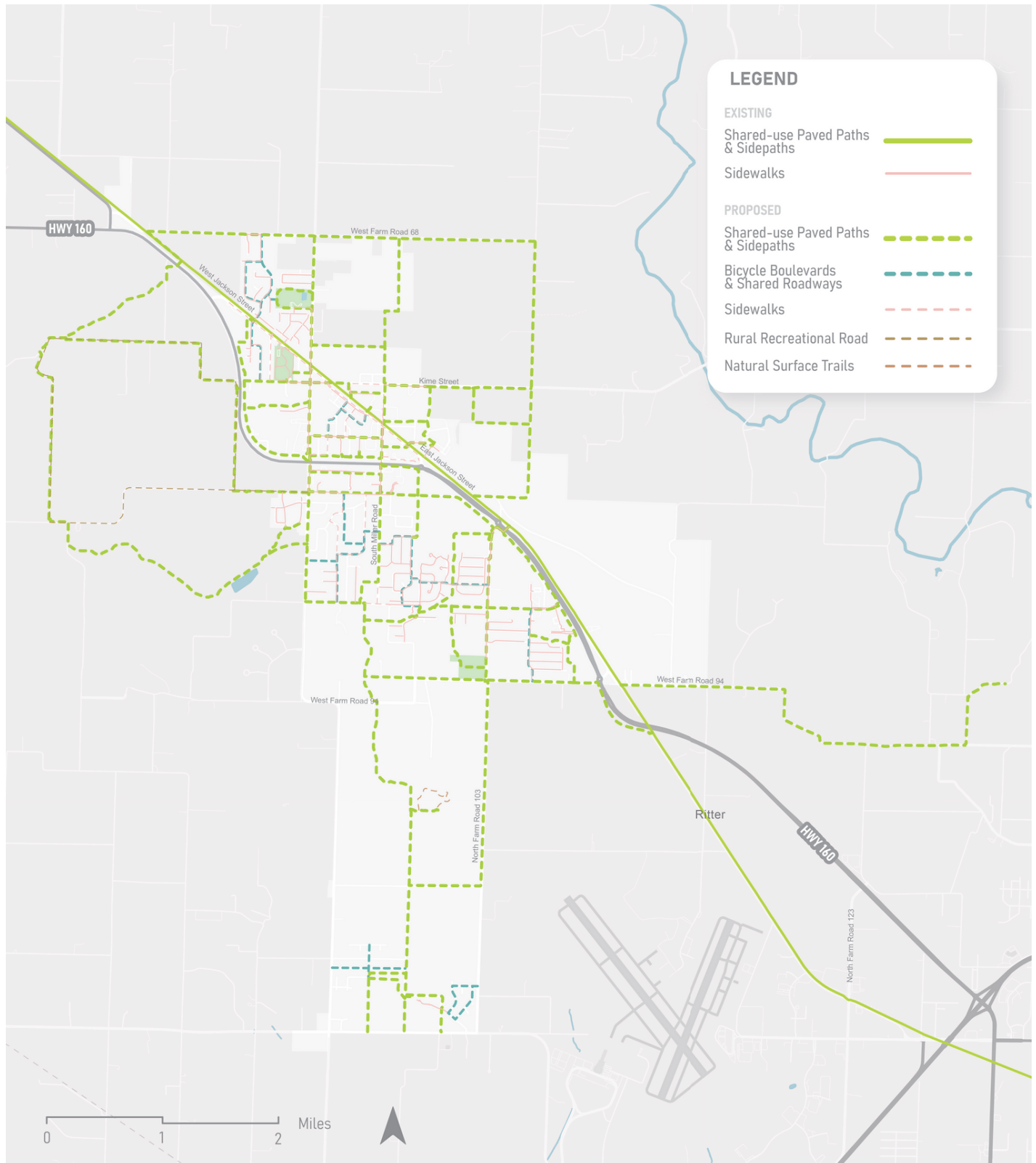
Connected

City residents and those who work or go to school in Willard require the ability to connect to useful destinations such as grocery stores, medical offices, schools, and parks. Developing a plan for infrastructure that ensures connectivity to these essential resources helps residents and visitors thrive and decreases dependence on vehicular travel.

After planning, the next steps are designing and implementing. For the public to view the infrastructure as a functioning piece of the transportation system, it needs to be connected to a defined origin and destination. In other words, each piece of the puzzle is dependent on the others for the full system to function. For example, a sidepath that is connected to a neighborhood but dead ends in an undeveloped field will not be used as intended; however, if the sidepath is connected to a commercial development, it becomes useful and will be used as designed.

OVERALL NETWORK

This map reflects proposed active transportation connectivity projects within the city of Willard. For more information about Downtown Core Connectivity, see page 14.



DOWNTOWN CORE CONNECTIVITY



PROPOSED INFRASTRUCTURE PRIORITIZATION

The prioritization is provided as a tool to guide the city's future investments in its trails and connectivity network. The prioritization of facilities listed below is intended to be used as a list of "recommendations" to pursue; however, the city can and may choose to pursue projects in any particular order, and that may fall outside of the prioritization list. All proposed projects, including shared-use paved paths, on-street infrastructure, and sidewalks, have been prioritized based on the following criteria.

1 Health and Safety

Three subcategories were considered under Health and Safety:

1. Provides a safer crossing of SH 160

- 5 points = Intersects Hwy 160
- 0 points = Does not intersect Hwy 160

2. Percent of families at the Census Block Group level living below the poverty rate*

- 5 points = $>5.9\%$ - $\leq 10.2\%$
- 3 points = $>1.3\%$ - $\leq 5.9\%$
- 1 point = 0% - $\leq 1.3\%$

3. Percent of school-age children living at or below the poverty level*

- 5 points = $>16.5\%$ - $\leq 24.5\%$
- 3 points = $>5.9\%$ - $\leq 16.5\%$
- 1 point = 0% - $\leq 5.9\%$

Source: <https://data.census.gov/>

As referenced on page 8 under pressing challenges, increasing the safety and comfort of bicycle and pedestrian crossings under or over SH 160 was a common theme during both the steering committee and public input sessions. Feeling safe and being safe when crossing higher volume, higher speed roadways and highways is a key factor influencing an individual's choice to walk, bike, roll, or run within a community. Increasing both real and perceived safety can facilitate an increase in usership of active transportation facilities and can have a positive effect on the health and safety of a community. Poverty rates were included under this category as there is a direct correlation between living in poverty and one's overall health and well-being. Creating safe and comfortable active transportation connections in these areas can decrease the barriers to a healthy future.



2 Connectivity

Five subcategories were considered under Connectivity.

1. Access to open spaces and parks

- 5 points = Direct access or serves as a segment of a route that provides direct connectivity to a park/open space(s)
- 4 points = Within 1/8 mile
- 3 points = Within 1/4 mile
- 2 points = Within 1/2 mile
- 1 point = Within 3/4 mile
- 0 points = Over 3/4 mile

2. Access to grocery stores

- 5 points = Direct access or serves as a segment of a route that provides direct connectivity to a grocery store(s)
- 4 points = Within 1/8 mile
- 3 points = Within 1/4 mile
- 2 points = Within 1/2 mile
- 1 point = Within 3/4 mile
- 0 points = Over 3/4 mile

3. Connectivity Gap Closure

- 5 points = high impact
- 3 points = medium impact
- 1 point = low impact

4. School walk accessibility analysis

- 5 points = Multiple schools within 1/4 mile or serves as a segment of a route that provides direct connectivity to a school(s)
- 4 points = One school within 1/4 mile
- 3 points = Multiple schools within 1/2 mile
- 2 points = One school within 1/2 mile
- 1 point = One school within 3/4 mile
- 0 points = Over 3/4 mile of a school

5. Direct or enhances access to employment hubs/centers

- 5 points = Direct access to identified employment hubs or serves as a segment of a route that provides direct connectivity to an employment center(s)
- 4 points = Within 1/8 mile
- 3 points = Within 1/4 mile
- 2 points = Within 1/2 mile
- 1 point = Within 3/4 mile
- 0 point = Over 3/4 mile of identified employment hubs/centers

At the two public input sessions, schools and parks were the top two destinations ranked as a 1st priority to which people would like to be able to walk, ride, and roll safely (see Appendix A); therefore, projects that create connections to these destinations were included in the criteria for prioritization. Although the grocery store and employment hubs/centers were not listed in the top priorities, they are considered essential destinations for a healthy community and so were added under the Connectivity Category. Connectivity gap closure was based on projects that would fill a gap for existing infrastructure, such as sidewalk gaps. These projects, once constructed, can make a large impact on the entire active transportation network.

The prioritization matrix considers the “Health and Safety” and “Connectivity” variables as described and generates a “cost-to-benefit priority score” value that is used to rank the projects. This value measures each project’s benefits relative to its cost, allowing for a balanced comparison of overall value.

The costs reflected in the following tables represent planning level cost estimates for various projects and facility types. Costs for each facility were assigned a cost score category based on the level of complexity to construct and include factors such as topography, right-of-way acquisition, utilities, and drainage. Cost estimates are to be used for planning purposes only, and each project will require full design and engineering to finalize a firm and detailed cost estimate.

TOP 10

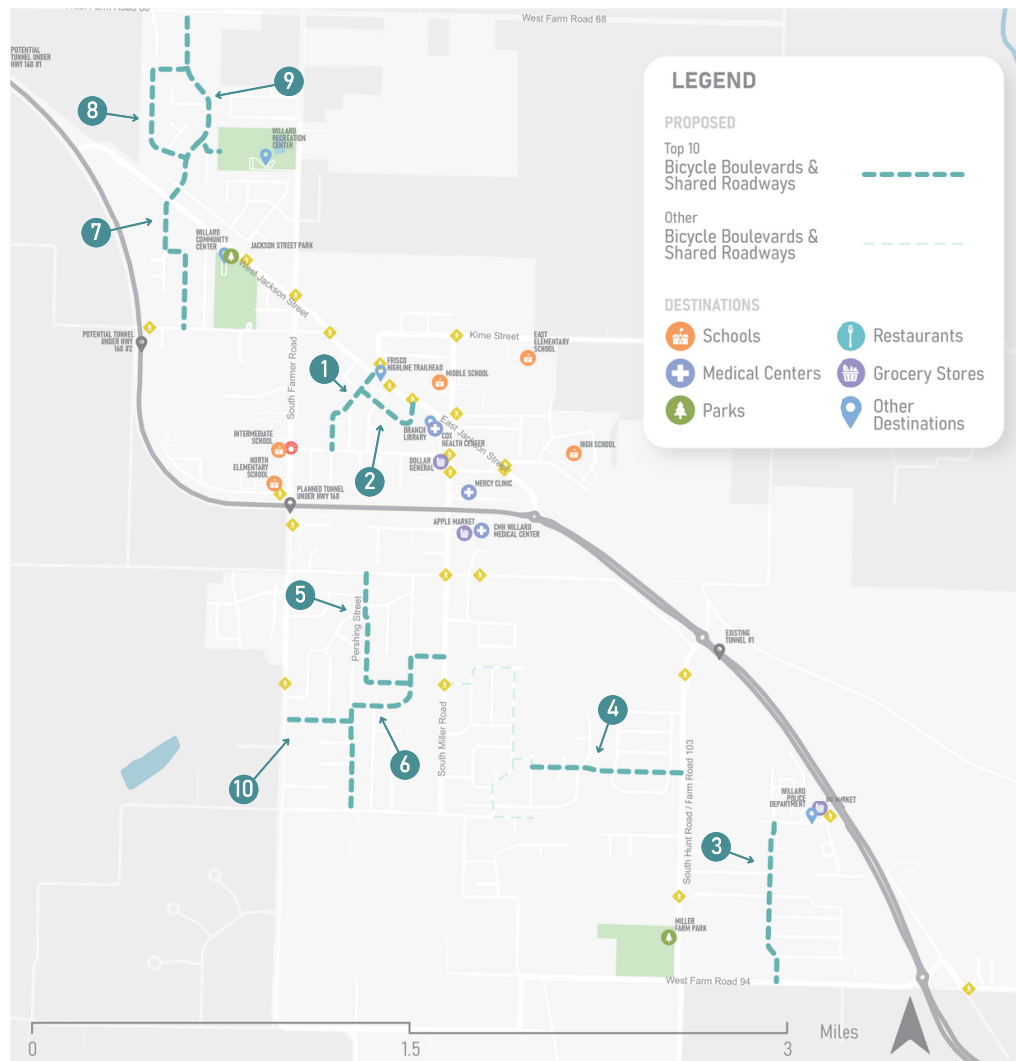
PROPOSED SHARED-USE PAVED PATHS & SIDEPATHS



Project ID	Project Alias	Planning Level Low Cost Estimate	Planning Level High Cost Estimate	Cost to Benefit Priority Score
1	Frisco Highline Trail Connector #1	\$65,000	\$75,000	285
2	Frisco Highline Trail to Highschool Connector	\$214,000	\$246,000	257
3	Lester St. Sidepath	\$204,000	\$235,000	247
4	Middle School Connector	\$64,000	\$74,000	243
5	Hughes Rd. Sidepath	\$463,000	\$532,000	234
6	Tiger Aly Sidepath	\$308,000	\$355,000	203
7	South St. Connector	\$16,000	\$18,000	191
8	Mill St. Sidepath	\$245,000	\$282,000	191
9	Wiley St. Sidepath	\$822,000	\$946,000	190
10	S Farmer St. Sidepath	\$646,000	\$743,000	184

TOP 10

PROPOSED ON-STREET BICYCLE FACILITIES



It is recommended that streets should only be converted to a bicycle boulevard if the posted speed limit is 25 mph or less. A traffic study is strongly recommended on the conversion of any road to a mixed-traffic facility.

Project ID	Project Alias	Planning Level Low Cost Estimate	Planning Level High Cost Estimate	Cost to Benefit Priority Score
1	S Main Bicycle Boulevard	\$179,000	\$205,000	209
2	E Robberson St. & S Perryman St. Bicycle Boulevard	\$155,000	\$178,000	187
3	Megan Ln. Bicycle Boulevard	\$311,000	\$358,000	186
4	Osage Dr. Bicycle Boulevard #2	\$291,000	\$334,000	180
5	S Barwick Pl. Bicycle Boulevard	\$296,000	\$340,000	160
6	Pershing St. & John F Kennedy Dr. Bicycle Boulevard	\$464,000	\$534,000	160
7	Arrowhead Rd. Bicycle Boulevard South	\$375,000	\$432,000	159
8	Deer Run Bicycle Boulevard	\$373,000	\$429,000	149
9	Arrowhead Rd. Bicycle Boulevard North	\$268,000	\$309,000	137
10	Ridgeview Dr. Bicycle Boulevard	\$127,000	\$146,000	134

TOP 10 PROPOSED SIDEWALKS



Project ID	Project Alias	Planning Level Low Cost Estimate	Planning Level High Cost Estimate	Cost to Benefit Priority Score
1	W Jackson St. Sidewalk #2	\$394,000	\$454,000	297
2	E Jackson St. Sidewalk North	\$288,000	\$331,000	267
3	E Jackson St. Sidewalk South	\$391,000	\$449,000	267
4	E Robberson St. Sidewalk	\$151,000	\$174,000	257
5	S Main Sidewalk	\$255,000	\$293,000	245
6	Walnut Ln. Sidewalk West	\$71,000	\$82,000	233
7	South St. Sidewalk	\$131,000	\$151,000	233
8	Walnut Ln. Sidewalk East	\$179,000	\$206,000	213
9	Willard First Baptist Church Sidewalk	\$29,000	\$34,000	193
10	E Knight St. Sidewalk	\$48,000	\$56,000	191

KEY BIKE & PEDESTRIAN SAFETY IMPROVEMENTS

The following projects have been identified as high-priority connections that would deliver significant and immediate benefits if implemented by the City of Willard.



Project ID	Project Alias	Planning Level Low Cost Estimate	Planning Level High Cost Estimate
1	Lester St. & Jackson St. Safer Crossing	\$240,000	\$276,000
2	Improved Intersection Study at Miller Rd. and Walnut Ln.	TBD, pending study	
3	Willard Intermediate & North Elementary School SUPP	\$831,000	\$955,000
4	Completion of Jackson St. Downtown Improvements from Jefferson St to Perryman St. Refer to design by CJW.		
5	Miller Rd. Connectivity	\$1,804,000	\$2,074,000

POLICY RECOMMENDATIONS

Current City of Willard Municipal Codes and Comprehensive Plan - 2019

The project team reviewed the City of Willard Municipal Codes and Comprehensive Plan - 2019 with an emphasis on researching ordinances and language pertaining to active transportation users, planning, and implementation. The city has a solid foundation to build upon. The following are the most relevant recommended policy revisions, amendments, or changes the city may consider in support of active transportation within the community.

Policy Recommendations

Municipal Code	Language Specific to Active Transportation	Recommendations
Title III Traffic Code, Ch 300, 300.010 Definitions	Electric Bicycle	Consider moving the definitions of "Electric Bikes" to Section 375.010 "Bicycle and Motorized Bicycle-Defined" so that all definitions of bicycles are under the same chapter.
Title III Traffic Code, Ch 320, 320.030 General Speed Limit, Schedule I	Except where otherwise provided by signs erected pursuant to duly passed and approved ordinances, no person shall operate a vehicle on any street in the City in excess of thirty (30) miles per hour	Table I-A General Speed Limits lists several roads and subdivisions as 20 mph. Consider adding a blanket code that all residential streets are 20 mph.
Title III Traffic Code, Ch 345, 345.090 Distance To Be Maintained When Overtaking A Bicycle	The operator of a motor vehicle overtaking a bicycle proceeding in the same direction on the roadway, as defined in Section 300.010, shall leave a safe distance when passing the bicycle and shall maintain clearance until safely past the overtaken bicycle.	This code may be problematic. Section 300.010 does not define a "bicycle". It only defines e-bikes. Suggestion is to either add "bicycle" to definitions in Ch. 300.010 or move the definitions of "Electric Bicycles" to Section 375.010. "Safe distance" is subjective. Consider adding "3 feet" in place of "safe distance". In addition, this section aligns more with Ch. 375, Bicycles, Motorized Bicycles, and Electric Bikes
Title III Traffic Code, Ch 375 Bicycles, Motorized Bicycles, and Electric Bicycles		For this entire chapter, consider reviewing each section to ensure uniformity with language that includes "bicycle," "motorized bicycle," and "electric bicycle".

Municipal Code	Active Transportation Specific Language	Recommendations
Title III Traffic Code, Ch 375, 375.050 riding to Right- Required for Bicycles and Motorized Bicycles	Bicyclists may ride abreast when not impeding other vehicles.	Consider making this clearer and stating, "may ride two abreast".
Title IV Land Use, Article XV Required Public Improvements, Section 400.1320. Blocks.	B. Block lengths shall not exceed one thousand three hundred twenty (1,320) feet or be less than three hundred (300) feet, except under unusual conditions.	Consider adding requirements of midblock crossings on arterials and collectors if they are over 600' in length between intersections. (See Ft. Smith as an example- 27-503-13- A) An easement for utilities and pedestrians with a minimum width of 20 feet; or B) an easement reserved for pedestrian passage with a minimum width of 10 feet.
Title IV Land Use, Article XIV Plans, Plats and Other Required Information, 400.1160 Site Plan 1.i. and 2.i.	The general location and approximate dimensions of all vehicular and pedestrian circulation elements, including streets, driveways, entrances, curb cuts, parking and loading areas and sidewalks, including slope and gradient of vehicular elements.	Consider including "bicycle circulation".
Title IV Land Use, Article XV Required Public Improvements, 400.1310	Sidewalks	Consider requiring sidewalks along two (2) sides of all streets, or one sidepath and one sidewalk, depending on the active transportation plan. This is also found under Article II, 405.150, and XVII Miscellaneous Regulations, Art II, 405.150
Title IV Land Use, Article XV Required Public Improvements, 400.1350	Easements may be required for the installation of utilities and stormwater improvements.	Consider including easements are also required for shared-use paved paths, sidepaths, and sidewalks.
Title IV Land Use, Section 405 Design Standards for	Local Streets shall be designed so as to	Suggestion is to add "motorized". "Local streets shall be designed so as to

Policy Recommendations

Municipal Code	Active Transportation Specific Language	Recommendations
Title IV Land Use, Section 405 Design Standards for Public Improvements, Art II, 405.120 G.	Permanent dead-end or cul-de-sacs shall be no longer than eight hundred (800) feet and shall provide at the closed end a paved turnaround...	Consider adding language that dead-end streets or cul-de-sacs will incorporate access for a connected active transportation for people riding, rolling, or walking.
Title IV Land Use, Section 405 Design Standards for Public Improvements, Art II, 405.150 B.1.	1. Sidewalks along minor streets shall be a minimum of five (5) feet wide; 2. Sidewalks along collector and arterial streets and in the vicinity of schools, recreation areas and other community facilities shall be a minimum of five (5) feet wide.	Consider increasing the minimum sidewalk width to six (6) feet wide. This allows two people to comfortably walk side by side.
Title IV Land Use, Art II, Ch 405.156 Linear Park Trails and Connections to Trails, B.1.a.	A trail is planned within a linear park as identified by the Willard Comprehensive Plan	Consider adding language that would include “and all future active transportation plans.”
Title IV Land Use, Article XV Required Public Improvements, Section 400.1320. Blocks.	B. Block lengths shall not exceed one thousand three hundred twenty (1,320) feet or be less than three hundred (300) feet, except under unusual conditions.	Consider adding requirements of midblock crossings on arterials and collectors if they are over 600 ft in length between intersections. (See Ft. Smith as an example- 27-503-13- A) An easement for utilities and pedestrians with a minimum width of 20 feet; or B) an easement reserved for pedestrian passage with a minimum width of 10 feet.
Title IV Land Use, Article XIV Plans, Plats and Other Required Information, 400.1160 Site Plan 1.i. and 2.i.	The general location and approximate dimensions of all vehicular and pedestrian circulation elements, including streets, driveways, entrances, curb cuts, parking and loading areas and sidewalks, including slope and gradient of vehicular elements.	Consider including “bicycle circulation”.
Title IV Land Use, Article XV Required Public Improvements, 400.1310	Sidewalks	Consider requiring sidewalks along two (2) sides of all streets, or one sidepath and one sidewalk, depending on the active transportation plan. This is also found under Article II, 405.150, and XVII Miscellaneous Regulations, Art II, 405.150

Municipal Codes- General Recommendations

For new and infill developments, if the City of Willard allows a fee in lieu of for sidewalks, sidepaths, or shared-use paved paths, the policies and guidelines should be clear and transparent. It should also be the exception and not the norm. The City of Houston has a good example of a fee in lieu of program. <https://www.houstontx.gov/planning/Publications/docs-pdfs/Sidewalk-Regulations-English.pdf>.

Requiring minimum parking spaces could hinder infill and increase the cost for private development. Consider removing parking minimums for retail spaces and office buildings. If safe and welcoming active transportation infrastructure is implemented, this could reduce some of the need and demand for parking spaces.

Consider adding language that requires bicycle racks for commercial, office, industrial, and multi-family developments. For example, requiring one (1) bike rack per multi-family development of 10 units or fewer, and one (1) additional bike rack per every additional 10 units. For industrial, office, and commercial, consider requiring one (1) bike rack for every 20 parking spaces. In addition, parking lots should include appropriately marked locations with racks for bicycle parking. (See Fort Smith, Arkansas, as an example for commercial parking. 27-601-2.B. See City of Madison, WI Off-Street Parking and Loading Standards. 28.141(4), Table 281-3) See *Essentials of Bike Parking* by the Association of Bicycle and Pedestrian Professionals for best practices and installation of bike racks.

Consider adding and updating the definition of micromobility. Factors to consider are speed, weight, watts, and/or width. For example, the use of a golf cart should not be allowed due to their speed and width. The International Transport Forum uses the characteristics of speed and weight to define types of micromobility. See Definition of Micromobility, p. 11, <https://www.itf-oecd.org/sites/default/files/safer-micromobility-technical-report.pdf>

Consider adding language that would define the type of micromobility vehicle that may use a sidepath, shared-use paved path, sidewalk or bike lane. See the City of Fayetteville Article XI Operation of Vehicles and Use of City Trails. https://library.municode.com/ar/fayetteville/codes/code_of_ordinances?nodeId=CD_ORD_TITVIITRCO_CH71TRRU_ARTXIOPVEUSTR_71.170RETYVEALSHEPATR

Consider adding language that a developer may be required to construct a shared-use paved path/sidepath linkage or corridor or grant an easement approved in the Willard Active Transportation Network of the Comprehensive Plan. This should also be included for infill projects. Fayetteville, AR (Title XV- Unified Development Code, Chapter 166.04- Required Infrastructure Improvements, B(4)(k) has a model ordinance addressing this.

2019 Comprehensive Plan Recommendations

Comprehensive Plan	Active Transportation Specific Language	Recommendations
Transportation	Street Classifications, p.12	Consider updating typical sections to include updated standards and best practices for bicycle and pedestrian infrastructure.
Future Land Use	Categories, pp. 30-32	Under Parks and Open Spaces, trails are listed as an appropriate use. Consider adding shared-use paved paths as an appropriate use in additional land use categories.
Future Land Use	Goal 3: Manage the Environmental Impact of Willard's Growth, p.36. As Willard grows, efforts should be made to manage or reduce detrimental environmental effects.	Consider updating to add language that implementing and encouraging the use of active transportation will limit the environmental impacts of Willard's growth by reducing detrimental environmental effects.

Comprehensive Plan- General Recommendations

Future Land Use, Categories, p. 32- "Enhance and preserve the visual image of the City of Willard as viewed from Hwy 160." This purpose aligns with the active transportation culture and the welcoming environment of Willard. How does Willard want to convey that eco-tourists on the Frisco Line are welcome to stop and visit Willard instead of riding straight through? Are there safe crossings to get into town, wayfinding signage to places to eat? When people are on the trail, do they know when they have entered and exited the City of Willard on the trail?

Future Land Use, Goal 1: Utilize Land More Efficiently Within Willard- Including active transportation connections to both infill and new developments is a way to set a precedent for when strategic annexation occurs. Developers will see that the norm in the city is to provide safe, welcoming, and accessible transportation choices instead of relying on only one type of transportation.

APPENDIX A

Combined Results of Public Input Sessions 1 and 2

Facilities I would feel most comfortable using.	Green (1st)	Orange (2nd)	Pink (3rd)
Shared-use Paved Paths & Sidepaths “Greenways”	123	41	20
Rural Recreational Roads	30	68	37
Protected Bike Lanes	21	38	42
Revitalized Alleyway	14	19	29
Conventional Bike Lane	10	25	47
Bicycle Boulevard & Shared Roadway	6	7	19
TOTAL	204	198	194

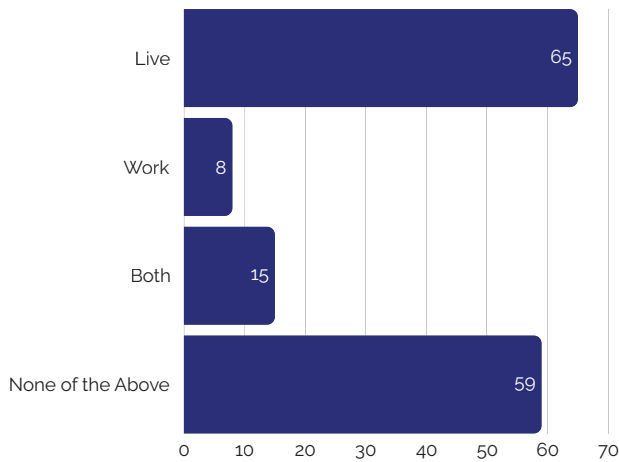
Combined Results of Public Input Sessions 1 and 2

Places I would like to get to by walking, riding, or rolling.	Green (1st)	Orange (2nd)	Pink (3rd)
School	66	30	27
Park	59	40	19
Restaurant	26	32	30
Visit Friends or Family	22	12	33
Library	11	40	27
Grocery Store	16	25	31
Church	16	17	13
Medical	8	16	11
Shopping	7	17	29
Work	5	7	14
TOTAL	236	236	234

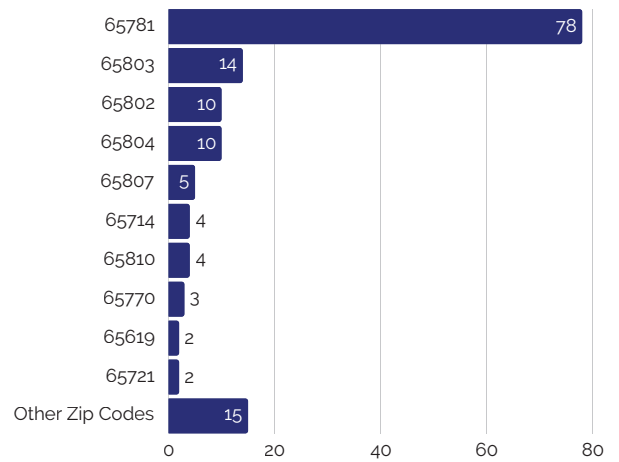
APPENDIX B

Public Survey Results

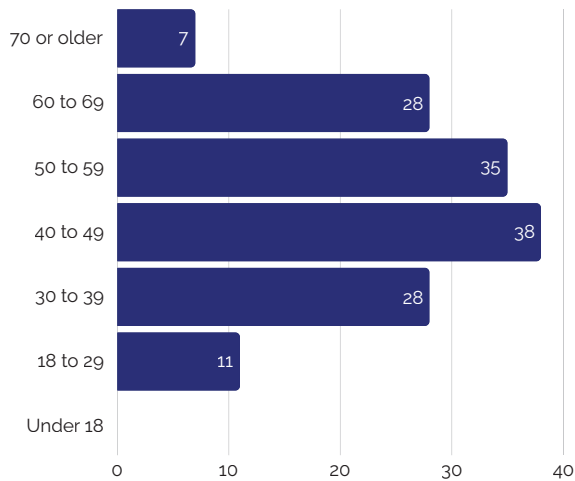
1. Do you live or work in Willard?



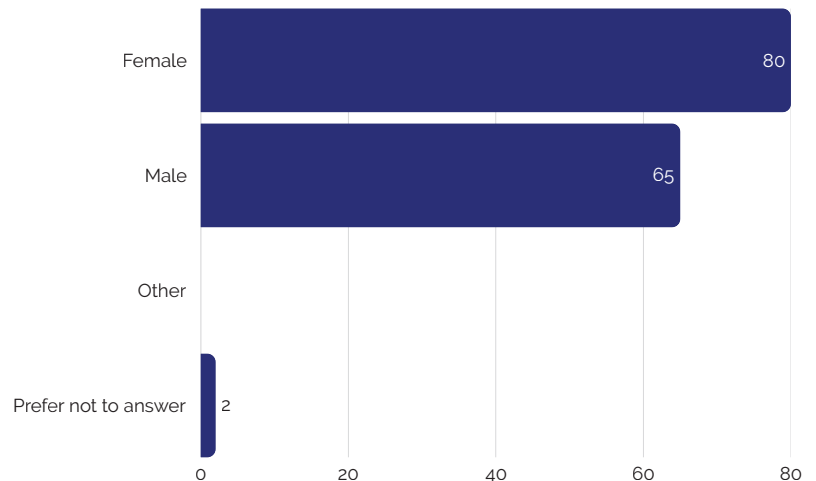
2. What is your zip code?



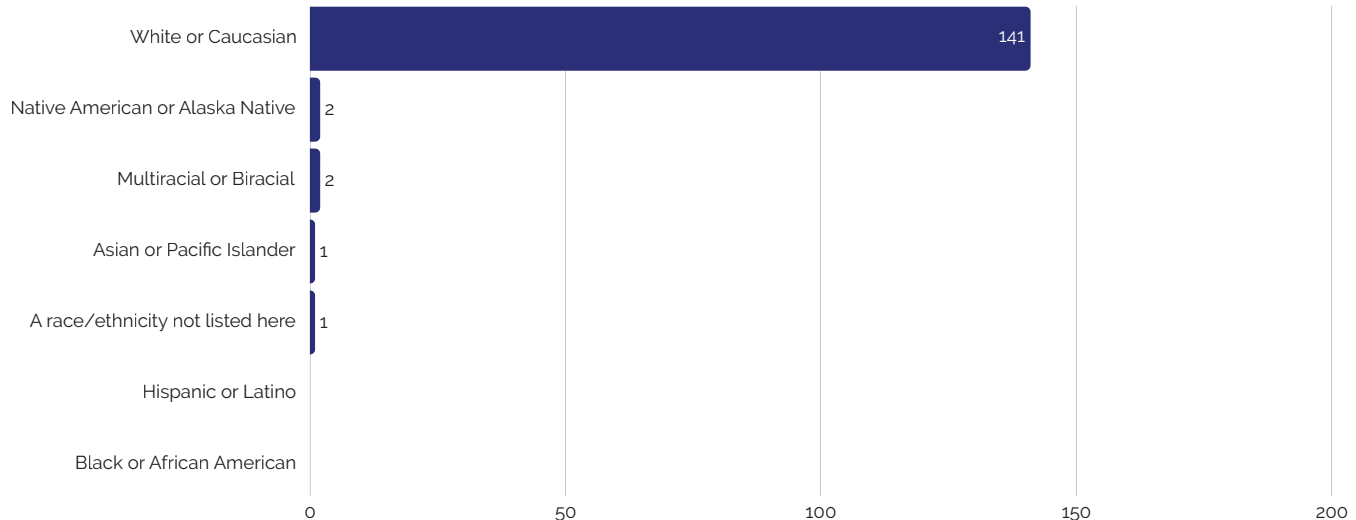
3. What is your age?



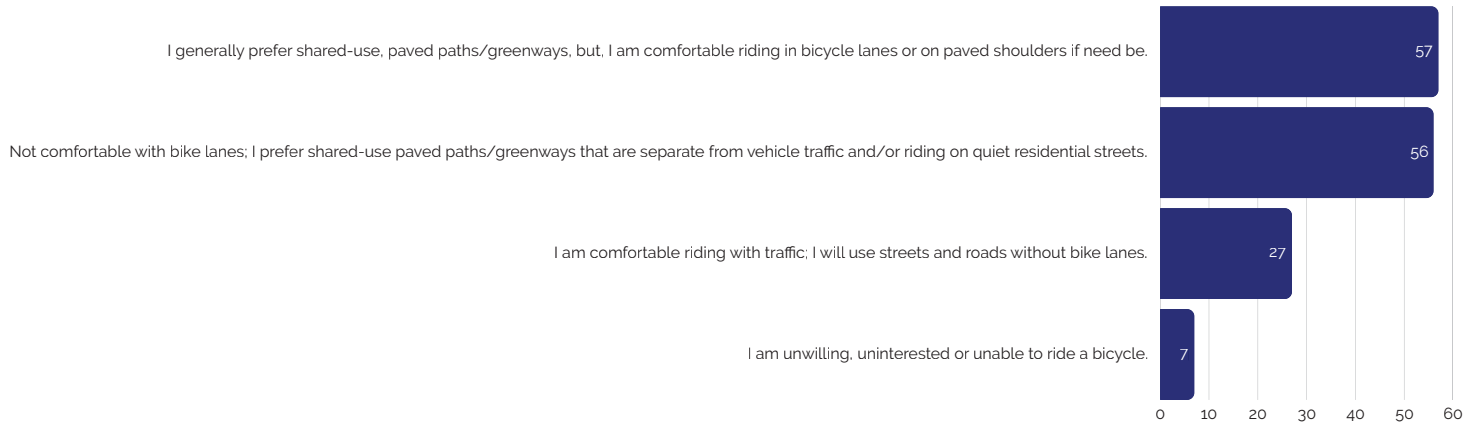
4. What is your gender?



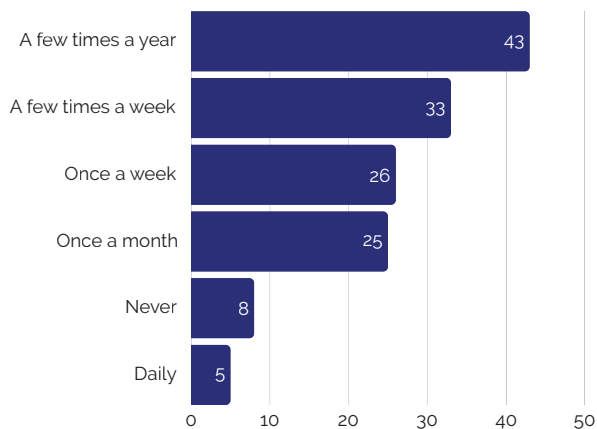
5. Which of the following best describes you?



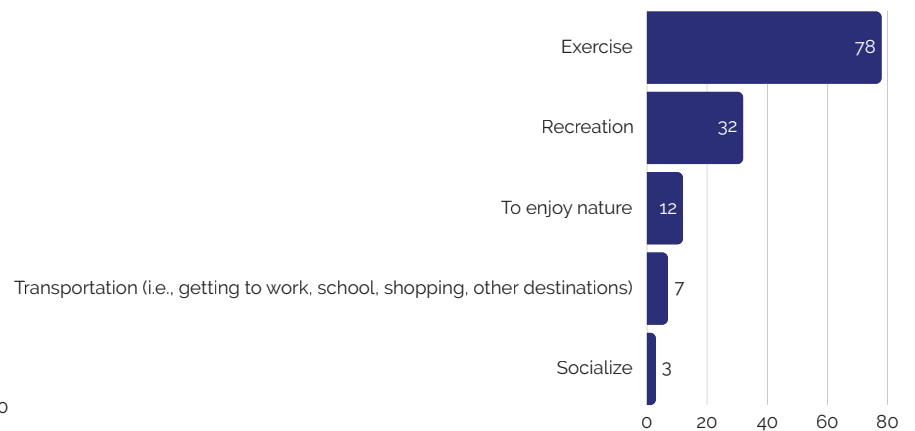
6. What is your bicycling level of comfort?



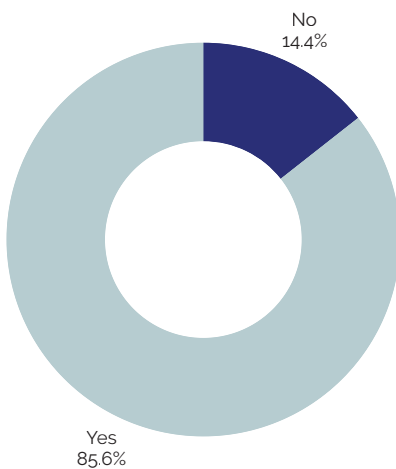
7. How often do you ride a bicycle within Willard?



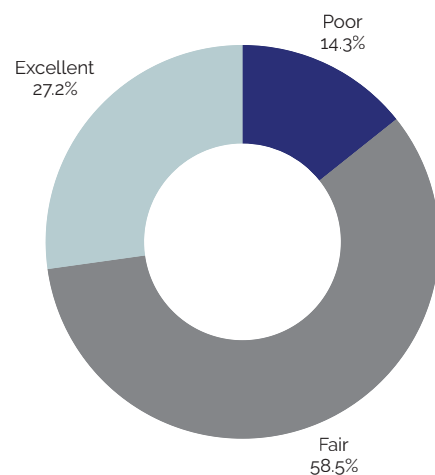
8. When you ride a bicycle in Willard, what are the primary purposes for riding? (Number of times listed as #1 choice)



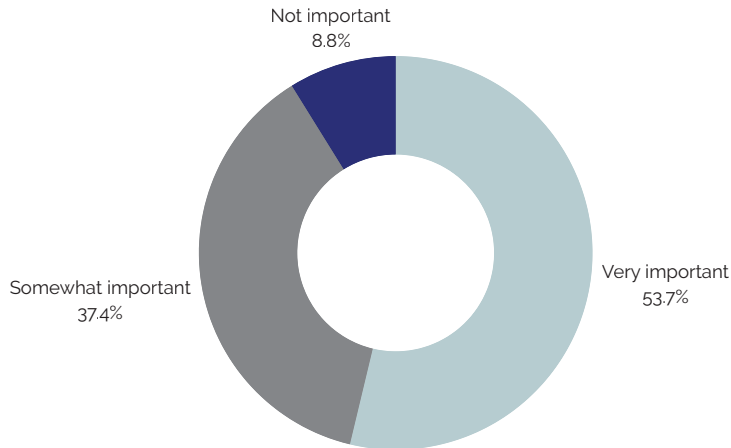
9. Do you feel safe and comfortable riding a bike in Willard?



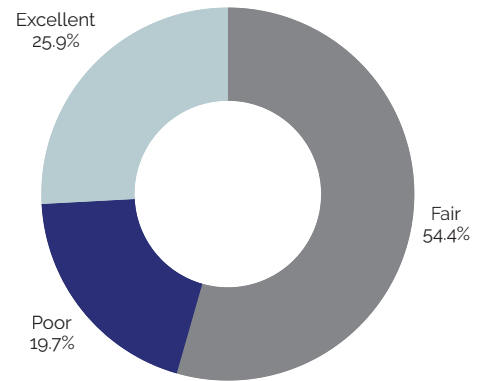
10. How do you rate present bicycling conditions in Willard?



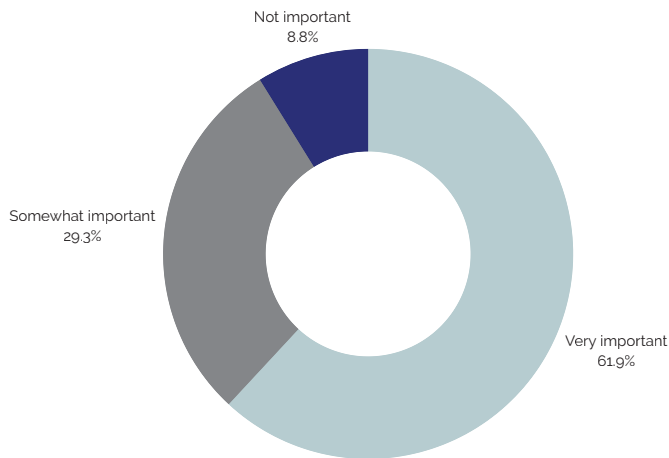
11. How important to you is improving bicycling conditions in Willard?



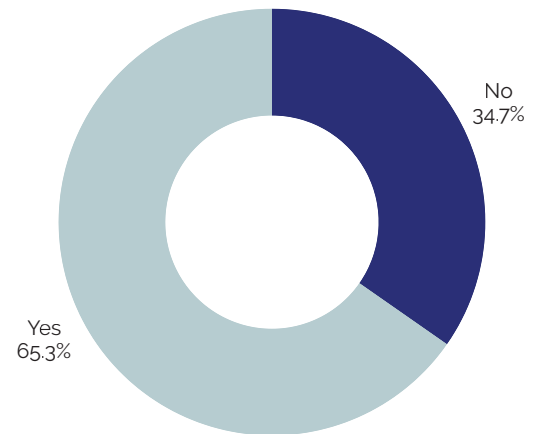
12. How do you rate present walking conditions in Willard?



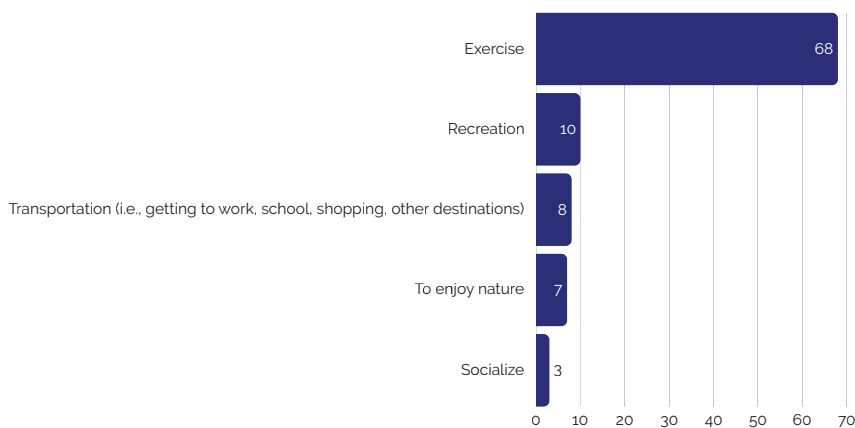
13. How important to you is improving walking conditions in Willard?



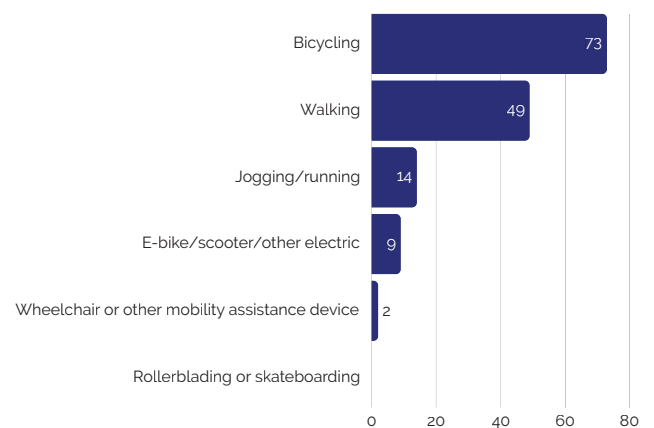
14. Do you walk in Willard?



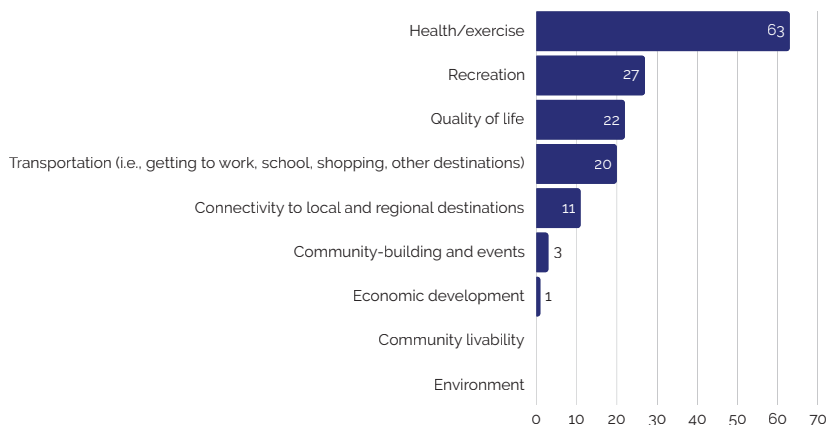
15. When you walk in Willard, what are the primary purposes for your trips?
(Number of times listed as #1 choice)



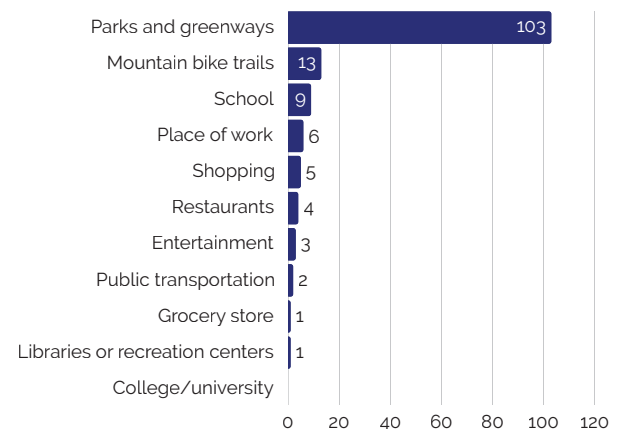
16. What are your preferred transportation modes when using a shared-use paved path/greenway?
(Number of times listed as #1 choice)



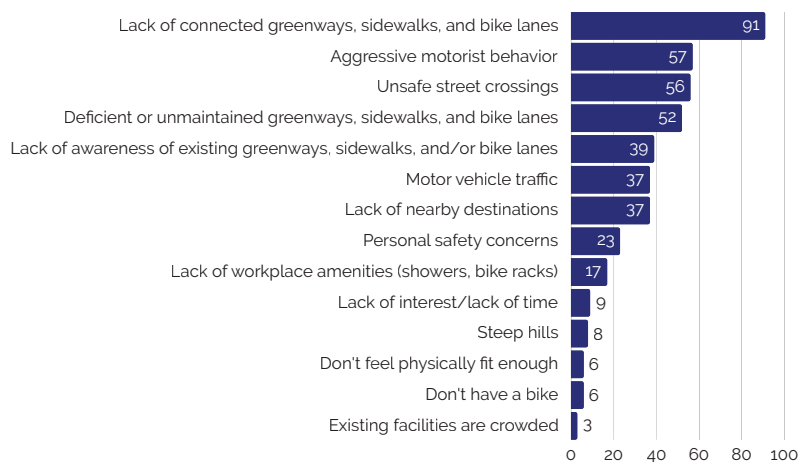
17. What do you consider to be the most important benefits and uses of a bicycle and pedestrian network in Willard? (Number of times listed as #1 choice)



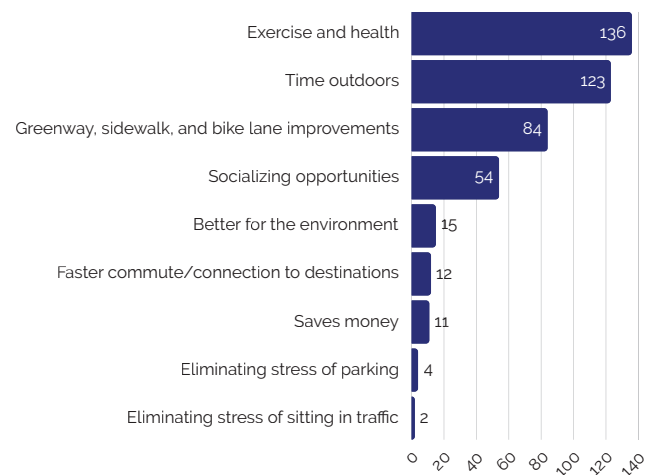
18. What destinations would you most like to be able to reach by bicycling or walking? (Number of times listed as #1 choice)



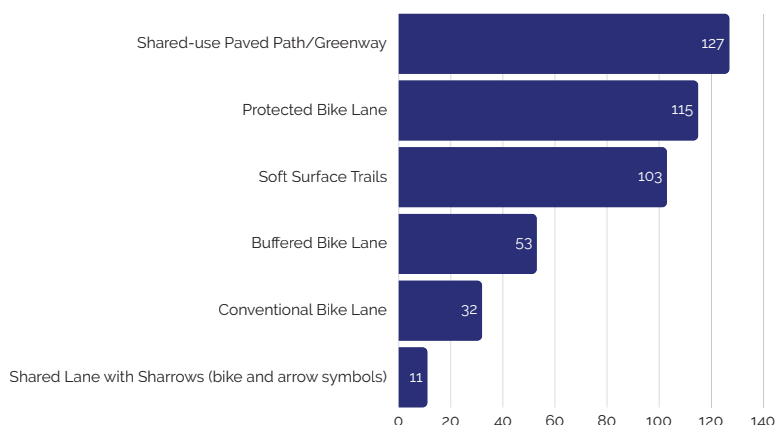
19. What are the top three factors that discourage bicycling or walking in Willard? (multiple choice)



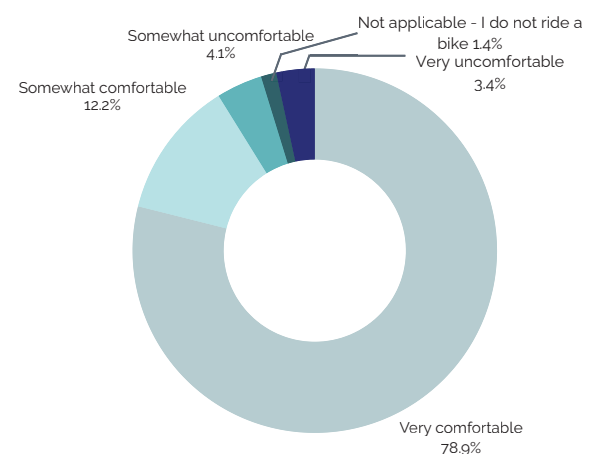
20. What are the top three factors that encourage bicycling or walking in Willard? (multiple choice)



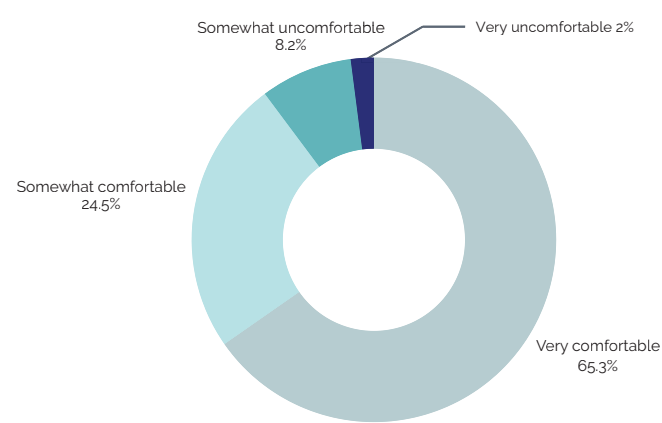
21. Which bicycle facilities do you prefer? (multiple choice)



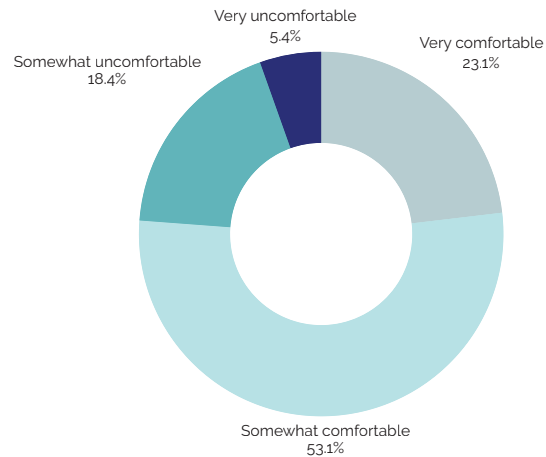
22. Please indicate your level of comfort while riding a bicycle on the following:
Shared-use paved path/greenway



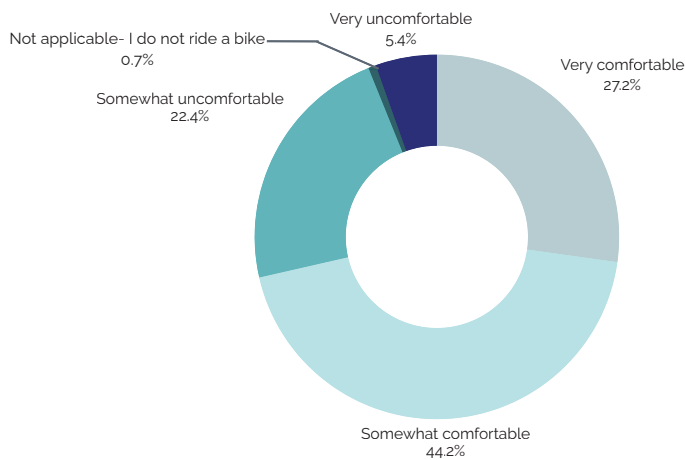
23. Please indicate your level of comfort while riding a bicycle on the following:
Protected bike lane



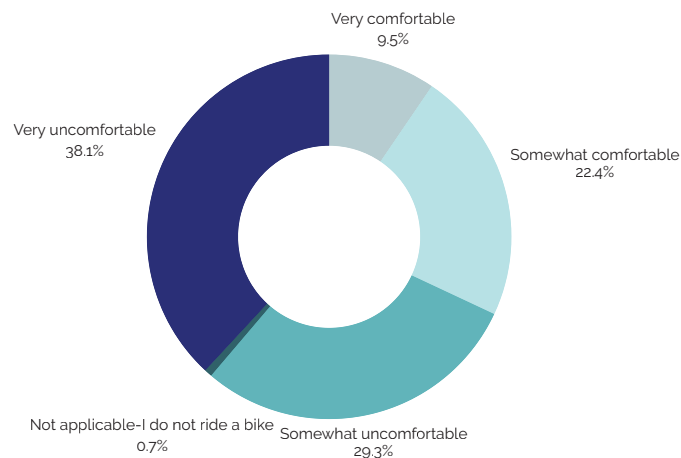
24. Please indicate your level of comfort while riding a bicycle on the following:
Buffered bike lane



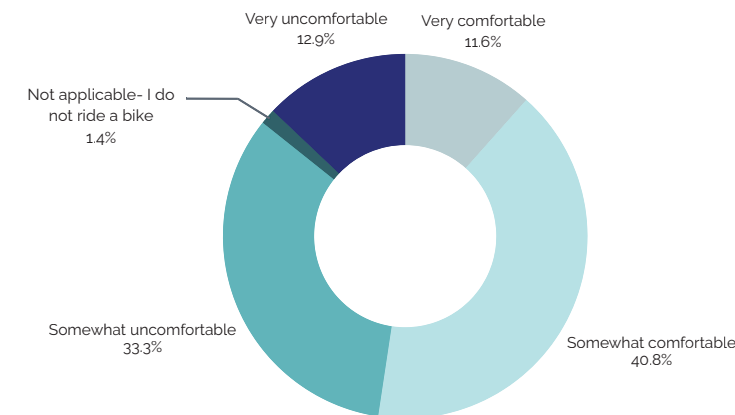
25. Please indicate your level of comfort while riding a bicycle on the following:
Quiet residential streets



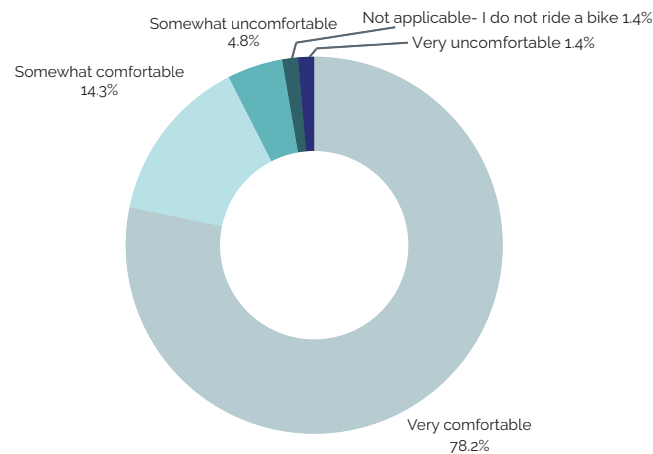
26. Please indicate your level of comfort while riding a bicycle on the following:
Shared lane with sharrows (bike and arrow symbols)



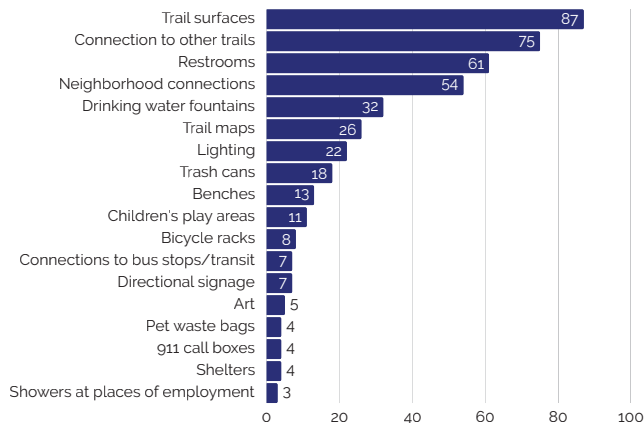
27. Please indicate your level of comfort while riding a bicycle on the following:
Conventional bike lane



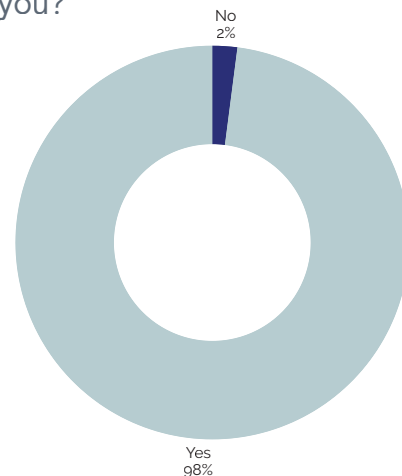
28. Please indicate your level of comfort while riding a bicycle on the following:
Soft surface trails



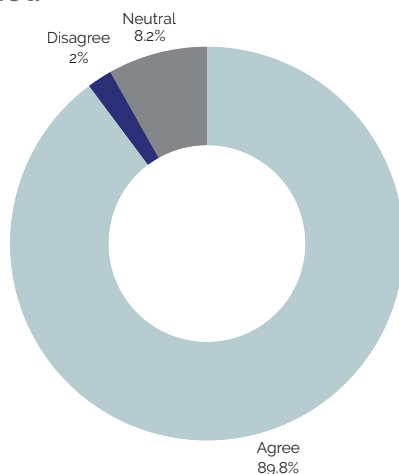
29. What are the top three amenities that are most important for bike riders and pedestrians in Willard? (*multiple choice*)



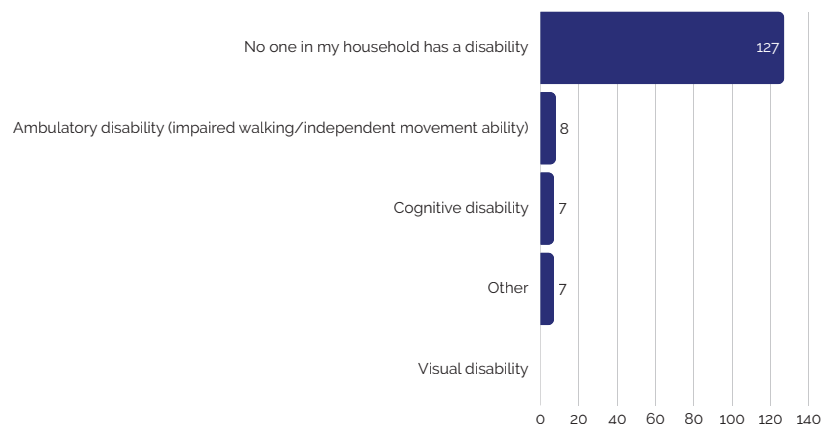
30. Would you use shared-use paved paths/greenways more often if they were closer to you?



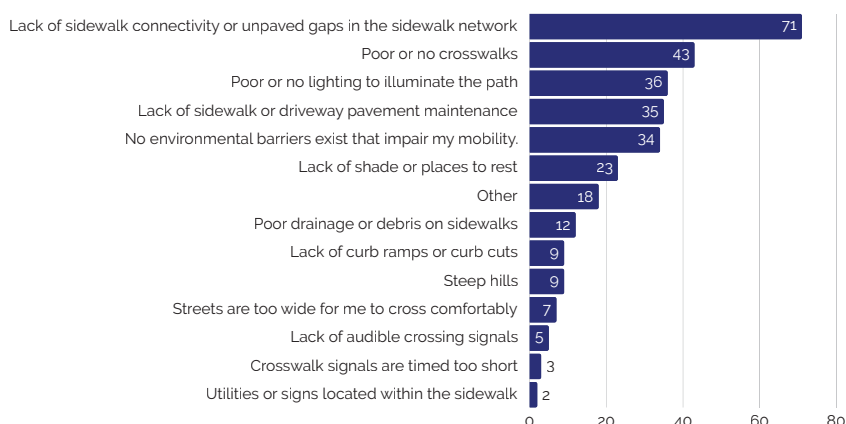
31. Please indicate whether or not you agree with the following statement: "I support improving bicycle conditions within our community whether I ride or not."



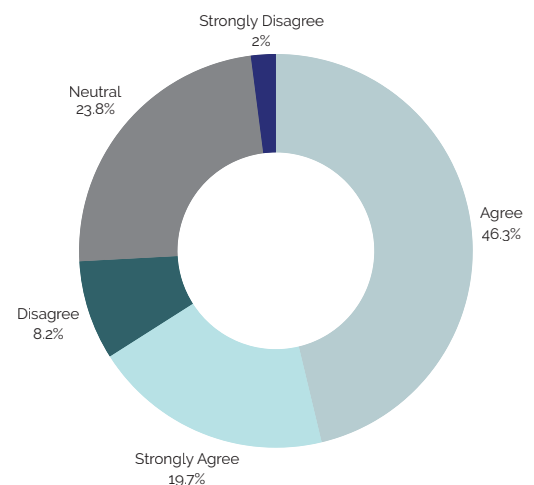
32. Do you or a member of your household have any of the following disabilities?



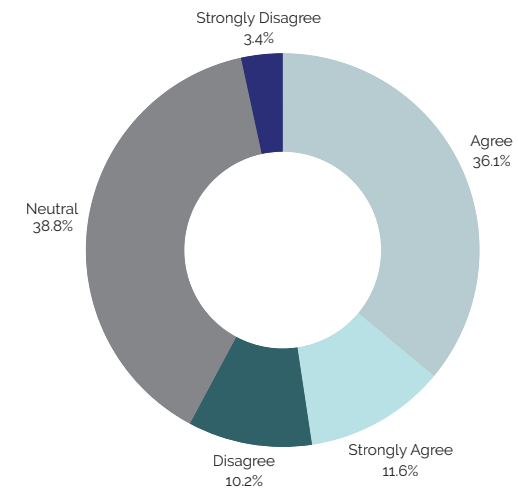
33. What barriers exist, if any, that impair your mobility on streets, roads, and sidewalks in Willard?



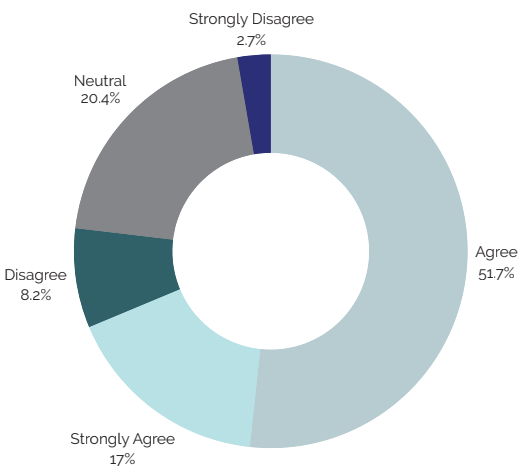
34. Willard has a bicycle and pedestrian culture that is welcoming to people of all ages and abilities.



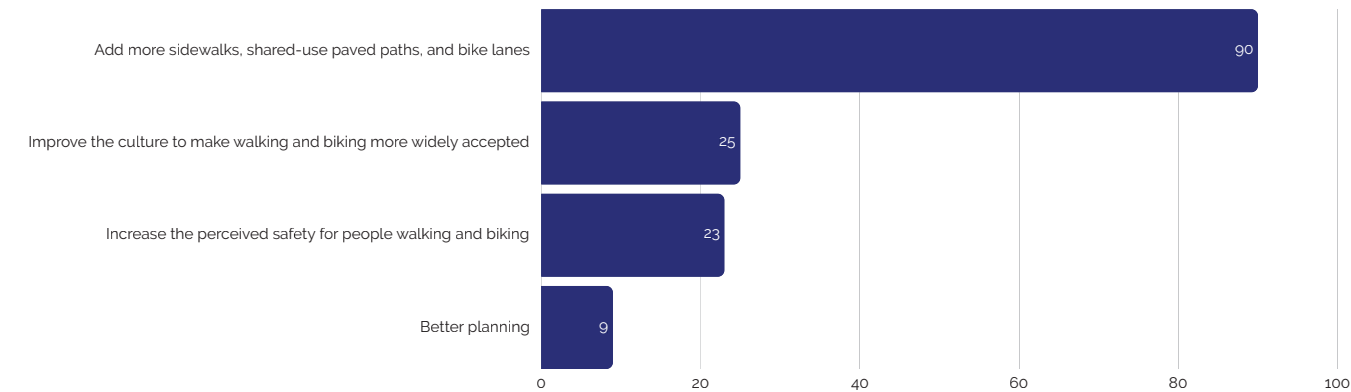
35. Willard has a bicycle and pedestrian culture that proactively pursues input and feedback from an array of voices within the community.



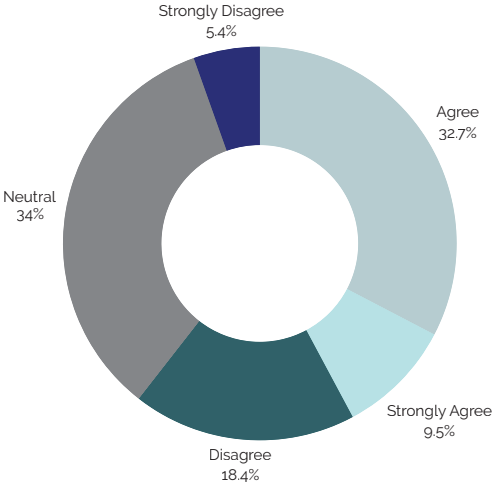
37. Willard has a bicycle and pedestrian culture that proactively encourages and supports biking and walking for recreation and fitness.



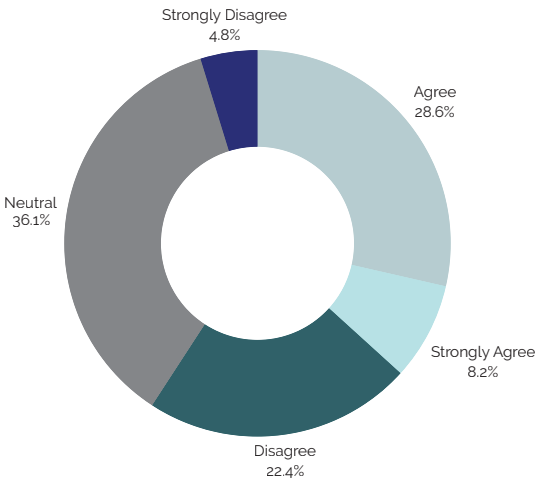
39. What is the most critical step that Willard can take to help increase walking and biking in the city?



36. Willard has a bicycle and pedestrian culture that proactively encourages and supports biking and walking as a useful transportation method for trips to places like work and school.



38. Willard has a safe, connected, and comfortable (low-stress and intuitive) bicycle and pedestrian network that is available for useful transportation and recreation.



40. What are some of the biggest obstacles that Willard has in helping people bike, walk, or roll more frequently?

(Answers that stated “none”, “N/A”, etc., were omitted. Answers are unaltered.)

Do what you have to do to keep our small businesses alive! Lower rent, all that. Get good safe biking areas away from vehicle traffic. Design things with the safety of children and bikers in mind. Fix sidewalks and especially get the street lights fixed. There are two out on my street on Sarah Ct.
Aggressive motorists
More sidewalks in older and upcoming neighborhoods
I don't know...I just ride the Katy and I don't often ride into Willard unless the trail rides spends the night there...
Safe and accessible bike and walk paths/lanes
Lack of courage or the interest in evolving
Places to bike, walk or roll.
Prioritizing neighborhood connections and investment in pedestrian and bicycle realm.
Connectivity
Heat in July & August
Willard has deteriorating main artery/venous sidewalks, but lacks critical capillary sidewalks in high traffic neighborhoods.
Automobile centric population, believes bicycles belong on sidewalks, lack of driver attention, low connectivity for sidewalks
Keeping trails clear, trimming overhanging bushes
Need more trails.
Adding lanes. Connecting trails. Informing public
More trails
Some of your roads lack shoulders or bike lanes. Also, some maintenance is necessary on the greenways to remove underground roots that make the surface uneven.
Vehicles do not let Riders cross in cross walks
Need more side walks in the older neighborhoods to connect to schools and shopping!
lack of awareness
Financial funding
Lack of restroom facilities or stops along the way to take a break and grab a snack or have lunch
The town is separated by a highway
Street crossings without traffic control
Better intersections
education programs
No sidewalks, speeding reckless drivers
Lack of connections
Several roads without bike lanes or shoulders
I think you are doing well. But fixing potholes and trail damage quickly after storm, plus "bush whacking" trimming would be a few things. Restrooms, and a place to take "shelter" in a storm (even if it just an overhead roof) would encourage riding even in more inclement risky rainy wweather.
Even though the greenway trail is paved it is pretty rough.

Lack of community desire. If not for the Frisco Trail Willard has nothing going on this topic. Willard should endorse and promote the FHT and thus promote Willard to both residents and visitors.
Maintenance of the trails and surfaces.
Safer connections to parks and green spaces from south side of town to the north side
The more greenways, and connections to greenways from quiet residential streets, or protected bike lanes to those streets and greenway connections, the more people that will be able to utilize them to get to school/work/entertainment spots or for out and back recreation.
Connect the Frisco better with town
Not enough sidewalks and better trail connections
Vegetation overgrowth. Too narrow on the Frisco trail. Stressful for cyclists sharing trail with walkers, dog walkers and runners.
Sidewalks that randomly end
Connecting existing infrastructure to outlying neighborhoods
safe streets for biking to get to bike trails
Keep the trail repaired, overgrown and clean
Narrow streets barely have enough room for two cars passing, much less room for cyclists.
Lack of restrooms , poor lighting
Not enough sidewalks
Lack of connected greenways/shares use paths
Finances to make sidewalks and trails
Size and space
Connecting to attractive destinations. Springfield needs to connect the Frisco to their trail network. The State needs a bridge over highway 13 to connect Willard to Bolivar.
Being cool and fixing the trails
Paved surfaces
Not enough trails around the town
We use the Frisco Trail primarily for biking. The curb egresses need to be improved on most street crossings.
More trails
Narrow roads. Not enough side walk
Personal safety
Dogs on trail north or town
Connected trails, sidewalks, and bike lanes
Complete lack of the Willard city government to take responsibility or accountability of tree and grass maintenance and management. It's dangerous for people to ride due to low hanging branches and shrub growing from the sides. The unmowed grass makes street crossings unsafe and someone will get hurt it's just a matter of time., ask the Katy trail folks about the effects of not mowing, it got a seven year old killed.
Trail Head parking
Would like the Frisco trail to be paved
I don't live in Willard. I only use the Greenway. I wouldn't feel comfortable exploring Willard off protected bike paths (roadways, lanes, etc)
Bicycle education
There is still a mindset that bikes need to stay on the trails and not share roads with cars.
Clean up frisco
Growing paths

Please connect with Springfield. It would be great if you guys could put a greenway trail on FR 94 that connects to the Ridder Springs. That would allow people who live in Willard to ride their bikes to Springfield for work. You might also encourage Springfield to complete the Grant Avenue Parkway to Lost Hill. That would build a regional connection between Willard and Springfield. It would allow Springfield citizens to ride their bikes from Sunshine Street to Lost Hill, over to FR 94, to get on the Frisco Trail to make it into Willard to enjoy restaurants and shops. Building connected communities is best for citizens.
More places to rest in the shade and fill the cracks in the pavement on the trail.
Money
Disconnect between city government and the cycling community. City officials should look for examples from other cities who are taking advantage of high quality trail systems.
Narrow and busy roads without sidewalks
We need a sidewalk in Hughes Rd! I would also love to see (or be made aware of) a paved walking/jogging trail at Miller Park.
Trim the bike trail more often so you don't have to dodge branches
Safety. We have an awesome trail to use, however, the motor vehicle crossings are unsafe. Motorists do not pay attention at crossings and feel they have the right of way. I use the trail daily, and almost daily, I stop at a crossing for multiple cars to pass before one stops and allows me to cross. Lighting would be helpful, too. The trail is very dark in the morning before sunrise and evening after sunset.
Bathrooms
Not enough protected bike lanes and lack of safe access from trail to businesses.
I know people who walk on Farm Road 94 that live on the city limit side. I'm surprised they haven't been hit yet. Sidewalks are needed.
Lack of adequate sidewalks around town, especially in busy pedestrian areas, for example, no sidewalks on Hughes Rd that connects several sub divisions and many side streets off of Hughes rd have sidewalks, but not Hughes Rd itself
Sidewalks
Bike riders are taking over the walking trails.
Do more than events for families-recreational in nature
Keep ditches and sides of road mowed. Can't see cars from around a lot of corners due to grass being so tall. This will also make Willard as a community look cleaner and more inviting. 160 through town especially. Animals that have been killed on the road are unpleasant to ride or walk by.
Lack of connection between areas
More trails or bikes routes
Connecting the west side of town to the east side. If you live west of West Bypass, there are little sidewalks or bike lanes to get to the schools or trail.
More trails
Need sidewalk from pheasant Lane up to the rec center. Walking or riding a bike and the road is very dangerous at that location. You have to walk in the road up to the rec center to be able to get to a sidewalk to get to town.
Seems like many people in Willard are just realizing that the Frisco Highline trail exists much less what a tremendous asset it is. Thank goodness for Ozark Greenways.
There is no safe or easy access to cross Hwy. 160 to get over to the trail for individuals and families living in the neighborhoods located around the police station. This is the main reason we don't use the trail very often.
Not enough trails
Accessibility
Safety
Have to use main roads versus sodewalks

Needs better ways to cross highway
Dogs are Loose all the time.
Texting and driving
US-160 (Olympian Blvd.) is a major highway barrier with few safe crossings.
Getting the public to collectively agree on something
Lighting for use after daylight
Bike lanes especially on backroads to get to the trail
Aggressive / stupid drivers.
The trail is the only part that's friendly to bikers. The rest of the city and outside area is very hazardous. I spent 17 years of my life growing up there.
Knowing where to park to use the trails
Lack of connected trail systems to go in different directions than Frisco (or get to it from other places).
Need more lights. Reduce sketchy areas of Willard. Police patrol more.
Aggressive motorists unaccepting of people on bikes
Already answered, but we need a much better, more connected sidewalk network throughout Willard. More so than anything needed for bikes at the moment.
Weather - we need an indoor walking track like republic has
Access or knowledge
Making sure drivers know where the bikers are
No sidewalk on Kime, Miller and Main St. Kime is very dangerous to walk but my only option to leave the house on a walk with my dog and kids.
160 is hard to get across. Few places to stop and get a drink or food.
The frisco is amazing for Willard but there needs to be better connections to it from other parts of town. Having to ride 1/2 a mile down 160 from bull's eye to get to farm road 91 isn't fun. Maybe a spur from the frisco south into the neighborhoods south of 160 and AB
Poor street planning Poor street surface Narrow sidewalks Lack of sidewalks Poorly managed public works
People let their dogs roam without a leash. The concern over getting chased by a dog is what stops me from exercising alone in Willard. People here are irresponsible pet owners.
I have to drive anywhere to be able to walk, or cross the busiest street to get to the closest neighborhood. (I live off 94 and 101).
Crosswalk safety. Particularly the crosswalk at the high-school. There have many many close calls with people not seeing/paying attention while turning off Jackson to go to the high school. Lack of crosswalk and people speeding near them.
The lack of sidewalks near busy roads
Sidewalks not being fixed
Better crosswalks and better sidewalks to connect to the Frisco Trail
More sidewalks
Motor vehicles do not watch for bikes and pedestrians
Lack of sidewalks and connections to the Frisco trail.
Lack of sidewalks in neighborhoods to connect to trails and motor vehicle drivers speeding on residential streets
Crosswalks
Narrow streets with no shoulder, low visibility, and deep ditches
Money
Connectivity and adding recreation areas for people

41. Is there anything else you would like to tell us about walking, biking, and/or rolling in Willard?

(Answers that stated “none”, “N/A”, etc., were omitted. Answers are unaltered.)

No, it would be cool to have paths for biking away from vehicle traffic that would encourage exercise!
Focus on connections to the Frisco Highline Trail as the main artery, to downtown Willard, and focusing on connections to residential areas
Sidewalks require a lot of planning. They need planned to work with the existing topography, drainage, utilities etc. Just thinking one can just build a sidewalk from A to B without considering drainage, landscaping, etc leads to sidewalks that look like after-thoughts (e.g. New Melville) :).
I dont believe that biking is a main concern in willard. I feel like most residents are unable to walk to school from their neighborhood without walking on the side of a road or a street.
The greenways trail is great. would like to see more shared use connections, especially to parks, shopping areas, and residential areas, would like to see sidewalks on both sides of streets.
We enjoy running. Walking & biking on the trail frequently. Having trash cans handy would be helpful.
Love Frisco. Mile 7 is a great addition
I prefer riding in Willard over towns like Nixa, Republic, or Ozark
I love riding on the Frisco trail in Willard
Miller Road is too narrow , and there needs to be sidewalks so children can walk to school safely!
Please create safe passage to the Frisco trail. Please consider paving more of the trail.
Extend the pavement on the frisco
More connections please!
Love the Frisco
Thanks Willard! Thanks Bike Lovers and hikers/joggers and those who participate in maintaining the trails and culture. Much appreciated! Maybe a sign frequently saying "keep right, allow others to pass..notify passing on right" would help those not familiar with trail culture..
I walk or ride to stay as fit as I can. Also love seeing others walking and riding. Enjoy socializing with them.
Happy to see some interest on this topic from Willard.
No, we enjoy riding there very much.
Thanks!
I am a cyclist that uses the trail very frequently. I would be appreciative if any improvements to the trail. Especially widening the paved section to make it more comfortable for all. And somehow making the intersections more safe.
It's one of my favorite places to ride bikes
More bicycle signage would be helpful, and more connections via bike lanes to the Feisco
Thanks for offering a public restroom on the Frisco. Love Mile 6 Taproom.
Trim the trees on the Frisco on the paved section
The frisco is nice but it's the only trail in town
We love Willard! We appreciate the restrooms and picnic tables.
Please make more opportunities for the community to enjoy nature
Keep improving. Love it. The more connected the better.
There is not enough to do in Willard
The Frisco trail is great but going anywhere else by bike is not safe.
Don't add any trails or make any changes until you can properly maintain and manage what you're already responsible for.

Keep Frisco free of limbs and debris
I appreciate what we have and hope we can progress and encourage quality growth.
Extend sidewalks towards south side of town. Extend sidewalks down Miller to Hughes road and along AB to Hughes road. Hughes road also needs sidewalks. Thank you!
The cracks-gaps in paved areas make pushing stroller hard
Please prioritize a sidewalk on Hughes rd. There are dozens of pedestrians of various ages on the road (children, adults, elderly) with dogs and strollers, and people drive way too fast on that hilly road for there to not be sidewalks.
Stricter rules for bike riders. They need to follow the stop signs
Three cheers for the Frisco Highline Trail, Mike 6 Taproom, and all the fun activities at the trailhead!
Please add easier and safe access to the trail from the neighborhoods surrounding the police station
I hate biking with cars. They can not be trusted
Fun but highway is too fast paced
Please add more shared use path (11' or wider) connections between neighborhoods and the Frisco Highline Trail
Better sidewalks, designated own bike lane
The Frisco Trail is awesome but the city has been slow to adopt anything
Important to develop. Connect to other areas of there was an off shoot of the trail to Ritter springs/sac river. Would be huge.
If Frisco is the "Highway" there needs to be a system of interior trails to connect people and places around Willard to that highway without needing a car, public roads or sidewalks. If building more trails is not feasible, make dedicated paths with a strong emphasis on riding confidence in their safety. Its no secret there is a large presence of cyclist hatred when people are behind the wheel of a vehicle, so minimizing those friction points is key.
More street lights and to make people feel safe while walking in Willard. There are some rough looking areas
Thanks for sending the survey!
Sidewalks!
We need an indoor walking track like Republic has.
My neighborhood doesn't have many sidewalks and requires pedestrians to walk on the road. Which in itself a problem but on Pershing street there are always cars on the road that you have to walk around making it even more dangerous.
The pump track idea is still a good one.
It's past time for improvements
We need a skate park
Paving sidewalks along other roads in Willard. Particularly Jackson, opposite side of the trail.
Needs culture building, water fountains and restrooms
We need more sidewalks and connections available to the Frisco trail.

APPENDIX C

Sources

1. The Housing and Transportation Affordability Index. (2025, November). Willard, Missouri Fact Sheet. <https://htaindex.cnt.org/fact-sheets/?lat=37.304944&lng=-93.428258&focus=place&gid=14814#fs>
2. U.S. Census Reporter. (2025, November). Willard, MO.
3. American Community Survey. (2025, November). <https://data.census.gov/>
4. Wikipedia. (2025, November). Willard, Missouri. https://en.wikipedia.org/wiki/Willard,_Missouri#History

Acknowledgments

Steering Committee

- Mike Ruesch, City of Willard, Director of Planning & Development
- Tammy Nephew, City of Willard, Planning Assistant

Members of the Steering Committee included representation from:

- City of Willard Parks & Recreation Department
- City of Willard Director of Public Works
- City of Willard City Administrator
- City of Willard Fire Department
- City of Willard Police Department
- Willard Public Schools
- Mid-Missouri Bank
- Ozark Greenways
- Ridewell Corporation
- Missouri State
- AMCE

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