



WEST PLAINS **TRANSPORTATION SAFETY ACTION PLAN**

MAKE IT HAPPEN HERE

ADOPTED
January 20, 2026

BILL No. 2026-02

RESOLUTION No. 2026-02

A RESOLUTION OF THE CITY OF WEST PLAINS, MISSOURI, TO ADOPT A TRANSPORTATION SAFETY ACTION PLAN, *VISION ZERO TRANSPORTATION SAFETY ACTION PLAN* TO ENSURE THE HEALTH, SAFETY, AND PROSPERITY FOR BICYCLISTS, PEDESTRIANS, TRANSIT RIDERS, MOTORISTS, AND OTHER USERS OF THE TRANSPORTATION NETWORK, AND ITS RIGHTS OF WAYS IN A MANNER THAT BALANCES USER NEEDS AND IS CONSISTENT WITH THE SURROUNDING COMMUNITY.

NOW, THEREFORE, BE IT RESOLVED, by the city council of the city of West Plains, Missouri as follows:

- Section 1. To adopt *Vision Zero Transportation Safety Action Plan*, a document committing to achieve zero fatalities and serious injuries for the roadways of West Plains.
- Section 2. The city hereby adopts the *Vision Zero Transportation Safety Action Plan* affixed hereto as Exhibit A and incorporated herein by reference.
- Section 3. This resolution and plan shall be in force and effect after adoption on the date set forth below.

PASSED AND APPROVED THIS 20 DAY OF January, 2026.



ATTEST:

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KELLIE MAYERS, CITY CLERK

Michael Topliff
MICHAEL TOPLIFF, MAYOR

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Consultant



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SECTION 1

VISION ZERO AND THE SAFE SYSTEM APPROACH



Committing to Safer Streets

West Plains, Missouri, is embracing a data-driven, people-first approach to roadway safety. Like many rural communities, West Plains faces out-sized risks from traffic crashes — especially those that result in life-altering or fatal outcomes. Traffic safety has long been a critical concern for the community, and in recent years, traffic crashes have claimed lives, and many others have been severely injured. As the city grows, ensuring that transportation systems are safe for all users becomes even more essential. The city's Vision Zero initiative is not simply a program but a long-term commitment to eliminate traffic deaths and serious injuries across the transportation system.

Vision Zero challenges the idea that fatalities are an inevitable byproduct of mobility. Instead, it re-frames safety as a matter of system design, investment priorities, and collective responsibility. By committing to Vision Zero, West Plains is aligning its policies and projects with the belief that no one should be killed or seriously injured while traveling through the community, regardless of whether they are in a vehicle, walking, or cycling. This initiative encourages a proactive, holistic approach to roadway safety, ensuring that future infrastructure and policy decisions put safety at the forefront.

West Plains has historically prioritized safety on its roadways, but the rise in crashes, particularly those involving fatalities and severe injuries, has highlighted the need for a more coordinated and targeted approach. In 2023, the city received a Safe Streets and Roads for All (SS4A) planning grant from the U.S. Department of Transportation. This funding is instrumental in developing a comprehensive, actionable Safety Action Plan that builds upon crash data, community input, and proven safety countermeasures. The plan will serve as the blueprint for improving safety throughout the city's transportation system and will guide the implementation of infrastructure improvements, quick-build demonstration projects, and applications for future federal and state funding.

The Safe System Approach: Building a Forgiving Transportation System

The Safe System Approach consists of five key elements:

- **Safe Roads:** Streets and intersections that reduce crash likelihood and severity, designed to accommodate all users and address specific local needs.
- **Safe Speeds:** Travel speeds that are aligned with the road environment and the type of activity occurring on that roadway. Speed limits are often adjusted to reduce the risk of fatal crashes, especially on roads with high pedestrian or cyclist activity.
- **Safe Road Users:** Promoting responsible use of the transportation system through infrastructure improvements, education, and public policy. This includes raising awareness of safe driving behaviors and educating the public on pedestrian and cycling safety.
- **Safe Vehicles:** Supporting the use of vehicles that meet higher safety standards. This includes utilizing technologies such as collision-avoidance systems and encouraging the use of safety features like airbags, seat belts, and side-impact protection.
- **Post-Crash Care:** Ensuring that if a crash does occur, those involved are quickly provided with the care they need. This includes improving emergency medical response times and the capabilities of the local health system to handle trauma.

The Safe System Approach aligns well with the rural context of West Plains, where wide, high-speed roads and a reliance on cars and trucks place vulnerable road users (VRUs), such as pedestrians and cyclists, at greater risk. Adopting this approach is essential for reducing the city's crash severity and building a **forgiving transportation system**.

FIGURE 1.1 Safe System Approach



Source: Federal Highway Administration

The Methodology of this Plan

This plan follows the principles of the Safe System Approach and uses a Systemic Safety Analysis methodology. The methodology focuses on identifying systemwide trends in where and how crashes occur, rather than only on specific crash “hot spots.” The latter leaves agencies in a constant state of reacting to crashes after they occur as opposed to systemically changing the transportation network to prevent crashes happening. We can accomplish this by identifying the situations under which crashes tend to occur such as under dark conditions or on roadways of a certain classification or posted speed, why they occur under these conditions, and then pair them with countermeasures that can be applied to mitigate crashes. This method of improving traffic safety empowers the city to proactively address root causes of crashes across the entire transportation system.

WHAT IS A SYSTEMIC SAFETY ANALYSIS?

A way to understand where and how systemwide crash trends occur, rather than only on specific crash “hot spots.”



Identify the situations under which crashes tend to occur



Determine why they occur under these conditions



Pair the situations and causes with countermeasures that can be applied to mitigate crashes

All Fatal or Injury Crashes

Less Crashes

More Crashes

* Fatal Crash

West Plains City Limits

West Plains Planning Area

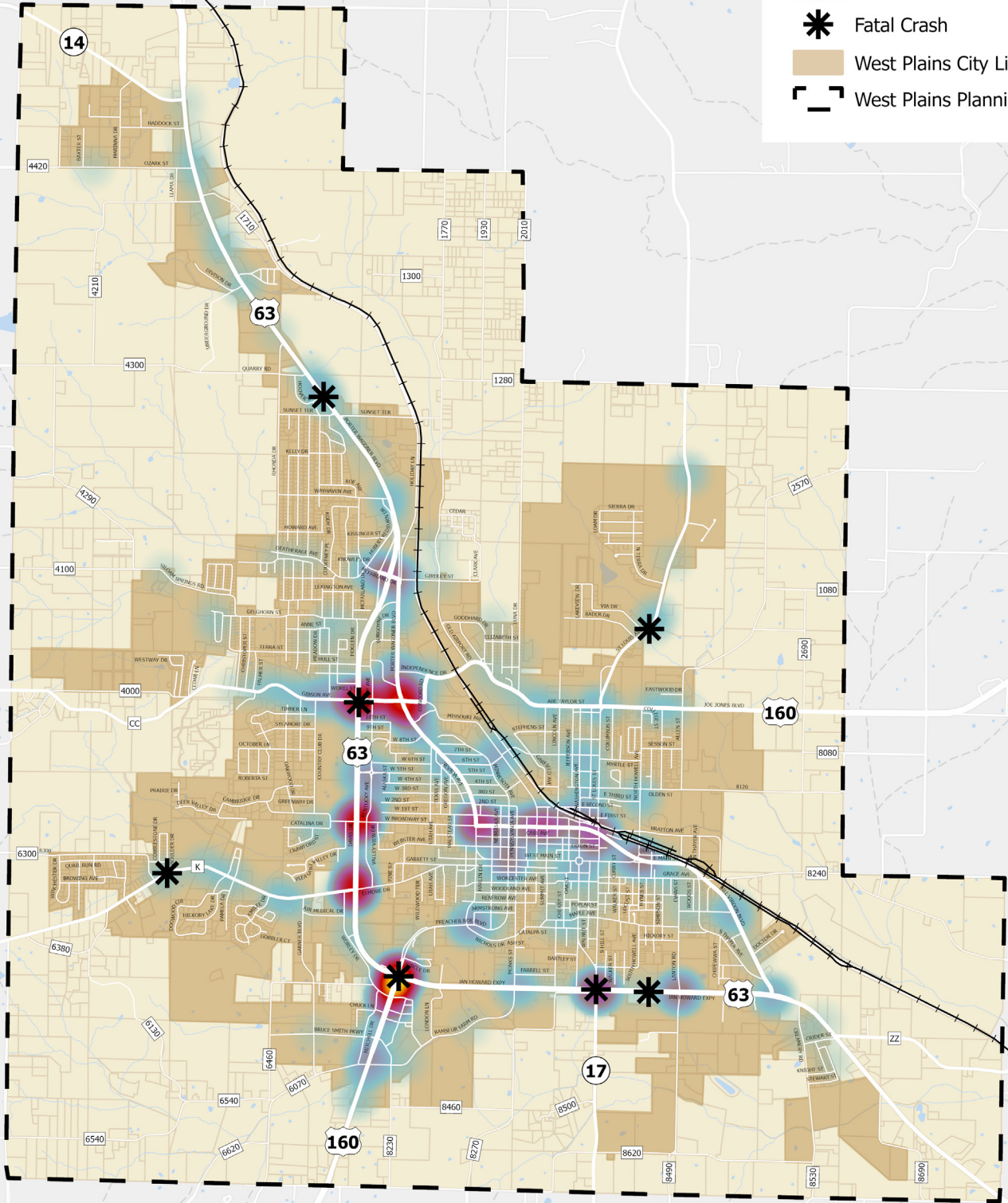


FIGURE 1.2 Study Area

0 2,500 5,000 10,000 US Feet

The Scope of this Plan

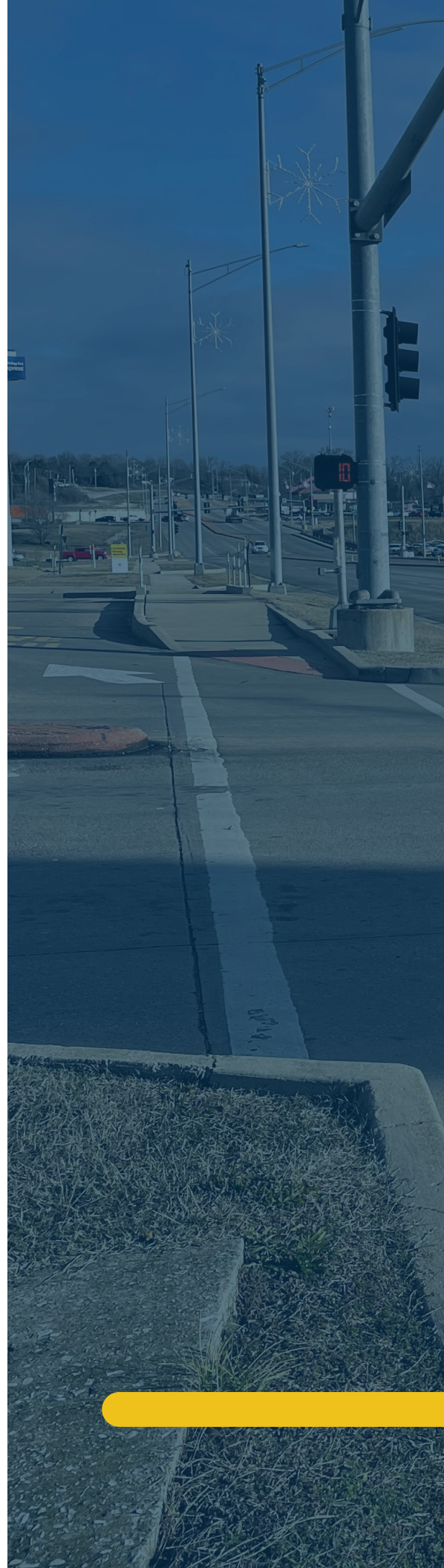
This plan reviews crash history for the most recent five years of data available within the city limits of West Plains and is inclusive of state highways and expressways. To not fall prey to chasing crash hot spots, the plan also summarizes an analysis of the context around crash occurrence in West Plains by understanding the characteristics of the infrastructure on which crashes occur and the land use and demographic makeup of the areas surrounding that occurrence. It uses all these inputs to develop systemic tools such as a High Injury Network (HIN) and High Risk Network (HRN), both of which will be described in detail later in the plan, to fully understand the causes of fatal and injury crashes and, thus, pinpoint specific countermeasures.

This plan also has a strong emphasis on public engagement. The process by which the Action Plan was developed relied heavily on understanding fatal and injury crashes not just from the perspective of what the data says, but from the input of the city staff, officials, and residents that experience it. Therefore, it was necessary to engage with community stakeholders and the public to verify conclusions from the data and fill in gaps that the data cannot.

It was also critical to engage with the Working Group, which was comprised of members who will be responsible for implementing the plan. These individuals represent groups that will own and execute strategies this plan identifies. Their buy-in was essential to making the implementation successful.

The plan concludes with a chapter on how to implement the recommendations. It blends the public input with the results from the data analysis to create a tailored set of actions that can be taken to reduce fatal and injury crashes, with the goal of eliminating them altogether. Implementation is based on custom selection criteria and outlines responsible parties, costs, and timeline. This gives West Plains a clear path to meeting their traffic safety goals.

These elements, as well as other details described herein, make up the steps taken to create West Plains' Vision Zero Safety Action Plan, which will be a framework for improving safety for people getting around.





SECTION 2

**PAST PLANNING EFFORTS
AND TRANSPORTATION
CONTEXT**



Past Planning Efforts

West Plains has laid a solid foundation for transportation safety through a series of recent planning efforts. These documents provide important context for this Action Plan and reflect an ongoing commitment to improving infrastructure and connectivity. The city's long-term planning efforts have laid the groundwork for implementing Vision Zero strategies.

Connect West Plains Comprehensive Plan (2023)

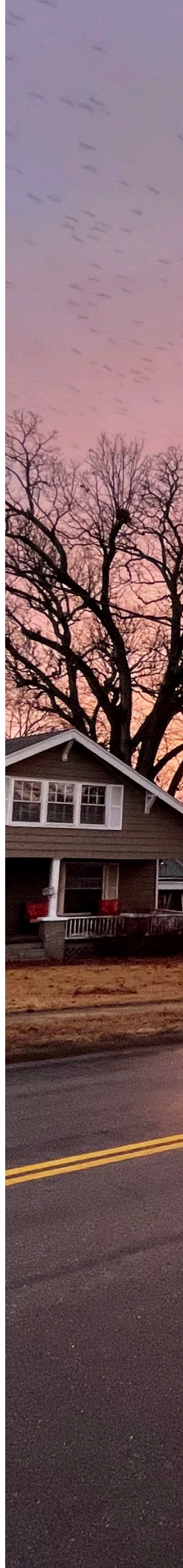
Adopted in August 2023, this plan outlines a 20-year vision for growth and infrastructure in West Plains. It emphasizes connectivity, safety, and multimodal access. Several specific transportation-related goals in the Comprehensive Plan support Vision Zero, including:

Improving Pedestrian Infrastructure: The plan calls for the development of more pedestrian-friendly spaces, especially near schools and parks. Expanding sidewalks, pedestrian crossings, and establishing dedicated pedestrian paths on main roads like Business Route 63 will help ensure safer travel for those walking and cycling.

Complete Streets: The plan emphasizes "Complete Street" initiatives following the city's 2022 Complete Streets Policy, ensuring that streets are designed to accommodate multiple types of users, including vehicles, cyclists, pedestrians, and transit riders. Key corridors identified in the plan, such as Preacher Roe Boulevard and Broadway Street, are highlighted for future infrastructure upgrades to improve safety for all road users.

Bicycle Connectivity: The city envisions a network of bike lanes that connect key destinations like parks, downtown, and schools, making the city more accessible for cyclists. The plan emphasizes the importance of improving bike infrastructure that balances connectivity, safety, and comfort.

Traffic Calming Measures: In areas with higher pedestrian activity or where traffic speeds are a concern, the plan calls for traffic calming measures, such as speed bumps, crosswalk enhancements, and pedestrian islands. These measures will help reduce speed, particularly near schools and in residential neighborhoods.



MoDOT Statewide Transportation Improvement Program (STIP)

The STIP outlines planned investments on regional and state-owned routes passing through West Plains. The program includes several key projects aimed at improving safety along critical corridors. For example:

Route 160 Improvements: These improvements include resurfacing, adding rumble strips, and upgrading guardrails on a segment of Route 160. The goal is to reduce crashes, particularly along the curves of the highway where visibility is limited.

Business Route 63 ADA and Signal Upgrades: MoDOT is implementing upgrades to intersections along Business Route 63, including signal modernization and adding ADA-compliant curb ramps to improve accessibility for people with disabilities.

Focus on Bridges: As part of MoDOT's statewide Focus on Bridges program, Route ZZ over Howell Creek will be replaced to ensure structural integrity and improve the safety of the crossing.

These efforts are crucial for supporting Vision Zero objectives by improving infrastructure, ensuring safer transportation options for all users, and reducing crash risks.

Missouri Strategic Highway Safety Plan (SHSP) – Show-Me Zero (2023)

The Missouri Department of Transportation's 2023 Strategic Highway Safety Plan (SHSP), titled Show-Me Zero, serves as the statewide framework for reducing traffic-related fatalities and serious injuries. This plan aligns with the national Toward Zero Deaths initiative and emphasizes a collaborative, data-driven approach to roadway safety. The SHSP identifies four primary areas of emphasis based on Missouri's crash data and behavioral trends:

- **Occupant Protection** – Increasing seat belt and child restraint use.
- **Distracted Driving** – Reducing crashes caused by mobile device use and other distractions.
- **Impaired Driving** – Addressing alcohol and drug impairment through enforcement and education
- **Speed and Aggressive Driving** – Targeting behaviors such as speeding, tailgating, and unsafe passing.

In addition to behavioral strategies, the SHSP supports the implementation of infrastructure-based countermeasures aligned with the Federal Highway Administration's (FHWA) Proven Safety Countermeasures. These include lane reconfigurations, roundabouts, rumble strips, pedestrian hybrid beacons, and improved lighting—many of which are applicable to rural and small-town contexts like ours.

The SHSP also encourages the development of Local Road Safety Plans (LRSPs) to help communities identify and prioritize safety improvements. This local plan builds upon the SHSP's foundation, tailoring its strategies to the unique needs and conditions of our community while leveraging state and federal resources for implementation.

Missouri Vulnerable Road Users Safety Assessment

The Vulnerable Road User Safety Assessment investigates the growing safety concerns for nonmotorized road users—pedestrians, bicyclists, and highway workers—who face increasing risks on Missouri’s roadways. With VRU-related fatalities on the rise, the study aims to identify contributing factors and recommend strategies to reduce injuries and deaths. Researchers conducted a comprehensive analysis using crash data, roadway characteristics, and emergency department records to better understand the severity and context of VRU incidents.

The study found that traditional crash data often under represents the full scope of VRU injuries, especially those not reported to police. By integrating medical data, the assessment revealed patterns in injury types, care levels, and risk factors such as alcohol involvement. High-risk locations were identified based on crash frequency and severity, guiding targeted infrastructure improvements. Key recommendations include:

Infrastructure Improvements:

- Install and enhance pedestrian crossings, sidewalks, and bike lanes.
- Improve lighting and visibility in high-risk areas.
- Implement traffic calming measures such as speed humps and curb extensions.

Data Integration and Analysis:

- Incorporate medical and emergency department data to better understand injury severity.
- Use crash data and roadway characteristics to identify high-risk locations.
- Improve data collection methods to include near-miss incidents and non-police-reported crashes.

Policy and Planning:

- Integrate VRU safety into all levels of transportation planning and project development.
- Prioritize safety improvements in areas with high VRU activity or crash history.
- Encourage local agencies to adopt Complete Streets policies.

Education and Enforcement:

- Launch public awareness campaigns focused on VRU safety.
- Increase enforcement of traffic laws that protect VRUs, such as yielding at crosswalks.
- Promote safe behaviors among both drivers and VRUs.

Equity and Accessibility:

- Ensure safety improvements address the needs of underserved and high-risk communities.
- Consider age, ability, and mobility when designing VRU infrastructure.

The report emphasizes a data-driven, equity-focused approach to ensure safer, more inclusive roadways for all users.



SECTION 3 DATA ANALYSIS



Data Analysis

This plan, built on a foundation of data-driven conclusions, begins with a comprehensive review of traffic crashes and the related contexts around where and when they occur. These findings help shape the strategies recommended later in the plan by highlighting disparities in crash occurrence and normalizing them against baseline data like centerline miles to highlight the system-wide causes of crashes. The section describes individual factors related to crashes and the process by which they were combined to understand root causes of fatal and injury crashes in West Plains.

Historic Crash Performance

Crash analysis in West Plains focuses mostly on crashes that resulted in fatality, a disabling injury, or a minor injury. These crashes have the greatest impact on the safety and wellbeing of individuals and the community and are the focus of Vision Zero. Property damage-only crashes are excluded from this analysis to keep the emphasis on the most harmful incidents. **Speeding was a major factor in severe crashes, accounting for 1 in 5 fatal crashes and 1 in 5 disabling injury crashes.**

Between 2019 and 2023, West Plains recorded the following number of injury crashes:

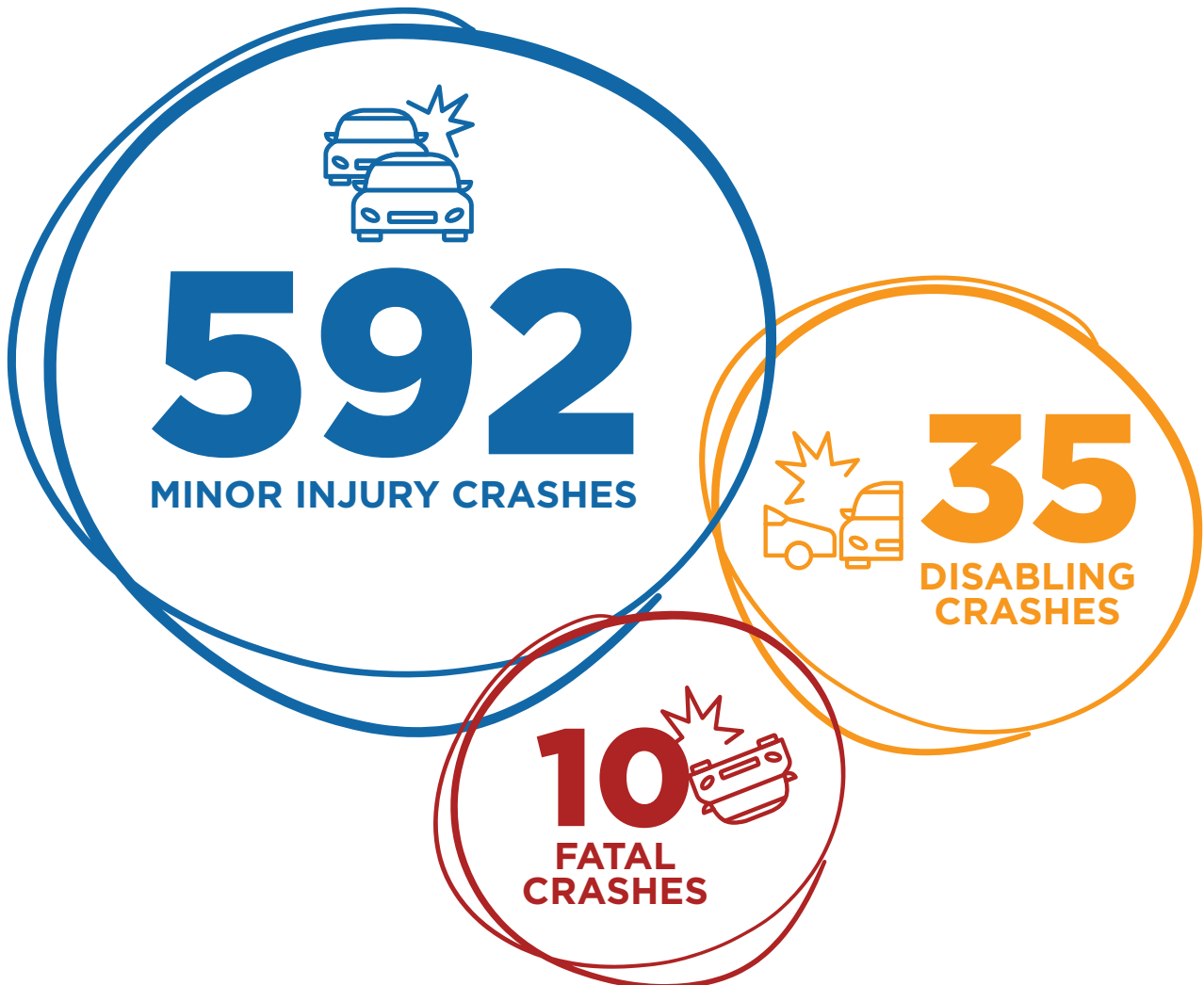


FIGURE 3.1 All Fatal, Disabling Injury, and Minor Crashes Combined by Year

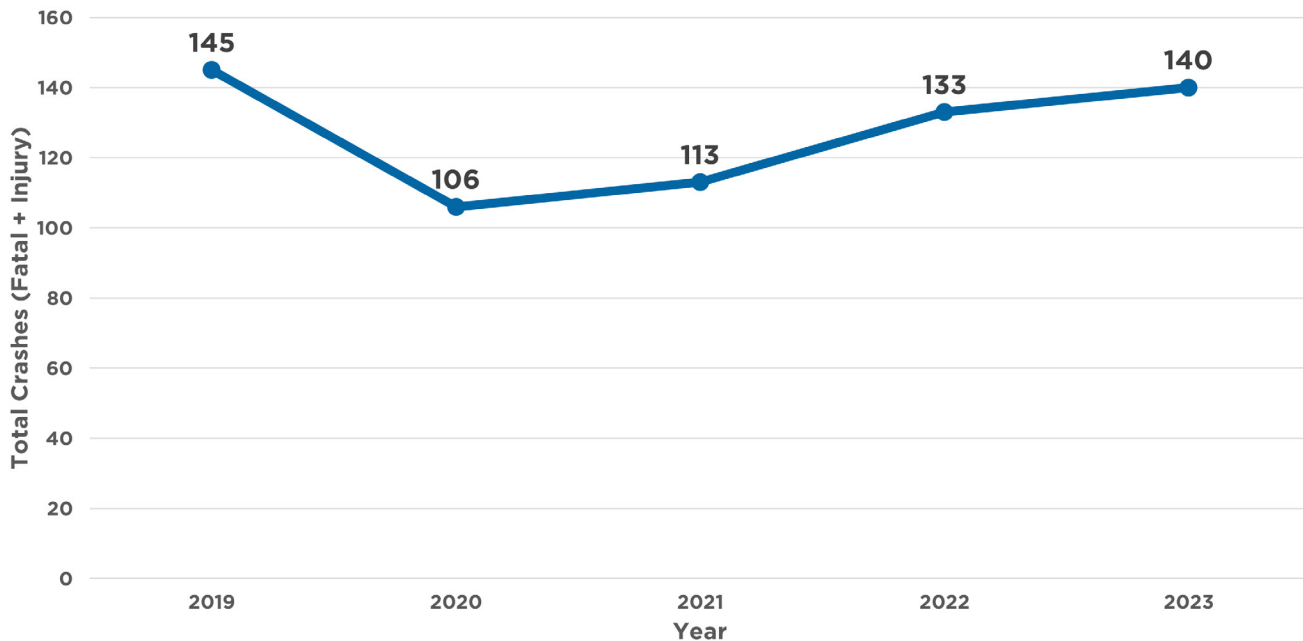
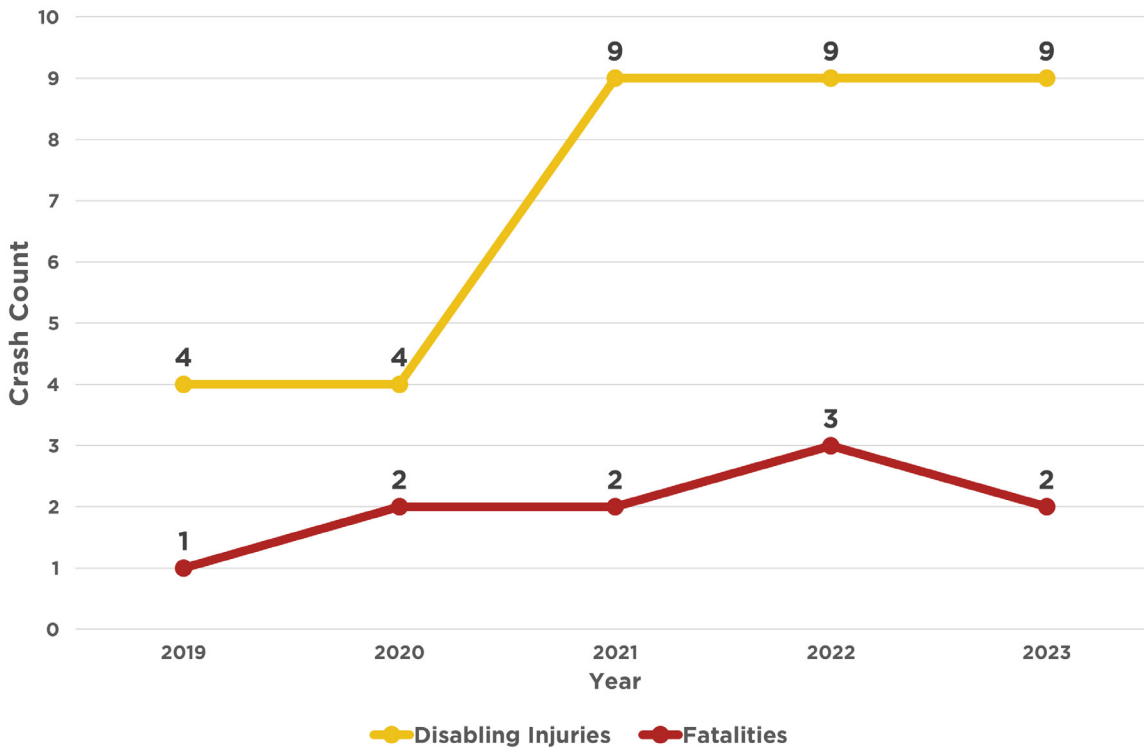


Figure 3.1 illustrates the trend in total fatal and injury crashes (combining minor injuries, disabling injuries, and fatalities) in West Plains over the five-year period from 2019 to 2023.

The total number of fatal and injury crashes has generally been increasing each year, with a noticeable dip in 2020. The decrease in 2020 is likely due to reduced travel during the pandemic, which led to fewer people on the roads. This reduction in travel may have continued into the following years, partly due to an increase in work-from-home arrangements and fewer leisure and vacation trips. This tracks with the vehicle-miles traveled (VMT) and annual average daily traffic (AADT) data from the same time periods, showing that the overall injury and fatal crash trends (adjusted for volume) for the community are generally showing an increase year over year.

After 2020, the trend resumes an upward trajectory, with 2022 seeing a notable spike in incidents, followed by a slight reduction in 2023. The overall increase in crashes, particularly in minor injuries, highlights the ongoing safety concerns in West Plains and the importance of targeted interventions to address these trends. This could include enhancing pedestrian infrastructure, implementing traffic calming measures, and providing additional safety education to help reduce the rising number of incidents.

FIGURE 3.2 Fatal and Disabling Injury Crashes by Year



Disabling injuries and fatalities shows a notable upward trend in both categories from 2019 to 2023, indicating a general increase in serious crashes year over year.

- Disabling injuries consistently remained at four (4) in 2019 and 2020, and then significantly increased to 9 from 2021 to 2023. This increase reflects a rising trend in crashes resulting in severe injuries.
- While remaining low, fatalities also show a general trend of increase for the five-year period, reaching a peak of three (3) fatalities in 2022 before slightly decreasing to two (2) fatalities in 2023. This indicates a rising risk of fatal crashes in the community, with the highest number recorded in 2022.

In general, the combination of disabling injuries and fatalities is rising, signaling an escalating risk on West Plains roads. The increase in disabling injuries from 2020 onward is especially concerning, as these types of injuries often result in long-term consequences for victims and are a critical focus for safety improvements. This underscores the urgent need for safety interventions such as speed reductions, improved pedestrian infrastructure, and targeted traffic safety education to mitigate these risks and work toward reducing serious crashes.

The following sections highlight the relationship between each area with KI crashes and their respective over and under representation in the data. The term representation ratio in the upcoming sections refers to the proportion of KI crashes to the given attribute and how they may compare to representations in all crash types. Some representation ratios have all crash type representations or attributes themselves as an exposure factor, and other attributes normalize the data compared to spatial data like centerline miles of roadway.

All Fatal or Injury Crashes

Less Crashes

More Crashes

* Fatal Crash

West Plains City Limits

West Plains Planning Area

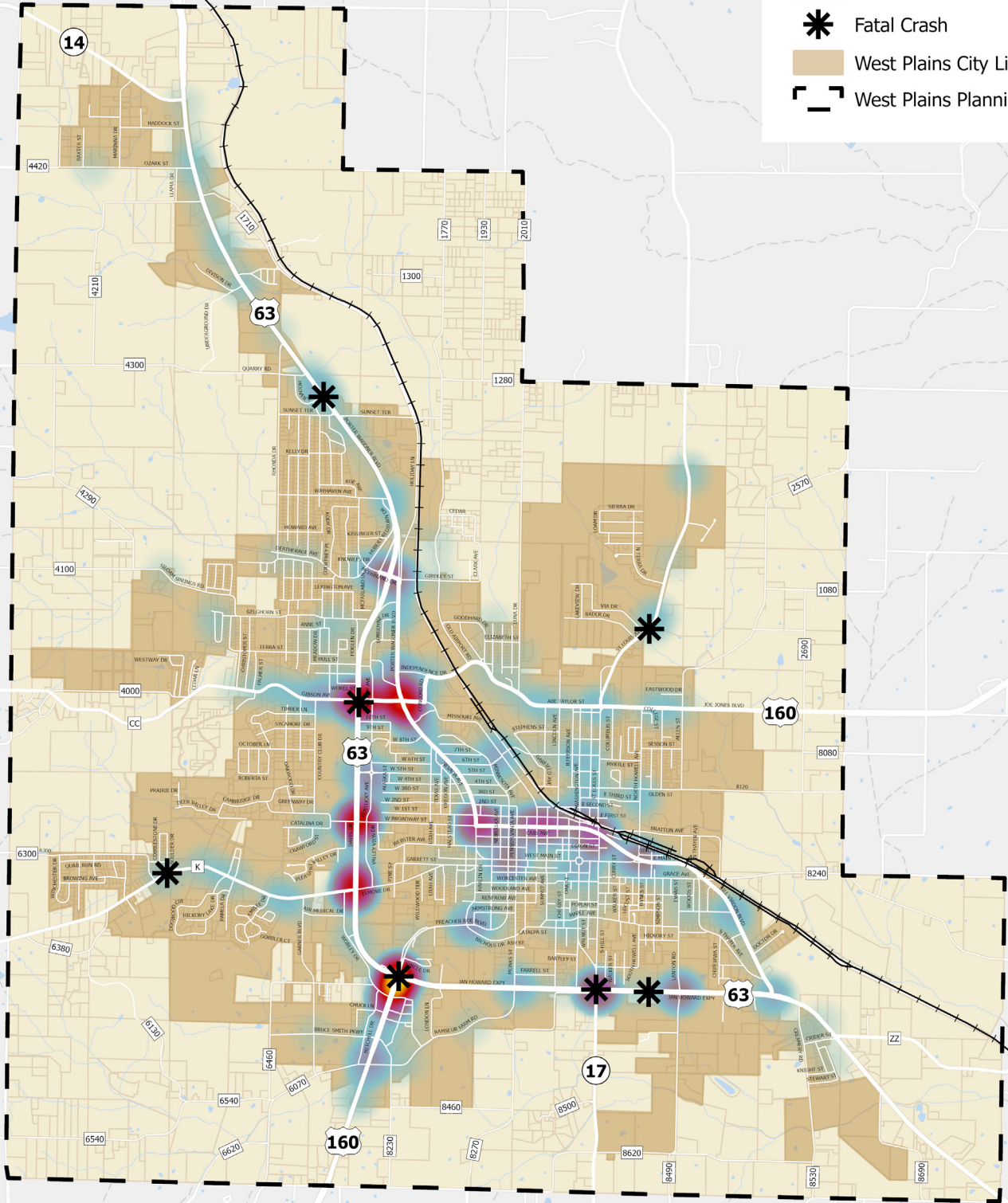


FIGURE 3.3 Heatmap for All Injury and/or Fatal Crashes (2019 - 2023)

0 2,500 5,000 10,000 US Feet

Vulnerable Road User (VRU) Crash Analysis

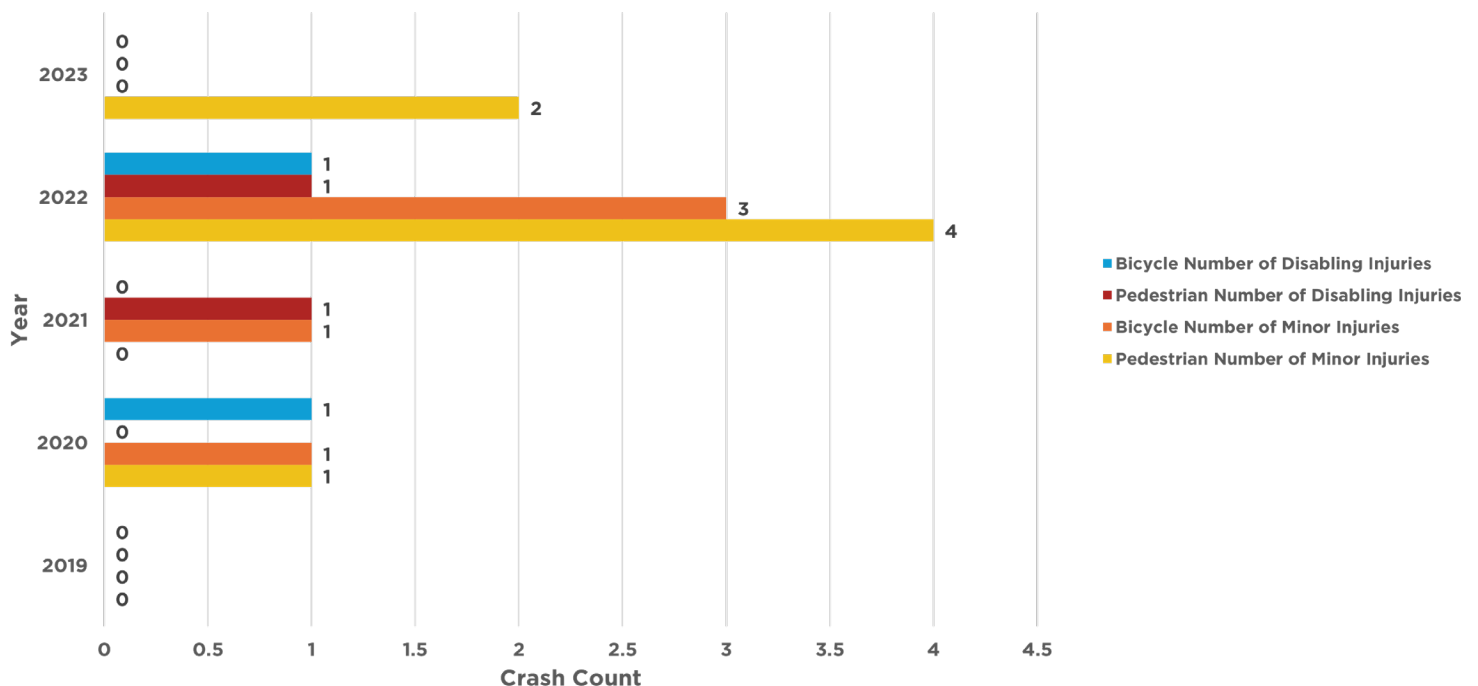
Key Trends

Pedestrian-related crashes: There has been a noticeable increase in minor injuries over the years, especially in 2022 and 2023, suggesting higher vulnerability for pedestrians. Disabling injuries were recorded in 2020, 2021, and 2022, indicating that while the total number of crashes may be lower, the severity of injuries is still a significant concern.

Bicycle-related crashes: Bicycle minor injuries have fluctuated, with 2022 seeing the highest number of seven (7) minor injuries. However, disabling injuries remained consistently low. Bicycle fatalities were absent, showing that the incidents primarily resulted in less severe injuries, though minor injuries were still present.

Pedestrian and bicyclists are disproportionately represented in fatal and injury crashes. The data suggests that crashes involving pedestrians or bicyclists are five (5) times more likely to result in an injury crash. Most injury crashes experienced by vulnerable road users in West Plains are at non-intersection locations which is unique for West Plains as most interaction between faster moving vehicular traffic and VRUs typically occur at intersections. Additionally, VRU crashes in West Plains are also overrepresented during dark, unlighted conditions. This may be a contributing factor to the higher proportion of crashes occurring at non-intersection locations, as typically unlighted segments of the corridor are at non-intersection locations.

FIGURE 3.4 Pedestrian and Bicycle-Related Crashes by Severity (2019 - 2023)



VRU Crashes

◆ Pedalcycle

◆ Pedestrian

■ West Plains City Limits

▭ West Plains Planning Area

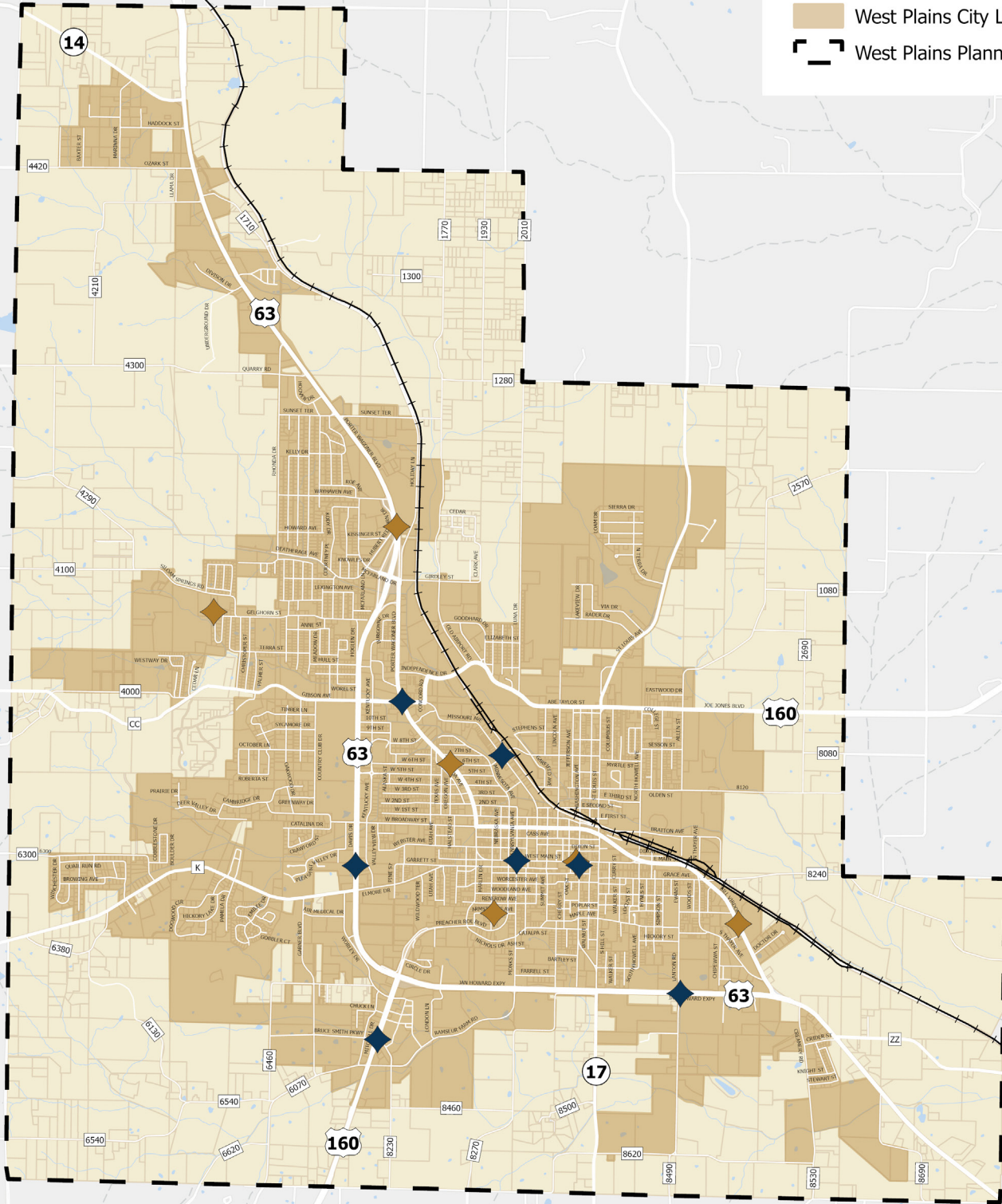


FIGURE 3.5 All Injury VRU Crashes (2019-2023)

0 2,500 5,000 10,000 US Feet

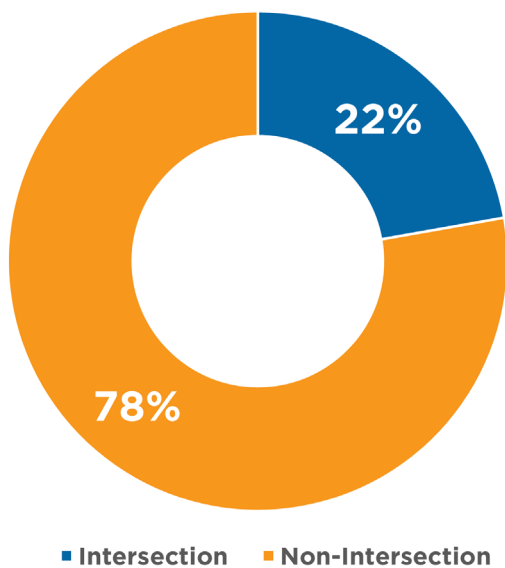
High Injury Network

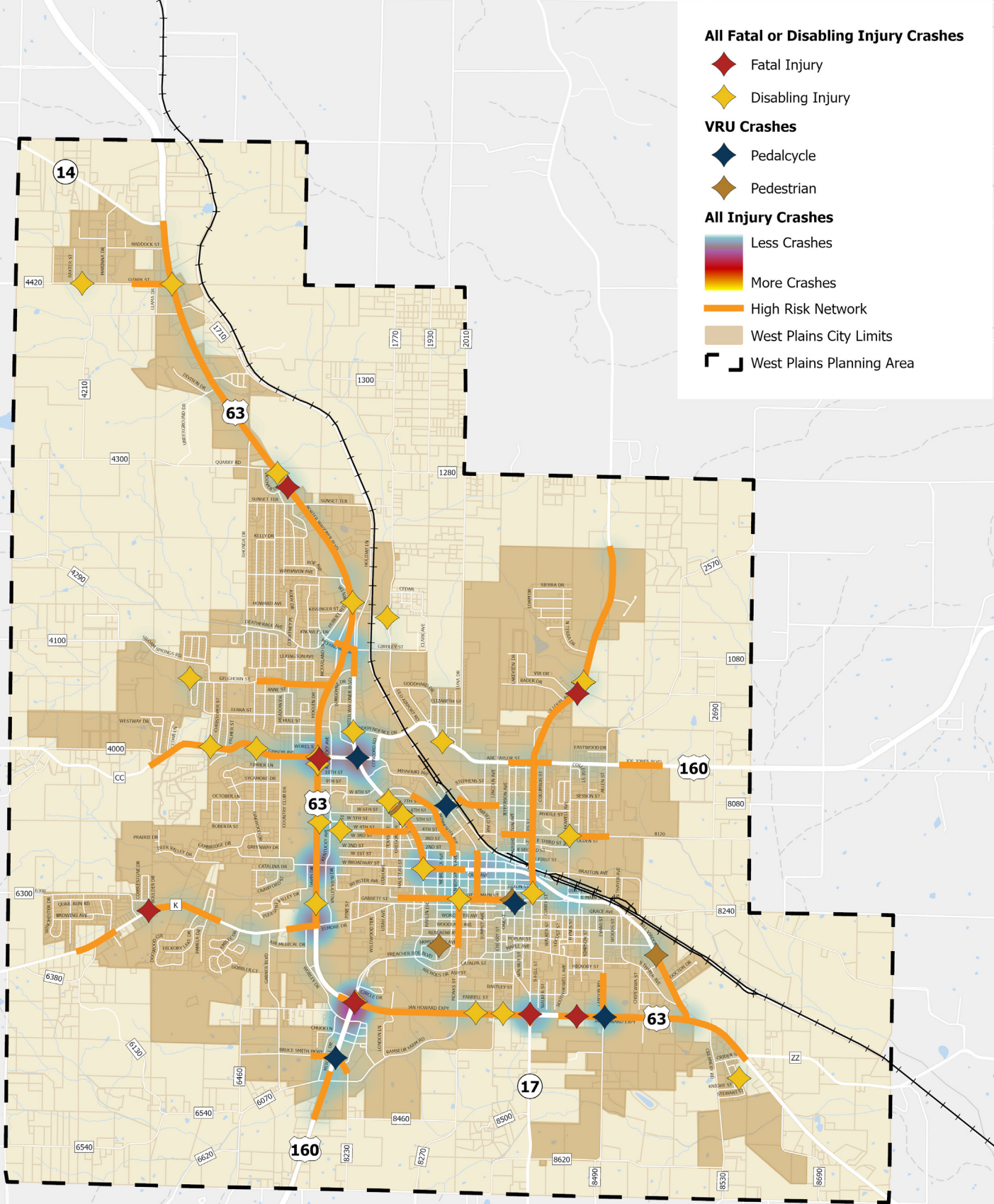
To identify the High Injury Network (HIN) using GIS analysis, the process begins by selecting all roads that experienced severe, fatal, or vulnerable road user (VRU) crashes. These roads are then divided into 1/4-mile segments. A crash injury weighting scheme is developed, assigning scores based on the severity of crashes: minor, disabling, and fatal, with different scores for pedestrians, cyclists, and vehicles. The crashes are scored according to this scheme. A near analysis is conducted to associate crash points with each 1/4-mile segment, followed by manual cleanup at major intersections. The total crash scores are then summed for each segment, and the segments are symbolized based on their total scores. This process helps in pinpointing the most dangerous road segments, allowing for targeted interventions to improve road safety.

The overall trend in pedestrian crashes is a gradual increase in minor injuries, while the number of disabling injuries fluctuates, with 2022 being the peak year. The absence of fatalities for both pedestrian and bicycle crashes suggest that, while the frequency of injuries is a concern, fatalities remain low. This presents an opportunity to continue strengthening safety measures, such as pedestrian infrastructure improvements, better crosswalks, and bike lanes, especially in high-traffic areas.

For bicycles, the data indicates a relatively lower number of disabling injuries, but the increasing trend in minor injuries still suggests that cyclists are facing significant risks on the roads. Safety measures targeted at bicycle infrastructure, traffic calming, and better visibility for cyclists could help reduce these incidents.

FIGURE 3.6 VRU Crashes by Road Description





- All Fatal or Disabling Injury Crashes**
- ◆ Fatal Injury
- ◆ Disabling Injury
- VRU Crashes**
- ◆ Pedalcycle
- ◆ Pedestrian
- All Injury Crashes**
- Less Crashes
- More Crashes
- High Risk Network
- West Plains City Limits
- West Plains Planning Area

FIGURE 3.7 High Injury Network

0 2,500 5,000 10,000 US Feet

Corridor-Focused Crash Analysis

Geographic analysis of crash data reveals that injury and fatal crashes are concentrated along specific corridors that experience more frequent crashes and more severe outcomes. Four corridors stand out:

U.S. Highway 160 (U.S. 160), Near its Intersection with U.S. Highway 63 (U.S. 63)

The primary crash types occurring along U.S. 160, particularly near its intersection with U.S. 63, are rear-end collisions and angle crashes. These crashes typically happen when vehicles are slowing down or stopped at the intersection to make turns. The lack of dedicated turning lanes and frequent turning movements increases the likelihood of these types of crashes. In terms of VRU incidents, pedestrian crashes have been observed in areas lacking adequate crosswalks or pedestrian islands. Though no fatalities have been recorded, the minor injuries sustained in these crashes highlight the need for safer pedestrian infrastructure. Signal upgrades, pedestrian crossings, and dedicated turning lanes should be considered, as well as the installation of roundabouts for at-grade, high-volume, multi-leg intersections where feasible and where justified by crash history and systemic risk.

U.S. Highway 63

On U.S. 63, south of West Plains, the most common crash types are rear-end collisions, side-swipe crashes, and head-on collisions. High speeds and heavy truck traffic increase the severity of these crashes. The lack of pedestrian facilities and crosswalks near key intersections means pedestrians are more exposed to risk, particularly at locations where vehicles frequently stop or turn. Pedestrian crashes are a concern, but bicycle crashes are not as common. Adding pedestrian refuges and bicycle lanes would reduce risks for VRUs and help address these high-severity crash types.

Broadway Street

Broadway Street experiences a variety of turning crashes, primarily at intersections with uncontrolled left turns. The mix of high-speed traffic and VRUs near schools and businesses contributes to the risk of pedestrian and bicycle crashes, especially in areas lacking proper infrastructure. Pedestrian crashes and bicycle crashes are particularly concerning, as the lack of dedicated bike lanes and crosswalks place these users at greater risk. Most of these incidents result in minor to disabling injuries, although there are no recorded fatalities. Installing dedicated bike lanes, pedestrian islands, and traffic signal improvements would help prevent these incidents from becoming more severe.

Preacher Roe Boulevard

The most common crash types along Preacher Roe Boulevard include rear-end collisions, angle crashes, and side-swipe crashes. These crashes occur primarily at intersections, particularly where there is high-speed traffic entering and exiting residential areas and businesses. Pedestrian crashes are a growing concern in this area due to the lack of pedestrian infrastructure, such as sidewalks and crosswalks. While no fatalities have been recorded, disabling injuries from these pedestrian crashes are a significant issue, indicating a need for improved infrastructure. Upgrading the corridor with pedestrian crossings, raised medians, and enhanced signage could significantly improve safety for both drivers and pedestrians.

These four corridors are disproportionately responsible for the city’s most severe crash outcomes and should be prioritized for safety improvements. Typical strategies for these corridors may include:



Raised medians to reduce turning conflicts



Access management to limit driveways and intersections



Protected turn phases at signalized intersections



Reduce speed limits in conjunction with geometric and contextual changes

Truck Traffic and Freight Safety Concerns

Freight movement and truck traffic are significant safety concerns in West Plains, particularly along the major transportation corridors such as **U.S. 63 and Broadway Street**. These routes experience heavy truck-traffic, which increases the potential for severe crashes involving large vehicles. High truck volumes not only contribute to congestion but also create conditions that raise the risk of collisions, especially at intersections and along sections with sharp turns or limited shoulder space.

Some of the infrastructure challenges contributing to the safety risks include high speeds and limited or reduced sight distances due to obstructions, curves, or topography. The speeds combined with portions of the road that limit visibility add to the crash risk, especially when encountering traffic signals or when other vehicles pull out or make unexpected turns.

The road network also includes sections with no shoulder and tight geometries, which add even more need for speed reductions to ensure roadway safety. These factors pose an increased risk for truck drivers and vehicles near them, as they encounter areas of poor visibility for stopping and maneuvering, and various needs to slow down and stop. All these factors point towards a need to lower speed limits and design speeds along this stretch of road to maximize safety for all users.

Additionally, adverse weather conditions such as snow, ice, or heavy rain, and reduced visibility during night-time driving contribute to increased risks on these high-traffic corridors. Truck drivers may face challenges in maintaining control of their vehicles during severe weather, leading to potential crashes involving multiple vehicles.

Key Takeaways

- **58 minor injury and 3 disabling injury crashes** involving trucks along U.S. 63.
- U.S. 63 sees an **increase in traffic volumes and congestion as it passes through West Plains and a series of at-grade intersections**. All appear to correlate with the increased rate of truck crashes on this section of highway.
- Reduced sight distance due to topography and curves appear to add to the risk and may **require lower design speeds and speed limits through town** to improve safety and reduce the risk of crashes.
- Weather-related hazards, particularly in winter, correlate with an increase in truck crashes and crashes overall along this stretch of road.
- **More truck crashes occur at night** than during the day.

U.S. Highway 63 as a Barrier for VRUs

U.S. 63 plays a critical role in connecting West Plains with surrounding areas and serves as a major corridor for both freight and passenger vehicles. However, this highway also presents significant challenges for VRUs, including pedestrians, cyclists, and people using mobility devices. The high-speed nature of the roadway and its heavy truck traffic create a hostile environment for those attempting to cross or navigate the highway.

For cyclists and pedestrians, crossing U.S. 63 can be extremely difficult. There is a lack of safe crossing points and pedestrian infrastructure, such as crosswalks or pedestrian overpasses. This lack of infrastructure forces pedestrians and cyclists to take dangerous risks when trying to cross the highway. The high volume of traffic, especially during peak hours, further exacerbates the danger.

The concentration of truck traffic on this route is another factor that heightens the risk for VRUs. Trucks take longer to stop to avoid conflicts with a pedestrian or cyclist. The combination of high speeds and heavy truck volumes significantly raises the severity of crashes involving VRUs, which are more likely to result in serious injuries or fatalities.

Moreover, the highway that has been constructed to relieve congestion in West Plains inadvertently acts as a barrier for VRUs. While it serves its purpose in reducing traffic within the city, the highway creates a physical division that limits access to key areas such as schools, parks, and businesses. This is especially challenging for people who rely on walking or biking to access these destinations. The highway cuts off important pedestrian routes and adds to the challenge of safely crossing from one part of the city to another.

Key Takeaways

- **High speeds and heavy truck traffic** make U.S. 63 hazardous for VRUs.
- **Lack of safe crossing and VRU infrastructure** forces pedestrians and cyclists to take dangerous risks.
- The **highway further divides the community** and limits safe access to key areas.

Addressing these barriers requires focused infrastructure improvements such as traffic signal upgrades, shortened crossing distances, more visible and abundant markings, and the installation of pedestrian refuge islands may provide safer crossings and help ensure the mobility of VRUs. Additionally, traffic-calming measures such as reduced speed zones, tighter lanes, wider medians, and other curbed elements near key VRU destinations can help to slow traffic and mitigate risks. Upgrading the infrastructure along the highway to include pedestrian-friendly features would improve access and safety for those who rely on walking and biking.

Systemic Safety Analysis

A **Systemic Safety Analysis** was conducted to evaluate crash data in West Plains and in turn identify patterns and contributing factors to fatal and injury crashes. Using representation ratios, the analysis compares the frequency of severe crashes against overall crash data to highlight overrepresented attributes. These insights inform targeted safety interventions and support the development of a High-Risk Network (HRN). The following were key findings from the Systemic Safety Analysis.

Driver Impairment: Impaired driving nearly doubles the likelihood of injury crashes. Impairment is present in over 16% of injury crashes, compared to 13% of all crashes.

Crash Locations: Although most crashes occur at non-intersections, fatal and injury crashes are overrepresented at signalized and stop controlled intersections. Roundabouts show minimal crash severity, with no fatal or injury crashes reported.

Crash Types: Vulnerable road users (pedestrians and bicyclists) are nearly four times more likely to be injured or killed in a crash. Severe vehicular crashes are common in rear-end, head-on, and angle collisions due to speed differentials and direct impacts.

Lighting Conditions: Crashes under dark conditions are overrepresented in fatal and injury incidents. Poorly lit areas increase the likelihood of severe crashes by up to 1.5 times.

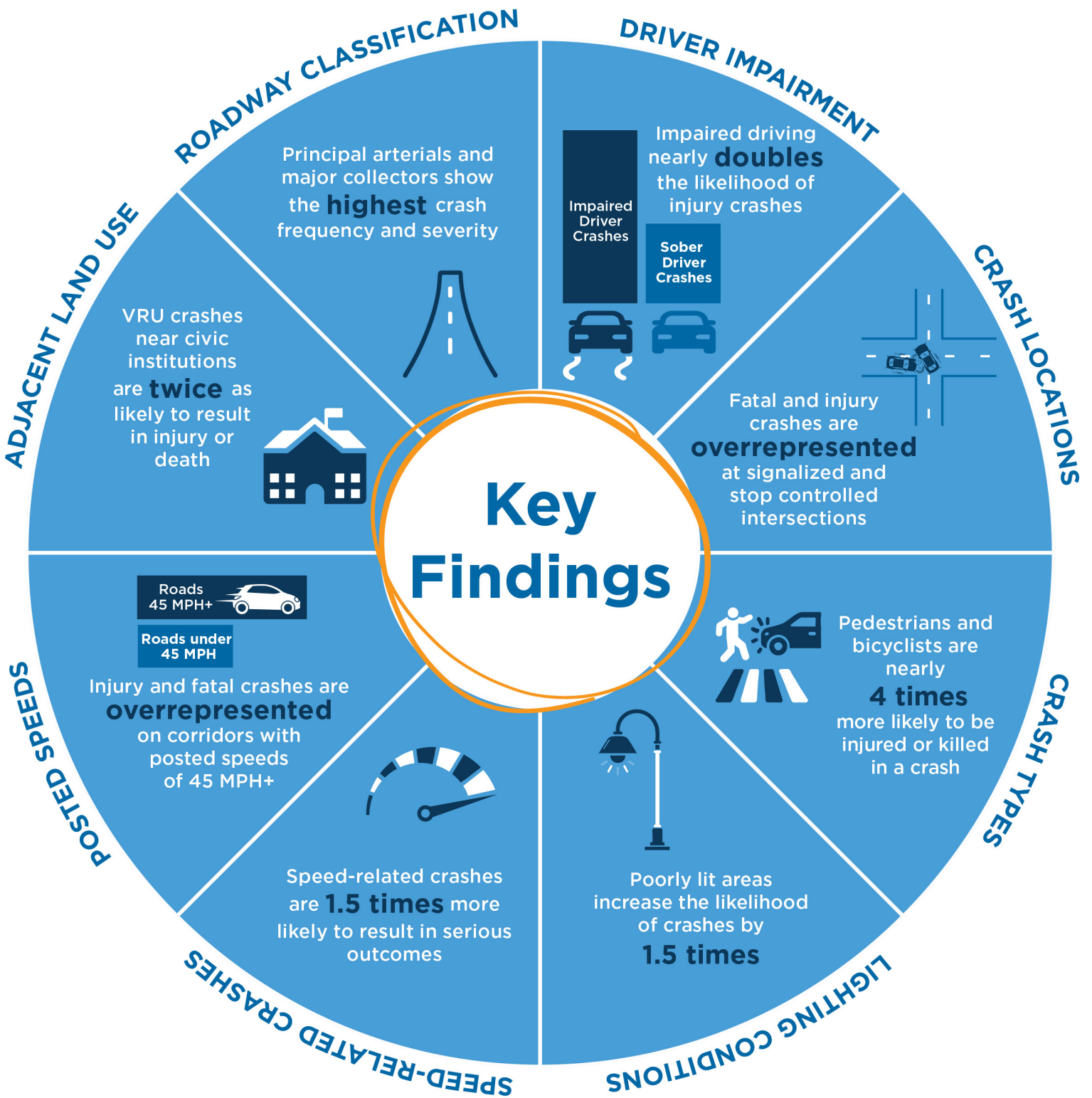
Speed-Related Crashes: Speed contributes significantly to crash severity. Speed-related crashes are 1.5 times more likely to result in serious outcomes.

Posted Speeds: Injury and fatal crashes are overrepresented on corridors with posted speeds of 45 MPH or higher. Higher traffic volumes on 35 MPH roads explain the greater number of crashes, but higher speeds increase severity.

Adjacent Land Use: Civic institutions (schools, hospitals, etc.) show the highest density of KI crashes. VRU crashes near these areas are twice as likely to result in injury or death. Industrial land uses show high representation ratios but are based on a small sample size.

Roadway Classification: Principal arterials and major collectors show the highest crash frequency and severity. Highways have high crash volumes but do not show disproportionate severity due to design features like medians and directional flow.

The analysis identifies key focus areas that disproportionately contribute to severe crashes. These findings guide the prioritization of safety improvements and support the development of the High Risk Network, which is described in detail in the following section.






High Risk Network

The systemic safety analysis was used to evaluate potential risk across the city's roadway system. This approach identifies patterns that not only look at crash data sources but also pairs with contextual factors such as roadway speeds, surrounding area demographic and surrounding land uses. From the multitude of contextual factors, four Risk Factors were found to account for the most frequent and most severe crashes.

- Roadway Classification
- Corridor Speeds (Center Mile)
- Adjacent Land Use
- Roadway Intersection Density

Following the analysis of fatal and injury crashes in West Plains, and an assessment of geographical crash trends, a High-Risk Network (HRN) has been identified within the city's roadway system. The HRN is a mapping tool designed to identify not only where traffic crashes have historically occurred but also where potential future crashes may occur based on high concentrations of factors associated with severe crashes. Analyzing these corridors, it was determined that the HRN within West Plains accounts for six percent of all the roadway centerline miles within the city (including local and residential corridors). Over 43 percent of all crashes within the city occur along these six percent of roadways. Additionally, 48 percent of all injury crashes within city limits happen along these roadways, and all fatal crashes in the past five years occurred along the HRN. Beyond these streets, crashes are more dispersed. It is noteworthy that the HRN extends upon the HIN, incorporating contextual and infrastructure elements observed in the HIN into the HRN.

-  High Risk Network
-  West Plains City Limits
-  West Plains Planning Area

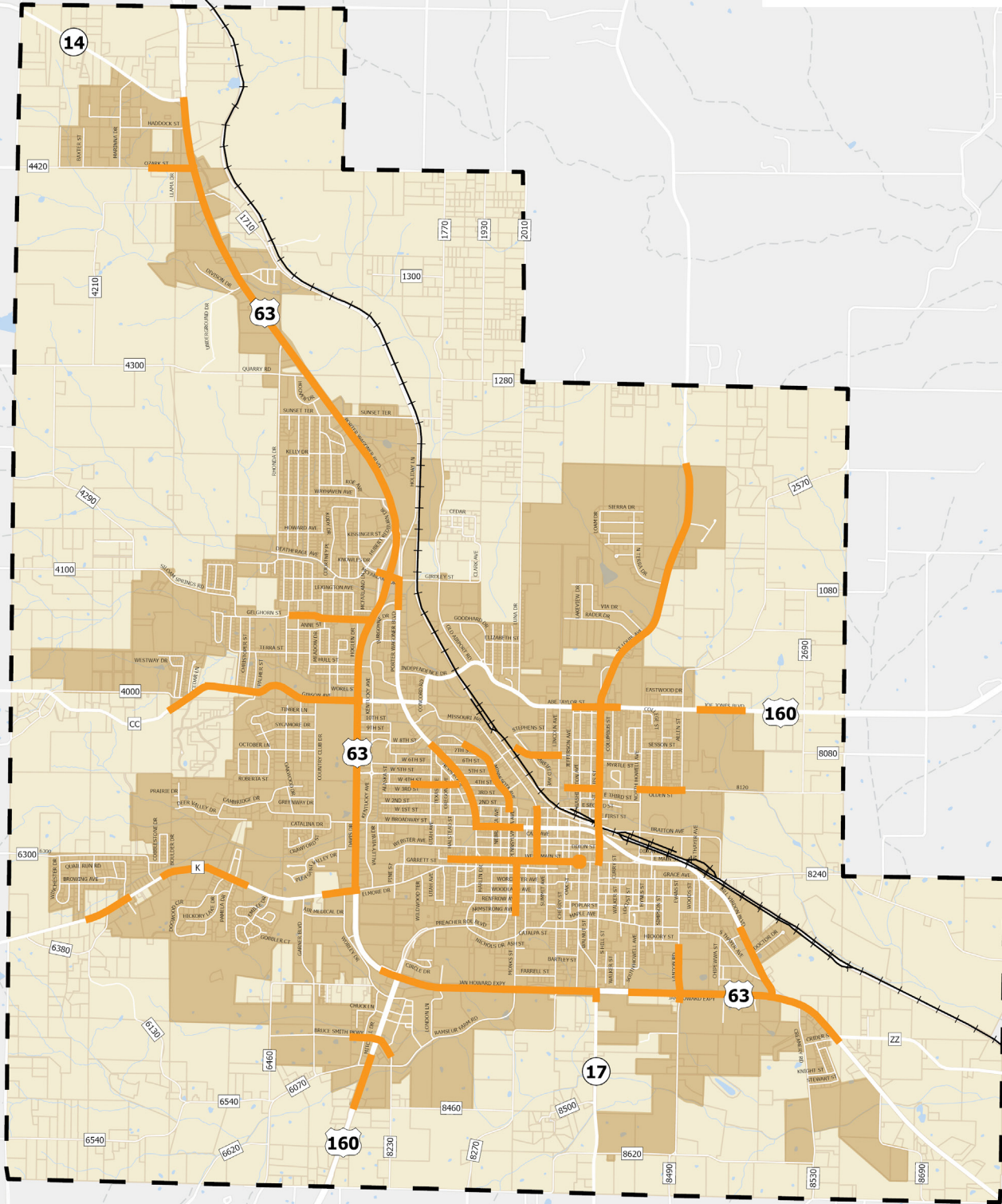


FIGURE 3.8 High Risk Network

0 2,500 5,000 10,000 US Feet

Data Analysis Key Takeaways

West Plains' commitment to Vision Zero represents a bold step toward a safer, more inclusive transportation system. By integrating data-driven safety strategies and the Safe System Approach, the city is working to eliminate traffic deaths and serious injuries. The vision is grounded in a people-first framework, ensuring that no one should be harmed while traveling through the community.

Insights from the Past Planning Efforts: The Comprehensive Plan outlines specific strategies to improve multimodal access, with a focus on pedestrian and cyclist safety. Through its emphasis on Complete Streets, safe routes to schools, and traffic calming, it complements the Vision Zero goal of reducing traffic-related injuries and fatalities. Continued investment in infrastructure, including ADA upgrades and pedestrian improvements, will be critical to achieving these safety goals.

Crash and Corridor Analysis: The crash analysis has highlighted critical corridors such as U.S. 63, Preacher Roe Boulevard, and Broadway Street, where injury and fatal crashes are most concentrated. By targeting these corridors for infrastructure improvements, speed management, and better pedestrian facilities, the city can significantly reduce the risk of severe crashes and injuries.

Freight and U.S. 63 as Barriers: Truck traffic and freight-related incidents are major safety concerns, particularly on U.S. 63, which sees a high volume of trucks. Addressing these concerns may involve efforts to decrease speeds, add signage, and look at intersection improvements along the highway. Additionally, U.S. 63 and the bypass acts as a potential barrier for building a robust vulnerable road user network, to accommodate pedestrians and cyclists more safely. Focused investments in safer crossings and pedestrian-friendly infrastructure should be investigated further and may improve access and safety.

The Systemic Safety Analysis: identifies key attributes that are overrepresented in fatal and injury crashes, including impaired driving, intersection-related incidents, and crashes involving vulnerable road users. Overrepresentation of severe crashes is also linked to poor lighting, higher posted speeds, and proximity to civic institutions. These insights guide targeted safety strategies and inform the development of a High-Risk Network for future improvements.

The High-Risk Network (HRN): identifies roadway segments in West Plains with the highest concentration of factors linked to severe crashes, including roadway classification, corridor speeds, adjacent land use, and intersection density. Although the HRN comprises only six percent of the city's roadway centerline miles, it accounts for 43 percent of all crashes and 48 percent of injury crashes, with all fatal crashes over the past five years occurring within it. This data-driven approach expands upon the High-Injury Network (HIN) by incorporating contextual and infrastructure elements to predict and mitigate future crash risks.

The report emphasizes a data-driven, equity-focused approach to ensure safer, more inclusive roadways for all users.



SECTION 4
PUBLIC ENGAGEMENT



Overview of Engagement Process

Crash data and design guidelines are critical for safety planning, but understanding community concerns and local partnerships is equally important. These qualitative insights complement quantitative and geospatial data, creating a more human-centered view of the West Plains transportation network. The engagement approach built on the foundation of the Connect West Plains Comprehensive Plan.

Key Findings

Adopted in August 2023, this plan outlines a 20-year vision for growth and infrastructure in West Plains. It emphasizes connectivity, safety, and multimodal access. Several specific transportation-related goals in the Comprehensive Plan support Vision Zero, including:

Corridor Speeds: Stakeholders emphasized the need to reduce vehicle speeds, either through road design modifications or enhanced speed enforcement.

Multimodal Connectivity: A clear desire for improved road and sidewalk connectivity throughout the city, particularly sidewalk connectivity – advocating for improved sidewalks, crosswalks, bike lanes, and transit availability.

Innovative Designs: Stakeholders emphasized the importance and need for more innovative infrastructure improvements. Innovative roadway design solutions, such as roundabouts, roadway width reductions, intersection/crosswalk improvements; can improve user safety, while protecting vulnerable road users.

Engagement and Education: Even with proper infrastructure, roadway users still misuse streets, sidewalks, and bike lanes. Stakeholders emphasized a need for public awareness campaigns to promote traffic safety and road user behavior.

Priority Areas: Downtown, major intersections along U.S. Highway 63, Porter Wagoner, Broadway, and residential neighborhoods.



Public Outreach

- **Project Website.** A dedicated project webpage was created, providing a landing page for anyone interested in learning more about the planning process. The website provided meeting updates, community mapping, and community questionnaire.
- **Press Release.** Press releases were published to provide an overview of the project and spread the word about the public open houses that took place on May 7, 2025, and August 21, 2025.
- **Social Media.** Graphics were created to advertise the community questionnaire, public open houses and general information about the planning process.
- **Community Questionnaire.** As part of the community outreach process, a community survey was available online. This questionnaire focused on residents' safety priorities for their community and their positions on several key issues. The survey was available from April 21, 2025, to June 21, 2025. During this period, 169 respondents completed the questionnaire. A full summary of the results can be found in Appendix B.
- **Public Open House #1.** The purpose of this open house was to introduce participants to the planning process, data analysis and start to identify areas of concern for all modes of transportation. The Project Team and staff were in attendance to discuss the project process, timeline and questions the public may have had.
- **Pop-Up Event: Public Open House #2.** The Project Team and staff hosted a project booth at the city's recurring Third Thursday Food Truck Day in August 2025 at the West Plains Civic Center. The goal of this pop-up open house was to provide an overview of the proposed Plan strategies (key corridors and key intersections) and gain feedback and prioritization from the community on which strategies were most important. The Project Team sought feedback to determine if there were any key corridors or intersection locations that were not captured in the Plan recommendations.









5

SECTION 5

STRATEGIES FOR SAFETY

The following strategies and recommendations are rooted in the takeaways and key findings from the HIN, HRN, and public engagement insights. By addressing the most pressing issues from the data-driven approach, these strategies aim to significantly reduce the frequency and severity of traffic crashes. The proposed solutions are designed to enhance roadway safety, optimize traffic flow, and create a safer environment for all road users.



-  High Risk Network
-  High Injury Network
- Public Comment Density**
-  Less Comments
-  More Comments
-  West Plains City Limits
-  West Plains Planning Area

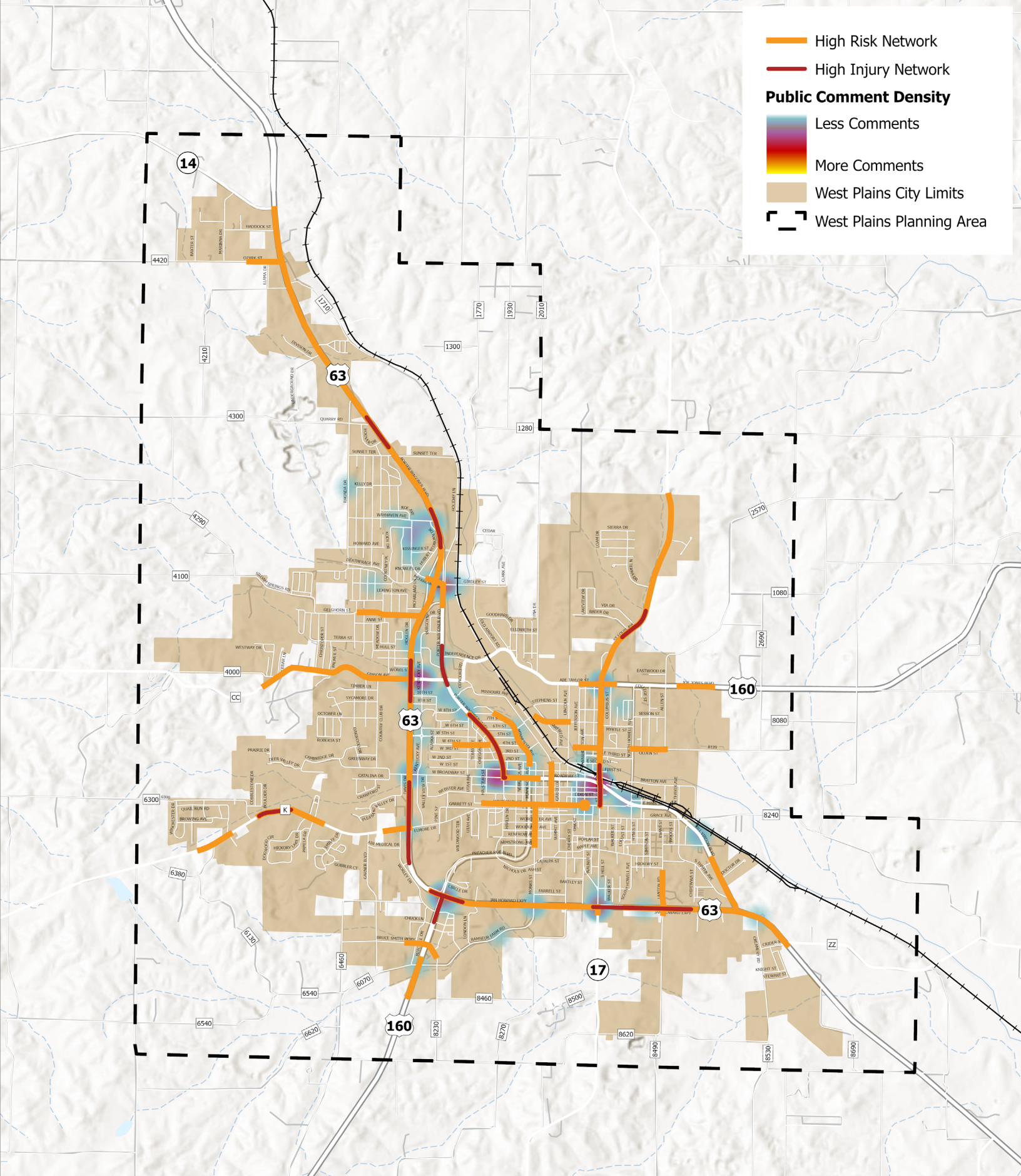
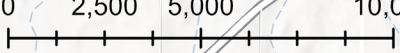


FIGURE 5.1 High Injury and High Risk Networks with Public Comment Density

0 2,500 5,000 10,000 US Feet



HRN Recommendations

Specific recommendations are included later in this section, but there are several consistencies identified in the Systemic Analysis that require mitigation across the HRN.

Speed Control: Many of the segments identified within the HRN are out of context, meaning they were built with more lanes, higher design speeds, or wider cross-sections than necessary for their use. These roadways can unintentionally create safety and operational challenges, particularly in small towns and rural communities. While originally intended to accommodate higher traffic volumes or future growth, these roadways often result in **excess capacity**, which commonly leads to:

- **Higher Vehicle Speeds:** Wide lanes and long sight distances encourage speeding, increasing the severity of crashes.
- **Reduced Driver Attention:** Minimal complexity and low traffic volumes can lead to driver inattention or distraction.
- **Pedestrian and Bicyclist Safety Picks:** Wide crossings, lack of refuge islands, and high-speed traffic make it difficult for non-motorized users to navigate safely.
- **Increased Crash Severity:** Overbuilt roads often lack traffic calming features, leading to more severe outcomes when crashes occur.
- **Maintenance and Cost Inefficiencies:** Larger roadways require more resources to maintain, straining local budgets without proportional safety or mobility benefits.
- **Land Use Conflicts:** Wide roads can divide communities, reduce walkability, and discourage economic activity due to the limited land use types that want to build near a large road.

Addressing these issues commonly involves “right sizing” through lane reconfigurations, lane narrowing, improved crossings, and speed management strategies that better align roadway design with actual use and community goals.

Access Management: This plays a critical role in roadway safety and operational efficiency. Research consistently shows that the frequency, design, and spacing of access points, including driveways and minor intersections, have a direct impact on crash rates and traffic flow. A context-sensitive approach to access control is now widely recommended, supported by both federal guidance and academic research. In general, the following principles should guide access decisions:

- **On higher-speed, higher volume roadways** (e.g., arterial roadways and major collectors), access should be limited and well-managed. Fewer driveways, greater spacing between access points, and the use of medians or shared entrances reduce conflict points and significantly lower crash risk. These roads should prioritize mobility and safety over direct property access.
- **On lower-speed, lower-volume roads** (e.g., local streets and neighborhood collectors), more frequent access is appropriate. These roads serve access-oriented functions and support walkability, local business activity, and community connectivity. In these contexts, closely spaced driveways and intersections can be safely accommodated with proper design.

This tiered approach aligns access control with roadway function and speed, improving safety outcomes while supporting land use goals. For corridors like Business Route 63 through West Plains, this should either involve consolidating driveways, introducing medians, or implementing shared access strategies for adjacent properties or reconstructing the roadway to operate as a local collector with narrower lane widths and slower speeds.

Additional Traffic Safety Tools

The Federal Highway Administration (FHWA) has identified **28 Proven Safety Countermeasures (PSCs)**, grouped into several key categories based on the type of safety issue they address. Here's a categorized list based on the latest information from the FHWA. Those marked with an asterisk have been recommended with the key intersection or corridor list below.

SPEED MANAGEMENT

Appropriate Speed Limits for All Road Users.* Setting speed limits based on roadway context, crash history, and all user types improve safety by aligning driver behavior with safe operating speeds

Speed Safety Cameras. Automated enforcement deters speeding and reduces crash severity, especially in high-risk areas like school zones and work zones.

Variable Speed Limits. These adjust speed limits in real time based on traffic, weather, or road conditions, improving safety and traffic flow.

PEDESTRIAN/BICYCLE SAFETY

Bicycle Lanes. Dedicated lanes for cyclists reduce conflicts with motor vehicles and encourage safer, more predictable riding behavior.

Crosswalk Visibility Enhancements.* High-visibility markings and signage increase driver awareness of pedestrian crossings, reducing crashes at intersections and mid-block locations.

Leading Pedestrian Interval (LPI)* Giving pedestrians a head start at signalized intersections improves visibility and reduces conflicts with turning vehicles.

Medians and Pedestrian Refuge Islands* These provide a safe space for pedestrians to pause while crossing, especially on wide or high-speed roads.

Pedestrian Hybrid Beacons (PHBs)* PHBs are activated by pedestrians and provide a red signal to drivers, significantly improving yielding behavior at mid-block crossings.

Rectangular Rapid Flashing Beacons (RRFBs)* Flashing lights at crosswalks alert drivers to pedestrian presence, increasing yielding rates and reducing crashes.

Lane Reconfigurations* Converting four-lane roads to three lanes with a center turn lane improves safety for all users by reducing conflict points and calming traffic.

Walkways* Sidewalks and paths separate pedestrians from vehicles, reducing pedestrian crashes and encouraging walking.

ROADWAY DEPARTURE

Enhanced Delineation for Horizontal Curves. Improved signage, markings, and chevrons help drivers navigate curves safely, especially at night or in poor weather.

Longitudinal Rumble Strips and Stripes. These alert inattentive drivers when they drift from their lane, reducing run-off-road and head-on crashes.

Median Barriers. Barriers prevent cross-median crashes, especially on high-speed divided highways.

Roadside Design Improvements at Curves*. Flattening slopes, removing fixed objects, and improving shoulders reduce the severity of roadway departure crashes.

Safety Edge. A 30-degree pavement edge reduces the risk of tire scrubbing and loss of control when vehicles leave the roadway.

Wider Edge Lines*. Wider pavement markings improve visibility and lane discipline, especially in low-light or adverse weather conditions.

INTERSECTIONS

Backplates with Retroreflective Borders*. These enhance signal visibility during both day and night, reducing red-light running and intersection crashes.

Corridor Access Management*. Limiting and consolidating driveways and intersections reduces conflict points and improves traffic flow and safety.

Dedicated Left- and Right-Turn Lanes. Separate turn lanes reduce rear-end and angle crashes by removing turning vehicles from through traffic.

Reduced Left-Turn Conflict Intersections (RCUTs, J-turns, etc.). These designs reduce conflict points and simplify decision-making, especially on high-speed divided highways.

Roundabouts*. Circular intersections reduce vehicle speeds and eliminate severe angle crashes, significantly lowering fatal and injury crash rates.

Systemic Low-Cost Countermeasures at Stop-Controlled Intersections*. Applying multiple low-cost treatments (e.g., enhanced signs, markings) systemically improves safety across many intersections.

Yellow Change Intervals*. Properly timed yellow lights reduce red-light running and improve intersection safety.

CROSCUTTING STRATEGIES

Lighting*. Improved roadway lighting enhances visibility for all users, reducing nighttime crashes.

Local Road Safety Plans (LRSPs). LRSPs help local agencies identify and prioritize safety improvements based on data and community input.

Pavement Friction Management. Monitoring and improving pavement friction reduces skidding and loss-of-control crashes, especially in wet conditions.

Road Safety Audit (RSA). Multidisciplinary teams assess roadways to proactively identify and address safety issues before crashes occur.

MoDOT SHSP SYSTEMIC FOCUS AREAS

MoDOT's Show-Me Zero plan aligns with the Key Corridors and Key Intersections identified in the next section, with the following four primary focus areas and associated countermeasures and strategies that are applicable to West Plains:

Occupant Protection: Increase seat belt and child restraint use.

- **Strategies:** Public education campaigns, high-visibility enforcement, and community engagement
- **Supporting Countermeasures:** Enhanced enforcement zones and occupant protection checkpoints

Distracted Driving: Reduce mobile device use while driving.




- **Strategies:** Legislative changes (e.g., hands-free laws), public awareness, and employer policies.
- **Supporting Countermeasures:** Roadway signage and targeted enforcement.

Impaired Driving: Reduce alcohol- and drug-impaired driving.

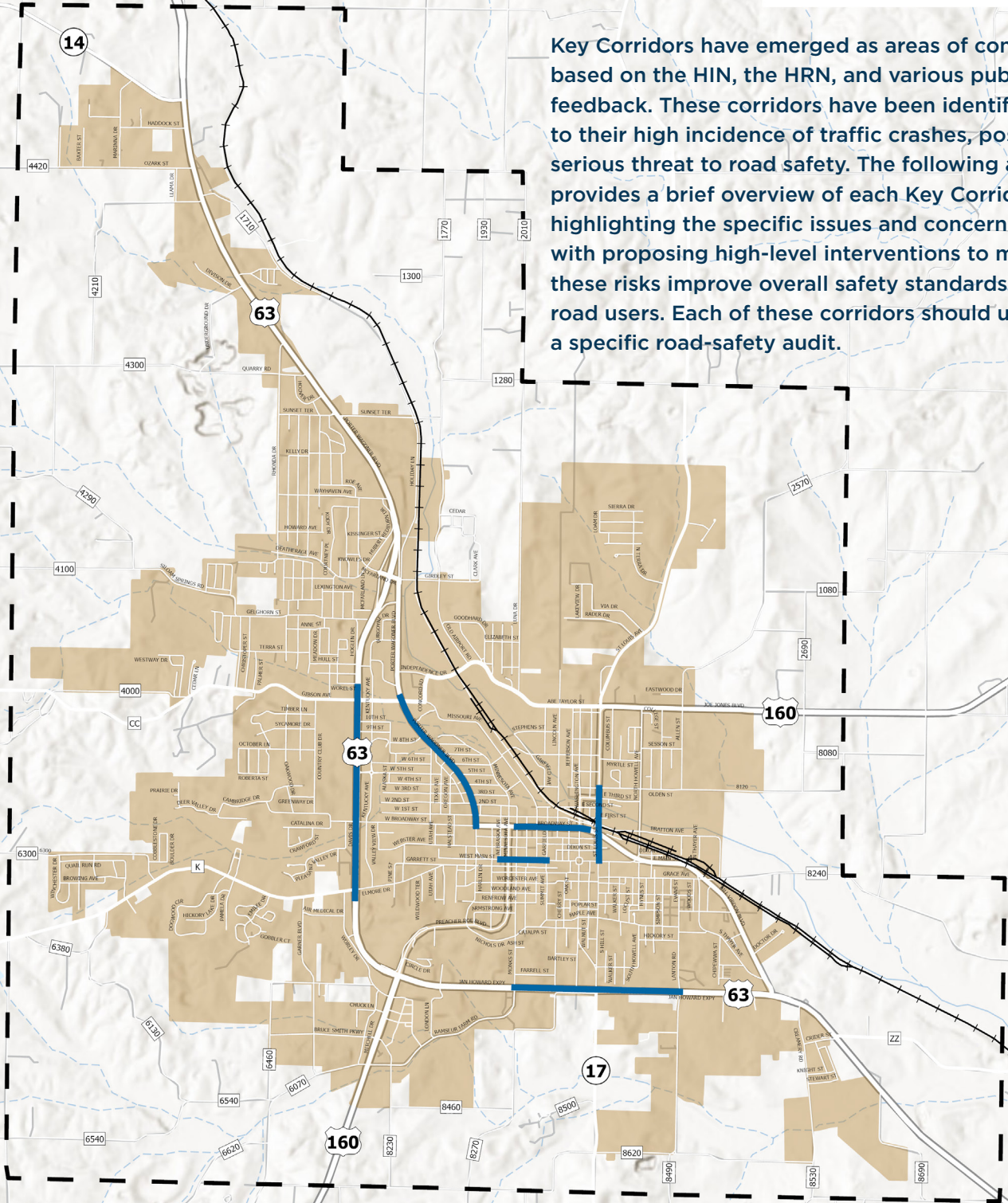
- **Strategies:** Sobriety checkpoints, ignition interlock programs, and treatment court partnerships.
- **Supporting Countermeasures:** Nighttime enforcement and community-based interventions.

Speed and Aggressive Driving: Reduce speed and modify driver behavior.

- **Strategies:** Speed enforcement corridors, automated enforcement (where permitted), and public education.
- **Supporting Countermeasures:** Lane reconfigurations roundabouts, and traffic calming.

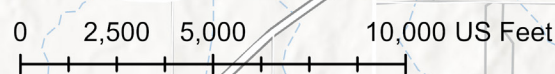
-  Key Corridors
-  West Plains City Limits
-  West Plains Planning Area

Key Corridors have emerged as areas of concern based on the HIN, the HRN, and various public feedback. These corridors have been identified due to their high incidence of traffic crashes, posing a serious threat to road safety. The following analysis provides a brief overview of each Key Corridor, highlighting the specific issues and concerns along with proposing high-level interventions to mitigate these risks improve overall safety standards for all road users. Each of these corridors should undergo a specific road-safety audit.



Key Corridors

FIGURE 5.2 Key Corridors



1.

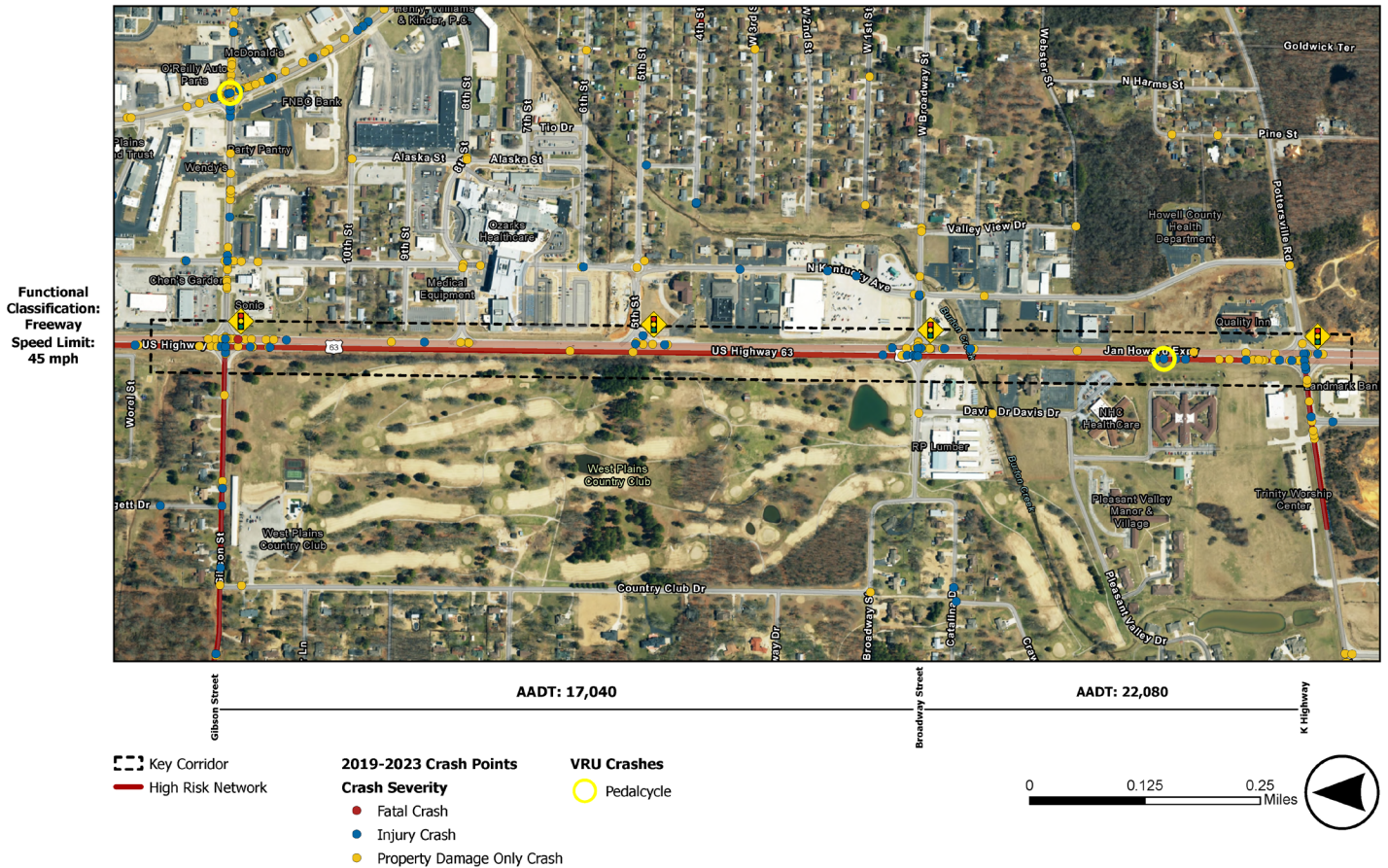
Highway 63 from Gibson Avenue to K Highway

Issues and Causes:

- High crash occurrence, mostly angle and rear-end crash and nearly half of which involve commercial trucks.
 - *Over 150 crashes; including 90 rear-end and 30 angle.*
- Issues with visibility and timing of traffic signals.
- Concerns about heavy truck traffic and insufficient warning signals for semis.

Recommendations:

- Install red light cameras and visible enforcement signage.
- Conduct a speed study to evaluate posted versus operating speeds.
- Consider wider edge and lane lines for better nighttime and weather visibility.



2.

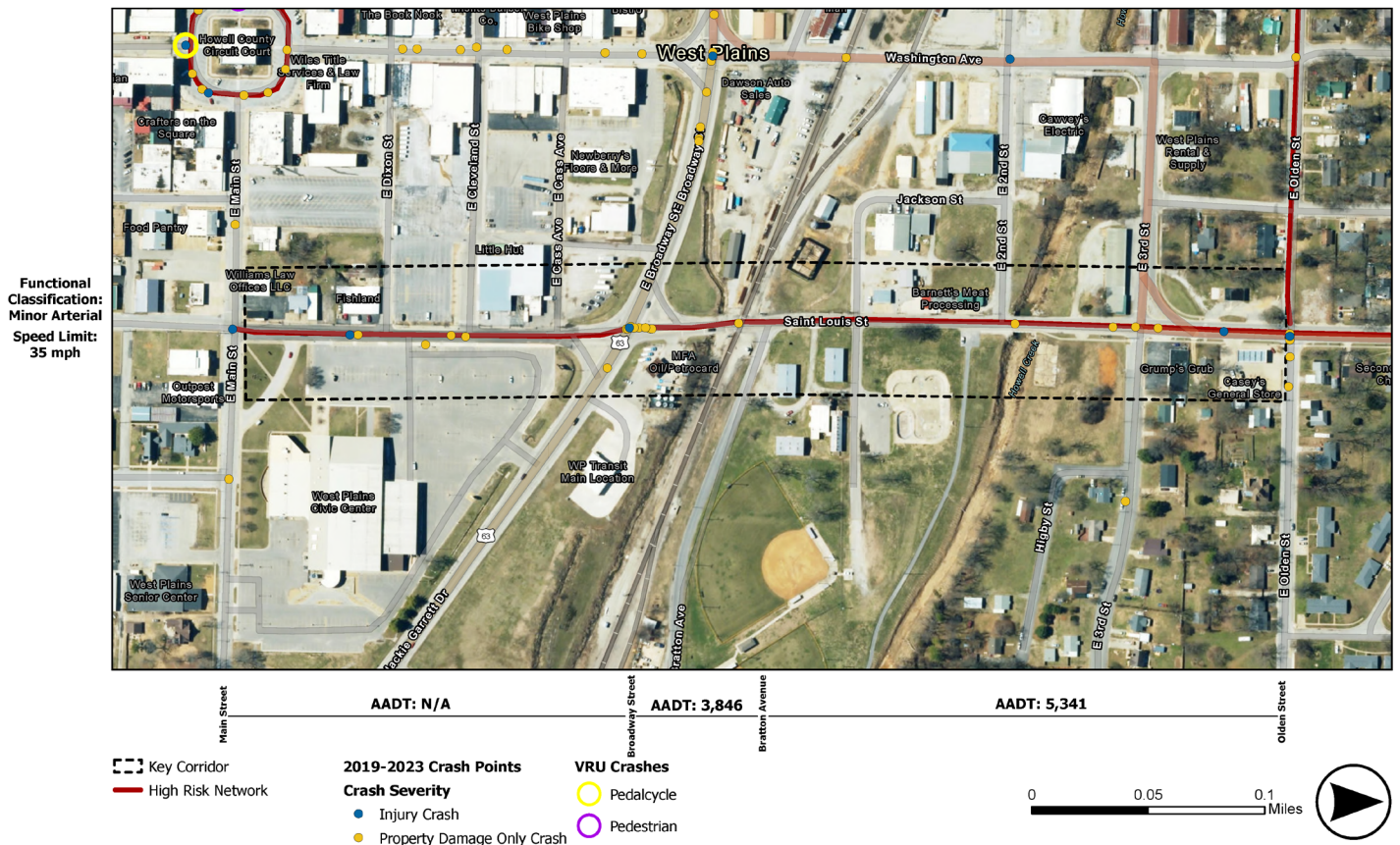
St. Louis Street from Main to Olden

Issues and Causes:

- Frequent crashes due to complex intersection geometry.
- No bike or pedestrian infrastructure north of Broadway, despite Civic Center and school proximity.
- Public comments indicate poor line of sight at St. Louis and Broadway.
 - *Geometry of sweeping free rights, poor skew and sight angles.*

Recommendations:

- This is closely related to the Key Intersection at Broadway and St. Louis. Work in this area should be coordinated with that recommendation.
- Ensure consistent roadway cross section north and south of Broadway.



3.

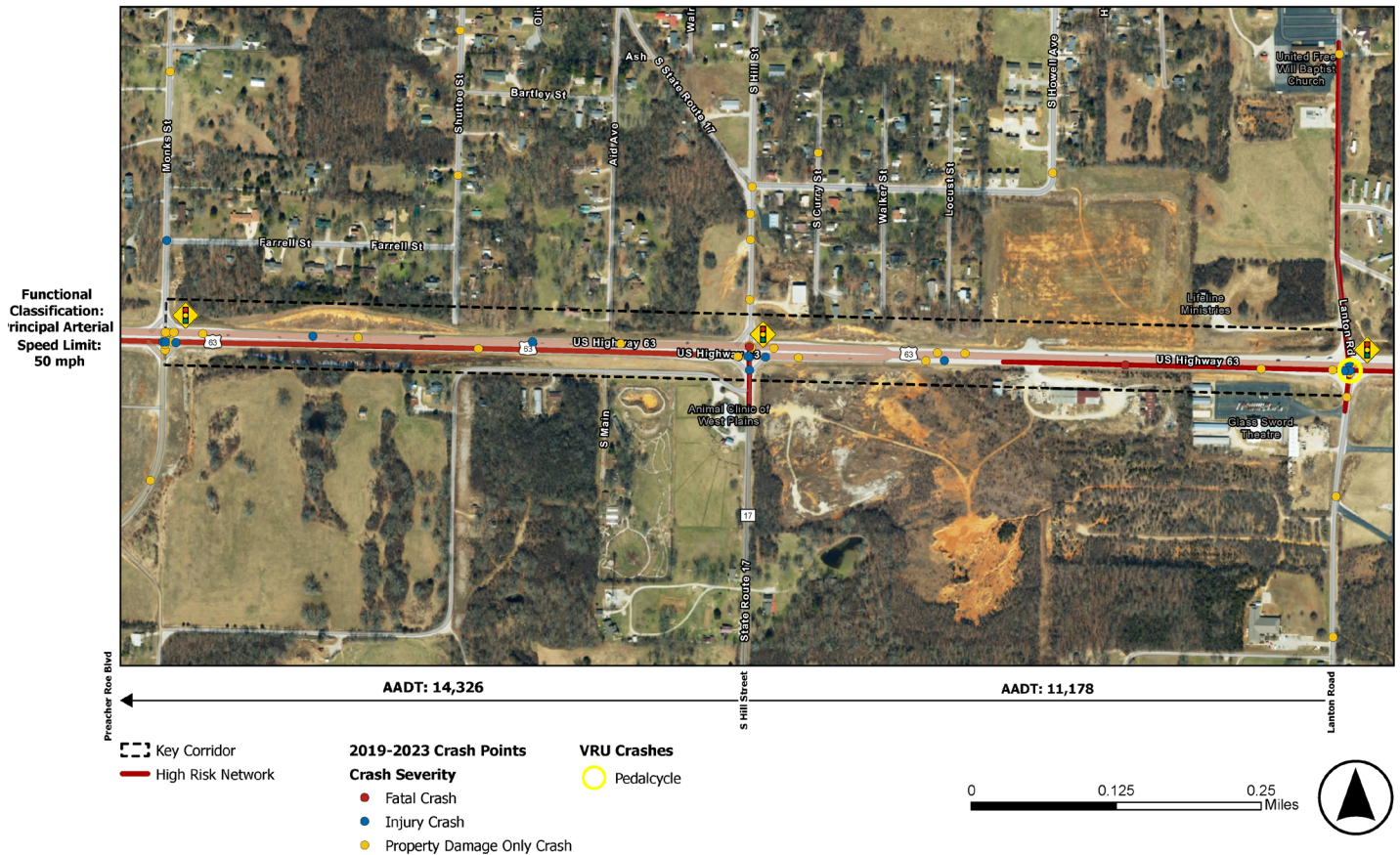
Highway 63 between Monks/Ramesur, and Lanton*

Issues and Causes:

- High crash density:
 - Two-thirds of crashes are angle crashes.
 - One-third of crashes are truck-involved.
- Issues with red light running and visibility.

Recommendations:

- Install red light cameras and visible enforcement signage.
- Install reflective backplates.
- Consider wider edge and lane lines for better nighttime and weather visibility.



5.

Business Route 63 (Broadway) from Washington Avenue to Pennsylvania Avenue

Issues and Causes:

- Consistent crash issues, specifically rear-end crashes, likely caused by driveway access frequency and proximity.
- Wide lanes, encourage higher speeds.

Recommendations:

- Review the corridor for traffic calming, consider reducing lane widths or adding medians.
- Review corridor access management, to reduce the number and frequency of private/driveway access points.



6.

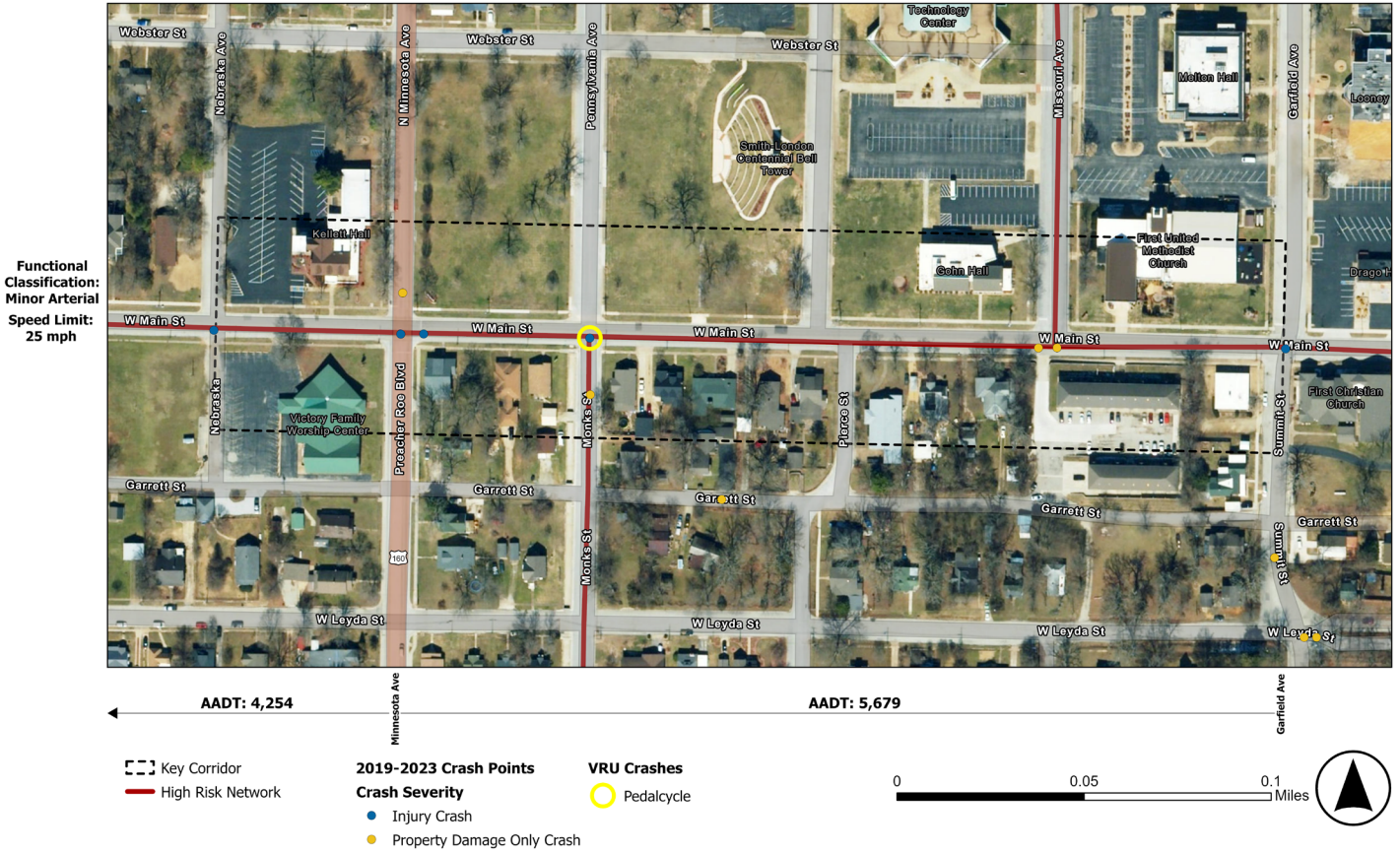
Main Street from Nebraska Avenue to Garfield Avenue

Issues and Causes:

- Several injury crashes, including speed related crashes.
- Wide travel lanes and long pedestrian crossing distances increase chances of pedestrian and speed related crashes.

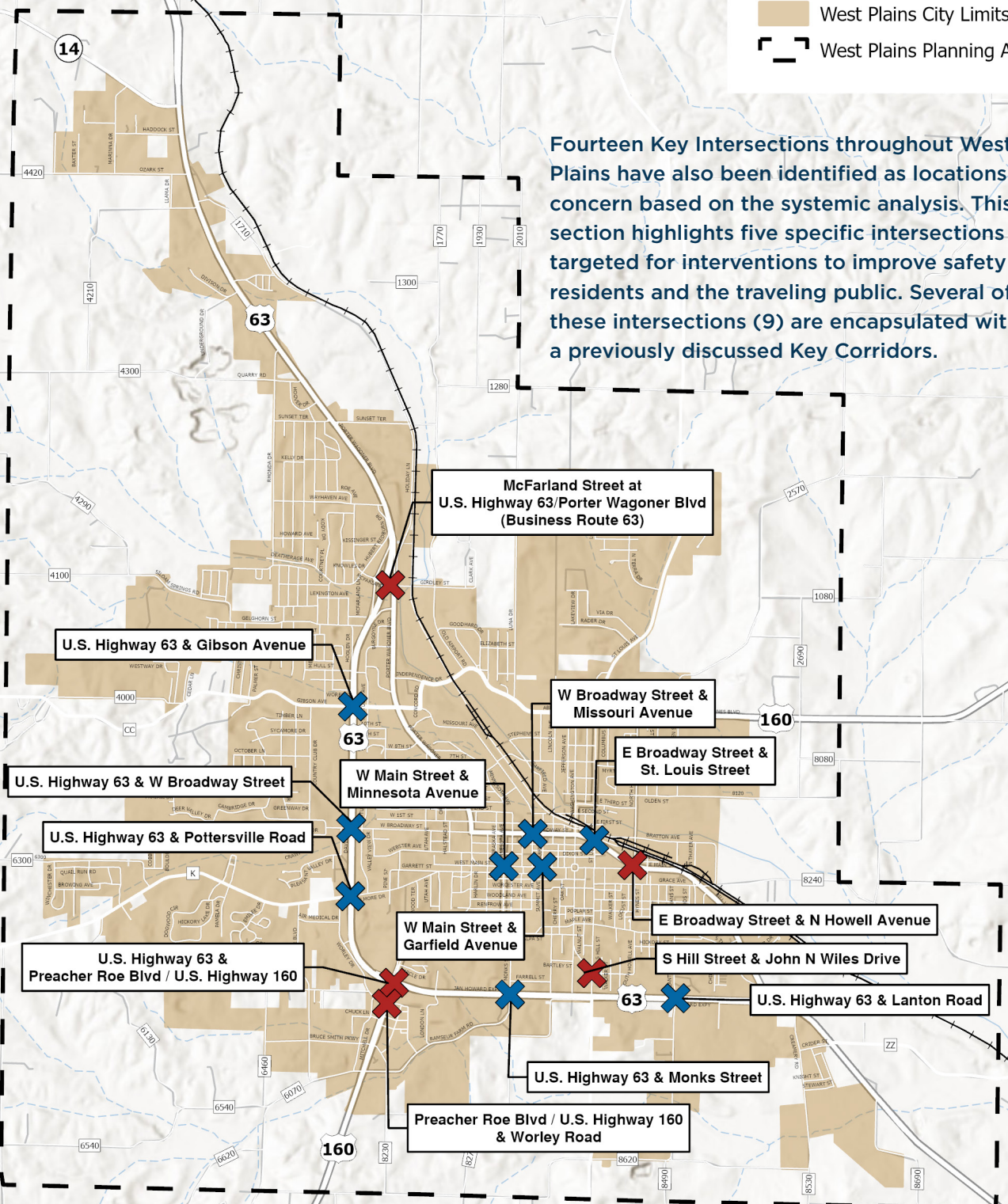
Recommendations:

- Construct lane narrowing through midblock curb extensions at intersection nodes.
- Identify and construct enhanced pedestrian crossing additional locations (e.g. Main and Garfield).
- Consider extending improvements into downtown.



- ✖ Key Intersection
- ✖ Intersection within Key Corridor
- West Plains City Limits
- West Plains Planning Area

Fourteen Key Intersections throughout West Plains have also been identified as locations of concern based on the systemic analysis. This section highlights five specific intersections targeted for interventions to improve safety for residents and the traveling public. Several of these intersections (9) are encapsulated within a previously discussed Key Corridors.



Key Intersections

FIGURE 5.3 Key Intersections



1.

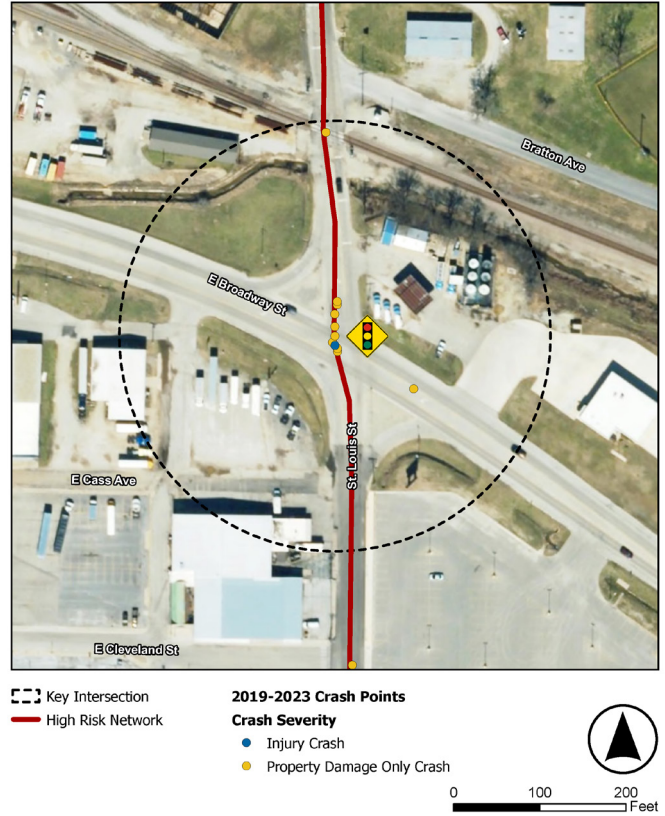
East Broadway Street and St. Louis Street

Issues and Causes:

- High crash frequency, with angle crashes most prevalent for overall crashes and injury crashes.
- Substandard intersection skew, multi-point intersection on a horizontal curve
- Located in a vertical saddle between two crest curves.

Recommendations:

- Tighten up or consolidate intersection geometry, potentially shifting the intersection location to improve vertical and horizontal sight lines.
- Short-term: restrict through and left-turn movements on St. Louis.
- Long-term: reconstruct as a roundabout intersection.



2.

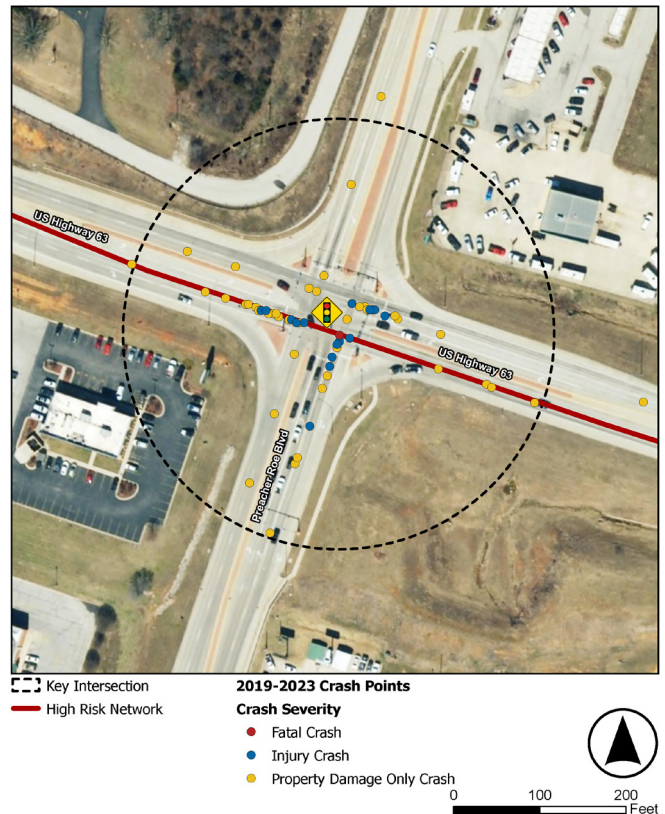
US Highway 63 and US Highway 60

Issues and Causes:

- Intersection with two fatal crashes.
- Primarily, right angle and rear end crash type.
- Potential site distance issues for trucks from curve to the west.

Recommendations:

- Tighten up intersection geometry.
- Consolidate or eliminate uncontrolled driveway access points near intersection.
- Explore improved signal coordination with US Highway 63 and Preacher Roe Boulevard.



3.

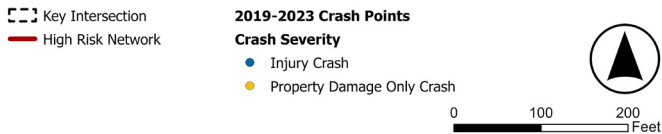
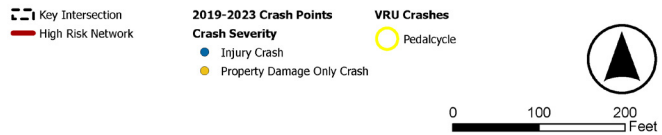
West Main Street and Minnesota Avenue/West Main Street and Garfield Avenue

Issues and Causes:

- High incidents of angle crashes at a wide intersection.
- Issues with stop sign compliance and visibility.

Recommendations:

- Increase visibility of stop signs and include advanced warning where needed.
- Introduce curb extensions and other speed reduction solutions.



4.

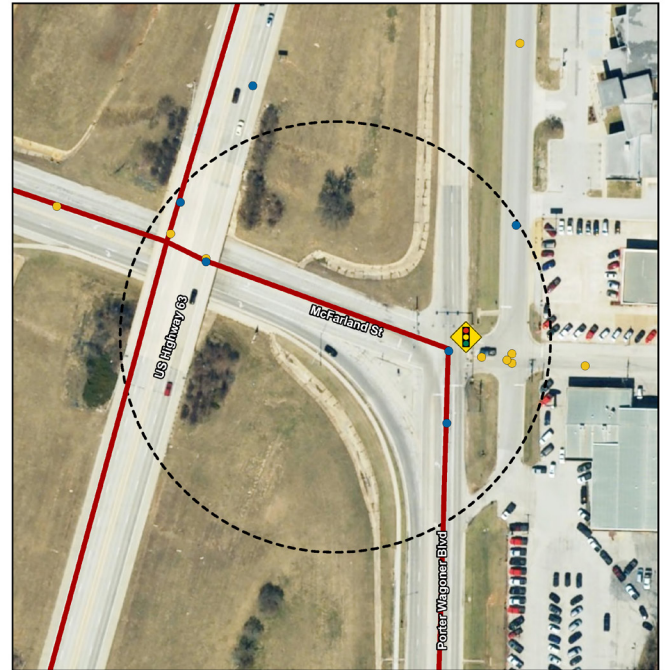
McFarland Street at US Highway 63/Porter Wagoner Boulevard (Business Route 63)

Issues and Causes:

- High crash frequency due to large and complex intersection geometry.
- Injury crashes with head on and single vehicle crashes at three each in northbound direction.
- Need for improved traffic control and visibility measures.

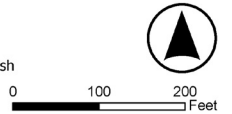
Recommendations:

- Review the corridor for a lane reconfiguration.
- Install wide edge lines and widen shoulders with rumble strips.
- Extend curb section, south of intersection.
- Evaluate intersection/interchange for reconfiguration. Alternatives such as eliminating movements, closing access south of intersection, redesigned geometry, improved striping, and signage.
- Long-term, consider conversion to a roundabout.



Key Intersection
High Risk Network

2019-2023 Crash Points
Crash Severity
• Injury Crash
• Property Damage Only Crash



5.

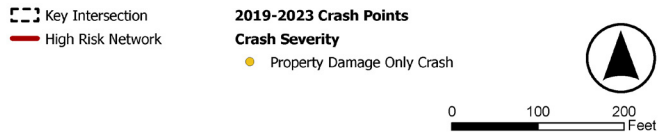
South Hill Street and John N. Wiles Drive

Issues and Causes:

- Skewed intersection creates poor visibility and confusion.

Recommendations:

- Tighten up or consolidate intersection geometry, potentially shifting to improve sight lines.
- Explore roundabout intersection.



6.

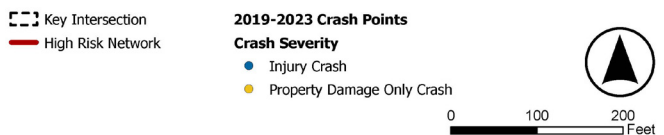
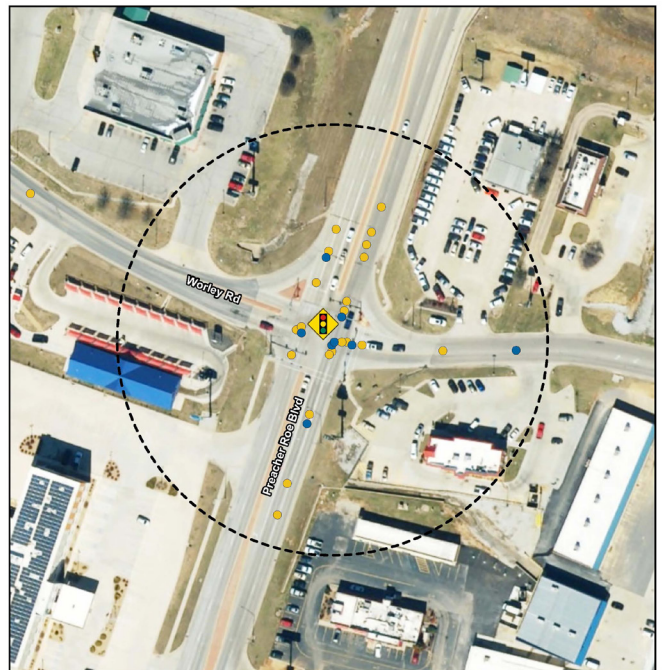
Preacher Roe Boulevard and Worley Road

Issues and Causes:

- Rear-end and angle crashes, including one fatal (angle) crash.
- Complex intersection with multiple turning movements.
- Signalized intersection directly after horizontal curve on U.S. 63.
- Proximity of full-movement intersections and driveways with high-speed turning radii.
- Angle crashes along Preacher Roe accounting for all injury crashes.

Recommendations:

- Consolidate or eliminate uncontrolled driveway access points near intersection.
- Install reflective backplates and review clearance intervals.
- Install active advanced warning signs along eastbound U.S. 63.
- Explore improved signal coordination with U.S. 63 and Preacher Roe Boulevard.
- Long term, consider turning restrictions through an RCUT at either intersection or roundabout at Preacher Roe and Worley.



7.

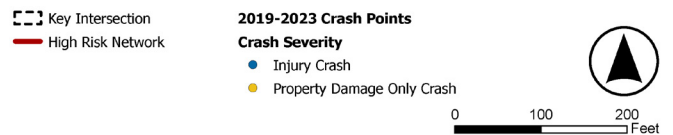
East Broadway Street and North Howell Avenue

Issues and Causes:

- Angle crashes at stop-controlled intersections.
- Need for improved traffic control and visibility measures.

Recommendations:

- Increase visibility of stop signs and include advanced warning where needed.
- Consider conversion to compact roundabout.



Addressing safety concerns at individual intersections without considering the broader corridor context may result in limited effectiveness and missed opportunities for systemic change. In West Plains, many key intersections which are not discussed specifically are located within key corridors. This plan recommends that intersection-level improvements be embedded within corridor-wide strategies. This approach ensures that interventions—such as signal timing, access management, pedestrian infrastructure, and speed management—are coordinated across the entire corridor, addressing root causes of crashes rather than isolated symptoms. By treating corridors as interconnected systems, the city can achieve more impactful and sustainable safety outcomes.

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SECTION 6

IMPLEMENTATION ACTION PLAN



Programs, Policies, and Partnerships

While infrastructure improvements are essential to enhancing roadway safety, West Plains recognizes that a truly comprehensive approach must go beyond physical upgrades. To effectively reduce traffic-related injuries and fatalities, the city is committed to implementing complementary strategies through policy development, community programs, and strategic partnerships. These efforts include educational campaigns, enforcement initiatives, and collaborative planning with local organizations, schools, and state agencies.

TABLE 6.1 Policies

Safe System Category	Policy	Responsible Party or Parties	Other Partners
Safer People	Launch educational campaigns on the importance of seatbelt usage and safe driving practices.	MoDOT, City Communications	Missouri Highway Patrol, Howell County, West Plains R-7 Schools
Safer People	Implement stricter penalties for distracted driving, particularly for texting while driving. This could include losing a license if deemed phone distraction is the cause of a crash.	State Legislature*	West Plains Police Department, Missouri Highway Patrol, Howell County
Safer Speeds	Implement stricter penalties for speed-related infractions. This could include loss of license for speeding at 20 MPH over the speed limit.	Howell County, City Attorney, West Plains Police Department, City Council	West Plains Police Department, Municipal Court
Safer People	Amend the Complete Streets Policy to prioritize safety in all street design projects.	City Planning Department	City Transportation Department
Safer Roads	Develop robust guidelines for traffic impact studies completed for private development that integrates street design, traffic safety, and the city's transportation network vision.	City Planning Department	City Transportation Department, City Council, City Administration

TABLE 6.1 Policies (Continued)

Safe System Category	Policy	Responsible Party or Parties	Other Partners
Safer Roads	Introduce or update design standards for safe infrastructure. All toolbox countermeasures, such as protected bike lanes, pedestrian refuge islands, high-visibility crosswalks, and others should have a standard design template created to reduce cost and speed of implementation.	City Transportation Department	City Planning Department, MoDOT
Safer Roads	Intersection Visibility and Filtering Policy: Consider advancing the stop lines at intersections, bringing vehicles further into the line of sight for crossing traffic, and daylight intersections from parked cars, vegetation, and other visual impediments while keeping slow-encouraging geometrics.	City Transportation Department, MoDOT	West Plains R-7 Schools, Howell County Sheriff, Missouri Highway Patrol
Safer Roads	Define uses and scenarios for enhanced pedestrian crosswalks with better signage and lighting to prevent accidents.	MoDOT	City Transportation Department, Howell County Sheriff, Missouri Highway Patrol, Police/Fire/EMS
Safer Roads	Introduce variable speed limits based on traffic conditions and weather to optimize safety.	MoDOT	City Transportation Department, Howell County Sheriff, Missouri Highway Patrol, Police/Fire/EMS
Safer Vehicles	Pursue the latest safety features in all city fleet vehicles. These features could include hands-free, inside/outside cameras, telematics, collision avoidance systems, etc.	City Administration	All City Departments, City insurance company

TABLE 6.2 Programs

Safe System Category	Programs	Responsible Party or Parties	Other Partners
Safer People	Create a safe driver reward system for city and/or fleet drivers that encourage safe actions and good driving behaviors.	City Admin	All City Departments
Safer Roads	Redesign high-risk intersections and road segments to improve safety features such as lighting, signage, and barriers.	City Transportation Department	MoDOT
Safer Roads	Develop dedicated lanes and crossings for pedestrians and bicyclists to reduce conflicts with motor vehicles.	City Transportation Department	City Planning Department
Safer Roads	Start a Neighborhood Traffic Calming Program that creates easy to implement solutions, which allows the city to rapidly adjust and change neighborhood streets including the use of speed humps, curb extensions, traffic circles.	City Planning Department, City Transportation Department	Public
Safer Speeds	Maintain and enforce context-specific speed limits in areas with near schools. Identify other high pedestrian traffic areas for enforcement (e.g., Aquatic Park, MSU-WP).	City Transportation Department, West Plains Police Department	MoDOT, West Plains R-7 Schools
Safer Speeds	Install speed cameras in arterial and collector corridors, starting with high-risk areas, to deter speeding and improve compliance with speed limits.	City Transportation Department	MoDOT, West Plains Police Department
Safer Speeds	Introduce a Speed Management Program that includes speed limit reductions, speed feedback signs, and signal timing adjustments.	City Transportation Department	MoDOT, West Plains Police Department
Post-Crash Care	Improve emergency response coordination to help ensure rapid response times for emergency services through better coordination and resource allocation.	911 Dispatch, City Administration	Police/Fire/EMS, Howell County ER

TABLE 6.3 Partnerships

Safe System Category	Partnerships	Responsible Party or Parties	Other Partners
Safer People	Collaborate with various user groups to discourage distracted driving and provide drivers with real-time feedback. This could include a campaign for local company incentives for safe driving, partnering with insurance companies, or other awareness and social campaigns.	City Communications	Missouri Coalition for Roadway Safety, Missourians for Responsible Transportation (MRT), West Plains R-7 Schools
Safer Roads	Collaborate with cycling and pedestrian advocacy groups to develop safe and dedicated lanes for non-motorized road users.	City Planning Department, West Plains Downtown	West Plains Bike Group, City Street Department
Safer Speeds	Partner with community organizations to raise awareness about the dangers of speeding, particularly in residential areas and near schools.	City Communications, West Plains R-7 Schools, West Plains Police Department	City Planning Department, MoDOT, West Plains R-7 Schools

Implementation Projects

The implementation of the West Plains Transportation Safety Action Plan is structured to translate data-driven strategies and community priorities into tangible safety improvements. Building on the focus areas identified earlier, the plan employs a combination of proven strategies and supporting countermeasures tailored to the unique challenges of the West Plains region. These include program initiatives, speed enforcement corridors, and public education campaigns, all reinforced by infrastructure changes such as lane reconfigurations, traffic signal improvements, and roundabout construction. The approach targets high-risk corridors and intersections, leveraging principles of the Safe System Approach to maximize safety outcomes across the transportation network.

Prioritization

The creation of recommendations for key corridors and intersections was guided by a prioritization that identified the highest need locations around West Plains. This process involved a comprehensive analysis of crash, infrastructure, land use, and demographic data. This created the list of the most critical safety improvement needs where interventions would have the greatest impact on reducing serious injuries and fatalities. The prioritization of projects for implementation has been further guided by public feedback, ensuring that residents' voices and local knowledge are reflected in the final selections.

This list is intended to be a guide for the relative importance of infrastructure improvements, not necessarily the order in which it is completed. Several factors such as availability of funding or partnership opportunities could move improvements up in order of completion. This flexible approach is designed to respond to emerging partnership opportunities and the availability of funding, allowing the plan to adapt to changing circumstances and leverage resources for maximum effectiveness.

TABLE 6.4 Projects

Key Corridors

Priority	Project Name	Recommendation	Cost	Potential Partners	Time Frame
1	Highway 63 from Gibson Avenue to K Highway*	<ul style="list-style-type: none"> Install red light cameras and visible enforcement signage. Conduct a speed study to evaluate posted versus operating speeds. Consider wider edge and lane lines for better nighttime and weather visibility. Review red and yellow clearance intervals and signal progression. 	\$\$	MoDOT	Short-/Mid-Term
2	St. Louis Street from Main to Olden	<ul style="list-style-type: none"> Alter geometrics at Broadway for lower speeds, include enhanced traffic control (e.g., roundabout). Ensure consistent roadway cross section north of Broadway and south of Broadway. Partner with MoDOT to perform a TEAP Study. Collaborate with MoDOT to consider a cost share for geometric improvements. Construct ADA compliant sidewalks between Main and 3rd Street. Consider widening pedestrian bridge and ensuring ADA compliance. 	\$\$\$	West Plains Downtown, West Plains Chamber, MoDOT	Mid-Term
3	Highway 63 between Monks/Ramseur, and Lanton*	<ul style="list-style-type: none"> Install red light cameras and visible enforcement signage. Conduct a speed study to evaluate posted versus operating speeds. Consider wider edge and lane lines for better nighttime and weather visibility. Consider use of reflective back plates to increase signal visibility. 	\$\$	MoDOT	Mid-/Long-Term
4	Business Route 63 (Porter Wagoner) from Broadway to Gibson	<ul style="list-style-type: none"> Review the corridor for a lane reconfiguration, reducing the number of lanes. Review corridor access management, looking to reduce the number and frequency of private/driveway access points. 	\$\$\$	MoDOT	Long-Term

TABLE 6.4 Projects (Continued)

Key Corridors (Continued)

Priority	Project Name	Recommendation	Cost	Potential Partners	Time Frame
5	Business Route 63 (Broadway) from Washington Avenue to Pennsylvania Avenue	<ul style="list-style-type: none"> Review the corridor for a lane diet, reducing lane widths. Review corridor access management, looking to reduce the number and frequency of private/driveway access points. 	\$\$\$	West Plains Downtown, MSU-WP	Long-Term
6	Main Street from Nebraska Avenue to Garfield Avenue	<ul style="list-style-type: none"> Construct lane narrowing through midblock curb extensions and intersection nodes. Identify and construct enhanced pedestrian crossing additional locations (e.g., Main and Garfield). 	\$\$	MSU-WP	Mid-Term

Key Intersections

1	East Broadway Street and St Louis Street	<ul style="list-style-type: none"> Alter geometrics at Broadway for lower speeds, include enhanced traffic control. Ensure consistent roadway cross section north of Broadway and south of Broadway, with bike infrastructure to connect between downtown and school. 	\$\$\$	West Plains R-7 Schools, MSU-WP	Short-Term
2	US Highway 63 and US Highway 160	<ul style="list-style-type: none"> Tighten up intersection geometry. Consolidate or eliminate uncontrolled driveway access points near intersection. Explore improved lighting coordination with US Highway 63 and Preacher Roe Boulevard. 	\$\$\$	MoDOT	Short-Term

** MoDOT recently completed signal timing adjustments. Prior to implementing plan recommendations, the city should assess the impact of these adjustments.*

TABLE 6.4 Projects (Continued)

Key Intersections (Continued)

Priority	Project Name	Recommendation	Cost	Potential Partners	Time Frame
3	West Main Street and Minnesota Avenue / West Main Street and Garfield Avenue	<ul style="list-style-type: none"> Explore lane diets, street width reduction. Introduce curb extensions and other speed reduction solutions. 	\$\$	MSU-WP	Mid-Term
4	McFarland Street at US Highway 63 / Porter Wagoner Boulevard (Business Route 63)	<ul style="list-style-type: none"> Review the intersection for a lane reconfiguration. Evaluate intersection/interchange for reconfiguration (e.g., roundabout). <ul style="list-style-type: none"> Alternatives such as eliminating movements, redesigned geometry, improved striping, and signage. 	\$\$\$	MoDOT	Long-Term
5	South Hill Street and John N Wiles Drive	<ul style="list-style-type: none"> Tighten up or consolidate intersection geometry, potentially shifting to improve sight lines. Explore roundabout intersection. 	\$\$/\$\$\$	N/A	Long-Term
6	Preacher Roe Boulevard and Worley Road	<ul style="list-style-type: none"> Tighten up intersection geometry. Consolidate or eliminate uncontrolled driveway access points near intersection. Explore improved lighting coordination with US Highway 63 and Preacher Roe Boulevard. 	\$\$	MoDOT	Long-Term
7	East Broadway Street and North Howell Avenue	<ul style="list-style-type: none"> Increase visibility of stops signs and include advanced warning where needed. Consider conversion to compact roundabout. 	\$/\$\$\$	West Plains Downtown, West Plains R-7 Schools	Short-/ Mid-Term

Funding

Securing funding for these improvements can involve a variety of sources to ensure project feasibility and long-term sustainability. Potential options include:

Federal Grants

Federal funding sources play a critical role in supporting a wide range of transportation and infrastructure projects. Communities can pursue several federal grant opportunities to meet diverse project needs.

- **Safe Streets and Roads for All (SS4A):** The SS4A program provides funding for projects that support the U.S. Department of Transportation's goal of eliminating roadway fatalities and serious injuries. Implementation grants can be used for intersection safety improvements, pedestrian and bicycle infrastructure, speed management strategies, and many other improvements that pull from the FHWA Proven Safety Countermeasures.
- **Highway Safety Improvement Program (HSIP):** This program specifically targets projects that reduce roadway fatalities and serious injuries, such as installation of advanced warning signage, improved lighting, and intersection reconfigurations. While the funding is sourced from the Federal Government, this grant is administered through MoDOT.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** Formerly known as BUILD, RAISE grants support a broad array of capital projects, including road, rail, transit, and port infrastructure that have significant local or regional impact and promote economic development.
- **Economic Development Administration (EDA) Public Works and Economic Adjustment Assistance Programs:** These programs fund infrastructure projects that stimulate job creation and private investment in distressed communities, including transportation improvements, access roads, and other infrastructure that supports economic growth.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program:** CMAQ provides funding for transportation projects and programs that help meet the requirements of the Clean Air Act, such as traffic flow improvements, intersection upgrades, and alternative transportation solutions.

Beyond transportation-specific grants, certain federal programs focused on non-transportation objectives can also be leveraged for infrastructure projects. For example, the Federal Emergency Management Agency (FEMA) offers grants for stormwater management and flood mitigation projects that may include upgrades to drainage systems along transportation corridors. The Environmental Protection Agency (EPA) provides funding for green infrastructure and water quality improvements, which can be coordinated with road reconstruction or streetscape projects. By aligning transportation projects with environmental, safety, and economic development goals, communities can maximize federal investment and potential opportunities that address multiple local priorities simultaneously.

State Grants and Funds

State-level programs provide important supplemental funding, often through matching grants or direct allocations. The Missouri Department of Transportation's Cost-Share Program is designed to leverage local and private investment for projects that improve transportation infrastructure, such as roadway resurfacing, intersection modernization, and traffic signal upgrades. The State Transportation Improvement Program (STIP) supports a broad array of projects, including bridge replacements, safety improvements, and capacity expansions. State grants may favor projects that address identified deficiencies in the state's transportation network, improve connectivity, or enhance economic opportunities for communities. For example, intersection upgrades that facilitate safer pedestrian crossings or reduce congestion may be prioritized under these programs.

In addition to these core programs, Missouri offers several other funding opportunities and initiatives:

- **Missouri Transportation Alternatives Program (TAP):** TAP provides federal funds administered by the state to support projects that enhance pedestrian and bicycle infrastructure, improve access for people with disabilities, and create safer routes to schools. Eligible projects include sidewalks, trails, bike lanes, and streetscape improvements.
- **Missouri Safe Routes to School (SRTS):** This initiative provides funding for infrastructure and non-infrastructure projects that encourage students to walk or bike to school safely. Projects may include sidewalk construction, crosswalk enhancements, and educational outreach.
- **Missouri Bridge Program:** Aimed at addressing the state's aging bridge inventory, this program targets the replacement or rehabilitation of structurally deficient or functionally obsolete bridges, particularly those on local and minor roadways.
- **Governor's Transportation Cost-Share Program:** Separate from the MoDOT Cost-Share Program, this initiative was established to accelerate high-priority transportation projects that promote economic development, improve safety, or address critical infrastructure needs through state and local government collaboration.
- **Missouri Freight Enhancement Program:** This program provides grants to improve the efficiency and safety of the movement of freight throughout Missouri, supporting projects such as intermodal facility upgrades, rail improvements, and enhancements to freight corridors.
- **Missouri Highway Safety Program:** Administered by the Missouri Department of Transportation's Highway Safety and Traffic Division, this program funds a variety of safety initiatives, including traffic enforcement, public education, and infrastructure improvements targeting high-crash locations.
- **Community Development Block Grant (CDBG) - Transportation Infrastructure:** While primarily a federal program, the CDBG is administered at the state level and can be used for eligible transportation-related improvements in Missouri's smaller cities and rural communities.

Local Funding Sources

Commonly, local governments across Missouri, including cities like West Plains, rely on dedicated sales taxes, property taxes, and voter-approved transportation or capital improvement bonds to finance roadway resurfacing, intersection upgrades, and other critical projects. Many communities pass local sales tax measures specifically earmarked for road and bridge maintenance, while others issue bonds to support major capital projects such as the reconstruction of arterial streets or replacement of other aging or outdated infrastructure.

A particularly effective tool in Missouri and throughout the Midwest is the establishment of special financing districts. In West Plains, the Southern Hills Community Improvement District (CID) has been utilized to fund targeted improvements. The district has the authority to levy additional sales taxes or special assessments within a defined geographic area to generate revenue for specific transportation-related projects. Historically CIDs have been created and leveraged to finance streetscape improvements, sidewalk construction, and pedestrian safety features in downtown and retail areas, helping foster economic growth and community connectivity.

In addition to CIDs, many communities in Missouri create Transportation Development Districts (TDD). TDDs differ from CIDs in that they are specifically created to finance transportation-related improvements such as road construction, intersection upgrades, or transit facilities. TDDs are typically governed by a board of directors and must be approved by local voters or property owners within the district. While both tools can fund transportation initiatives, TDDs are more narrowly focused on transportation and often involve a higher degree of public oversight and voter involvement compared to CIDs, which may address a broader set of community needs.

Beyond these district-based mechanisms, local governments in Missouri often dedicate a portion of their general funds to priority transportation initiatives or seek direct contributions from local businesses, major employers, and institutions. For example, partnerships with local hospitals or universities may result in shared funding for intersection improvements or transit amenities that benefit both the institution and the broader community. Additionally, developer agreements are common in growing areas, where private investment is used to upgrade surrounding roads and intersections to accommodate new residential or commercial developments.

Other local funding sources frequently seen in Missouri and the Midwest include streetlight and stormwater utility fees, vehicle license or wheel taxes, and grants from regional planning organizations. By combining these varied local funding approaches, West Plains can not only address immediate transportation challenges but also demonstrate strong local commitment when seeking matching funds from state or federal programs. This layered approach ensures that transportation improvements are responsive to community priorities and help drive economic development across the region.

Public/Private Partnerships (P3)

Public/private partnerships (P3s) offer creative and dynamic solutions for funding and delivering transportation infrastructure, making them especially valuable for communities like West Plains. In West Plains, a prime example of a P3 opportunity would be partnering with local commercial developers to consolidate driveway access points, build new cross-access easements, or improve intersections near expanding retail centers or in the vicinity of major employers. For instance, a developer constructing a new shopping plaza could contribute funds or materials to widen nearby roads, install coordinated traffic signals, or add pedestrian-friendly lighting and sidewalks, benefiting both commercial interests and public safety.

Another potential P3 in West Plains could involve collaboration with Ozarks Healthcare or Missouri State University-West Plains to jointly fund intersection upgrades or enhanced transit stops, improving access for patients, students, and staff while supporting broader community mobility. Similarly, local employers might work with the city to co-invest in freight corridor improvements that facilitate efficient goods movement, reduce congestion, and improve delivery reliability.

Across the Midwest, small towns have successfully leveraged P3s for projects like upgrading truck routes to support local manufacturing, building new roundabouts at high-traffic intersections near industrial parks, and installing advanced street lighting systems in downtown districts. By targeting specific transportation needs—like safety-focused intersection upgrades, expanded access roads, or improved transit amenities—and aligning them with the right funding model, communities can maximize the impact of P3s. Combining these partnership opportunities with state, federal, and local funding sources provide additional sources of local match, increased evidence of community buy in, accelerates project delivery, and ensures that investments reflect local priorities and drive economic growth.

Performance Metrics and Monitoring Framework

A robust performance metrics and monitoring framework is essential to ensure a successful implementation and long-term impacts of plan. The framework outlined below is designed to provide ongoing evaluation, accountability, and data-driven decision-making, allowing West Plains to adapt and optimize efforts for maximum impact and alignment with community priorities.

Annual Reporting and Evaluating

Each year, the City of West Plains will produce an Annual Transportation and Safety Progress Report. This report will serve as the central mechanism for tracking plan implementation, measuring outcomes, and maintaining transparency with the community and City Council. The report will include:

- **Crash and Safety Data Analysis:** Review of annual trends in traffic fatalities, serious injuries, and crash rates, with a focus on high-priority corridors and vulnerable users such as pedestrians, cyclists, and school zones.
- **Project Implementation Status:** Summary of completed, ongoing, and upcoming projects, highlighting milestones achieved and any delays or challenges encountered.
- **Budget Alignment:** Integration of findings into the annual budgeting process to ensure that resources are allocated to the most effective and urgent initiatives.
- **Accountability and Transparency:** Public presentation of the report to City Council and community stakeholders, fostering accountability and inviting feedback.

Quantitative Performance Metrics

To objectively measure progress, the plan establishes a set of quantitative metrics and targets, including but not limited to:

- **Zero Fatalities Target:** Commitment to achieve zero traffic fatalities by 2030, with annual interim milestones (e.g., targeted percentage reduction in serious crashes each year).
- **Injury and Crash Reduction:** Tracking reductions in the number and severity of crashes, especially among vulnerable road users, on corridors where improvements have been made.
- **Infrastructure Usage:** Monitoring the increase in pedestrian and cyclist counts at newly constructed or improved facilities, such as crosswalks, sidewalks, and bike lanes.
- **Safety Behavior Indicators:** Periodic surveys and observational studies to measure key behaviors such as speed compliance, seatbelt use, and yielding at crosswalks.
- **Community Perceptions:** Regular collection of public input through surveys and community meetings to gauge perceived safety and satisfaction with implemented projects.

Data-Driven Monitoring and Adaptive Management

The plan embraces a Safe System approach, focusing on system-level performance rather than attributing blame for individual incidents. Monitoring tools and methods include:

- **Crash Data Updates:** Annual updates using MoDOT crash databases and local law enforcement records. Project Audits: Periodic audits and field reviews of completed projects to assess effectiveness, safety impacts of design decisions, and identify maintenance or adjustment needs.
- **Performance Dashboards:** Development of internal dashboards for real-time tracking of key metrics and progress toward goals.
- **Adaptive Implementation:** Empowering oversight bodies to adjust strategies and resource allocation based on data trends, unexpected outcomes, or emerging needs.
- **Stakeholder Engagement:** Ongoing engagement with residents, businesses, and institutions to ensure the plan remains responsive and relevant.

Integration with Funding and Partnerships

Performance monitoring will also support the city's ability to secure and leverage funding from state and federal sources, as well as public/private partnerships. By demonstrating measurable progress and a commitment to data-driven results, West Plains can strengthen applications for matching funds and foster continued investment from local stakeholders and external partners.

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APPENDIX A: SYSTEMIC SAFETY ANALYSIS

Appendix A: Systemic Safety Analysis highlights the relationship between specific attributes with fatal and injury crashes and their respective over and under representation in the data. The term representation ratio in the upcoming attributes refers to the proportion of severe crashes of the given attribute and how they may compare to representations in all crash types. Some representation ratios have all crash type representations or attributes themselves as an exposure factor, and other attributes normalize the data compared to spatial data. The representation ratio of 1.0 indicates that there is an equal or even representation of severe crashes when compared to the exposure factor.

These representation ratios were used to identify the crash attributes that show a disparate frequency or severity of crashes. These overrepresented attributes were identified as the Focus Areas for subsequent analyses. Ultimately, they were used to create the HRN by calculating a combined risk score from the representation ratios of any one streets combination of attributes.

Impairment

Key Trends

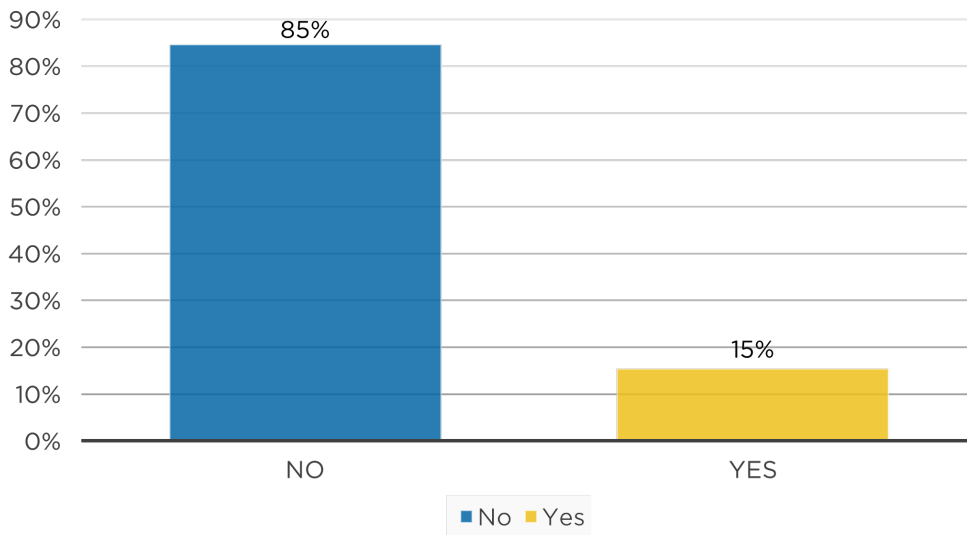
Drivers will always make mistakes, and the consequences can be disastrous. Some behaviors and choices can be considered reckless or even negligent and have an outsized impact on killed or seriously injured (KSI) crashes. Alcohol, distracted driving and drug impairments are one of those. Even though there has not been a fatal crash reported within West Plain city limits, the representation of killed or injured (KI) crashes that involve an impaired driver remains higher compared to non-injury crashes.

Key Insights

The probability of a KI crash occurring almost doubles when driver impairment is involved. Driver impairment is involved in over 16 percent of injury crashes which is slightly greater than the 13 percent of impairment observed in all types of crashes.

FIGURE A.1

KSI CRASHES BY IMPAIRMENT



Crash Locations

Key Trends

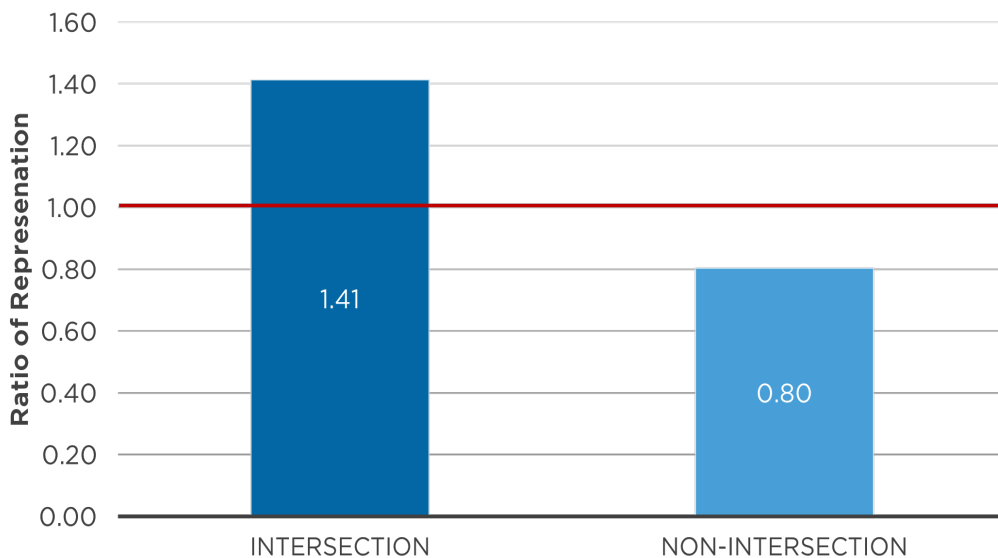
Most crashes typically occur at intersections where the interactions between different road users experience the most conflict. However, in West Plains most recorded crashes occur at non-intersection locations. Over 68 percent of crashes in the West Plains occur at non-intersection locations. Looking at the injury crashes, non-intersection crashes are also more frequent. It must be noted that non-intersection crash locations also include driveway access data that is aggregated as a “non-intersection” crash even though there may be a more opposing movement interaction between vehicles at those locations.

Key Insights

The proportion of fatal and injury crashes display an overrepresentation at intersection locations. Over 50 percent of fatal and injury crashes occur at intersections and have a representation ratio of 1.4 times more when compared to the 0.8 at non-intersection locations. Additionally, no fatal or injury crashes were reported at roundabout locations with only one property damage crash occurring.

FIGURE A.2

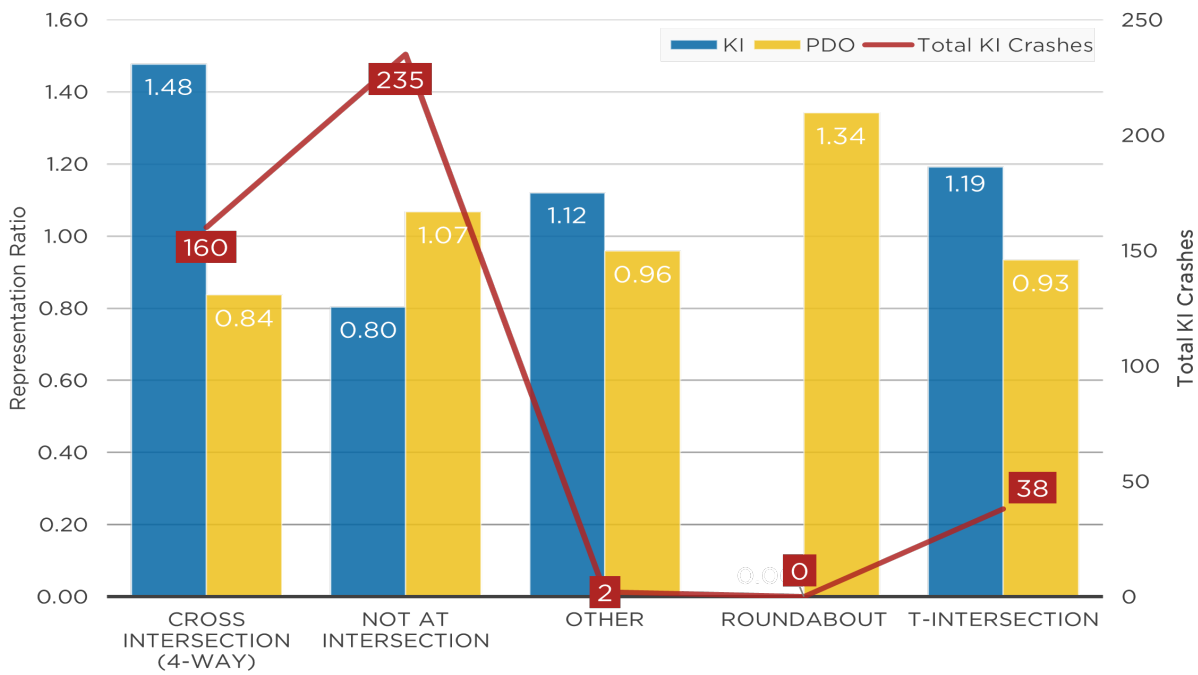
KSI CRASHES BY LOCATION



To capture intersection locations within the systemic analysis, intersection density along a corridor segment was used. However, intersection density was not analyzed for overrepresentation separately but utilized the representation ratio presented in this section. The representation ratio value was distributed linearly and assigned to an intersection density which was categorized based on quartiles. This allowed for a nuanced interpolation between intersection and non-intersection conditions and enabled a contextual understanding of crash patterns as it relates to intersection.

FIGURE A.3

SEVERITY BY INTERSECTION TYPE



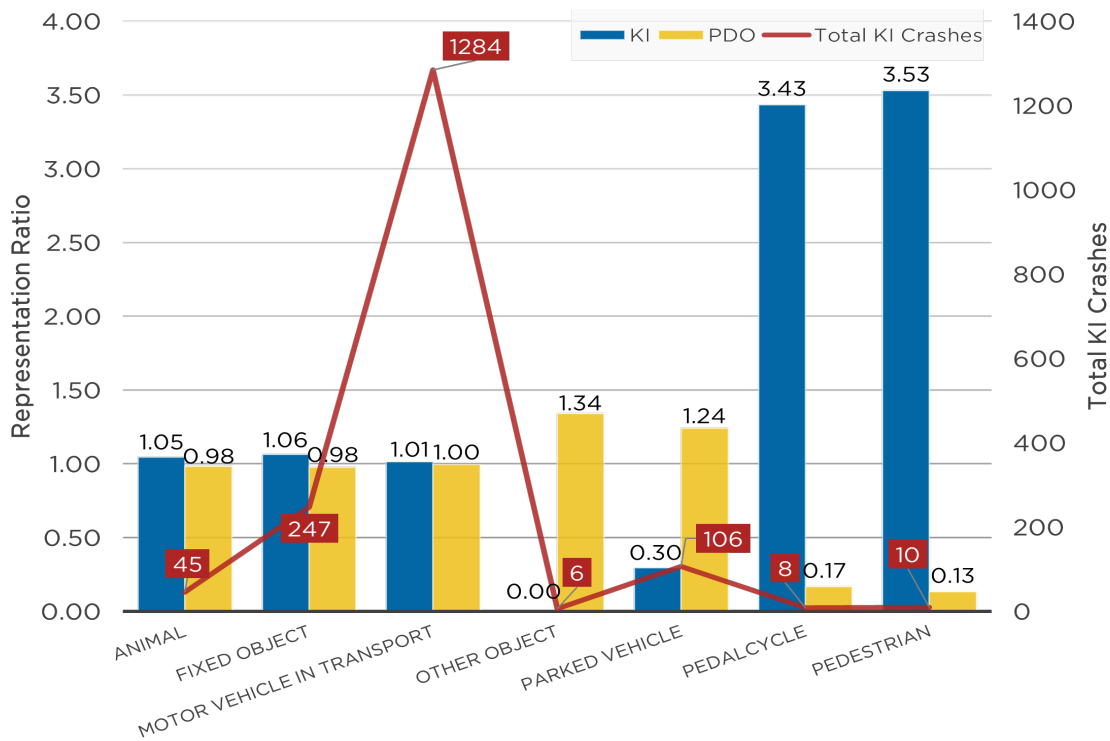
Crash Types

Key Trends and Insights

An evaluation of crashes in West Plains indicates that the most severe incidents involve pedestrians and bicyclists. Despite accounting for only approximately 1 percent of all crashes, these incidents are nearly four times more likely to result in fatalities or injuries. This is why a focus on VRUs, or those using the road outside of vehicles is critical in this Transportation Safety Action Plan.

FIGURE A.4

SEVERITY BY CRASH TYPE



Even though there is only a slight overrepresentation of fatal and injury crashes that fall under the “Motor Vehicle in Transport” crash type, over 75 percent of all crashes in West Plains fall under this category. Analyzing this category further, the most severe crashes observed along West Plains roads are front-to-front crashes or head-on collisions as well as angle turn crashes which are front-to-side crashes. These front-to-side crashes consist of two different crash movements. Approach turns crashes occur when left-turning vehicles crash with vehicles going through in the opposing direction. Broadside crashes are crashes where side street through movements crash with the perpendicular through movements. These crashes result in high crash severity due to the high-speed differentials, direct impacts to occupant areas, and limited vehicle protection compared to the much more frequent rear-end/front-to-rear crashes. The data indicate that when a front-to-front crash occurs, the likelihood of a fatal or injury crash occurs almost doubles. This attribute is important to highlight as mitigation strategies involving media or direction separation can significantly decrease these crash types from occurring along high-speed facilities.

FIGURE A.5

KSI MULTI-VEHICLE CRASH TYPES IN WEST PLAINS

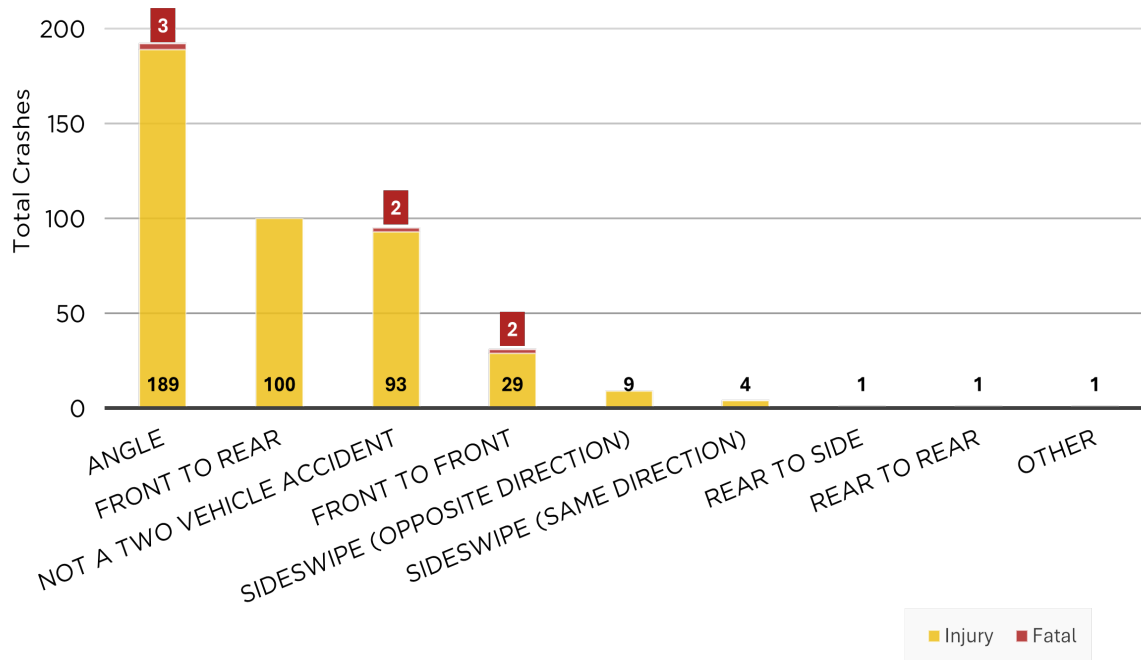
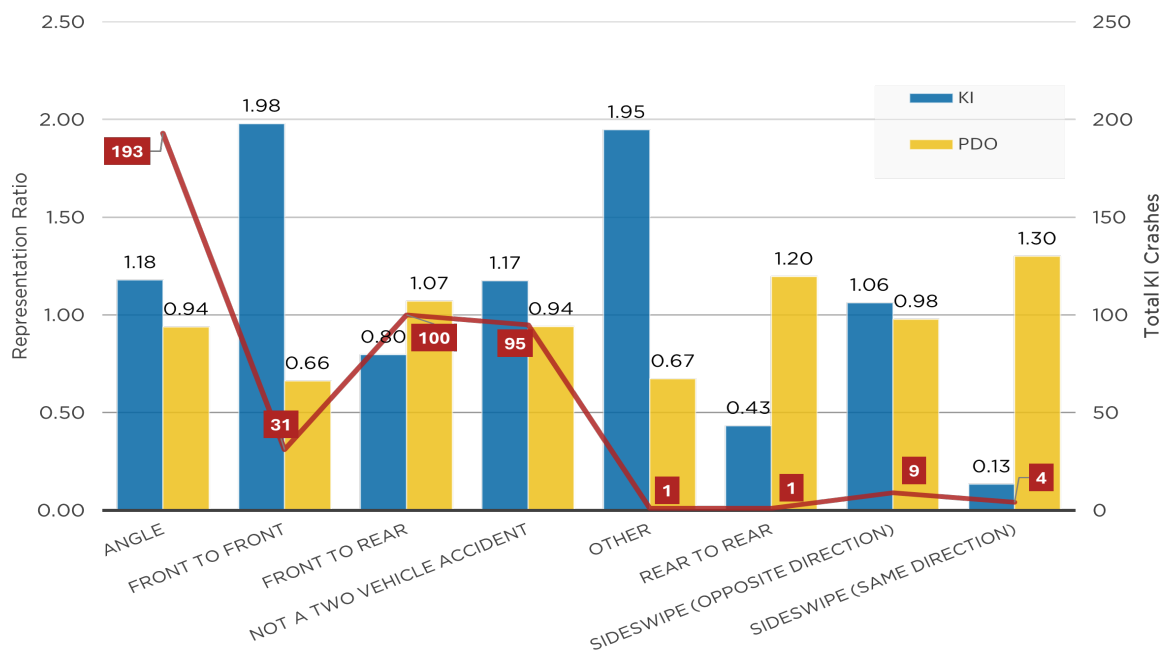


FIGURE A.6

SEVERITY BY MULTI-VEHICLE CRASH TYPE



Lighting Conditions

Key Trends

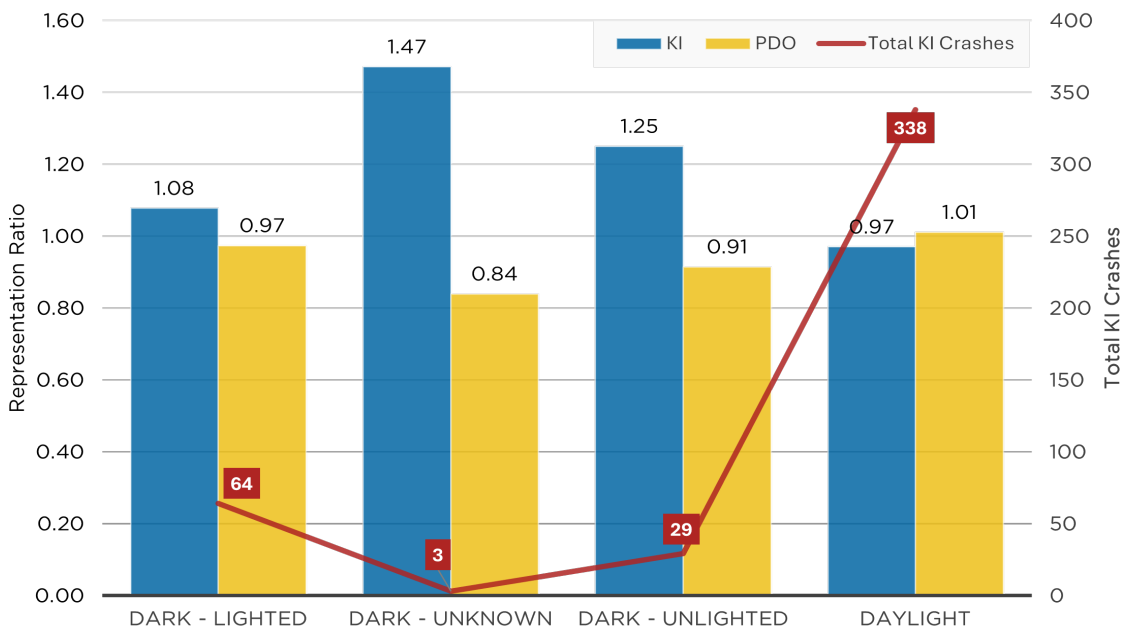
Quantitatively, most crashes occur during the day, which corresponds to road user patterns and behaviors of more frequent daytime driving. However, driving in the dark is associated with an increased risk of crashes due to reduced visibility, compromised depth perception, and a higher likelihood of encountering fatigued or impaired drivers. This issue can be further compounded by insufficient lighting. Approximately 19.5 percent of all crashes in West Plains from 2019 to 2023 occurred under dark lighting conditions. Of these, most crashes happened at locations where lighting was available.

Key Insights

When analyzing crashes that occur under dark or lowlight conditions, there is a notable overrepresentation of fatal or injury incidents. Specifically, 22 percent of fatal and injury crashes occur under such conditions. Further analysis reveals increased significance for locations lacking illumination or with inadequate lighting. At these sites, the likelihood of a crash being fatal or resulting in injury increases by up to one-and-a-half times. This issue is particularly prevalent in West Plains. As such, it informs decisions and guides actions outlined in this plan to explore solutions for improving road visibility and lighting.

FIGURE A.7

SEVERITY BY LIGHTING CONDITION



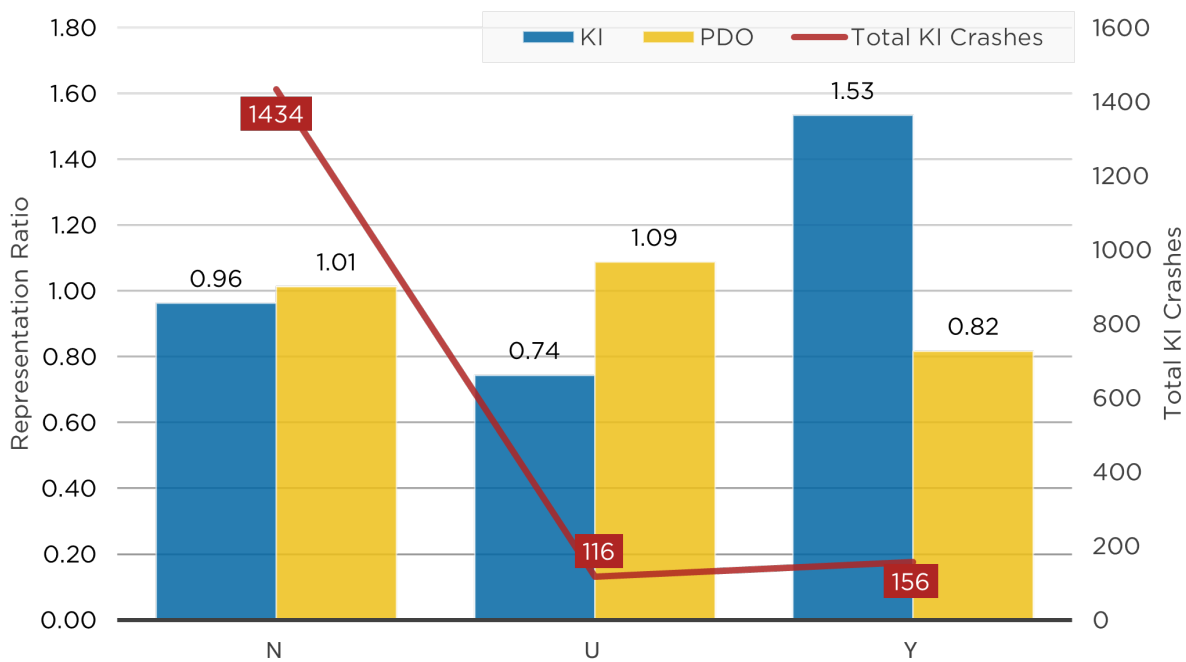
Speed Related

Key Trends

Speed is commonly a leading contributing factor in KI crashes nationwide. This is primarily because as vehicle speed increases, so does the severity of the crash. While generally these account for an overall low quantity of KI crashes, the probability that it will be fatal or injurious increases when a speed-related crash occurs. This is evident in the crash trends in West Plains. The table below shows that overall, 10 percent of KI crashes are speed-related, but when they occur, they are one-and-a-half times more likely to be speed-related.

FIGURE A.8

SEVERITY BY SPEED RELATED



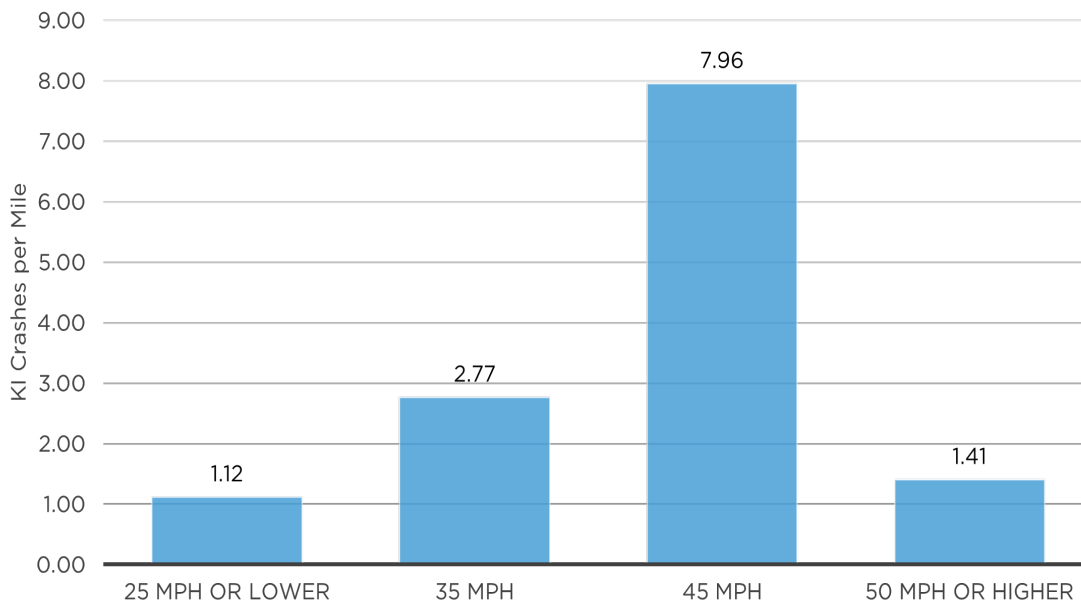
Posted Speeds

Key Trends

Speed is one of the most important factors that dictate crash results in injury or fatal crashes. As previously mentioned, speeding was a major factor in injury crashes, accounting for 20 percent of fatal and disabling crashes. In addition to speeding, it is important to evaluate the posted speeds on the corridors where crashes occur. If the base speed where a crash occurs is higher, excessive speeding will result in more dangerous conditions. Compared to all crashes, injury and fatal crashes are overrepresented along West Plains' corridors that are 45 MPH or greater.

FIGURE A.9

KI CRASHES PER MILE PERCENTAGE BY ROADWAY SPEED LIMIT

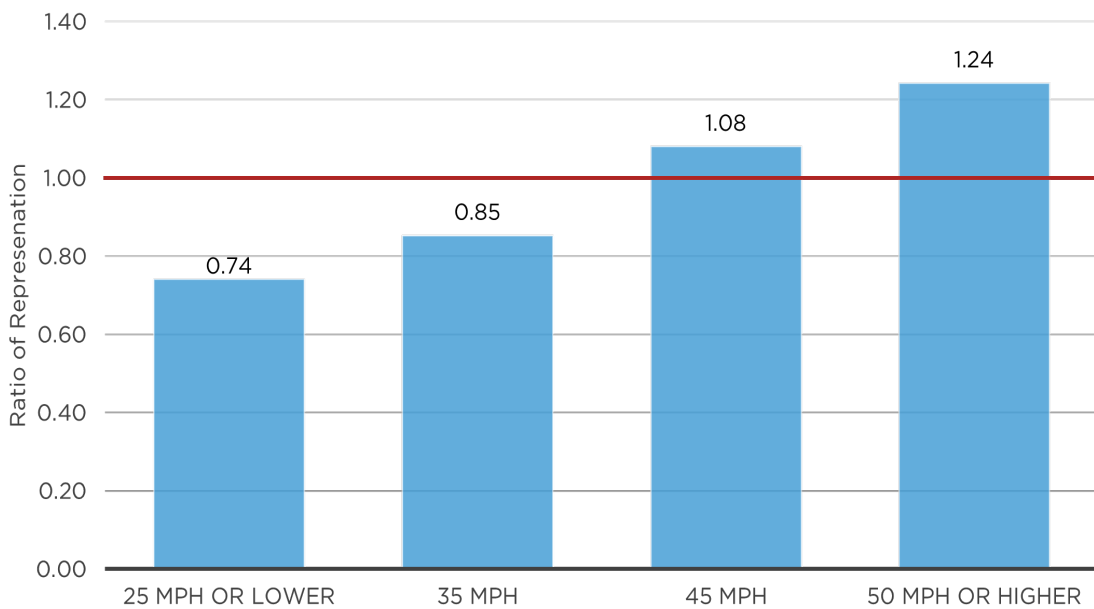


Key Insights

Even though 33 percent of KI crashes in West Plains occur on 35 MPH corridors, when normalized by where all crashes occur, the proportion of crashes occurring along 45 MPH or higher are overrepresented in the dataset. The higher percentage of KI crashes along 35 MPH can be attributed to more traffic along 35 MPH facilities. Typically, roads which have a speed of 45 MPH or higher act primarily as a throughfare rather than a destination which result in more volume at higher speeds resulting in more friction between road users.

FIGURE A.10

KI CRASHES BY ROADWAY SPEED LIMIT COMPARED TO ALL CRASHES



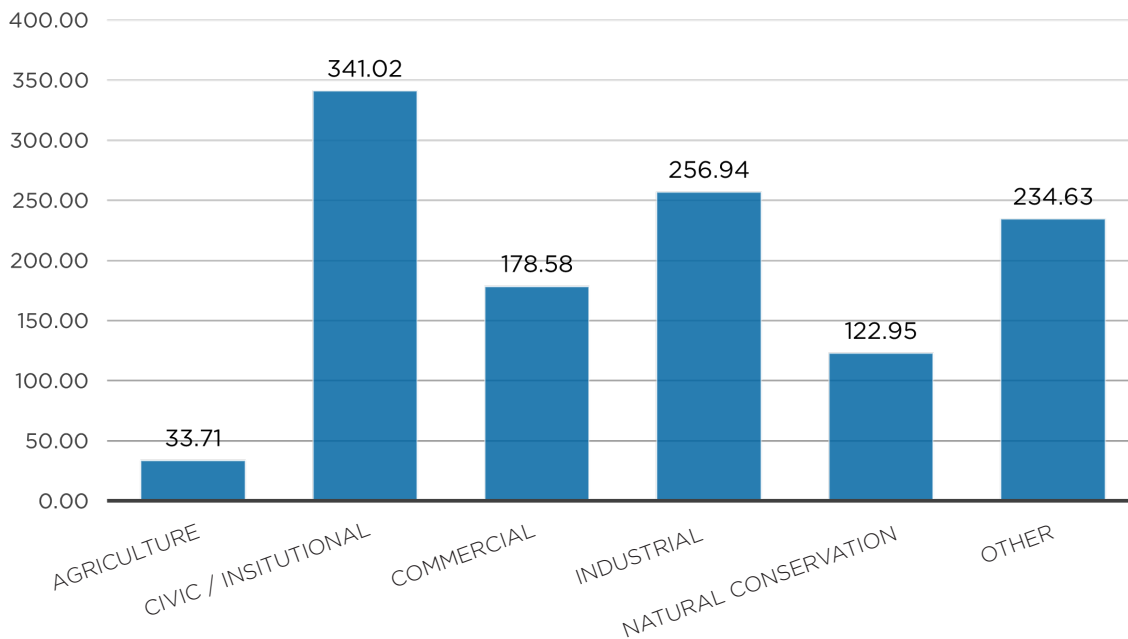
Adjacent Land Use

Key Trends

Analyzing crashes and where they are spatially located is essential to understand the context and prevalent land uses that may result in more frequent and severe crashes. The land use data from the Connect West Plains Comprehensive Plan was utilized to analyze where crashes are occurring and how frequent. Approximately 38 percent of all KI crashes occur near commercial land uses. However, commercial land uses also account for a third of the land use designations by square mile in the West Plains area. Normalizing land use areas, locations by civic institutions show the highest crash density accounting for 29 percent of KI crashes in West Plains with an overall overrepresentation of KI crashes occurring near these land uses. Civic institutions consist of schools, universities, hospitals, emergency services, and places of worship. Based on the data, when looking at VRU crashes, near civic institutional designated areas, when a VRU is involved the likelihood of an injury or fatal crash doubles.

FIGURE A.11

KI CRASHES PER SQUARE MILE

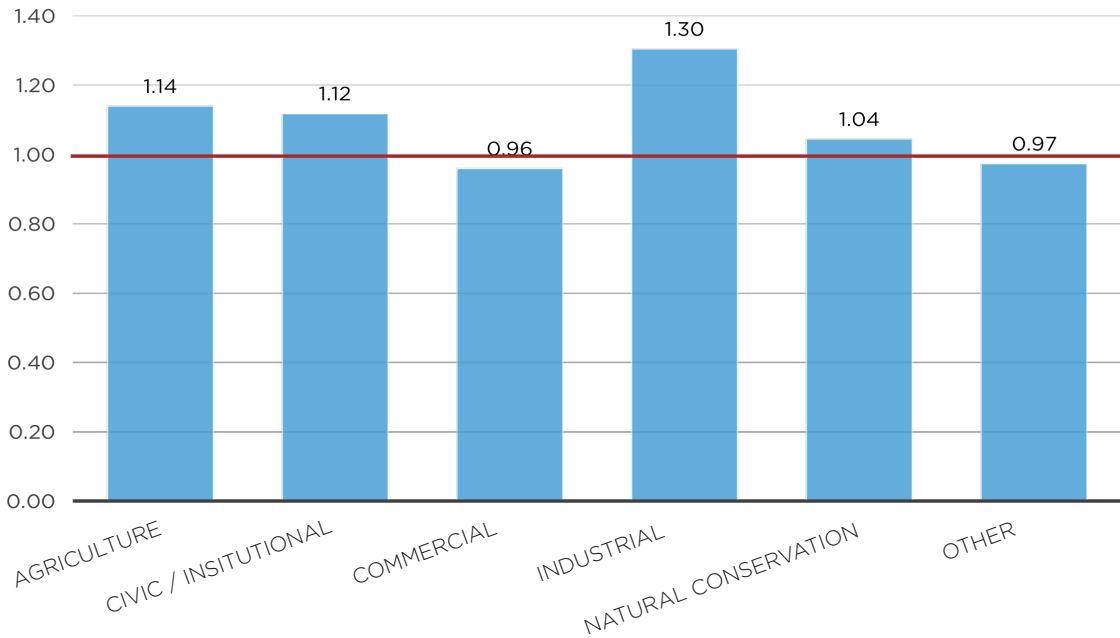


Key Insights

When analyzing for representation ratio, industrial land uses are most highly represented both using square mileage and all crashes as an exposure factor. However, this may be slightly misleading as industrial land uses only account for less than 0.2 percent of the total land use square mileage. Additionally, over the five-year analysis period only a total of nine crashes occurred within five-hundred feet of an industrial land use with three (3) being KI crashes. This could make the all-crash data slightly skewed as it is a very low sample size. It is good to note that these industrial areas can be susceptible to crashes, but emphasis on evaluating and addressing crash issues at locations with more frequent crashes is recommended.

FIGURE A.12

REPRESENTATION OF KI CRASHES BY LAND USE



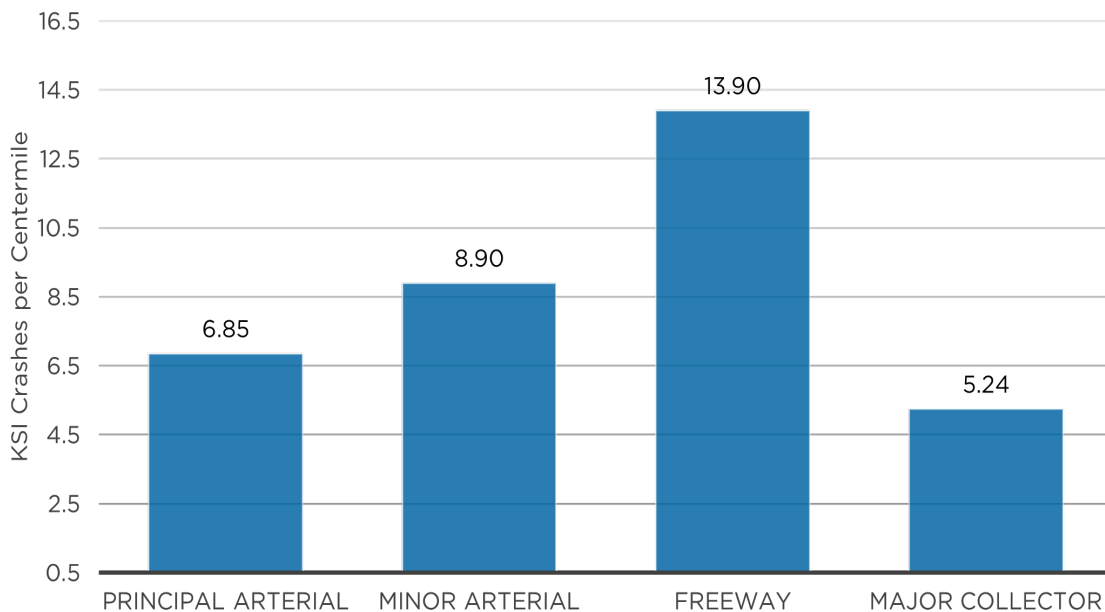
Roadway Classification

Key Trends

Arterial roadways that function as both destinations and throughfares experience roadway speeds that increase crash severity while accommodating multiple modes of travel. Typically, more activity and interaction occur among road users along corridors and arterials with speeds in the 35-40 MPH range. Based on spatial analysis, principal arterial roadways and major collectors, where interactions between multimodal road users are more frequent, show the highest crash frequency and severity compared to other roadway classifications and non-fatal or injury crash data.

FIGURE A.13

KSI CRASHES/MILE ROADWAY CLASSIFICATIONS

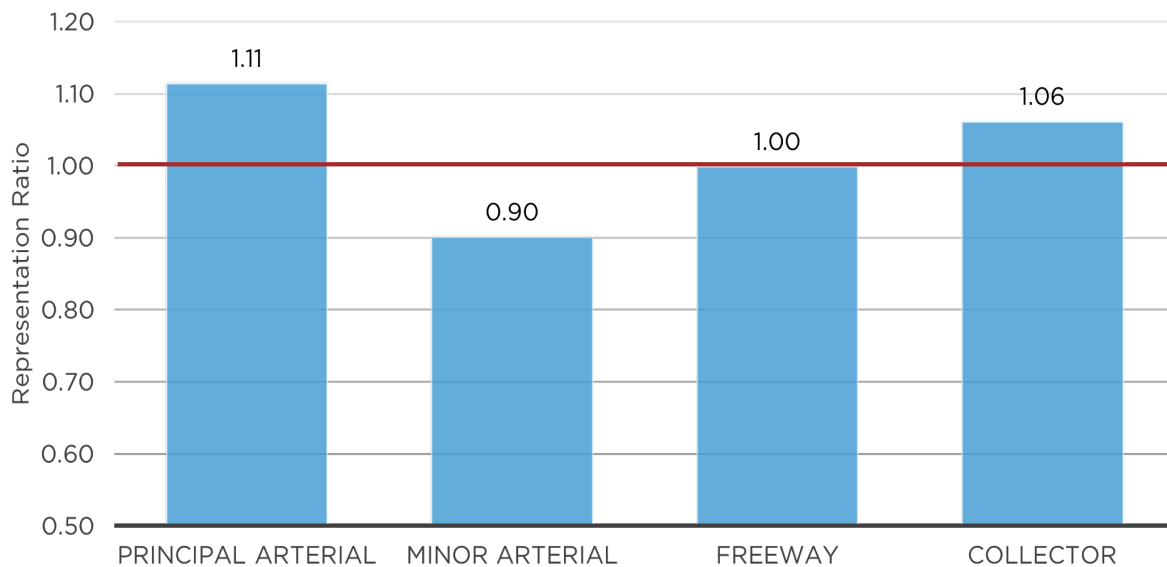


Key Insights

Almost 40 percent of fatal and injury crashes per mile within West Plains occur at or along highway corridors. However, this percentage is similarly represented for all crashes in West Plains. The corridor speed and nature of highways make crashes more frequent, but the single directional movement (no cross streets), and safety features such as presence of medians, may be a contributing factor to a lower or appropriate representation of severe crashes.

FIGURE A.14

KSI CRASHES/MILE ROADWAY CLASSIFICATIONS



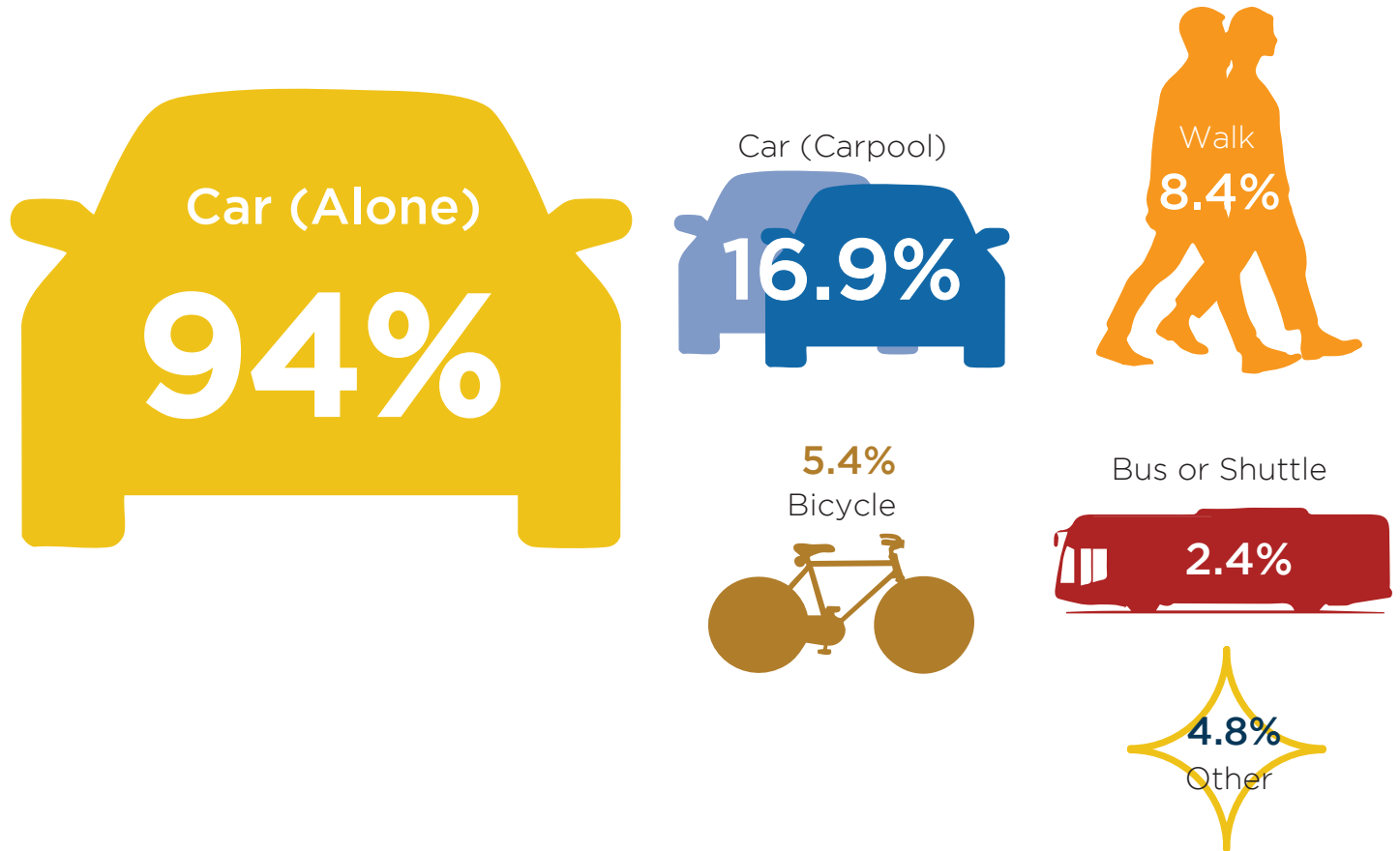


APPENDIX B: COMMUNITY QUESTIONNAIRE

Appendix B summarizes and details the Community Questionnaire.

How do you usually get to work or school? (Select up to two)

Multi Choice | Answered: 98.2%

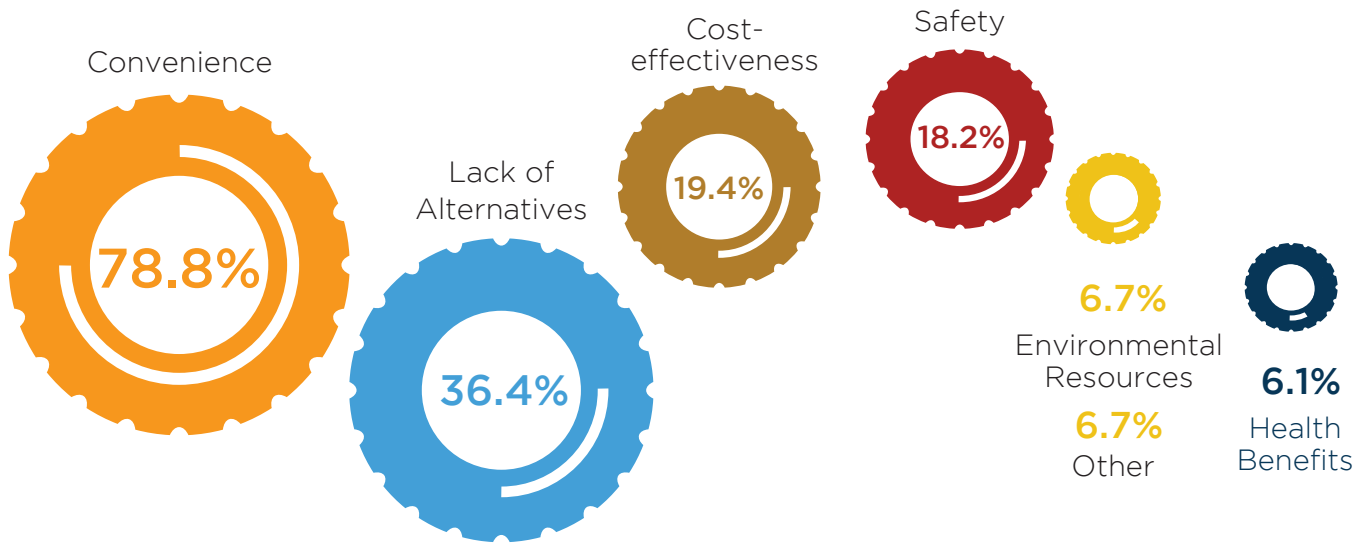


If you usually take the bus to work or school, what route(s) do you take most often?

Short Text | Answered: 0%

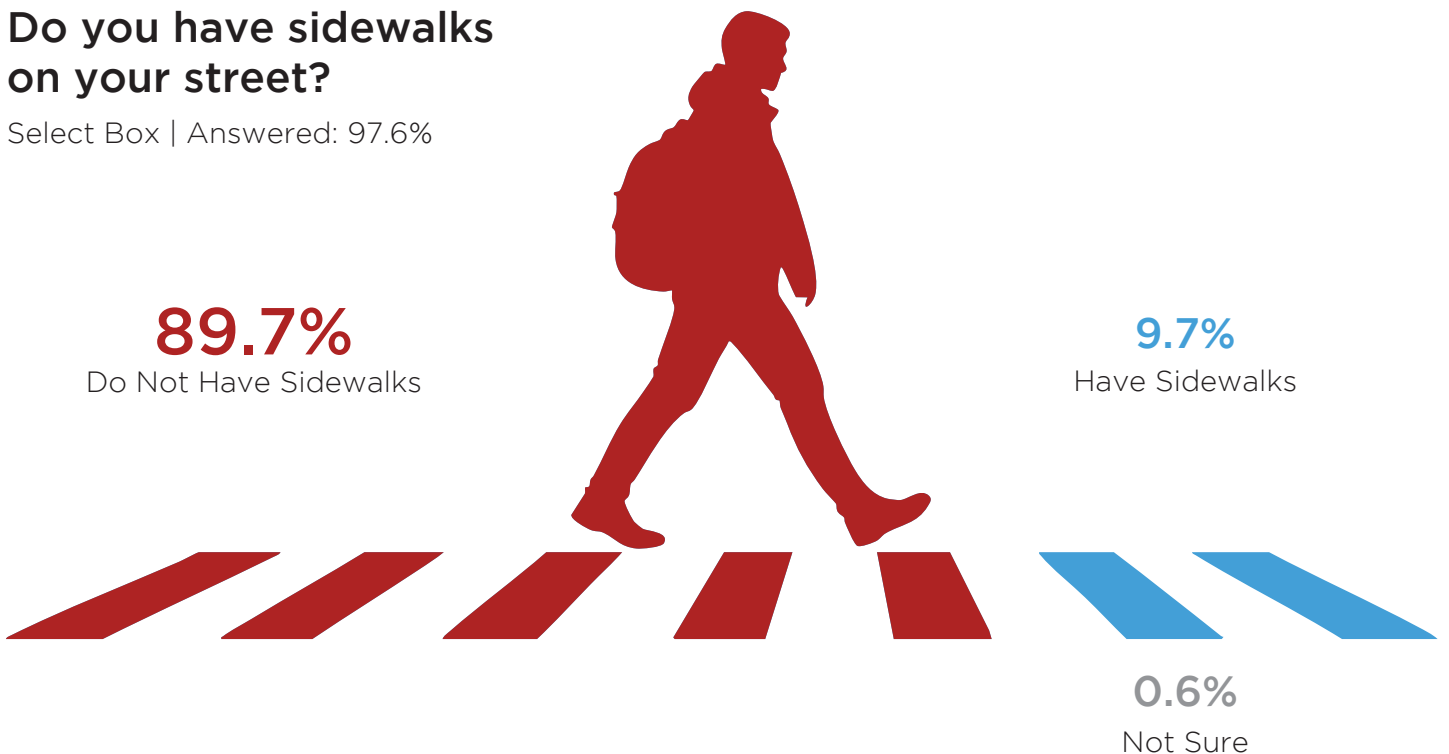
Why do you choose this mode of transportation? (Select all that apply)

Multi Choice | Answered: 97.6%



Do you have sidewalks on your street?

Select Box | Answered: 97.6%

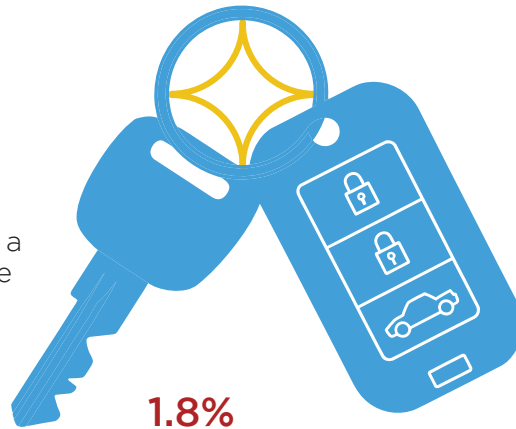


Do you have access to a personal vehicle?

Select Box | Answered: 97.6%

98.2%

Have access to a personal vehicle

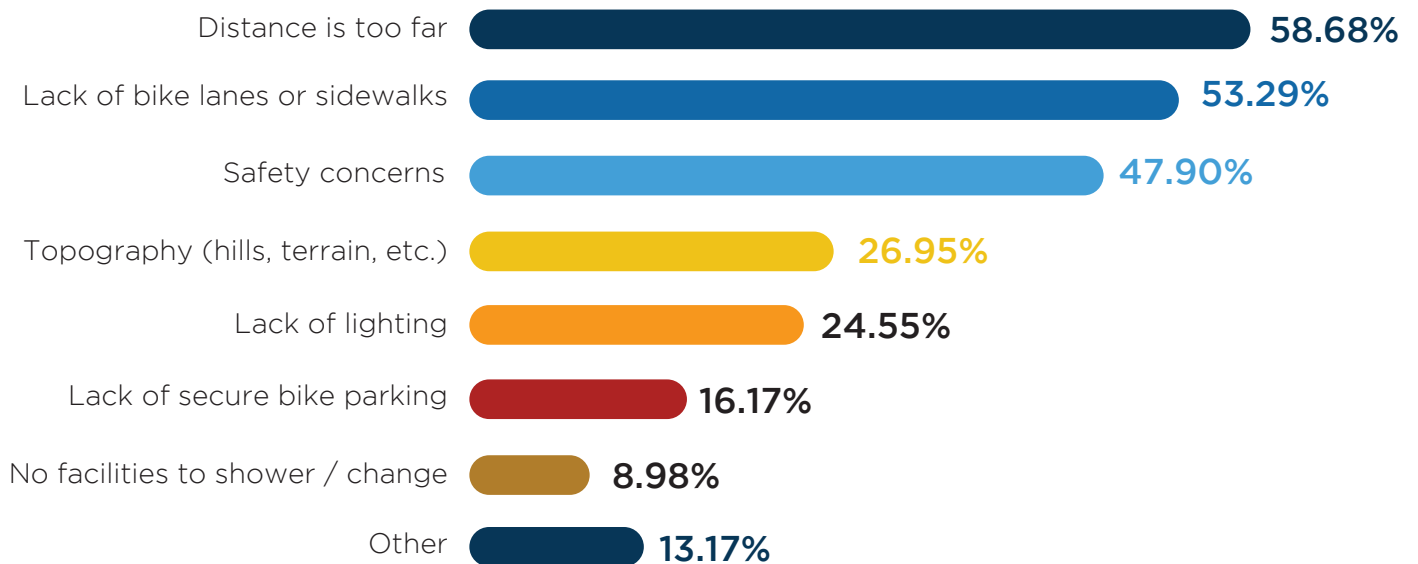


1.8%

Do not have access to a personal vehicle

What barriers prevent you from biking or walking to your most frequented destinations? (Select all that apply)

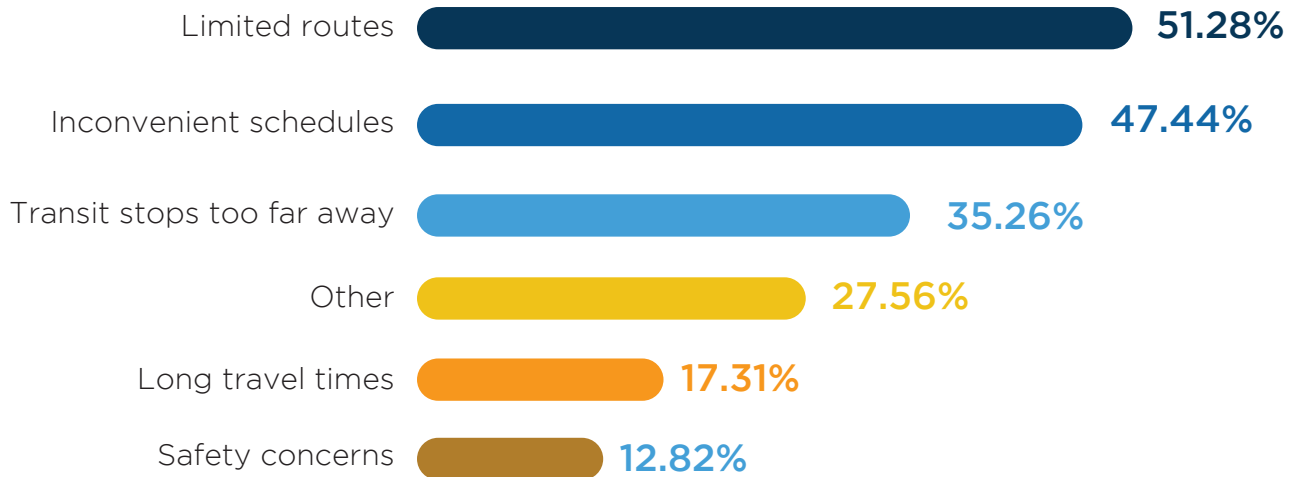
Multi Choice | Answered: 98.8%



What barriers prevent you from using public transit?

(Select all that apply)

Multi Choice | Answered: 92.3%



Do you have access to ride-hailing services (like Uber or Lyft) where you live?

Select Box | Answered: 98.2%

Yes
47.59%

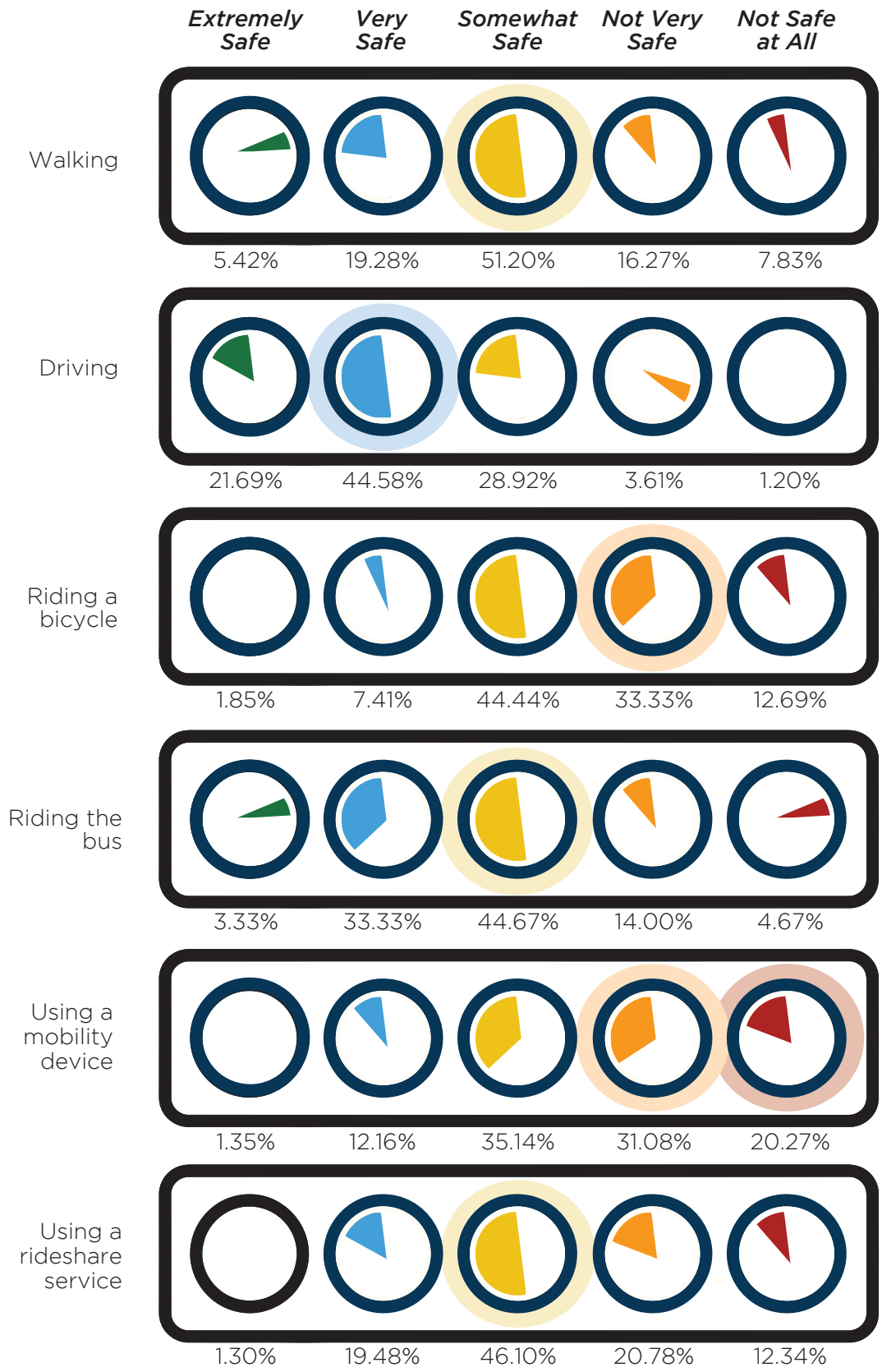
No
19.88%

Not sure
32.53%

How safe do you feel using the following modes of transportation?

(Check one box per row)

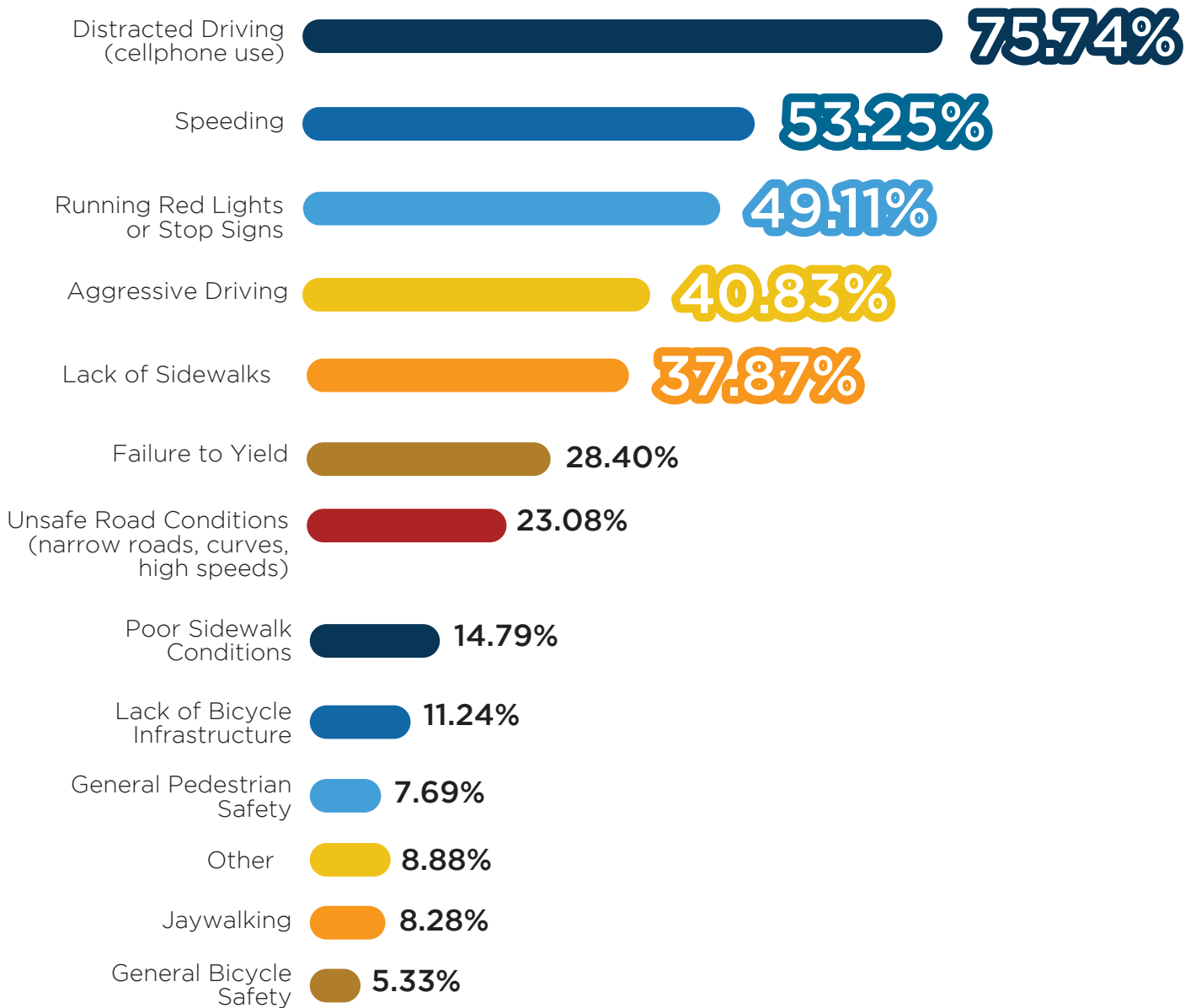
Matrix | Answered: 98.8%



What observed traffic behaviors concern you the most?

(Select up to four)

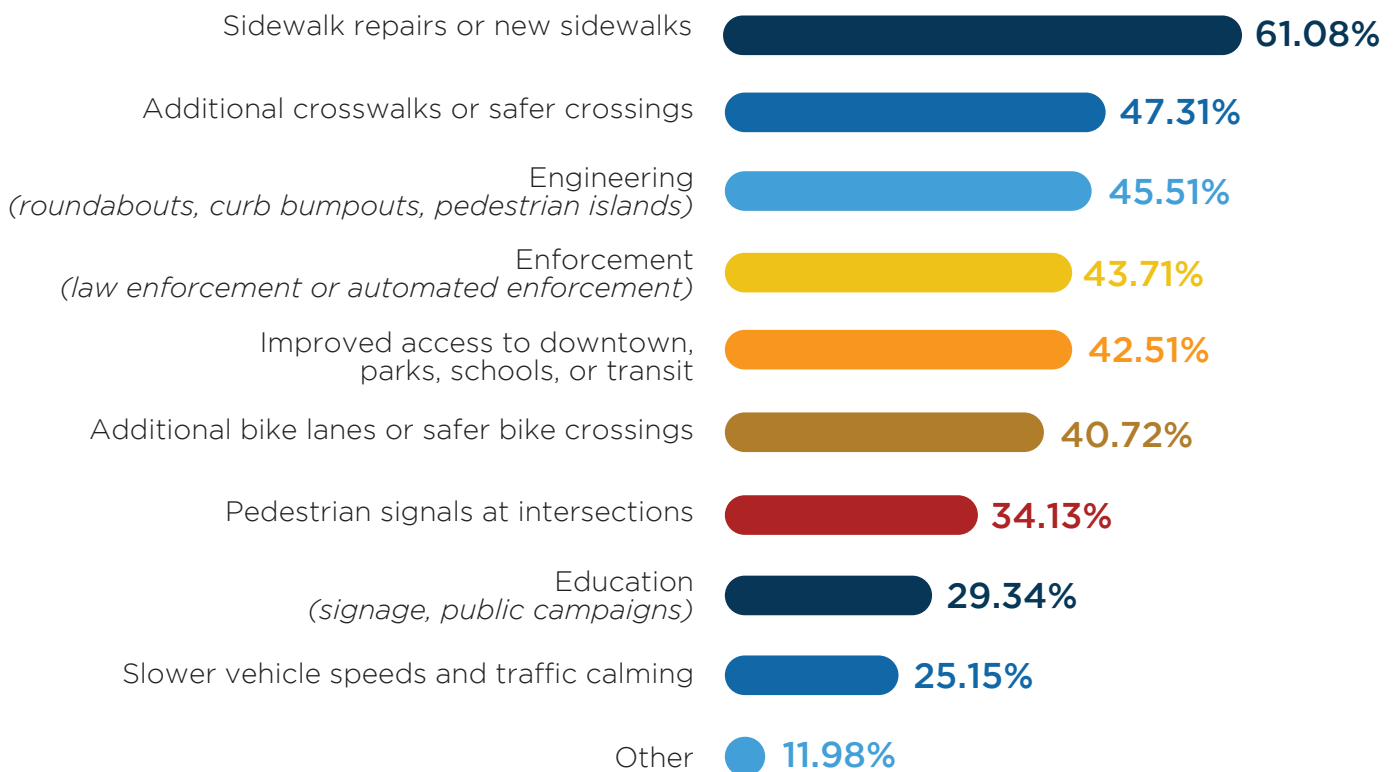
Multi Choice | Answered: 100%



What safety improvements would you support in your community?

(Select all that apply)

Multi Choice | Answered: 98.8%



What safety improvements would you support in your community?

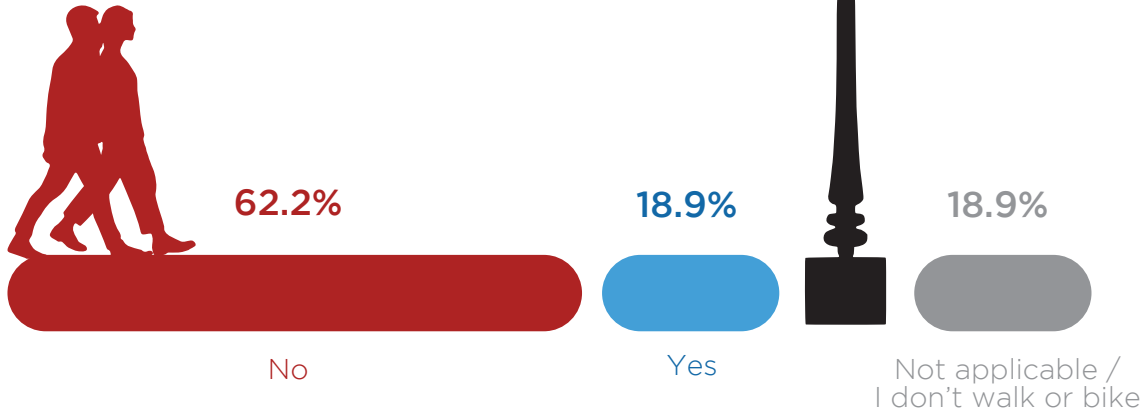
(Drag and drop to rank your choices from highest to lowest)

Ranking | Answered: 88.8%

- 1** Slower vehicle speeds and traffic calming
(Average Rank: 5.96)
- 2** Education (signage, public campaigns)
(Average Rank: 5.33)
- 3** Additional bike lanes or safer bike crossings
(Average Rank: 5.06)
- 4** Improved access to downtown, parks, schools, or transit
(Average Rank: 5.06)
- 5** Pedestrian signals at intersections
(Average Rank: 4.74)
- 6** Enforcement (law enforcement or automated enforcement)
(Average Rank: 4.33)
- 7** Additional crosswalks or safer crossings
(Average Rank: 3.94)
- 8** Engineering (roundabouts, curb bumpouts, pedestrian islands)
(Average Rank: 3.88)
- 9** Sidewalk repairs or new sidewalks
(Average Rank: 3.45)

Do you feel you have adequate lighting at night when walking or biking in your area?

Select Box | Answered: 97%



Do you feel safe getting to and from bus stops or transit centers in your neighborhood?

Select Box | Answered: 95.3%



23.6%

Do not feel safe getting to and from the bus stop or transit centers

11.8%

Feel safe getting to and from the bus stop or transit centers

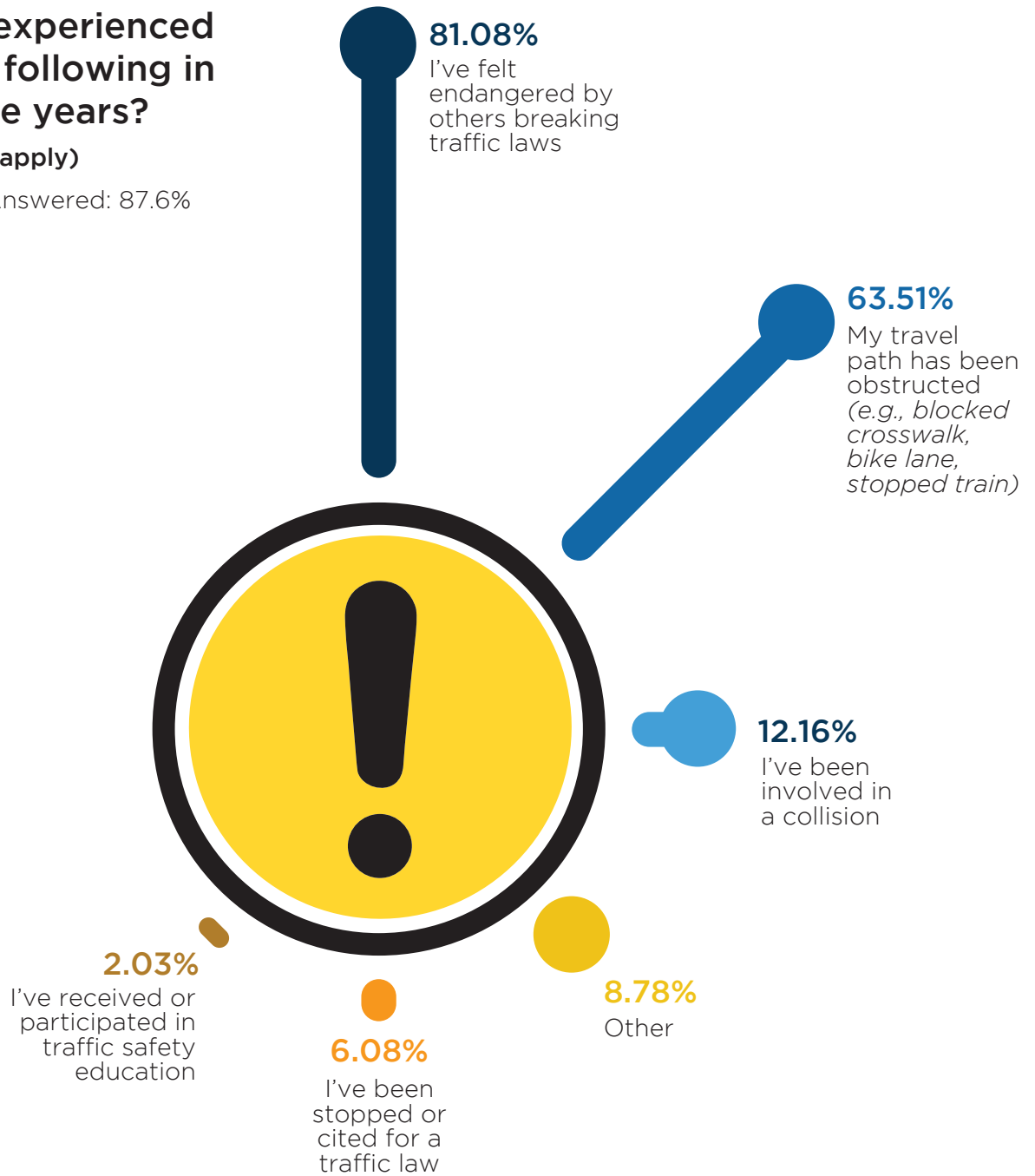
64.6%

Not applicable

Have you experienced any of the following in the last five years?

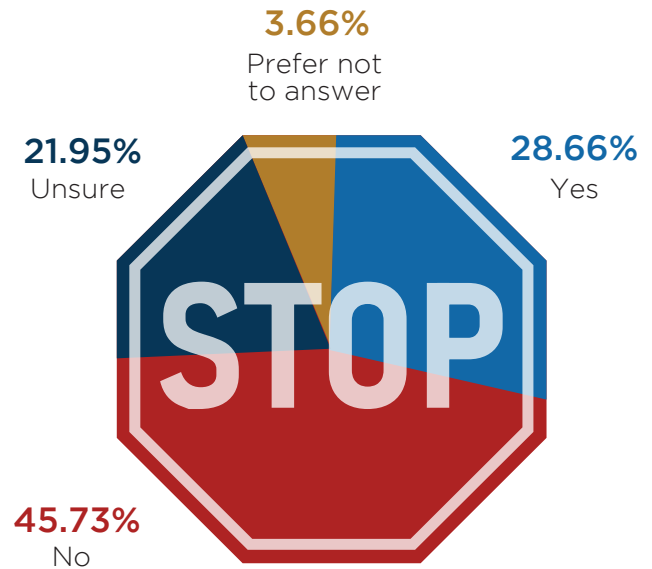
(Select all that apply)

Multi Choice | Answered: 87.6%



Do you believe traffic laws are enforced fairly and consistently in your area?

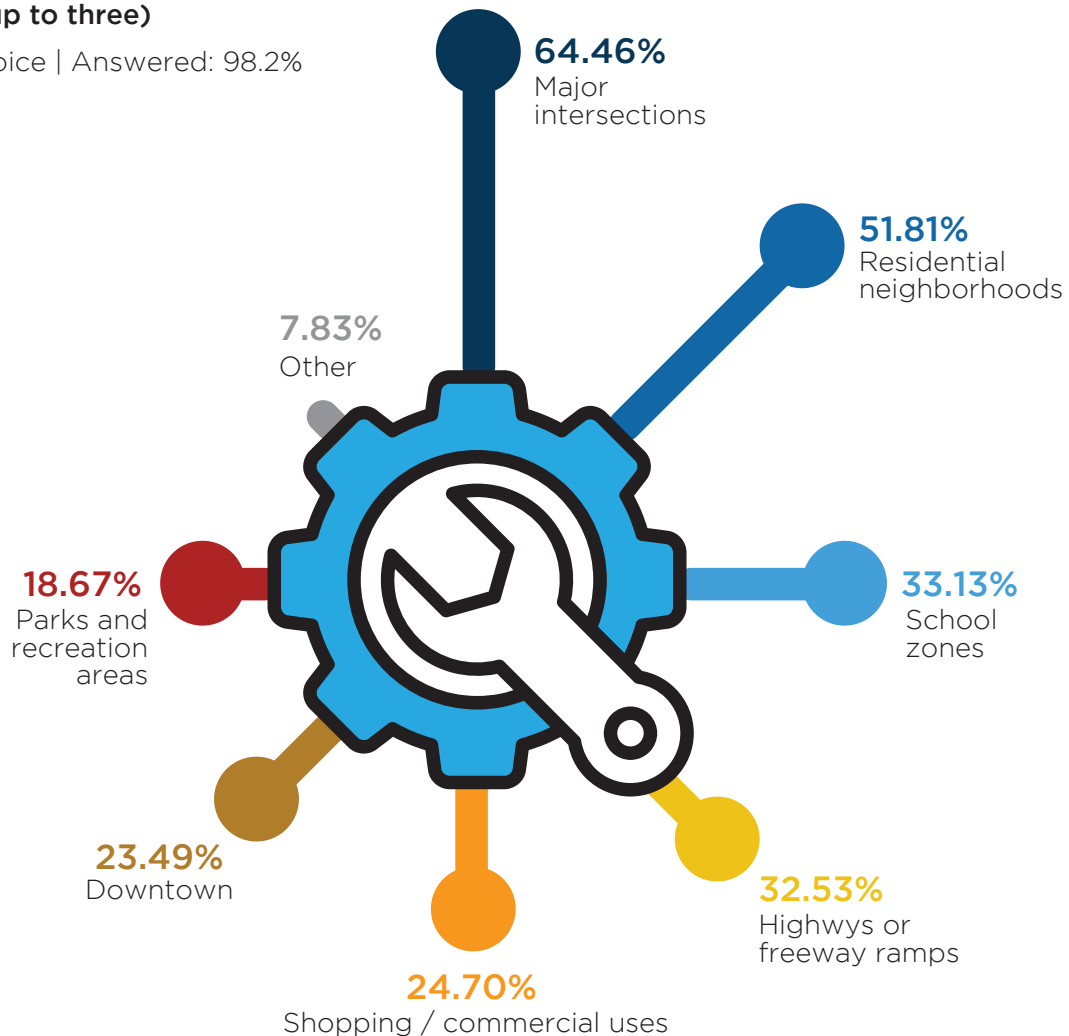
Select Box | Answered: 97%



Which areas do you think most need safety improvements?

(Select up to three)

Multi Choice | Answered: 98.2%



Which areas do you think most need safety improvements?

(Drag and drop to rank your top three choices from highest to lowest)

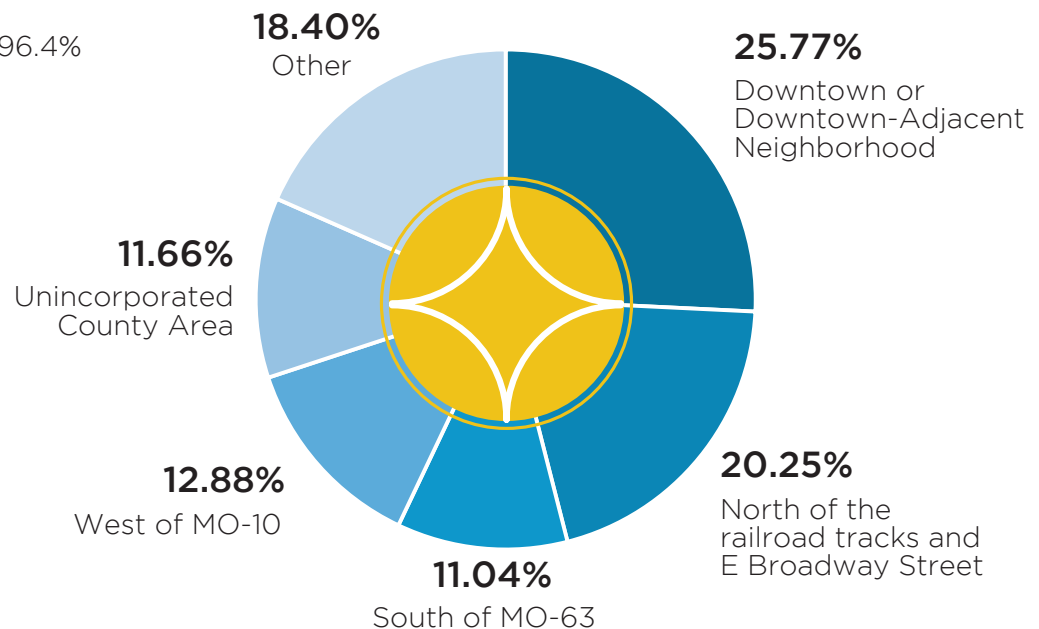
Ranking | Answered: 92.3%

- 1** Major intersections (Average Rank: 4.59)
- 2** Residential neighborhoods (Average Rank: 3.28)
- 3** Highways or freeway ramps (Average Rank: 2.35)
- 4** School zones (Average Rank: 2.25)
- 5** Shopping / commercial areas (Average Rank: 1.88)
- 6** Downtown (Average Rank: 1.60)
- 7** Parks and recreation areas (Average Rank: 1.24)

Where in the city do you live?

(Select one)

Select Box | Answered: 96.4%



Please list the nearest intersection to where you live:

Short Text | Answered: 82.8%

1st and Utah
Chateau Drive and Stoney Dr.
North Howell and Joe Jonas
Holiday Lane and Porter Wagoner BLVD
Porter Wagoner and Webster
Emilee and K Highway
Highway 63 and Bill Virden Blvd
63 AND PP
K and 63 also Worley Dr and K
Preacher Roe and W Main Street
Main Pierce
Near Carmichael Field
63 Hwy & 14 Junction- 3 miles away
Maple and Walnut
US 63/ Bill Virdon
Paula Dr & Kelly
Terra and Lynn
Prospect and Walker
Independence Dr
Hynes and Amyx
Monks and Nichols
Gibson and 63
Elmore/K 160
63 and CC
Preacher Roe and Main Street
Grave Ave
Tiffany Street and Elizabeth Street
South 17, 63 Intersection
Sonic Stoplight
W. 2nd. St & Minnesota

- Porter Wagoneer and 63
- Independence Dr and Amy St.
- Arkansas St. and Armstrong
- Porter Wagner and Missouri
- Monk/Jan Howard Expressway
- CC and 63
- 63 and Business 63
South of Town
- Burke Ave and Rhonda Dr
- K Hwy
- Gibson & Bypass
- Broadway and Porter Waggoner
- Square
- K Highway and 63 Bypass
- 17-63

- St Louis Street (BB Hwy) and West 160
- Missouri Avenue and Porter
- Washington and Thornburg
- Broadway and 63
- Cherry and Grace
- Ramsure and 63
- Arkansas and Main
- Business 63
- Broadway and Missouri Ave
- Howell 160
- Minnesota and 8th
- BB Hwy
- Preacher Roe and Highway 63
- Anne St. and Lynn
- HWY 63 and SR CC
- Main & Summit
- Hwy ZZ and 63
- St Louis and East Main
- Broadway Preacher Roe
- Porter Wagoner and McFarland Drive
- Allen Street/160 East
- 63 and McFarland Drive
- County Road 6970 and 6980
- Porter Wagoner and Broadway
- Broadway and Highway 63
- Porter Wagoner and Broadway
- 63 / CC
- 63 & K
- US 63 & Sunset Terrace
- Hospital Round-about at Kentucky and 5th St
- Broadway and Utah
- Junction Hill followed by BB Hwy & Hwy 160
- CC/63
- Hwy 63 and M
- Humphries and Reaves
- Broadway
- HWY 63 & Elmore Dr
- CR 6070 & Hwy 160
- Elementary School
- Hwy CC & Business 63/Gibson
- Broadway and N. Howell
- 17 and 160

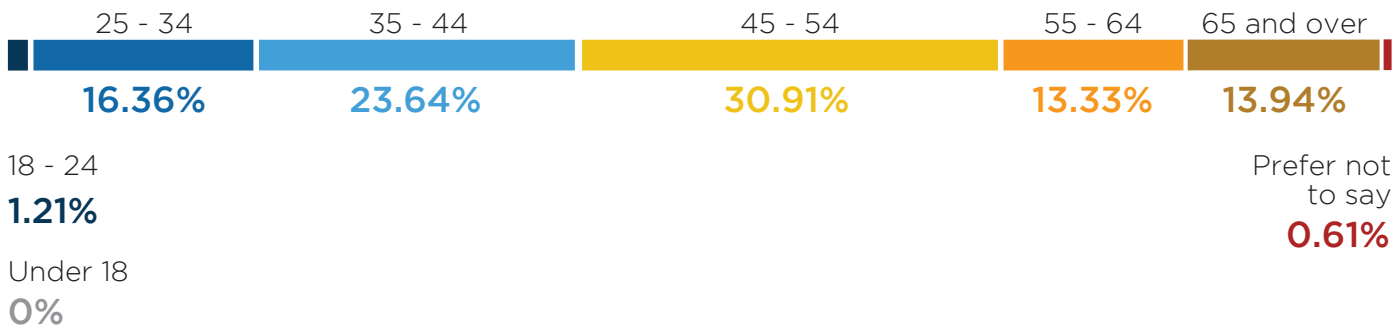
Please list the nearest intersection to where you live (Continued):

Short Text | Answered: 82.8%

- Arkansas and Leyda
- Paula & Kelly
- St Louis and Broadway
- Preacher Roe and West Main
- Junction 14
- Porter and Broadway
- Broadway & Washington Ave
- Gibson and 63
- Washington and Thornburg
- 17 and 160
- Bill Virdon and HWY 63
- Garrett and Wildwood Terrace
- W160 & Bypass
- Country Club and Broadway
- K and 63
- Broadway & Porter Waggoner or Broadway & 63 Bypass
- US 63 and Bill Virdon Boulevard
- Deatherage and McFarland
- 63 & Business 63
- US 160/US 63
- High School 4-way Stop
- Monks & Nichols
- Unsure
- East Main & Thayer Ave
- Main Street and Preacher Roe Blvd
- Sunset Terrace & Hwy 63 OR Wayhaven & Hwy 63
- BB & Hwy 160
- K Quail Run
- East 160 and North 17
- Stop Light at City Hall
- Texas and Third Street
- Garfield and Main
- I live by the schools, Davidson and Eads
- S. College, Grace Avenue
- CC and 63
- No
- Deathrage
- Main Street and Preacher Roe Blvd.
- Civic Center
- The Casey's Intersection near the Square
- Gleghorn and Siloam Springs Rd
- N. Howell and US 160 East
- LeeAnna and Deathridge
- Rhonda Drive/Quarry Road
- Preacher Roe and South Harlan Drive
- Worcester and Parks
- CC and 64
- Gibson/160
- Broadway
- Roe Ave & Laurie Dr
- Pierce/Leyda
- Washington and Broadway
- K and 63

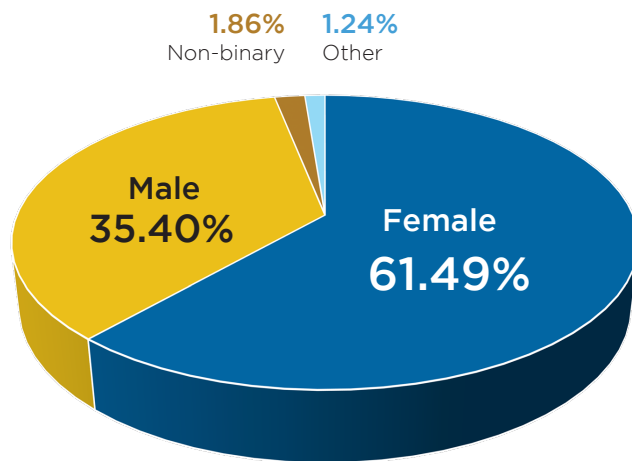
What is your age group?

Select Box | Answered: 97.6%



What is your gender?

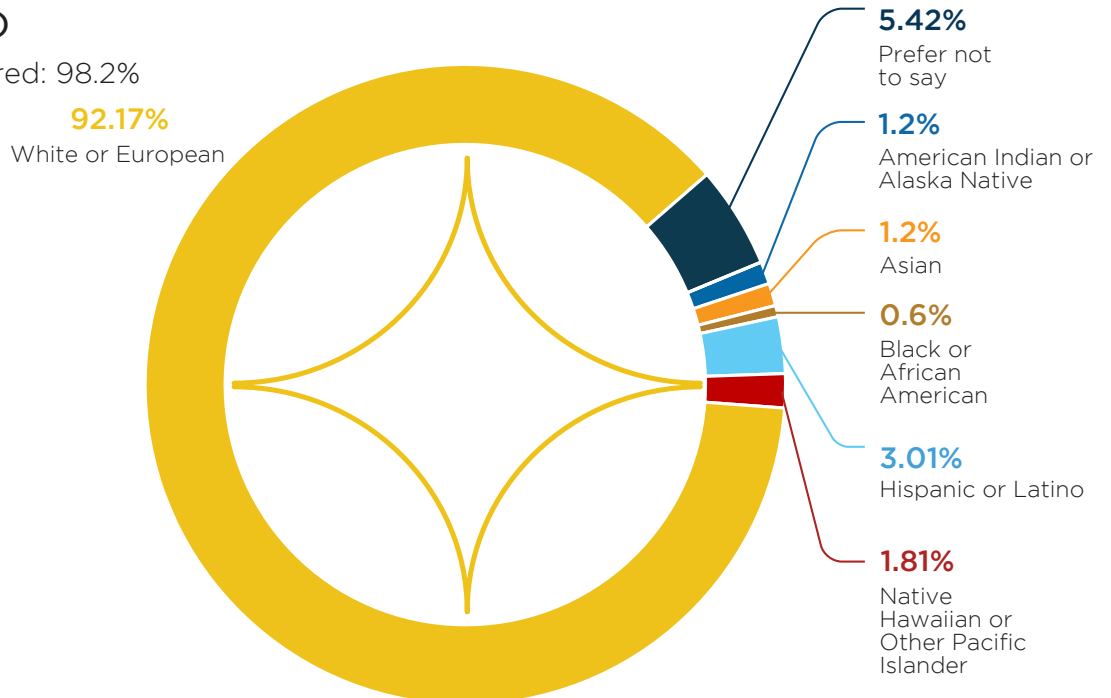
Select Box | Answered: 95.3%



What is your ethnicity?

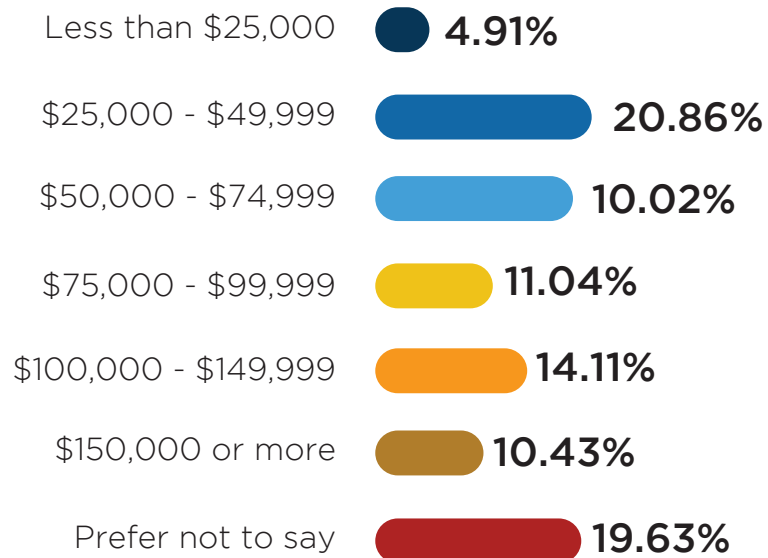
(Select all that apply)

Multi Choice | Answered: 98.2%



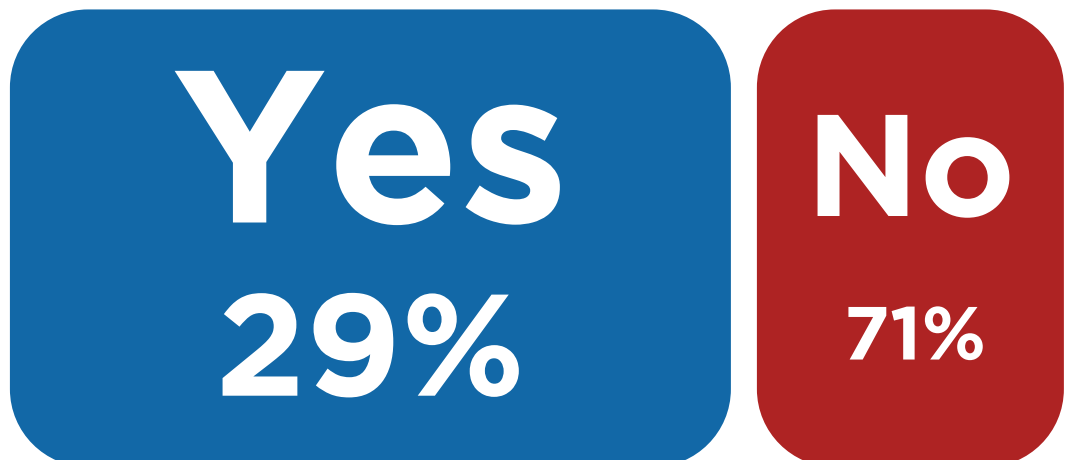
What is your household income range?

Select Box | Answered: 96.4%



Do you want to share your experiences in more detail?

Select Box | Answered: 88.8%



Please describe any specific areas in West Plains where you feel unsafe walking, biking, or driving.

Long Text | Answered: 23.7%

Summary:

Many respondents mentioned that they feel unsafe due to speeding vehicles, potholes, and aggressive driving. Specific areas of concern include:

- Porter Wagoner Blvd: Issues with speeding, aggressive driving, and lack of bike lanes.
- Highway 63: Concerns about speeding, lack of sidewalks, and dangerous intersections.
- Downtown: Generally considered safer due to low speed limits and better infrastructure, but some areas still need improvement.
- Residential Areas: Speeding and lack of attention from drivers make these areas unsafe for walking and biking.
- Intersections: Many respondents mentioned specific intersections like Gibson and 63, Porter Wagoner and Broadway, and others as being particularly dangerous due to speeding and aggressive driving.
- Other concerns include the need for more sidewalks, better lighting, and traffic calming measures like speed bumps. Some respondents also mentioned issues with vagrants in city parks and the need for better maintenance of roads and parking lots.
- Overall, the responses highlight a need for improved infrastructure, better enforcement of traffic laws, and more attention to pedestrian and cyclist safety.

Responses:

- The new sidewalk on Porter Wagner are nice but people driving by in vehicles throw things... Beer cans, food etc and yell at the walkers and bike riders
- Bypass 63, Porter Wagoner BLV people drive too fast.
- Everywhere there are potholes - they damage vehicles and cause people to swerve into oncoming traffic to avoid them.
- Please fix the pot holes. Not just cover it with shiny new rocks that last a week.
- I would love to bike or walk to work. My major issues with safety is crossing 160 from the CC side. CC has no sidewalks and the intersection by sonic is one of the busiest in town. if there was a pedestrian bridge OVER this intersection it would be much safer. The same goes with the intersection on porter by mcdonalds. The business side of town minus by walmart is mostly walking/biking unfriendly.
- "Harlin Dr for driving.
Main porterwaggoner for driving.
K in general, up keep is bad and people walk in the road"
- Ozark st
- Downtown is the safest feeling area because of low speed limits and it contains the most infrastructure to support pedestrians and cyclists. All other areas of the city feel mostly the same with the Jan Howard expressway being by far the most dangerous area.
- "Ramey Parking lot
Yes, asphalt was put down a year ago if that, but it's pretty bad when there's already potholes. Obviously not a job well done. That entire parking lot needs resurfaced and pathed, not band aids everywhere.
Missouri could use some yellow paint. Not well lit street at night as it is, and where it curves is not noticeable till last minute. Unless you're a local of course."
- Porter Wagoner Blvd., Broadway by Butler Children's Park
- My own neighborhood.

Please describe any specific areas in West Plains where you feel unsafe walking, biking, or driving (Continued).

Long Text | Answered: 23.7%

- The stop lights on the highway. I watch people run red lights daily. The lights don't stay green long enough on ramsure/monks for a vehicle to make it through let alone 2 vehicles.
- Business 63 by DG or MACO when they hit 45 most drivers speed up 10 or more miles higher than the speed limit.
- Drivers constantly speed up and down Summit and/or have mufflers that are overly loud. Seriously, an officer parked at the little driving path to the church parking lot could hit a monthly ticket quota within a few days.
- The sidewalks leading into the square do not have connectivity for wheelchairs. Makes it very dangerous to have to go out into the road.
- Mainly everywhere people don't pay attention.
- "The intersection of Porter Wagoner and Broadway
Broadway and 63 by the Golf course
Gibson and 63 is a nightmare by Sonic. People fly through that light and drive aggressively there.
Missouri ave by Mcdonalds
All of these areas have speeders and aggressive drivers who change lanes and cut you off or they follow you so close you can't see their front license plate. that's ridiculous"
- Any traffic light intersection but especially by Wal Mart. I have seen 18 wheelers blatantly run the red light many times. Not cross on yellow but the light will be red and since they are going too fast to stop at a red light, they run the light.
- During evenings there is a lot of crazy drivers in and around the Sonic area. This needs to be addressed.
- It is unsafe to walk or bike along Hwy 63, Porter Wagoner, and in the Walmart area.
- We have observed that vehicles often exceed the speed limit on our street in the Wayhaven Subdivision. We would appreciate consideration of traffic calming measures, such as the installation of speed bumps, to help reduce vehicle speeds. While patrols through the neighborhood are appreciated and contribute to safety, their impact appears to be temporary, as vehicle speeds tend to increase once patrols have passed. We believe that a more permanent solution could help enhance safety and peace of mind for residents, especially given concerns about distracted driving by some drivers.
- four lanes all on all highways
- Parking downtown behind buildings.
- Thornburg is dangerous
- Washington's Avenue in Downtown needs some work with pedestrian safety. Crossing from the alleyways can be dangerous as cars speed through that area. Additionally, the intersection of Broadway and Washington needs to be addressed with safety concerns regarding accessing the OZSBI parking lot.
- Galloway park at night
- All the stoplights going through town. People speed through them and run the lights.
- "Get vagrants out of the city parks . Keep them from living in pavilions.
Need fence ALL the way around children's park to easy for kids to get into streets and would be very easy for someone to grab a kid into vehicle and be gone."
- Along Bill Virdon Boulevard. Not especially for me, but for those who are walking on the shoulder. Many people going to Dollar General or using it for their fitness training. Seems like a lot more people walking in that area. Summer use goes up with school being out.
- 63 Highway & Bill Virdon

Please describe any specific areas in West Plains where you feel unsafe walking, biking, or driving (Continued).

Long Text | Answered: 23.7%

- Porter Wagoner- frequent car accidents in the mcdonalds intersection there, no bike lane at all
- I feel unsafe walking from where thayer ave meets East main towards washington ave. the medians are wide but there are no sidewalks so you feel like a vagrant when walking there. I normally avoid that stretch and go from Thayer Ave to Grace to downtown even though sometimes it would be better to get to stay on East Main. i do appreciate the lighted crosswalk on East Main near N. Howell. Also definitely the east side of Porter needs sidewalk and the addition of a crosswalk somewhere about halfway between Gibson and City Hall. LOTS of dangerous jaywalking on Porter. thanks!
- Porter wagoner, gibson and the square theres always younger ppl in tru ks whofall back and then romp up on the back of your tailgate. Also, they are too noisy. In the 80'S WE USED TO GET TICKETED FOR reckless and imprudent driving and loud mufflers now its a ountry kid hobby
- More sidewalks needed downtown and near schools and near Walmart
- "63 between K and Creamery. So many people running those lights. People walking and riding bikes on K"
- "I feel generally unsafe riding my bike anywhere in West Plains. People aren't looking for bikes so they don't see them. I feel vulnerable even when I am in full control of my bike. We need more education about the rules of the road for both bikes and cars. PS. I feel safer riding on the shoulder of US63 between here and Willow than I do riding in West Plains proper."
- They have started to put sidewalks, but most of them only have one side. A lot of the residential streets do not have sidewalks.
- I feel unsafe walking in residential areas and near crossings. I've had people speed down our road, fast enough to take someone out if they were hit. I've had people not wait for me to cross the street when the walk light is on, several times I've had the timer hit zero before I could cross because nobody would let me pass. I've also seen many drivers driving erratically, strangely (driving in middle of road, stopping in middle of road, swerving) or otherwise unsafely. We called the police to report a truck harassing us, blaring a loudspeaker and sirens (was not a city vehicle, personal vehicle) and almost hitting us, and the police did not arrive in time. I cannot do much as an individual, but I try to do everything I can to make our area as safe as possible. I live right next to a daycare, and every time I hear a vehicle revving up and speeding down our street, I can only hope they don't hit a child.
- "Butler Children park/speeding anytime. Gibson, wreck less driving/speeding in the evening. Speeding/ wreck less driving in general in all parts of the city."
- "All walking/biking: Some residential areas around downtown are still fairly dark at night, but while I don't necessarily feel safe, I also don't necessarily feel unsafe. The area around 3rd-8th street by Georgia White is very unsettling after dark. Broadway is a mess trying to cross during daylight. I know that's MoDOT territory, but there really needs to be more accessible crossing there. Despite the crosswalk at Preacher Roe & the US 63 bypass/Jan Howard, you won't catch my crossing over there to save my life until something is done about the crashes that keep happening there and they fix the timing of the crosswalk so that something smaller than a skinwalker can safely cross."

What challenges do you think the community will face in trying to reach the goal of zero traffic fatalities or serious injuries?

Long Text | Answered: 21.3%

Summary:

Many respondents highlighted various challenges, including:

- Financial Difficulties: Concerns about the cost of implementing safety measures.
- Enforcement of Traffic Laws: The need for improved enforcement by the Police Department.
- Distracted Driving: Issues with drivers not signaling, speeding, and being distracted.
- Infrastructure Issues: Suggestions to fix potholes and focus on basic road maintenance rather than adding new features like roundabouts and bike paths.
- Public Attitude: Skepticism about achieving zero fatalities, with some believing it's unrealistic due to human behavior and resistance to change.
- Specific Areas of Concern:
 - Highway 63: Mentioned frequently for issues like speeding and aggressive driving.
 - Downtown and School Areas: Concerns about using these areas as through streets and the need for better traffic management.
- General Public Behavior: Increasing thoughtlessness and lack of attention while driving, leading to hazardous situations.
- Drug Issues: The impact of drug use on driving behavior and safety.
- Education and Awareness: The need for better driver education and public awareness campaigns.
- Legal and Judicial Challenges: Criticism of the judicial system for not adequately addressing traffic violations.
- Infrastructure Improvements: Calls for more sidewalks, better lighting, and traffic calming measures like speed bumps.
- Community Buy-In: The importance of getting the community to support and adhere to safety measures.

Responses:

- What challenges do you think the community will face in trying to reach the goal of zero traffic fatalities or serious injuries?
- Financial difficulties
- Enforcing traffic laws by the Police Department needs to improve.
- Distracted driving, not signaling, speeding.
- This will never happen. This is west plains . Id say start with the most used transport for town (vehicles) and fix the damn potholes. We dont need roundabouts, fancy crossings, more bike baths, we need start with the basics and make the roads drivable.
- "Stupidity. Unless you plan to ban driving, you won't see that. People will object all that inconveniences them, but add those road bumps. Make them slow down and pay attention"
- To many people running red lights and speeding around 63 "bypass "
- The general public is becoming more and more thoughtless in their day to day actions, with driving being the most hazardous activity where people pay the least amount of attention. Because of this it will be difficult to convince the public that their actions can have more serious consequences than they realize.

What challenges do you think the community will face in trying to reach the goal of zero traffic fatalities or serious injuries (Continued)?

Long Text | Answered: 21.3%

- People not following laws.
- Drugs, this town is over run with crackheads.
- That's not a realistic goal. There are so much factors to consider. Like the traffic going to our schools. We have the train blocking the road sometimes when parents lining up to drop their kids at school in the morning. That intersection by the Mini Mart is dangerous and by MFA right across the civic center.
- Speeding drivers who don't pay attention.
- The people who say you cannot do that.
- Distracted driving.
- "Getting people to pay attention to their driving and what is in front of them is a huge problem. People are speeding throughout the entire town all of the time . People pull right out in front of me every single time I go somewhere, causing me to slam my brakes on which could cause a wreck. They abruptly change lanes and pull right in front of you, almost hitting your car. People are way too distracted driving and always on their phones. Speeding and aggressive driving here is a big problem. I am tired of people pulling right out in front of me when they see you are RIGHT there. People don't pay attention at the 4 way stops and I have seen several people not stop, they run a stop sign
It will be a challenge to get people to quit driving fast and aggressively..and to pay attention to their driving and to stop being distracted to everything around them. If people paid attention while driving and to everything around them wrecks would decrease greatly. Wrecks happen because of speed, driving under the influence and because someone wasn't paying attention and is distracted."
- I don't think we will ever have zero traffic fatalities. Increased enforcement on U.S. 63. When I am at the hospital, it is unreal how much traffic and trucks go through West Plains. Our population may not have increased but we are a major town within 100 miles in south central Missouri, aren't we? One lady from Mtn. Home said she avoids highway 63 because it's scary. She's young not old, even, since her parents live up here.
- You can not fully stop traffic fatalities from happening. That is an impossible task. It is double hard to do when we have people driving about like maniacs and seem to just get away with it. We have judges and/or prosecuting attorneys that give a revolving door to those who are getting tickets for speeding or careless driving. This is NOT helping with keeping things safe. Why not start with advocating for new judges and/or prosecuting attorneys instead of this "Zero Fatality" crap.
- There is a significant concern regarding individuals who may not prioritize safety and the well-being of others.
- The drugs using in this area is very large and those are the ones ether walking dangerously or driving stupid.
- How to eliminate distracted drivers.
- The residents will have to start avoiding areas instead of cutting through them to get to the other part of town. Downtown and the school areas should not be used as through streets.
- Drug and mental health issues of residents
- Adjustment to change and understanding the reasoning.

What challenges do you think the community will face in trying to reach the goal of zero traffic fatalities or serious injuries (Continued)?

Long Text | Answered: 21.3%

- Citizens buying in to safety.
- Just being humans
- US Hwy 63 is treated like a major highway by those traveling through. Lots of speeding trucks and cars, with many ignoring the stoplights or not seeing them.
- Funding
- Distracted and aggressive driving, tailgating, people not paying attention or not caring about stop signs, red lights, pedestrians
- Lots of people from out of town or passing through means drivers who are unfamiliar with the area and more prone to accidents. Obviously, the speeding on the bypass is enemy #1. We MUST continue to implement and increase traffic patrol on the bypass and invest in permanent machines that tell you how fast you are going and when to slow down. As someone who uses the bypass from Lanton Rd to 160 daily, i can attest to people responding to the electric speed gauge sign during the time it was in place. I'm not sure why it was removed but we need a permanent one for the traffic coming from the south.
- People who cant wait 3 seconds for a light to change might whine
- This is impossible to achieve due to human errors during driving.
- MoDOT
- "People who think they are invincible or above the law are hard to reach, better enforcement against aggressive driving or other forms of road rage and better education would help. VERY few people understand how to share a road with bicycles and some cyclists don't seem to realize that they have both rights AND responsibilities."
- Enforcing traffic laws especially with the flashing yellow arrow, making people do traffic school. The yellow arrow does not mean you have the right away. People being impatient, disagreeing on what needs to be first. Kids need safe travels and not waking on the streets. There needs to be a crosswalk by the dollar general on preacher roe blvd.
- I think the biggest challenge will be ego. People do not like to admit they are wrong, or to get "nagged at" for it. As well as bystander effect, people often see something happening and say nothing, thinking that someone else will take care of it. There will be instances where people understand the actions that make them an unsafe driver, and they will still text when driving, ignore signs, and other such unsafe actions under the safety of "well, just this one time. Nothing bad will happen."
- Driver education
- MoDOT, ironically, since that's their campaign. The bypass is the single biggest driver in fatal and serious-injury crashes inside city limits because a bypass is meant to go AROUND a city. Bus. 63 needs to be Old Bus. 63, and the bypass needs to be a new Bus. 63, and there needs to be a new bypass. Related: Getting the land to create a new bypass is also a significant obstacle.

What actions do you think would help West Plains move toward the goal of zero traffic fatalities or serious injuries?

Long Text | Answered: 21.3%

Summary:

Many respondents suggested a variety of actions to improve traffic safety in West Plains. Key recommendations include:

- Lowering Speed Limits: Reducing speed limits in high traffic areas to enhance safety.
- Improved Enforcement: Increasing police presence, issuing more traffic tickets, and enforcing speed limits, especially in residential neighborhoods and on major roads like Highway 63.
- Infrastructure Improvements: Fixing potholes, improving road conditions, and ensuring traffic lights work consistently. Some respondents also suggested building new bypasses to reduce traffic congestion and accidents.
- Pedestrian and Bicycle Infrastructure: Adding more sidewalks, crosswalks, and bike lanes, as well as improving existing ones to make them safer and more accessible.
- Education and Awareness: Conducting driver education programs, town halls, and advertising campaigns to raise awareness about traffic laws and safe driving practices.
- Traffic Calming Measures: Implementing speed bumps, roundabouts, and other measures to slow down traffic and reduce speeding.
- Community Involvement: Encouraging the community to voice their opinions and participate in safety initiatives.
- Legal and Judicial Actions: Advocating for stricter prosecution of traffic violations and addressing issues with the judicial system.
- Technological Solutions: Using speed gauge signs, red light flashing signs, and other technologies to monitor and control traffic.

Responses:

- What actions do you think would help West Plains move toward the goal of zero traffic fatalities or serious injuries?
- Lower speed limits in high traffic areas
- Slow down the speeds and issuing traffic tickets.
- I think I have covered that.
- Make the roads drivable. Fix pot holes dont just throw shiny new gravel on it. Also the police at night if they are parked on the shoulders should have there marker lights on. I could careless if they are in a parkinglot but then they park on thr shoulder up by thr junction you cant see them with thr bright lights of the truckstop to pitch black why your eyes readjust.
- "Speed traps/bumps. Make it harder for distracted driving and speeding. Make an incentive to not be on your phone while driving. Maybe work with local insurance companies or something. More side walks. I don't trust bike lanes with how awful folks are."
- Build a bypass without all the stop lights, could go from around the dodge dealership and go around the east side of town and back to 63 on the south side of town - that would eliminate a lot of semi truck traffic and accidents at stop lights through town
- Improved pedestrian and bicycle infrastructure, as well as education regarding the subject surrounding city improvements.

What actions do you think would help West Plains move toward the goal of zero traffic fatalities or serious injuries (Continued)?

Long Text | Answered: 21.3%

- Increased police presence on main roads and more patrolling in residential areas. Minnesota north of Broadway often appears as a racetrack for many repeat offenders.
- Traffic lights that work consistently and efficiently.
- Fix the lights and crack down on all the meth in this town.
- Build 1 more bypass by the railroad going toward the school if it's possible and pedestrian overpass instead of a crosswalk.
- Enforcing speed limits in residential neighborhoods.
- More Enforcement.
- "More police presence around, including the Walmart parking lot. People fly through there, too. Advertise on the local radio stations that police will be out watching for aggressive and inconsiderate drivers. I don't see many people taking any driving classes to learn how to put their phones down or to quit being an aggressive driver because people just don't care. If people see police officers monitoring these areas and see them very frequently that might actually help people slow down and to think about the consequences of what would happen if they get pulled over. The city is going to have to be creative in coming up with some ideas. It's going to be challenging"
- "Increased enforcement on hwy. 63 to deter speeding and deter vehicles from running red lights. However, trucks are in a hurry to deliver their load. They don't have time to stop at 8 stop lights.
Improved infrastructure which would prevent accidents but also would maybe bring in new businesses. An access road would be great."
- How about we start getting new judges and/or prosecuting attorneys who will actually prosecute those who drive carelessly or speed? How about we actually take care of those who drive like a maniac around the Sonic area or seem to drag race on the highway.
- Implementing speed bumps in certain areas and considering stricter enforcement measures for violations to enhance safety and prevent dangerous driving behaviors.
- More police officers on all roads at all times
- Upcoming red light flashing signs.
- Roundabouts and more sidewalks that are handicap accessible on Broadway.
- Educating the community
- Better cross walks and more sidewalks
- Education, town halls, and advertising.
- "Get over passes at ALL hiway crossings and/or incorporate an outer road system and close some at grade crossings at hi-way.
Could start with the flashing red PRE STOP lights like around Seymour and many other places state wide."
- Better policing at intersections on US 63. More sidewalks and crosswalks.
- Goo traffic studies and relief routs other than the highway to promote local traffic to stay off the highway.
- Continuing drivers education besides just the test you take when you first get your license, more public transport, education about bike laws, sharing the road with other vehicles.

What actions do you think would help West Plains move toward the goal of zero traffic fatalities or serious injuries (Continued)?

Long Text | Answered: 21.3%

- See above. Return the electric speed gauge sign for traffic coming from the South on the bypass. Get them slowing before reaching Lanton Road and S. Hwy 17. also make sure to do upkeep on crosswalk paint that is always being worn away, lots of the cross walk paints are badly faded or worn away city-wide. Additional signage where crosswalks exist and the return of the standing GO SLOW sign that used to be in the middle of the crosswalk at Butler Children's park, or even better one of the electric signs that tell you your speed right there! 15 mph is slow and most don't get down to that speed right there.
- An actual bypass that i would gkady take fo walmart instead of going thru tosn shich is quicker
- Improved traffic education for the public
- "Stoplight warning signals like at Seymour.
Sidewalks or shoulders on K"
- Public shaming of careless, reckless or aggressive drivers might do the trick. I don't know how you overcome prevailing attitudes though.
- Everyone voicing their opinions on what could help our city. Everyone learning the traffic laws or having a refresher on what signs and lights mean.
- I believe increased posts and information spread elsewhere about the issue of traffic awareness would help. I also believe that any safety measures implemented by the city would be better than none at all
- Drivers education in high schools.
- "Building a new bypass.
Barring that, coordinating traffic lights on the bypass to allow big trucks better braking time and/or pacing to get through the lights. At the same time, allowing more time for cross traffic on side streets (ie: South Hill, Lanton Road, etc) to safely check that everyone is stopping at the red light before proceeding and allow multiple vehicles to move through before the light changes.
Also widening 63 to four lanes consistently from Arkansas to Cabool would make a big difference, though that's outside city limits."

Do you have any other comments or suggestions to improve transportation safety in West Plains?

Long Text | Answered: 14.8%

Summary:

Many respondents provided a variety of suggestions to improve transportation safety in West Plains. Key recommendations include:

- Infrastructure Improvements: Fixing potholes, improving road conditions, and ensuring city utilities are in good shape to encourage the use of electric cars.
- Speed Awareness: Installing speed signs along major streets to make drivers aware of their speed.
- Pedestrian and Cyclist Safety: Enhancing safety measures for pedestrians and cyclists, including marked crosswalks, speed bumps near parks, and better access to public transit.
- Community and Government Involvement: Encouraging city and county officials to advocate for better roads and infrastructure at the state level, and involving the community in decision-making processes.
- Traffic Management: Coordinating stoplights to reduce traffic congestion, improving visibility at intersections, and considering the construction of a bypass to divert traffic from the town center.
- Parking Regulations: Reserving parking spaces downtown for temporary or customer use rather than for residents or employees.
- Signage and Lighting: Adding better signage and more lights along major thoroughfares, especially at intersections, and providing advanced warning of stoplights on busy roads.
- Public Feedback and Transparency: Continuing to gather feedback from the public and ensuring transparency in the implementation of safety measures.

Responses:

- speed signs along major streets for driver awareness of how fast they are driving.
- Fix the potholes!
- Fix the damn potholes. Fix city utilities so that people consider electric cars in our town.
- Good luck
- Build a homeless shelter get them off all the street corners ,
- City improvements especially those regarding pedestrian and cyclist safety, as well as access to public transit, will always be met with resistance because of the demographics of the area in which West Plains is located. This does not mean that it is not possible nor worth advocating for, but it does mean it will be much more difficult to convince residents that car-centric cities are both more dangerous and less enjoyable places to live. Education in the subject of making cities less car dependant will likely be the most effective route in showing residents the benefits accosiacted with these changes. Also the city of West Plains needs a more fitting and permanent location for their farmers market. The area is propped up by all varieties of local farmers, yet the city is very lacking in this area.
- The section on Broadway by Butler Children's Park should include a marked crosswalk with speed bumps on each side of the crosswalk and at both ends of the park.

Do you have any other comments or suggestions to improve transportation safety in West Plains (Continued)?

Long Text | Answered: 14.8%

- Fix pot holes in the roads. Finish road projects faster.
- I can't control how people do things. But, hoping and praying they follow the rules and regulations and policies of our city transportation. I bet, as a citizen if we do our part to be a responsible one. It will help our city tremendously to be a better City.
- Beyond that I think things are mostly great!
- Negative
- "Maybe coordinate stop lights where they change and not block traffic so long. There may be some areas where visibility is limited in pulling onto a road. More in neighborhood areas."
- bypass over the town to go from North to South
- Parking downtown, specifically around the square and the first 50 yards on the 4 main branching streets should be reserved for temporary/court/customer parking and not residents/employees of downtown.
- Thank you for all of the work you put into our community!
- No
- "Get the City and County Officials to make at minimum one trip each month to the State Capitol to see all reps and senators, also stop at Hiway Department HQ and make them aware of the poor roads in WP and Howell. All working together to push for our area"
- Better signage and more lights along major thoroughfares, especially at intersections.
- Indicator lights at all stoplights on the highway. Street lighting all the way along the bypass.
- "See above :)"

I will say that while i support the concept of a more pedestrian downtown design, i REALLY think the alley next to the Avenue Theatre needs to be reopened to traffic. That closure has really made a jamming point during all performances at the theatre and created more congestion."
- Need advanced warning of stop lights ahead on the south 63"bypass"
- N/A
- When you decide to make changes (like the lights on the bypass) ASK the people who are affected. Before the yellow left turn arrows were put in, you could easily wait a minute or more waiting for the light to change.....on an EMPTY road. A minute isn't a long time but it leads to people driving while resentful, which leads to other problems.....
- I appreciate this poll, it's relieving to know that there are steps being taken towards the safety of our home. This is a small, but crucial step towards making the world a better and safer place for everyone
- Keep doing what you're doing. Getting feedback from the public is a great start. And then, follow through with transparency. This survey link should be sent out to all the media outlets with a description and explanation of why it matters, and then the results should also be sent out when they're tabulated. Great work, team! Keep it going!



APPENDIX C: SOCIAL MAP RESULTS

Appendix C: Social Map Results provides a summary of the comments received on the Social Map Tool via Social Pinpoint during the planning process.

West Plains 2025

Report Type: Social Map Results Summary

Date Range: 28-04-2025 - 20-06-2025

Exported: 23-06-2025 13:21:26

Open

Community Map
[Home](#)


36
Contributors

77
Contributions

Key Statistics

Top-level information about the activity.

 **77**
Posts
36 contributors

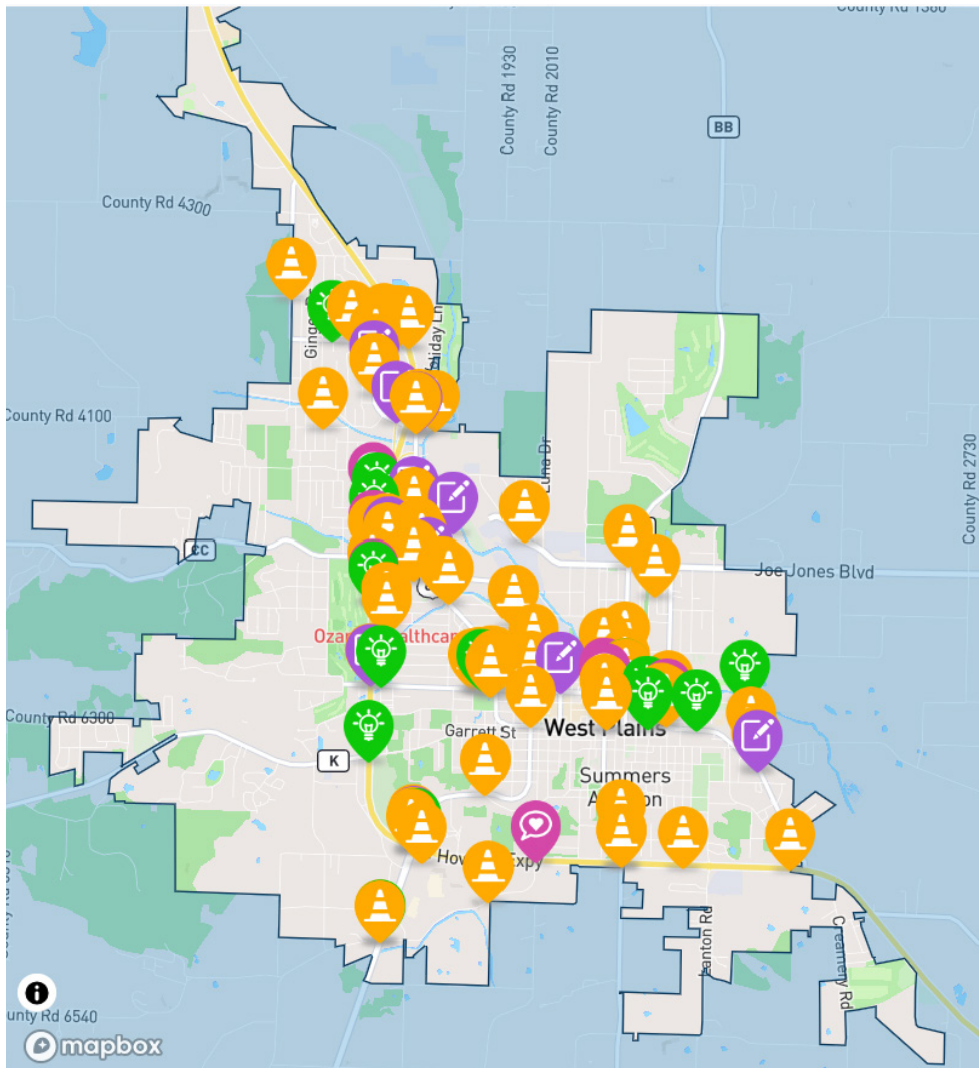
 **254**
Total Votes
4 avg. votes / post

Map Post Summary

Summary of content contributed by participants including location information, voting results and more.

Posts by Location

Map showing all posts contributed by participants.



Full Documentation of Social Map Comments

- A couple pedestrian crossings along Jan Howard would be nice.
- Should have flashing light to alert signal change at intersection. 63 and 17 near Animal Clinic. Dangerous intersection and deaths already from accidents. Please! Flashing light! Similar to Seymour area flashing lights at intersections.
- SCHOOL ZONE SPEED LIMITS OFTEN IGNORED. VERY LITTLE PATROLLING DONE IN THIS AREA AT ALL, EVEN AFTER NUMEROUS COMPLAINTS AND REQUESTS TO OFFICERS.
- NEW STRIPES NEEDED IN SOUTHBOUND LANES.
- SPEED LIMITS NEED TO BE ENFORCED. 45 PLUS IN A 25 IS TOO MUCH
- SPEED LIMITS NEED TO BE ENFORCED. 45 PLUS IN A 25 IS TOO MUCH
- SPEED LIMITS NEED TO BE ENFORCED. 45 PLUS IN A 25 IS TOO MUCH
- SPEED LIMITS NEED TO BE ENFORCED
- We need more speed checks around the complete city, especially Porter Wagoner and the Bypass. If you drive 35 on Porter, people aren't just passing you they are whizzing past you!
- Putting the stop sign back here would help to slow the traffic down between the parks!
- Speed limit from stoplight at Mo Ave to here needs to be lowered to 35 because they are coming up too fast for people making a left turn off of Independence Drive
- Fix the potholes
- Roundabout needed for improved safety at this intersection.
- Need sidewalk in this area. There are lots of walkers and runners ever since the dollar general and CrossFit location went in. Also there seems to be new construction of ball fields which will lead to additional foot traffic
- There's a hole in the rubber ground material under one of the slides.
- Broadway in front of 10 box has some holes in the pavement as well
- North hwy 63 just past hwy CC has a V shaped hole in the pavement. If you can't fix it maybe tell modot.
- Terrible visibility going from Kelly and the left side of Rhonda, especially with the new house being built. Also, I've noticed a significant increase with people walking down Rhonda on this side which is great! However, people FLY down this road and I'm constantly worried about their safety.
- I also almost hit people here daily
- Do something about the ridiculous lighting at Platinum Automotive.
- Fix the road
- Signage is needed for people who are not familiar with the hospital to know where to enter for the ER.
- This roundabout is dangerous. Many people entering the roundabout do not yield to vehicles already in it.
- Broadway traveling east should have a dedicated left turn lane and the right lane should be for right turns and traveling straight. Currently the left lane is for straight and left turns often causing delays.
- Vehicles are often seen & heard spinning out in the gravel parking lot throwing gravel everywhere.
- The posted speed limit is 15mph, but most drivers do not obey it. It is very dangerous for people crossing the street or backing out of spaces. Speed bumps are needed as well as a marked & posted crosswalk
- I see this ran at least 1x a week
- Fix this entire dumb bypass before more people die
- Adding a cross walk parallel with Gibson.
- This light always goes really fast from green to red.
- Big trucks blowing through the traffic light
- View of traffic in this intersection is obstructed and very difficult to see, especially with the increased traffic from the Independence Drive detour.

- Horrible to pull out, a round about would keep the traffic flowing and alleviate the odd angles that prohibit the ability to properly see.
- Need sidewalks for the apartment people walking.
- LOTS of speeders speeding in school zone and on this road constantly!
- This turn from the highway needs you have an arrow or something painted to help drivers see where to turn onto Wayhaven Safely at night. There is a concrete triangle near the turn, that if repainted WHITE again like it used to be, would help people see the road better at night when they are turning. Without it, it is easy to miss the road from the highway. It just needs paint and maybe a streetlight.
- Just simply fix the numerous potholes that exists at the end of the off ramp when turning right.
- Due to the obnoxiously bright lighting that now exists at Platinum Automotive, a wall or some barrier needs to be built to give the homes across the highway a return to a more comfortable environment to live in. At night, their front yards are lit up like daylight now.
- Desperately need a roundabout at this intersection. I drive through here daily and every single time another driver chooses to either not follow the traffic rules for the intersection or doesn't understand the signage. Probably the only reason there are not more accidents at this intersection is due to the majority of drivers in the area know that it is very dangerous and are cautious as a result.
- Desperately need to add Engine Brake prohibited signs leading up to this intersection. (probably needed for the entirety of city limits)
- For this particular intersection, the use of engine brakes from semis increased dramatically when the signs were added indicating the traffic signal ahead. For the residential areas along the highway, it is an awful disturbance on a continual basis.
- Extremely dangerous intersection for the almost constant high volume of traffic on Gibson.
- Girdley st
- Speed limit 25 in a family area yet on Gardner it's 15 for adults why ?
- Uneven sidewalks need repair.
- Wheelchair accessible sidewalk
- Wheelchair accessible sidewalk
- Wheelchair accessible sidewalk
- This could be a good location for a roundabout.
- It is an extremely hard intersection to enter with heavy traffic.
- We need a traffic light at N.Howell and Jackir Garret (Broadway).
- Lambe Ave. has had different things done to the street causing dips in the pavement causing roughness driving over these areas. They have just been patched poorly. This road needs a resurfacing done.
- The bypass is not a bypass anymore. It's a high speed city street with 8 deadly crossings. We must see a new bypass.
- Consider shared-use paths (12') along this stretch so those that walk/bike/use wheelchairs/etc. can access this space.
- Please widen the sidewalk along Porter Wagoner Blvd. to make it a 'shared-use path' (perhaps 12') so bicycles/wheelchairs/etc. can more easily navigate this road.
- Would like to see sidewalks on both sides of Porter and extend the entire length.
- Turn this intersection into a roundabout
- A roundabout would eliminate the odd angles and zero sight line.
- No public crossing. Many pedestrians try to navigate this intersection on a daily basis. Sidewalks and pedestrian walkways would be a huge bonus.
- Good Spot for a roundabout
- Heavy student foot traffic. Heavy overall traffic. Sidewalks needed on Howell, Broadway/Jackie D. Garrett.

- A Round a bout would really help here.
- Hard to see traffic to the left and even harder to turn left on to Broadway.
- Heavy Traffic Area. Zero Sight Line.
- Really hard to see oncoming traffic.
- lots of traffic incidents
- Lots of accidents
- Numerous fatal accidents. I feel like if we had the types of warning lights on the bypass, such as the ones along the highway around Seymore that will flash yellow or red when the upcoming light is getting ready to change to yellow or red, would be beneficial. Or make the yellow light last longer. Big trucks need time to slow down and stop and our current setup does not give them enough time.
- This section of Gibson is where you go to see burnouts and donuts after 8pm.
- This section of Broadway is an accident waiting to happen. Speeding is the norm here.
- This 4 way intersection needs moved away from the stop light or taken out all together
- One of the most confusing intersections in WP.
- Street Lighting
- Would like to see sidewalks along Jackie Garrett
- Would like to see sidewalks installed along this route. A new college baseball field is being installed along with a new VA Clinic and dense residential dwellings.
- Terrible angles for sight distance and highly congested throughout the day.
- This intersection can be extremely difficult to navigate and is the site of the most recent fatality accident.
- High traffic and known to be dangerous.
- Dangerous portion of the street between two highly used parks (including a children's park).

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