

# City of Belle Active Living Community of Practice Plan



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# Funded By

In September 2018, Missouri was one of 16 states to receive the Centers for Disease Control and Prevention's (CDC) Division of Nutrition, Physical Activity, and Obesity's (NPAO) award to implement a State Physical Activity and Nutrition plan. This project is referred to as the Missouri Physical Activity and Nutrition (MPAN) project. MPAN includes four strategies to help Missourians achieve the highest quality of life possible by increasing the number of places that implement: food service guidelines, nutrition and physical activity standards in early care and educational systems, supportive breastfeeding practices, and new or improved systems to promote safe opportunities for active living in communities. This Active Living Communities of Practice Plan for the city of Belle, MO was funded with a 2022 Active Living Community of Practice grant from the Missouri DHSS, Physical Activity and Nutrition Program. The purpose of the grant was to develop a five-year active living strategy with a focus on encouraging the use of the yet-to-be developed Rock Island Trail State Park. Meramec Regional Planning wrote the grant application for the city of Belle and worked with the city to develop the strategy.

# Acknowledgements

The Active Living Communities of Practice Plan for the city of Belle, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. A community meeting was held Thursday, March 23, 2023, at the Lonnie Feeler Administrative Building in Belle to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Adam Padgett, Jeanette Struempf: City of Belle, Aldermen

James Mitchell: City of Belle, Councilman

Charro Reasor: City of Belle, Treasurer

Tony Baretich: City of Belle, Public Works

Jerry Coborn: City of Belle, Chief of Police

Jan Sassmann: Belle Community Stakeholder



Ashley Newsome: National Parks Service (via Facetime)

MRPC staffing leading the effort were Anne Freand, Planning Manager; Orin Pogue, GIS Specialist; and Bonnie Priegge, Executive Director.



# Section 1: Introduction

Belle is a small, historic railroad community in the east-central region of Missouri. The city of Belle is in northeast Maries County, with its northern most portion crossing into southeast Osage County. The city is 1.34 square miles with 1,381 residents as of the 2020 Census. Belle's city park and fairgrounds lie along a western section of the Rock Island Trail, and its historic downtown features several restaurants and establishments. A 2.25-mile corridor of the State Park, operated as the Rock Island Railroad until 1979, bisects the city from northeast to southwest and hopes to make Belle an increasingly popular tourist destination. The City of Belle, with other communities and organizations along the Rock Island Trail, are working diligently to find funding for the trail's completion. As part of these efforts, Belle is looking to implement policies and projects that focus on pedestrian safety, community health and accessibility, and preparation for increased tourism in the future. This plan provides guidance for the city of Belle to develop complete streets and sidewalks that will better serve and encourage active transportation users and project recommendations for upgraded facilities which will promote a healthy culture of walking and biking in Belle.



View of Belle welcome sign along Hwy 28

## What is an Active Living Community of Practice?

The Missouri Department of Health and Senior Services (DHSS) objective with the Active Living Communities of Practice grant is to assist communities, especially along the Rock Island Trail, with adopting active transportation policies and plans that enhance the connectedness within communities to everyday destinations. Specifically, this grant has direction to develop plans for increasing the number of “activity friendly routes” that connect “everyday destinations.” DHSS defines activity friendly routes as “direct and convenient connections that offer protection from cars, making it easier to cross the street and reach different locations. They connect at least two everyday destinations and include four modes of active transportation: bicycle, pedestrian, multi-use paths and public transit.” Additionally, everyday destinations are referred to as “desirable, useful, and attractive places people need or want to go, such as schools, stores, parks and businesses.”

These routes and destinations are the building blocks for determining an overall plan for active transportation which DHSS defines as “any self-propelled, human mode of transportation, such as walking or bicycling.” Active transportation can boost local economies, increase physical health, improve the natural environment, and provide affordable transportation access for all. Through a grant from DHSS, the Meramec Regional Planning Commission (MRPC) selected a community in the eight-county region that had an interest in enhancing the lives of its citizens through the adoption of an Active Living Community of Practice Plan. Additionally, MRPC reviewed health and socioeconomic-related statistics from the American Community Survey (ACS Census data) and [countyhealthrankings.org](https://www.missouri.gov/countyhealthrankings) to ensure the chosen community demonstrated a need. This need included poor health outcomes and low rankings as a health county statewide. Maries County currently ranks #62 out of 115 counties in Missouri, and Belle looks to support and increase its resident’s quality of life and safety with increased pedestrian infrastructure on the Rock Island Trail and throughout the city.

Different types of active transportation include:

- Pedestrian (walk or wheelchair)
- Bicycles
- Skateboards
- Other personal mobility devices



Per the Rails-to-Trails Conservancy, active transportation provides the following benefits:



Healthy People – Adds routine physical activities into citizens’ daily lives



Health Environment – Reduces impacts to the environment by using cars less



Healthy Economy – Creates communities with a high quality of life that can spur small business development, increasing tourism dollars and possibly property values



Mobility for All – Provides vulnerable populations (children, elderly, low-income, etc.) with access to move around their community

## Belle's Active Living Communities of Practice Goal

The purpose of defining active transportation in Belle is to improve the physical health of the community as people continue to engage in less recreational opportunities nationwide. During the stakeholder planning process, the group discussed several improvements that would benefit the residents of Belle and enhance safety, quality of life, and active opportunities.

*The goal of this plan is to prioritize improvements to Belle's sidewalk infrastructure and connection to the Rock Island Trail State Park for overall user safety, as well as identify ways to improve the short and long-term health outcomes of residents.*



View facing west on Third St. in front of Belle High School and Belle Elementary



View of existing Rock Island Trail easement



# Section 2: Existing Conditions

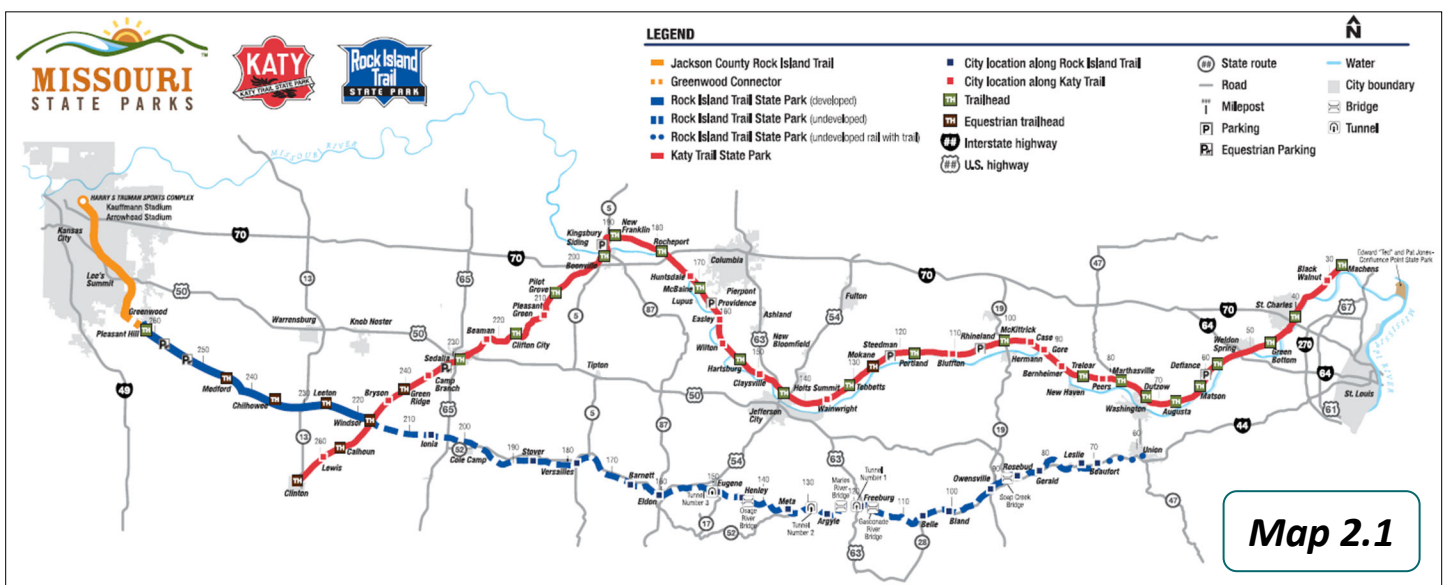
Before sidewalk and trail recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, the city of Belle has a large pedestrian network compared to many small towns in the Meramec region. With approximately 23,540 linear feet (4.46 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Belle currently has existing pedestrian infrastructure connecting the Alvarado Avenue business corridor to Belle public schools and many residential streets to the west.

## Rock Island Trail

While Belle does not currently have existing pedestrian trails, its residents and visitors are anticipating the future development of the Rock Island Trail State Park. The Missouri Department of Natural Resources (DNR) took ownership of the former Chicago, Rock Island and Pacific Railroad in December 2021. Since taking ownership, DNR's Missouri State Parks staff have met with communities and landowners along the trail and held open forums to hear input from the public. In these meetings, the Missouri State Parks informed the public about trail development, public safety, operations, grant opportunities and partnerships.

With 144 miles in total, the new Rock Island Trail will, one day, be a continuous public recreational trail from Windsor, MO to Beaufort, MO. Once the corridor is developed, the new trail will also connect at Windsor with the Katy Trail State Park, already the nation's longest rail-trail at 240 miles long. Currently the Missouri State Parks does not have funding for complete trail development. However, communities and counties are developing sections of the trail through agreements with Missouri State Parks. These projects are funded through grant programs such as the Transportation Alternatives Program (TAP), the Recreation Trails Program (RTP), and private donations.

Map of the Rock Island Trail, Katy Trail, and Rock Island Corridor

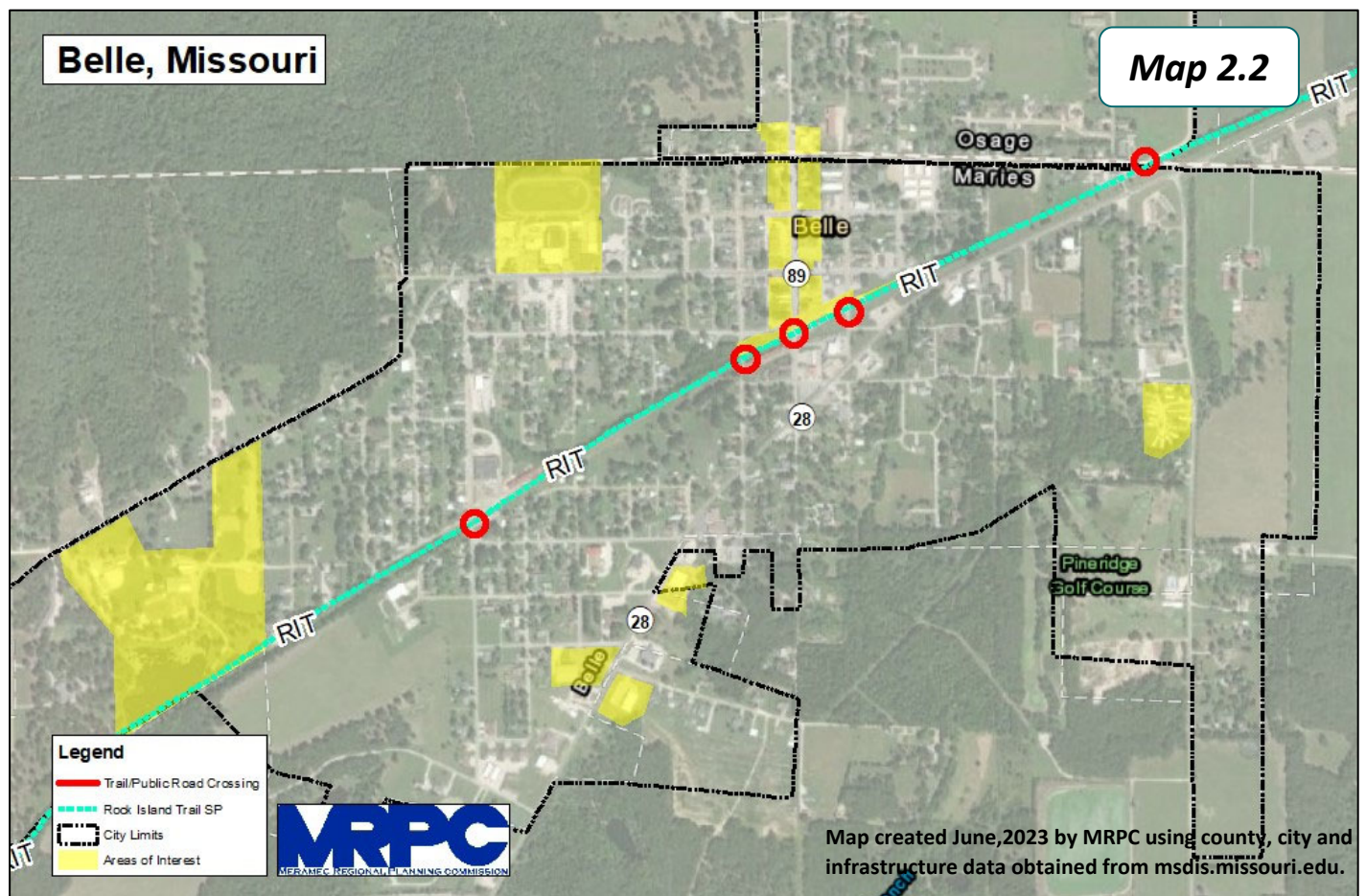


It should be noted that all portions of the Rock Island Trail will be built to the specifications of the Missouri State Parks Rock Island Trail approved engineering designs, with full details being released at a future date. Upon the trail's completion, these intersections of pedestrian and auto traffic should be focal points for safety signage and public education.



Examples of the Rock Island Trail's current condition through Belle, looking west from Johnson Ave. (left) and west from where it crosses Alvarado Ave (right).

#### Map of Rock Island Trail, trail/road intersections, and areas of interest





It is also worth noting that the Rock Island Trail will cross give public roads (see Map 2.2) while continuing through Belle: at Johnson Avenue, Linn Street, Alvarado Avenue, Belle Avenue, and First Street from west to east. Road and trail crossings like these present a potential hazard for the Rock Island Trail’s users, making public education and warning signage essential for both auto and multimodal traffic. Additionally, Belle’s stakeholders noted a need for action for two of these crossings specifically. The crossing at Linn Street was discussed as being a street that could be closed at the Rock Island Trail, as it is very low traffic and vehicles can cross the trail at Alvarado Avenue one block east. The crossing at First Street was also discussed as an especially hazardous crossing due to higher speed traffic using it to connect State Route 28 with Alvarado Avenue/State Route 89. The trail easement is also steeply elevated at the First Street crossing, causing sight line issues for auto traffic.



Johnson Street Crossing

The western most trail crossing will be located on Johnson Street in west-central Belle. The speed limit is 25 mph in the city limits, and signage will be needed along Johnson Street and Eight Street as they converge to cross the easement.

The three central crossings are all located in the center of Belle on Linn Street, Alvarado Avenue, and Belle Avenue from west to east. The speed limit is 25 mph for all three streets in the city limits. The Alvarado Ave. crossing will require awareness for auto and multi-modal traffic as it is along the most direct connection between State Route 28 and State Route 89.



Crossings at Lynn Street, Alvarado Avenue and Belle Avenue



First Street Crossing

The eastern most trail crossing is located on First Street near the Osage and Maries County lines. The speed limit is 25 mph in the city limits. Extra safety precautions should be considered for this crossing as it is located approximately 200 ft. from the intersection of First Street and State Route 28.



Missouri State Parks has not determined if equestrian use will be allowed on the Rock Island Trail. It may be allowed in sections of the trail, similar to Katy Trail State Park, where use was added after the trail was developed and already open to the public. Communities can potentially open equestrian use after development in coordination with Missouri State Parks. The main guidelines for determining if equestrian use is suitable on a trail section are:

- There is community interest in equestrian use. Is there an existing and active equestrian community nearby? Would they be interested in using the trail? Is there broad community support for having the section open to equestrian use?
- Equestrian use should not be in high volume areas like cities and attraction points such as tunnels and long bridges where trail user conflict can occur.
- Trailheads on the potential equestrian sections need to be able to accommodate the additional space for horse trailer parking. There needs to be at least two equestrian trailheads so that equestrian use can occur in a section of the trail.
- Equestrian use should not occur where there is a busy at-grade crossing.

Stakeholders in Belle did show a current interest in equestrian use of the Rock Island Trail, especially considering the easement has been used by trail riders up to its acquisition by Missouri State Parks. Specifically, stakeholders suggested the development of equestrian facilities in Belle City Park. Not only does the park border the Rock Island Trail near the western city limits for easy access, it also has more space for potential development than the proposed trailhead near downtown.

Additionally, Missouri State Parks does not provide camping within the Rock Island Trail easement, but camping is available at public and privately owned campgrounds adjacent to the trail. Camping facilities can be developed at Belle's trailhead since it will not be owned by Missouri State Parks. Belle's stakeholders also discussed a potential opportunity to develop primitive and RV camping at Belle City Park. When developing a camping site, one should consider the topography, soil, hydrology and drainage, amenities provided and user experience. A primitive campsite offers less amenities and is a lower cost or free to use. A developed campsite offers more amenities and costs more to use. Amenities could include restrooms, showers, water, shade, tent shelters and platforms, parking, fire rings, grills and picnic tables. Rules, ordinances, liability and safety are additional considerations for developing camping. When developed, the city should consider if it wants to charge a camping fee to help with maintenance costs. Rules, ordinances, liability, and safety are additional considerations for developing camping.



View of existing facilities available at Belle City Park.

# Sidewalk Conditions

In Belle, complete existing sidewalk infrastructure is concentrated through the Alvarado Avenue business corridor, toward Belle Public Schools along Third Street, and south on Johnson Avenue to the Rock Island Trail. Additional sidewalks are located to the north and south of Third Street; however, these sidewalks exist in good to poor condition. In 2019, MRPC completed a sidewalk inventory in partnership with the Missouri Department of Transportation. That inventory was again updated by MRPC in April 2023 to include current conditions for sidewalks and routes specified by this Active Living Communities of Practice Plan.



Sidewalk on east side of Alvarado Avenue looking north.

- **Fair sidewalks** are continuous and paved but may have cracks or upturned segments that make use difficult for those with mobility challenges. Some Belle sidewalks have encroaching vegetation and utility poles which shrink the already narrow walking path.



Sidewalk along east side of Johnson Avenue looking north.

Sidewalk conditions are organized into three categories:

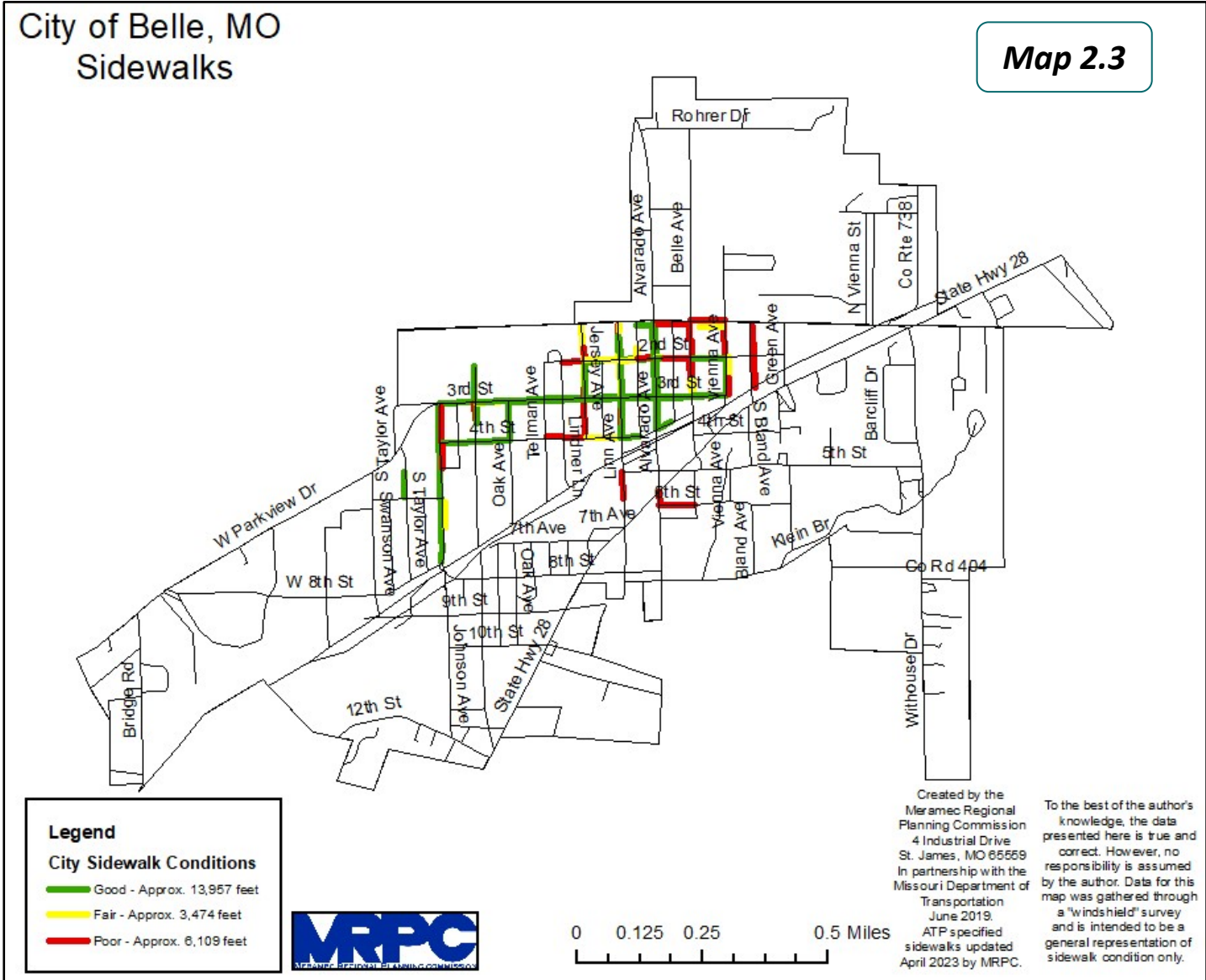
- **Good sidewalks** have a smooth and continuous paved surface with minimal cracks or upturned segments. Good sidewalks are separated from automobile conflicts with a curb or landscape buffer and well-defined driveway crossings. This sidewalk was built within the last 10 years to provide access to businesses along Alvarado Avenue



Sidewalk along south side of Third Street. looking west.

- **Poor sidewalks** are in significant disrepair, are overgrown, or are missing large segments entirely. These sidewalks are functional only for the able-bodied in ideal weather conditions.

The City of Belle has approximately 23,540 linear feet (4.46 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. *Map 2.2* illustrates sidewalk conditions from 2019/2023.





# Section 3: Community Engagement

MRPC and city staff identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of local government, public works, police and safety, and a member of the greater community. The city staff hosted the stakeholder group meeting at the Lonnie Feeler Administrative Building.

## Public Meeting

The public meeting was held on March 23, 2023, at the Lonnie Feeler Administrative Building. A total of nine people attended the meeting. MRPC staff provided a presentation on the active communities of practice and active transportation planning process. Staff then asked the group to begin identifying areas of interest within the city. The group discussed possible locations where there was a need to improve pedestrian access and safety. MRPC staff indicated a series of maps would be created to reflect the discussion and to assist in prioritization. Attendees discussed the importance of connections for safe access to Belle City Park, Belle Public Schools, the Alvarado Avenue business corridor, the Rock Island Trail and proposed trailhead, Family Dollar/Dollar Tree, Dollar General, Mace's Supermarket and multi-family housing.



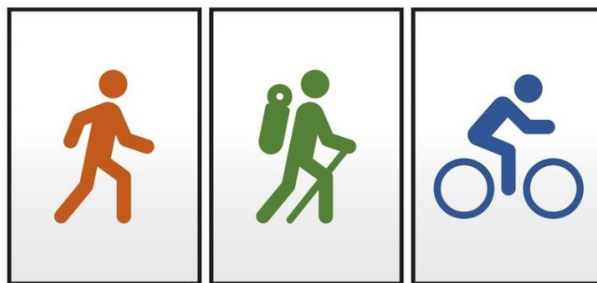
Community stakeholders and MRPC representatives gathered March 23, 2023, to discuss safe pedestrian improvements to infrastructure.

# Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Belle and the surrounding area about their experiences walking and biking, and what topics were most important to them. Surveys were posted online and via email, and a total of 35 people took the survey by the May 18 deadline. Full results of the survey, including those submitted after the deadline, can be found in Appendix A.

Survey respondents unanimously agreed that sidewalks and trails were somewhat or very important to the health of the community. Of the 35 responses:

- Nine walked or biked to engage in physical activity several times a week.
- Almost half (18) of the respondents felt that bike lanes would not be valued.
- A majority of respondents (25) drove to work alone, and none walked or bike to work.
- 18 people felt that the city of Belle was slightly walkable, with three individuals stating that the city was not walkable at all.
- 18 respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the city of Belle. These areas include, but are not limited to:
  - Belle City Park
  - Fifth Street
  - First Street
  - Jersey Avenue
  - First Street
  - Second Street
  - From Belle Public Schools to Belle City Park
  - South Apple Street
  - Johnson Street
  - Fourth Street
  - Sixth Street
  - Third Street by the school



The City of Belle and the Meramec Regional Planning Commission (MRPC) are seeking to assess community needs and wants to increase active transportation networks in Belle. MRPC received a grant from the Missouri Division of Health and Senior Services to create an Active Communities of Living Plan for the City of Belle that will assess and propose improvements to the active transportation network.

# Section 4: Recommendations

Belle's stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Belle. A long list of possible projects was identified for sidewalks and crosswalks and then prioritized to address the greatest areas of need. Special consideration was given to areas where safety was a concern for pedestrians, especially those of the school-aged and elderly populations. Examples of major areas of concern include travel along and across State Route 28, as well as pedestrian traffic to Belle City Park.

It is also important to clarify that all potential projects identified in this plan will require more detailed planning and design before anything can be finalized and constructed because each route and crosswalk is conceptual only. With regards to sidewalks, the governing jurisdictions should work with the public to develop the final design and location. Finally, land or right-of-way acquisition might be required for the city to construct the proposed improvements. Since all these additional costs are difficult to estimate at this time, any proposed projects estimates would be determined solely on the current cost of concrete pavement and rock base per MoDOT Multimodal. As of May 1, 2023, MoDOT notes that concrete sidewalk per square yard costs \$64 and a rock base per square yard costs \$7.00. The remainder of this section provides an overview of sidewalk and crosswalk priorities with suggestions for potential improvements as follows:

## A. Trailhead Development

## B. Proposed Crosswalks

- Priority 1 – State Route 28 and Belle Avenue
- Priority 2 – State Route 28 and Lehnhoff Drive

## C. Proposed Sidewalks

- Priority 1 – Eighth Street
- Priority 2 – Johnson Avenue
- Priority 3 – Third Street
- Priority 4 – Alvarado Avenue
- Priority 5 – State Route 28
- Priority 6 – First Street
- Priority 7 – Fifth Street
- Priority 8 – Belle Avenue



Recommended projects and improvements to Belle's pedestrian network include a crosswalk at Belle Avenue and State Route 28 (above) and a sidewalk along Fifth Street (below).





# Belle Active Transportation Connections

Map 4.1

- Areas of Interest**
1. Belle City Park
  2. Belle Public Schools
  3. HWY 89 Business Corridor
  4. Planned RIT Trailhead and Parking
  5. Family Dollar
  6. Dollar General
  7. Mace Supermarket
  8. Multi-Family Housing

- Legend**
- City Limits
  - Rock Island Trail
  - Sidewalk - Priority
  - Crosswalk - Priority
  - Areas of Interest



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

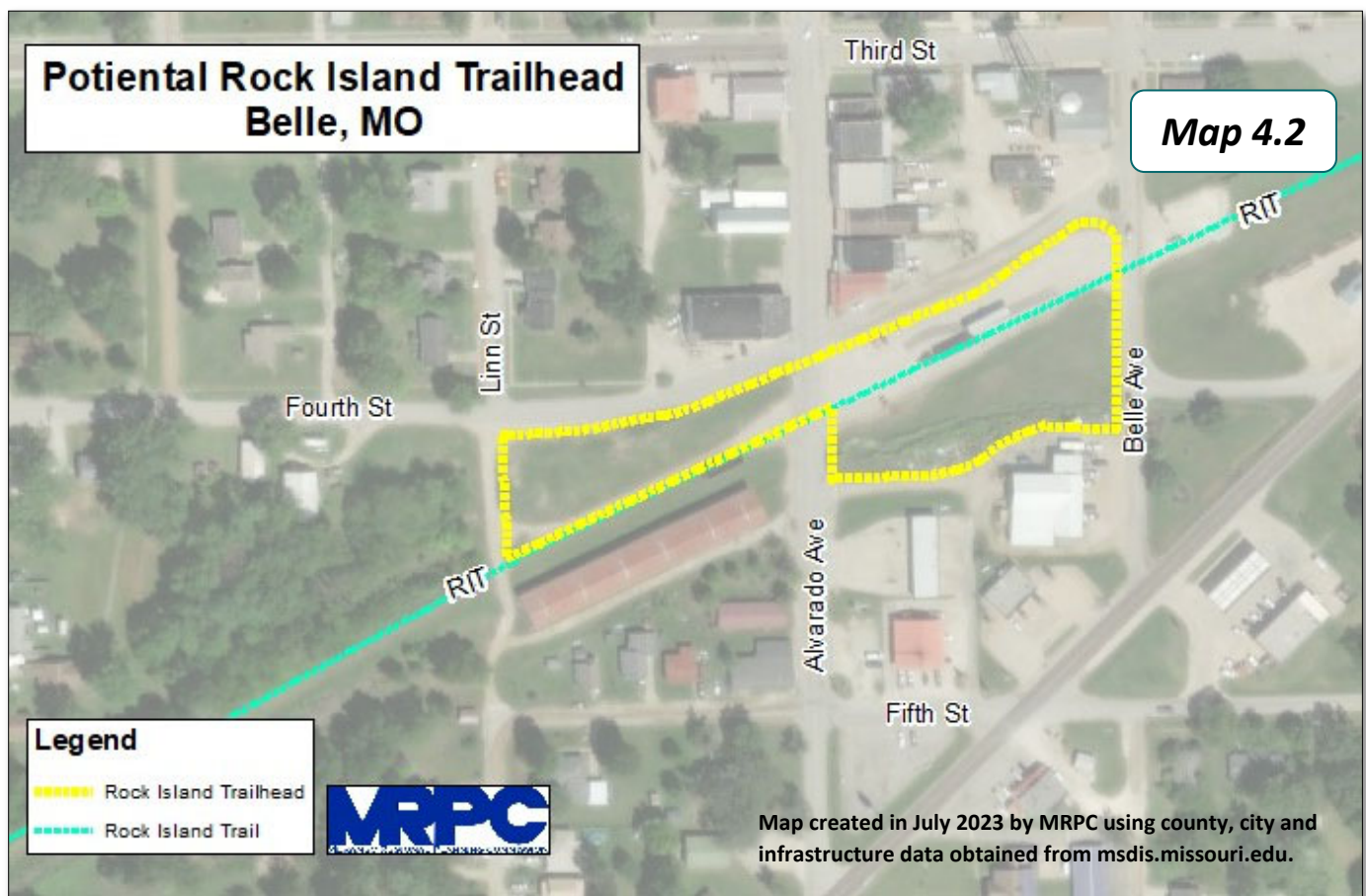
Map created by MRPC using county, city and infrastructure data obtained from [msdis.missouri.edu](http://msdis.missouri.edu).



# Proposed Rock Island Trailhead

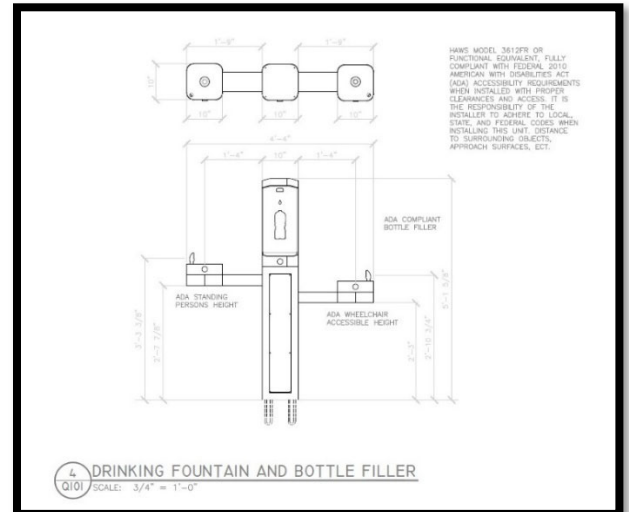
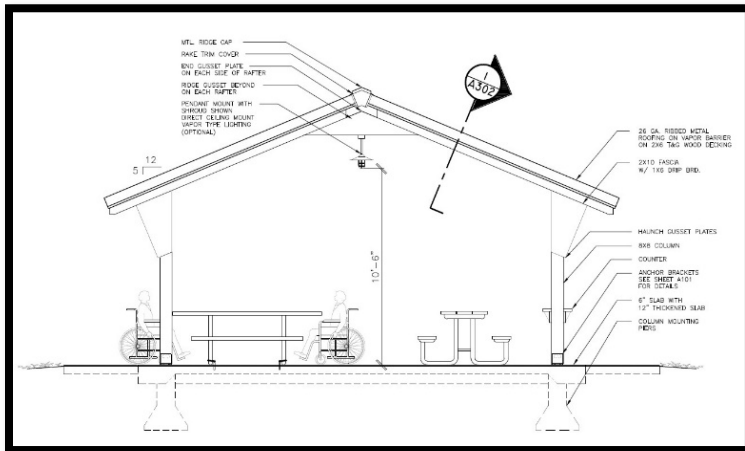
Along with the Rock Island Trail itself, Belle also has an opportunity to develop a destination trailhead within its city limits. In addition to parking, Rock Island Trailheads can offer several amenities to the public such as bike repair stations, air pumps, drinking water, picnic tables, information displays, restrooms and shelters. It is important to note any developments to the trailhead must be completed following Missouri State Parks design standards, which are compliant with the Americans with Disabilities Act. The city of Belle determined its best option is located north of State Route 28, directly south of Fourth Street, and between Linn Avenue and Belle Avenue to the west and east. This location is an estimated four acres with the combination of the easement and adjoining lots and is ideally located on the southern border of the Alvarado Avenue business corridor. Cited benefits to this location include its flat gradient, existing city utilities and city ownership. A full set of tentative reference documents for Rock Island trailheads can be found in Appendix D.

## Map of Potential Trailhead





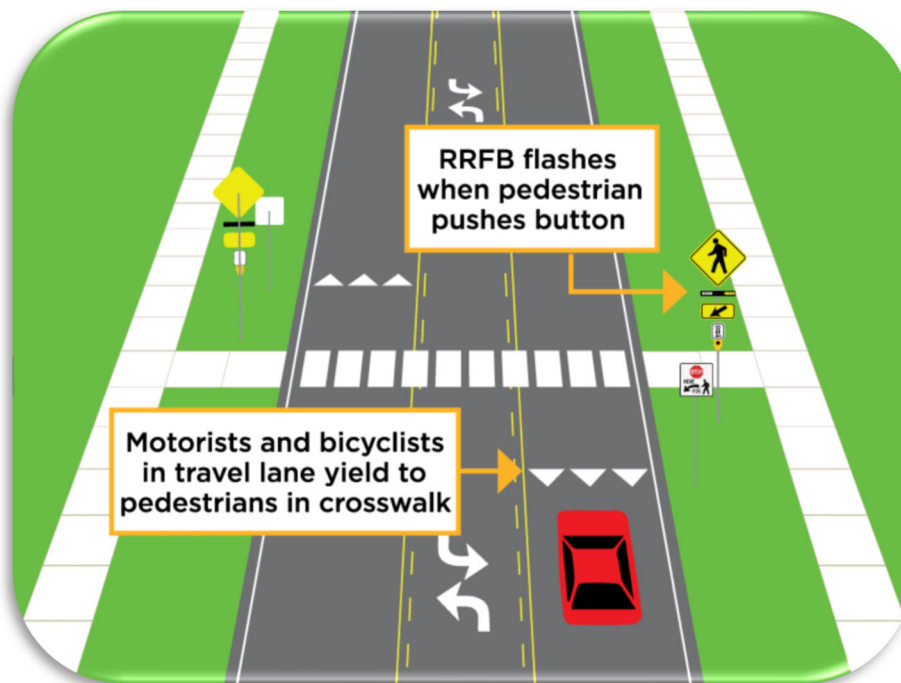
Examples of the potential Rock Island trailhead's current condition in Belle, looking to the west (left) and the east (right).



Examples of design cross-sections found in the Rock Island Trailhead Reference Documents. A three-bay shelter (left) and water fountain/bottle filler are both options for trailhead sites.



Crosswalks in the city of Belle are some of the most important improvements needed for sidewalks and trails, to ensure pedestrians and cyclists can move safely across town. During the planning process, the stakeholder group discussed two different crosswalk locations, both of which are located along State Route 28. Both of these locations reflects the community's need for safe and convenient routes for pedestrians to cross State Route 28, which bisects the city. MoDOT controls the right-of-way in both proposed crosswalk areas and improvements would require cooperation between entities. Belle's stakeholders cited several concerns regarding the speed and frequency of traffic on State Route 28, its current use by pedestrian traffic, and it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system on both proposed locations. This improvement would require pedestrians and cyclists to use a button that would trigger a flashing light to stop oncoming traffic. However, it is also recommended that warning lights, rumble strips and signs be placed at a distance far enough in advance to warn vehicles.



RRFB example from TAPCO RRFB – FHWA crosswalks

Crosswalk education is another important issue that should be considered as a part of construction. Pedestrians and motorists can both benefit from education opportunities to teach people how to safely utilize these enhancements. The links listed below are all related to pedestrian safety training opportunities in Missouri, including crosswalk safety:

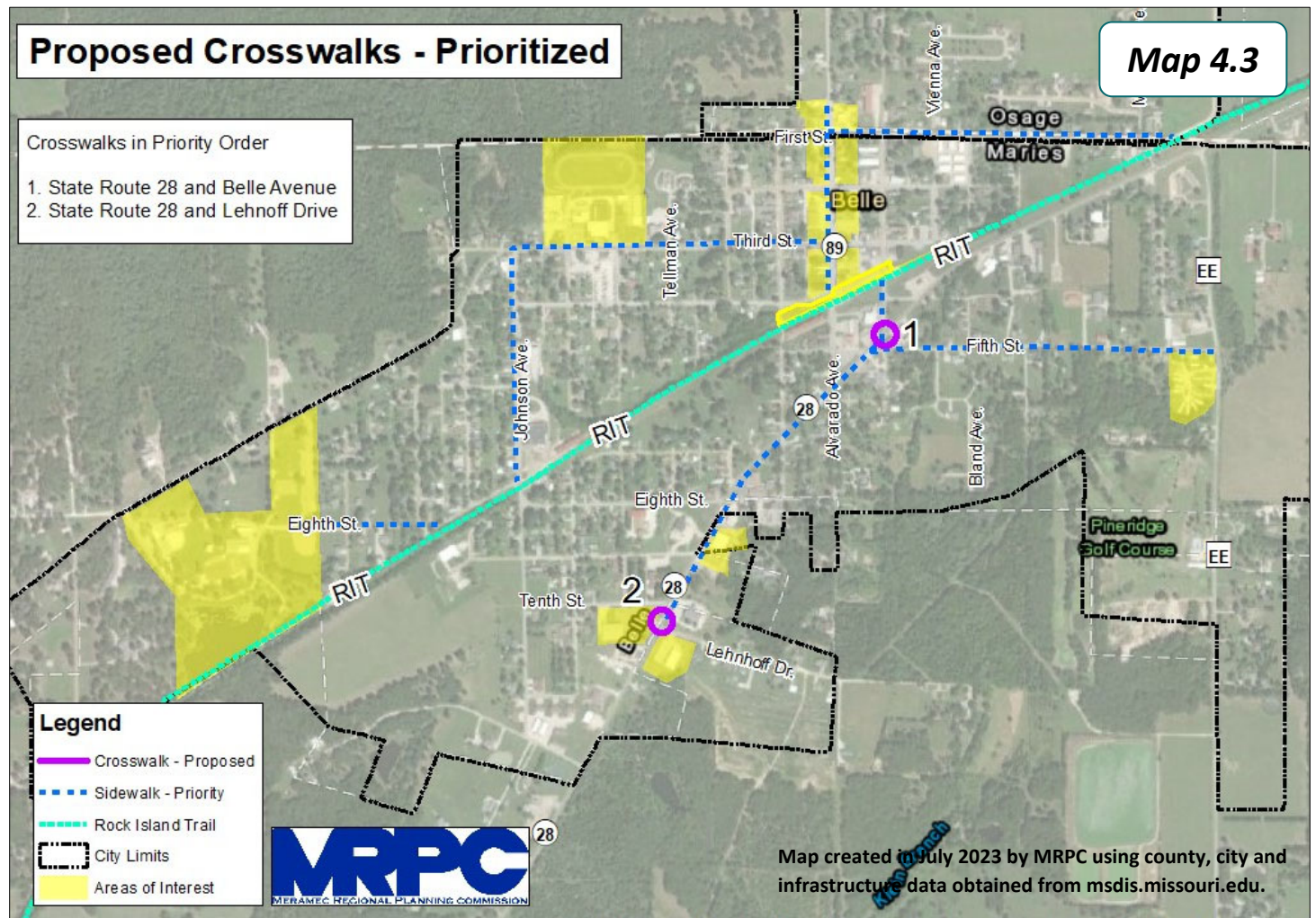
<https://mobikefed.org/sites/default/files/moactivesummit2022/SGF%20Yields%20MO%20A%20T%20Summit.pdf>

<https://www.nhtsa.gov/road-safety/pedestrian-safety>

<https://www.springfieldmo.gov/3519/Pedestrian-Safety---SGF-Yields>

<https://www.savemolives.com/mcrs/pedestrian-safety-campaign>

## Map of Proposed Crosswalks



### Intersections/Crosswalks (Rank 1 through 2) in Priority Order:

**Priority 1:** State Route 28 and Belle Avenue – The highest prioritized, this crossing would provide a safe route across State Route 28 toward the city’s epicenter and is an essential component to Belle’s pedestrian connectivity. Looking to the future, this crossing would help connect the Rock Island Trail, trailhead, and business corridor to the north with residential neighborhoods and businesses located along and across State Route 28 to the south. It is also located at the crossroads of three prioritized proposed sidewalks along Fifth Street, Belle Avenue, and State Route 28 respectively. With local and tourist pedestrian and auto traffic considered, the stakeholders identified this intersection as the highest need.



Proposed crosswalk location crossing Hwy 28 at Belle Ave.

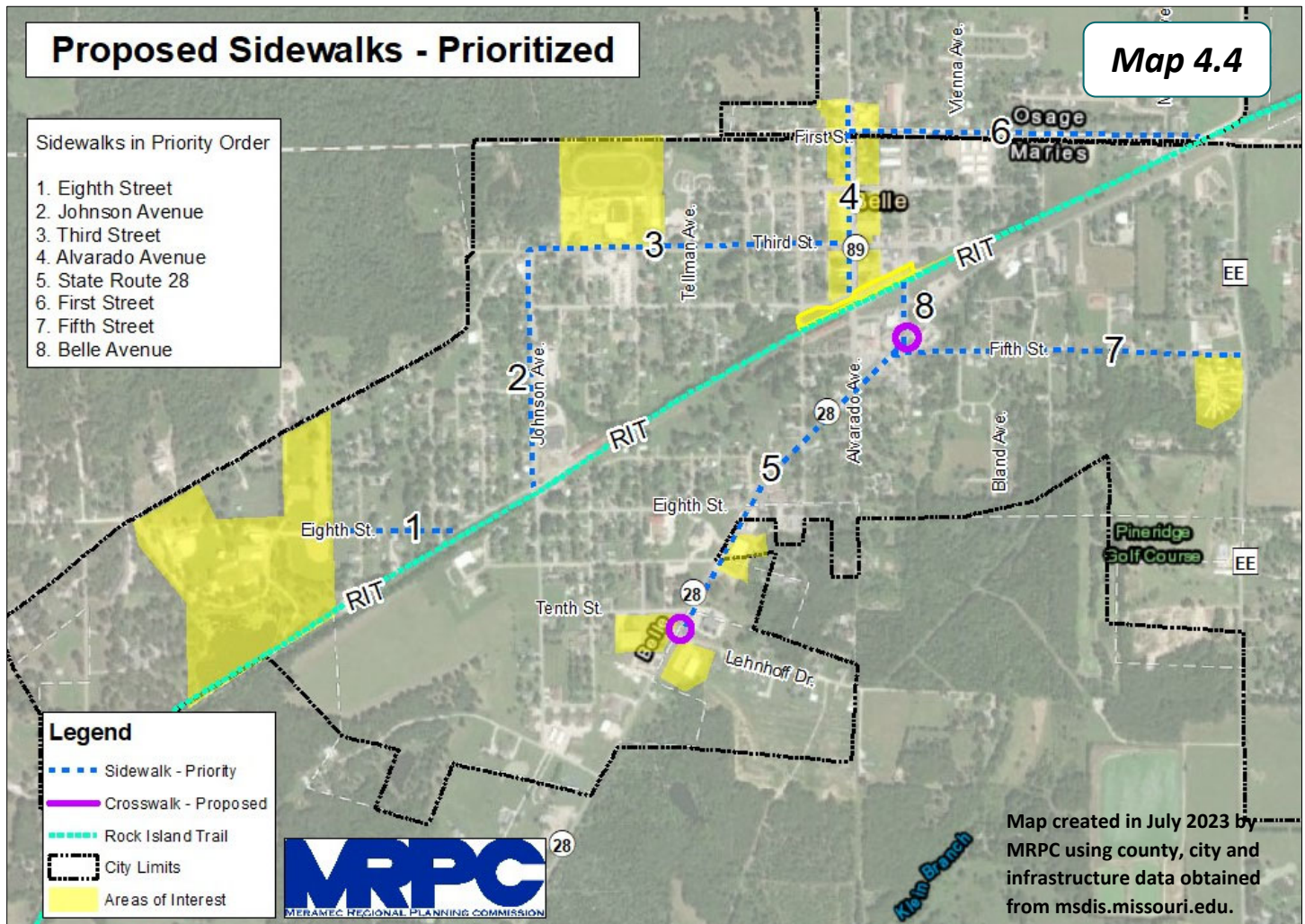


Proposed crosswalk location crossing Hwy 28 at Lehnhoff Dr.

**Priority 2:** State Route 28 and Lehnhoff Drive – The second priority crosswalk would also provide safe access for residents and visitors crossing State Route 28 from Mace’s Supermarket and Lehnhoff Drive to the east and west respectively. This intersection is located on State Route 28 near Belle’s southern city limits. In providing a safe crossing near several area businesses, this crosswalk would be located at the end of the State Route 28 proposed sidewalk also prioritized by Belle’s stakeholders. Currently, pedestrians traveling along and crossing State Route 28 have no safe options.



The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Belle. The stakeholder group discussed eight locations throughout the city. All proposed sidewalks improve connectivity throughout the community by providing access to government, recreation, business and residential areas. Preliminary costs for materials based on MoDOT estimates are side \$64 per square yard for a concrete sidewalk and a rock base per square yard costs \$7.00. Additional engineering, right-of-way access, and grading costs would need to be factored into the total cost. All sidewalks along state highways are recommended to be a minimum of six-feet wide to eight-feet in busier areas to accommodate two-way multimodal traffic. Map 4.4 depicts each of the proposed sidewalks.



## Sidewalks (Rank 1 through 8):

**Priority 1:** Eighth Street (either side) – Runs east/west from Belle City Park to the Rock Island Trail. This section is approximately 1,150 ft. in length. While this street currently has no existing sidewalks, it is a common pedestrian route connecting Belle’s residential neighborhoods and businesses to the park. Additionally, upon the completion of the Rock Island Trail, a complete pedestrian route would be established between the park and Belle Public Schools.



Eighth St. looking west from Shockley Ave.

**Priority 2:** Johnson Avenue (east side) - Runs north/south from Third Street to the Rock Island Trail and is approximately 2,200 ft. in length. This prioritized section currently has complete existing sidewalks on the west side in good condition, with partial sidewalks in fair or poor condition on the east side. Despite good sidewalk conditions on the west side, Belle stakeholders emphasized Johnson Avenue as a priority due to its connectivity to the trail and park and frequent use by the students at Belle Public Schools.



Third St. looking west from Jersey Ave.

**Priority 3:** Third Street (south side) - runs east/west from Johnson Avenue to Alvarado Avenue and is approximately 3,000 ft. in length. This prioritized section currently has complete existing sidewalks on the north side in good condition, and complete sidewalks in primarily good condition on the south side. Despite the current sidewalk conditions, Belle stakeholders emphasized Third Street as a priority due to its connectivity and proximity to the school.

**Priority 4:** Alvarado Avenue (both sides) – runs north/south from First Street to the proposed Rock Island Trail trailhead. This section of Alvarado Avenue runs through the heart of Belle’s business corridor and is frequently used by local and visiting pedestrians. Both sides of Alvarado Avenue currently have complete sidewalks in good condition, excluding an approximately 300-foot portion to the north of First Street that has no existing sidewalks.

**Priority 5:** State Route 28 (west side) – Runs northeast/southwest from Lehnhoff Drive to the Intersection of Fifth Street and Belle Avenue and is approximately 3,400 ft. in length. This section of State Route 28 connects the heart of Belle’s business corridor and northern residential neighborhoods to the town’s supermarket, banks and shopping destinations near the southern city limits. Unfortunately, State Route 28 has no existing sidewalks on either side, and pedestrians are forced to use the shoulder or intermingle with vehicle traffic.



Hwy 28 looking northeast from Mace’s Supermarket

**Priority 6:** First Street (south side) – Runs east/west from Alvarado Avenue to the Rock Island Trail and is approximately 3,200 ft. in length. A First Street sidewalk would provide an alternative pedestrian connection between existing Alvarado Avenue sidewalks and the Rock Island Trail toward the eastern city limits. Additionally, the sidewalk would connect several residential streets in the northeastern part of Belle with a complete pedestrian route to Belle Public Schools. There are small, incomplete sections of existing sidewalks on both sides of First Street and the majority are in poor condition.





Fifth St. looking east from Hwy 28

**Priority 7:** Fifth Street (north or south side) – Runs east/west from State Route 28 to State Route EE and is approximately 3,000 ft. in length. A sidewalk along Fifth Street would provide a pedestrian connection between multi-family housing and several residential streets to the areas of interest to the west. Currently, pedestrians from this area walk on Fifth Street or State Route EE to get to destination points, intermingled with vehicle traffic. There are no existing sidewalks on either side of Fifth Street.

**Priority 8:** Belle Avenue (west side) – runs north/south from State Route 28 to the planned Rock Island Trail trailhead. While this connection is relatively short at approximately 600 ft., it would connect the proposed priority sidewalks to its north and south, as well as the Rock Island Trail, for a complete network of pedestrian infrastructure.



# Section 5: Implementation

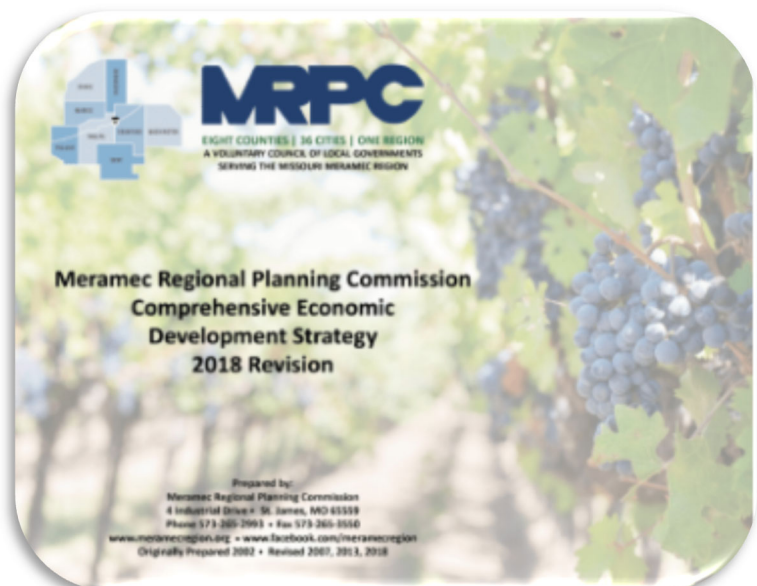
## Project Implementation Strategies

The Active Living Communities of Practice Plan focuses primarily on larger infrastructure improvements that will require engineering, concrete and other materials. Planning for projects to be incorporated during routine maintenance will give the city of Belle the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Belle's proposed projects include:

- Coordination with street striping schedules during routine maintenance. While this plan does not address bike lane striping, other striping projects could include crosswalks for trail and other locations as prioritized on Map 4.2.
- Coordination with planned resurfacing. While street resurfacing is less frequent than restriping, all streets require regular maintenance and repair. It is likely that most streets in Belle will require resurfacing over the course of implementation of the Active Communities of Practice Plan. These resurfacing projects can be aligned with recommended pedestrian improvements to minimize additional costs, especially those projects outlined on Map 4.4 as priority sidewalks.
- Coordination with private partners. This is another strategy for project implementation where new and redevelopment projects are often responsible for infrastructure improvements adjacent to their development. This could include new or upgraded sidewalks and trails. Currently, the city of Belle does not codify this requirement for development; however, it is an opportunity to identify future code amendments. As walking and biking projects are implemented over the course of several years, this creates an opportunity to coordinate private development site improvements with plan recommendations.

It is also recommended that prioritized projects listed in this plan be incorporated into existing plans and programs that include active transportation infrastructure such as:

- MRPC's Comprehensive Economic Development Strategy (CEDS)
- MRPC's Regional Transportation Plan
- Maries County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Comprehensive Planning for Belle
- Ordinance adoption and updates
- Belle Capital Improvement Plans
- Other Belle Community Plans
- School District Plans



## Project Funding Opportunities

Belle has demonstrated success in fundraising as a Recreation Trails Program (RTP) grant recipient in 2023 for Rock Island Trail Development. The city of Belle was also awarded a Transportation Alternatives Program (TAP) grant for an ADA compliant sidewalk to allow for a continuous safe route along Johnson Street to the school. The sidewalk and gutter were raised to solve an issue with water pooling on the sidewalk, forcing individuals to walk in the street. Also included in the project was a storm sewer pipe, sewer inlets and painted crosswalks. The project links the school to the city park, via the soon-to-be constructed Rock Island Trail. In addition to RTP and TAP grants several other funding opportunities exist through state and federal programs. A complete list of pedestrian and bicycle funding opportunities can be found in Appendix B of this report and at the following link:

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)

The table was compiled by the Federal Highway Administration and is up to date as of September 9, 2022. Links to each grant program are provided in the table. The list of funding opportunities identified below has additional potential to assist with the projects listed in this report.

- Missouri State Parks Recreational Trail Program (RTP) - This grant is useful for trails or alternative transportation, as well as trailhead construction or other recreational activities. It requires an 80/20 match that goes up to \$250,000 (whereas TAP has a maximum of \$500,000).
- Land and Water Conservation Fund (LWCF) - This fund can be used for trail construction or park amenities in municipal parks. This grant requires a 50/50 match with a \$500,000 maximum request.
- Missouri Department of Conservation Land Conservation Partnership Grant Outdoor Recreation Infrastructure Program - This grant can be used for enhancing public access and citizen engagement in conservation-related outdoor recreation through the development of outdoor recreation infrastructure. It could be useful for developing the trail, trail amenities such as benches, and native habitat development. This grant requires a 50/50 match and there is not a set award dollar limit at this time.
- PeopleForBikes - The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride.
- Rails to Trails Conservancy - This program offers a trail building tool to assist communities with a variety of trail building topics including the basics of trail buildings, organizing/building community interest, funding, and maintenance. The toolkit is available here: [railstotrails.org/build-trails/trail-building-toolbox/](http://railstotrails.org/build-trails/trail-building-toolbox/). They also offer grant funds.

## Where do we go from here?

The recommendations in this Active Living Communities of Practice Plan, in total, could take anywhere from one year to decades to complete. Implementation is entirely dependent upon political will, funding and other factors. However, some of the recommendations could come to fruition faster than others if the city developed a codified Complete Streets policy. This policy encourages walking, bicycling, and other non-

motorized forms of transit to be considered during the design, construction and maintenance process for public transportation projects.

Additionally, sidewalk and trail infrastructure improvements will continue to be at the forefront of local planning efforts so long as the planning stakeholders continue to meet and prioritize projects. It is recommended that the group meet annually, as appropriate, to monitor progress and update the Active Transportation Plan. City staff will be responsible for initiating plan reviews and inviting local stakeholders, as well as a representative from the Meramec Regional Planning Commission. The group should also monitor changes in local priorities based on future development within Belle.

When the Rock Island Trail State Park is completed, the new trail is expected to regularly draw visitors to Belle, many for the first time. Visitors will need to be able to navigate the city and easily walk and bike to destinations within. It would be of great benefit for the city to invest in wayfinding signage and maps to provide the public with clear, safe routes throughout. Additionally, public amenities such as restrooms, benches and water stations will benefit Belle residents and visitors while promoting the use of the Rock Island trail. As opportunities come available Belle should prioritize further developing safe routes connecting the greater city to the trail reevaluate priorities on a regular basis to better serve the community.





# Appendix A: Community Survey Responses

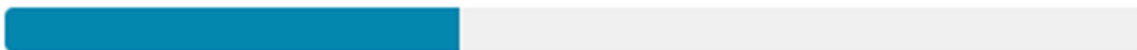
# Belle Active Transportation Survey

35 Responses

The primary focus of this survey is to assess active transportation within the city of Belle. Do you live in the city of Belle?

35 out of 35 people answered this question

Yes 14 resp. 40%



No 21 resp. 60%



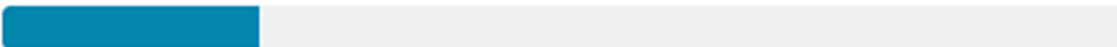
Are sidewalks important to you?

35 out of 35 people answered this question

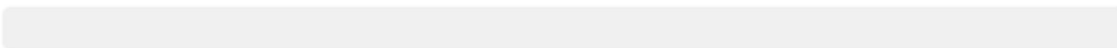
They are very important 27 resp. 77.1%



They are somewhat important 8 resp. 22.9%



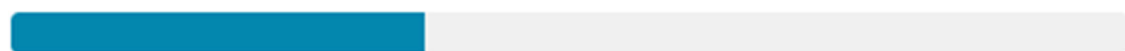
They are not important 0 resp. 0%



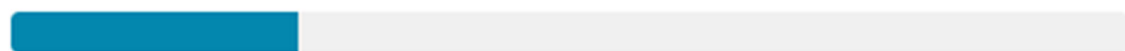
How often do you walk or bike to reach destinations in the community and/or to engage in physical activity?

35 out of 35 people answered this question

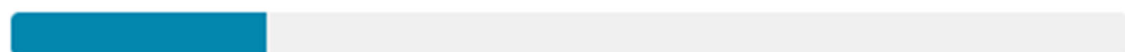
A couple times a year 13 resp. 37.1%



Multiple times a week 9 resp. 25.7%



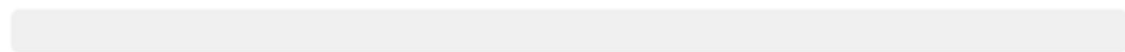
Once a week 8 resp. 22.9%



Never 5 resp. 14.3%



Other 0 resp. 0%



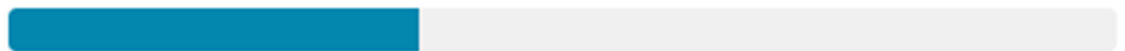
How "walkable" is Belle (Consider sidewalk routes, sidewalk conditions, and safety)

35 out of 35 people answered this question

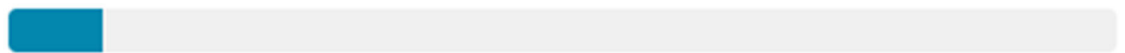
Slightly walkable 18 resp. 51.4%



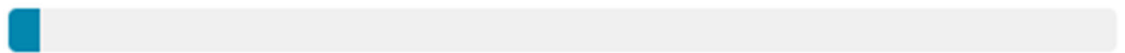
Moderately walkable 13 resp. 37.1%



Not walkable 3 resp. 8.6%



Very walkable 1 resp. 2.9%





List any streets you believe need sidewalk improvements or have a lack of sidewalks.

18 out of 35 people answered this question

- All of them except Johnson Ave and 4th Street need improved. Many areas you have to walk in street due to no sidewalks or poor conditions
- The park. Fifth street. First street
- All of them
- Most
- 4th street, Jersey avenue, portions of 2nd and 1st street
- South apple street and Johnson street
- First Street
- Road from elementary school to the park.
- S Johnson, streets boarding the Belle City Park
- 4th street
- 6th street / behind Caseys
- The one beside the Baptist Church. Jersey, I think.
- West 4th. St. ,west 3rd st., in need of sidewalks to our city park
- I'm not really aware of any sidewalks in Belle. I'm sure they're there, but I'm not sure where. I like to walk for exercise, but rarely do it in Belle because it doesn't feel walker friendly.
- Hwy m by the school
- Johnson
- Third Street
- First St.

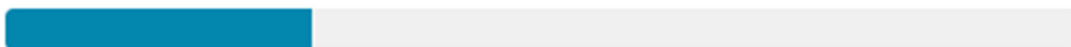
Would you value marked bike lanes on the road?

35 out of 35 people answered this question

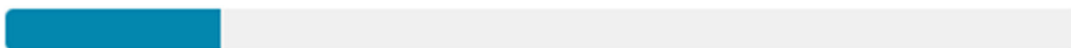
No, I do not see the need 18 resp. 51.4%



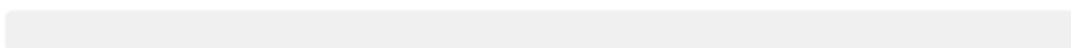
Maybe, they could be useful 10 resp. 28.6%



Yes, they are useful 7 resp. 20%

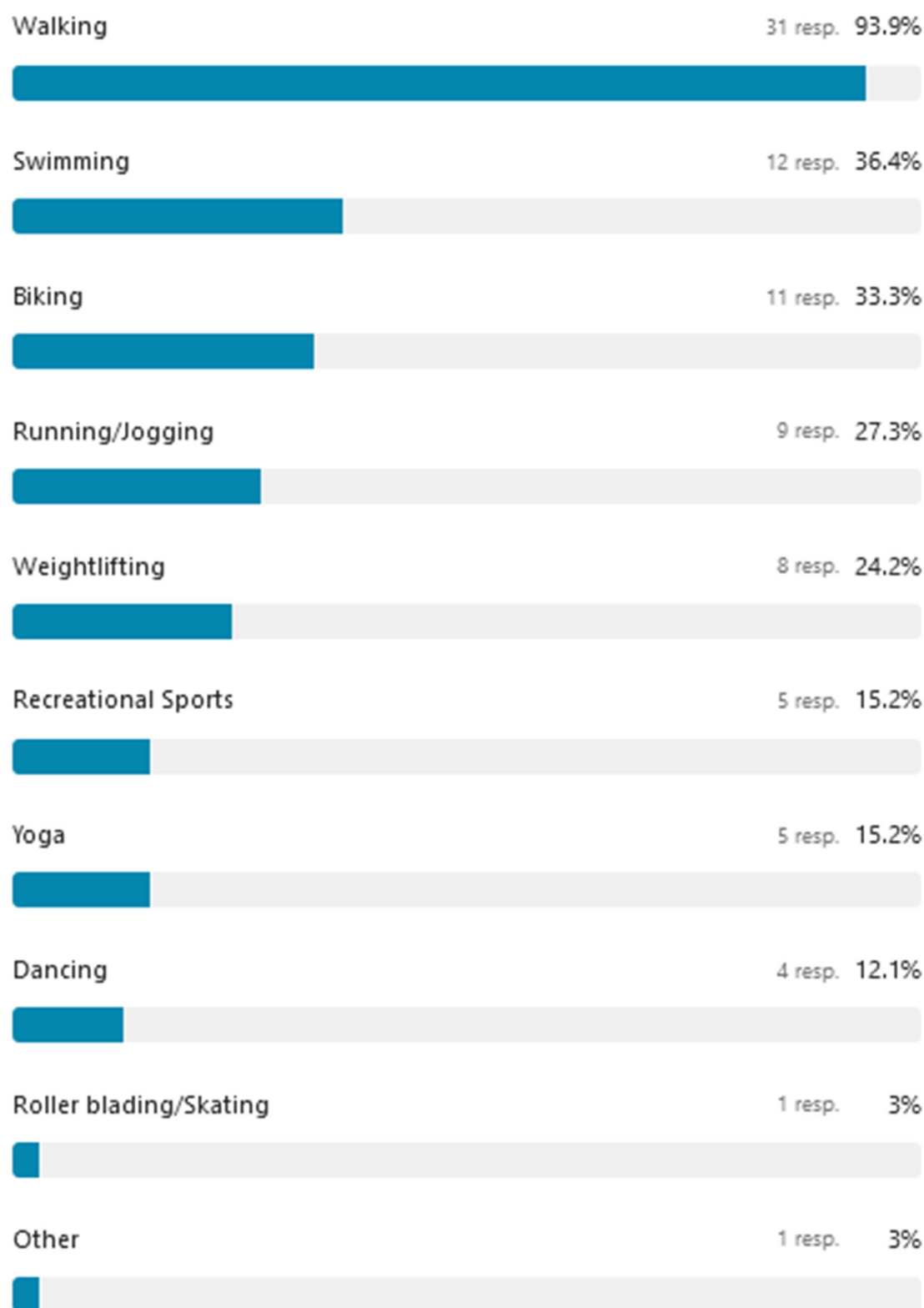


Other 0 resp. 0%



## What forms of physical activity do you engage in?

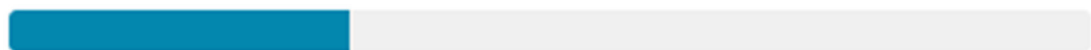
33 out of 35 people answered this question (with multiple choice)



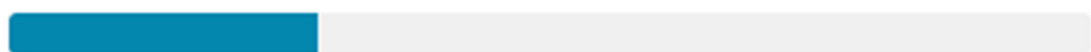
## How often to you utilize the Belle City Park?

35 out of 35 people answered this question

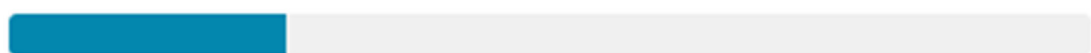
A couple times a year 11 resp. 31.4%



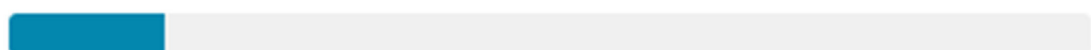
Multiple times a week 10 resp. 28.6%



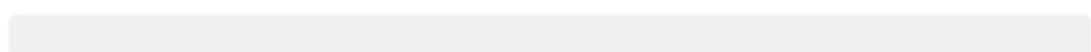
Once a week 9 resp. 25.7%



Once a month 5 resp. 14.3%



Never 0 resp. 0%



Have you been to any of the following locations in Belle for activities, community events or outdoor exercise?

35 out of 35 people answered this question

	Yes	No, but I want to	No, I'm not interested
HWY 28 Business Corridor	82.4%	11.8%	5.9%
Alvarado Ave. Business	90.9%	9.1%	3%
Belle City Park	97.1%	0%	2.9%
Belle Public Schools	80.6%	9.7%	9.7%



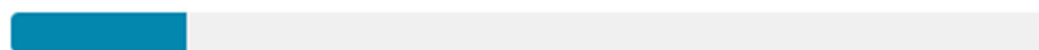
## How do you get to work?

35 out of 35 people answered this question (with multiple choice)

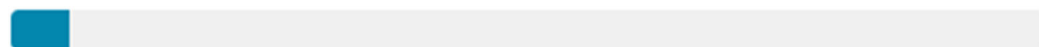
Drive alone 25 resp. 71.4%



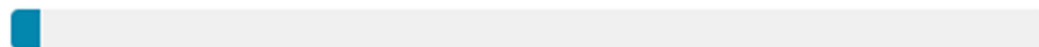
I do not work 6 resp. 17.1%



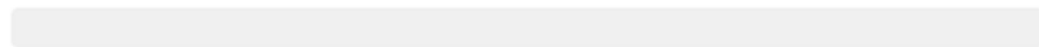
Carpool/Rideshare 2 resp. 5.7%



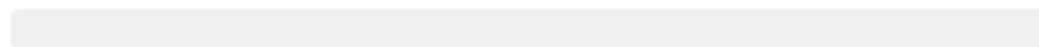
I work from home 1 resp. 2.9%



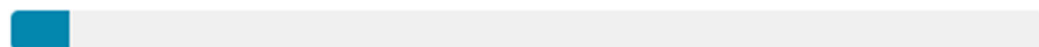
Bicycle 0 resp. 0%



Walk 0 resp. 0%



Other 2 resp. 5.7%



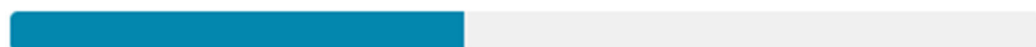
How likely would you be to walk/bike to reach a destination and/or engage in physical activity if sidewalk, trail and bicycle improvements were made in Belle?

34 out of 35 people answered this question

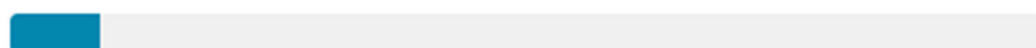
Very likely 16 resp. 47.1%



Somewhat likely 15 resp. 44.1%



Not likely at all 3 resp. 8.8%



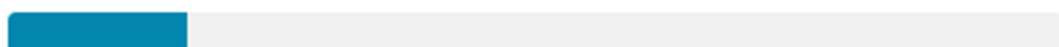
How often do you plan on using the Rock Island Trail State Park for transportation or recreation once it is completed?

35 out of 35 people answered this question

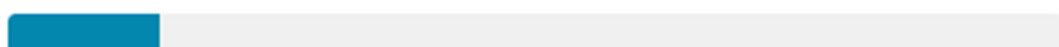
Weekly 18 resp. 51.4%



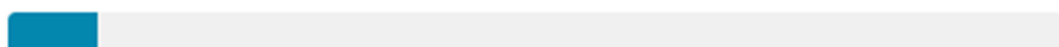
Monthly 6 resp. 17.1%



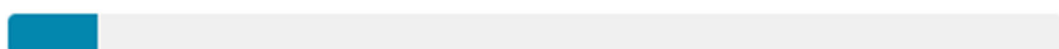
Will not use 5 resp. 14.3%



Daily 3 resp. 8.6%



Yearly 3 resp. 8.6%



Please prioritize the following areas of interest from the map, based on importance to the community and visitors.

34 out of 35 people answered this question

#1	2. Belle Public Schools	#2.35 average
#2	1. Belle City Park	#2.38 average
#3	3. Alvarado Ave. Business Corridor	#3.41 average
#4	4. Rock Island Trail State Park Trailhead	#3.71 average
#5	7. Mace Supermarket	#5.29 average
#6	5. Family Dollar Store	#5.5 average
#7	6. Dollar General Store	#6.18 average
#8	8. Multi-Family Housing	#7.18 average

Please prioritize the following proposed sidewalk developments/maintenance from the map, based on importance to the community and visitors.

29 out of 35 people answered this question

#1	1. 8th St. from Belle City Park to Johnson Ave.	#2.14 average
#2	2. Johnson Ave. from 3rd St. to 8th St.	#3.21 average
#3	3. 3rd St. from Johnson Ave. to Alvarado Ave.	#3.59 average
#4	4. Alvarado Ave. from Rock Island Trail State Park to businesses north of 1st St.	#3.83 average
#5	5. HWY 28 from Lehnoff Dr. to Belle Ave.	#4.83 average
#6	7. 1st St. from Alvarado Ave. to Rock Island Trail State Park	#5.66 average
#7	6. Fifth St. from HWY 28 to HWY EE	#6.21 average
#8	8. Belle Ave. from HWY 28 to Rock Island Trail State Park	#6.55 average



Please prioritize the following pedestrian crossings, based on importance of community and visitor safety.

25 out of 35 people answered this question

#1	2. Intersection of HWY 28 and Belle Ave.	#1.2 average
#2	1. Intersection of HWY 28 and Lehnoff Dr.	#1.8 average

Please share any comments, concerns, and/or ideas that were not covered in the previous questions.

6 out of 35 people answered this question

- The sidewalks by the school are well maintained. I think sidewalks working towards the trail are a great idea, but useable sidewalks in town need to be prioritized first, especially towards the park where kids will use them.
- Walking on Johnson Street is difficult because of all the dogs.
- We need cross walk signs and markings on pavement, larger speed limit signs, better safety protocols all over.
- Getting proper sidewalks in our community would be a blessing!
- Concerns on the HWY 28 on to First Street
- There should be concern with the junction of First St and Hwy 28

# Appendix B: Pedestrian Funding Opportunities

## Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																																
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																																
Activity or Project Type	OST Programs								Federal Transit Administration								Federal Highway Administration															
	RAISE	INFRA	RCP	SSA	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	NHTSA	405	BFP	CRP	CMAP	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	FL/TP	TTP	TTPSF		
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$						\$	\$			\$	\$							\$	\$		
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$						\$					\$	\$				\$			\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$				\$	\$	\$	\$		\$	\$		\$	\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$											\$	\$									
Bicycle helmets (project or training related)																						\$	\$									
Bicycle helmets (safety promotion)												\$										\$	\$									
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$						\$	\$	\$	\$	\$	\$							\$	\$	\$	
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$						\$	\$		\$	\$	\$						\$	\$	\$	\$	
Bike racks on transit	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$											\$	\$									
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$											\$	\$						\$	\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$									\$	\$	\$							\$	\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$											\$	\$									
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$							\$	\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$							\$	\$	\$	\$
Coordinator positions (State or local) (limits on CMAP and STBG)				\$						\$	\$						\$					\$	\$									
Community Capacity Building (develop organizational skills/processes)				\$	TA			~\$	~\$	\$	\$						~\$	\$	\$	\$	\$	\$				\$						
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$							\$	\$	~\$	\$	\$	\$	\$						\$	\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$								~\$	\$	\$	\$	\$	\$							\$	\$	\$	\$
Counting equipment	\$	\$	\$	\$				~\$	~\$	\$	\$									\$	\$	\$							\$	\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	~\$				\$	\$	~\$	~\$									\$	\$	\$							\$	\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$				\$	\$	~\$	~\$									\$	\$	\$							\$	\$	\$	\$
Historic preservation (pedestrian and bicycle transit facilities)	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$											\$	\$						\$	\$	\$	\$
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$									~\$	\$	\$							\$	\$	\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$					\$	~\$	\$	\$	\$	\$	\$						\$	\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	~\$	~\$						\$	\$				\$	\$						\$	\$	\$	\$
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$						\$	\$				\$	\$						\$	\$	\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$	\$							\$	\$	\$	\$	\$	\$	\$	\$						\$	\$	\$	\$	\$
Pedestrian plans	\$	~\$	\$	\$				\$		\$	\$											\$	\$				\$			\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$								\$		\$	\$	\$	\$							\$	\$	\$	\$
Recreational trails	\$	\$	\$	~\$		~\$	~\$															\$	\$						\$	\$	\$	\$
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$				~\$	~\$	~\$					\$	\$						\$	\$	\$	\$
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	~\$	\$								\$	\$	\$	\$	\$	\$	\$						\$	\$	\$	\$	\$



## Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

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Key: \$ = Activity may be eligible, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
Activity or Project Type	OST Programs					Federal Transit					Federal Highway Administration																			
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AgPP	402	405	NHTSA	BIP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRITS	PLAN	NSBP	ELTTP	TTTPSF	
															BRR															
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$				\$	\$						\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan					\$	TA				\$	\$					\$					\$	\$					\$		\$	\$
Barrier removal for ADA compliance	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$				\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle plans																														
Bicycle helmets (project or training related)																														
Bicycle helmets (safety promotion)													\$									\$	\$	\$	\$	\$			\$	\$
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bike racks on transit	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Bus shelters and benches	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)											\$					\$	\$				\$	\$	\$	\$	\$	\$			\$	\$
Community Capacity Building (develop organizational skills/processes)						TA				\$	\$															\$				\$
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Curb ramps	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Counting equipment	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Historic preservation (pedestrian and bicycle transit facilities)	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Maps (for pedestrians and/or bicyclists)										\$	\$															\$			\$	\$
Micromobility projects (including scooter share)	\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Pedestrian plans	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Rail at-grade crossings	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Recreational trails	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$

### Cross-cutting notes

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and [Networks](#) that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance)
- **Bicycle Project Purpose:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and the [TA Set-Aside](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks: environmental justice, and equity.
- The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA’s Policy on Using [Bipartisan Infrastructure Law](#) Resources to Build a Better America
- FHWA Links to [Technical Assistance](#) and [Local Support](#).

### Program-specific notes

- Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.
- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title J): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources.
- [FTA / AII](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- [NHTSA 402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- [NHTSA 405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BIP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CER](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.



- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at [www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPE](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133) and [TA Set-Aside](#) (23 U.S.C. 133(h)): Activities marked "SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
- [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSE](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.



# Appendix C: Livable/Complete Streets Information















# Appendix D: Rock Island State Park Trailhead Reference Documents