

The City of Bland Active Living Community of Practice Plan



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September 2023

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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 Bland, 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 Bland and worked with the city to develop the strategy.

Acknowledgements

The Active Living Communities of Practice Plan for the city of Bland, 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 Bland City Hall to identify and prioritize sidewalk, crosswalk, and trail improvements throughout Bland. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback.

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Lawrence Simonson: Local Motion
Debbie Hollandsworth, Jim Krause, Jan Sassmann, Terrilynne Stockton: Bland Community Stakeholders
MRPC staffing leading the effort were Anne Freand, Planning Manager; Orin Pogue, GIS Specialist; and Bonnie Prigge, Executive Director

Section 1: Introduction

Bland is a small, historical railroad community in the east-central region of Missouri. The city of Bland is one of 16 communities and six incorporated cities in Gasconade County, with 543 residents as of the 2020 Census. The city is 0.65 square miles and features a historic downtown along Colorado Ave., as well as .50 miles of the Rock Island Trail State Park. The grounds of the State Park, operated as the Rock Island Railroad until 1979, bisect the city along Hwy 28 and hope to make Bland an increasingly popular tourist destination. The city of Bland, along 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, Bland 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 Bland to develop more 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 Bland.



View of Bland welcome sign along State Route 28

What is Active Transportation?

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.org) to ensure the chosen community demonstrated a need. This need included poor health outcomes and low rankings as a health county statewide. Gasconade County currently ranks #67 out of 115 counties in Missouri, and Bland looks to support and increase its residents’ 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

Bland's Active Living Community of Practice Goal

The purpose of defining active transportation in Bland 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 Bland and enhance safety, quality of life, and active opportunities.

The goal of this plan is to prioritize improvements to Rosebud'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 south on Main Street



View of existing Rock Island Trail easement

Section 2: Existing Conditions

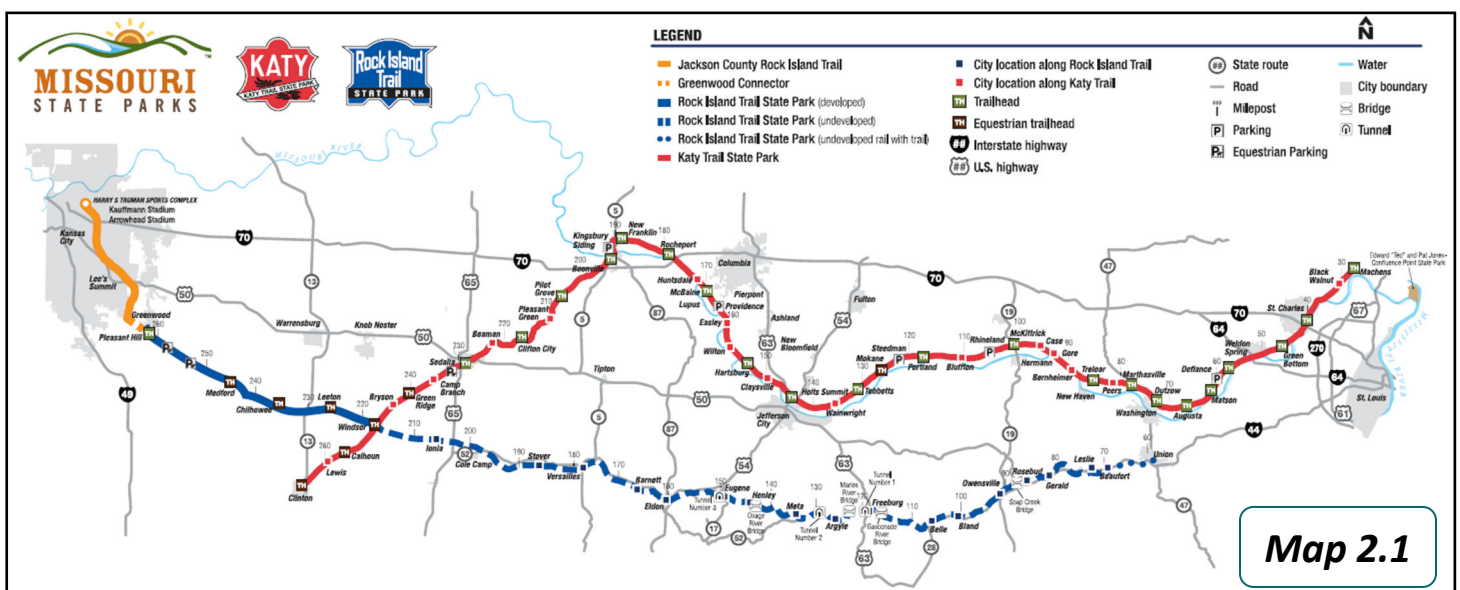
Before sidewalk recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, the city of Bland has a similar pedestrian network when compared to many other small towns in the Meramec region. With approximately 21,854 linear feet (4.14 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Bland currently has existing pedestrian infrastructure connecting the Colorado Avenue business corridor to Bland Middle School and most residential streets within the city limits.

Rock Island Trail

While Bland 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.

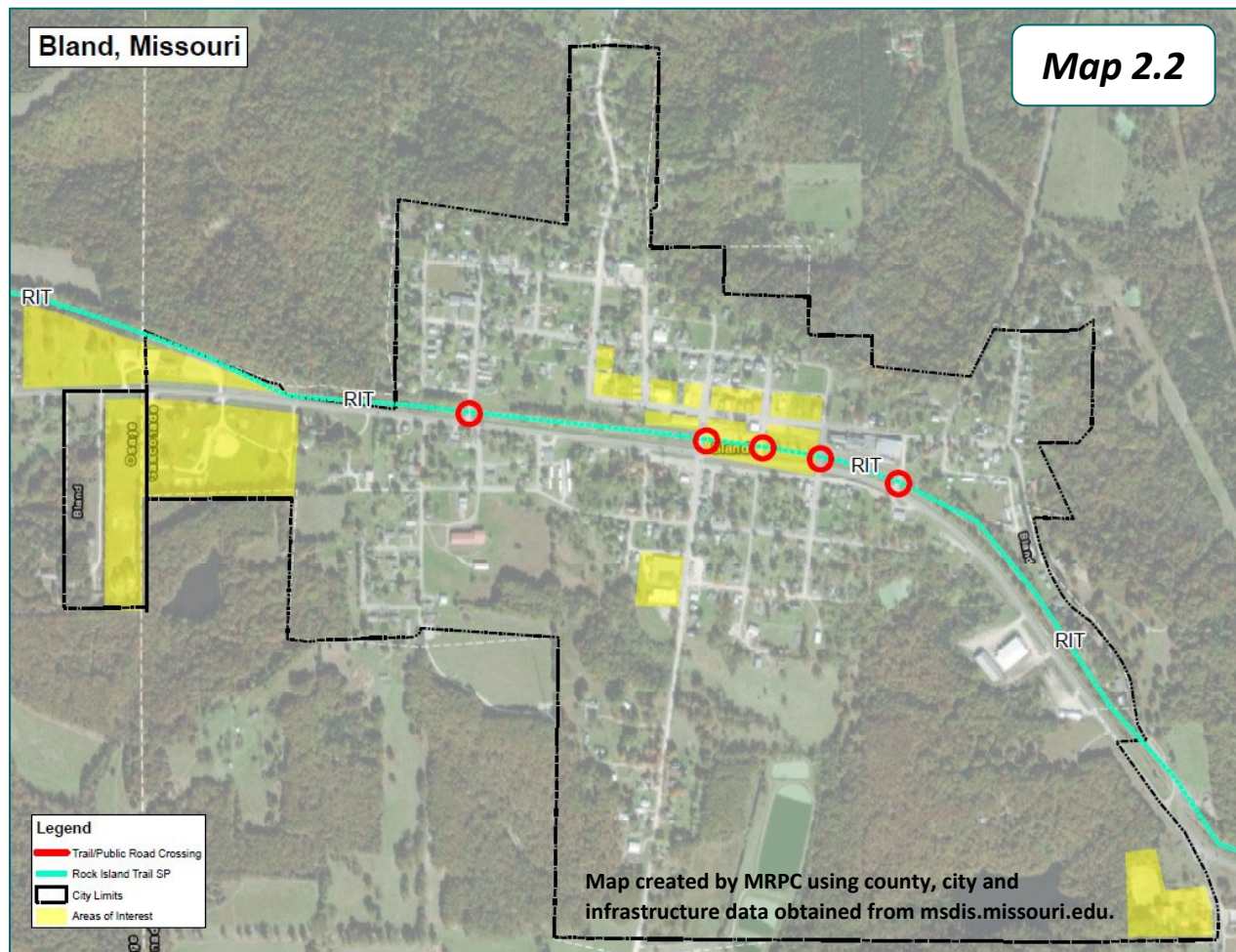
With 144 miles in total, the new Rock Island Trail will, one day, be a continuous public recreational trail from Windsor to Beaufort, MO. Once the corridor is developed, the new trail will also connect at Windsor with the Katy Trail State Park, the nation's longest rail-trail at 240 miles long. Currently 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



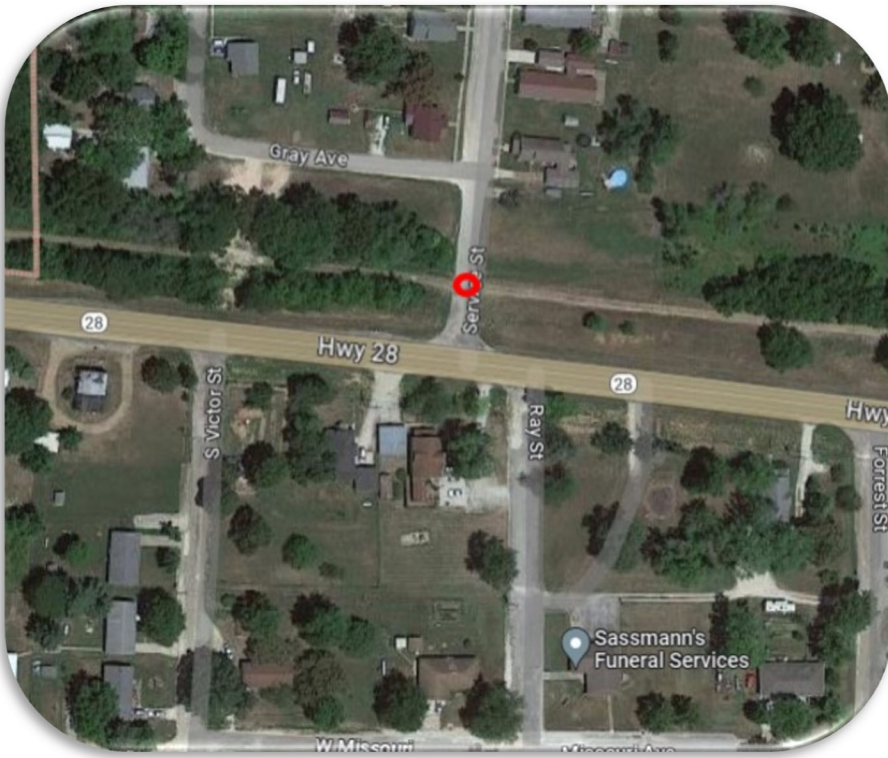
It should be noted that all portions of the Rock Island Trail will be built to the specifications of the Missouri State Parks Rock Island Trail approved engineering designs, with full details being released at a future date. Upon the trail's completion, these intersections of pedestrian and auto traffic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

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



Examples of the Rock Island Trail's current condition through Bland, looking west from Main Street (left) and west from Wheeler Street (right).

It is also worth noting that the Rock Island Trail will cross 5 public roads (see Map 2.2) while continuing through Bland at: Service Street, Main Street, Taylor Street, Lyford Street and Wheeler 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.



The western most trail crossing will be located on Service Street in west-central Bland. The speed limit is 20 mph in the city limits and connects State Route 28 to Bland's northwestern most neighborhoods.

The crossings at Main Street, Taylor Street, Lyford Street, and Wheeler Street are four consecutive blocks that connect State Route 28 to Bland's historic downtown along Colorado Avenue. These crossings are also located at or near Bland's proposed trailhead and will require increased signage and education to accommodate multimodal and auto traffic.



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 Bland did not show a current interest in equestrian use of the Rock Island Trail. Specifically, stakeholders were concerned with a lack of space to accommodate trailer parking and the ability to clean animal waste on a regular basis.

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. Bland's stakeholders did discuss a potential opportunity to develop primitive camping at Bland 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 stay. A developed campsite offers more amenities and costs more to stay. Amenities could include restrooms, showers, water, shade, tent shelters and platforms, parking, fire rings, grills and picnic tables. 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.

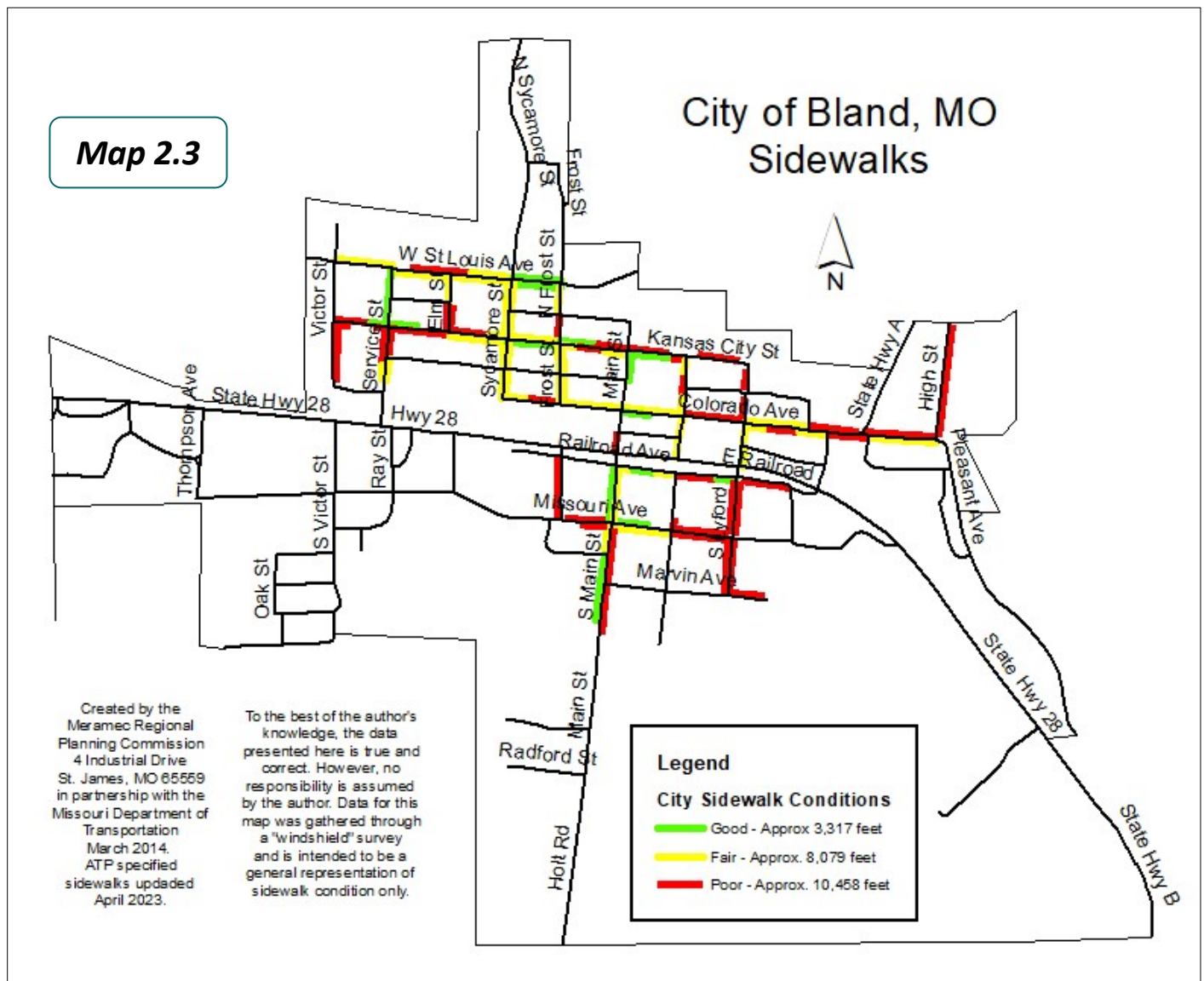


View of potential primitive camping location in Bland City Park.

Sidewalk Conditions

In Bland, existing sidewalk infrastructure is concentrated around the Colorado Avenue business corridor and south toward Bland Middle School along Main Street. Additional sidewalks are located along most residential streets, but most sidewalks exist in fair or poor condition. In 2014, MRPC completed an updated 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 routes prioritized by this Active Living Communities of Practice Plan.

The City of Bland has approximately 21,854 linear feet (4.14 miles) of existing sidewalks. The majority of the sidewalks are considered to be in poor condition. *Map 2.2* illustrates sidewalk conditions from 2014/2023.



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 auto conflicts with a curb or landscape buffer and well-defined driveway crossings. This sidewalk was built within the last 10 years and provides access to Belle Middle School for residents north of State Route 28.



Sidewalk on west side of Main Street looking south.



Sidewalk along north side of Colorado Avenue 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.

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



Sidewalk along north side of Colorado Avenue.

Section 3: Community Engagement

MRPC and city staff identified a group of stakeholders committed to the planning and development of active living communities of practice. Participants included representatives of local government, state government, Missouri State Parks, National Park Service, and residents of the greater community. The city staff hosted the stakeholder group meeting at Bland City Hall.

Public Meeting

The public meeting was held on April 7, 2023, at Bland City Hall. A total of 14 people attended the meeting. MRPC staff provided a presentation on the active living 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 the Colorado Avenue business district, the Rock Island Trail easement and trailhead, Maries County Middle School, Bland City Park, Bland Christian Church and multi-family housing.



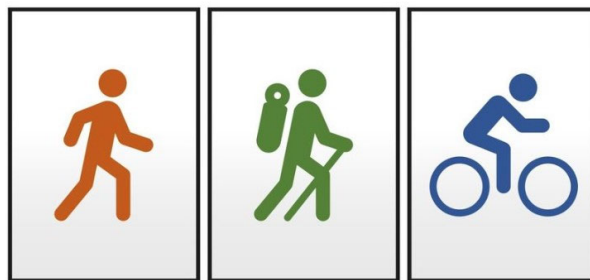
Community stakeholders and MRPC representatives gather April 7, 2023, to discuss safe pedestrian improvements to infrastructure.

Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Bland and the surrounding area about their experiences walking and biking, and what topics were most important to them. Surveys were posted online and sent via email, and a total of 19 people took the survey by the May 18 deadline. Full results of the survey, including those submitted after May 18, and 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 19 responses:

- Four walked or biked to engaged in physical activity several times a week
- Over half (11) of the respondents felt that bike lanes would be valuable or somewhat valuable
- A majority of respondents (15) drove to work alone, with none walking and one biking
- 12 people felt that the city of Bland was not walkable, and six individuals stated that the city was moderately or slightly walkable.
- 16 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:
 - Pleasant Avenue
 - Missouri Avenue
 - East Colorado Avenue
 - W Kansas City Street
 - Main Street
 - Service Street
 - St. Louis Street
 - Sycamore Street
 - Lyford Street
 - Highway 28



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

Section 4: Recommendations

Bland's stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Bland. A 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 Bland City Park and Bland Middle School.

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 shown with estimates are based 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.

A. Trailhead Development

B. Proposed Crosswalks

- Priority 1 – State Route 28 and Main Street
- Priority 2 – State Route 28 and Belle City Park
- Priority 3 – State Route 28 and Thompson Avenue
- Priority 4 – State Route 28 and Wheeler Street

C. Proposed Sidewalks

- Priority 1 – Main Street
- Priority 2 – Colorado Avenue
- Priority 3 – State Route 28/State Route B



Recommended projects and improvements to Rosebud's pedestrian network include a crosswalk at Park Street and U.S. Route 50 (above) and a sidewalk on Park Street along Rosebud City Park (below).



Bland Active Transportation Connections

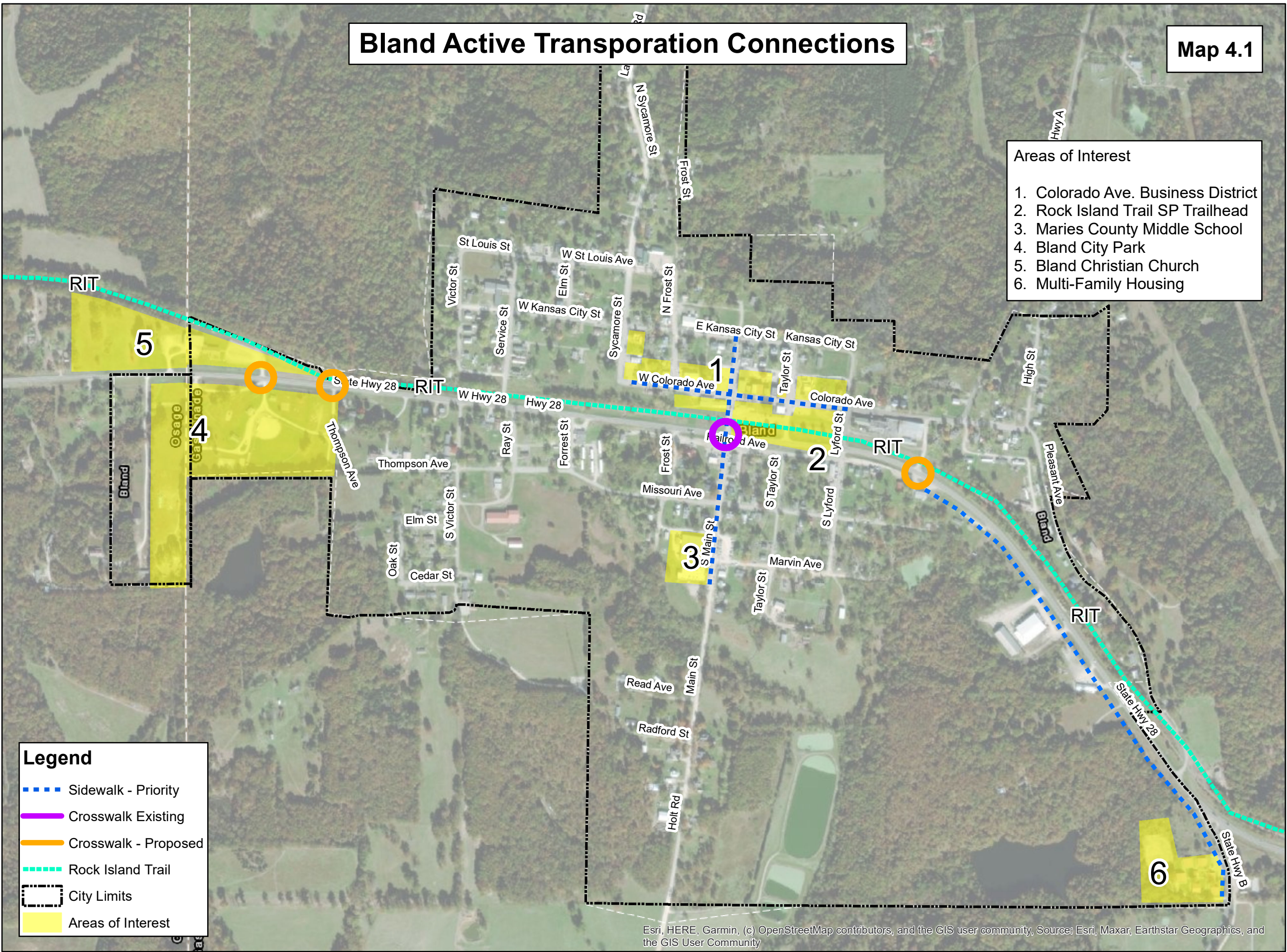
Map 4.1

Areas of Interest

1. Colorado Ave. Business District
2. Rock Island Trail SP Trailhead
3. Maries County Middle School
4. Bland City Park
5. Bland Christian Church
6. Multi-Family Housing

Legend

- Sidewalk - Priority
- Crosswalk Existing
- Crosswalk - Proposed
- Rock Island Trail
- City Limits
- Areas of Interest



Proposed Rock Island Trailhead

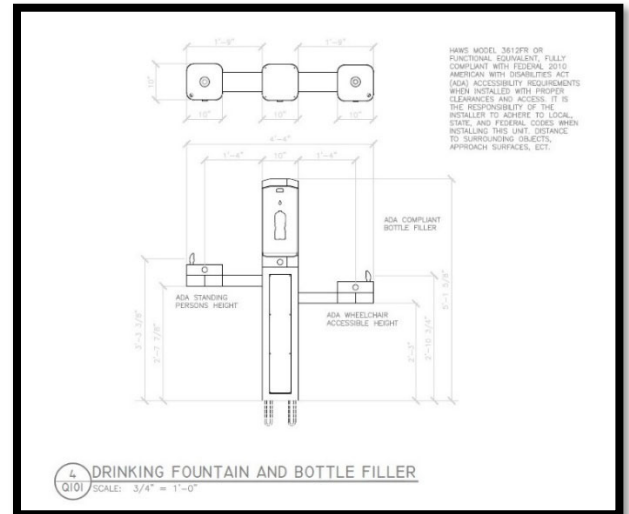
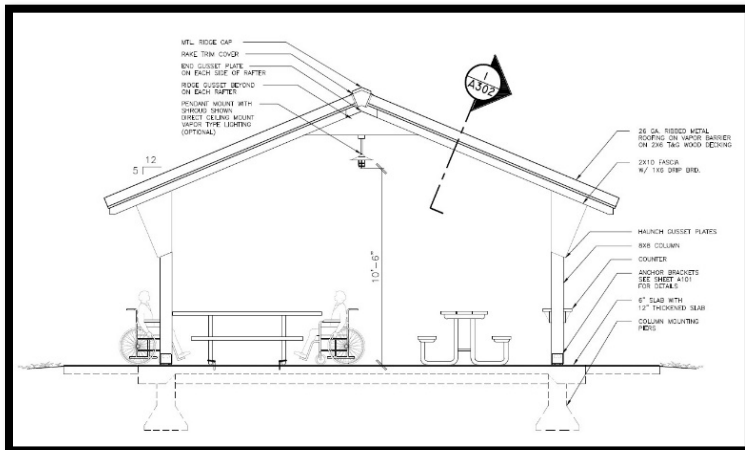
Along with the Rock Island Trail State Park itself, Bland also has an opportunity to develop a destination trailhead within its city limits. In addition to parking, Rock Island Trailheads can offer several amenities to the public such as bike repair stations, air pumps, drinking water, picnic tables, 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 Bland determined its best option is located directly north of State Route 28 and directly south of Colorado Avenue, and between Main Street and Lyford Avenue to the west and east respectively. This location is an estimated four acres with the combination of the easement and adjoining lots and is ideally located directly south of the Colorado Avenue business corridor.

Map of Potential Trailhead

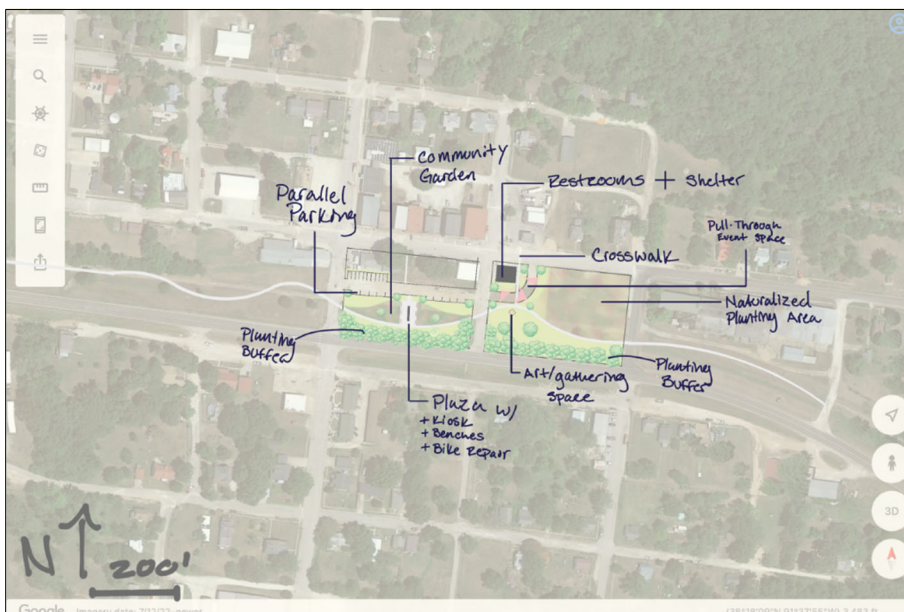




Images of the current conditions of the Rock Island Trailhead in Bland looking west from Taylor Street (left) and east from Main Street (right).



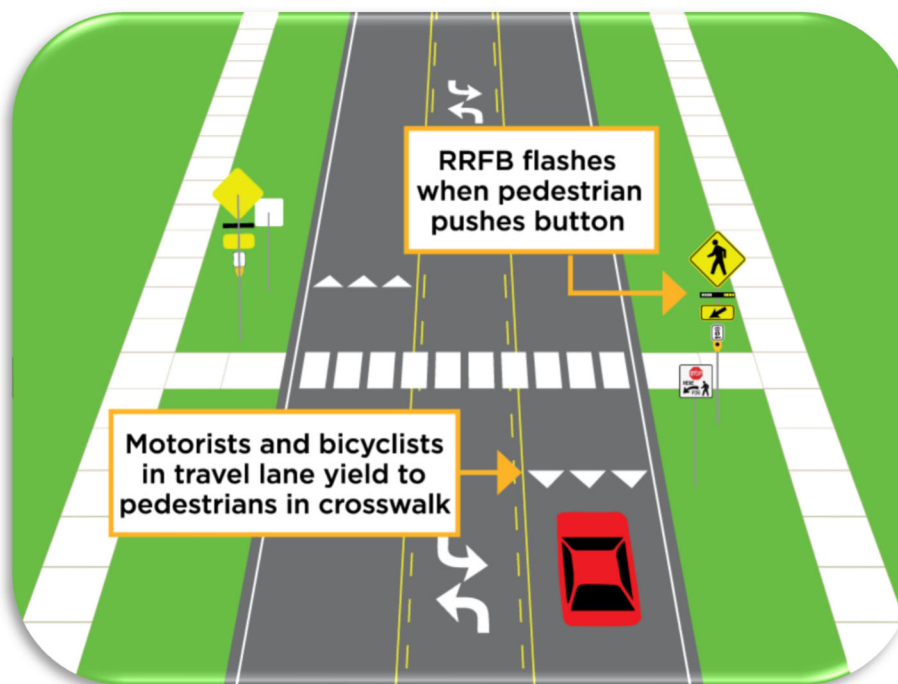
Examples of design cross-sections found in the Rock Island Trailhead Reference Documents. A three-bay shelter (left) and water fountain/bottle filler are both options for trailhead sites.



An example trailhead design provided by the National Park Service for the Bland Rock Island Trailhead. It is noted that a portion of this potential design is currently privately owned and would need to be acquired before development. A set of maps provided by the National Park Service is in Appendix D at the end of this plan.

Proposed Crosswalks

Crosswalks in the city of Bland 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 four different crosswalk locations, all of which are located along State Route 28. All of these locations reflect 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 on all proposed crosswalks and improvements would require cooperation between entities. Bland's stakeholders cited several concerns regarding the speed and frequency of traffic on State Route 28, and it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system at all proposed locations. This improvement would require pedestrians and cyclists to use a button that would trigger a flashing light to stop oncoming traffic. It is also recommended that warning lights, rumble strips and signs be placed at a distance far enough in advance to warn vehicles, especially those close to the city limits.



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:

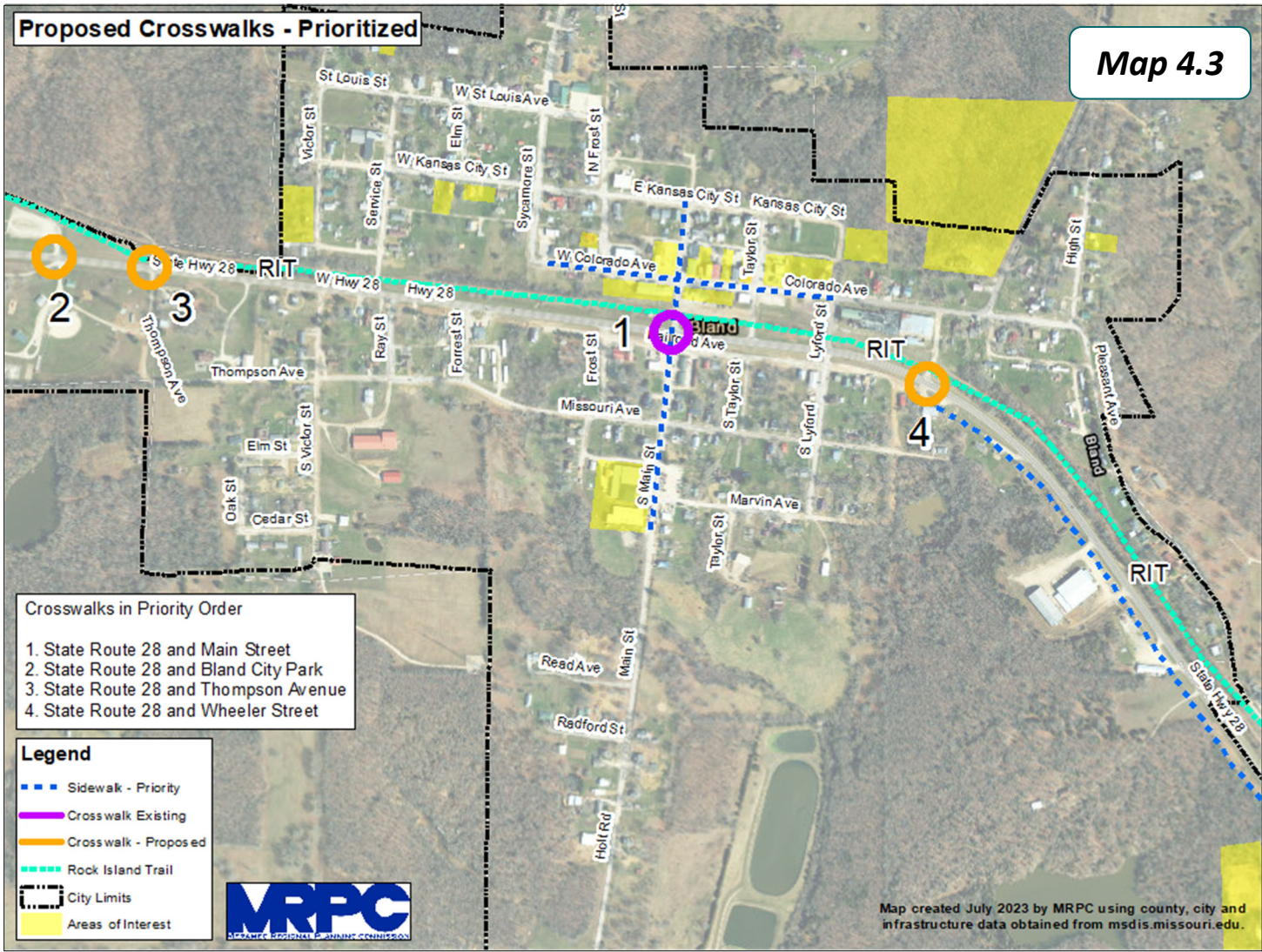
<https://mobikefed.org/sites/default/files/moactivesummit2022/SGF%20Yields%20MO%20A%20T%20Summit.pdf>

<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 4) in Priority Order:

Priority 1: State Route 28 and Main Street – the highest prioritized, this existing crossing provides the only safe route across State Route 28. While this crossing has been stripped in the past, it is recommended that it is updated to a RRFB crossing, especially considering it is commonly used by pedestrians north of State Route 28 traveling to Maries County Middle School. It is also located at the southwest corner of the Rock Island Trail Trailhead and will provide easy and safe access for pedestrians south of State Route 28. With local and tourist pedestrian and auto traffic considered, the stakeholders identified this intersection as the highest priority.



Proposed upgraded crosswalk at State Route 28 at Main Street



Proposed crosswalk location crossing State Route 28 at Belle City Park Entrance

Priority 2: State Route 28 and Belle City Park – The second priority crosswalk would also provide safe access for residents and visitors crossing State Route 28 from Belle City Park and Bland Christian Church to the south and north. This intersection is located on State Route 28 near Bland’s western city limits. In providing a safe crossing for two community establishments, this crosswalk could potentially also provide access to the Rock Island Trail easement bordering the church to its north. Currently, pedestrians traveling along and crossing State Route 28 west of Main Street have no safe options.

Priority 3: State Route 28 and Thompson Avenue – this crossing also provides a recommended route across State Route 28 on the western side of Bland. This intersection has the potential to provide a safe connection for the residential streets and Bland City Park to the south, and the Rock Island Trail easement that lies adjacent to State Route 28 to the north. Once the trail is completed, this crosswalk would connect the park and business corridor.



Proposed crosswalk location crossing Hwy 28 at Thompson Ave.

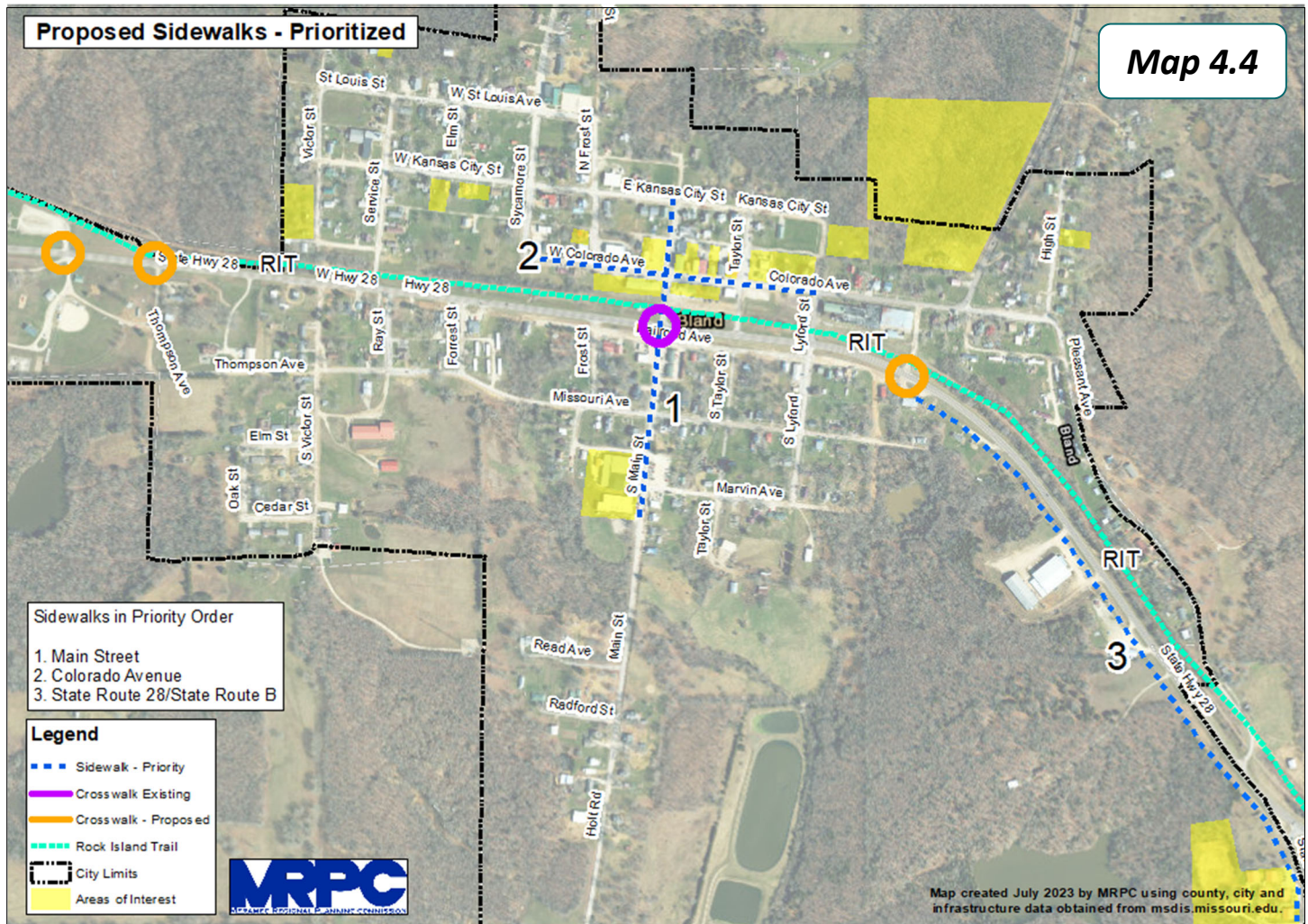


Proposed crosswalk location crossing State Route 28 at Wheeler Street

Priority 4: State Route 28 and Wheeler Street – The final priority crosswalk would also provide a safer option residents and visitors crossing State Route 28 from the proposed sidewalk prioritization along the highway to the southeast. Bland stakeholders recognized pedestrians from multi-family housing in the southwest corner of the city do not have a safe route to the rest of town. Combined with the State Route 28 sidewalk prioritization, these residents would be able to access the Rock Island Trail and the rest of town safely and without intermingling with auto traffic.

Proposed Sidewalks

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Bland. The stakeholder group discussed three locations throughout the city. All proposed sidewalks improve connectivity throughout the community by providing pedestrian access to government, recreation, business, and residential areas. Preliminary costs for materials (concrete and gravel only) based on MoDOT estimates are detailed later in this report. Additional engineering, right of way access, and grading costs are not factored into these estimates. All sidewalks along State Route 28 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 3):

Priority 1: Main Street (west side) – runs north/south from W Kansas City Street to the Maries County Middle School. This section is approximately 2,000 ft. in length. While this street currently has existing sidewalks on both sides, neither side is complete, and conditions range from good to poor. It is already a common pedestrian route with the Rock Island Trail Trailhead, business corridor, middle school, and the only established crosswalk for State Route 28 along its route. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



Main Street looking south from State Route 28



Colorado Avenue looking west from Lyford Street

Priority 2: Colorado Avenue (north side) -- runs east/west from Sycamore Street to Lyford Street and is approximately 1,700 ft. in length. While this prioritized section currently has complete existing sidewalks on the north side, all are in fair or poor condition. The south side of the street has one small section of sidewalk east of Main Street and it was recently built and in good condition. Bland stakeholders emphasized Colorado Avenue as a priority due to its historic status and future potential as a bustling business corridor. An eight to ten feet-wide sidewalk is recommended for downtown mixed use.

Priority 3: State Route 28/State Route B (south side) -- runs southeast/northwest from Wheeler Street to the south Bland city limits and is approximately 4,200 ft. in length. This section of State Route 28 and State Route B was prioritized by stakeholders due to current pedestrian traffic from multi-family housing located at the southeast corner of Bland. The pedestrians currently travel and cross State Route 28 intermingled with auto traffic and without any designated safe route. Pedestrians are also not able to access the Rock Island Trail easement further south than Wheeler Street due to a steep grade from State Route 28 up to the trail itself. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



State Route 28 looking east from State Route B

Section 5: Implementation

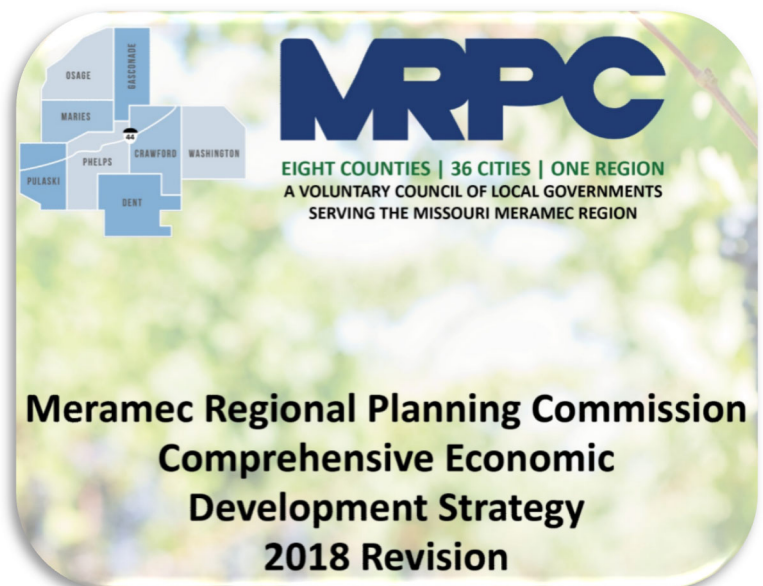
Project Implementation Strategies

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 Bland the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Bland'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 4.4.
- 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 Bland will require resurfacing over the course of implementation of the Active Living 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 Bland does not codify this requirement for development; however, it is an opportunity to identify for 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
- Gasconade County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Comprehensive Planning for Bland
- Ordinance adoption and updates
- Bland Capital Improvement Plans
- Other Bland Community Plans
- School District Plans



Project Funding Opportunities

Bland has opportunities in fundraising through the Transportation Alternatives Program (TAP) and should apply for funds in the future. However, 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

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/. 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 may come to fruition faster than others if the city currently has 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 Living

Communities of Practice 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 Salem.

Ongoing

- Neighborhood sidewalk connectors, with possible crosswalks and/or on-street bicycle lanes, should be considered (or other improvements) alongside the city's resurfacing and restriping schedule.

Short-Term (0-5 Years)

- Sidewalk and trail improvements that can be constructed with the assistance of TAP and RTP grant funds should be pursued for this time period. These include the completion of trail loops around the high school, shorter sections of connecting sidewalks and crosswalks which would greatly improve the pedestrian safety along major corridors

Mid-Term (6-10 Years)

- Sidewalks connecting Areas of Interest as shown within this plan should be implemented within 6-10 years in order to maintain connectivity throughout the city of Bland.

Long-Term (10+ Years)

- Larger projects such as trail construction over a mile in length (i.e. Rock Island Trail) should continue to be planned for but are likely long-term projects due to the amount of easements/right-of-way acquisition and construction costs.

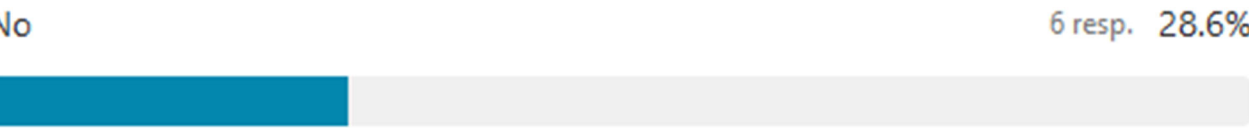
Appendix A: Community Survey Responses

Bland Active Transportation Survey

21 Responses

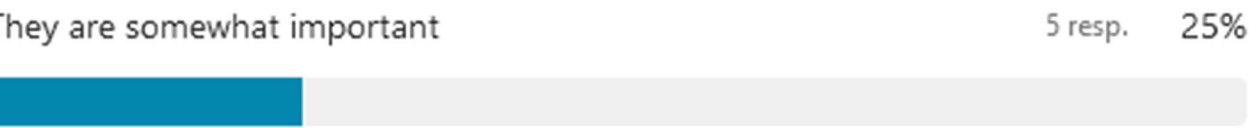
The primary focus of this survey is to assess active transportation within the city of Bland. Do you live in the city of Bland?

21 out of 21 people answered this question



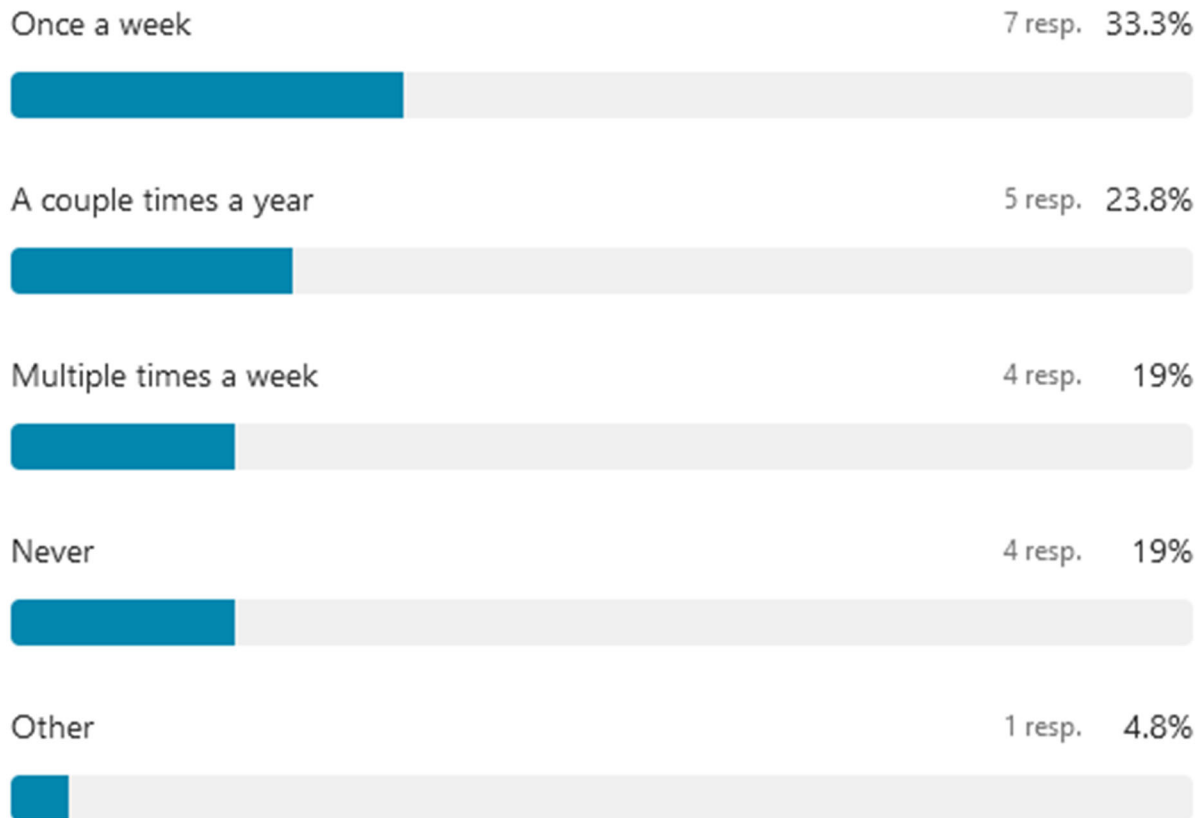
Are sidewalks important to you?

20 out of 21 people answered this question



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

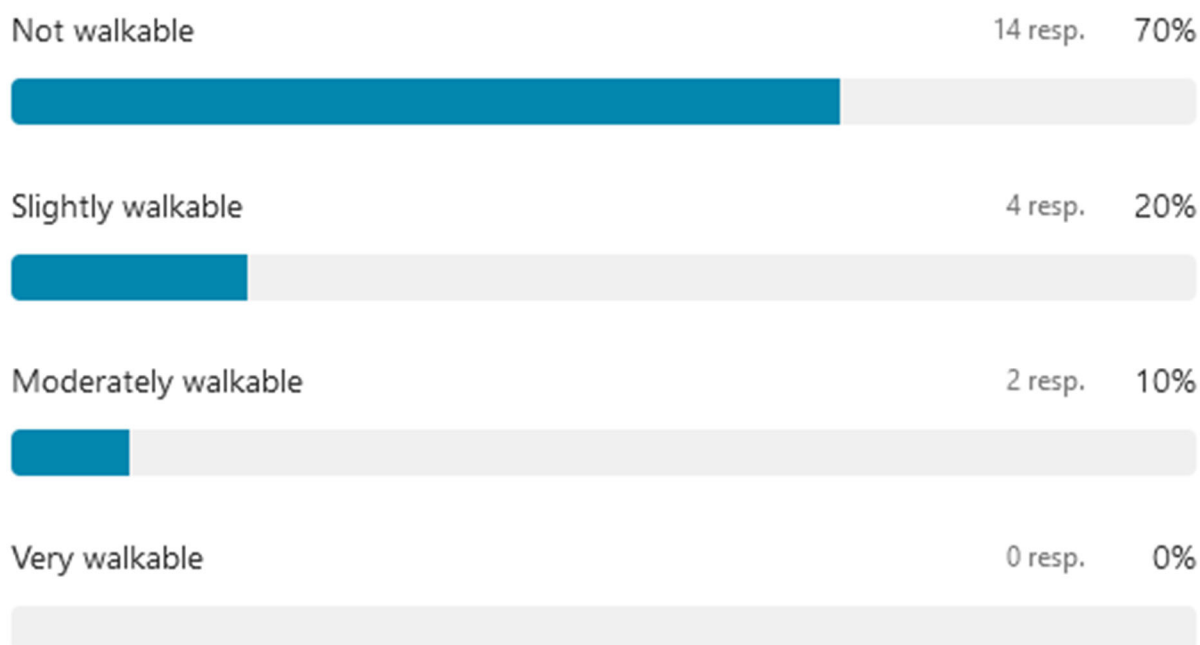
21 out of 21 people answered this question



- I would love to bike or take walks but people drive crazy on south main street. All of the dump trucks drive very dangerously

How “walkable” is Bland (Consider sidewalk routes, sidewalk conditions, and safety)

20 out of 21 people answered this question



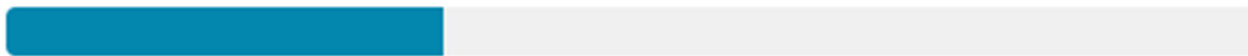
Would you value marked bike lanes on the road?

20 out of 21 people answered this question

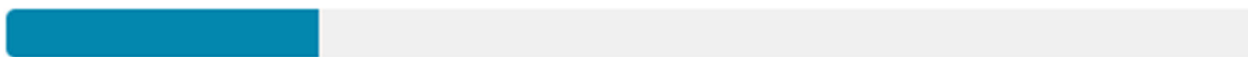
No, I do not see the need 8 resp. 40%



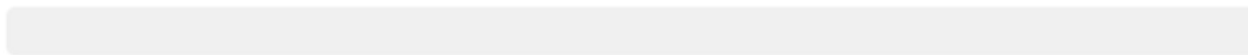
Maybe, they could be useful 7 resp. 35%



Yes, they are useful 5 resp. 25%



Other 0 resp. 0%



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

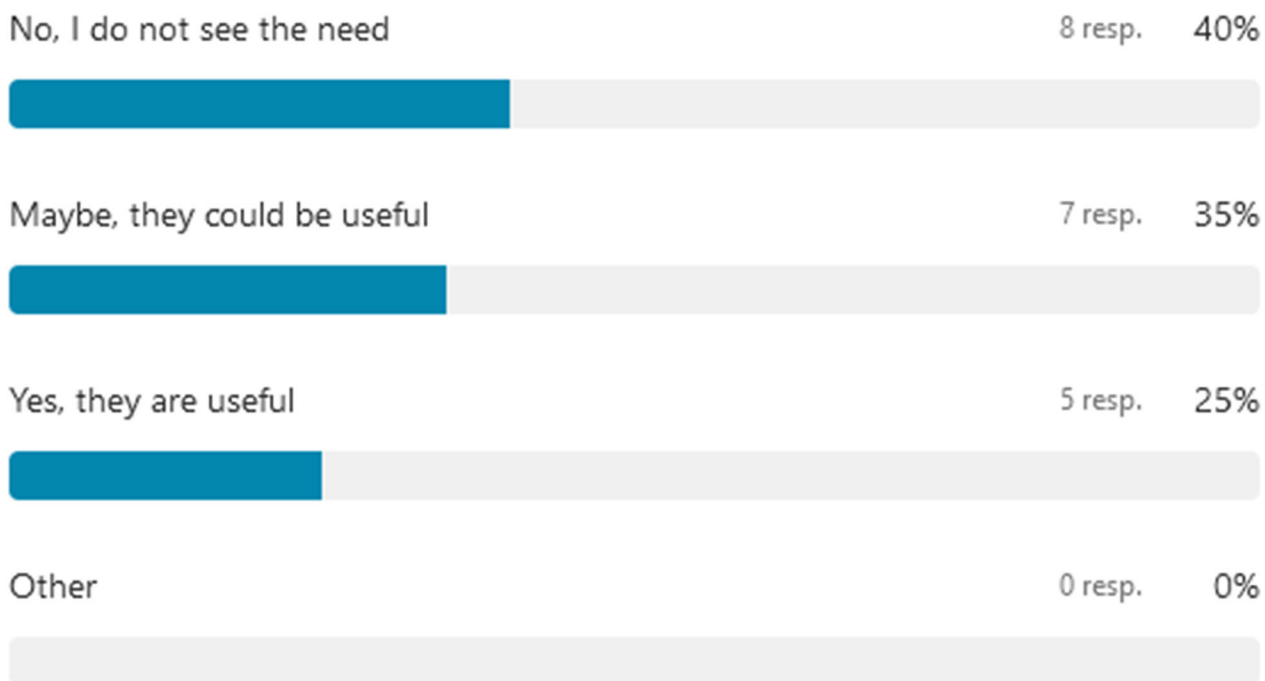
17 out of 21 people answered this question

- Missouri Ave
- Pleasant Ave
- Missouri avenue
- East Colorado Ave has alot of walking activity and only party sidewalked
- All of them
- 300 W Kansas City St
- Basically all of them are in need
- Colorado
- All of them
- 107 S Main St. or Missouri Ave has no sidewalks
- All streets need evaluated.
- Service st, Kansas City st, St. Louis st, sycamore st, main st, lyford st
- Sycamore street
- Colorado. Main, Missouri
- The available sidewalks are in disrepair which makes it difficult to operate a stroller

- South main street. From the middle school going south.
- A sidewalk on the west of Rustic Garden and a sidewalk on the east side of the former Hwy 28 Discount Foods connecting the railroad parking area to Colorado Ave. Include a painted crosswalks to the sidewalk on the North side of Colorado Ave. Also improved sidewalk on the west side of Main Steet from Colorado Ave south toward the Middle School. On the West side of Taylor Ave south of Hwy 28, there is a set of concrete steps to allow foot traffic from the south side of Hwy 28 access to the north side of the Hwy.

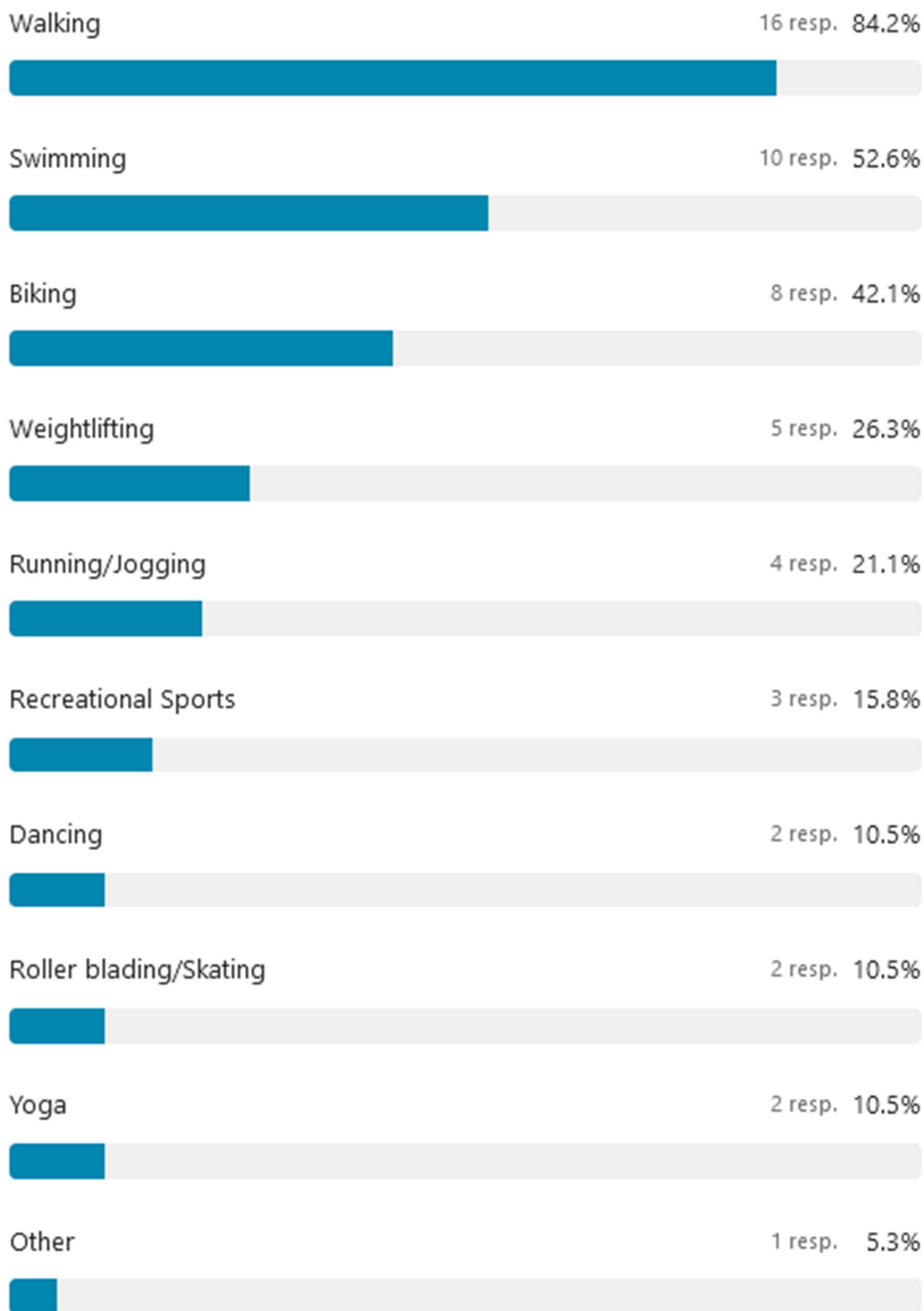
Would you value marked bike lanes on the road?

20 out of 21 people answered this question



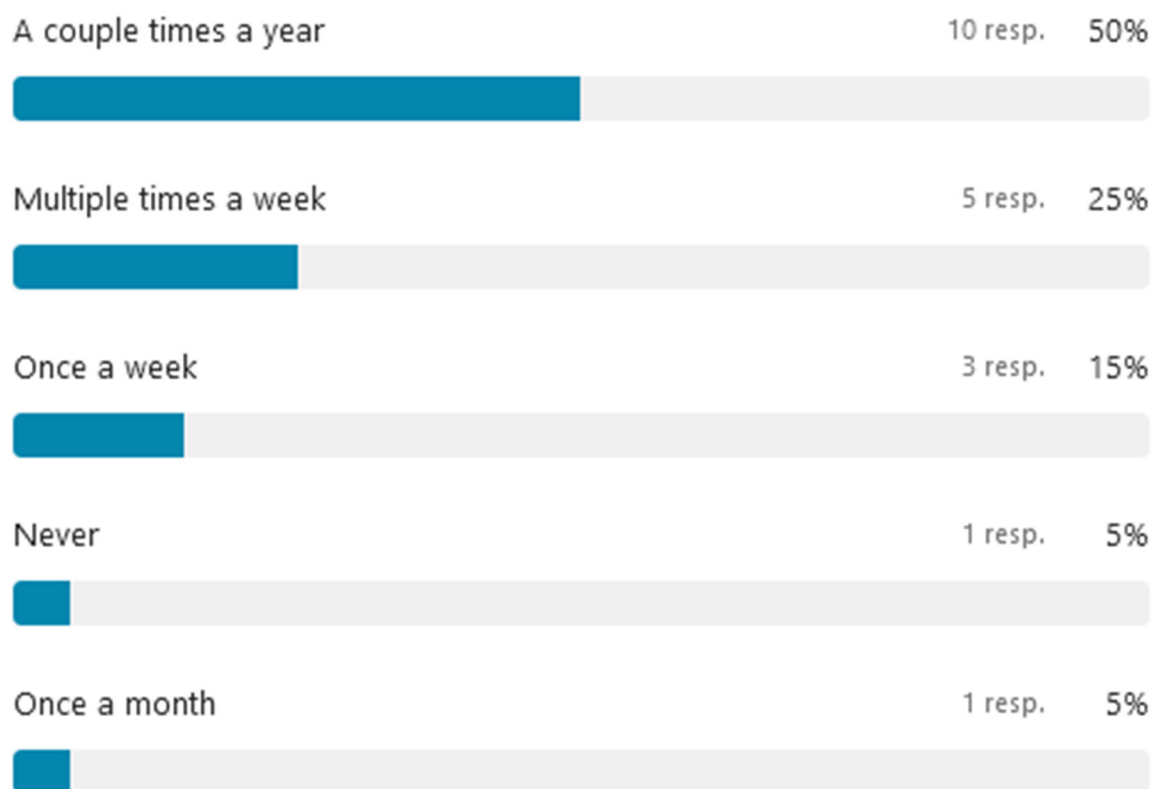
What forms of physical activity do you engage in?

19 out of 21 people answered this question (with multiple choice)



How often to you utilize the Bland City Park?

20 out of 21 people answered this question



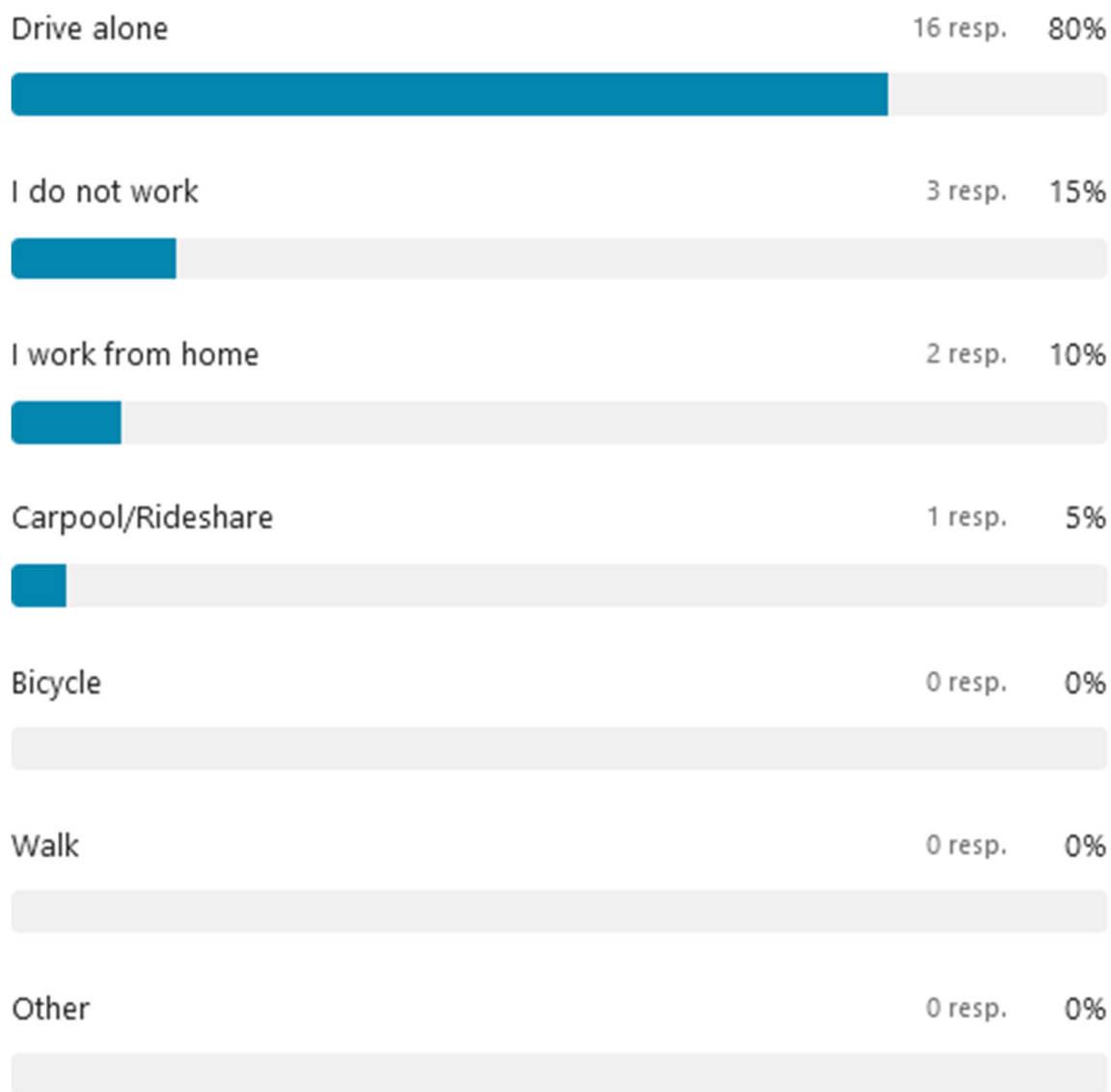
Have you been to any of the following locations in Rosebud for activities, community events or outdoor exercise?

21 out of 21 people answered this question

	Yes	No, but I want to	No, I'm not interested
Bland City Park	95.2%	4.8%	0%
Colorado Ave. Busines...	61.9%	33.3%	4.8%
Maries County Middle...	65%	10%	25%

How do you get to work?

20 out of 21 people answered this question (with multiple choice)



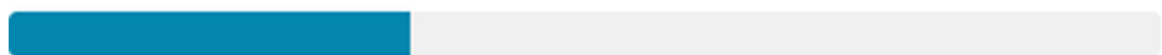
How likely would you be to walk/bike to reach a destination and/or engage in physical activity if sidewalk, trail and bicycle improvements were made in Bland?

20 out of 21 people answered this question

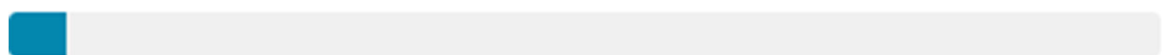
Very likely 12 resp. 60%



Somewhat likely 7 resp. 35%



Not likely at all 1 resp. 5%



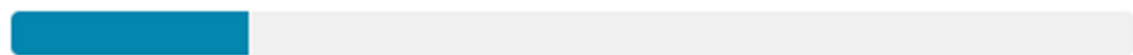
How often do you plan on using the Rock Island Trail State Park for transportation or recreation once it is completed?

19 out of 21 people answered this question

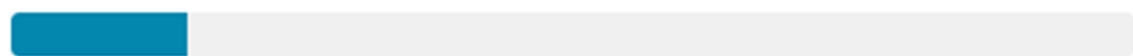
Weekly 9 resp. 47.4%



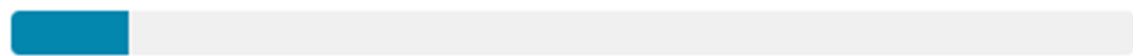
Monthly 4 resp. 21.1%



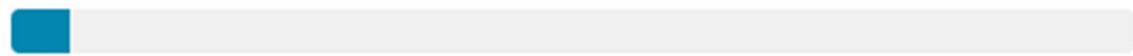
Will not use 3 resp. 15.8%



Daily 2 resp. 10.5%



Yearly 1 resp. 5.3%



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

19 out of 21 people answered this question

#1	1. Colorado Ave. Business District	#2.21 average
#2	3. Maries County Middle School	#2.58 average
#3	4. Bland City Park	#3.05 average
#4	2. Rock Island Trail State Park Trailhead	#3.42 average
#5	5. Bland Christian Church	#4.79 average
#6	6. Multi-Family Housing	#4.95 average

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

16 out of 21 people answered this question

#1	1. Main St. from Kansas City St. to Maries County Middle School	#1.69 average
#2	2. Colorado Ave. from Sycamore St. to Lyford St.	#1.94 average
#3	3. HWY 28/HWY B from Wheeler St. to south City Limits	#2.38 average

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

18 out of 21 people answered this question

#1	3. Intersection of HWY 28 and Main St.	#1.44 average
#2	1. Intersection of HWY 28 and Bland Christian Church/Bland City Park Entrances	#2.33 average
#3	2. Intersection of HWY 28 and Thompson Ave.	#2.83 average
#4	4. Intersection of HWY 28 and Wheeler St.	#3.39 average

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

12 out of 21 people answered this question

- ???Bland Christian Church...Really? its not as much as importance as anything else. Trail is not as important to the older people that live in Bland, it will be a hazard. Our Roads are a must yet nothing was ever said about our roads. Police is very important in our town. yet is not a priority to the Mayor. we have way to many druggies in this town. nothing was said about how to eliminate those. we need to put the school in high priority for the kids sake. walking trail has nothing to do with betterment our town.
- The actual roads I'm the city of Bland are terrible.
- Street crossings, bike lanes, and pedestrian ways will only be as safe as the community they're in - Bland needs additional law enforcement officers, especially if pedestrian traffic increases
- I would love to see speed bumps on E Colorado Ave/hwy A, specifically between the gas station and high street. Alot of people walk this area and vehicles are speeding through there constantly.
- The city of Bland should improve as much of the sidewalks in bland as possible
- i have no idea what the Christian Church has anything to do with anything. The other Churches are just important. They have a crosswalk that see the kids before and after school. What more can be done for them for safety. What can be done to get our streets fixed. What can be done to get rid of the drug dealers? If people don't follow the rules or ordinances in Bland what's the use to have anything that matters. We need police officers all the time not just part time. The walking trail is not important for Bland. Why bring in more trouble.
- Our streets are in very bad shape. Please reach out for a grant for these. Maybe, just maybe the city could attract new businesses.
- I would rather see sidewalk improvements than marked bike corridors.
- Proper street drainage
- The roads need major improvement. I have family that live on oak street and the roads are just terrible in that neighborhood
- There are lots of children that walk south of the middle school so extending a side walk south to Radford would be great!
- Consideration for sidewalks to connect the railroad parking and trailhead to the businesses along Colorado Ave.

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	AoP2	402	405	BIP	CRP	CMAQ	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 Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$		\$				\$	\$		\$	\$	\$				
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)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$			

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.

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Activity or Project Type	OST Programs					Federal Transit					NHTSA					Federal Highway Administration														
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AgPP	402	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRIS	PLAN	NSBP	ELTTP	TTTP	TPSF	
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$			\$	\$	\$						\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self-Evaluation / Transition Plan					\$	TA				\$	\$					\$					\$		\$				\$		\$	\$
Barrier removal for ADA compliance																														
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Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$	\$	\$	\$	\$								\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$					\$	\$		\$	\$	\$								\$	\$
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)											\$					\$					\$	\$RTS							\$	\$
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. 1, 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 I): 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.
- [BEP](#), (IIJA, Div. 1, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [ERR](#) (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/ 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.
- NHPP (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 "SSRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th 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](#) (NSFLTTP) 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.