


# City of Potosi Active Transportation 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 Transportation Plan for the city of Potosi, MO was funded with a 2023 Active Living Community Active Transportation 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 development of community active transportation plans that are responsive to the communities' needs and incorporate evidence-based complete streets elements. Meramec Regional Planning wrote the grant application for the city of Potosi and worked with the city to develop the strategy.

# Acknowledgements

The Active Transportation Plan for the city of Potosi, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. Two community meetings were held Thursday, July 6 and Wednesday, August 9 at Potosi City Hall in Potosi to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Joseph Blount: City of Potosi, Mayor  
Debbie Bust, Angie Robinson:  
Washington County Community Partnership  
Michele Meyer, Kelly Brueggen, Bryne Nicholson:  
Washington County Memorial Hospital  
Shawnee Douglas: Washington County Health  
Department

Robert Rugh: City of Potosi, Street Department  
John Casey: Transportation Representative for  
MRPC  
Jaclyn Rowe: Washinton County I.D.A  
Alex McCaul: Potosi R-III School District  
MRPC staffing leading the effort were Anne Freand,  
Planning Manager and Orin Pogue, GIS Specialist

# Section 1: Introduction

Potosi is a small town located in central Washington County, with 2,526 people counted in the 2022 census. The area was originally inhabited by Native American tribes before European settlers, especially French, began arriving in the 18th century and named the city Mine au Breton. The town was officially established as Potosi in 1826, named by Moses Austin after the famous silver mining city in Bolivia. Potosi quickly became known for its rich mineral resources, particularly lead. The town's proximity to the Lead Belt region, which was one of the largest lead mining districts in the United States, contributed to its rapid growth and prosperity. The lead industry brought numerous settlers to the area and Potosi became a bustling mining town. In the years after, Potosi has experienced booms and busts as the lead market has fluctuated. Potosi has managed to diversify its economy by developing other industries such as agriculture and manufacturing. Today, Potosi is a charming community that celebrates its rich heritage through various historical sites and events and continues to welcome visitors who visit numerous closely located outdoor destinations such as the Mark Twain National Forest, Washington State Park and St. Francois State Park.



View of a pedestrian crosswalk on High Street in Potosi, looking northwest.

## What is an Active Living Community of Practice?

The Missouri Department of Health and Senior Services (DHSS) objective with the Active Transportation grant is to assist communities 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 Transportation Plan. Additionally, MRPC reviewed health and socioeconomic-related statistics from the American Community Survey (ACS Census data) and [countyhealthrankings.org](https://www.countyhealthrankings.org) to ensure the chosen community demonstrated a need. This need included poor health outcomes and low rankings as a health county statewide. Washington County currently ranks #107 out of 115 counties in Missouri, and Potosi looks to support and increase its resident's quality of life and safety with increased pedestrian infrastructure 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

## Potosi's Active Living Communities of Practice Goal

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

*The goal of this plan is to prioritize improvements to Potosi's sidewalk infrastructure and connections to community areas of interest for overall user safety, as well as identify ways to improve the short and long-term health outcomes of residents.*



Views of existing exercise and recreational destinations in Potosi, Potosi City Park (left) and the Washington County Memorial Hospital Walking Trail (right).



## 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 Potosi has a large pedestrian network compared to many small towns in the Meramec region. With approximately 29,565 linear feet (5.6 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Potosi currently has existing pedestrian infrastructure connecting the State Route 8/High Street business corridor to Potosi R-III Public schools and residential streets to the north.



MRPC assessed existing active transportation infrastructure in Potosi including sidewalks on Lead Street (left) and a crosswalk on Missouri Street (right).

### Areas of Interest

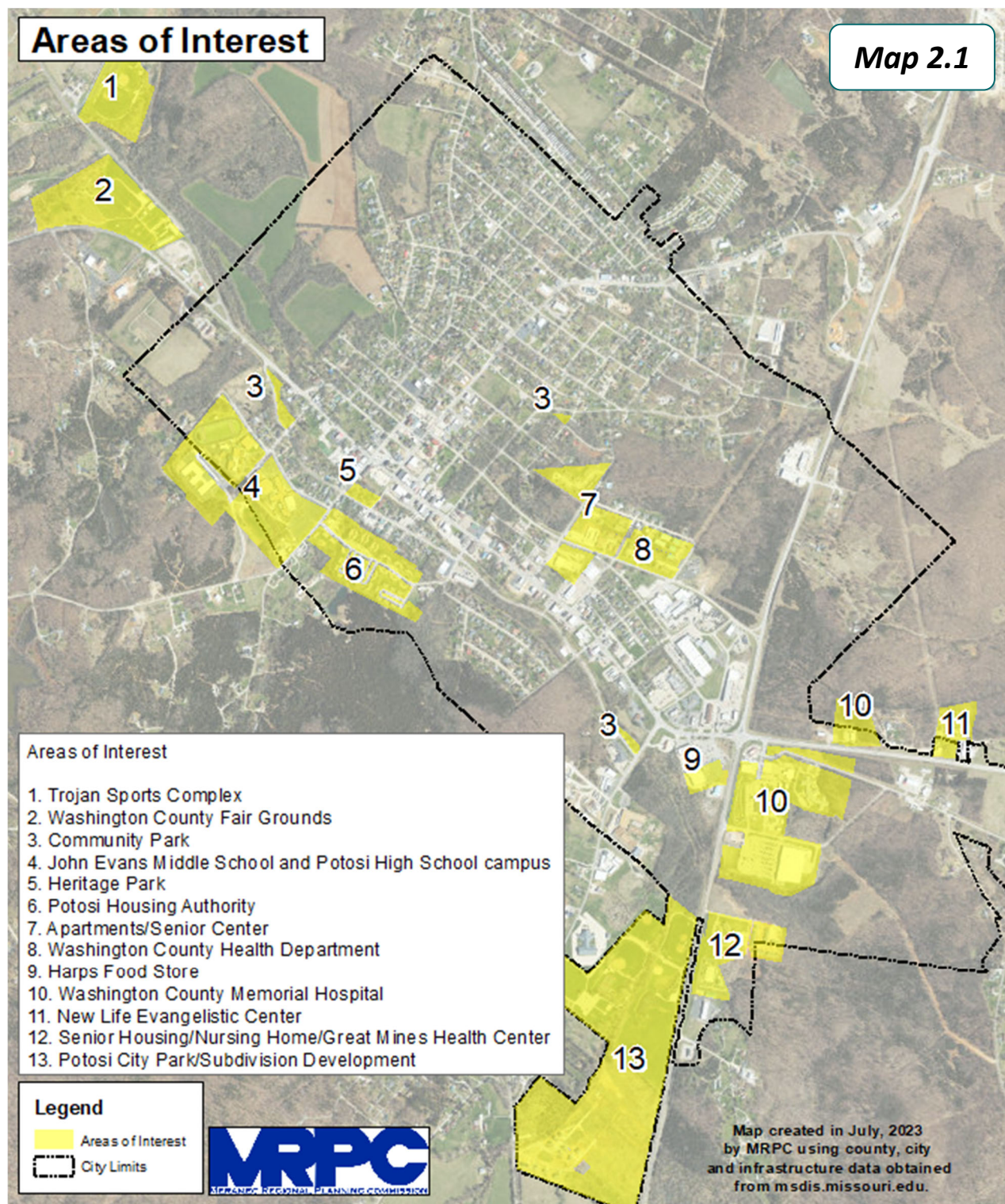
Throughout the Active Transportation planning process, MRPC asked Potosi's stakeholders to identify areas of interest or community destinations. The destinations included focus areas of education, recreation, essential goods and public services. It was noted from discussions that most of Potosi's areas of interest, outside of the High Street business district, had no dedicated connections for active transportation users.

Stakeholders highlighted a need for connection to the Trojan Sports Complex and Potosi City Park, the city's primary outdoor recreation destinations. The need to safely connect both recreational areas to Potosi R-III School campuses and each other was emphasized by the group.

The cluster of destinations surrounding the intersection of State Route 8 and State Route 21 highlighted the need for crosswalks in each direction. Active transportation users are currently forced to navigate these highways with no dedicated crossing, often to access essential services nearby such as the Washington County Memorial Hospital, multiple health clinics and grocery stores.



## Map of Areas of Interest



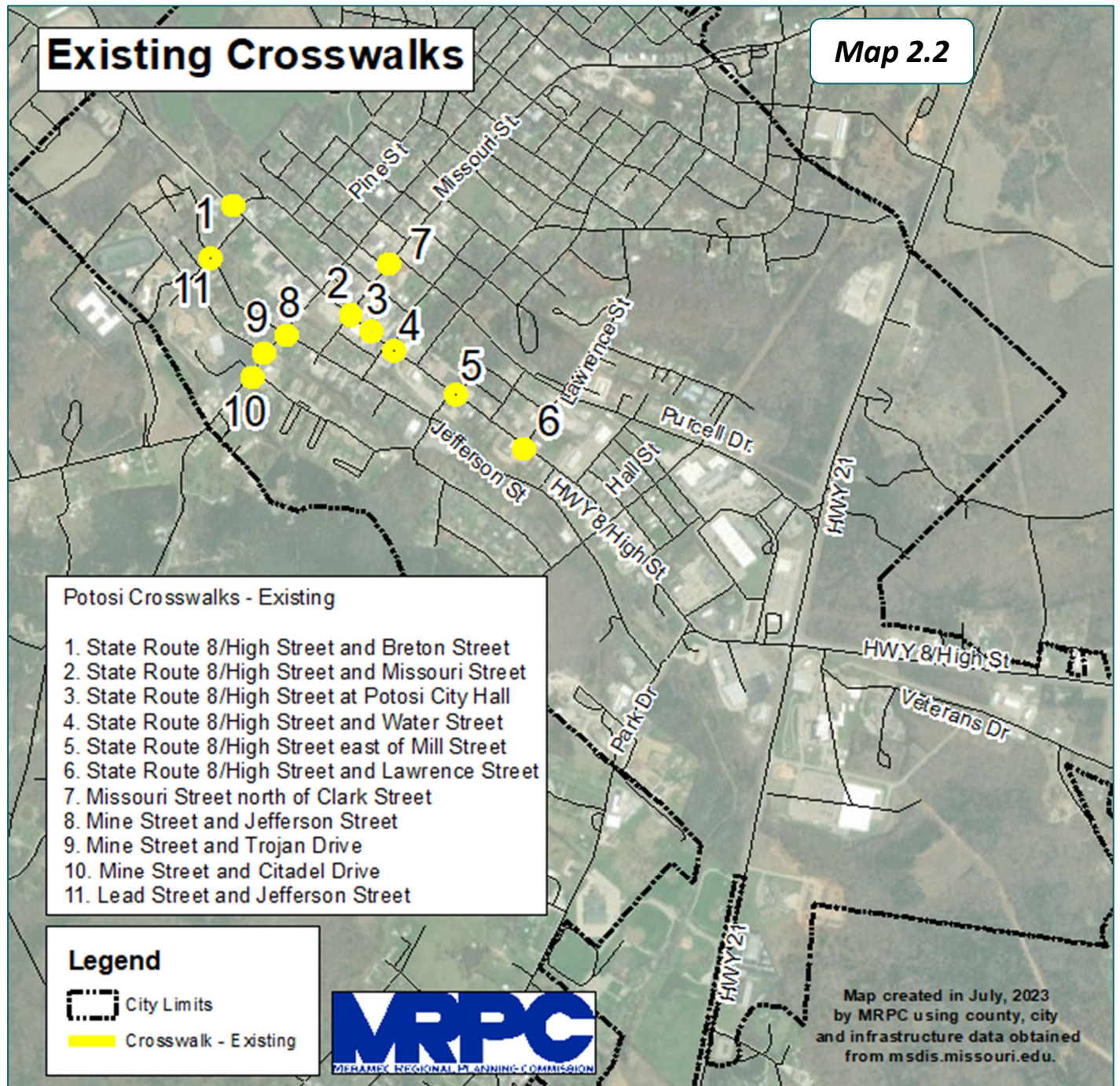
It should be noted that the Trojan Sports Complex and Washington County Fair Grounds are both located entirely outside of Potosi's city limits. Any sidewalk or trail developments to these destinations will need to be discussed and developed in coordination with Washington County and the Missouri Department of Transportation.



# Existing Crosswalks

Crosswalks in Potosi are essential to the safety of active transportation users and have been prioritized projects by city government. Several existing crosswalks are located along State Route 8/High Street and south toward Potosi R-III Public Schools. Map 2.3 highlights 11 existing crosswalks located within Potosi’s active transportation priority network, which is outlined in detail later in this plan. It is important to note that several additional crosswalks are located on the Potosi R-III Campus, allowing students to safely cross streets between campus buildings and parking lots.

Map of Existing Crosswalks

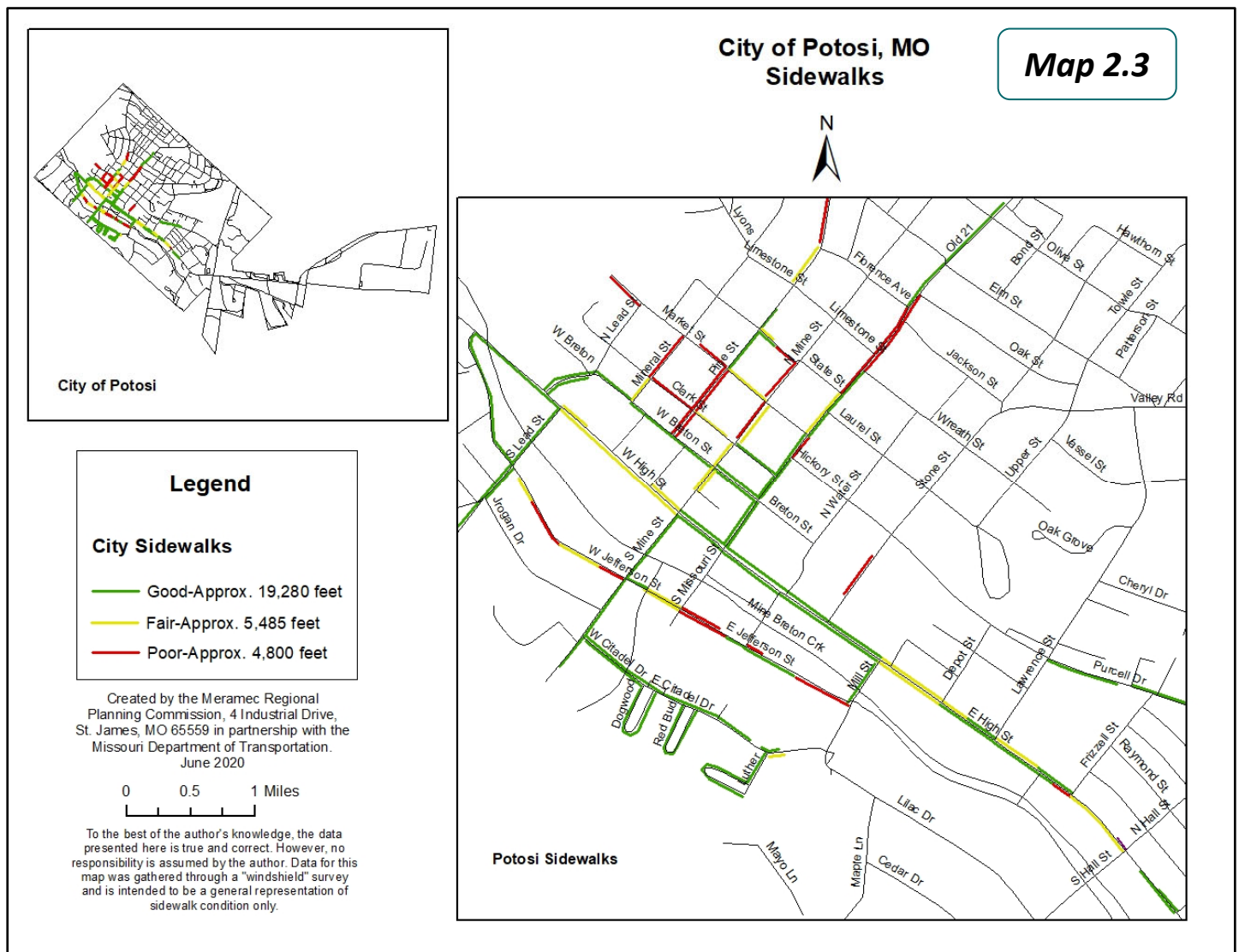


# Sidewalk Conditions

In Potosi, existing sidewalk infrastructure is concentrated through the State Route 8/High Street business corridor and south toward Potosi Public Schools along Mine Street and Lead Street. Additional sidewalks are in the neighborhoods north of High Street along Missouri Street and Pine Street. In 2020, MRPC completed a sidewalk inventory in partnership with the Missouri Department of Transportation. That inventory was again checked by MRPC in June 2023 to update current conditions for sidewalks and routes specified by this Active Living Communities of Practice Plan.

The City of Potosi has approximately 29,565 linear feet (5.6 miles) of existing sidewalks. The majority of sidewalks are considered to be in good condition. *Map 2.3* illustrates sidewalk conditions from 2020.

## Map of Existing Sidewalk Conditions





Sidewalk conditions are organized into three categories:



Sidewalk on north side of High Street looking northwest.

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

- **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 High Street.



Sidewalk along south side of Breton Street looking northwest.



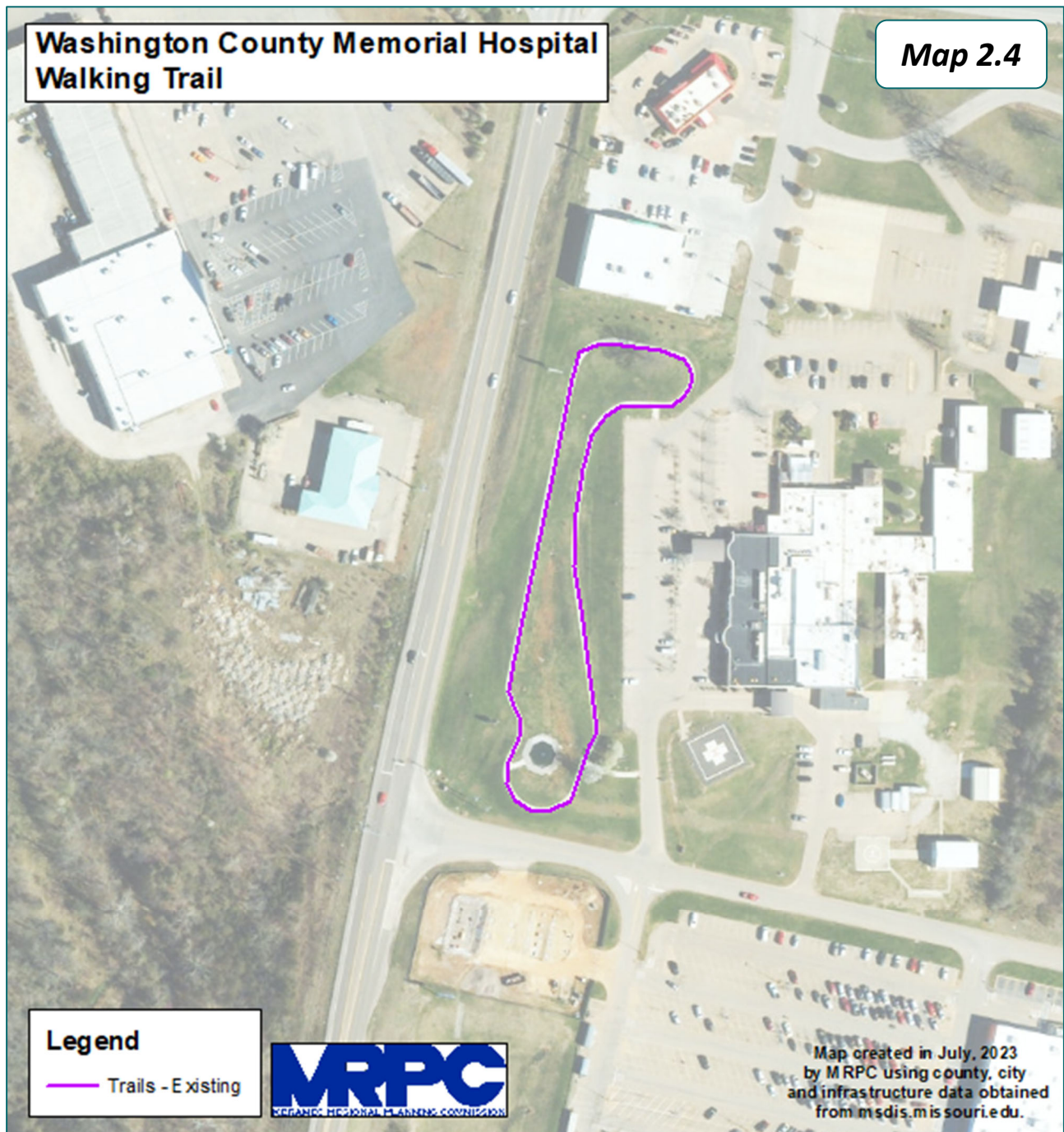
Sidewalk along west side of Mineral Street looking south.

- **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.

# Existing Trails

While dedicated recreational trails are a priority for Potosi, the only existing developed trail identified by stakeholders is the Washington County Memorial Hospital's Walking Trail. This paved trail features an approximately 1,320 ft. paved loop and is located southwest of the intersection of State Route 8 and State Route 21. Stakeholders also noted several walking paths and roads used by pedestrians for exercise and recreation in Potosi City Park. However, the park roads and paths are only usable to able-bodied people due to path size and condition. Stakeholders expressed the need for a more comprehensive, safe trail system which is outlined later in this plan.

## Map of Existing Trail





# 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 meetings were held on July 6 and August 9, 2023, at Potosi City Hall. A total of ten people attended the first meeting and 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 Potosi City Park, Potosi R-III Public Schools, the High Street business corridor, health services, essential goods, residential neighborhoods, assisted living communities and multi-family housing.

The second meeting held August 9 was attended by 5 people. MRPC staff reviewed the areas of interest, priority routes and online surveys submitted by Potosi residents and community members prior. Potosi stakeholders also discussed and identified five proposed crosswalk locations and a series of proposed trails to/through Potosi City Park.



Stakeholders and MRPC were hosted by Potosi City Hall for both active transportation planning meetings.

# Online Survey

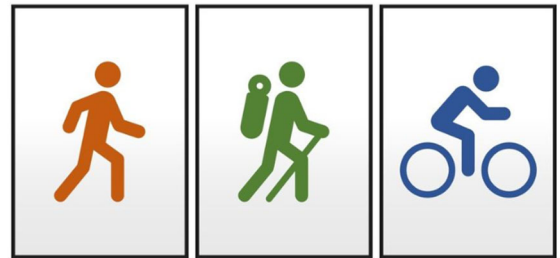
To understand the greater community's priorities and needs, an online survey asked citizens of Potosi and the surrounding area about their experiences walking and biking, and what topics were most important to them. Surveys were posted online and via email, and a total of 103 people took the survey by the July 30 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 103 responses:

- 38 walked or biked to engage in physical activity several times a week.
- More than half (59) of the respondents felt that bike lanes would be valued.
- A majority of respondents (92) drove to work alone, and six walked to work.
- 49 people felt that the city of Potosi was slightly walkable, with 13 individuals stating that the city was not walkable at all.

- 71 respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the city of Potosi. These areas include, but are not limited to:

- Jefferson Street
- High Street/State Route 8
- State Route 21
- Purcell Drive
- Lawrence Street
- Park Street/State Route P
- Missouri Street
- Hall Street
- Valley Road
- Mine Street



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



# Section 4: Recommendations

Potosi's stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Potosi. 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 High Street, as well as pedestrian traffic to Potosi City Park and the Trojan Sports Complex.

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. Proposed Trail Development

- Priority 1 – Brenton Creek Trail
- Priority 2 – Potosi City Park Breton Creek Trail
- Priority 3 – Potosi City Park Loop

## B. Proposed Crosswalks

- Priority 1 – High Street and Jefferson Street
- Priority 2 – High Street and State Route 21
- Priority 3 – High Street and Hall Street
- Priority 4 – Jefferson Street and Park Drive
- Priority 5 – Missouri Street and Laurel Street

## C. Proposed Sidewalks

- Priority 1 – Jefferson Street
- Priority 2 – State Route 185/State Route 8
- Priority 3 – Pine Street
- Priority 4 – Lawrence Street
- Priority 5 – Hall Street
- Priority 6 – High Street
- Priority 7 – Purcell Drive
- Priority 8 – State Route 21
- Priority 9 – Veterans Drive



Recommended projects and improvements to Potosi's pedestrian network include crosswalks at State Route 8 and State Route 21 (above) and additional sidewalks along Jefferson Avenue (below).





# Potosi Active Transportation Connections

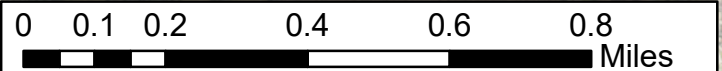
Map 4.1



- Potosi Connections - Proposed
1. HWY 185 and HWY 8 from Trojan Sports Complex to Jefferson St.
  2. Pine St. from Florence Ave. to Simmental Ln.
  3. Lawrence St. and Vassel St. from High St. to community park
  4. Jefferson St. from Mill St. to Park Dr.
  5. Hall St. from Jefferson St. to Purcell Dr.
  6. High St./HWY 8 from Casey St. to Pearl St.
  7. Purcell Dr. from Hall St. to HWY 21
  8. HWY 21 from Purcell Dr. to southern city limit
  9. Veterans Dr. from High St./HWY 8 to Springtown
  10. Breton Creek Trail from Park Dr. to Potosi City Park
  11. Potosi City Park trail along Breton Creek
  12. Potosi City Park south trail loop

**Legend**

- City Limits
- Trails - Existing
- Trails - Proposed
- Sidewalks - Existing
- Sidewalks - Proposed
- Crosswalk - Proposed



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

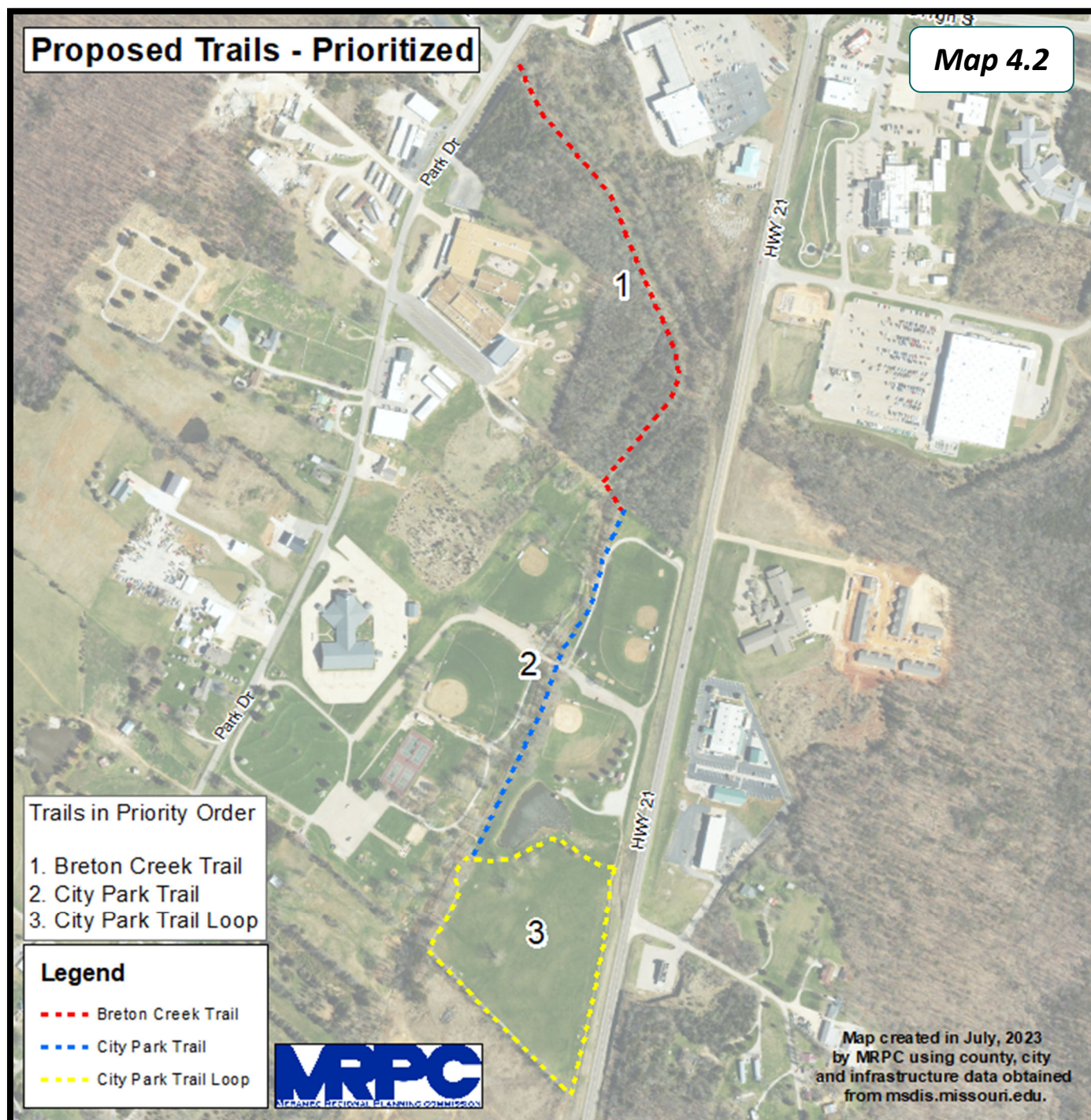
Map created in July, 2023  
by MRPC using county, city  
and infrastructure data obtained  
from msdis.missouri.edu.



# Proposed Trail Development

Potosi's community stakeholders discussed and prioritized a continuous series of trails to be developed near the southern city limits that emphasize both connectivity and safe recreational opportunities. These trails would connect to the proposed Jefferson Street sidewalk development to the north and run continuously to and through Potosi City Park to the trail loop along its southern border. Between the three segments, an estimated 6,150 feet (1.16 miles) of dedicated trail would be available to Potosi's residents and visitors.

## Map of Potential Trails





### Trail Developments (Rank 1 through 3) in Priority Order:

**Priority 1:** Breton Creek Trail – The highest prioritized, this trail would safely connect the proposed Jefferson Street sidewalk to the north with Potosi City Park to the south. The proposed trail is approximately 2000 feet in length and would run along Breton Creek through a naturally wooded landscape. Stakeholders representing Potosi R-III Public Schools also indicated a desire to develop this trail as it would connect Potosi Elementary School, located directly west of the trail, to a safe recreational opportunities and the rest of Potosi. It was also discussed by the stakeholder group that the land parcel this trail could be developed on is privately owned, however it is not suitable for residential or commercial development due to grade and flooding.



Examples of the potential Breton Creek Trails site's current condition, looking south from the intersection of Johnson Street and Park Street (left) and north from the northern boundaries of Potosi City Park (right).

**Priority 2:** City Park Trail – This trail would safely connect the proposed Breton Creek Trail to the north with the City Park Loop Trail to the south. The proposed trail is approximately 1450 feet in length and would run along Breton Creek, bisecting Potosi City Park from north to south. Potosi City Park currently has loose gravel roads along portions of Breton Creek, however these roads are currently shared by active transportation users and auto traffic. Potosi stakeholders expressed a desire to develop this trail segment as a dedicated ADA safe alternative to existing bike and pedestrian options.



Examples of the potential City Park Trails site's current condition, looking to the north (left) and the south (right).



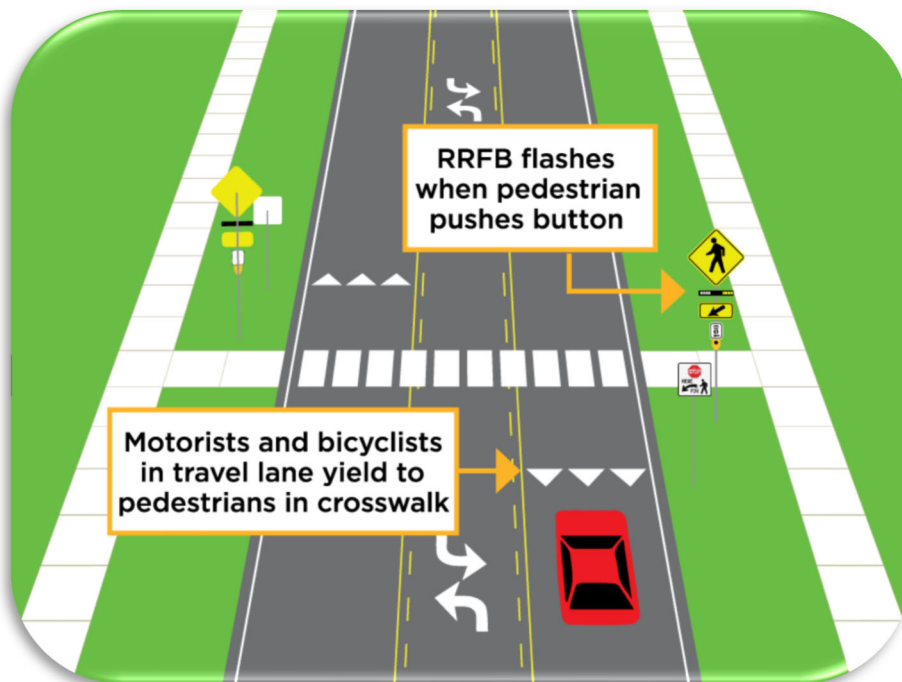
**Priority 3:** City Park Trail Loop – This southern most trail segment would connect the proposed City Park Trail to the north with complete recreational loop for active transportation users. The proposed trail loop is approximately 2700 feet in length and would circle an open space in the southern most section of Potosi City Park which features a portion of the park’s disc golf course. This loop currently exists as a dirt and gravel foot path, primarily used for recreation by disc golfers and pedestrians. Potosi stakeholders expressed a desire to develop this segment as a dedicated ADA recreation trail that is viable for a wide range of active transportation users.



Examples of the potential City Park Trail Loop site’s current condition, looking to the west (left) and the south (right).

# Proposed Crosswalk Development

Crosswalks in the city of Potosi 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 five different crosswalk locations throughout Potosi. All of these locations reflects the community's need for safe and convenient routes for pedestrians to cross streets and highways along the prioritized connections. MoDOT controls the right-of-way on all proposed crosswalk areas on one or both roads for each intersection and improvements would require cooperation between entities. Potosi's stakeholders cited several concerns regarding the present danger of pedestrian crossings at the intersection of State Route 21 and State Route 8/High Street. 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>

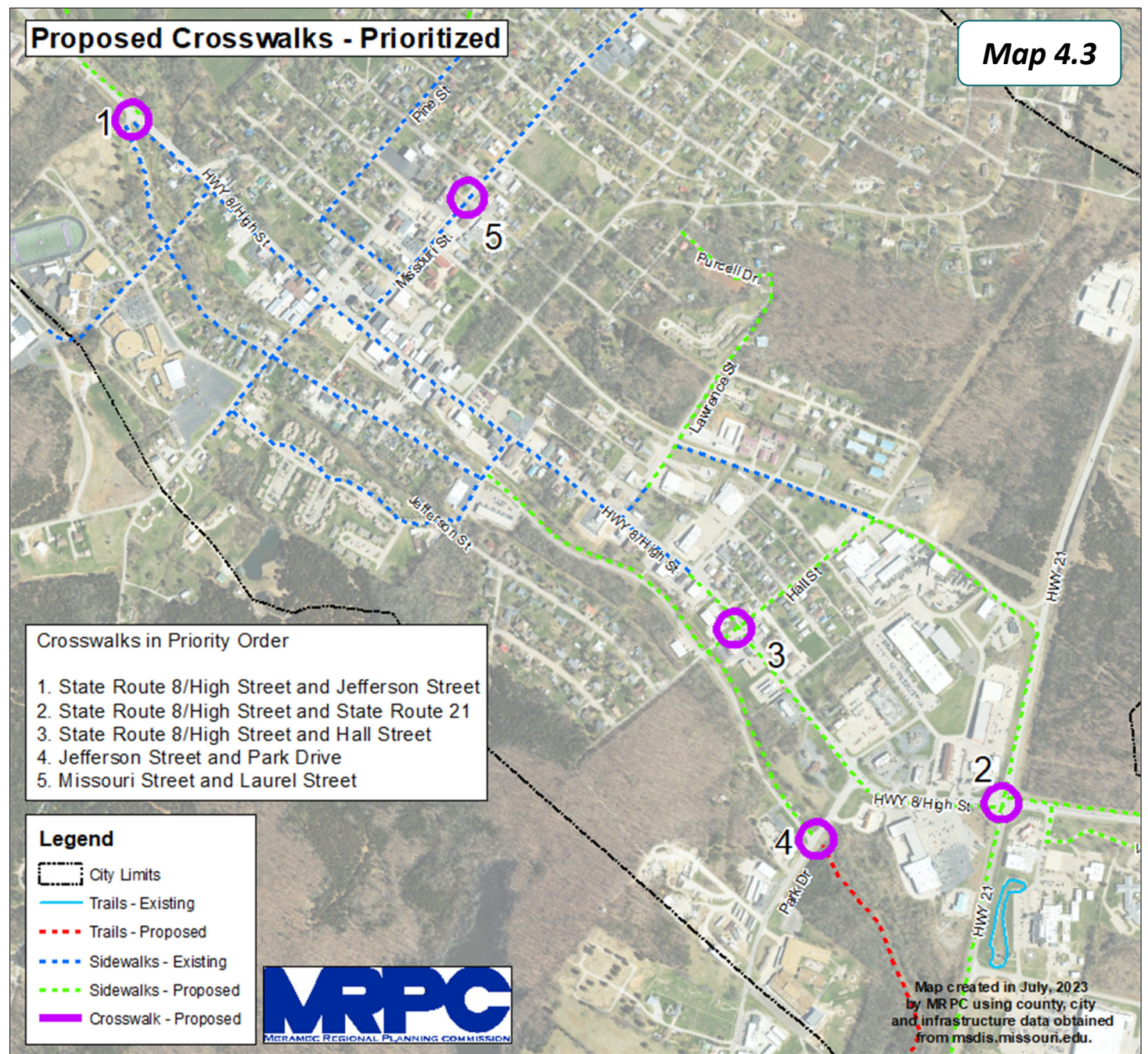
<https://www.nhtsa.gov/road-safety/pedestrian-safety>

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

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



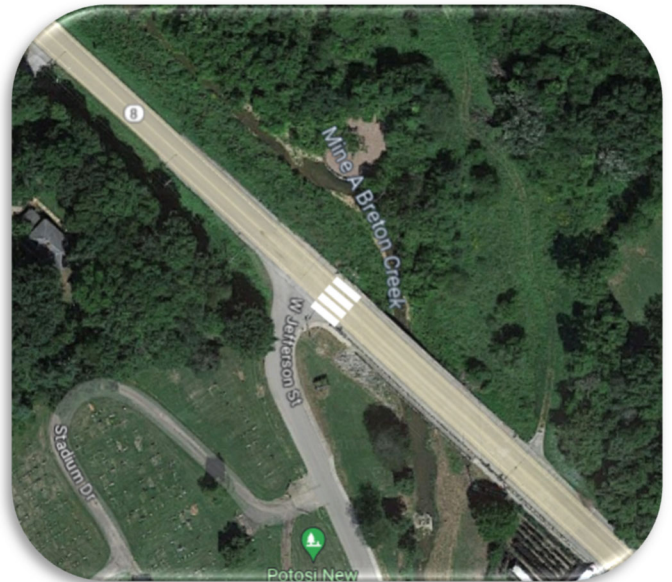
## Map of Proposed Crosswalks





## Intersections/Crosswalks (Rank 1 through 5) in Priority Order:

**Priority 1:** State Route 8/High Street and Jefferson Avenue – The highest prioritized, this crossing would provide a safe route across High Street to connect existing sidewalks on Jefferson Street and High Street to the south with the proposed sidewalk along High Street and State Route 185 to the north. Looking to the future, this crossing would help connect the Trojan Sports Complex to the north with the rest of Potosi to the south for active transportation users. With pedestrian safety and auto traffic considered, the stakeholders identified this intersection as the highest need.



Proposed crosswalk location crossing State Route 8/High Street and Jefferson Avenue.

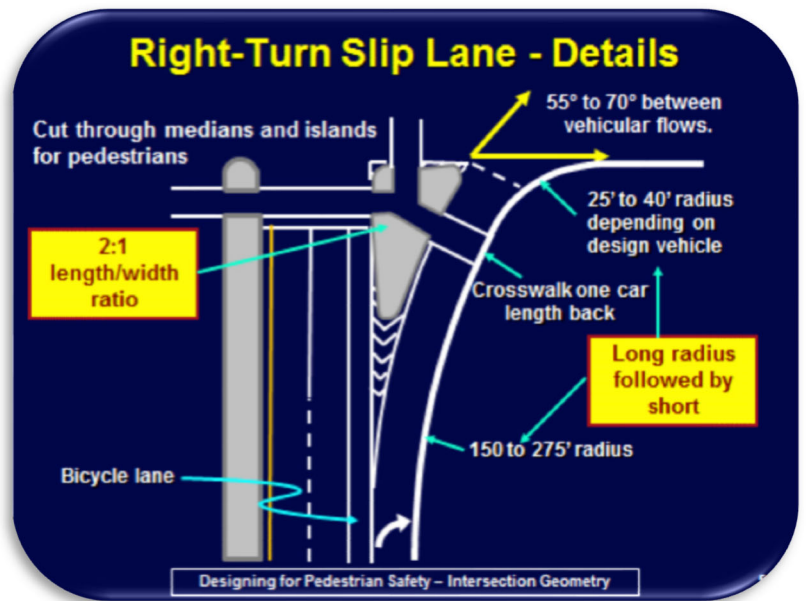
**Priority 2:** State Route 8/High Street and State Route 21 – Developing this intersection for active transportation would provide the first safe route across both State Route 21 and State Route 8 in the south-central commercial part of Potosi. Looking to the future, this crossing would also safely connect the proposed sidewalk developments along State Route 8 and State Route 21, prioritized by stakeholders in this plan. Despite there being no existing sidewalks leading to this intersection, it is frequently crossed by active transportation users due to a high volume of restaurants, health services and shopping centers located to the northwest, southwest and southeast.



An aerial view of the intersection of State Route 8 and State Route 21 (left) and the same intersection from photographed from the southeast looking northwest (right).



It is important to note that both State Route 21 and State Route 8 are state highways and thus maintained by MoDOT, who strictly follows the standards of the Americans with Disabilities Act (ADA) in all crosswalk developments and updates. Safety planning and design will be especially important in this intersection as it also uses right-turn slip-lanes in all directions with concrete islands separating them. Slip-lanes alleviate traffic congestion by allowing vehicles a dedicated yield lane when turning right but are dangerous for active transportation users as vehicles are not required to come to a complete stop. Informing the public and including signage requiring vehicles to stop for pedestrians is essential for user safety. Below is an example of a similar slip-lane intersection with crosswalks from Rolla, MO at the intersection of State Route 72 and State Route 63.



An aerial view of the pedestrian inclusive intersection of State Route 63 and State Route 72 in Rolla, MO (left) and a slip lane crosswalk diagram example from the Zero Fatalities program in Nevada (right).

### Priority 3: State Route 8/High Street and Hall Street –

This crossing would provide another safe route across High Street to connect the proposed sidewalk on Jefferson Street and Hall Street to the southwest with the proposed sidewalk along Hall Street to the northeast. Looking to the future, this crossing would help connect the residential areas to the north with Jefferson Street, proposed trails and Potosi City Park to the south.



Proposed crosswalk location crossing State Route 8/High Street and Jefferson Avenue.



Proposed crosswalk location crossing Park Drive at Jefferson Avenue.

**Priority 4:** Jefferson Street and Park Drive – This crossing would provide another safe route across Park Drive to connect the proposed sidewalk on the south side of Jefferson Street to the west with the proposed Brenon Creek Trail to the east. Looking to the future, this crossing would be essential in safely connecting the greater Potosi commercial and residential areas with Potosi City Park.

**Priority 5:** Missouri Street and Laurel Street – This crossing would provide a safe route across Missouri Street to connect the residential neighborhoods to the west with the commercial and industrial visits to the east. Stakeholders noted that a crosswalk used to exist in this area but was not replaced after repaving. It was also noted that high volumes of active transportation users cross Missouri Street in this general area to access the stores and other businesses to the east. Additionally, traffic on Missouri Street from the county to the north often travels at high speeds. These high speeds are especially dangerous to pedestrians due to visibility issues from the road's grade and curve traveling south into town.



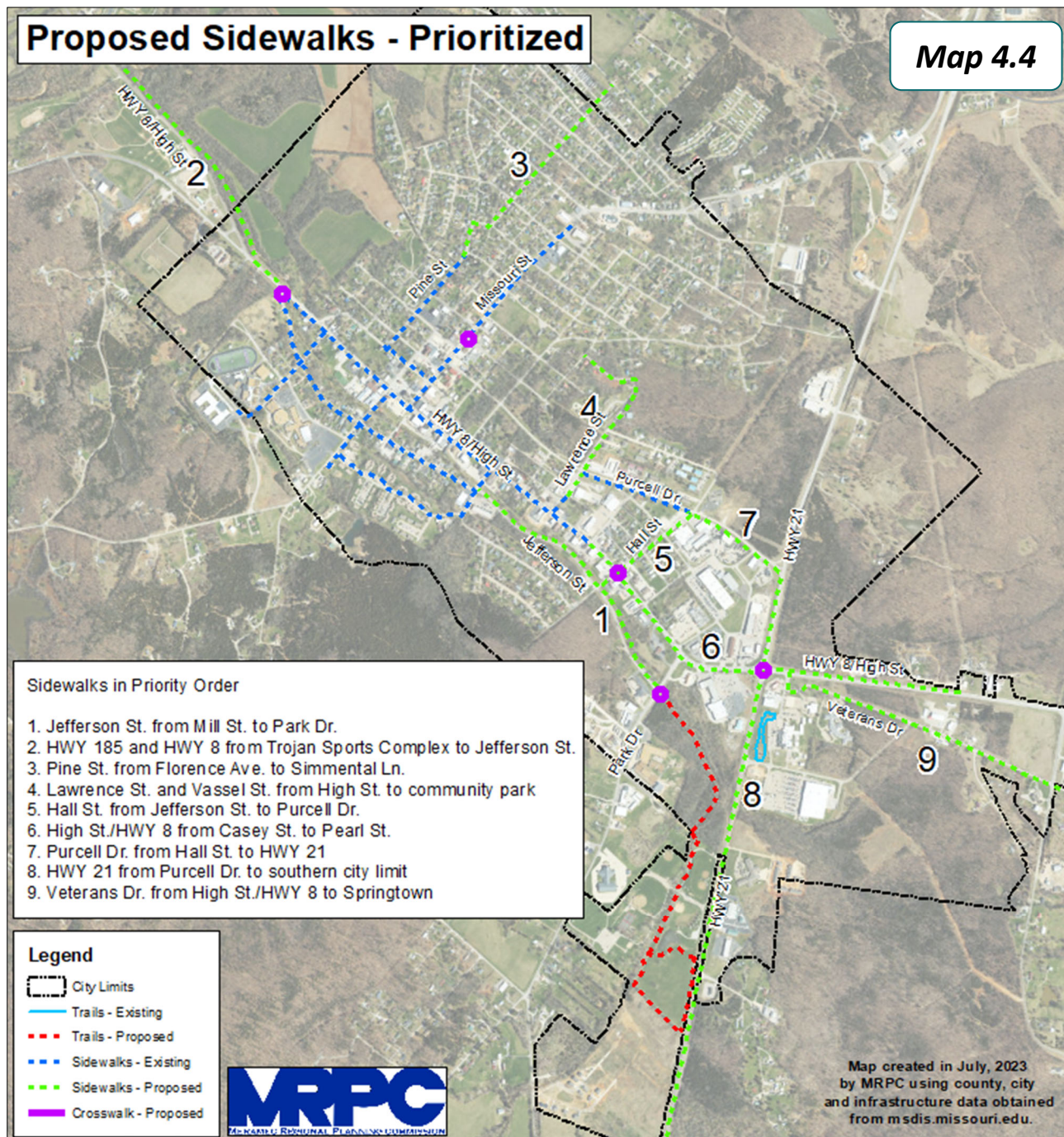
Proposed crosswalk location crossing Missouri Street at Laurel Street.



# Proposed Sidewalk Development

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Potosi. 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.

## Map of Proposed Crosswalks





## Sidewalks (Rank 1 through 9):

**Priority 1:** Jefferson Street (south side) – Runs northwest/southeast from Mill Street to Park Drive. This section is approximately 3,250 ft. in length. This street currently has existing sidewalks from High Street to Mille Steet and is a common route for active transportation users due to its proximity to the scenic Breton Creek and multiple community parks. Additionally, upon the completion of the prioritized trails and State Route 185/High Street sidewalk, Jefferson Street would help provide a complete route for active transportation users from the Trojan Sports Complex to Potosi City Park. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



Jefferson Street looking southeast from Mill Street.



State Route 8 looking southeast from the Trojan Sports Complex.

**Priority 2:** State Route 185 and State Route 8/High Street (north side) - Runs northwest/southeast from the Trojan Sports Complex to Jefferson Street and is approximately 3,800 ft. in length. This prioritized section would connect and continue existing sidewalks along High Street to the Trojan Sports Complex to the north. It is noted that the stakeholder group also discussed replacing this sidewalk with a trail along Breton Creek to the same destinations. The proposed trail would allow the sports complex to be safely accessed by the Potosi R-III schools and Potosi residential areas by active transportation users. An eight to ten feet-wide sidewalk is recommended for multi-modal use.

**Priority 3:** Pine Street (either side) - runs southwest/northeast from Florence Avenue to Simmental Lane and is approximately 2,800 ft. in length. This prioritized section would connect Potosi's residential neighborhoods to the north with existing sidewalks on Pine Street and the rest of Potosi's active transportation connections. Stakeholders discussed the importance of this route as a safe connection for residents to Potosi R-III Public Schools, commercial districts, health services and recreation. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



Pine Street looking north from Clara Avenue





Lawrence Street looking north from the Potosi Senior Center.

**Priority 4:** Lawrence Street and Vassel Street (either side) – runs north/south from High Street to Vassel Street on Lawrence Street, and the entirety of Vassel Street ending at a community park. This approximately 2,500 ft. section of sidewalk would connect northern residential neighborhoods with the rest of Potosi’s active transportation connections to the south. It is also noted that several multi-family and senior residential developments are located along Lawrence Street with no current safe route to the rest of Potosi. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.

**Priority 5:** Hall Street (either side) – Runs southwest/northeast from Jefferson Street to Purcell Drive and is approximately 1,400 ft. in length. This section of Hall Street provides an additional connection between Purcell Drive and High Street, as active transportation users currently cross through industrial and commercial properties to achieve connectivity. In addition to the proposed sidewalks on Lawrence Street and Purcell Drive, this route would provide increased connectivity to numerous residential neighborhoods, multi-family developments, health services and industrial businesses in the area. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



Hall Street looking northeast from Austin Street.

**Priority 6:** State Route 8/High Street (both sides) – Runs east/west from Casey Street to Pearl Street and is approximately 5,000 ft. in length. A continuation of sidewalks on High Street would provide connectivity for the residential neighborhoods in north Potosi to the businesses and services available to the southeast. High Street is often traveled by active transportation users, however when the sidewalks stop at Casey Street they are forced to use the right-of-way, shoulders or private property to reach their destinations. Stakeholders noted a desire to have sidewalks on both sides of High Street between Casey Street and State Route 21 due to the numerous businesses and services located on both sides of the street. An eight to ten feet-wide sidewalk is recommended for downtown mixed use.



High Street looking east from Casey Street.



Purcell Drive looking west from State Route 21.

**Priority 7:** Purcell Drive (north side) – Runs east/west from State Route 21 to Hall Street and is approximately 1,250 ft. in length. A sidewalk along Purcell would provide an additional pedestrian connection between multi-family housing and several residential streets to State Route 21 and the areas of interest to the south. Currently, pedestrians walk on the north side of Purcell Drive so much a visible foot path has formed. Existing sidewalks on Purcell Drive between Hall Street and Lawrence Street are also located on its north side. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.

**Priority 8:** State Route 21 (either side) – runs north/south from Purcell Drive to the southern city limits and is approximately 7,000 ft. in length. A sidewalk along State Route 21 would provide another connection from the residential neighborhoods in north Potosi to essential services and shopping to the southeast. Active transportation users currently use the right-of-way or shoulders along State Route 21 to reach destinations. It was also noted this sidewalk would provide an active transportation connection to Potosi for a current residential development south of Potosi City Park. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



State Route 21 looking south from Franklin Road.



Veterans Drive looking west from State Route U.

**Priority 9:** Veterans Drive (either side) – runs east/west from State Route 8/High Street to Holcombe Road and is approximately 4,000 ft. in length. A sidewalk along Veterans Drive would provide a needed active transportation connection from the residential neighborhood of Springtown to the east with essential services, recreation and businesses in Potosi. It was noted by stakeholders that pedestrians often use the right-of-way or travel in the street with traffic on Veterans Drive to reach destinations. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



# 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 Potosi the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Potosi'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 crosswalk locations as prioritized on Map 4.3.
- 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 Potosi 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 Potosi 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 Potosi
- Ordinance adoption and updates
- Potosi Capital Improvement Plans
- Other Potosi Community Plans
- School District Plans



## Project Funding Opportunities

Potosi has demonstrated success in fundraising as a Transportation Alternatives Program (TAP) grant recipient in 2019 and should continue applying for TAP funds in the future. Through the 2019 TAP grant Potosi was able to build a complete six-foot wide ADA accessible sidewalk on Missouri Street from Market Street to Florence Avenue. Potosi has also applied for a TAP grant in 2023 for new ADA sidewalks along portions of Jefferson Street, Mill Street and Citadel Drive. 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 Potosi.

As Potosi continues to attract residents and visitors through its businesses, recreation and community events, the need for safe active transportation routes becomes more important. 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 Potosi residents and visitors while promoting itself as a pedestrian friendly destination. As opportunities become available Potosi should prioritize further developing safe routes connecting the city and reevaluate priorities on a regular basis to better serve the community.

#### 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. The recreational trails and safe routes connecting the city should be promoted through the city's social media, including easily read maps with destinations included.

#### 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 prioritized sidewalk connections, crosswalks and other projects 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 Potosi. Prioritized routes should be reassessed regularly to best serve visitors and the local community.

#### Long-Term (10+ Years)

- Larger projects such as construction over a mile in length (i.e. proposed trail system, State Route 21 sidewalk, etc.) 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



# Potosi Active Transportation Survey

## Response summary



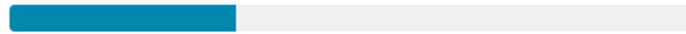
1

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

103 out of 103 people answered this question

Yes

34 resp. 33%



No

69 resp. 67%



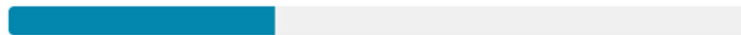
2

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

103 out of 103 people answered this question

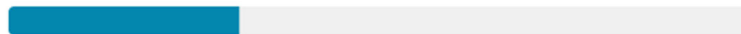
Multiple times a week

37 resp. 35.9%



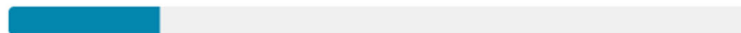
Never

32 resp. 31.1%



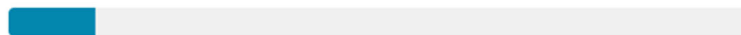
Once a week

21 resp. 20.4%



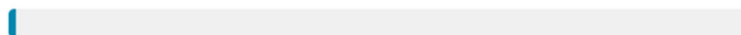
A couple times a year

12 resp. 11.7%



Other

1 resp. 1%



Hardly ever there is no side walks on the side streets where I live

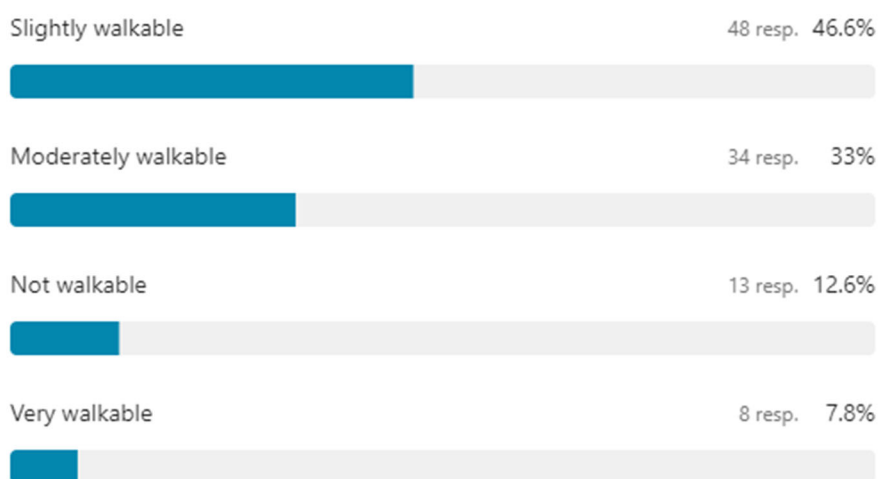
6 days ago



3

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

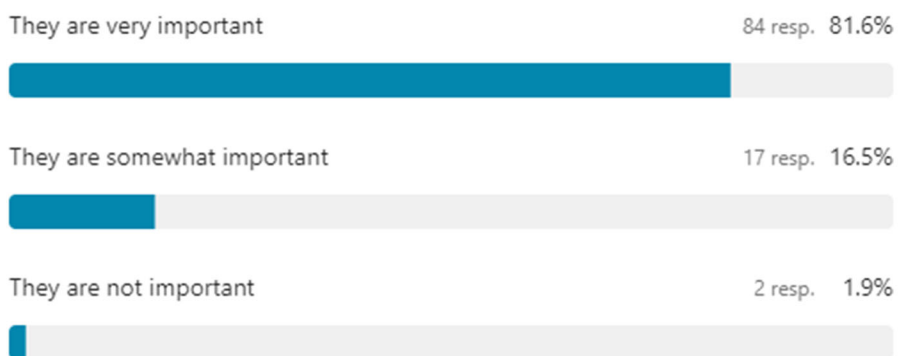
103 out of 103 people answered this question



4

### Are sidewalks important to you?

103 out of 103 people answered this question

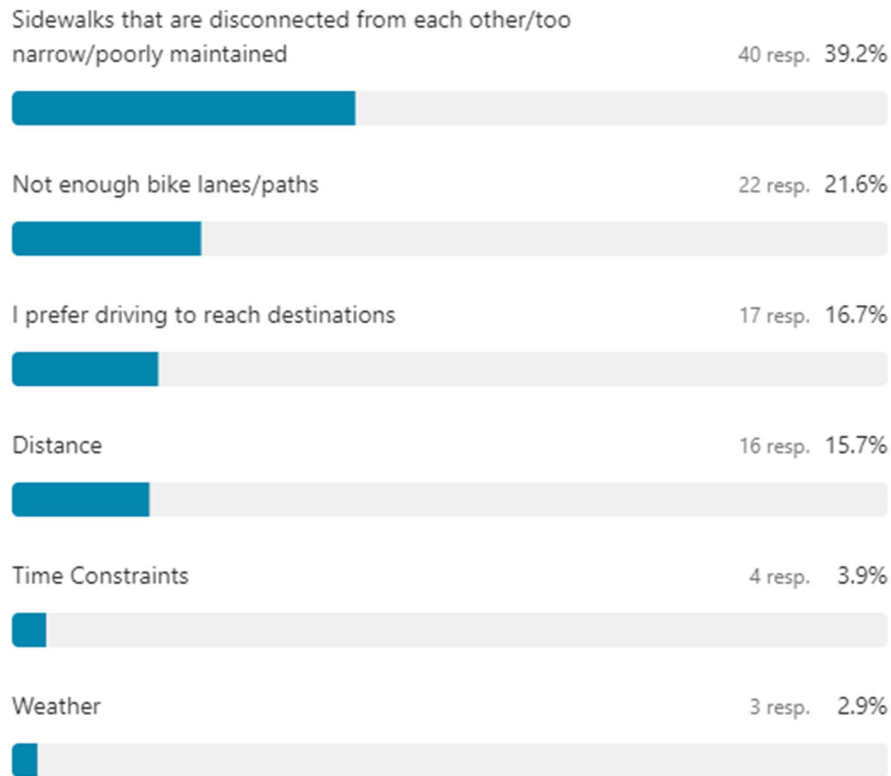




✓ 5

What is preventing you from regularly using active transportation such as walking or biking/what are your biggest difficulties with your current use of active transportation? Check all that apply.

102 out of 103 people answered this question



☰ 6

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

69 out of 103 people answered this question

- Next to McDonald's and dollar general
- Part of High Street near UsBank
- Jefferson St
- High Street
- p Hwy
- Main drag through town needs updated all of the side roads!
- Main Street from the library down to McDonald's
- Missouri
- Purcell Drive.
- N Hall
- Nicholson

- Mine st
- Hwy 21
- Nearly all the streets in Potosi need to be more pedestrian friendly. High street has sidewalks but they are crumbling and disconnected. I'd start with that then move to Jefferson Street. There could be more pedestrian traffic on Jefferson if it had viable sidewalks. The runners for school use this street and its VERY dangerous with no sidewalks
- Valley road
- Streets that connect to main streets
- Richeson Rd
- Barefoot is dangerous
- All of them without sidewalks need sidewalks
- Valley rd, Richardson rd,
- 8 hwy
- North Missouri
- Over half of Purcell dr has sidewalks, N. Missouri St has only partial sidewalks that were recently installed. There isn't a sidewalk on the side near Casey's so pedestrians have to cross N. Missouri, which is a very busy street. Therefore, majority of individuals don't bother crossing.
- starting at VP racing down to Gulf on both sides of the streets. Then to Walmart.
- hwy 185 (from AA to Hwy 8)



7

List any intersections you believe need new or upgraded crosswalks for pedestrians.

61 out of 103 people answered this question

- E Main St.
- Hwy p, 8 hwy and the road next to Dickey bubs
- Funeral home needs a blinking light or something
- P Hwy, 21
- Not sure
- All of them
- Streets around the high school
- Purcell Dr
- High St & Hall St,
- Mine St & High Street
- Jefferson
- High st. Heading towards 8 west towards steelville intersecting with mine st Side walks on east high st. They are barely accessible for walkers
- The intersections on Jefferson need crosswalks.
- By the school
- North missouri
- Behind Main Street and down to the school
- Hwy 21 and Hwy 8
- Main Street all they way through town to Walmart
- Hey 8 & 21, hwy 21 at walmart, hwy 8 from hardeez to sonic, Purcell drive and Purcell to 8/21; road beside hotel and dickey bub, hwy p from mcdonalds to city park, all of Jefferson st
- Mine st/high st. Mine st/Jefferson st mill st/jefferson st



- I'm sure all crosswalks need upgrades
- Jefferson Street
- By courthouse and funeral homes
  - I'm not sure if it's possible, but by 8&21 four-way

✓ 8

### Do you value marked bike lanes on the road?

101 out of 103 people answered this question

Yes, they are useful

59 resp. 58.4%



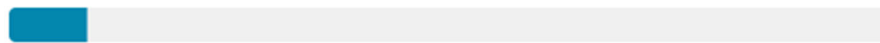
Maybe, they could be useful

31 resp. 30.7%



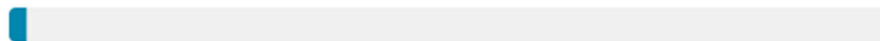
No, I do not see the need

9 resp. 8.9%



Other

2 resp. 2%



Bike path would be better

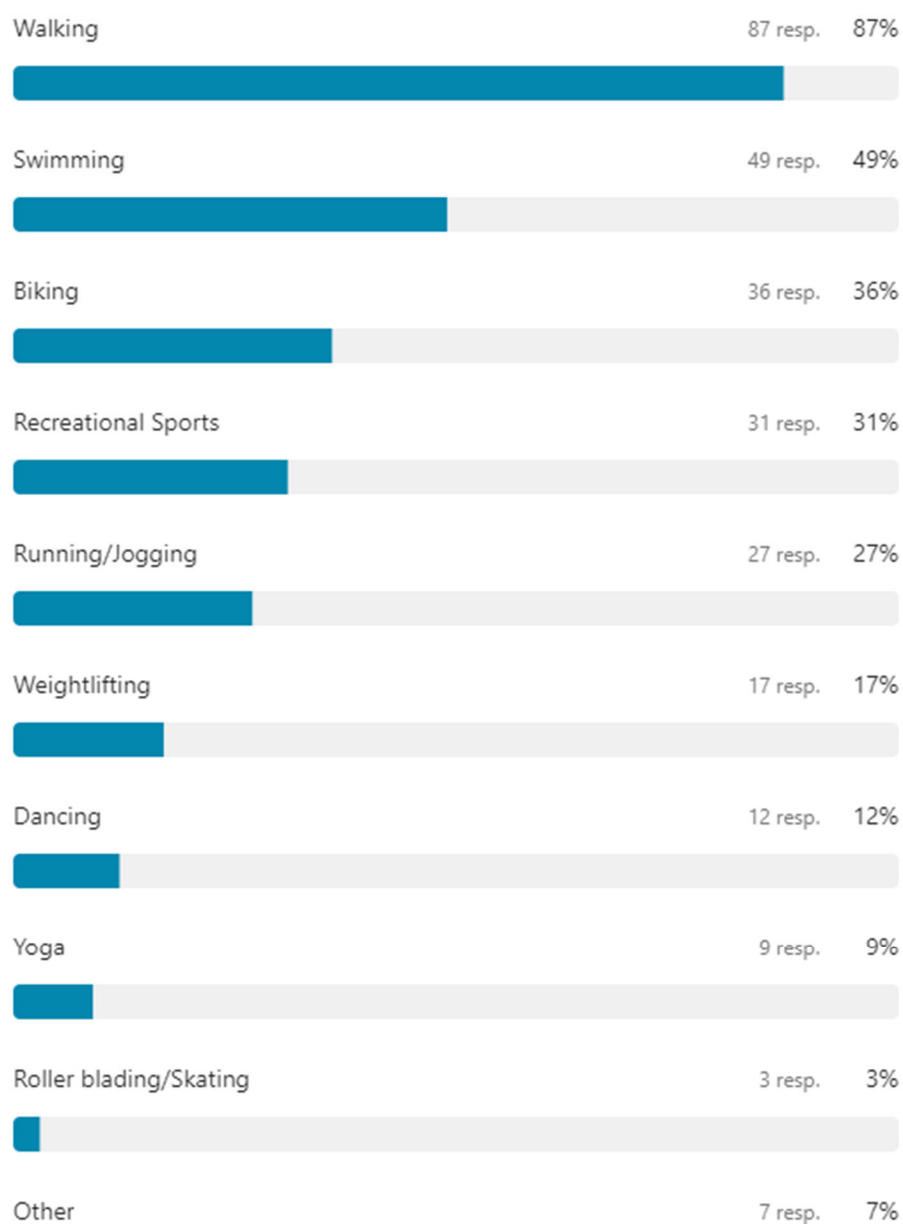
11 days ago

There is no room to add them in town, except on 21

12 days ago

✓ 9 What forms of physical activity do you engage in?

100 out of 103 people answered this question (with multiple choice)





10

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

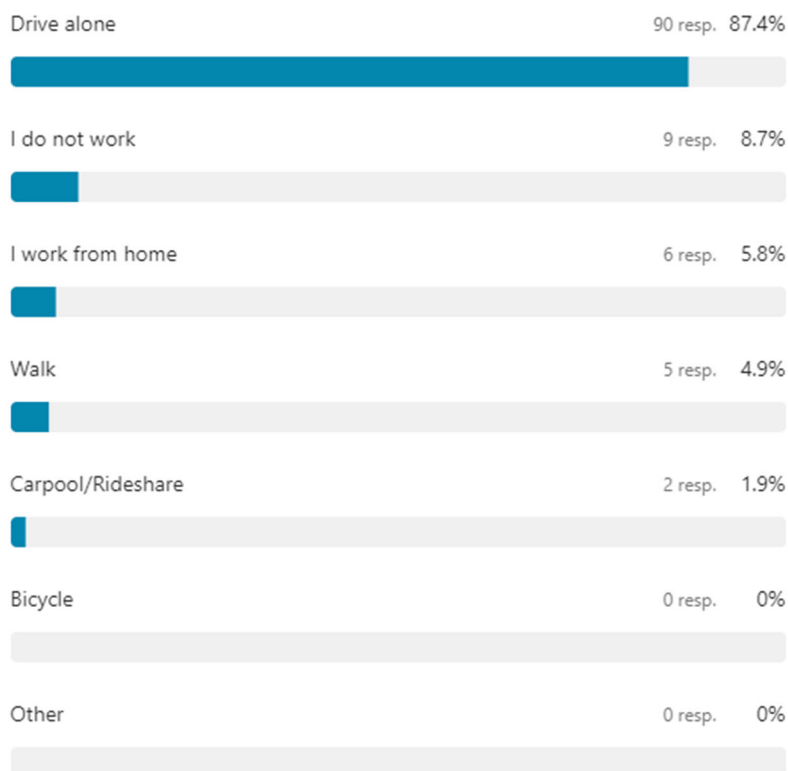
101 out of 103 people answered this question

	Yes	No, but I want to	No, I'm not interested
Potosi City Park	93.1%	5.9%	1%
Trojan Sports Complex	71.3%	18.1%	11.7%
Heritage and other communi...	77.1%	15.6%	8.3%
Hospital Walking Trail	30.7%	40.9%	29.5%

✓ 11

### How do you get to work?

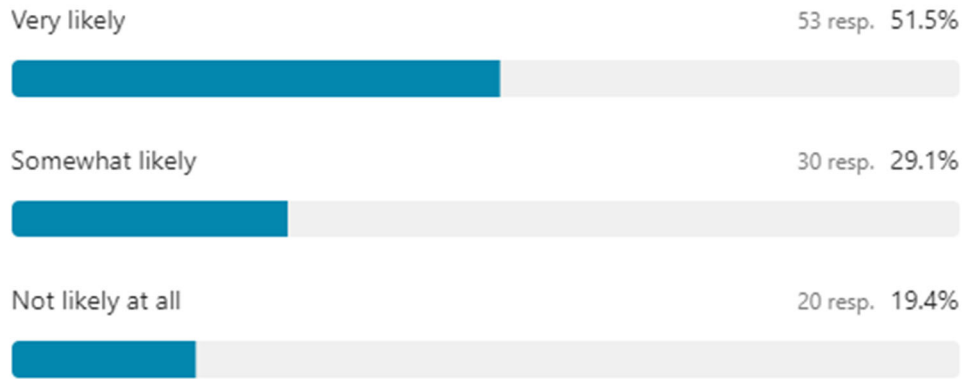
103 out of 103 people answered this question (with multiple choice)



✓ 12

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 Potosi?

103 out of 103 people answered this question



≡ 13

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

36 out of 103 people answered this question

- Some of the roads need to be repaired
- The city needs to be more accommodating to wheel chair accessibility....
- Our city park would benefit greatly from paving the walking trail that many use. I would love to walk there, but do not often because of the path not being paved.
- My son is legally blind and uses a white cane to feel his way around, sidewalks are a must in my opinion.
- Need are places to ride bikes
- I live
- 9 miles from town so I drive. Can't see hauling a bike to town just to bike around
- The hospital trail is not close enough to other activities and seems forgotten
- Cross walks need to be more visible and speed limit needs to be lowered on East High st. Large trucks drive too fast on 8 highway cutting through Potosi. Cars on the street block the view for oncoming cars and pedestrians. This highway is not very safe for pedestrians and is a big reason there's less foot traffic and biking traffic
- I would love to see a walking/biking trail throughout the city park and to and from the park as well as along Jefferson Street.
- We also need bike and or ATV lanes on highway 8 and P.
- In order to build a cycling culture, you have to have FUN places to ride like trails with features or a pump track. Bike lanes alone won't do it
- Having parking lots to park at and be able to walk on sidewalks to destinations
- There seem to be more people walking in town now and more sidewalks would definitely help improve their safety
- Many kids walk by my house on Jefferson and the sidewalk is horrible



- Always good to add and improve sidewalks
- I feel we need a multi purpose paved trail for jogging, walking, and bike riding
- I believe everything has been covered
- I walk 3+ miles 4-5 times a week and I stick to track or road around intermediate to have good surfaces to walk on but I'd love a longer distance place to walk so as not to be so repetitive
- We have made some progress in recent years but much more needs done. We have many in our community who walk everywhere out of necessity.
- We need a pool in the city of Potosi for our kids there's nothing
- Bike trail or paved sidewalk for access from Simmental Lane to North Missouri Street
- There are many areas where people are walking/ riding bikes where there are no sidewalks &/or bike lanes. Dangerous
- Side walks area desperately needed. I have a blind child who will never drive. When he's grown and lives independently he will need side walks in order to stay local and be independent
- Jefferson Street badly needs sidewalks, it's dangerous with the amount of people walking in the street
- I live out P Hwy and there is no way to safely ride a bicycle or walk on that road. In addition, walking in town can be a dicey prospect, especially in the area of 8 and 21. Not only are there no allowances for pedestrian crossings, but shady characters tend to congregate at the gas station.
- A dedicated walkway to the Potosi City Park that includes the Potosi Elementary School Improvements along Purcell Drive
- We have a large population of folks without transportation & no form of public transportation to ease burden.
- Hwy 8&185 intersection needs improvements
- Jefferson Street is dangerous and used daily by school sports and city residents.
- We need safe connectivity between the High School campus and the elementary to the city park.

# 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										Federal Highway Administration									
	RAISE	INFRA	RCP	SSA	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	FL/TP	TTP	TTPSF	
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$				\$	\$							\$	\$	\$
				\$	TA					\$	\$				\$						\$	\$			\$			\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan																														
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 and 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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Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$				\$	\$					\$	\$					\$	\$	\$
					\$	TA				\$	\$				\$						\$							\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan																													
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. 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.
- [BIP](#), (IIJA, Div. 1, 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 "SSRTS" 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](#) (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.



# Appendix C: Livable/Complete Streets Information

## Rural Perspective

# MISSOURI LIVABLE STREETS



## WHAT IS LIVABLE STREETS?

Livable or Complete Streets is a design approach that supports active living. It makes our communities more connected and open to people regardless of age, ability or mode of transportation. Livable Streets promotes healthy, vibrant communities that businesses want to invest in, people want to live in, and tourists want to visit.

**Sidewalks, crosswalks,  
paved shoulders, assistive  
devices and bike lanes  
are potential  
elements of a  
Livable  
Street.**



## Why is Livable Streets important?

More and more people want to feel like they're part of a community – one that promotes a healthy, active lifestyle. That's why programs such as walking school buses and features such as bike lanes are gaining popularity across the state. And Missouri's smaller communities are in a unique position to make these changes.

## Livable Streets works for small towns and rural areas!

More than 30 Missouri communities have adopted Livable Streets policies. Noel, Warsaw, Caruthersville, and Eldon are just a few towns that have passed policies.



For more information visit [livablestreets.missouri.edu](http://livablestreets.missouri.edu)



## | LOCAL PERSPECTIVE |

Small towns across Missouri are looking for ways to preserve their culture by revitalizing foot traffic in downtown shopping areas, or building new memories by creating new activity features such as recreational trails. Towns like Warsaw have done a great job amplifying some of their treasured qualities through a Livable Streets policy and other active transportation planning.

### Livable Streets Success in Warsaw

Warsaw (population 2,127) has worked to integrate bicycling, walking, trails, parks, and components of a healthy lifestyle into its city and region-wide economic development plan. The city has developed a mountain bike park, a system of trails and bicycle routes in and around the city, an improved, walkable downtown area, a system of parks connected by trails, a beautiful riverfront harbor and park connected to downtown, and much more. The city has recently adopted an ambitious regional trails and bike-way plan. The Complete Streets Policy is an essential part of the city's planning to make the entire city and region walkable and bike friendly. The Complete Streets elements allow every neighborhood, school, and commercial area of the city to make the "last mile" connection to the city's trails and bike-ways system.

The result is that people can--and do--regularly bike to destinations around the city, including downtown, parks, and schools. People from all around the county and region come to Warsaw to use the trail and bike-way system.

- Written by Brent Hugh, Director, Missouri Bicycle and Pedestrian Federation



Image credits: MoBike Fed. License: [creativecommons.org/licenses/by/2.0/](https://creativecommons.org/licenses/by/2.0/)

### McDonald County's Perspective



Brandy Smith  
Health Educator  
McDonald County  
Health Department

"Where do you want to see your community in 20 years? Do you want it to be abandoned, or do you want to improve it? That's where Livable Streets comes in. You want to prepare for the future growth of your community. People [and funders] want to see that you are doing things like Livable Streets policy because it all starts with policy. [Our goal] is to finish the walking trail that's in Anderson around our ball parks and then eventually build nice trails that connect Anderson to Pineville."

McDonald County has passed Livable Streets policies in four of its towns: Anderson, Pineville, Noel, and Southwest City. While passing the policy was a two year process, it's already at work across the county. The McDonald County Health Department outlined resources they used and steps they took to successfully pass policy, which you can access at:

<http://bit.ly/mcdonaldcounty>



## Caruthersville's Perspective



Dawn Jordan, Caruthersville  
Healthy Communities  
Coordinator Pemiscot  
County Initiative Network

"We want to be able to redo the sidewalks and streets, but like a lot of rural communities, we do not have a budget for that. If you want grants to help with redevelopment, you have to have something in place to say that it is an important issue to your community—'our streets are important and the sidewalks are important.' Now that [Livable] Streets has passed, we can say we have a [Livable] Streets Ordinance and we need help."

## Livable Streets can help attract young adults

Many young adults appreciate smaller town culture and want to settle in areas where they know their neighbors, their kids can safely walk to school, and they have easy access to outdoor recreation. Rural towns already have these assets and many are capitalizing on them by opening businesses for visitors who in turn put money back into the town for residents and visitors to use.

## LIVABLE STREETS IN RURAL MISSOURI

Rural places are as diverse as America. However, poverty, health disparities and rates of fatal car crashes are higher in rural areas, which is why many rural towns are stepping up to identify strategies that can help reverse these trends and revitalize their communities.

### How can Livable Streets help my community?

- **Mobility:** Not everyone is able to drive. It's important to provide a variety of transportation options so people are not restricted to their homes and can safely travel to work, school, doctor appointments or other places around town.
- **Health:** Obesity rates are higher in rural areas than urban areas. Livable Streets policies support the simplest remedy: safe sidewalks and paths for walking and biking. After Eldon, Missouri implemented a Complete Streets policy, it saw obesity rates drop five percent in five years among school-aged children.
- **Safety:** Missouri is the 17th most dangerous state for people walking (Dangerous by Design 2019). Rural areas in Missouri have twice the number of fatal car accidents as urban areas. Adding shoulders or traffic calming measures (i.e. speed bumps, curb extensions) can reduce speed, making roads safer for drivers and pedestrians.
- **Economy:** Active transportation infrastructure like bike trails/paths and sidewalks are important community assets that can make a community more appealing to businesses and funders, resulting in more activities, jobs, and an increase in property values.





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## | FUNDING OPPORTUNITIES |

There are a variety of ways to fund Livable Streets projects. Federal, local and private sources can be used from anything like higher cost infrastructure projects such as sidewalks to paint for shared-lane markings. Crowdfunding on sites like GoFundMe have also been used to raise funds.

### Federal funding opportunities

- Congestion Mitigation and Air Quality Improvement program (CMAQ)
- Surface Transportation Block Grant Program
- Surface Transportation Block Grant Set-Aside- Transportation Alternatives Program (TAP)

### Federal funding opportunities administered by state and federal agencies

- Highway Safety Improvement Program (HSIP)
- State and Community Highway Safety Grant Program (Section 402)
- Recreation Trails Program (RTP)
- The Environmental Protection Agency offers a variety of grants that address community health

### Local funding sources

- Set aside a percentage of capital improvement budgets to fund projects
- Community Foundation of the Ozarks and affiliates in 50 Missouri counties (cfozarks.org)
- Crowdfunding: using platforms like Gofundme or CauseMomentum.org to raise funds

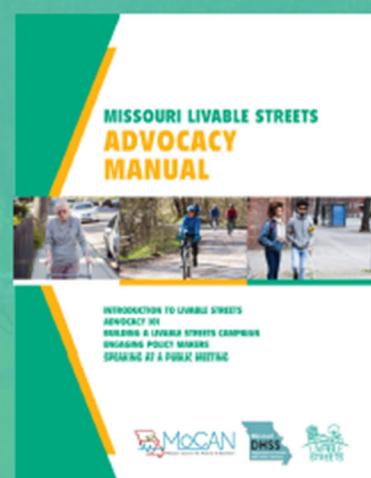
### Private sources

- People for Bikes Grant Program
- Robert Wood Johnson Foundation (RWJF)

Learn more about the funding resources at [livablestreets.missouri.org](http://livablestreets.missouri.org).

For questions about Livable Streets contact Kathy Craig at [Kathy.Craig@health.mo.gov](mailto:Kathy.Craig@health.mo.gov)

Learn more about Livable Streets policies, tips and how to get started by downloading the free Advocacy Manual from [livablestreets.missouri.edu/advocate/mls-advocacy-manual/](http://livablestreets.missouri.edu/advocate/mls-advocacy-manual/)







**For more information visit [livablestreets.missouri.edu](https://livablestreets.missouri.edu)**