

# City of Rosebud Active Living Community of Practice Plan



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# Funded By

In September 2018, Missouri was one of 16 states to receive the Centers for Disease Control and Prevention's (CDC) Division of Nutrition, Physical Activity, and Obesity's (NPAO) award to implement a State Physical Activity and Nutrition plan. This project is referred to as the Missouri Physical Activity and Nutrition (MPAN) project. MPAN includes four strategies to help Missourians achieve the highest quality of life possible by increasing the number of places that implement: food service guidelines, nutrition and physical activity standards in early care and educational systems, supportive breastfeeding practices, and new or improved systems to promote safe opportunities for active living in communities. This Active Living Communities of Practice Plan for the city of Rosebud, 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 Rosebud and worked with the city to develop the strategy.

# Acknowledgements

The ALCP Plan for the city of Rosebud, Missouri was guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. A meeting was held Tuesday, February 28, 2023, at Rosebud City Hall to identify and prioritize sidewalk, crosswalk, and trail improvements throughout Rosebud. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback.

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# Section 1: Introduction

Rosebud is a small, historical railroad community in the east-central region of Missouri. The city of Rosebud is one of 16 communities and six incorporated cities in Gasconade County, with 390 residents as of the 2020 Census. The city is 0.87 square miles and features a vibrant social business corridor along Hwy 50, as well as 1.28 miles of the Rock Island Trail State Park. The grounds of the State Park, operated as the Rock Island Railroad until 1979, lay close to the northern city limits and hope to make Rosebud an increasingly popular tourist destination. The city of Rosebud, 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, Rosebud 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 Rosebud 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 Rosebud.



View of Rosebud welcome sign along State Route 50.

## What is an Active Living Community of Practice?

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



“desirable, useful, and attractive places people need or want to go such as schools, stores, parks, and businesses.”

These routes and destinations are the building blocks for determining an overall plan for active transportation which DHSS defines as “any self-propelled, human mode of transportation, such as walking or bicycling.”

Active transportation can boost local economies, increase physical health, improve the natural environment and provide affordable transportation access for all. Through a grant from DHSS, the Meramec Regional Planning Commission (MRPC) selected a community in the eight-county region that had an interest in enhancing the lives of its citizens through the adoption of an Active Living Community of Practice Plan. Additionally, MRPC reviewed health and socioeconomic-related statistics from the American Community Survey (ACS Census data) and [countyhealthrankings.org](https://www.countyhealthrankings.org) to ensure the 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 Rosebud looks to support and increase its resident’s quality of life and safety with increased pedestrian infrastructure on the Rock Island Trail and throughout the city.

Different types of active transportation include:

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



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



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



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



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



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

## Rosebud's Active Living Communities of Practice Goal

The purpose of defining active transportation in Rosebud 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 Rosebud 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 west on Rosebud Avenue north of Rosebud City Park



View of existing Rock Island Trail easement



# Section 2: Existing Conditions

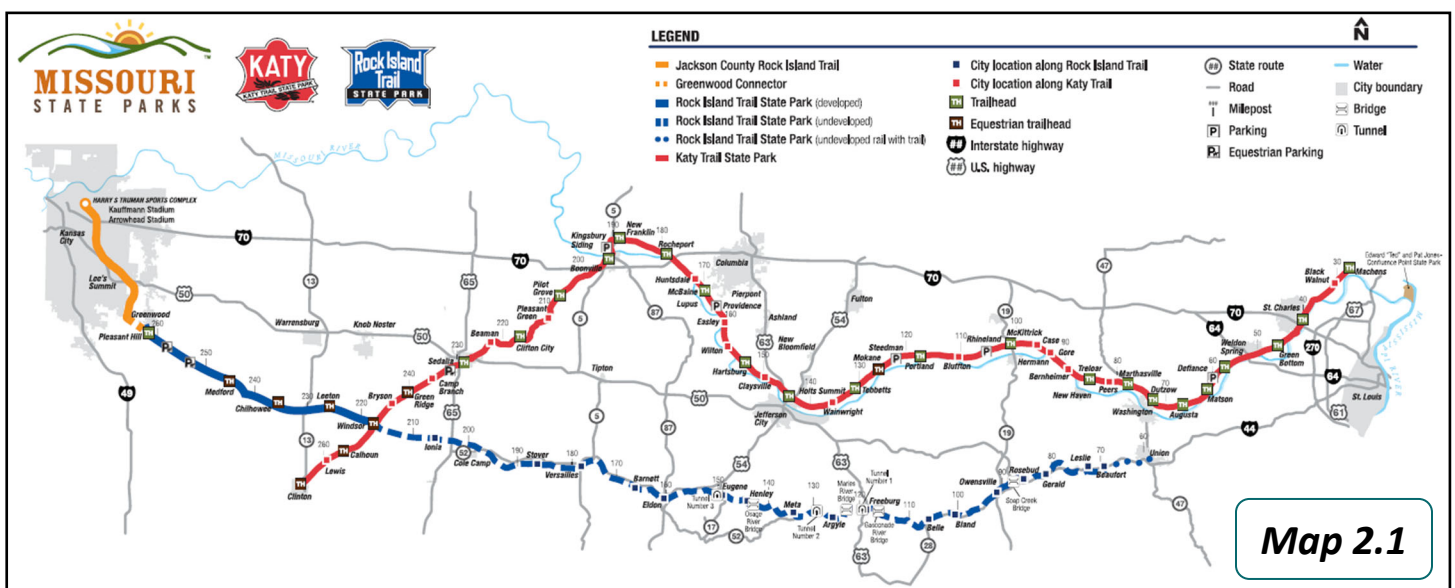
Before trail and sidewalk recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, the city of Rosebud has a comparable pedestrian network to many small towns in the Meramec Region. With approximately 3,049 linear feet (0.58 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Rosebud currently has existing pedestrian infrastructure connecting the U.S. Route 50 business corridor, the planned Rock Island State Park Trailhead and Rosebud City Hall.

## Rock Island Trail

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

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

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

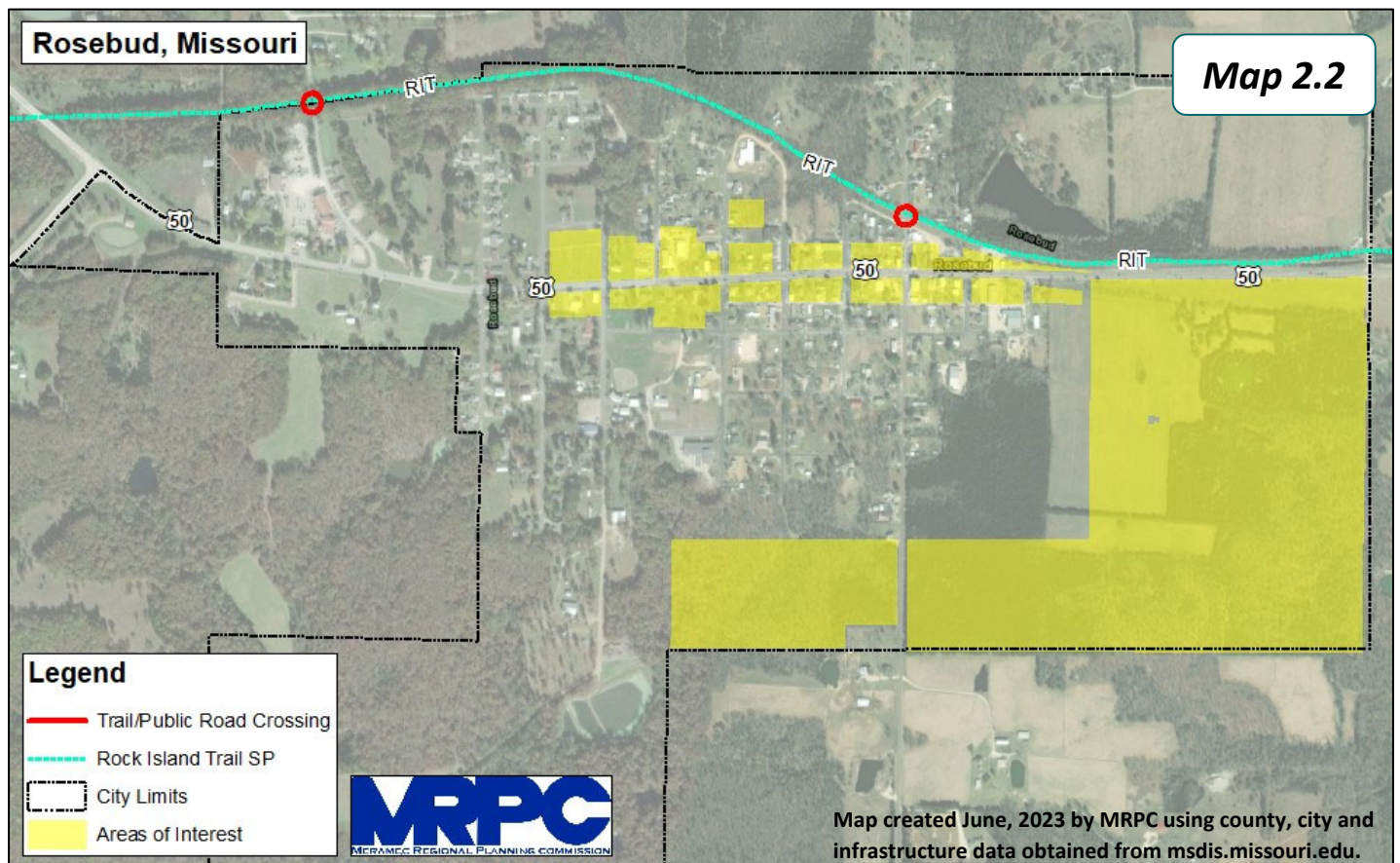


It should be noted that all portions of the Rock Island Trail will be built to the specifications of the Missouri State Parks Rock Island Trail approved engineering designs, with full details being released at a future date. Upon the trail's completion, these intersections of pedestrian and auto traffic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



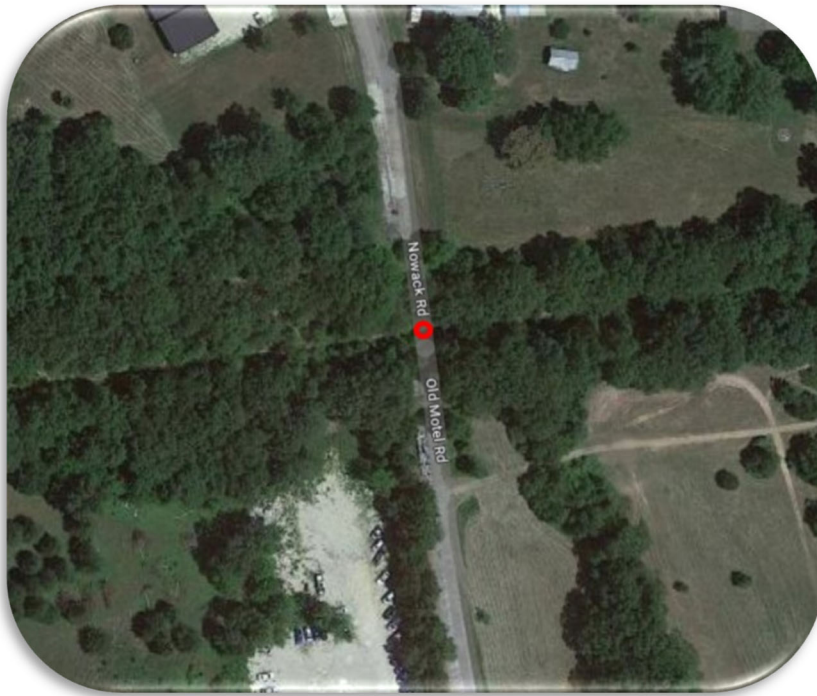
Examples of the Rock Island Trail's current condition through Rosebud, looking east (left) and west (right) from where it crosses Third Street.

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





It is also worth noting that the Rock Island Trail will cross two public roads (see Map 2.2) while continuing through Rosebud: at Old Motel Road on the northern city limit and Third Street just north of the U.S. Route 50 corridor. 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.



Old Motel Road Crossing

The western most trail crossing will be located on Old Motel Road on Rosebud's northern city limits. The speed limit is 30 mph in the city limits and connects to Nowack Road which loops back to U.S. Route 50 west of Rosebud.

The eastern most trail crossing is located on Third Street approximately 300 ft. north of U.S. Route 50. The speed limit is 30 mph in the city limits and turns into State Route 332 and State Route T to the north and south of town, respectively.



State Route 332 Crossing

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 Rosebud 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 will likely not be added to Rosebud's trailhead as it will primarily or solely be located on the Rock Island Trail easement. However, the Rosebud RV Park is scheduled to open June 2023. The new development is located on Rosebud's eastern city limits south of U.S. Route 50 and will feature over 200 RV spots but has not publicly announced whether primitive or tent camping will be available. While they have no immediate plans, Rosebud's stakeholders did discuss a potential opportunity to develop primitive camping at Rosebud City Park if it is not offered elsewhere. 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 there. A developed campsite offers more amenities and costs more to stay there. Amenities could include restrooms, showers, water, shade, tent shelters and platforms, parking, fire rings, grills, and picnic tables. Rules, ordinances, liability, and safety are additional considerations for developing camping. If 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.



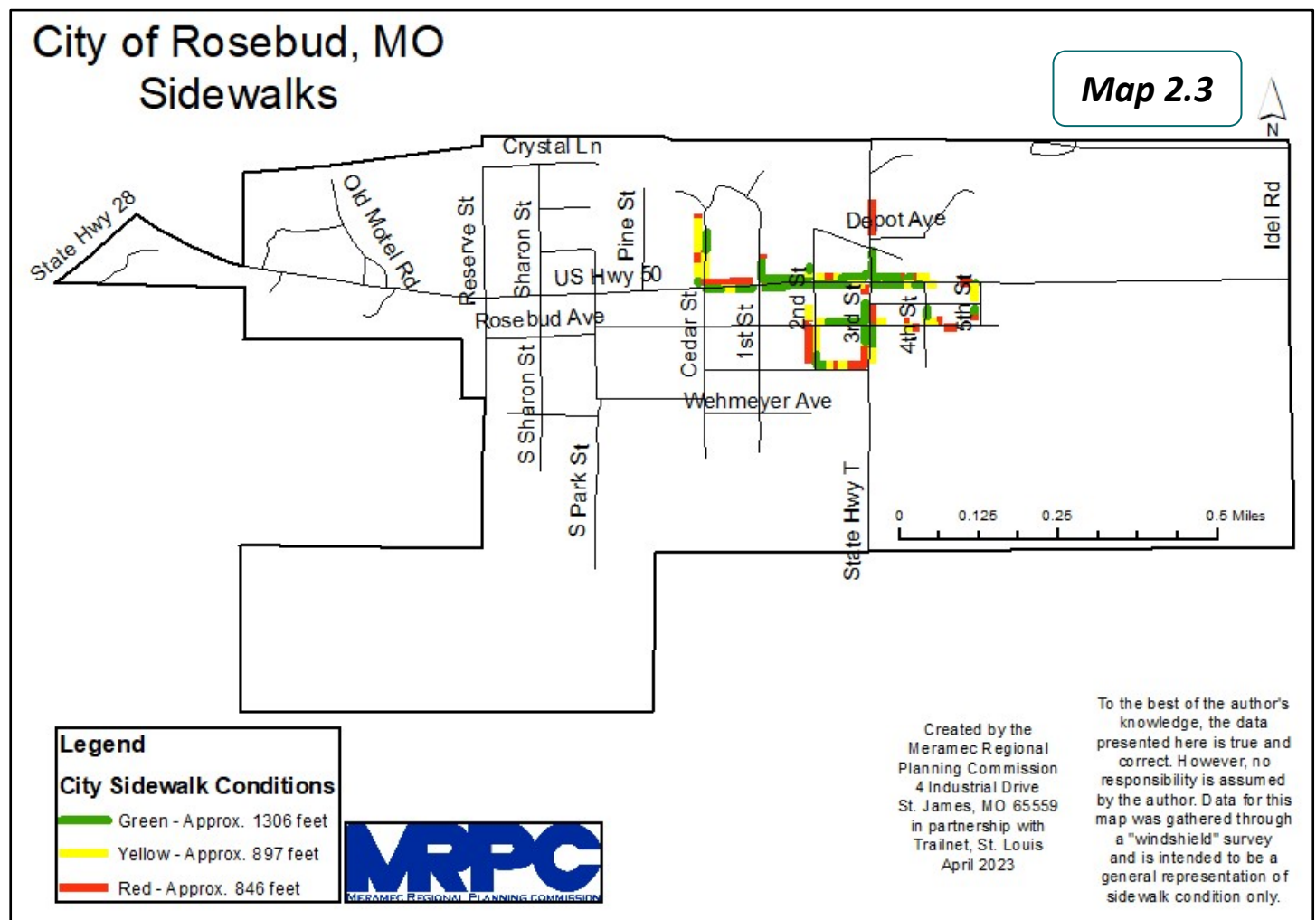
View of potential Rosebud City Park primitive camping location in the flat, open spaces along Rosebud Avenue.



# Sidewalk Conditions

In Rosebud, existing sidewalk infrastructure is concentrated around the State Route 50 business corridor. Additional sidewalks are located to the north and south of U.S. Route 50; however, most are currently in fair or poor condition. In 2023, Trailnet completed an updated sidewalk inventory through visual assessment for the purpose of this Active Living Communities of Practice Plan.

The City of Rosebud has approximately 3,049 linear feet (0.58 miles) of existing sidewalks. The majority of these sidewalks are considered to be in good condition. *Map 2.2* illustrates sidewalk conditions from April 2023. This map can also be found in Appendix E of MRPC’s Regional Transportation Plan.



Sidewalk conditions are organized into three categories:



Sidewalk on south side of State Route 50 looking west.

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



Sidewalk along west side of Cedar Street



Sidewalk along south side of W. Red Oak Street looking north.

- **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.



# 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, police and safety, public works and community residents. The city staff hosted the stakeholder group meeting at Rosebud City Hall.

## Public Meeting

The meeting was held on February 28, 2023, at Rosebud City Hall. A total of 13 people attended the meeting. MRPC staff provided a presentation on active living communities of practice and the 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 Rosebud City Hall, U.S. Route 50 corridor, Rosebud City Park, RV park development and Rock Island Trail and Trailhead.



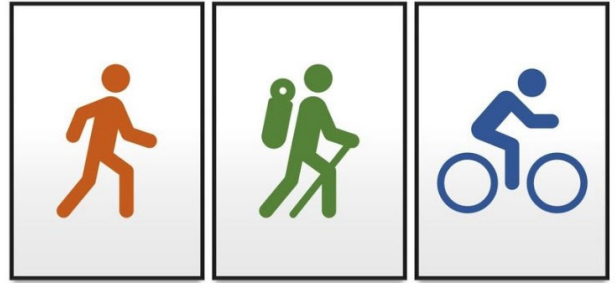
Community stakeholders and MRPC representatives gathered February 28, 2023, to discuss safe pedestrian improvements to infrastructure.

# Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Rosebud 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 28 people took the survey by the May 18 deadline. Full results of the survey, including those submitted after the deadline, can be found in Appendix A.

Survey respondents unanimously agreed that sidewalks were somewhat or very important to the health of the community. Of the 28 responses:

- 15 walked or biked to engage in physical activity several times a week.
- Almost half (13) of the respondents felt that bike lanes would not be valuable.
- Most respondents (17) drove to work alone, with seven walking or biking to work.
- 14 people felt that the city of Rosebud was moderately walkable, with four individuals stating that the city was not walkable at all.
- 22 respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the city of Salem. These areas include, but are not limited to:
  - Red Oak Road
  - U.S. Route 50 through downtown (one specified ADA usage)
  - Highway T
  - Park Street near park
  - Third Street
  - Sidewalks around Rosebud City Park
  - Rosebud Avenue
  - Cedar Street



The City of Rosebud and the Meramec Regional Planning Commission (MRPC) are seeking to assess community needs and wants to increase active transportation networks in Rosebud. 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 Rosebud that will assess and propose improvements to the active transportation network.

# Section 4: Proposed Improvements

Rosebud's stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Rosebud. 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 U.S. Route 50, as well as pedestrian traffic around Rosebud City Park on Red Oak Avenue, Rosebud Avenue, Park Street, and Cedar Street.

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

## A. Trailhead Development

## B. Proposed Crosswalks

Priority 1 – State Route 50 east of Fifth Street

Priority 2 – State Route 50 and Cedar Street

Priority 3 – State Route 50 and Park Street

## C. Proposed Sidewalks

Priority 1 – State Route 50

Priority 2 – Rosebud City Park Loop

Priority 3 – Third Street

Priority 4 – Park Street

Priority 5 – State Route 28

Priority 6 – First Street

Priority 7 – Cedar Street south of State Route 50

Priority 8 – Cedar Street north of State Route 50



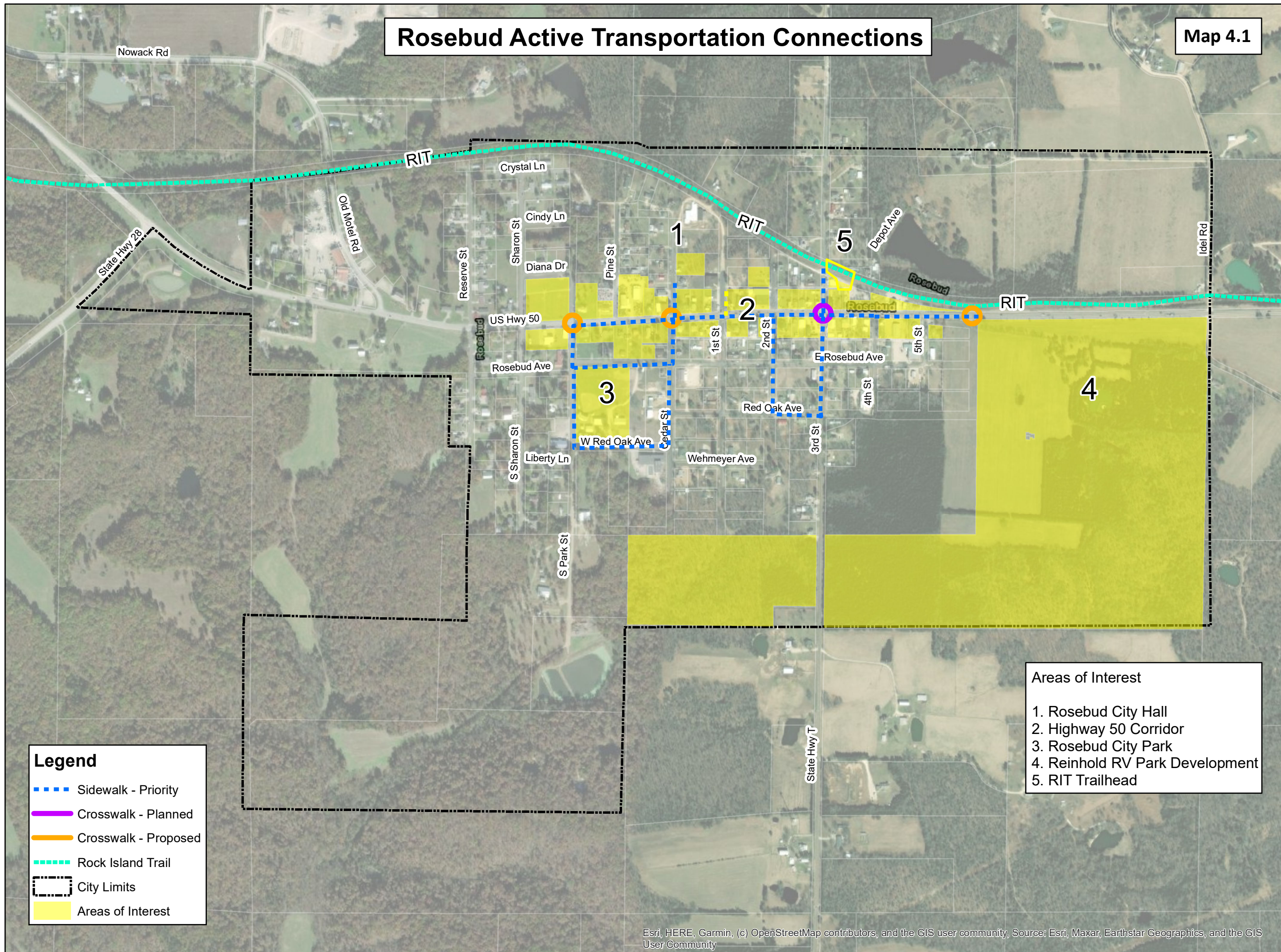
Recommended projects and improvements to Rosebud's pedestrian network include a crosswalk at Park Street and U.S. Route 50 (above) and a sidewalk on Park Street along Rosebud City Park (below).





# Rosebud Active Transportation Connections

Map 4.1



**Legend**

Sidewalk - Priority

Crosswalk - Planned

Crosswalk - Proposed

Rock Island Trail

City Limits

Areas of Interest

Areas of Interest

1. Rosebud City Hall

2. Highway 50 Corridor

3. Rosebud City Park

4. Reinhold RV Park Development

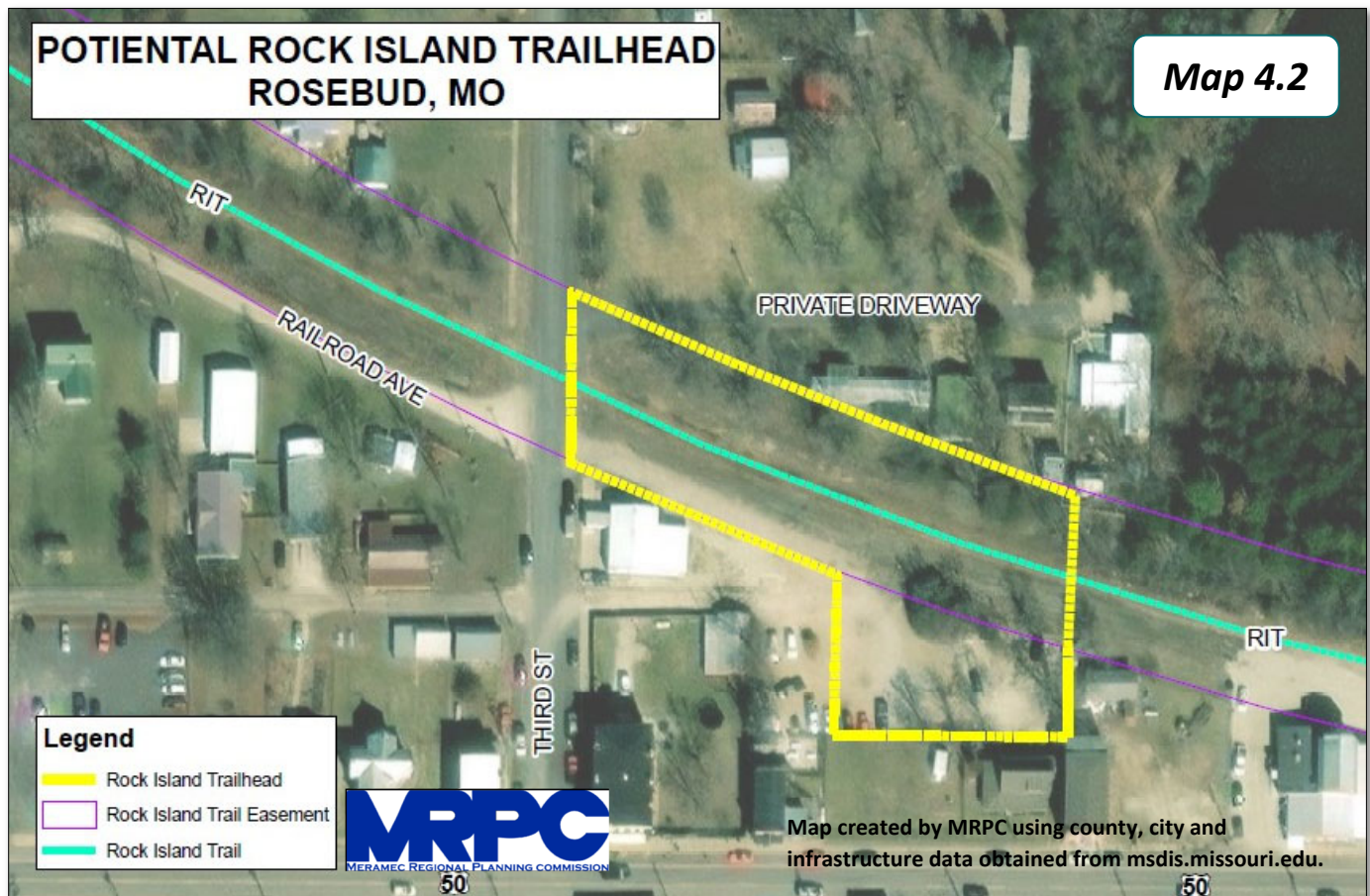
5. RIT Trailhead



# Proposed Rock Island Trailhead

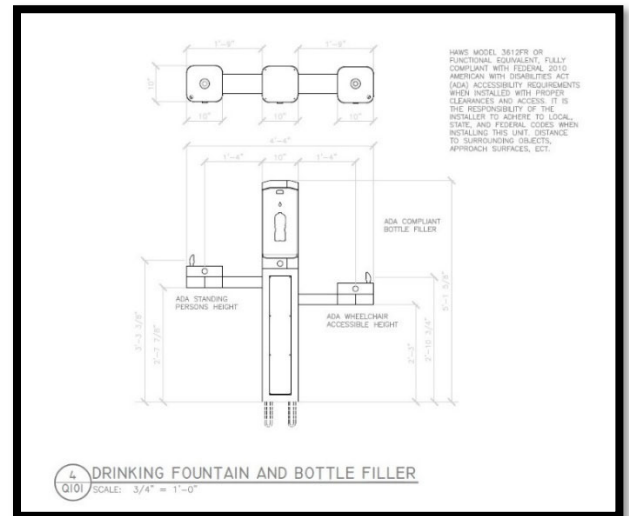
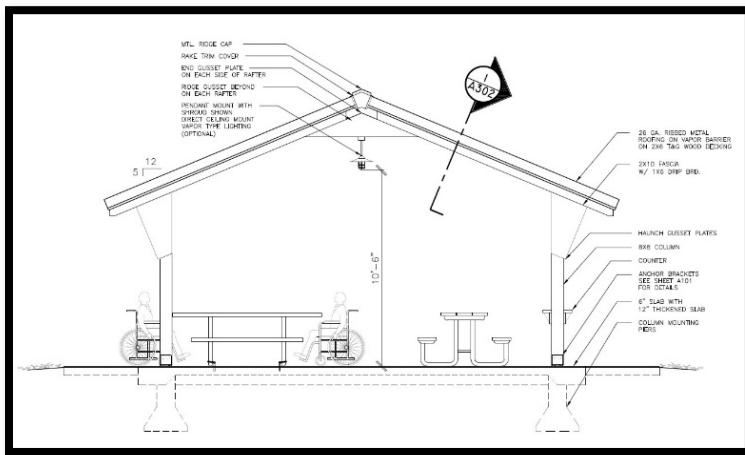
Along with the Rock Island Trail State Park itself, Rosebud also has an opportunity to develop a destination trailhead within its city limits. In addition to parking, Rock Island Trailheads can offer several amenities to the public such as bike repair stations, air pumps, drinking water, picnic tables, 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 Rosebud was limited in selecting a potential trailhead location, citing private ownership along the trail's easement and a steep grade differential along most the trail as the primary barriers. It was determined one of the best potential options is located north of U.S. Route 50 and directly east of where Third Street crosses the Rock Island Trail. This location is an estimated 1.09 acres with the combination of the easement and adjoining public lot and is ideally located less than 100 ft. from the U.S. Route 50 business corridor. A full set of tentative reference documents for Rock Island Trailheads can be found in Appendix D.

## Map of Potential Trailhead





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

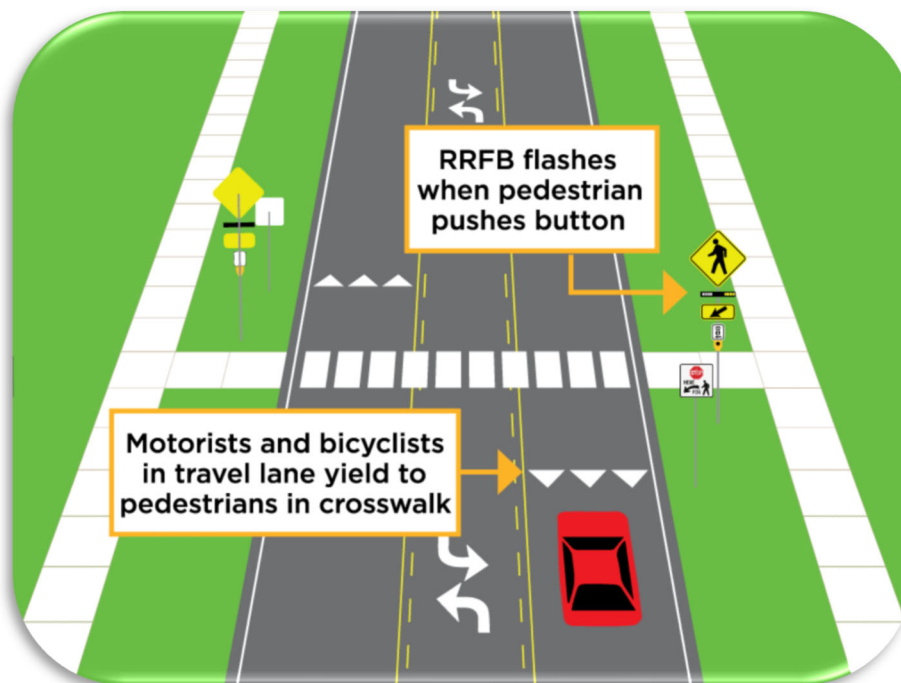


Examples of design cross-sections found in the Rock Island Trailhead Reference Documents. A three-bay shelter (left) and water fountain/bottle filler are both options for trailhead sites.



# Proposed Crosswalks

Crosswalks in the city of Rosebud are some of the most important improvements needed for sidewalks and trails to ensure pedestrians and cyclists move safely across town. During the planning process, the stakeholder group discussed three different crosswalk locations, all of which are located along the U.S. Route 50 corridor. Each of these locations reflects the community's need for safe and convenient routes for pedestrians to cross U.S. Route 50. MoDOT controls the right-of-way in all three proposed crosswalk areas and improvements would require cooperation between entities. Rosebud's stakeholders cited several concerns regarding the speed and frequency of traffic on U.S. Route 50, and it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system on all proposed locations. A RRFB pedestrian crosswalk has already been planned and funded through the MoDOT Transportation Alternatives Program for the intersection of U.S. Route 50 and Third Street. 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 at all crossings, especially those closest 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>

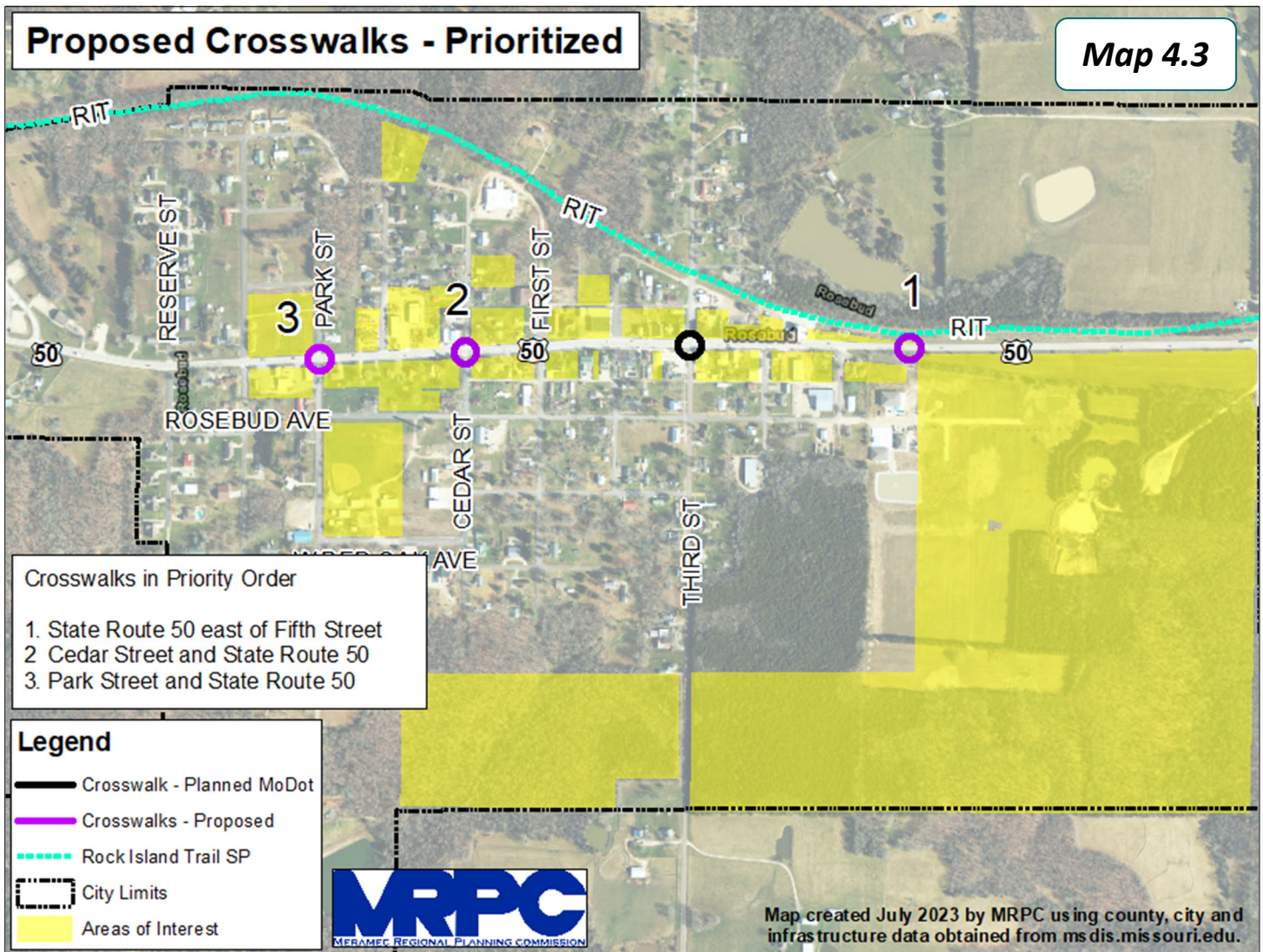
<https://www.nhtsa.gov/road-safety/pedestrian-safety>

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

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

## Proposed Crosswalks - Prioritized

Map 4.3



### Intersections/Crosswalks (Rank 1 through 3) in Priority Order:

**Priority 1:** U.S. Route 50 east of Fifth Street – the highest prioritized, this crossing would provide a safe route across U.S. Route 50 toward the east end of the Rosebud’s business corridor. Looking to the future, this crossing would directly connect the Rock Island Trail SP easement to the north with a large capacity RV and camping development located across U.S. Route 50 to the south. It would also provide the business district with a much-needed additional crosswalk and is located at the end of a proposed sidewalk route that has also been prioritized by the city’s stakeholders. With local and tourist traffic considered, the stakeholders identified this intersection as the highest need.



Proposed crosswalk location on U.S. Route 50 at the end of business corridor, between the Rock Island Trail easement and RV park development





Proposed crosswalk location crossing U.S. Route 50 at Cedar Street

**Priority 2:** Cedar Street and U.S. Route 50 – The second priority crosswalk would also provide safe access for residents and visitors crossing U.S. Route 50 from Cedar Street to the north and south. This intersection is located within Rosebud’s business corridor and is approximately 1,080 ft. (0.20 miles) to the west from the nearest planned crosswalk on U.S. Route 50. In addition to the business corridor, this crosswalk would also offer easy and safe access to Rosebud City Hall and Rosebud City Park, located to the north and south respectively. This proposed crosswalk is located at the western end of existing sidewalks on U.S. Route 50.

**Priority 3:** Park Street and U.S. Route 50 – The third and final priority crosswalk would provide safe access for Rosebud’s residents and visitors to cross U.S. Route 50 from Park Street to the north and south. This intersection is located one block from the western end of the business corridor, as well as one block north of Rosebud City Park. While this intersection currently features no existing sidewalks, it is featured at the end of proposed sidewalk prioritizations along U.S. Route 50 going east and Park Street going south.



Proposed crosswalk location crossing U.S. Route 50 at Cedar Street



## Planned Intersections/Crosswalks:

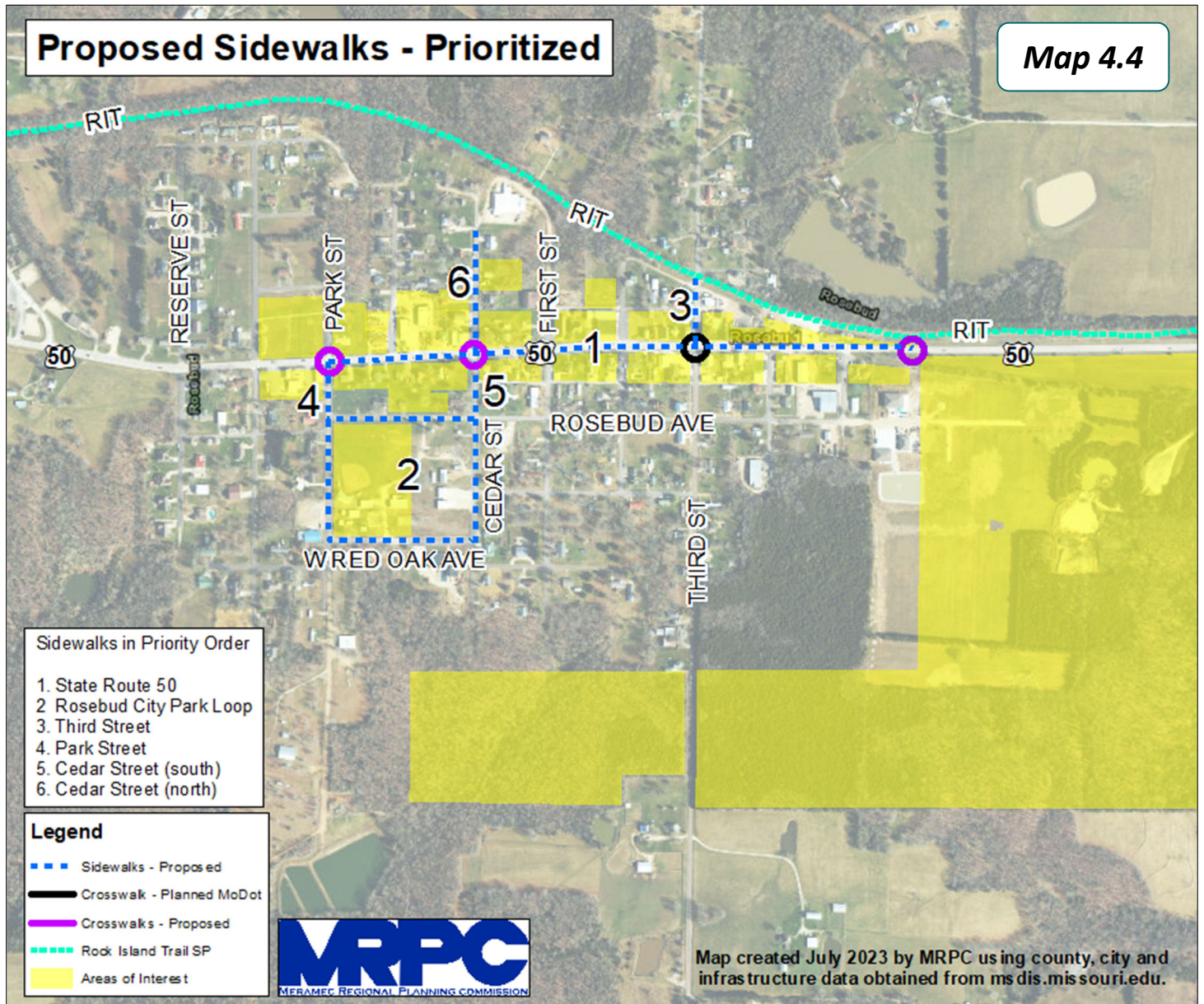
Third Street and U.S. Route 50 – In 2022, the City of Rosebud was awarded a MoDOT Transportation Alternatives Program (TAP) Grant to install a RRFB crosswalk at this intersection. When completed, this project will provide the first designated crossing for pedestrians on U.S. Route 50 in Rosebud.



Planned crosswalk location crossing U.S. Route 50 at Third Street

# Proposed Sidewalks

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





## Sidewalks (Rank 1 through 6) in Priority Order:

**Priority 1:** U.S. Route 50 (both sides) – runs east/west from Park St. to the RV park development. This section is approximately 2,900 ft. in length. While much of this section of U.S. Route 50 has existing sidewalks on the north and south sides, it is missing large sections on its east and west ends. Additionally, several sections of its existing sidewalks are in fair or poor condition and vary in width. An eight to ten feet-wide sidewalk is recommended for downtown mixed use.

**Priority 2:** Rosebud City Park Loop (park sides) – runs along Red Oak Avenue, Park Street, Cedar Street, and Rosebud Avenue to create a loop around Rosebud City Park. These 4 sections of street combined are approximately 2,500 ft. in length. This general loop is already traveled often by community members and visitors for recreation, but pedestrians intermingle with auto traffic as there are no existing sidewalks. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



Park Street looking south from Rosebud Avenue

**Priority 3:** Third Street (west side) – runs north/south from U.S. Route 50 to the Rock Island Trail SP near Rosebud's proposed trailhead and is approximately 350 ft. in length. This section of Third Street has portions existing sidewalk in good condition on the east side, however it is missing several segments to be complete and varies in width. An eight to ten feet-wide sidewalk is recommended for multi-modal use.



Park Street looking south from U.S. Route 50

**Priority 4:** Park Street (east side) – runs north/south from U.S. Route 50 to Rosebud Avenue. The Park Street sidewalk would provide a 300 ft. complete pedestrian connection between the proposed U.S. Route 50 sidewalk priority and Rosebud City Park. There are currently no existing sidewalks on Park Street. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.

**Priority 5:** Cedar Street south of U.S. Route 50 (east side) – runs north/south from U.S. Route 50 to Rosebud Avenue. The Cedar Street sidewalk would provide a 300 ft. complete pedestrian connection between existing U.S. Route 50 sidewalks and Rosebud City Park. There are currently no existing sidewalks on Cedar Street south of U.S. Route 50. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



**Priority 6:** Cedar Street north of U.S. Route 50 (east or west side) – runs north/south from U.S. Route 50 to Rosebud City Hall. This Cedar Street sidewalk would provide a 600 ft. complete pedestrian connection between existing U.S. Route 50 sidewalks and Rosebud’s City Hall and Police Headquarters. There are existing sidewalks on both sides of Cedar Street, however the majority are in fair or poor condition. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



Cedar St. looking south from Rosebud City Hall

# Section 5: Implementation

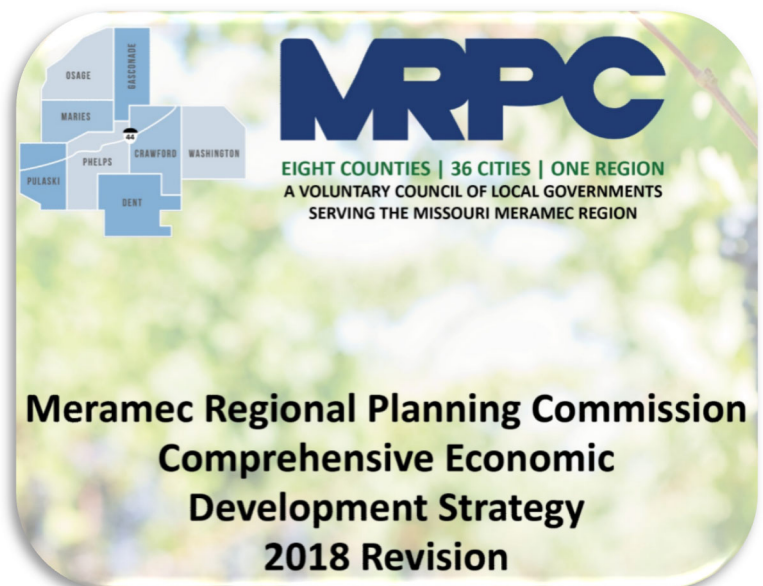
## Project Implementation Strategies

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 Rosebud the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Rosebud'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 Rosebud 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 Rosebud 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 Rosebud
- Ordinance adoption and updates
- Rosebud Capital Improvement Plans
- Other Rosebud Community Plans
- School District Plans



# Project Funding Opportunities

Rosebud has demonstrated success in fundraising as a Transportation Alternatives Program (TAP) grant recipient in 2022, as well as in years past, and should continue applying for TAP 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](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 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 Rosebud.

### 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 Rosebud.

### 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

# Rosebud Active Transportation Survey

37 Responses

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

37 out of 37 people answered this question

Yes 19 resp. 51.4%



No 18 resp. 48.6%



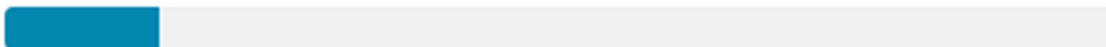
Are sidewalks important to you?

36 out of 37 people answered this question

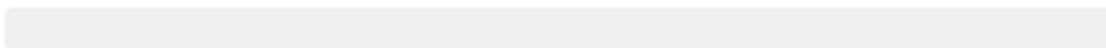
They are very important 31 resp. 86.1%



They are somewhat important 5 resp. 13.9%



They are not important 0 resp. 0%





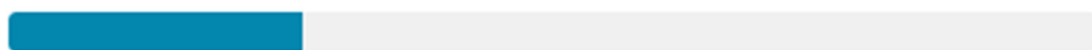
How often do you walk or bike to reach destinations in the community and/or to engage in physical activity?

37 out of 37 people answered this question

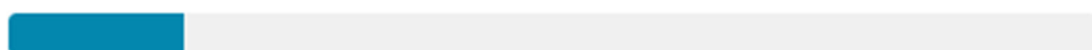
Multiple times a week 20 resp. 54.1%



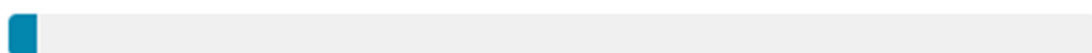
Once a week 10 resp. 27%



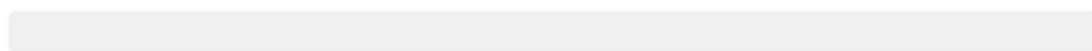
A couple times a year 6 resp. 16.2%



Never 1 resp. 2.7%



Other 0 resp. 0%



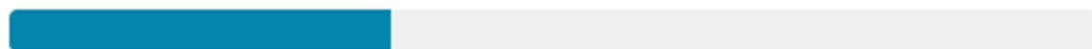
How "walkable" is Rosebud (Consider sidewalk routes, sidewalk conditions, and safety)

37 out of 37 people answered this question

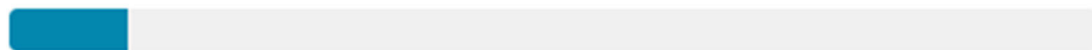
Moderately walkable 20 resp. 54.1%



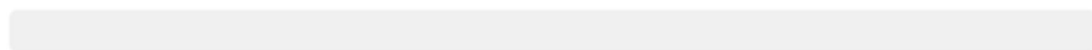
Slightly walkable 13 resp. 35.1%



Not walkable 4 resp. 10.8%



Very walkable 0 resp. 0%



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

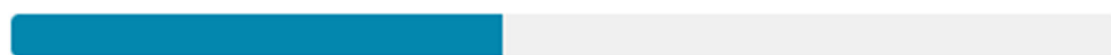
25 out of 37 people answered this question

- Hwy 50
- Highway 50
- Hwy 50 on West side
- Hwy 50, hwy T, 4th street,
- Red oak rd , all of those backroads
- Portions along Hwy 50 throughout downtown.
- Hwy 50 . Along Hwy T
- The sidewalks all along 50 are cracked/peices missing. Lack of sidewalks on park street leading to the town park.
- Pick any street in Rosebud
- Most do not have sidewalks. The sidewalks along highway 50 aren't level and aren't very accessible to people with wheelchairs.
- third street n.
- The sidewalks along highway 50 in front of the businesses are a hazardous, fall risk from uneven surfaces or change of terrain or absence of sidewalk. No sidewalks around city park.
- Not sure
- Hwy 50, Rosebud Ave, S Park St., Cedar St, 3rd St
- Highway 50 along both sides
- Cedar street
- Cedar street Hwy 50 The park
- I rarely walk
- Most on hwy 50
- Hwy 50 both sides
- All sidewalks on Hwy 50
- All up and down hwy 50 both sides
- every street in rosebud needs sidewalks
- Park

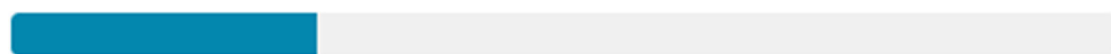
## Would you value marked bike lanes on the road?

36 out of 37 people answered this question

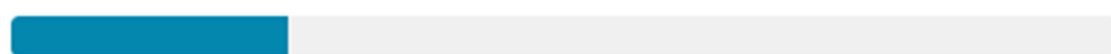
No, I do not see the need 16 resp. 44.4%



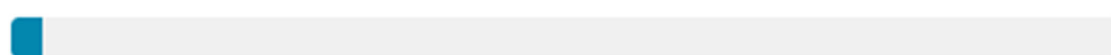
Maybe, they could be useful 10 resp. 27.8%



Yes, they are useful 9 resp. 25%



Other 1 resp. 2.8%



Only down Hwy 50, maybe

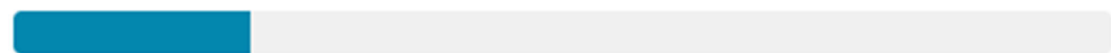
How likely would you be to walk/bike to reach a destination and/or engage in physical activity if sidewalk, trail and bicycle improvements were made in Rosebud?

37 out of 37 people answered this question

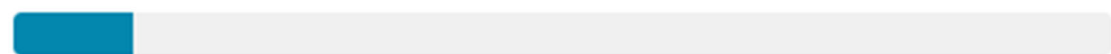
Very likely 25 resp. 67.6%



Somewhat likely 8 resp. 21.6%



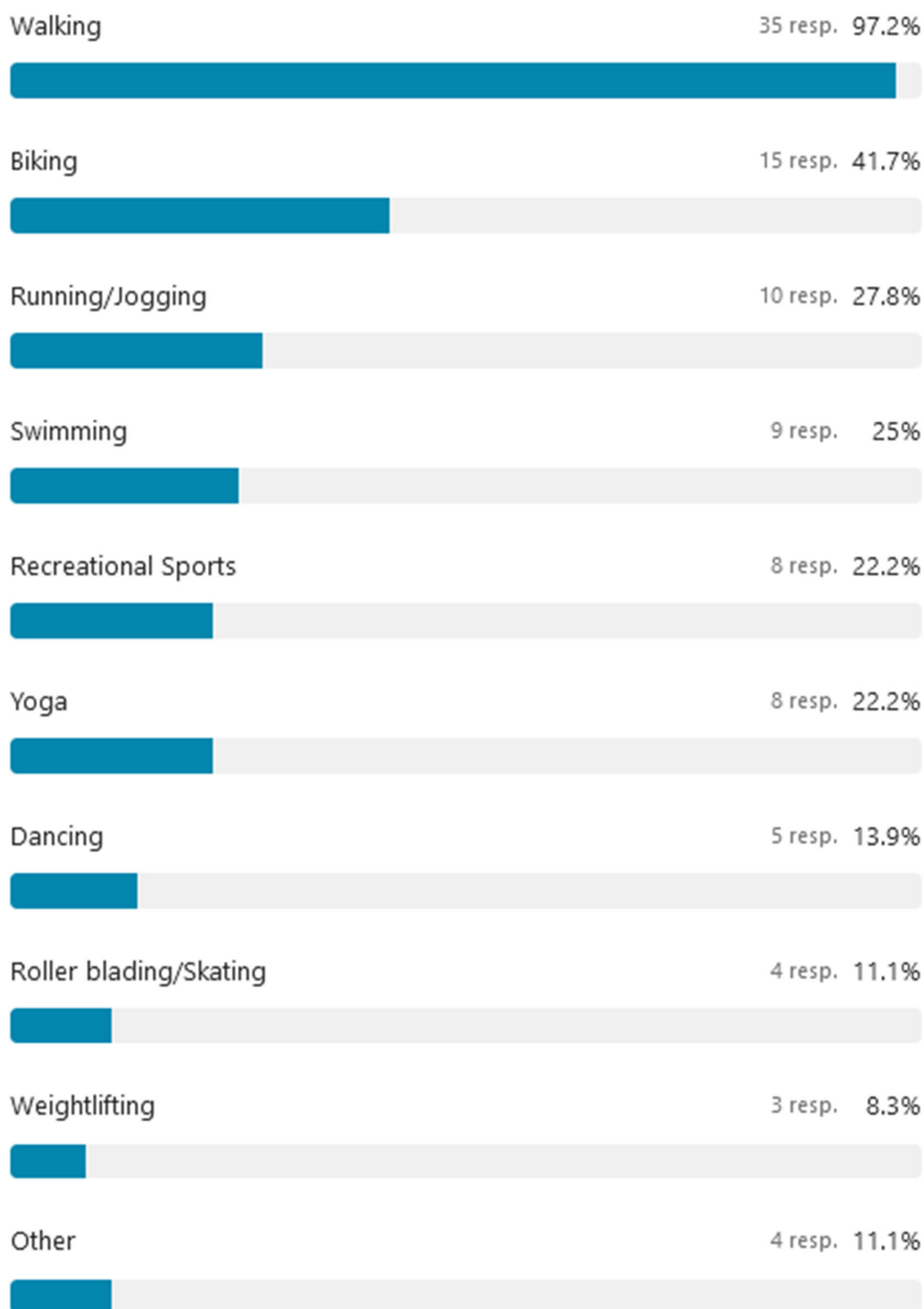
Not likely at all 4 resp. 10.8%





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

36 out of 37 people answered this question (with multiple choice)



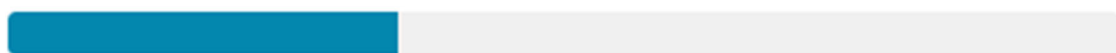
- Walk Dogs

- Aerobics
- Horseshoes
- None

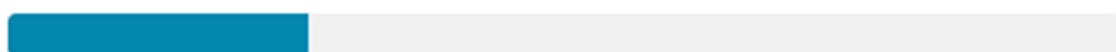
### How often to you utilize the Rosebud City Park?

37 out of 37 people answered this question

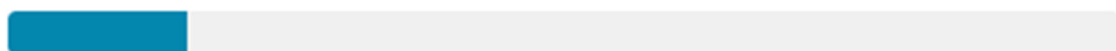
A couple times a year 13 resp. 35.1%



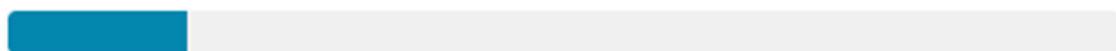
Multiple times a week 10 resp. 27%



Once a month 6 resp. 16.2%



Once a week 6 resp. 16.2%



Never 2 resp. 5.4%

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

36 out of 37 people answered this question

	Yes	No, but I want to	No, I'm not interested
Rosebud City Hall	45.7%	28.6%	25.7%
HWY 50 Business Corridor	88.9%	11.1%	0%
Rosebud City Park	91.7%	8.3%	0%



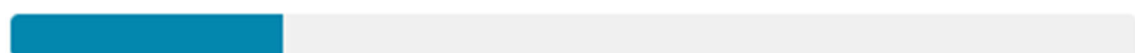
## How do you get to work?

37 out of 37 people answered this question (with multiple choice)

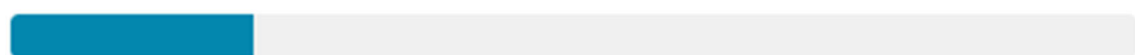
Drive alone 21 resp. 56.8%



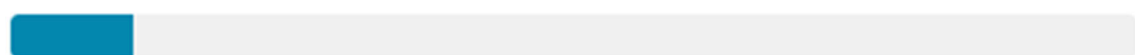
I do not work 9 resp. 24.3%



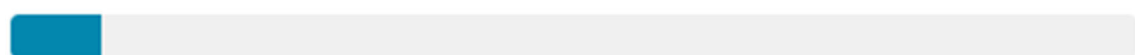
Walk 8 resp. 21.6%



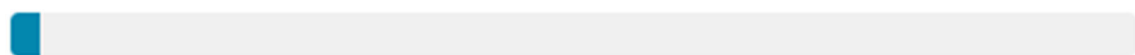
Carpool/Rideshare 4 resp. 10.8%



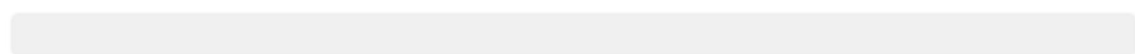
I work from home 3 resp. 8.1%



Bicycle 1 resp. 2.7%

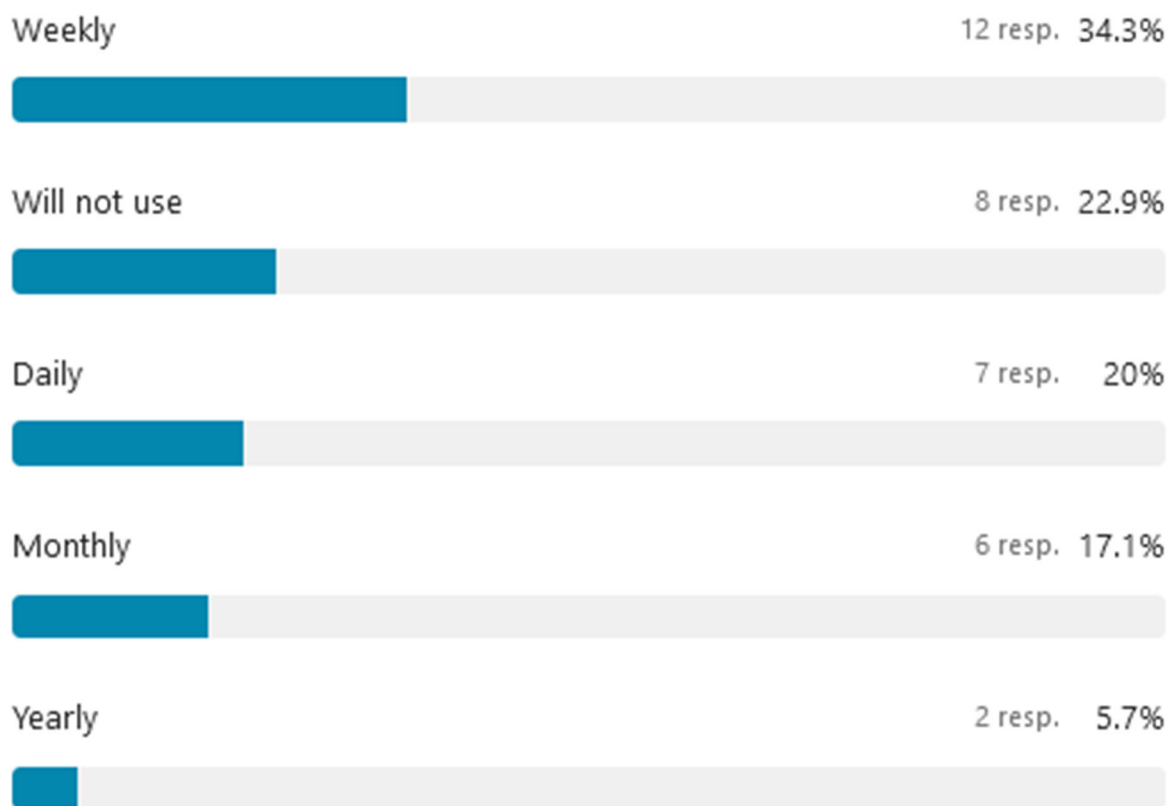


Other 0 resp. 0%



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

35 out of 37 people answered this question



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

36 out of 37 people answered this question

#1	2. HWY 50 Business Corridor	#1.39 average
#2	3. Rosebud City Park	#2.5 average
#3	5. Rock Island Trail State Park Trailhead	#3.61 average
#4	4. Reinhold RV Park Development	#3.64 average
#5	1. Rosebud City Hall	#3.86 average



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

33 out of 37 people answered this question

#1	1. HWY 50 from Pine St. to RV Park	#2.18 average
#2	3. Rosebud City Park Loop (Red Oak Ave., Rosebud Ave., Park St., Cedar St.)	#2.48 average
#3	2. 3rd St. from HWY 50 to Rock Island Trail State Park	#3.33 average
#4	4. Park St. from HWY 50 to Rosebud Ave.	#3.79 average
#5	5. Cedar St. from HWY 50 to Rosebud Ave.	#4.55 average
#6	6. Cedar St. From HWY 50 to 1st St.	#4.67 average

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

29 out of 37 people answered this question

#1	3. Crossing HWY 50 from RV Park to Rock Island Trail State Park	#1.86 average
#2	2. Intersection of Cedar St. and HWY 50	#2 average
#3	1. Intersection of Park St. and HWY 50	#2.14 average

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

10 out of 37 people answered this question

- Please consider plans for bike parking stations/stands, water bottle filling stations, tire stations, shopping package lockers, etc. Thank you!
- Most sidewalks in Rosebud are in desperate need of repair or just non existent. Any and all sidewalks would be greatly appreciated!!
- There are a lot of elderly in rosebud and sidewalks on those back roads (red oak,cedar, pine) this would help them prolong their lives and get the community more active
- Need to enforce speed limit through town on Hwy 50. Cars are repeatedly speeding. Need more police support. I work at a clothing/ furniture store here in town and see firsthand. Thank you
- n/a
- This would be extremely beneficial to our residents as well as visitors. It is extremely dangerous at times to cross 50 and can be difficult for motorists to safely see pedestrians because of poor vantage points and no designated walkways or crossings
- There should be more crossing signs.
- Parking6 days ago
- Pedestrian crossing on east side of town by rusty gate and Loeb's mill
- ped crossing on the east side of town, between loeb's mill and rusty gate!!

# 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					NHTSA					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	FLTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$					\$	\$			\$	\$	\$					\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$					\$					\$	\$	\$		\$			\$	\$
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$					\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Bicycle plans				~\$						\$	\$										\$	\$	\$					\$	\$
Bicycle helmets (project or training related)												\$									\$	\$	\$					\$	\$
Bicycle helmets (safety promotion)												\$									\$	\$	\$					\$	\$
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$					\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	~\$	~\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$					\$	\$		\$		\$	\$	\$		\$		\$	\$	\$
Bike racks on transit	~\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$										\$	\$	\$				\$	\$	\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$					\$	\$			\$	\$	\$					\$	\$	\$
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$					\$	\$		\$		\$	\$	\$				\$	\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$					\$	\$			\$	\$	\$					\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$					\$	\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$						\$	\$					\$					\$	\$	\$					\$	\$
Community Capacity Building (develop organizational skills/processes)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$						\$						\$	\$	\$					\$	\$
Counting equipment	\$	\$	\$	\$		~\$	~\$	\$	\$		\$						\$		\$	\$	\$	\$	\$		\$			\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$					\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$					\$	\$
Historic preservation (pedestrian and bicycle transit facilities)	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$					\$					\$	\$	\$					\$	\$
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$	\$					\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$
Maps (for pedestrians and/or bicyclists)				\$						\$	~\$				\$						\$	\$	\$					\$	\$
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$						\$	\$	\$					\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$	\$	\$	\$				\$					\$	\$	\$	\$		\$			\$	\$
Rail at-grade crossings	\$	\$	\$	~\$				\$	\$						\$			\$	\$	\$	\$	\$	\$					\$	\$
Recreational trails	\$	\$	\$	~\$				~\$													\$	\$	\$					\$	\$
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$						\$	\$	\$					\$	\$
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$					\$	\$

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

September 9, 2022

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Key: \$ = Activity may be eligible. 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	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AgPP	402	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRITS	PLAN	NSB	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	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$			\$	\$	\$	\$				\$		\$	\$	
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 "SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
- [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSE](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.

# Appendix C: Livable/Complete Streets Information

## 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.





## Caruthersville's Perspective



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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

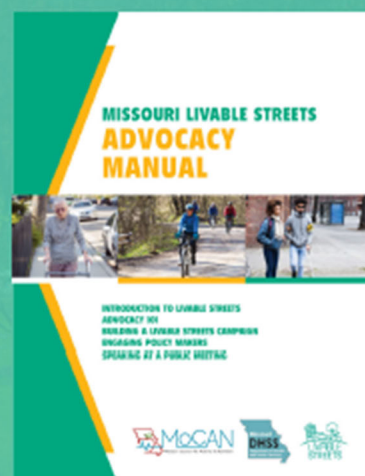
### Private sources

- 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)

# Appendix D: Rock Island State Park Trailhead Reference Documents



## INDEX OF DRAWINGS

6100	TITLE SHEET AND DRAWING INDEX
6101	GENERAL NOTES AND STANDARD DETAIL
C102	PARKING PLAN AND DETAILS
Q101	BINE REPAIR STAND, AIR PUMP
Q102	BINE STAND AND BOTTLE FILLER
Q103	ADA PUMP TABLE AND PAD
<b>INFORMATION BOARD AND DEPOT</b>	
6101	TITLE SHEET
A100	PLAN ELEVATION AND DETAILS
<b>Vault Toilet</b>	
6102	TITLE SHEET
A101	SLAB AND FOUNDATION PLAN
A102	PLAN AND ELEVATION
A103	SECTION
<b>3 BAY SHELTER</b>	
6103	TITLE SHEET
A104	PLAN AND FOUNDATION
A105	ELEVATION
A106	SECTION AND DETAILS
E101	ELECTRICAL PLAN



STATE OF MISSOURI  
MICHAEL L. PARSON  
GOVERNOR



## TRAILHEAD INFORMATION

ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI  
01/17/2023



CALL 2 DAYS BEFORE YOU  
DIG - DRILL - BLAST  
1-800-344-7483  
MISSOURI ONE CALL  
SYSTEM, INC.

**MISSOURI  
STATE PARKS**  
*Missouri State Parks is a division of the  
Missouri Department of Natural Resources*  
PLANNING & DEVELOPMENT PROGRAM  
1659 EAST ELM ST (65101)  
PO BOX 176  
JEFFERSON CITY, MO 65102

PROGRAM TELEPHONE: 573-526-1699  
PROGRAM FAX #: 573-526-4395

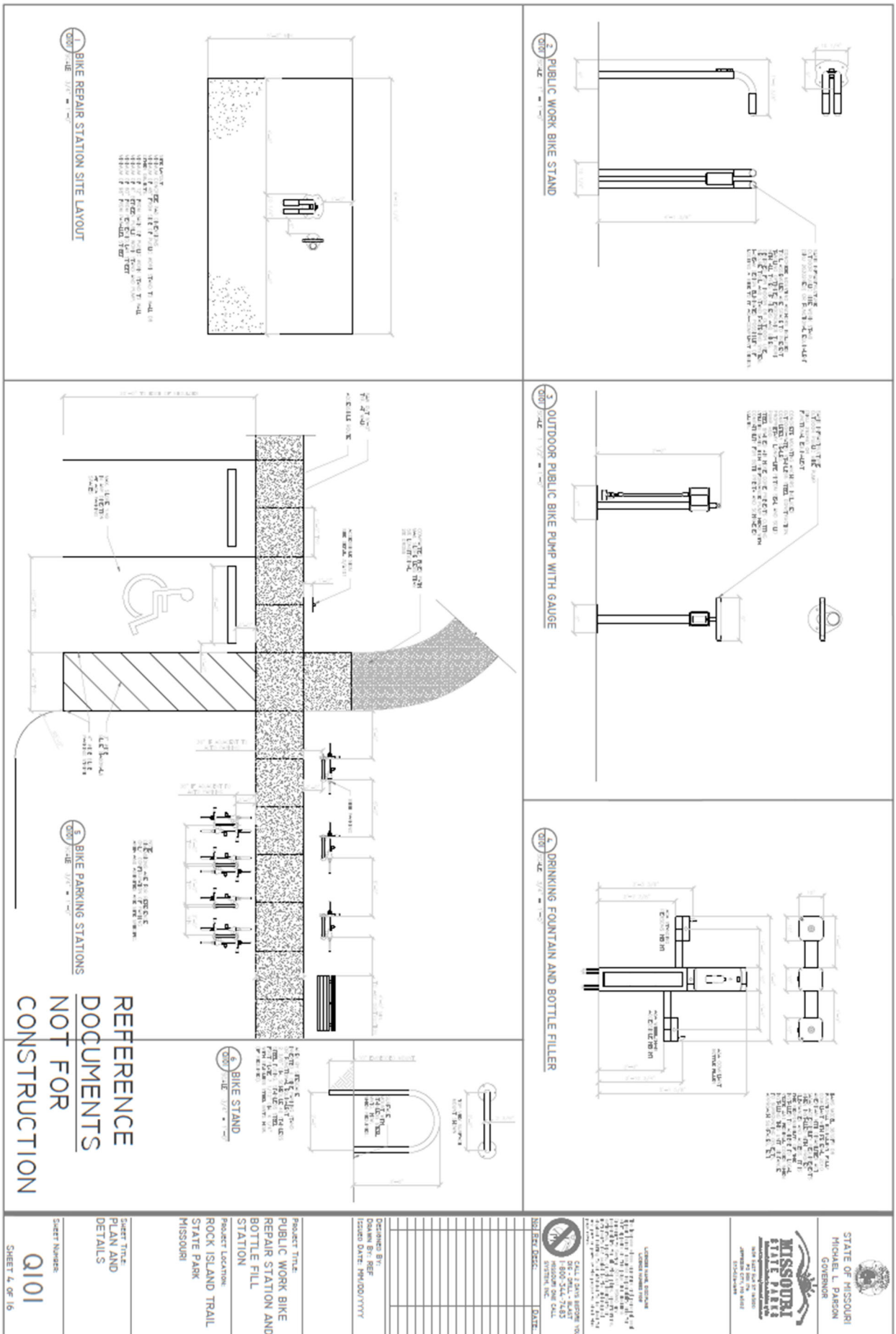
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DOCUMENTS  
NOT FOR  
CONSTRUCTION**

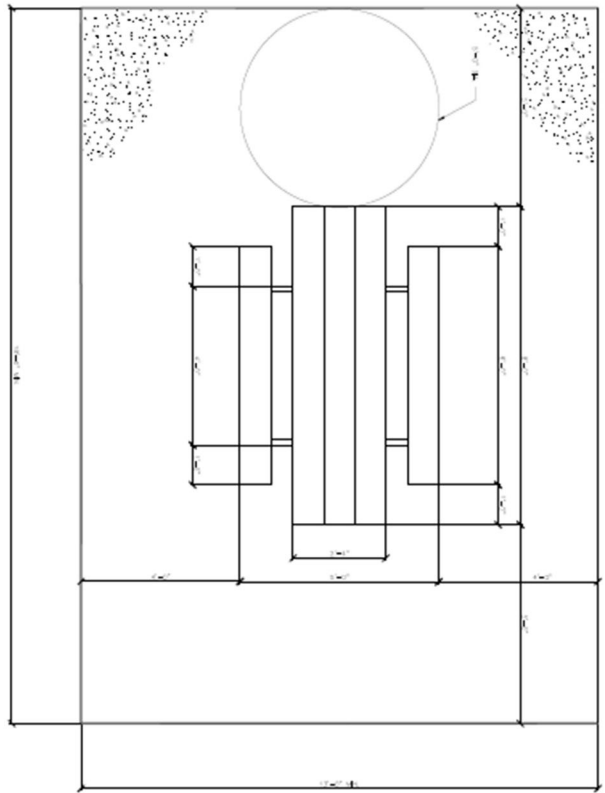
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**G100**  
SHEET 1 OF 16



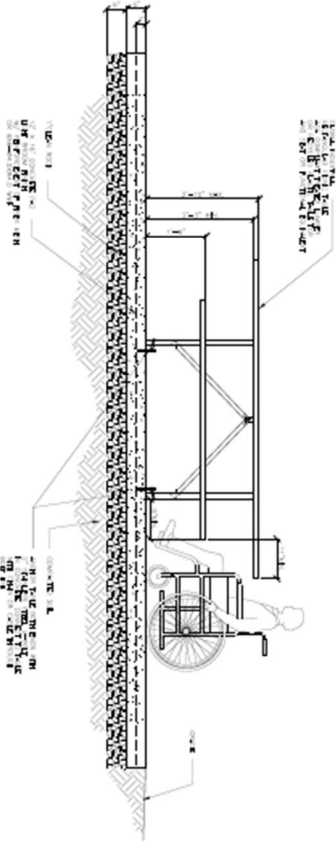
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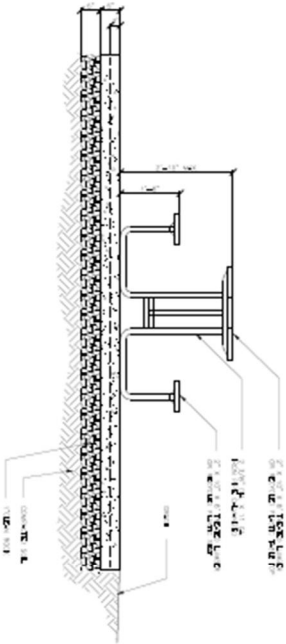




1 ADA PICNIC TABLE WITH PAD  
Q102 SCALE 3/4" = 1'-0"



2 FRONT VIEW  
Q102 SCALE 3/4" = 1'-0"



3 SIDE VIEW  
Q102 SCALE 3/4" = 1'-0"

REFERENCE  
DOCUMENTS  
NOT FOR  
CONSTRUCTION

**STATE OF MISSOURI**  
MICHAEL L. PARSON  
GOVERNOR

**MISSOURI**  
HILL CLIMB  
AND RACEWAY

CALL 2 DAYS BEFORE FOR  
800-522-7483  
800-522-7483  
800-522-7483

DATE

PROJECT TITLE:  
ADA PICNIC TABLE  
AND PAD

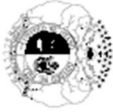
PROJECT LOCATION:  
ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI

DESIGNED BY:  
DRAWN BY: REP  
ISSUED DATE: 01/07/2023

DATE

SHEET NUMBER  
Q102  
SHEET 5 OF 16

SHEET TITLE:  
PLAN AND  
DETAILS



STATE OF MISSOURI  
MICHAEL L. PARSON  
GOVERNOR

# INFORMATION BOARD AND DEPOT

ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI  
01/17/2023



PLANNING & DEVELOPMENT PROGRAM  
1659 EAST ELM ST (6510)  
PO BOX 176  
JEFFERSON CITY, MO 65102

PROGRAM TELEPHONE: 573-526-1699  
PROGRAM FAX #: 573-526-4395

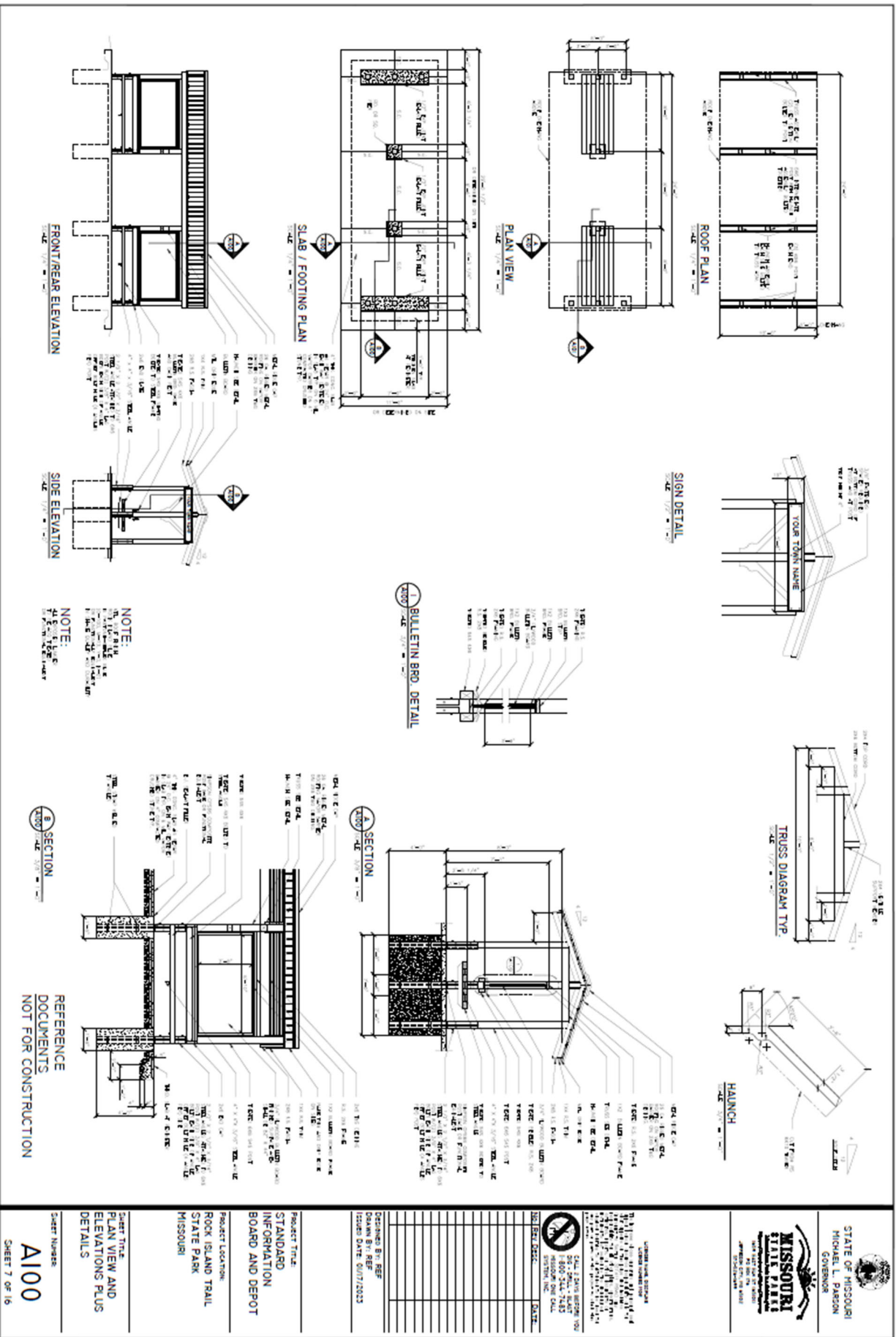


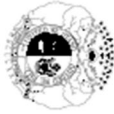
CALL 2 DAYS BEFORE YOU  
DIG - DRILL - BLAST  
1-800-344-7483  
MISSOURI ONE CALL  
SYSTEM, INC.

REFERENCE  
DOCUMENTS  
NOT FOR  
CONSTRUCTION

SHEET NUMBER:  
**G101**  
SHEET 6 OF 16







STATE OF MISSOURI  
MICHAEL L. PARSON  
GOVERNOR

# VAULT TOILET WITH CAST IN PLACE VAULT

ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI  
01/17/2023



CALL 2 DAYS BEFORE YOU  
DIG - DRILL - BLAST  
1-800-346-7483  
MISSOURI ONE CALL  
SYSTEM, INC.

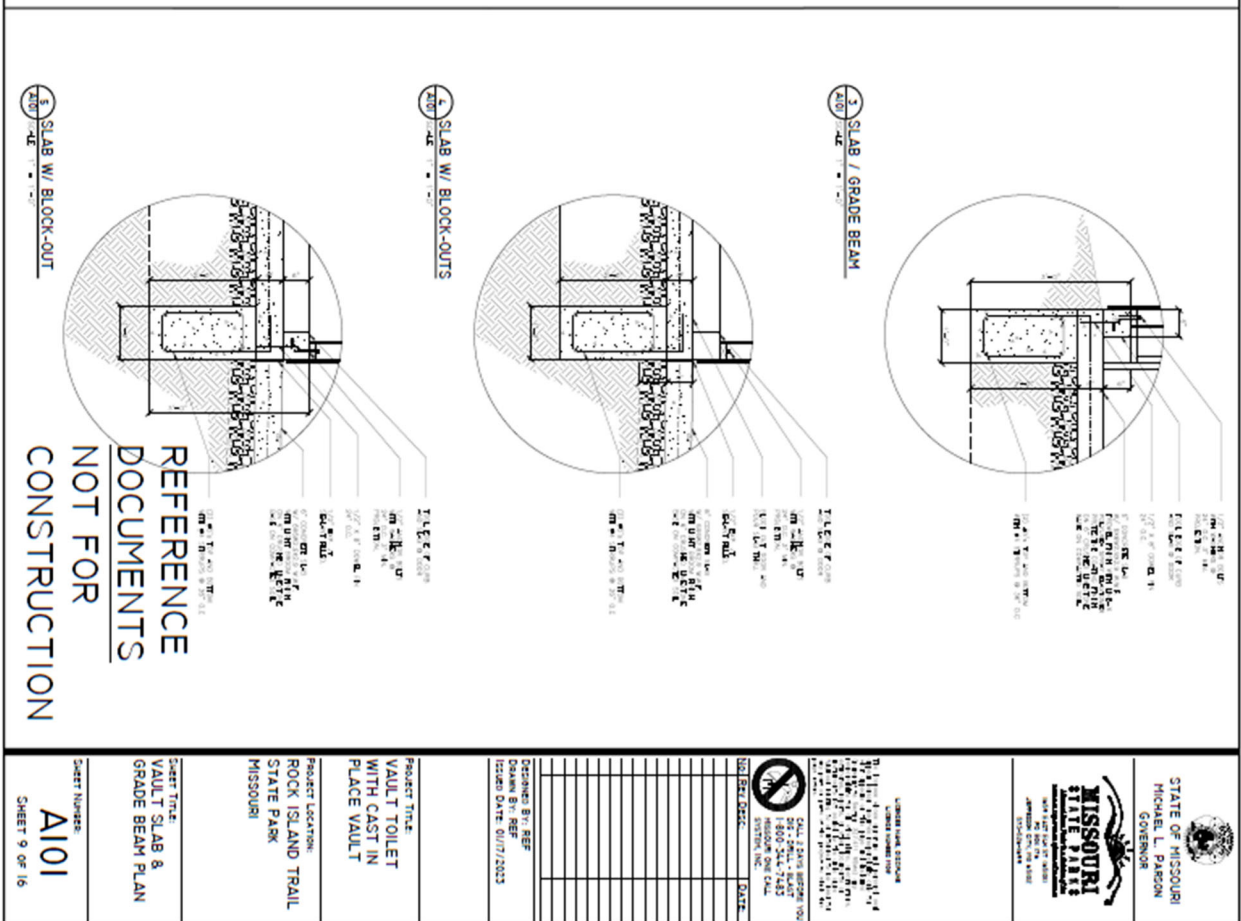
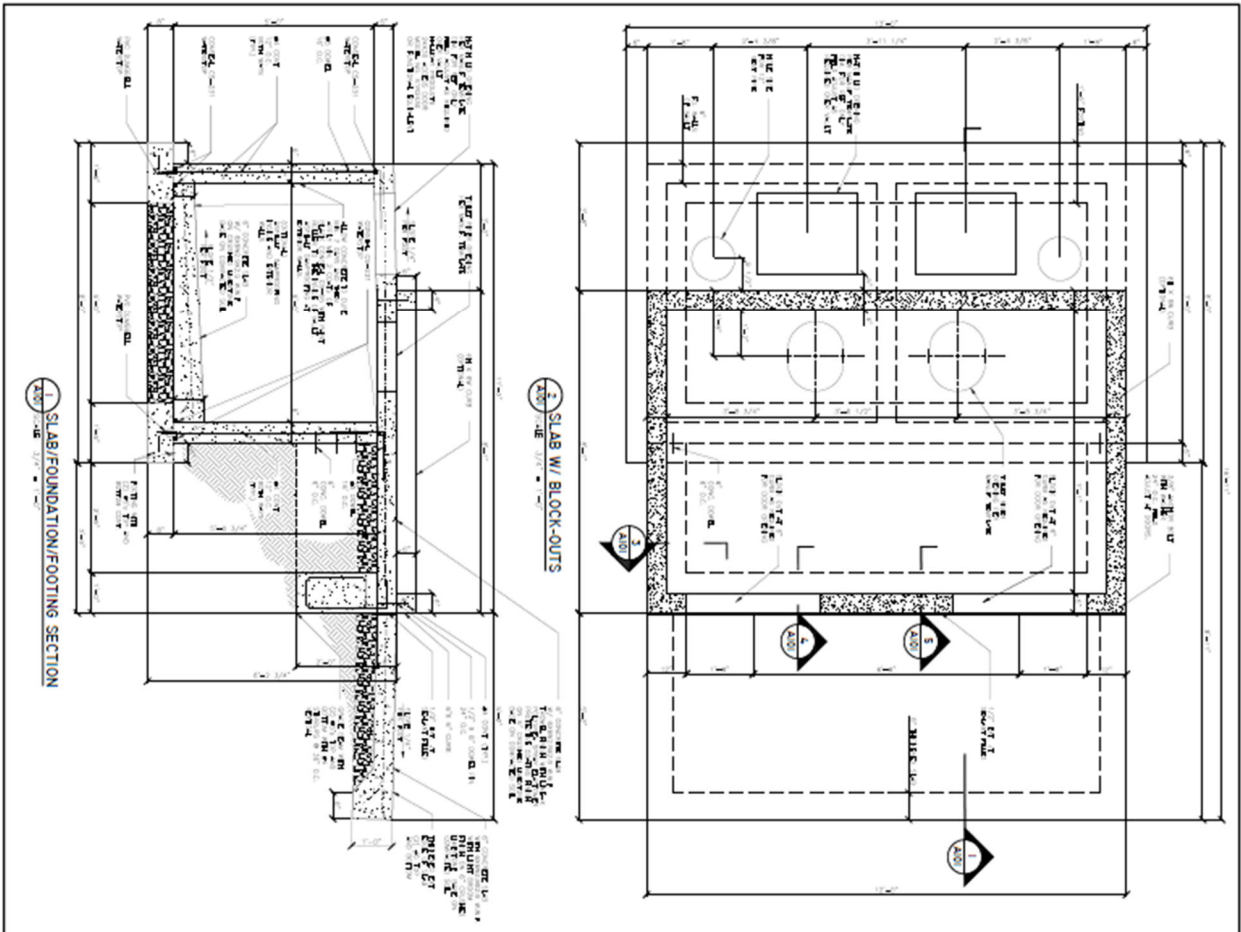


MISSOURI  
STATE PARKS  
Missouri Department of Conservation  
PLANNING & DEVELOPMENT PROGRAM  
1659 EAST ELM ST (65101)  
PO BOX 176  
JEFFERSON CITY, MO 65102

PROGRAM TELEPHONE: 573-526-1699  
PROGRAM FAX #: 573-526-4395

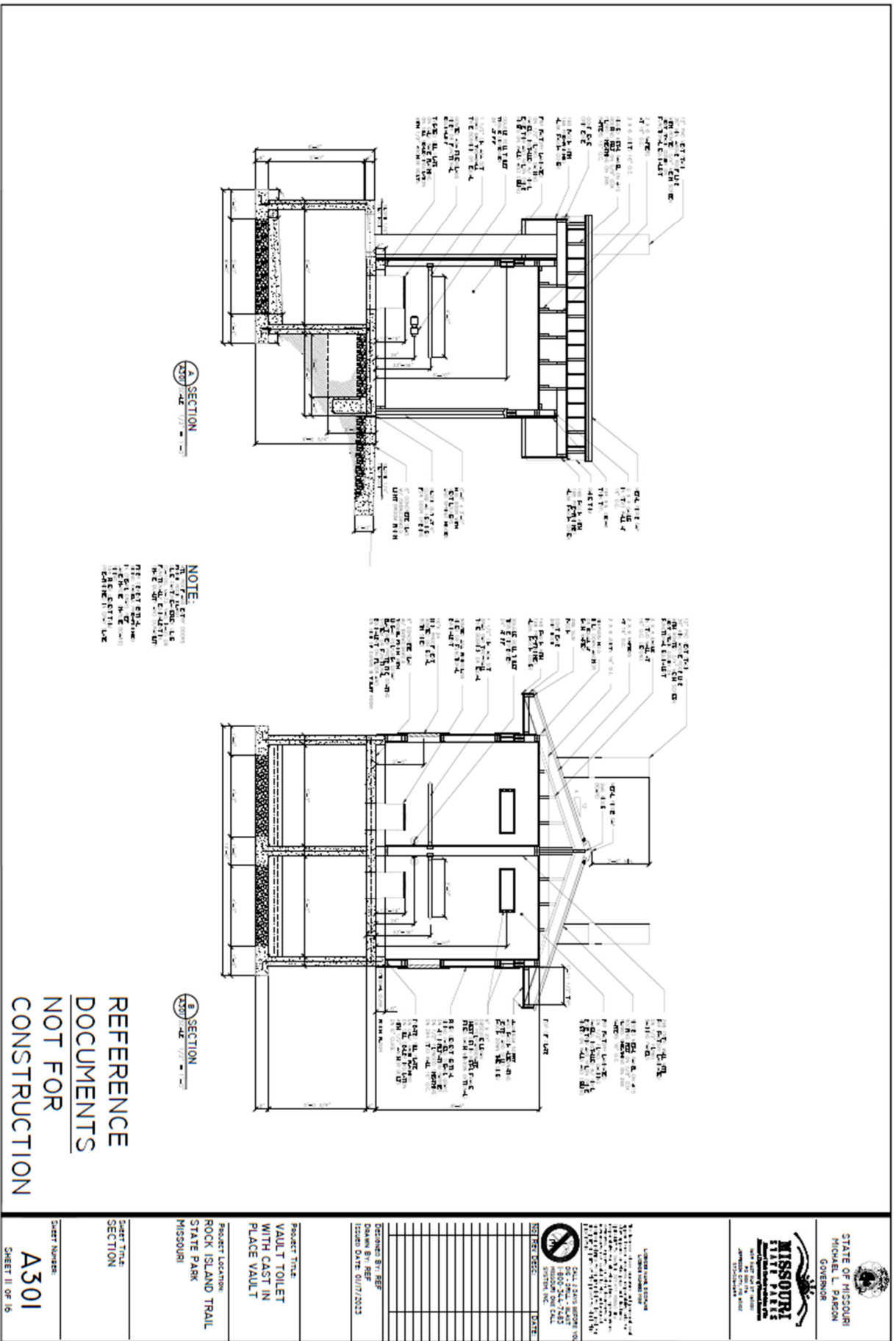
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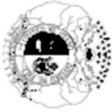
SHEET NUMBER:  
**G102**  
SHEET 8 OF 16











STATE OF MISSOURI  
MICHAEL L. PARSON  
GOVERNOR

## 3 BAY SHELTER

ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI

01/17/2023



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1-800-344-7483  
MISSOURI ONE CALL  
SYSTEM, INC.



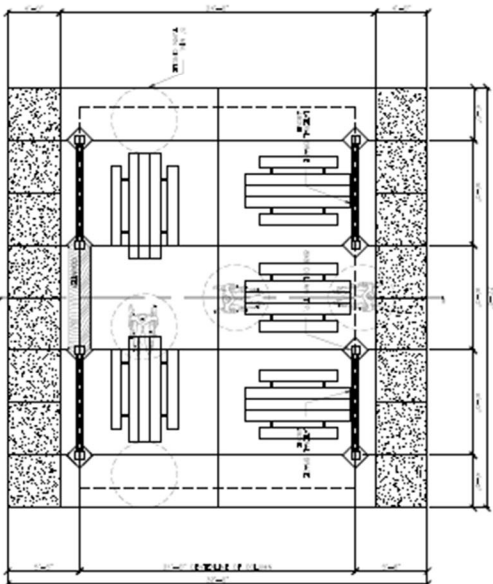
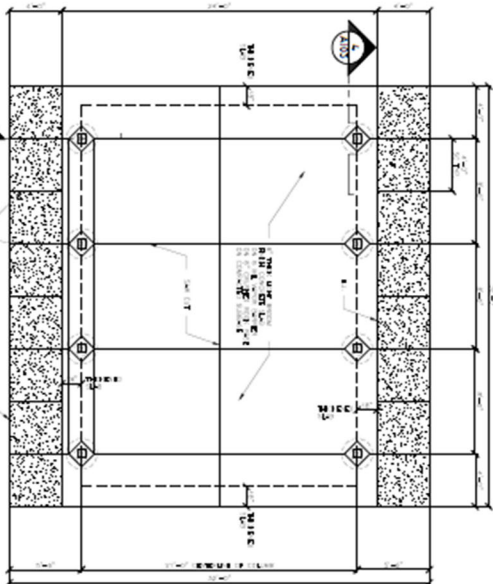
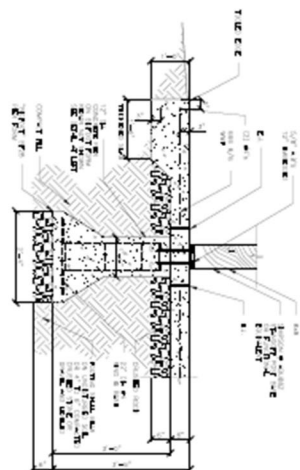
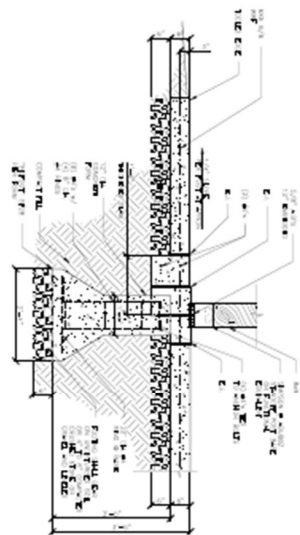
**MISSOURI**  
**STATE PARKS**  
Missouri Department of Conservation  
Jefferson City, Missouri 65102  
PLANNING & DEVELOPMENT PROGRAM  
1639 EAST ELM ST (6S101)  
PO BOX 176  
JEFFERSON CITY, MO 65102

PROGRAM TELEPHONE: 573-526-1699  
PROGRAM FAX #: 573-526-4395

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DOCUMENTS  
NOT FOR  
CONSTRUCTION

SHEET NUMBER:  
**G103**  
SHEET 12 OF 16





REFERENCE  
DOCUMENTS  
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CONSTRUCTION

STATE OF MISSOURI  
MICHAEL L. PARSON  
GOVERNOR

MISSOURI  
STATE PARKS  
Missouri Department of Conservation  
1000 West 10th Street  
Jefferson, MO 64601  
Phone: 800-785-2669  
Fax: 816-426-6666  
www.missouriparks.com

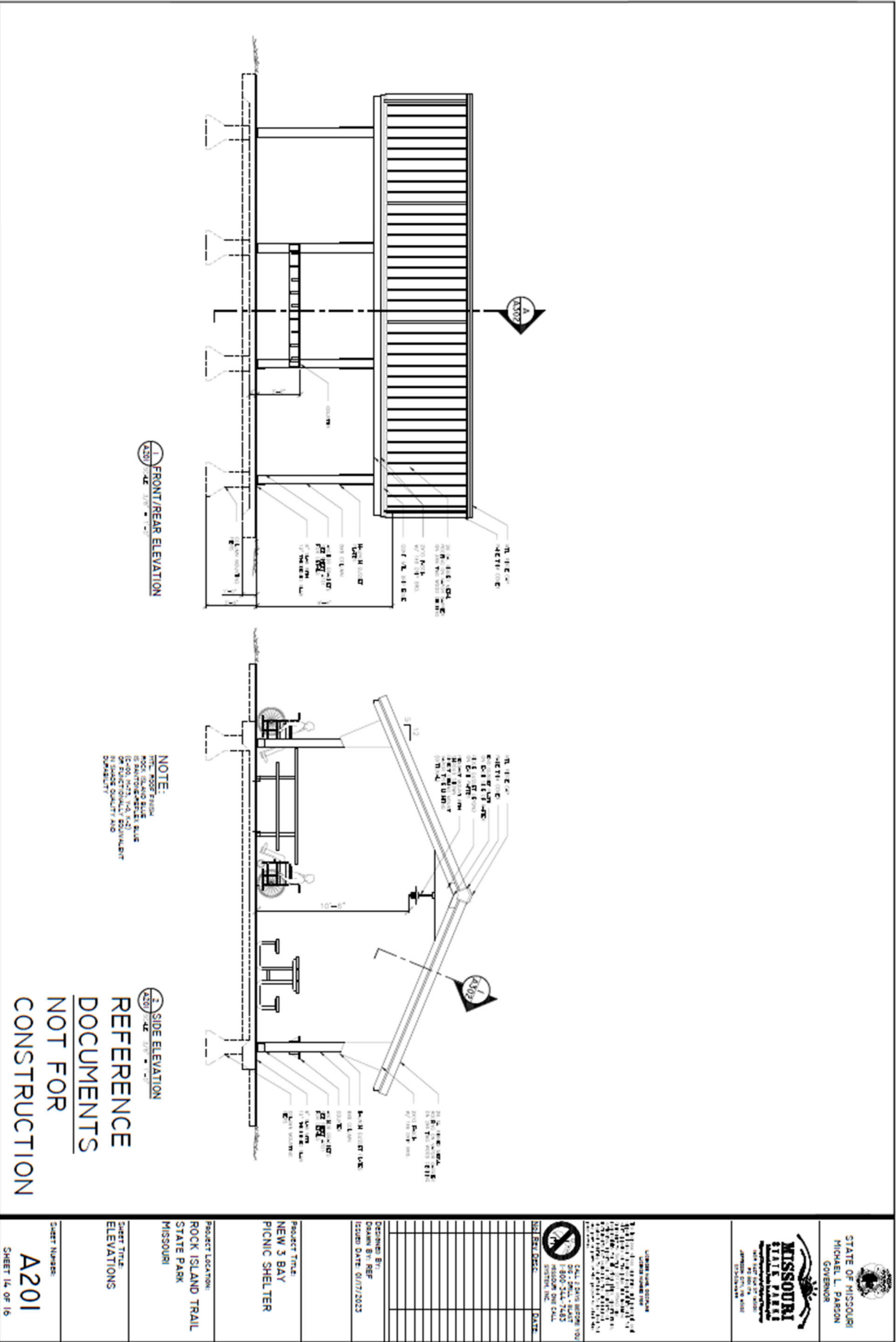
DESIGNED BY: [Redacted]  
DRAWN BY: REF  
ISSUED DATE: 01/17/2023

PROJECT TITLE:  
NEW 2-BAY  
PICNIC SHELTER

PROJECT LOCATION:  
ROCK ISLAND TRAIL  
STATE PARK  
MISSOURI

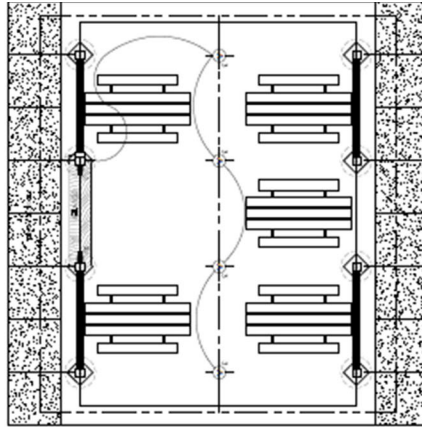
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PLAN / DETAILS  
AND FOOTING

SHEET NUMBER:  
A103  
SHEET 13 OF 16









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CONSTRUCTION

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