

City of Bourbon

Active Transportation Plan

Meramec Regional Planning Commission

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Funded By

In 2023, University of Missouri Extension received funding from the Centers for Disease Control and Prevention (CDC) for the first year of a five-year project to tackle high rates of obesity in 10 Missouri counties. MU Extension implemented the High Obesity Program (HOP) in the counties of Crawford, Howell, Mississippi, New Madrid, Ripley, Scott, Stoddard, Washington, Wayne and Wright. Through HOP, MU Extension works with communities in the 10 counties to implement proven public health strategies including Active Transportation Plans. In June 2024, the University of Missouri Extension provided funding for an Active Transportation program to be developed Meramec Regional Planning Commission in order improve and support active living in Bourbon. The purpose of the grant is to combat obesity and support active, healthy living in underserved communities through a ten-year Active Transportation Plan.

Acknowledgements

The Active Transportation Plan for the city of Bourbon, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. Three community meetings were held July 15, August 5 and August 26, 2024 at Bourbon City Hall in Bourbon to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

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City of Bourbon, Mayor

Cole Byassee:
Crawford County R-1 Schools, Superintendent

Tim Davis, Mary Heywood:
City of Bourbon, Aldermen

Stephen Waldon:
Crawford County R-1 Schools, Board Member

Chuck Ray, Roger Louderman, Sonya Sewald,
Jordan Ray:
Bourbon Economic Development
Group

MRPC staffing leading the effort were Planning
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Section 1: Introduction

Bourbon is a small town located in eastern Crawford County, with 1,759 people counted in the 2022 American Community Survey (ACP). The town was officially established as Bourbon in 1907, following the construction of the Missouri Pacific Railroad near the town site in 1860. A local general store left a labeled barrel of bourbon whiskey on its front porch as advertisement, leading railroad workers to call the new settlement Bourbon. In 1926, Route 66 was aligned through town leading to a range of new businesses catering to travelers. This industry continued to grow until the early 1950's, when a new four-lane highway was built that bypassed the business district. Despite redirection of traffic, Bourbon remains a peaceful community with thriving local businesses and a destination along the now historic Route 66 corridor. The upcoming 2026 Route 66 Centennial celebration and growth of local manufacturers gives the Bourbon community positive momentum and opportunity looking to the city's future.



View of a pedestrian crosswalk on Walnut Street in Bourbon, looking southwest.

What is an Active Transportation Plan?

The University of Missouri Extension's 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." MU Extension 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 MU Extension 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 MU Extension, 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.mrpc.org/countyhealthrankings.org) to ensure the chosen community demonstrated a need. This need included poor health outcomes and low rankings as a health county statewide. Crawford County currently ranks #95 out of 115 counties in Missouri, and Bourbon 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

Bourbon's Active Living Communities of Practice Goal

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

The goal of this plan is to prioritize improvements to Bourbon'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 Bourbon, Bourbon City Park (left) and the future Bourbon Youth Athletic Association development (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 Bourbon has a significant pedestrian network compared to many small towns in the Meramec region. With approximately 14,050 linear feet (2.7 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Bourbon currently has existing pedestrian infrastructure connecting the Crawford County R-1 Elementary and Middle Schools to the south with the Downtown Business District and residential neighborhoods to the north.



MRPC assessed existing active transportation infrastructure in Bourbon including sidewalks on Old Route 66 (left) and a bulb-out style crosswalk on Pine Street (right).

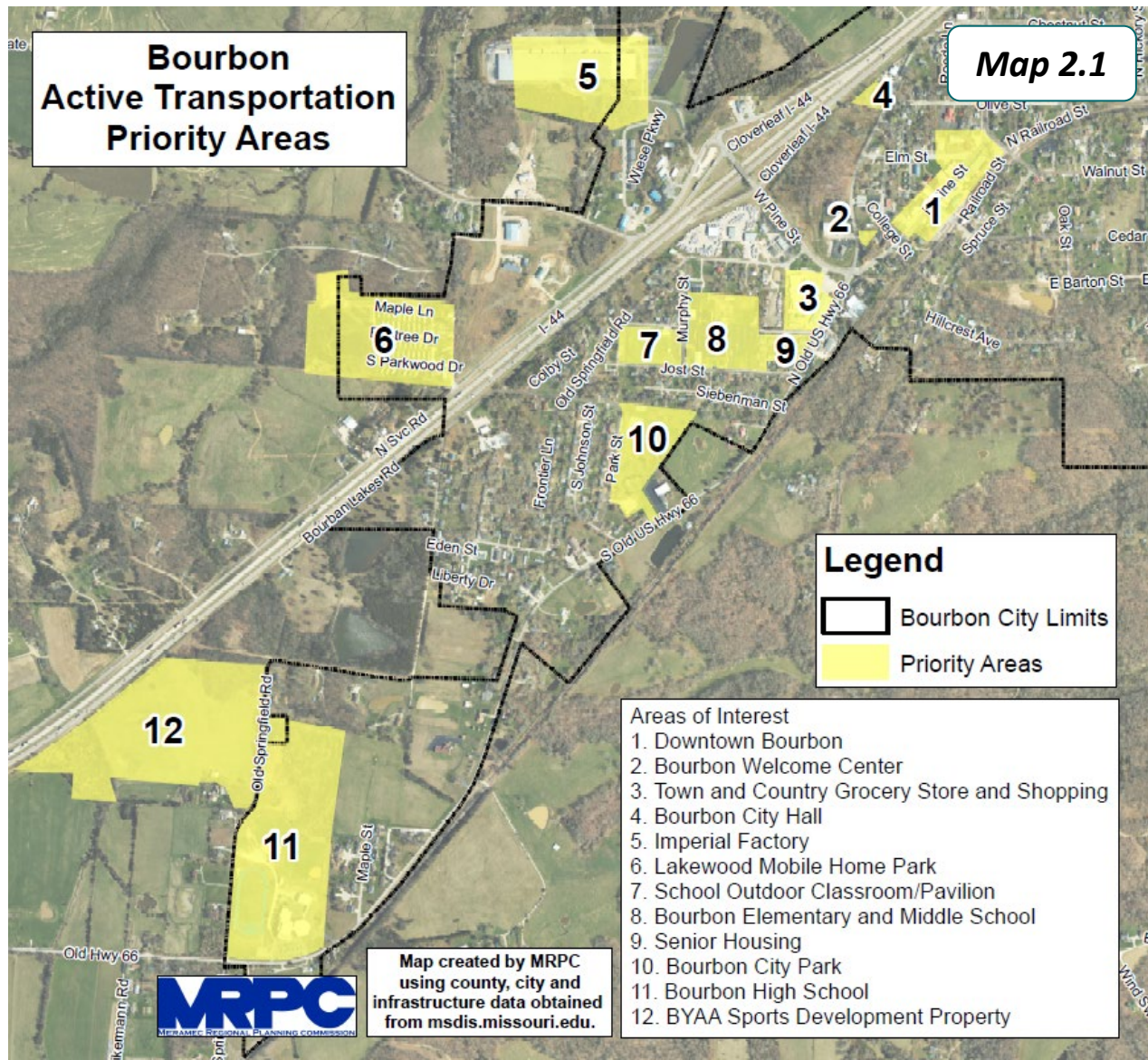
Areas of Interest

Throughout the Active Transportation planning process, MRPC asked Bourbon'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 Bourbon's areas of interest, outside of the Pine Street business district, had no dedicated connections for active transportation users.

Stakeholders highlighted a need for connection to the Bourbon High School and Bourbon City Park, currently the city's primary outdoor recreation destinations. The need to safely connect the recreational area and Bourbon High School Campus to the rest of Bourbon's community destinations was emphasized by the group.

The cluster of destinations surrounding the intersection of Old Route 66 and Pine Street highlighted the need for crosswalks in each direction. Active transportation users are currently forced to navigate this intersection with no dedicated crossing, often to access essential services nearby such as the future welcome center, grocery store, pharmacy, banks and restaurants.

Map of Areas of Interest



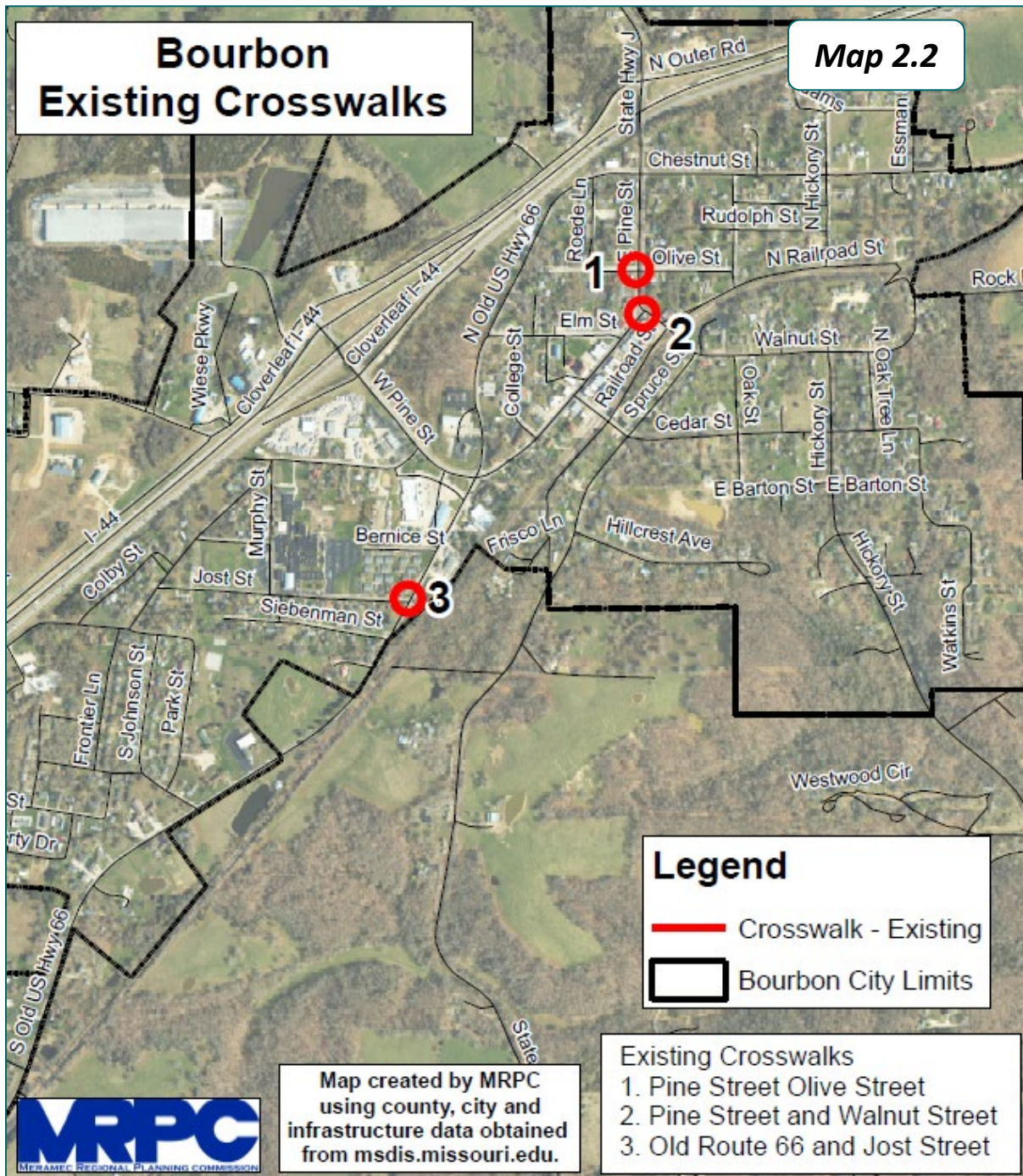
It should be noted that Downtown Bourbon (1) is the business epicenter of the city and contains restaurants, shopping, library and community center. The downtown district has recently built sidewalks, and a lower ratio of vacant buildings when compared to most small towns in the Meramec Region. As a result, Downtown Bourbon is the central hub of the active network for community residents and visitors alike.

Additionally, stakeholders opted to include the Bourbon Youth Athletic Association Development Property (12) despite its current undeveloped condition. Looking to the future, this property hopes to eventually house several sports fields, an indoor recreation facility, sand volleyball court, restrooms, pavilions, camping and a recreational trail encircling the development. When the property is developed, stakeholders recognize its potential significance as the primary recreational destination for the community and a key driver of tourism. Stakeholders also chose to include the trail development connections as a community priority, which is outlined later in this plan.

Existing Crosswalks

Crosswalks in Bourbon are essential to the safety of active transportation users and are prioritized projects by city government. Existing crosswalks are located along Old Route 66 and Pine Street, including a bulb-out on Olive Street built in 2024. Map 2.2 highlights 3 existing crosswalks located within Bourbon’s active transportation priority network. The southern most crosswalk, at Old Route 66 and Jost Street, was built with corresponding sidewalk improvements connecting the Bourbon Elementary and Middle School with northern residential neighborhoods.

Map of Existing Crosswalks

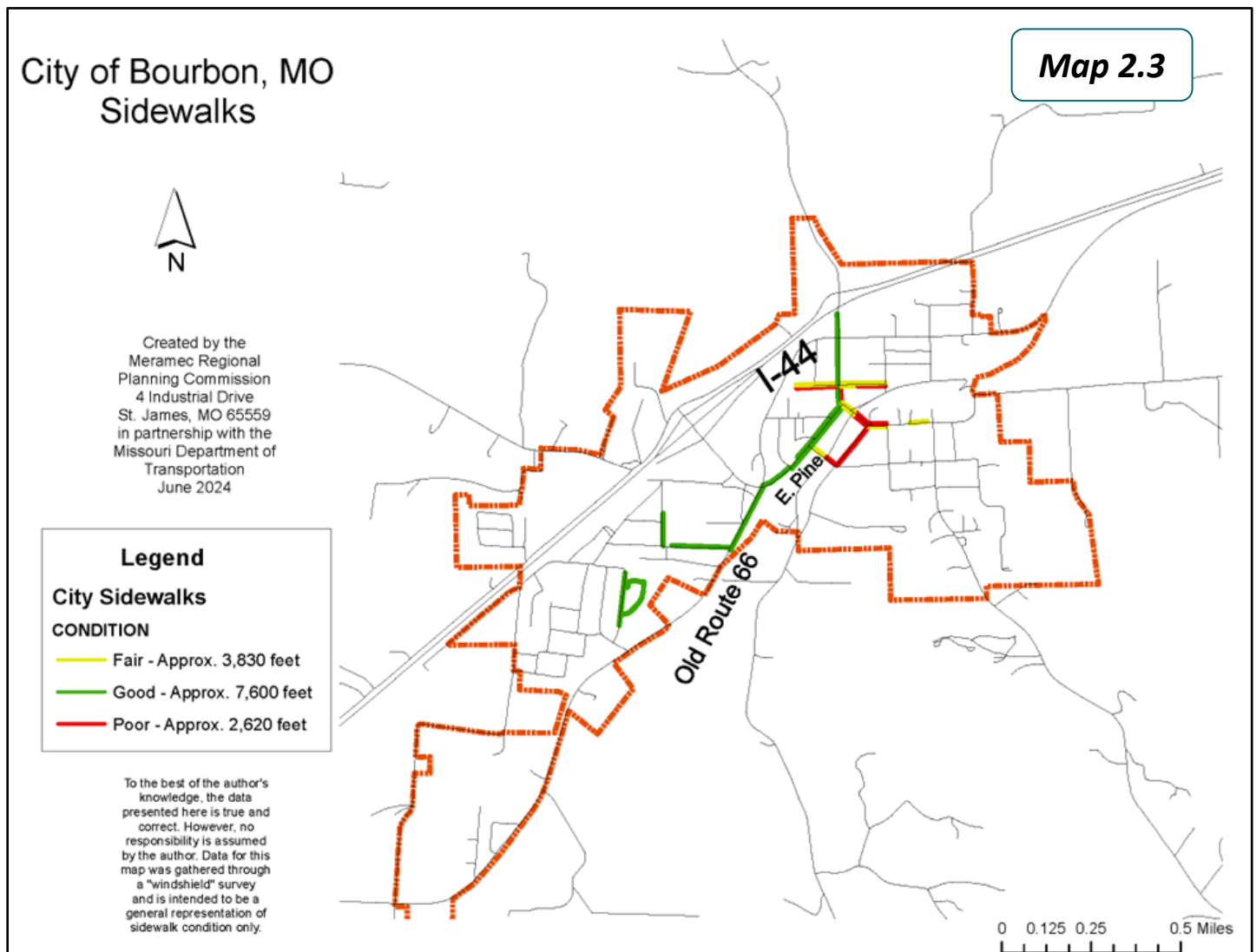


Sidewalk Conditions

In Bourbon, existing sidewalk infrastructure is concentrated along the Pine Street downtown business corridor and south toward Bourbon Elementary and Middle School along Old Route 66 and Jost Street. Additional sidewalks exist in fair or poor conditions in the neighborhoods along Olive Street, Walnut Street, Cedar Street and Spruce Street. In 2013, MRPC completed a sidewalk inventory in partnership with the Missouri Department of Transportation. That inventory was again checked by MRPC in June 2024 to update current conditions for sidewalks and routes specified by this Active Transportation Plan.

The City of Bourbon has approximately 14,050 linear feet (2.7 miles) of existing sidewalks. The majority of sidewalks are considered to be in good condition. *Map 2.3* illustrates sidewalk conditions from 2024.

Map of Existing Sidewalk Conditions



Sidewalk conditions are organized into three categories:



Sidewalk on south side of Old Route 66 looking southwest.

- **Fair sidewalks** are continuous and paved but may have cracks or upturned segments that make use difficult for those with mobility challenges. Some Bourbon 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 to provide a safe route along Old Route 66 toward Bourbon Elementary and Middle School.



Sidewalk along north side of Cedar Street looking northwest.



Sidewalk along south side of Spruce Street looking southwest.

- **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 Bourbon, the only existing developed trail is the Bourbon City Park Walking Trail. This paved trail features an approximately 3,375 ft. paved loop and follows the boundary of the city park. In addition to the trail, the park offers several amenities including a skatepark, basketball courts, pickleball courts, playground equipment, pavilions and public restrooms. Stakeholders prioritized connecting the park and trail to the rest of Bourbon’s active transportation network for safe access by community members and visitors.

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, Crawford R-1 Public Schools, Bourbon Economic Development Group, and members of the greater community. The city staff hosted the stakeholder group meeting at Bourbon City Hall in Council Chambers.

Public Meetings

The public meetings were held on July 15, August 5 and August 26, 2024 at Bourbon City Hall. A total of nine people attended the meetings and MRPC staff provided a presentation covering the active transportation planning process and facilitated meeting discussions. Staff 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 created a series of maps to reflect the discussion and to assist in prioritization. Attendees discussed the importance of connections for safe access to Bourbon City Park, Crawford R-1 Public Schools, the Pine Street downtown business corridor, health services, essential goods, residential neighborhoods, assisted living communities and multi-family housing.

During the second and third meetings staff reviewed the areas of interest, developed priority routes and discussed the online surveys submitted by Bourbon residents and community members. Bourbon stakeholders also discussed and identified 12 proposed crosswalk locations and a proposed trail on the Bourbon Youth Athletic Association development property.



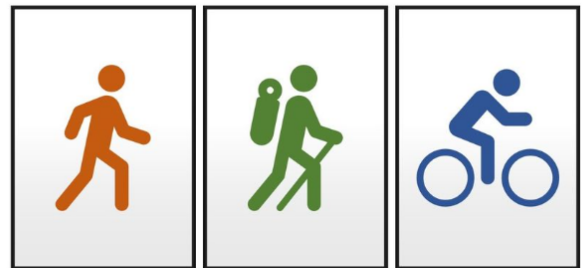
Stakeholders and MRPC were hosted by Bourbon City Hall for all active transportation planning meetings.

Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Bourbon 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 17 people took the survey by the August 26, 2024 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 17 responses:

- Nine walked or biked to engage in physical activity several times a week.
- A majority (15) of the respondents felt that bike lanes would or might be valued.
- A majority of respondents (nine) drove to work alone, and three walked biked to work.
- 12 people felt that the city of Bourbon was slightly walkable, with three individuals stating that the city was not walkable at all.
- 13 respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the city of Bourbon. These areas include, but are not limited to:
 - Spruce Street
 - Old Springfield Road
 - Jost Street
 - Walnut Street
 - Old Highway 66
 - Pine Street
 - Park Street
 - Cedar Street



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

Section 4: Recommendations

Bourbon's stakeholder group carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Bourbon. A long list of possible projects was identified for sidewalks and crosswalks and then prioritized by stakeholders at the final meeting 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 Old Route 66, as well as pedestrian traffic across Interstate 44 and the Pine Street downtown business district.

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. The remainder of this section provides an overview of trail, sidewalk and crosswalk priorities with suggestions for potential improvements as follows:

A. Proposed Trail Development

Priority 1 – BYAA Development Trail

B. Proposed Crosswalks

- Priority 1 – Old Route 66 at Bourbon City Park
- Priority 2 – Pine Street at Interstate 44 Ramps
- Priority 3 – Old Route 66 and Pine Street (South)
- Priority 4 – Old Route 66 and Bourbon High School
- Priority 5 – Cedar Street Rail Crossing
- Priority 6 – Cedar Street and Spruce Street
- Priority 7 – Pine Street and Old Route 66 (North)
- Priority 8 – Pine Street and Cedar Street
- Priority 9 – Walnut Street and Hickory Street
- Priority 10 – Old Route 66 and Old Springfield Road
- Priority 11 – Walnut Street Rail Crossing
- Priority 12 – Cedar Street and Hickory Street



Recommended projects and improvements to Bourbon's pedestrian network include a dedicated railroad crosswalk for active transportation users on Cedar Street (above).

C. Proposed Sidewalks

- Priority 1 – Old Route 66 (South)
- Priority 2 – Old Springfield Road (North)
- Priority 3 – Pine Street
- Priority 4 – North Service Road
- Priority 5 – Old Route 66 (North)

- Priority 6 – Cedar Street
- Priority 7 – Old Springfield Road (South)
- Priority 8 – Berneice Street
- Priority 9 – Walnut Street

Bourbon Active Transportation Connections

Map 4.1



Legend

- ⋯ Sidewalks - Proposed
- ⋯ Sidewalks - Existing
- ⋯ Trails - Proposed
- ⋯ Trails - Existing
- Crosswalk - Proposed
- Crosswalk - Existing
- Railroad
- Bourbon City Limits
- Priority Areas

Active Transportation Connections

1. Old Route 66 from Pine Street to North City Limits
2. Walnut Street from Pine Street to Rock Road
3. Cedar Street from Pine Street to Watkins Street
4. Pine Street from Old Route 66 to North Service Road
5. North Service Road from Pine Street to Lakewood Housing
6. Old Springfield Road from Pine Street to Boardwalk Street
7. Berneice Street from Old Springfield Road to Starhawk Drive
8. Old Springfield Road from Boardwalk Street to Old Route 66
9. Old Route 66 from Jost Street to Old Springfield Road
10. BYAA Trail Development

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

Proposed Trail Development

Bourbon's community stakeholders discussed and prioritized a proposed trail development by the Bourbon Youth Athletic Association (BYAA) that emphasizes a need for safe recreational opportunities. While the final plans for this development property are still being finalized, the BYAA aims to develop a multi-sport complex with a trail circling the property for recreation and improved access. If this priority is developed, an estimated 7,150 feet (1.35 miles) of dedicated trail would be added to Bourbon's active transportation network and be fully connected through additional routes outlined later in this plan.

Map of Potential Trails



Trail Development:

BYAA Development Property – The Bourbon Youth Athletic Association (BYAA) is a 501c3 organization committed to the importance of integrity, sportsmanship and teamwork in youth athletics. As part of that vision, the BYAA purchased a nearly 40 acre property in 2020 to develop a sports complex for the Bourbon community and to serve as a regional tournament site. Bourbon active transportation stakeholders recognize the significance of this development as a driver of community health and economic opportunity. In addition to adding the trail itself as a priority development, stakeholders worked to ensure that the complex and trail would not exist as a stand alone recreation destination, but would be accessible and connected to the rest of the active transportation network. This vision is highlighted through the proposed sidewalks on Old Springfield Road and South Old Route 66, as well as the proposed crosswalk at their intersection.

In addition to the trail, preliminary plans by the BYAA have included baseball/softball fields, soccer fields, sand volleyball courts, indoor basketball facility, waterpark, picnic areas, public restrooms and a campground. While this property is not inside Bourbon's city limits, its western property line borders the city with close access to water, sewer and electric. During active transportation meetings, city officials discussed the possibility of annexation to help with development and provide further economic stimulus.



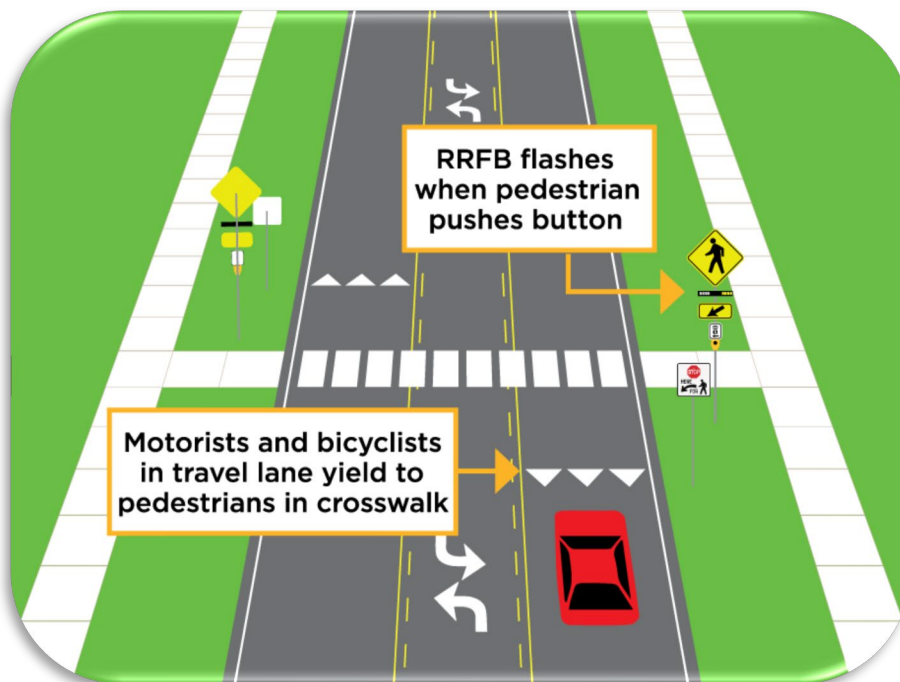
Examples of the potential BYAA Development and Trail site's current condition, looking north along the western property line (left) and east from the property's entrance on Old Springfield Road. (right).

Park Trail – Although plans have not been finalized, the BYAA hopes to make this trail a 10-foot fine gravel or concrete path to accommodate multimodal transportation users. The trail site features little elevation change and scenic Ozark views highlighting open spaces, wooded groves and watershed creeks along the route. With the proposed sidewalk development along South Old Springfield Road, safe access would be provided to Bourbon High School within a few minutes walk. Overall, the priority network within this plan would safely connect the BYAA development to all commercial hubs and residential neighborhoods throughout the city.

In addition to multimodal transportation users, stakeholders have discussed the opportunity to develop this trail as ADA accessible for easy use by community members and visitors with disabilities. During the planning process, potential materials used for trail development should be assessed for weather conditions and expected uses, as it is important for the surface to remain firm and stable. Additional considerations for ADA trail development include ground slope, trail geometry and accessible parking or amenities.

Proposed Crosswalk Development

Crosswalks in the city of Bourbon 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 12 different crosswalk locations throughout Bourbon. All of these locations reflect the community's need for safe and convenient routes for pedestrians to cross streets, highways and the interstate along the prioritized connections. MoDOT controls the right-of-way on several crosswalk locations and these improvements would require cooperation between entities. Bourbon's stakeholders cited several concerns regarding the present danger of pedestrian crossings across Old Route 66. Among other locations, it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system on proposed locations without existing stop signs for through traffic. 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:

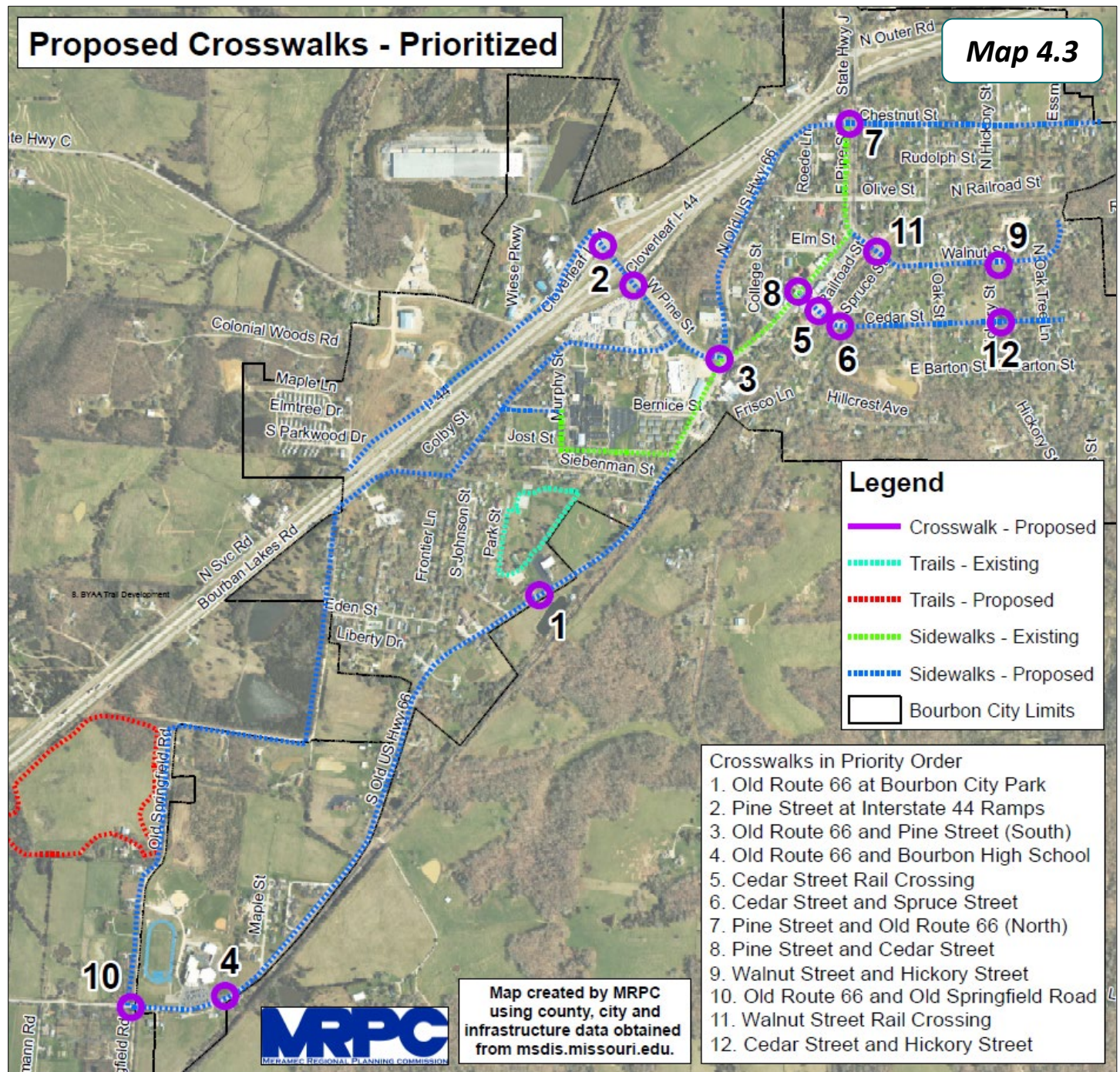
<https://mobikefed.org/sites/default/files/moactivesummit2022/SGF%20Yields%20MO%20A%20T%20Summit.pdf>

<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



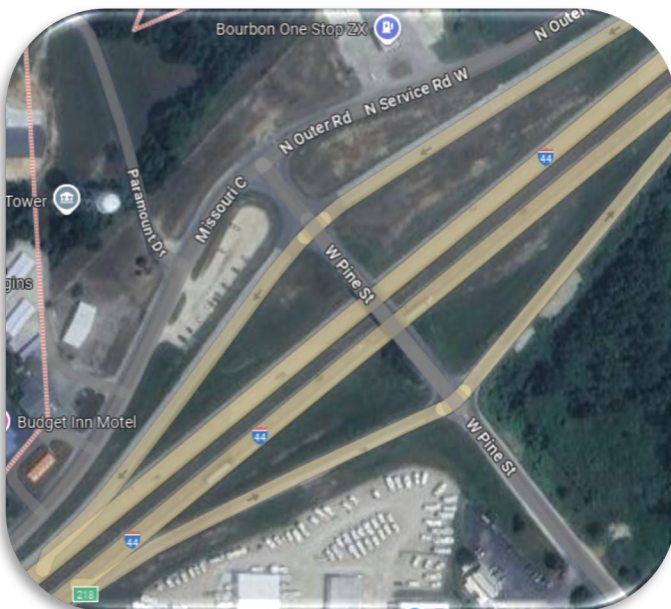
Intersections/Crosswalks (Rank 1 through 12) in Priority Order:

Priority 1: Old Route 66 at Bourbon City Park – The highest prioritized, this crossing would provide a safe route across Old Route 66 to the park if the proposed sidewalk priority is developed on the road's south side. Stakeholders noted this crossing could be developed at Johnson Street (1) or directly adjacent to undeveloped park access (2). Looking to the future, this crossing would help connect Bourbon City Park with the rest of Bourbon's active transportation network to the north and south by the proposed Old Route 66 sidewalk development. With pedestrian safety and auto traffic considered, the stakeholders identified this intersection as the highest need. Due to continuous through traffic on Old Route 66 an RRFB pedestrian crosswalk is recommended for this location.



Proposed crosswalk location crossing Old Route 66 at the Bourbon City Park Access (2) or at Johnson Street (1).

Priority 2: Pine Street at Interstate 44 Ramps – Developing these intersections for active transportation would provide a safe route across Interstate 44 to connect commercial hubs and housing south of the interstate with additional businesses, multi-family housing and the Imperial industrial factory to the north. Looking to the future, this crossing would also help to safely connect the proposed sidewalk developments along Pine Street and the North Service Road, prioritized by stakeholders in this plan. Despite there being no existing sidewalks leading to these intersections, it is frequently crossed by active transportation users navigating the city.



An aerial view of the intersection of the Interstate 44 overpass on Pine Street (left) and the same overpass photographed from the southeast looking northwest (right).

It is important to note that I-44 is an interstate highway and thus the roadway and overpass are 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 these intersections as vehicles are exiting the interstate at high speeds or accelerating quickly to join traffic. These intersections are regulated by stop signs, leaving vehicles to enter Pine Street by yielding to oncoming traffic. Informing the public and including signage requiring vehicles to yield and stop for pedestrians is essential for user safety. Below is an example of stop sign governed interstate ramps with crosswalks from St James, MO at the intersection of Old Route 66/State Route 68 and Interstate 44.



An aerial view of the pedestrian inclusive on/exit ramps intersection of State Route 68/State Route 68 and Interstate 44 in St. James, MO (left) and a street level view of pedestrian infrastructure on the eastbound exit ramp of the same intersection (right).

Priority 3: Old Route 66 and Pine Street (South) – This four-way stop intersection is an essential crossroads to Bourbon’s active transportation network, with prioritized connections or existing sidewalks intersecting from all four directions. Stakeholders noted the importance of dedicated pedestrian crosswalks at this intersection as essential shopping and other businesses are located in close proximity. Additionally, the intersection features wide streets on Pine Street, leaving pedestrians in the roadway for longer periods of time with no protection from traffic. This, added to non-90-degree road intersection geometry, makes the intersection dangerous for drivers and pedestrians alike.



Proposed crosswalk location crossing Old Route 66 at Pine Street.

(priority 3 continued) Due to the nature of this intersection, additional safety measures should be considered when developing for active transportation users. Traffic calming measures such as bulb-outs, raised crosswalks and raised intersections slow vehicular traffic while forcing drivers to pay attention. Additionally, similar implementation would provide defined routes across the road for active transportation users with shorter distances on the roadway.



Recommended intersection development consideration for Pine Street and Old Route 66 (south) includes pedestrian bulb-outs like the example designed by the National Association of City Transportation Officials (left) and raised crosswalks and intersections captured by the Federal Highway Association (right)

Priority 4: Old Route 66 at Bourbon High School – This crossing would provide another safe route across Old Route 66 to connect the proposed sidewalk on the south side of the highway to the school campus to the north. Stakeholders noted a need for this intersection especially if the priority route is developed on the south side of Old Route 66 (house side in picture), as it will likely be used by students during high-traffic times before and after school. Looking to the future, stakeholders representing the school stated a high need for active transportation connectivity due to a potential discontinuation of school transportation services within the city limits due to budget and personnel restrictions.



Existing conditions of the proposed crosswalk location crossing Old Route 66 at Bourbon High School.

Priority 5: Cedar Street Railroad Crossing – This crossing would provide a safe route across Burlington Northern and Santa Fe Railroad (BNSF) to connect the residential neighborhoods to the southeast with the commercial district and active transportation network to the northwest. Stakeholders noted that a crosswalk is needed as no dedicated route for pedestrians exist and is currently crossed in the roadway. It was also noted that stakeholders identified a need for ADA compatibility to accommodate all users. The railroad and easement are owned and operated by BNSF and any future developments would require cooperation between entities.



Existing conditions of the proposed railroad crosswalk location on Cedar Street (left) and a separated pedestrian railroad crossing with hinged pedestrian gate captured by the Federal Highway Administration (right).

Priority 6: Cedar Street and Spruce Street – This crossing would provide a safe route across Spruce Street to connect the residential neighborhoods to the east with the commercial district and other active transportation network destinations to the west. A crosswalk on the north side of Cedar Street would connect to existing sidewalks heading northwest to Pine Street. Stakeholders noted that traffic on Spruce Street does not stop and often travels at higher speeds. These high speeds are especially dangerous to pedestrians due to visibility issues. Drivers on Spruce Street have little visibility of the intersection, due to the roads grade, when headed southwest. Due to continuous through traffic on Spruce Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage warning vehicles of the oncoming crosswalk would also be beneficial from both directions. Located along the Cedar Street connection priority, this crosswalk would provide a dedicated crossing to complete the priority network.



Proposed crosswalk location crossing Spruce Street at Cedar Street.



Proposed crosswalk location crossing Pine Street on Old Route 66 near the northern city limits.

Priority 7: Old Route 66/Chestnut Street and Pine Street – This crossing would provide another safe route across Pine Street, connecting the proposed sidewalk priority on Chestnut Street to the east with the Old Route 66 priority and the active transportation network to the southwest. Traffic on Pine Street enters the county on State Highway J to the north, often at continued high speeds. A crosswalk south of Old Route 66 would connect existing sidewalk infrastructure to the east and west. Due to this continuous traffic on Pine Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage may be needed to warn vehicles entering Bourbon of upcoming crosswalks on Pine Street and the presence of active transportation users.

Priority 8: Pine Street at Cedar Street – This crossing would provide a dedicated safe route across Pine Street to connect the proposed sidewalk on Jefferson Street and Hall Street to the destinations within Bourbon’s downtown commercial district on the northwest and southeast sides of the street. Active transportation users must currently yield to oncoming vehicular traffic as no crosswalks exist along this bustling section of Pine Street. Stakeholders noted that the commercial district often has the highest number of active pedestrians in the city, and a crossing at Cedar Street would provide a central and safe location to access both sides of Pine Street.



Proposed crosswalk location crossing Pine Street at Cedar Street.



Proposed crosswalk location crossing Hickory Street at Walnut Street.

Priority 9: Walnut Street and Hickory Street – This crossing would provide a safe route across Hickory Street to connect the active transportation network and proposed sidewalks on Walnut Street with the residential neighborhoods to the east. Stakeholders noted this intersection is particularly dangerous for active transportation users and vehicles enter town from the south on Hickory Street, accelerating to climb the steep grade. The road curves westward at the top of the hill onto Walnut Street with little visibility around the bend. Stakeholders recognized the need for a crosswalk in this location if the proposed sidewalk is developed on Walnut Street’s south side.

Priority 10: Old Route 66 and Old Springfield Road – This crossing would provide another safe route across Old Route 66, connecting the southern proposed sidewalk priority on Old Route 66 with the Old Springfield Road priority sidewalk and the BYAA development property to the north. Traffic on Old Route 66 enters the county from the west, often at high speeds. The locations close proximity to Bourbon High School and the BYAA development property highlights a future need for crosswalk development, especially if sidewalks are developed along the east side of Old Route 66. Due to the through traffic on Pine Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage may be needed to warn vehicles entering Bourbon of upcoming crosswalks on Old Route 66 and the presence of active transportation users.



Proposed crosswalk location crossing Old Route 66 (paved) at Old Springfield Road on the southwestern city limits looking east.

Priority 11: Walnut Street Railroad Crossing – This crossing would provide a safe route across Burlington Northern and Santa Fe Railroad (BNSF) to connect the residential neighborhoods to the east with the commercial district and active transportation network to the southwest. Stakeholders noted that a crosswalk is needed as no dedicated route for pedestrians exist and is currently crossed in the roadway. It was also noted that stakeholders stressed a need for ADA compatibility to accommodate all users. As noted earlier in this plan, the railroad and easement are owned and operated by BNSF and any future developments would require cooperation between entities.



Existing conditions of the proposed railroad crosswalk location on Walnut Street (left) and possible location for a separated pedestrian railroad crossing in white (right).

Priority 12: Cedar Street at Hickory Street – This crossing would provide another safe route across Hickory Street to connect the active transportation network and proposed sidewalks on Cedar Street with the residential neighborhoods to the east. Stakeholders noted this intersection is also particularly dangerous for active transportation users and vehicles that enter town from the south on Hickory Street, accelerating to prepare to climb the steep grade. Hickory Street slopes down from the North, leading drivers to speed as they leave the city limits to the south. Due to the through traffic on Hickory Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage may be needed to warn vehicles entering Bourbon of upcoming crosswalks on Hickory Street and the presence of active transportation users.

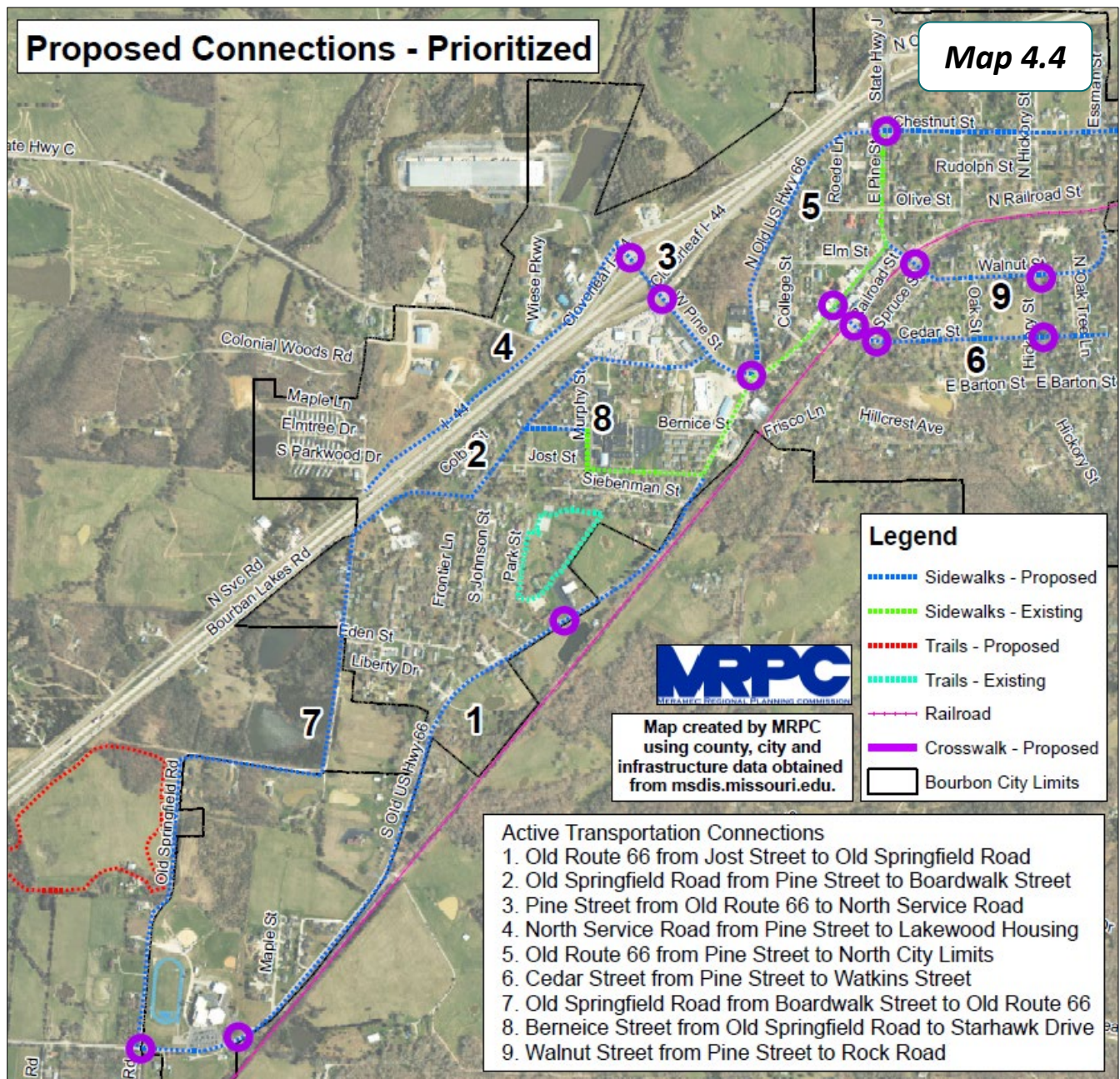


Proposed crosswalk location crossing Hickory Street at Walnut Street taken from the west (left) and southwest looking northeast (right).

Proposed Sidewalk Development

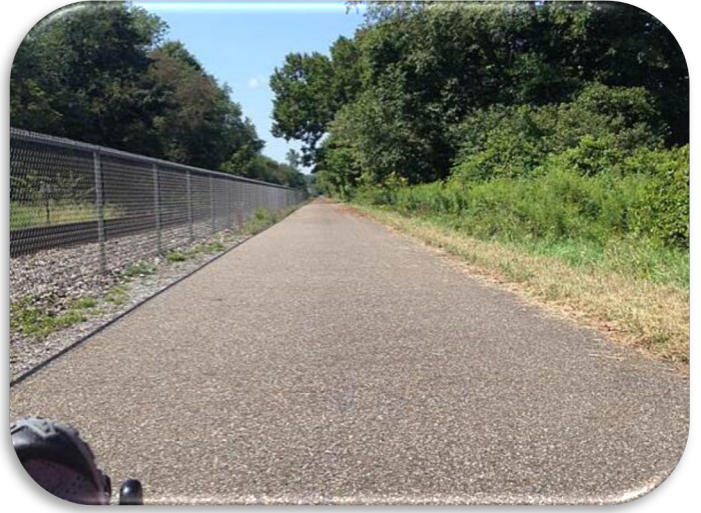
The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Bourbon. The stakeholder group discussed nine locations throughout the city. All proposed sidewalks improve connectivity throughout the community by providing access to government, recreation, business and residential areas. It is important to note several priority routes, including Cedar Street and Walnut Street, contain existing sidewalks. However, stakeholders chose to include these priorities as sidewalk conditions are poor and incomplete along these routes. When pursuing sidewalk development, the city must consider variable costs including engineering, right-of-way access, and grading, materials and construction. All sidewalks along state highways are recommended to be a minimum of five-foot-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 Sidewalks



Sidewalks (Rank 1 through 9):

Priority 1: Old Route 66 South (south side) – Runs northeast/southwest from Old Springfield Road to Jost Street. This section is approximately 9,900 ft. in length. This street currently has no existing sidewalks within this segment and is a common route for active transportation users, especially students coming to and from the Bourbon High School Campus on its southern end. Additionally, upon the completion of the prioritized BYAA trail and property, and the southern Old Springfield Road priority, this route would connect active transportation users from northern commercial district to the trail and sports complex. Stakeholders discussed developing the south side of Old Route 66, due its close proximity to the BNSF railroad and easement. Stakeholders stated an opportunity to partner with BNSF to develop the easement between the rail line and Old Route 66 for active transportation users. An eight- to 10-foot-wide sidewalk is recommended for multimodal use.



Old Route 66 adjacent to the BNSF rail line and easement looking south (right) and an example separated sidewalk/trail within a working rail easement on the T.J. Evans Trail in Ohio, courtesy of Trail Link (left).

Priority 2: Old Springfield Road North (either side) - Runs northeast/southwest from Pine Street to Boardwalk Street and is approximately 3,500 ft. in length. This prioritized section would connect and continue proposed sidewalks along Pine Street and Old Springfield Road South, connecting the neighborhoods along the way to Bourbon's active transportation network. It is noted that the stakeholder group visualized the completion of the Old Springfield Road priorities, along with Old Route 66 South and Pine Street, would create a loop that encircles Bourbon's southern neighborhoods and creates a choice for easy access to the greater active transportation network. This proposed sidewalk, along with the Bernice Street priority, would also provide an alternative dedicated route for students attending Bourbon Elementary and Middle School to safely access the residential neighborhoods and destinations to the north and south without navigating traffic on Old Route 66. An eight-to 10-foot-wide sidewalk is recommended for multimodal use.



Old Springfield Road looking west from Pine Street.

Priority 3: Pine Street (southwest side) - runs southeast/northwest from Old Route 66 to the North Outer Road and is approximately 2,200 ft. in length. This prioritized section would connect Bourbon's active transportation to the businesses and residents north of Interstate 44. Stakeholders discussed the importance of this route as a safe connection for residents north of the interstate to the Crawford R-1 Schools, downtown commercial district, health services and recreation. Additionally, Bourbon's largest employer, Imperial Manufacturing, is located along the north city limits and pedestrians walk along to roadways edge to get to work. The northern segment of this route is along the Interstate 44 overpass, which is maintained by MoDOT, and any future developments would require cooperation between entities. An eight-to 10-foot-wide sidewalk is recommended for this route for multimodal use.



Pine Street looking north from Old Springfield Road (left) and an example of a metal grill walkway added to an existing overpass in Gainesville, Florida courtesy of the Florida Department of Transportation (right).

Priority 4: North Service Road (north side) – runs northeast/southwest, connecting Pine Street to the north with Lakewood Mobile Home Court to the south. This approximately 4,100 ft. section of sidewalk would connect the residents of Lakewood with the rest of Bourbon's active transportation connections. Stakeholders noted that pedestrians often walk beside this roadway with no dedicated safe routes available. Stakeholders also noted a concern that without a dedicated route, pedestrians might be tempted to cross Interstate 44 directly. Due to the high-speed nature traffic on Interstate 44, pedestrian interactions are incredibly dangerous often resulting in fatalities or serious injury. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



The North Service Road looking northwest from the industrial park.



Old Route 66 looking south from Bourbon City Hall.

Priority 5: Old Route 66 North (either side) – runs northeast/southwest, connecting with Pine Street at both ends. This approximately 3,600 ft. section of sidewalk would connect northern-most residential neighborhoods with the rest of Bourbon’s active transportation connections to the south. It is also noted this priority route, along with the Old Route 66 South and existing sidewalks, would make Old Route 66 a pedestrian friendly route from its northeastern to southwestern city limits. Stakeholders noted this development as an overall priority to attract visitors interested in the route’s history, and to provide a safe option for community active transportation users. Additionally, a sidewalk along Old Route 66 North would provide a dedicated route for residents to access Bourbon City Hall for community meetings, to pay bills or meet with public officials. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection

Priority 6: Cedar Street (north side) – Runs east/west from Watkins Street to Pine Street and is approximately 3,300 ft. in length. A continuation of sidewalks on Cedar Street would provide connectivity for the residential neighborhoods in east Bourbon to the businesses and services available in downtown and the rest of Bourbon’s active transportation network. This section of Cedar Street contains existing sidewalks between Pine Street and Spruce Street, however they are narrow and in fair to poor condition. Stakeholders discussed the importance of this route as a safe connection for residents to Crawford R-1 Public Schools, commercial district, essential goods and recreation. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Cedar Street looking east from Spruce Street.

Priority 7: Old Springfield Road South (either side) – Runs northeast/southwest from Boardwalk Street to Old Route 66 and is approximately 9,350 ft. in length. This sidewalk along Old Springfield Road would provide an additional pedestrian connection between residential neighborhoods and Bourbon’s northern active transportation network to Bourbon High School and the areas of interest to the south. Additionally, stakeholders noted the southern portion of this route is lightly developed and infrequently traveled, providing a safe alternative for Bourbon High School students not wanting to travel along Old Route 66. An eight-to 10-foot-wide sidewalk is recommended for this route for multimodal use.



Bernice Street looking east from Old Springfield Road.

Priority 8: Bernice Street (south side) – runs east/west from Starhawk Drive to Old Springfield Road and is approximately 650 ft. in length. A sidewalk along Bernice Street would provide another connection from the residential neighborhoods to the north and south to Bourbon Elementary and Middle Schools to the east. Stakeholders noted students often travel this route in or alongside the street when coming and going to school. It was also noted this sidewalk would connect existing sidewalk infrastructure near the schools and Old Route 66 to prioritized routes along Old Springfield Road. A six-to eight-foot-wide sidewalk is recommended for this school and neighborhood connection.

Priority 9: Walnut Street (either side) – runs east/west from Rock Road to Pine Street and is approximately 3,000 ft. in length. A sidewalk along Walnut Street would provide a needed active transportation connection from the residential neighborhoods to the east with essential services, recreation and businesses in Bourbon. It was noted by stakeholders that existing sidewalks currently on Walnut Street are not continuous and all segments are in fair to poor condition. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Walnut Street looking east from Spruce Street.

Section 5: Implementation

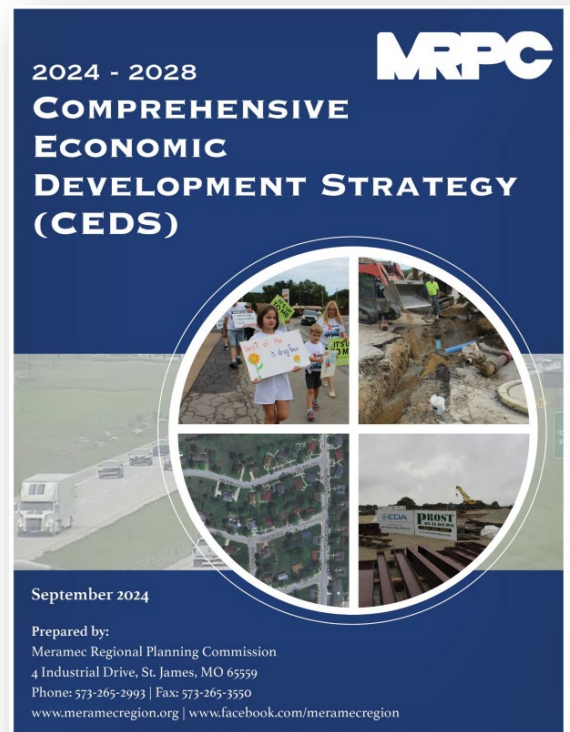
Project Implementation Strategies

The Active Transportation 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 Bourbon the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Bourbon'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 Bourbon will require resurfacing over the course of implementation of the Active Transportation 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 Bourbon 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
- Crawford County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Comprehensive or Strategic Planning
- Ordinance adoption and updates
- Capital Improvement Plans
- Other Bourbon Community Plans
- Crawford R-1 School District Plans



Project Funding Opportunities

Bourbon has demonstrated success in fundraising as a Community Development Block grant recipient for the overhaul of Pine Street in 2018 and should continue applying for grant funds in the future. Through the 2018 grant Bourbon was able to build a complete six ADA accessible sidewalks on both sides of Pine Street through downtown. 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

The table was compiled by the Federal Highway Administration and is up to date as of November 16, 2023. Links to each grant program are provided in the table. The list of funding opportunities identified below has additional potential to assist with the projects listed in this report.

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

Where do we go from here?

The recommendations in this Active Living Communities of Practice Plan, in total, could take anywhere from one year to decades to complete. Implementation is entirely dependent upon political will, funding and other factors. However, some of the recommendations 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 Bourbon.

As Bourbon 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 Bourbon residents and visitors while promoting itself as a pedestrian friendly destination. As opportunities become available Bourbon 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 Bourbon. 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. BYAA trail, Old Springfield Road 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

Bourbon Active Transportation Survey

Response summary

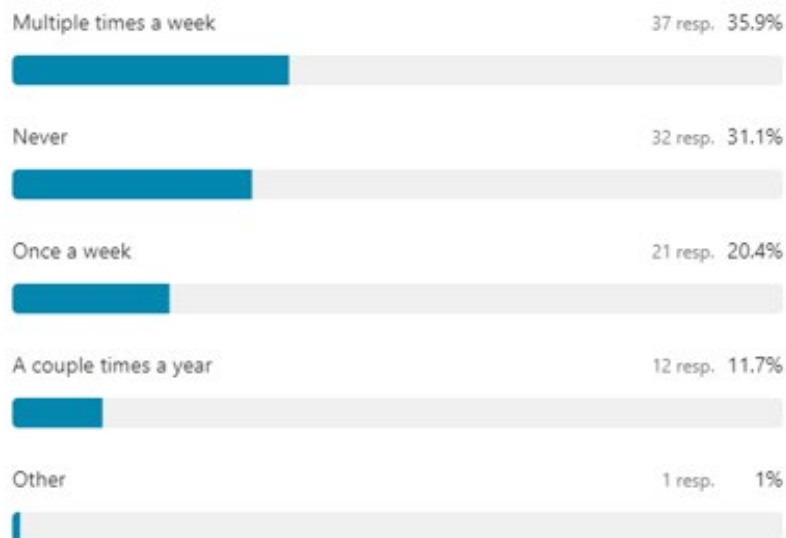
- 1 The primary focus of this survey is to assess active transportation within the city of Potosi. Do you live in the city limits of Potosi?

103 out of 103 people answered this question



- 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



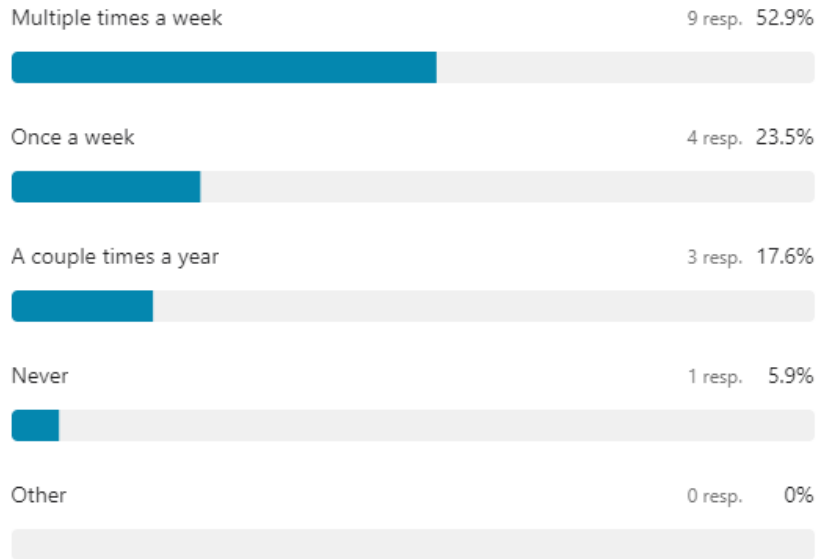
Hardly ever there is no side walks on the side streets where I live

6 days ago

✓ 3

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

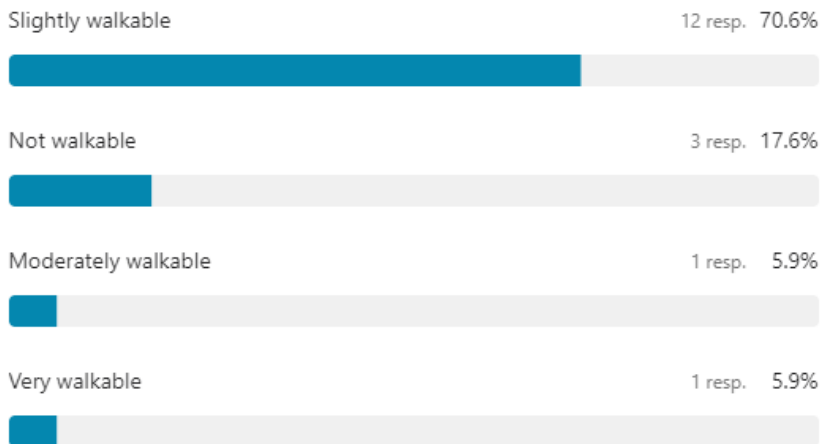
17 out of 17 people answered this question



✓ 4

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

17 out of 17 people answered this question





5

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

13 out of 17 people answered this question

- Spruce Street
- Old Springfield Road
- Jost Street
- Walnut Street
- Pine Street
- Old Route 66
- Park Street
- Cedar Street



6

Would you value marked bike lanes on the road?

16 out of 17 people answered this question

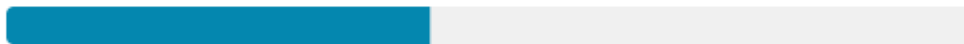
Maybe, they could be useful

8 resp. 50%



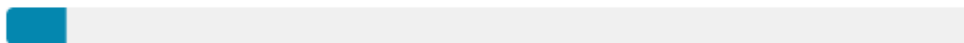
Yes, they are useful

7 resp. 43.8%



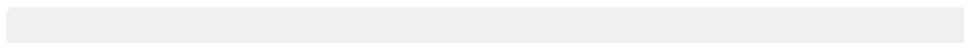
No, I do not see the need

1 resp. 6.2%



Other

0 resp. 0%

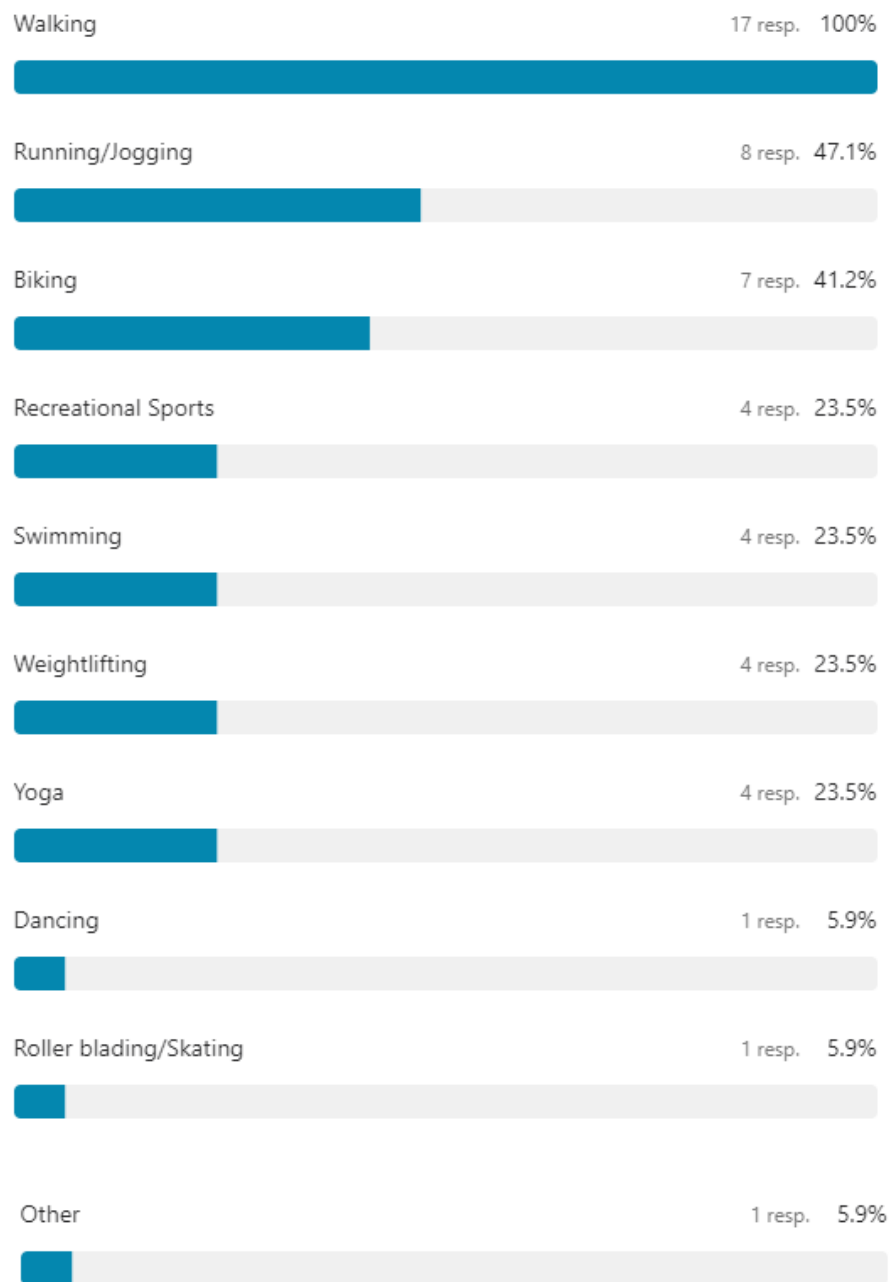




7

What forms of physical activity do you engage in?

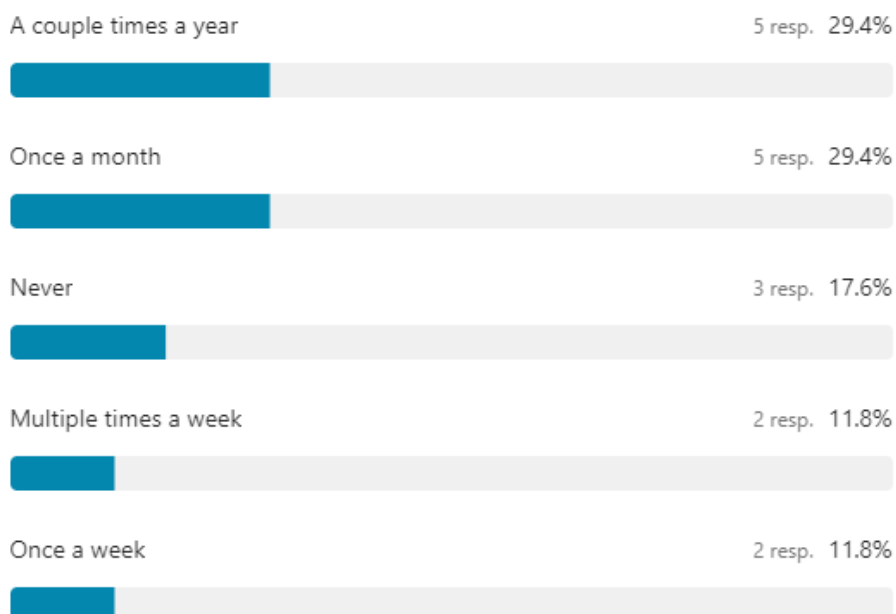
17 out of 17 people answered this question (with multiple choice)



- Canoeing

✓ 8 **How often to you utilize the Bourbon City Park?**

17 out of 17 people answered this question



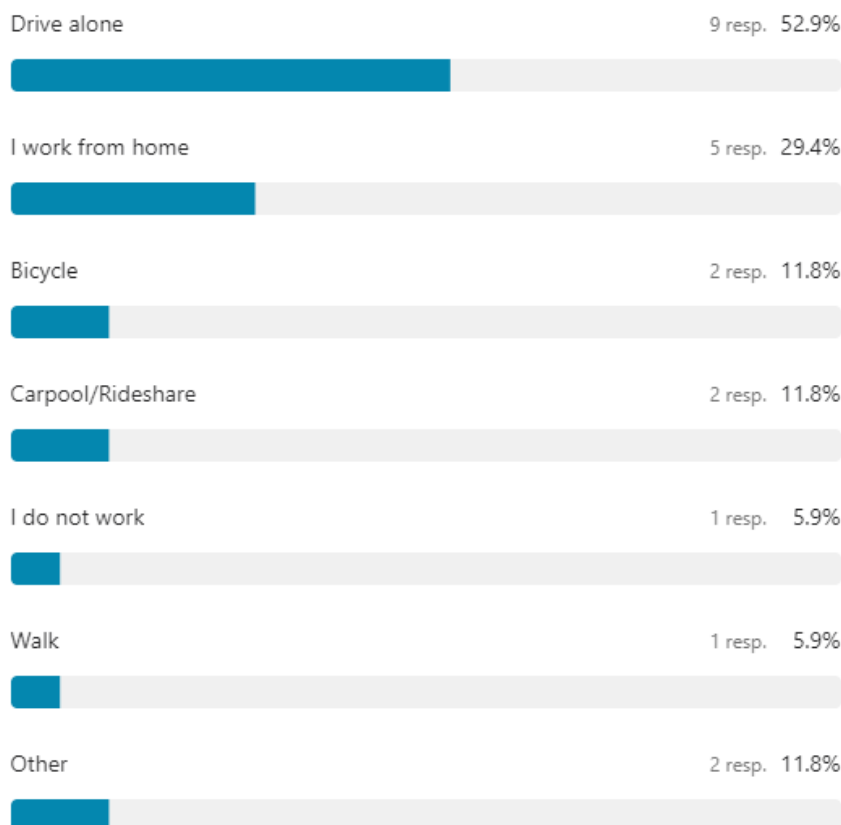
9 **Have you been to any of the following locations in Bourbon for activities, community events or outdoor exercise?**

14 out of 17 people answered this question

	Yes	No, but I want to	No, I'm not interested
Bourbon City Park	85.7%	14.3%	0%
Downtown Bourbon	100%	0%	0%
Bourbon Elementary and...	75%	16.7%	8.3%
Bourbon High School	75%	16.7%	8.3%

✓ 10 **How do you get to work?**

17 out of 17 people answered this question (with multiple choice)



✓ 11 **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 Bourbon?**

17 out of 17 people answered this question





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

16 out of 17 people answered this question

#1	1. Old Route 66 from Pine Street to North City Limits	#3.75 average
#2	2. Walnut Street from Pine Street to Rock Road	#4.44 average
#3	9. Old Route 66 from Jost Street to Old Springfield Road	#4.44 average
#4	3. Cedar Street from Pine Street to Watkins Street	#4.69 average
#5	4. Pine Street from Old Route 66 to North Service Road	#4.69 average
#6	6. Old Springfield Road from Pine Street to Boardwalk Street	#6 average
#7	5. North Service Road from Pine Street to Lakewood Housing	#6.38 average
#8	7. Berneice Street from Old Springfield Road to Starhawk Drive	#6.69 average
#9	8. Old Springfield Road from Boardwalk Street to Old Route 66	#6.88 average
#10	10. Bourbon Youth Athletic Association Trail Development	#7.06 average

**13**

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

14 out of 17 people answered this question

#1	1. Pine Street and Old Route 66	#4.86 average
#2	2. Walnut Street Rail Crossing	#5.07 average
#3	4. Pine Street and Cedar Street	#5.07 average
#4	5. Cedar Street Rail Crossing	#5.5 average
#5	8. Pine Street and Interstate 44 Ramps	#5.5 average
#6	9. Old Route 66 and Pine Street	#6.14 average
#7	6. Cedar Street and Spruce Street	#6.43 average
#8	3. Walnut Street and Hickory Street	#7.07 average
#9	10. Old Route 66 at City Park Entrance	#7.29 average
#10	11. Old Route 66 at Bourbon High School Entrance	#7.43 average
#11	7. Cedar Street and Hickory Street	#8.79 average
#12	12. Old Route 66 and Old Springfield Road	#8.86 average

**14**

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

7 out of 17 people answered this question

- Bike lanes and new sidewalks would be great.
- Sidewalks would be great everywhere but I think the most important location would be around the high school for the kids to practice on for cross country.
- I believe there should be a safe pathway for students who walk and run along Route 66 in town, between the High School and Jost Street, as well as possible dedicated bike lanes.
- Living along 66 I do feel like it is very important to get sidewalks for the safety of drivers and walkers, people are constantly walking back along the road. I also feel that it is important to provide more lighting along 66 at night for safety.
- We NEED sidewalks in our town. We are unable to safely walk anywhere here. Trying to walk as exercise requires driving to City Park – walking to City Park would be so much better.
- South Service Road needs repairs.
- Please add more safe crossings at I-44, this area is a dangerous location! It is concerning that they will expand the interstate and that they may not include safe crossings, which may make the situations for bicycle riders and pedestrians more dangerous.

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	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	ApOP	402	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	ELTTP	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)												\$								\$	\$SRTS				\$			\$	\$
Bicycle helmets (safety promotion)																				\$	\$SRTS				\$			\$	\$
Bicycle lanes on road	~\$	~\$	\$	\$			~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$			~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$	~\$	~\$																\$	\$	\$
Bicycle repair station (air pump, simple tools)	~\$		\$	\$			~\$	\$	\$	~\$	~\$				\$												\$	\$	\$
Bicycle share (capital and equipment; not operations)	~\$		\$	~\$			~\$	\$	\$	~\$	~\$				\$				\$								\$	\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$			~\$	\$	\$	~\$	~\$				\$												\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$			~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$						\$	\$					\$				\$	\$SRTS				\$			\$	\$
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

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

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

Cross-cutting notes

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

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

Program-specific notes

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title 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 IOD](#): 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): Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): 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. 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, EAST Act eligible uses remain in place.
- [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, EAST Act eligible uses remain in place.
- [BAP](#) (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [ERR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRR](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHCP](#) (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 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTTPEF](#) (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

| 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



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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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Healthy Communities
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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.

For questions about Livable Streets contact Kathy Craig at 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/





For more information visit livablestreets.missouri.edu