# Village of Caledonia Active Transportation Plan

Meramec Regional Planning Commission 4 Industrial Drive St. James, MO 65559 Phone: (573) 265-2993 Fax: (573) 265-3550 www.meramecregion.org

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# **Prepared By**

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# Funded By



In 2023, University of Missouri Extension has 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 Caledonia. The purpose of the grant is to combat obesity and support active, healthy living in underserved communities through a 10-year Active Transportation Plan.

# Acknowledgements

The Active Transportation Plan for the Village of Caledonia, 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 16, August 7 and September 11, 2024 at the Caledonia Village Barn in Caledonia to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

John Robinson, III: Village of Caledonia, Mayor

Debra Bay: Village of Caledonia, Secretary

John Lucas, Nina Gilliam, Pat Sims: Village of Caledonia, Trustees John Gibson, Dale Stringer, Pam Allen, Pat Yount: Village of Caledonia, Citizens

MRPC staffing leading the effort were Planning Manager Anne Freand, Senior Community Development Specialist Orin Pogue and Planning Intern Finn Meggitt

# Section 1: Introduction

Caledonia is a small community located in the Bellevue Valley of the St. Francois Mountains in southern Washington County. The village is home to 131 people, but regularly has more people in the community due to extensive tourism from across the country. The village was first platted in 1818 and was originally settled in 1816, when the first documented home was built. One of the first structures from 1816 was the Craighead-Henry house, which still stands within the village. The original settlers were Scots-Irish, like most of the northern Ozarks, and the community was named after the Roman translation of Scotland. The Bellevue valley in Washington County remains mostly rural and the economy is still tied to the nearby mines of the lead belt, agriculture and tourism. Caledonia's Historic District and the region's natural landscapes, including closely located Missouri State Parks at Elephant Rock and Johnsons' Shut Ins, draw year-round visitors to the area.



Showcasing a continued dedication to active transportation, the Caledonia Walking Tour Map was developed to guide pedestrian visitors through the village's historic district. The walking tour map (left) is displayed in the heart of downtown Caledonia, at the historically designated CONOCO Station along State Route 21.

### 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 <u>countyhealthrankings.org</u> to ensure the chosen community demonstrated a need. This need included poor health outcomes and low rankings as a health county statewide. Washington County currently ranks #107 out of 115 counties in Missouri, and Caledonia looks to support and increase its resident's quality of life and safety with increased pedestrian infrastructure throughout the village.

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

## **Caledonia's Active Transportation Goal**

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

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



Views of existing commercial and recreational destinations in Caledonia, the Village Barn and Village Park (left) and downtown Caledonia along State Route 21 (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 Village of Caledonia has a pedestrian network comparable to many small towns in the Meramec region. With approximately 2,615 linear feet (0.50 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Caledonia currently has existing pedestrian infrastructure connecting businesses and neighborhoods along State Route 21 from State Route 32 to Buxton Street through its historic district. While the historic district draws tourism and defines Caledonia's identity, historic districts have restrictions which can make infrastructure and other improvements more difficult. Stakeholders and village leaders noted the historic district draws tourism and defines Caledonia's identity, but also has restrictions which can make infrastructure and similar improvements more difficult.



MRPC assessed existing active transportation infrastructure in Caledonia including sidewalks on State Route 21 (left) and a bulb-out style crosswalk on State Route 21 at Webster Road (right).

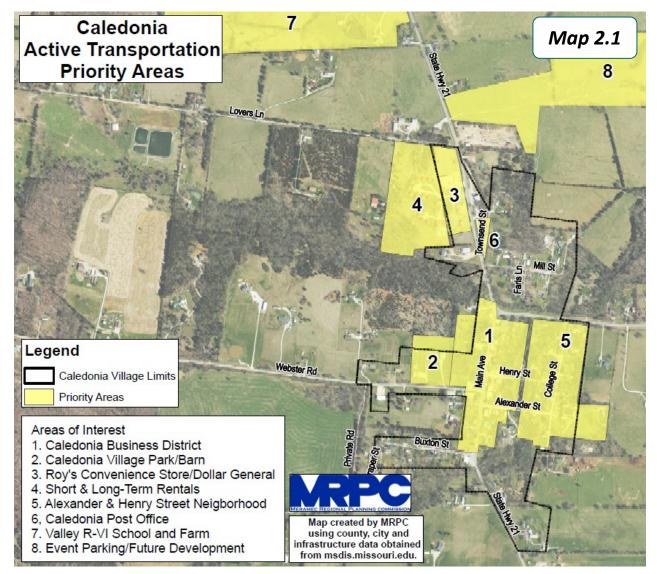
### **Areas of Interest**

Throughout the Active Transportation planning process, MRPC asked Caledonia'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 Caledonia's areas of interest, outside of the State Route 21 downtown business district, had no dedicated connections for active transportation users.

Stakeholders highlighted a need for connection to the Valley R-VI School Campus and Caledonia Village Park, currently two of the village's primary recreation destinations. Continuous sidewalks along State Route 21 throughout village limits would directly connect several priority areas without additional connections and encourage further business development along the corridor.

Additionally, the cluster of destinations near the northern village limits highlights limited connectivity outside of downtown. Active transportation users are currently forced to navigate this area with no dedicated highway crossings or safe route to other northern and southern destinations. Caledonia's stakeholders recognized this need, prioritizing 7,700 feet (1.45 miles) of sidewalk connections along State Route 21 inside and north of the village's boundaries.

#### Map of Areas of Interest



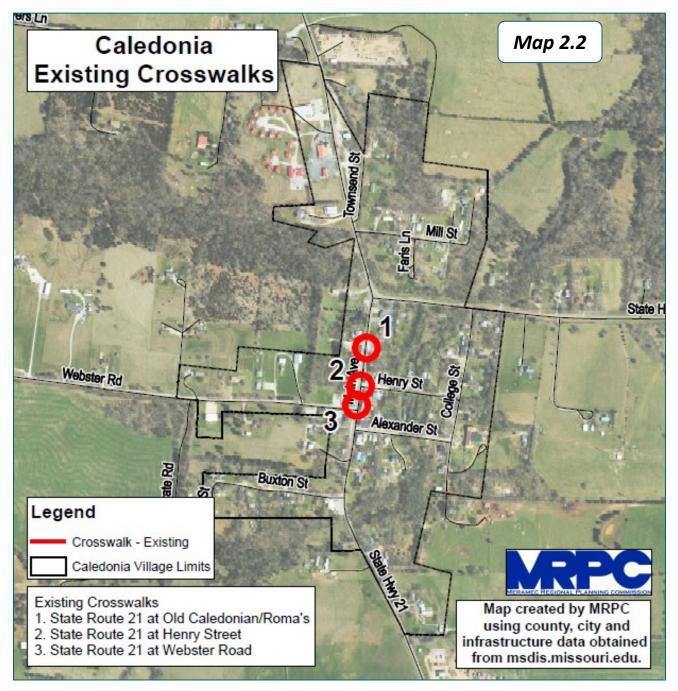
Downtown Caledonia (1) is the business epicenter of the village and contains a variety of restaurants, shopping and lodging options for the community and visitors. The downtown district has recently built sidewalks and very few vacant storefronts when compared to most small towns in the Meramec Region. As a result, Downtown Caledonia is the heart of the active network for community residents and visitors alike.

Stakeholders also included the Valley R-VI School and Farm (7), event parking/future development (8) and short and long-term rental properties (4) to its transportation network despite their location outside of village boundaries. It was noted that while these destinations do not exist within the village's current jurisdiction, they are important destinations for community members and tourists visiting Caledonia.

## **Existing Crosswalks**

Crosswalks in Caledonia are essential to the safety of active transportation users and are prioritized projects by local government. Existing crosswalks are located along State Route 21, including a bulb-out at Webster Road and State Route 21 built in the last five years. Map 2.2 highlights three existing crosswalks located within Caledonia's active transportation priority network outlined in detail later in this plan. All three existing sidewalks exist to facilitate safe pedestrian routes across State Route 21, which bisects Caledonia's downtown. Stakeholders emphasized a growing need for safe routes across State Route 21, with four additional priority crosswalks across the highway identified through the active transportation planning process.

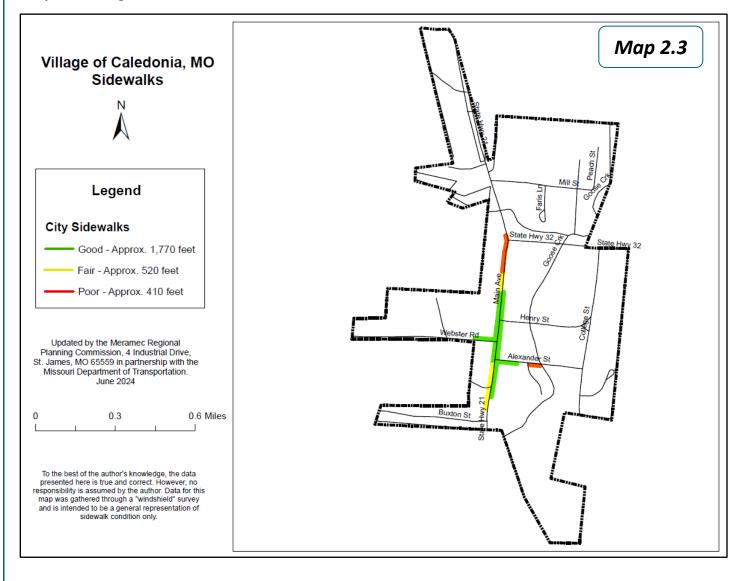
**Map of Existing Crosswalks** 



## **Sidewalk Conditions**

In Caledonia, existing sidewalk infrastructure is concentrated through the State Route 21 business corridor with small segments along Webster Road and Alexander Street. The majority of existing sidewalks are in good condition, with the exception of older sidewalks along State Route 21 and Alexander Street near downtown Caledonia. Caledonia received a Transportation Alternatives Program (TAP) grant for State Route 21 sidewalks in 2020, adding significantly to their infrastructure for active transportation users. In 2014, MRPC completed a sidewalk inventory for the village 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 Village of Caledonia has approximately 2,700 linear feet (0.5 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 west side of State Route 21 looking north.

• 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 State Route 21 within Caledonia's downtown district.

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



Sidewalk along west side of State Route 21 looking north.



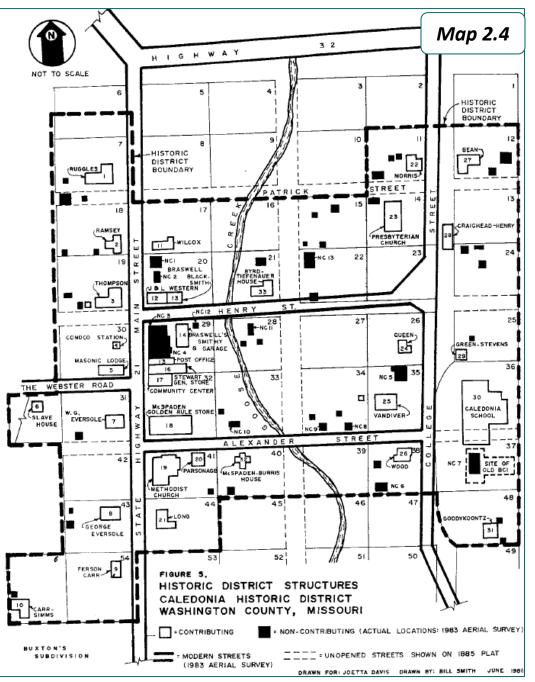
Sidewalk along east side of State Route 21 looking north.

• Poor sidewalks are in significant disrepair, are overgrown, or are missing large segments entirely. These sidewalks are functional only for the ablebodied in ideal weather conditions.

## **Caledonia Historic District**

Officially designated on the U.S. National Register of Historic Places in 1986, the Village of Caledonia proudly showcases their rich history and heritage. At the time of registration, official documents cited 33 contributing structures including 21 dwellings, two churches, one lodge, one school and eight commercial buildings. While the historic district draws tourism and defines Caledonia's identity to date, designated historic districts can create development restrictions which can make infrastructure and other improvements difficult. While inclusion in the National Registry does not restrict property rights, significant modifications may result in removal of the designation. The full nomination form for Caldonia's 1986 designation can be found at <a href="https://mostateparks.com/sites/mostateparks/files/Caledonia%20HD.pdf">https://mostateparks.com/sites/mostateparks/files/Caledonia%20HD.pdf</a>.

#### Map of Caledonia Historic District



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# Section 3: Community Engagement

MRPC and village staff identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of local government and business. The village council hosted the stakeholder group meeting at the Caledonia Village Barn.

## **Public Meetings**

The public meetings were held on July 16, August 7 and September 11, 2024 at the Caledonia Village Barn. 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 village. 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 the Caledonia Village Barn, Village Park, Valley R-VI Public Schools, the State Route 21 downtown business corridor, post office, essential goods, residential neighborhoods, and multi-family housing.

During the second and third meeting staff reviewed the areas of interest, developed priority routes and discussed the online surveys submitted by Caledonia residents and community members. Caledonia stakeholders also discussed and identified four proposed crosswalk locations and two proposed trails at the Village Park and Valley R-VI Educational Farm.



Stakeholders and MRPC staff were hosted by Caledonia at the Village Barn for all three active transportation planning meetings.

## **Online Survey**

To understand the greater community's priorities and needs, an online survey asked citizens of Caledonia 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 15 people took the survey by the September 10, 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 15 responses:

- 10 walked or biked to engage in physical activity several times a week.
- A majority (10) of the respondents felt that bike lanes would or might be valued.
- About half of respondents (seven) drove to work alone, and three walked to work.
- 11 people felt that the village of Caledonia was slightly walkable, with four individuals stating that the village was moderately walkable.
- 13 respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the Village of Caledonia. These areas include, but are not limited to:
  - State Route 21 (in village limits)
  - State Route 21 (north of village limits)
  - o Webster Road
  - o Alexander Street
  - o Henry Street



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

# Section 4: Recommendations

Caledonia's stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Caledonia. 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 daily travel along and across State Route 21, as well as pedestrian traffic during village events and festivals walking to the 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 village 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 – Caledonia Village Trail Priority 2 – Valley R-VI School Trail

#### **B.** Proposed Crosswalks

Priority 1 – State Route 21 at Alexander Street Priority 2 – State Route 21 at Post Office Priority 3 – State Route 21 and State Route 32 Priority 4 – State Route 21 at Event Parking/ Future Development

#### C. Proposed Sidewalks

Priority 1 – State Route 21 from State Route 32 to Dollar General

Priority 2 – Webster Road from State Route 21 to Community Center



Caledonia's active transportation plan includes a proposed crosswalk across State Route 21 at Alexander Street (above).

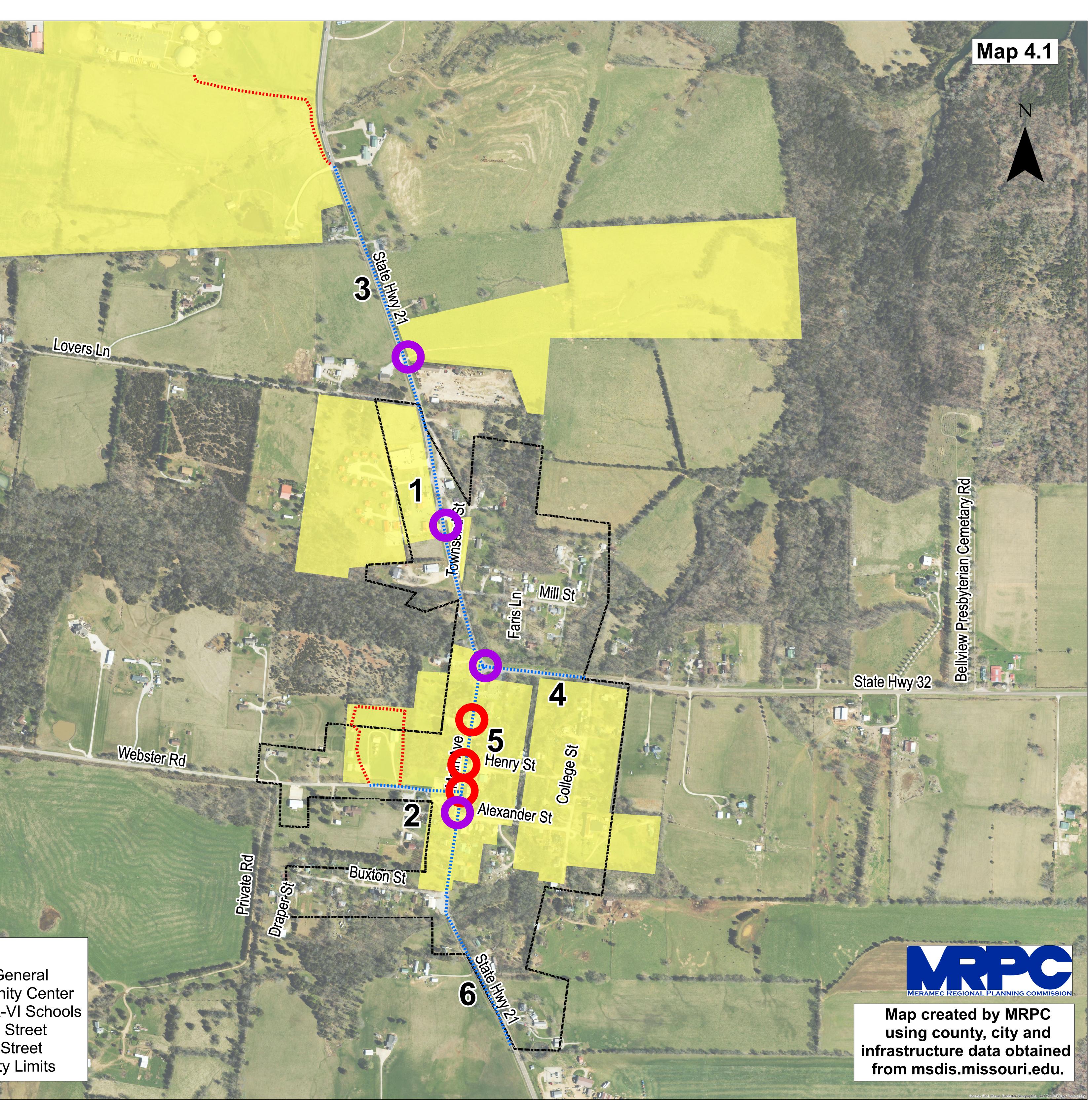
- Priority 3 State Route 21 from Dollar General to Valley R-VI Schools
- Priority 4 State Route 32 from State Route 21 to College Street
- Priority 5 State Route 21 from State Route 32 to Buxton Street
- Priority 6 State Route 21 from Buxton Street to South Village Limits

# Caledonia Active Transportation Connections

# Legend

- Sidewalks Proposed
- Trails Proposed
  - Crosswalk Proposed
  - Crosswalk Existing
  - Caledonia Village Limits
  - **Priority Areas**

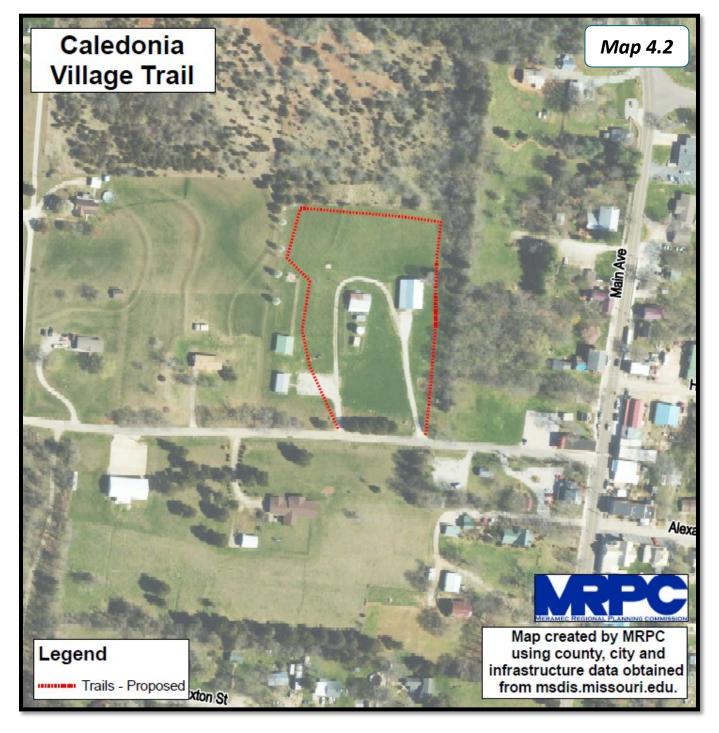
Active Transportation Connections
1. State Route 21 from State Route 32 to Dollar General
2. Webster Road from State Route 21 to Community Center
3. State Route 21 from Dollar General to Valley R-VI Schools
4. State Route 32 from State Route 21 to College Street
5. State Route 21 from State Route 32 to Buxton Street
6. State Route 21 from Buxton Street to South City Limits



## **Proposed Trail Development**

Caledonia's community stakeholders discussed and prioritized two proposed trail developments that emphasize a need for safe recreational opportunities and campus access for visitors and residents. Detailed below, the Caledonia Village Trail and Valley R-VI School Trail combine to offer an additional 3,100 feet (0.59 miles) of trail dedicated to active transportation users. Stakeholders noted that no dedicated trails for active transportation users currently exist in Caledonia, leaving few safe options for those seeking to exercise by walking or running.

#### Map of Proposed Village Trail



**Priority 1:** Village Trail – The highest prioritized, this trail segment would connect to the proposed Webster Road sidewalk connection from the east and create a complete recreational loop for active transportation users. The proposed trail loop is approximately 1,600 feet in length and would circle the Caledonia Park property which features the village's playground, Village Barn event venue and Caledonia Community Center. This village property is vital for many of Caledonia's festivals and events and is used for gathering, vending, parking and pop-up marketplaces.

The trail site features little elevation change and scenic Ozark views highlighting the park's open spaces. With the proposed sidewalk development along Webster Road, safe access to Caledonia's downtown district would be within a minutes' walk. Overall, the priority network within this plan would safely connect the Village Trail to the commercial hub and residential neighborhoods throughout the village.

In addition to active 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.



Examples of the potential Caledonia Village Trail site's current condition, looking west along the northern property line (left) and north from the property's entrance on Webster Road (right).

**Priority 2:** Valley R-VI School Trail – This trail segment would connect to the proposed northern State Route 21 sidewalk connection from the south and create a dedicated safe route to the school campus active transportation users. The proposed trail loop is approximately 1,500 feet in length and would connect Caledonia's active transportation network to the school through the district's educational farmland.

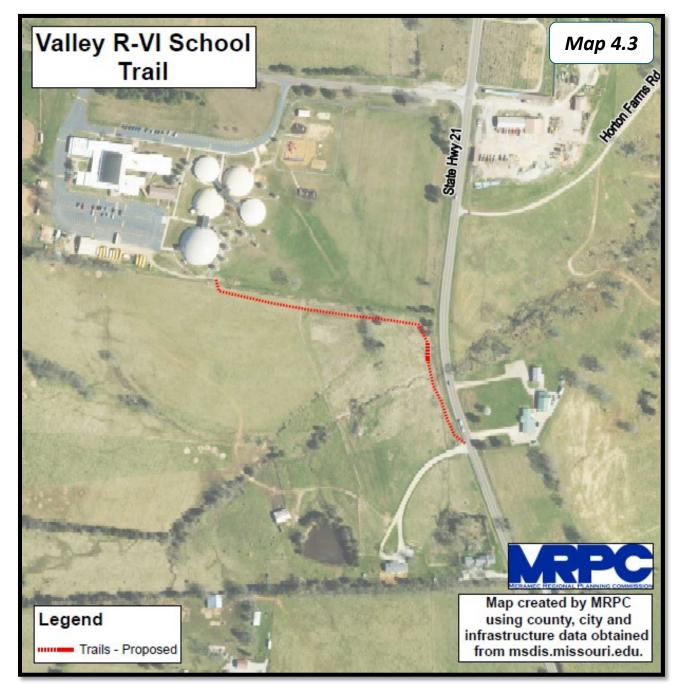
Stakeholders and school officials noted a continued need for this dedicated route to connect students using active transportation safely to the rest of



An example of the potential Caledonia Village Trail site's current condition, looking north from the trail's southern end.

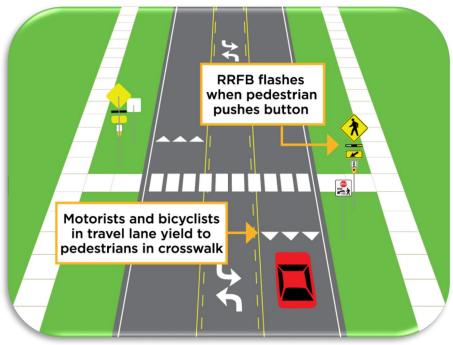
Caledonia's active transportation network. Students are currently rarely seen walking or biking to school due to its rural location along state highways but believe that could change if a safe option is available. Additionally, this route is needed as a secondary evacuation route for the school in times of emergency. Stakeholders recalled a fuel tanker overturned directly east of the campus's main entrance in 2019 on State Route C, temporarily closing the highway and both northern school entrances for spill mitigation and cleanup. The school was unable to evacuate as it has no additional access routes to the south, east or west. The Valley R-VI School Trail, if completed, would provide the school with a secondary outlet to the south for similar emergency situations in the future. Officials with the school district also stated a dirt or gravel road could be developed along this route for a secondary vehicular access to the school campus directly from State Route 21.

#### Map of Proposed Valley R-VI School Trail



## **Proposed Crosswalk Development**

Crosswalks in the village of Caledonia are some of the most important improvements needed for sidewalks and trails, to ensure pedestrians and cyclists can move safely across town. During the planning process, the stakeholder group discussed four different crosswalk locations throughout Caledonia and the immediate area. All of these locations reflects the community's need for safe and convenient routes for pedestrians to cross State Route 21 along the prioritized connections. MoDOT controls the right-of-way on all the prioritized crosswalk locations and these improvements would require cooperation between entities. Caledonia's stakeholders cited several concerns regarding the present danger of pedestrian crossings across State Route 21. Specifically, a speed study conducted in 2017 found 55% of vehicles traveled over the 30 miles-per-hour speed limit in the village, with 18% of total traffic traveling 10 or more miles-per-hour over. Where applicable, 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

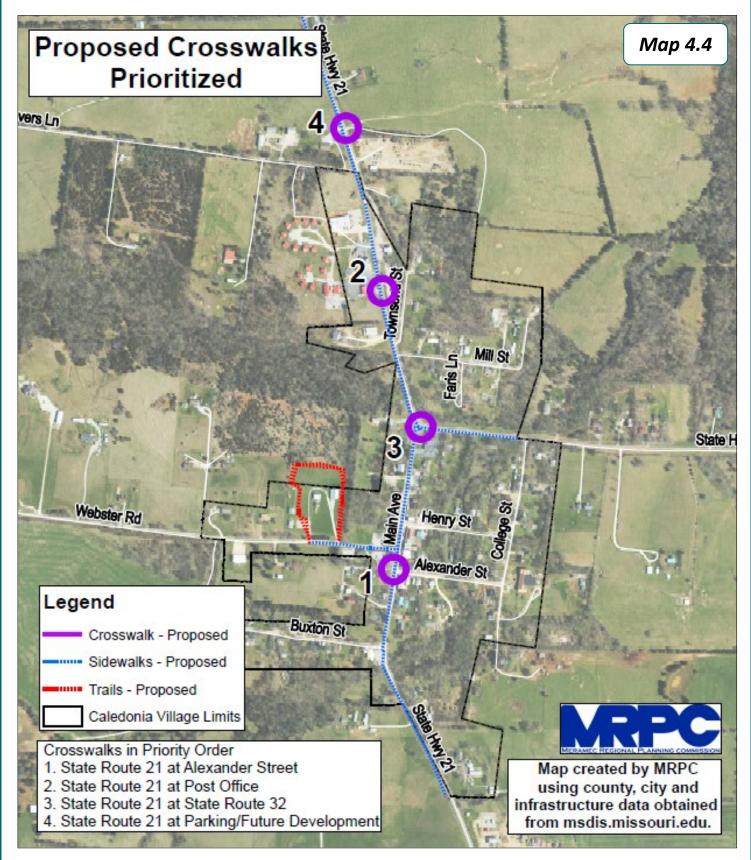
https://www.nhtsa.gov/road-safety/pedestrian-safety

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

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

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#### Map of Proposed Crosswalks



#### Intersections/Crosswalks (Rank 1 through 4) in Priority Order:

**Priority 1:** State Route 21 and Alexander Street – The highest prioritized, this crossing would provide another safe route across Stater Route 21 within Caledonia's downtown district. Stakeholders noted a crosswalk at Alexander Street is currently needed, as it is located on the southern end of Downtown Caledonia, has existing sidewalks on both sides and is often crossed by pedestrians with no indicators for vehicles traveling on State Route 21. With pedestrian safety and auto traffic considered, the stakeholders identified this intersection as the highest need. Due to continuous through traffic on State Route 21 an RRFB pedestrian crosswalk is recommended for this location. Simple signage and a painted crosswalk may also be appropriate if vehicle speeds through downtown are lowered.



Proposed crosswalk location crossing State Route 21 at Alexander Street.

**Priority 2:** State Route 21 at Post Office – Developing this crosswalk for active transportation would provide the first dedicated safe route across State Route 21 in Caledonia outside of the downtown business district. Looking to the future this crossing safely connects the proposed sidewalk developments along the west side of State Route 21 with the post office and several businesses on the east side of the highway. Despite there being no existing sidewalks leading to this crosswalk, it is a frequent crossing point for active transportation users as multi-family housing, shops, Dollar General, gas station and the post office line the highway in close proximity. Due to continuous through traffic on State Route 21 an RRFB pedestrian crosswalk is recommended for this location.





An aerial view of the proposed crosswalk on State Route 21 at the post office (left) and the same location photographed from the west side of State Route 21 looking southeast (right).

Priority 3: State Route 21 and State Route 32 - This highway intersection is an essential crossroads to Caledonia's active transportation network. At this intersection, prioritized connections or existing sidewalks along State Route 21 intersect with the prioritized connection along State Route 32. Stakeholders noted the importance of dedicated pedestrian crosswalks at this intersection, as it would provide the northernmost crosswalk across State Route 21 (A) for pedestrians in Caledonia's downtown district. Additionally, a second crosswalk (B) would be needed at this intersection if the proposed State Route 32 connection was developed along the north side of the highway. Due to continuous through traffic on State Route 21 an RRFB pedestrian crosswalk is recommended for the primary location (A).



Proposed crosswalk locations crossing State Route 21 (A) and State Route 32 (B) at their intersection.



Proposed crosswalk location crossing State Route 21 at the development property (above) and existing conditions of the proposed crosswalk (right).

Caledonia's active transportation network. With limited parking in Caledonia's downtown district, stakeholders noted visitors are likely to park at this property in the future and walk south to downtown, especially if dedicated routes and crosswalks are present. Due to continuous through traffic on State Route 21 an RRFB pedestrian crosswalk is recommended for this location.

#### Priority 4: State Route 21 at Event

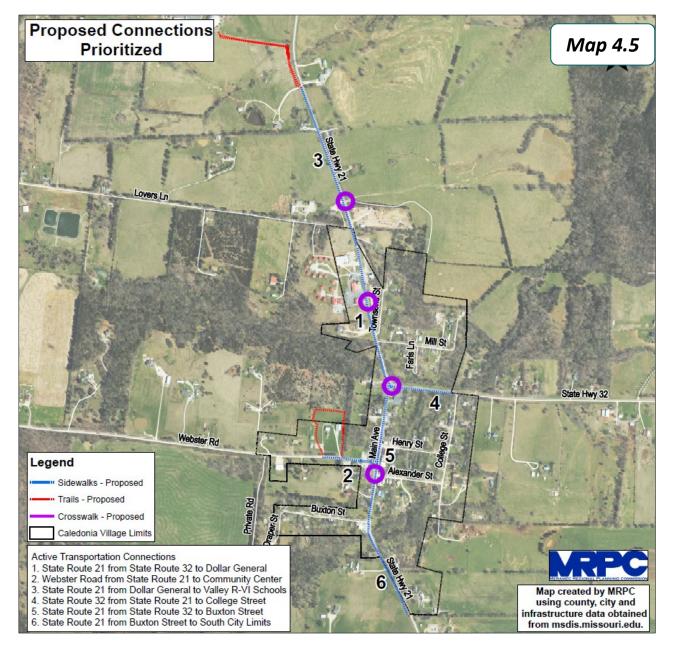
Parking/Development Property – This crossing would provide another safe route across State Route 21 to connect the proposed sidewalk on the west side of the highway to the development property to the east. Stakeholders noted a future need for this crosswalk especially if the priority route is developed on the west side of State Route 21. Plans to develop the property directly east for family entertainment will result in pedestrians crossing the highway to access the rest of



## **Proposed Sidewalk Development**

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Caledonia. The stakeholder group discussed six locations throughout the village. All proposed sidewalks improve connectivity throughout the community by providing access to government, recreation, business and residential areas. Two priority routes, State Route 21 (5) and Webster Road (2), contain existing sidewalks. However, stakeholders chose to include these priorities as sidewalk conditions are incomplete along these routes. When pursuing sidewalk development, the village must consider variable costs including engineering, right-of-way access, grading, materials and construction. All sidewalks along state highways are recommended to be a minimum of six-feet wide to eight-feet in busier areas to accommodate two-way multimodal traffic. Map 4.4 depicts each of the proposed sidewalks.

#### **Map of Proposed Sidewalks**



#### Sidewalks (Rank 1 through 6):

**Priority 1:** State Route 21 from State Route 32 to Dollar General (west side) – Runs north/south from State Route 32 to Dollar General. This section is approximately 1,800 ft. in length. This priority connection currently has no existing sidewalks and is a common route for active transportation users, especially residents of multi-family housing coming to and from the downtown district on its southern end. Additionally, upon the completion of the northern State Route 21 priority route (3), and the school trail priority, this route would connect active transportation users from Caledonia's Historic District to the school's campus. Stakeholders discussed developing the west side of State Route 21, due its proximity to more busness establishments and multi-family housing. Stakeholders noted this connection would connect the two commercial and residential hubs in Caledonias Village Limits and ultimately made it their top priority for future development. An eight-to 10-foot-wide sidewalk is recommended for multi-modal use.



State Route 21 from State Route 32 looking north (left) and the same priority along State Route 21 looking south from Ray's Convenience Store (right).

Priority 2: Webster Road (north side) - Runs east/west from State Route 21 to the community center and is approximately 800 ft. in length. This prioritized section would connect Caledonia's existing active transportation network along State Route 21 to the east with the park, community center, village barn and village trail priority to its northwest. Stakeholders noted that this route is traveled by visitors during festivals and events, as the village property is commonly used for vending and parking. Currently a dirt foot path from pedestrian traffic exists on the north side of Webster Road, emphasizing the need for pedestrian infrastructure. Additionally, a small segment of narrow sidewalks exists on the eastern section of this priority route along the Tyro Lodge. A six-to eight-foot-wide complete sidewalk is recommended for this local connection.



Webster Road and existing foot path along the priority route, looking east from the village property.

**Priority 3:** State Route 21 from Dollar General to Valley R-VI Schools (west side) - Runs north/south from the Valley R-VI Preschool Entrance to Dollar General and is approximately 2,600 ft. in length. This prioritized section would connect Caledonia's active transportation network to the south with the Valley R-VI School campus and proposed trail priority to the north. Stakeholders discussed the importance of this route as a safe connection for residents and students in Caldonia's Village Limits to reach the campus for school and events. Stakeholders noted that despite the school's relatively close proximity to the village boundaries, it is rarely accessed by active transportation users due to the unsafe nature of navigating the roadway or adjacent drainage ditches. An eight to ten feet-wide sidewalk is recommended for this route for multimodal use.



State Route 21 looking north from Caledonia's northern village boundary (left) and the same priority connection looking south from the Valley R-VI Campus Preschool entrance (right).

**Priority 4:** State Route 32 (either side) – Runs east/west, connecting State Route 21 to the west with College Street to the east/southeast. This approximately 1,000 ft. section of sidewalk would connect the residential neighborhoods along College Street with the rest of Caledonia's active transportation priority connections. Stakeholders noted that local pedestrians rarely walk along this roadway with no dedicated safe route available. Stakeholders did voice a concern that without a dedicated route, pedestrian visitors touring Caledonia's Historic District sometimes walk in the roadway with high-speed auto traffic coming into town on State Route 32 from the east. The neighborhoods along College Street, known as East Caledonia, include structures dating back to 1816 and are included in the Historic Caledonia Walking Tour. While its numerous historic structures

have yet to see the same level of revitalization as the downtown



State Route 32 looking west from its intersection with College Street.

district, stakeholders noted the possibility of future investment and increased traffic. A six to eight feet-wide sidewalk is recommended for this neighborhood connection.



State Route 21 looking north from Buxton Street.

**Priority 5:** State Route 21 from State Route 32 to Buxton Street (both sides) – Runs north/south, connecting the majority of Caledonia's businesses and attractions through the downtown district. This approximately 1,900 ft. priority route currently contains most of Caledonia's existing sidewalks, most of which are recently built and in good condition. Stakeholders noted that despite the existing infrastructure, it was important to consider and prioritize this section of State Highway 21 for complete ADA compliant sidewalks and crosswalks development in the future. Current active transportation infrastructure through downtown not in ADA compliance includes steps, crosswalks atop gravel shoulders and inconsistent sidewalk geometry or width.

In addition to incomplete sidewalks throughout this priority connection, stakeholders noted several other factors contributing to safety concerns for active transportation users. State Route 21 is a high trafficked state highway, often used by commercial trucks hauling commodities from the mining and logging operations to the south. Similarly, campers and boat trailers can often be seen traveling through Caledonia visiting the many natural attractions in close proximity. Load bearing commercial trucks and visitors with in-tow trailers take up more of the roadway and require a longer distance to slow or stop for pedestrians in and along the roadway. This safety issue is magnified as State Route 21 does not currently feature any stop signs or stoplights within the village, resulting in traffic speeds higher than the posted 30 m.p.h. speed limit. Additional safety concerns by stakeholders included elevated and crowned street surfaces due to years of micro-resurfacing and loose gravel shoulders throughout downtown.



The Mayor assessing damage to his car's side mirror, clipped by a large truck on State Route 21 before the first active transportation meeting (left) and a picture of downtown during a weekend festival showcasing a narrowed roadway and congested sidewalks to facilitate vending (right).

Finally, stakeholders noted that while festivals and events drive tourism and economically benefit Caledonia, they bring additional safety challenges. Limited space downtown has pushed the village to restrict already sparce parking along State Route 21 for vendors and attractions. This further narrows the roadway and results in a higher demand for pedestrian routes connecting parking away from downtown. As a result, Caledonia often works with MoDOT and law enforcement to close State Route 21 downtown during events and directs traffic through bypass routes. This also allows pedestrians to navigate downtown safely on the roadway.

**Priority 6:** State Route 21 from Buxton Street to South Village Limits (either side) – Runs north/south from Buxton Street to the southern village limits and is approximately 1,400 ft. in length. A continuation of sidewalks on State Route 21 would provide connectivity for the homes and businesses to the south of downtown Caledonia. This section of State Route 21 contains no existing sidewalks and was lowest prioritized due to few developments and no priority destinations. Stakeholders noted this pedestrian connection in south Caledonia could encourage commercial development/redevelopment and capture economic benefit for the village in the future. A six-to eight-foot-wide sidewalk is recommended for this local connection.



State Route 21 looking south from Buxton Street.

# Section 5: Implementation

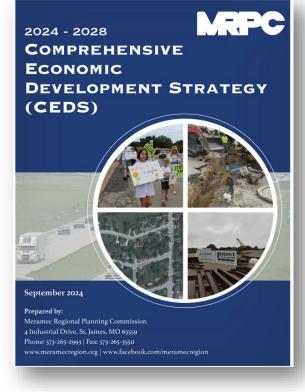
## **Project Implementation Strategies**

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 Village of Caledonia the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Caledonia'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 Caledonia 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 Village of Caledonia 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
- Washington County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Future Comprehensive or Strategic Planning
- Ordinance adoption and updates
- Future Capital Improvement Plans
- Other Caledonia Community Plans
- Valley R-VI School District Plans



# **Project Funding Opportunities**

Caledonia has demonstrated success in fundraising as a Transportation Alternatives Program (TAP) grant recipient for the overhaul of State Route 21 sidewalks in 2020 and should continue applying for grant funds in the future. 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/trailbuilding-toolbox/. They also offer grant funds.

## Where do we go from here?

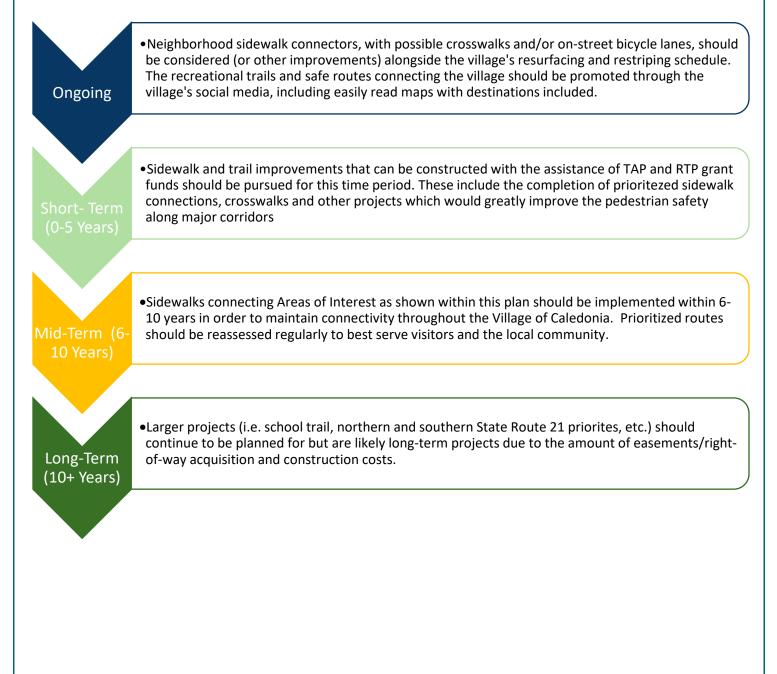
The recommendations in this Active Living Communities of Practice Plan, in total, could take anywhere from one year to decades to complete. Implementation is entirely dependent upon political will, funding and other factors. However, some of the recommendations could come to fruition faster than others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

Village of Caledonia Active Transportation Plan | 30

recommended that the group meet annually, as appropriate, to monitor progress and update the Active Transportation Plan. Village officials 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 Caledonia.

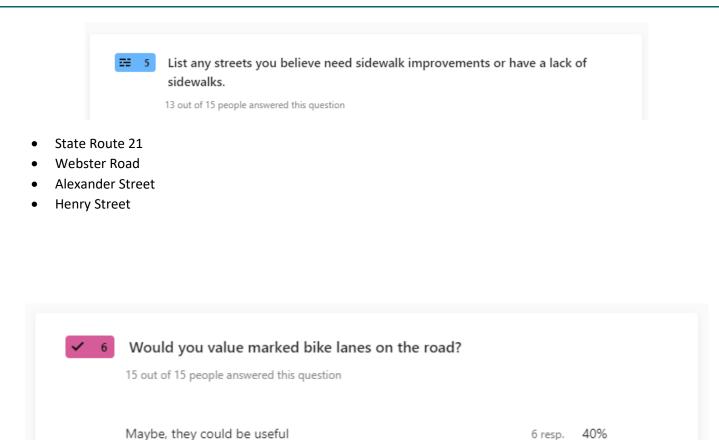
As Caledonia continues to attract residents and visitors through its businesses, recreation and community events, the need for safe active transportation routes becomes more important. Visitors will need to be able to navigate the village and easily walk and bike to destinations within. It would be of great benefit for the village 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 Caledonia residents and visitors while promoting itself as a pedestrian friendly destination. As opportunities become available Caledonia should prioritize further developing safe routes connecting the village and reevaluate priorities on a regular basis to better serve the community.



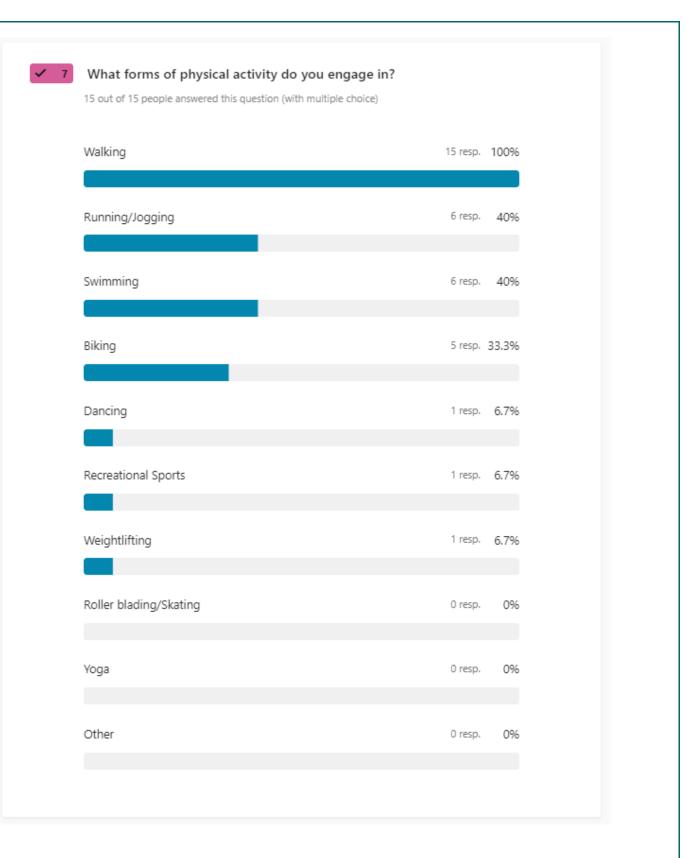
# Appendix A: Community Survey Responses

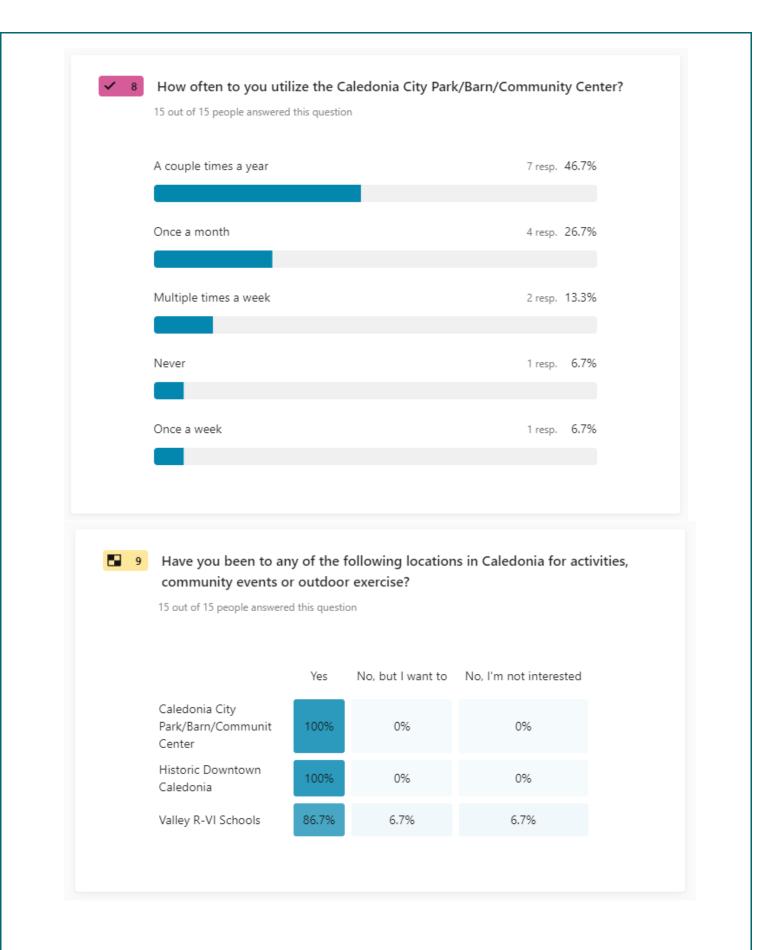
Caledo	onia A	Active Transportation Surv	vey		
	1	The primary focus of this survey is to assess active transportation within the city of Caledonia. Do you live in the city of Caledonia?			
		Yes	9 resp.	60%	
		No	б resp.	40%	
	✓ 2	Are sidewalks important to you? 15 out of 15 people answered this question			
		They are very important	15 resp.	100%	
		They are not important	0 resp.	0%	
		They are somewhat important	0 resp.	0%	

	15 out of 15 people answered this question		
	Multiple times a week	10 resp. 66	.7%
			2007
	Once a week	3 resp. 2	20%
	A couple times a year	2 resp. 13	.3%
	Never	0 resp.	0%
	Other	0 resp.	0%
			- diaise
✓ 4	How "walkable" is Caledonia (Consider sidewalk route and safety) 15 out of 15 people answered this question	es, sidewalk	c conditions,
✓ 4	and safety)	es, sidewalk 11 resp.	
✓ 4	and safety) 15 out of 15 people answered this question	11 resp.	
✓ 4	and safety) 15 out of 15 people answered this question Slightly walkable	11 resp.	73.3% 26.7%



No, I do not see the need	5 resp. 33.3%
Yes, they are useful	4 resp. 26.7%
Other	0 resp. 0%





How do you get to work? 14 out of 15 people answered this question (with multipl	le choice)
Drive alone	7 resp. 50%
Walk	3 resp. 21.4%
l do not work	2 resp. 14.3%
l work from home	2 resp. 14.3%
Carpool/Rideshare	1 resp. 7.1%
Bicycle	0 resp. 0%
Other	0 resp. 0%
How likely would you be to walk/bike physical activity if sidewalk, trail and Caledonia?	
physical activity if sidewalk, trail and	
physical activity if sidewalk, trail and Caledonia?	
physical activity if sidewalk, trail and Caledonia? 15 out of 15 people answered this question	bicycle improvements were made
physical activity if sidewalk, trail and Caledonia? 15 out of 15 people answered this question Very likely	bicycle improvements were made 15 resp. 100%
physical activity if sidewalk, trail and Caledonia? 15 out of 15 people answered this question	bicycle improvements were made
physical activity if sidewalk, trail and Caledonia? 15 out of 15 people answered this question Very likely	bicycle improvements were made 15 resp. 100%

### **1**2

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

13 out of 15 people answered this question

#1	3. State Route 21 from Dollar General to State Route 32	#2.69 average
#2	7. Webster Road from Community Center to State Route 21	#3.62 average
#3	2. State Route 21 from Valley R-VI School to Dollar General	#3.92 average
#4	5. State Route 21 from State Route 32 to Buxton Street	# <b>4.08</b> average
#5	4. State Route 32 from State Route 21 to College Street	# <b>4.77</b> average
#6	6. Caledonia City Trail	#4.92 average
#7	1. Valley R-VI School Trail	#5.15 average
#8	8. State Route 21 from Buxton Street to South City Limits	# <b>6.85</b> average
	✓ View details	

### **1**3

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

12 out of 15 people answered this question

#1	2. State Route 21 at Post Office	#2.17 average
#2	4. State Route 21 and Alexander Street	#2.33 average
#3	1. State Route 21 at Event Parking/Future Development	# <b>2.67</b> average
#4	3. State Route 21 and State Route 32	#2.83 average

✓ View details

### **₩**14

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

5 out of 15 people answered this question

- Because a major highway 21 runs through the town, sidewalks and crossings are needed to keep pedestrians and drivers safe.
- I feel more sidewalks would always improve Caledonia for locals as well as shoppers.
- Having sidewalks will provide a safe path for our children to walk or ride their bikes to school, reducing the risk
  of accidents and injuries. It will also encourage more people to walk or bike to work or run errands in town,
  promoting a healthier and more active lifestyle for our community. In addition, sidewalks can attract more
  visitors to our town, boosting local businesses and stimulating economic growth. Investing in sidewalks is not
  only a matter of convenience but also a matter of safety and well-being for our community. We prioritize the
  construction of sidewalks for the benefit of all residents, especially our children.
- Better sidewalks would help for the entire village
- None

# Appendix B: Pedestrian Funding Opportunities

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	ctivities	s and p	project	ts unde	r U.S.	Depai	S tment	epteml of Tra	September 9, 2022 t of Transportation	2022 ation s	urface	transp	ortati	on fun	d guib	rograi	ns. Act	ivities	and pr	ojects 1	need to	o meet	t progr	am eliș	ibility	equire	ments	
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	gram inf	format	tion. I	roject	suods	ors she	ni bluc	tegrate	the sa	ıfety, a	Iccessi	bility,	equity	r, and i	conver	nience	of wall	king a	nd bicy	cling in	nto sur	rface ti	ranspo	rtation	project	, in		Г
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# Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

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Historic preservation (pedestrian and bicycle and transit facilities)	\$~		\$~	~		~ \$~	~\$ \$~	\$		\$~			\$						S	\$				S	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains), usually part of larger project	\$	~	ş	Ş		s S	\$ \$~	\$	S-	\$			\$				\$	\$	S	\$					s	÷	
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Micromobility projects (including scooter share)	s		s	s?		< S	\$~			ŝ		_	Ś	S					S	S					s	÷	
Paved shoulders for pedestrian and/or bicyclist use	÷	s~	\$	s	<u>`</u>	ر چ	\$~	_				\$	\$	Ś	Ś	Ś	Ś	÷	ŝ	Ś	_	s		s	÷	\$	\$
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# Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

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<b>Cross-cuting not Constraints</b> The advance of the particle statistic of the probability of the polycen under U.S. Department of the particle and projects under U.S. Department of the particle statistic of the particle statistic operation of the particle statistic	<ul> <li>Cross-cutting notes</li> <li>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. Project sponsors are encouraged to consider <u>Complete Streets</u> 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 predestrian and bicycle elements are considered under the eligibility activities and projects. Project sponsors are encouraged to consider <u>Complete Streets</u> 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 predestrian and bicycle elements are considered under the eligibility active applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway project. Redestrians and bicycle activities also may be characterized as environmental mitigation for larger highway projects. Report Redestrians: A set of the second projects, especially instances to report the row table project. Pedestrians: A set of the second rest of the second projects. The second rest of the second</li></ul>	biole facilities using of or programs (MHPP, HSIP, CMAQ). The transportation requirement under section 2 of the many of the transportation mode. Biole facilities using of or programs (MHPP, HSIP, CMAQ). The transportation requirement under section 2 of the many of the transportation mode. Signs, signals, signals 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. Aspects of DOT or agency incentive grants may be available for specific research or technical assistance purposes. The DOT May perform the set of the second of of th	<ul> <li>Frogram-specific notes</li> <li>Redrarl and 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.</li> <li>Redrarl and 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.</li> <li>Redrarl and 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.</li> <li>Redrarl (IIIA § 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.</li> <li>RCP (IIIA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See <u>RCP Program Notice of Funding Opportunity</u> for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier or commentivity.</li> <li>S34A (IIIA § 24112): Discretionary program funds region and Tribal initiatives through reavest to prevent roadway deaths and serious inuries. Projects must be identified in a comprehensive safety action plan (§ 24112(3)).</li> </ul>	This (Department of Transportation Section 2020; bb. L. 117-103, div. L. title D: Technical assistance provide an accurate product of the component of transportation Appropriations Set, 2022 (bb. L. 117-103, div. L, title D: Technical assistance, planning, and capacity-building support in selected communities. <u>RRF</u> (Chapter 224 fittle 9U.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" <u>TrFA</u> (Chapter 224 fittle 9U.S. C.): Program offers direct loans, loan guarantees, or standby lines of credit for capital projects. Numimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources. <u>TTFA</u> (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total projects size is \$10 million; multiple surface transportation projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations. FOR ATE (4) U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total projects size is \$10 million; multiple surface transportation projects may be bundled to meet provide access to transf. Federal assistance limitations.	<ul> <li>FTA funds cannot be expected to safely and conveniently bike to the particular stop or station.</li> <li>Pedication infrastructure plans and projects must be within a 3-miles within a distance than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.</li> <li>Pedicatrian 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 walk to the particular stop or station.</li> <li>FTA funds cannot be used to purchase bicycles for bike share systems.</li> <li>FTA TOD: Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.</li> <li>FTA AODP (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical planning to improve</li> </ul>	NHTSA <u>405</u> (23 U.S.C. 402): Project activity must be included in the State's Highway Safety Office for details. NHTSA <u>405</u> (23 U.S.C. 402): Project activity must be included in the State's Highway Safety Plan. Contact the <u>State Highway Safety Plan</u> . Contact the <u>State Highway Safety Office</u> for details. The <u>Bipartisan Infrastructure</u> <u>Law</u> expanded the eligible use as the <u>State A05</u> (23 U.S.C. 124). <u>BRR</u> (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. <u>CRP</u> (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.	
Village of Caledonia Active Transportation Plan   44	<ul> <li>Cross-cutting notes</li> <li>This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and requirements. See notes and links to program information below. Although the primary focus of encouraged to consider <u>Complete Streets</u> and Networks that routinely integrate the safety, access pedestrian and bicycle elements are considered under the eligibility criteria applicable to the largin response to impacts to a Socion 4(D) property or work zone safety, and accessibility</li> <li>See <u>FHWA Bicycle and Pedestrian</u> <u>Planning</u>. Program and Project Development (Guidance)</li> <li>Bicycle Project Purpose: 23 U.S. C. 217(i) nequires that bicycle facilities "be principally for the Set-Aside, therefore, 23 U.S. C. 217(i).</li> </ul>	<ul> <li>Bigns, signals, signal improvements includes ensuring accessibility for persons with differentiative signal improvements includes ensuring accessibility for persons with differential signals, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons. Occasional DOT or agency incentive grants may be available for specific research or the Aspects of DOT initiatives may be eligible as individual projects. Activities above may FHWA is Policy von Using Bipartisan Infrastructure Law Resources to Build a Better A FHWA Links to Technical Assistance and Local Support.</li> </ul>	<ul> <li>Frogram-spectific hotes</li> <li>Federal-aid and other DOT funding programs have specific requirements that projects mus</li> <li>Federal-aid and other DOT funding programs have specific requirements that projects mus</li> <li><u>RAISE</u> (III758) (III758) (III43), also known as</li> <li><u>INFRA</u> (IIIA § 11110); For projects that improve safety, generate economic benefits, r</li> <li><u>RCP</u> (IIJA § 11100); For projects that improve safety, generate economic benefits, r</li> <li>that creates a barrier to community connectivity.</li> <li>SS4A (IIIA § 2412); Discretionary procram funds recional local and Tribal initiativ.</li> </ul>	<ul> <li>Thirty Chapter 1(1): Construction (Appropriations Dependent or cost, start 117-103, div.</li> <li>Thirty (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div.</li> <li>RRHF (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees projects located within V4-mile of qualifying rail stations may be eligible. May be comb THFIA (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or cost threshold, under the condition that all projects have a common repayment pledge. FAA AII (49 U.S.C. 5300); Multimodal projects have a common repayment pledge.</li> </ul>	<ul> <li>Experimentation of the second statistic bar, and structure plans and projects must be within a 3-mile radius</li> <li>Dedestrian infrastructure plans and projects must be within a 1-mile radius</li> <li>FTA funds cannot be used to purchase bicycles for bike share systems.</li> <li>FTA TOD: Provides planning grants to support community efforts to improve access to transit and affordable housing, not for capital purchases.</li> <li>FTA AOPP (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-5)</li> </ul>	<ul> <li>URTSA <u>402</u> (23 U.S.C. 402): Project activity must be included in the State's Highway NHTSA <u>402</u> (23 U.S.C. 402): Project activity must be included in the State's Highway NHTSA <u>405</u> (23 U.S.C. 402): Funds are subject to eligibility, application, and award.</li> <li>Law expanded the eligible use of funds for a Section 405 Nonmotorized Safety grantl.</li> <li>BFP, (IIT), Jiv. 1, title VIII, para (1)), <u>BIP</u> (23 U.S.C. 124), <u>BRR</u> (Department of Tric consider pedestrian and bicycle access as part of the project and costs related to their in consider pedestrian and bicycle access as part of the project and costs related to their in the consider pedestrian and bicycle access hould support the reduction of carbon dioxide emissio</li> </ul>	
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# Appendix C: Livable/Complete Streets Information



### 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.

STREETS

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



Image credits: MoBike Fed. License: creativecommons.org/licenses/by/2.0/

### McDonald County's Perspective



Brandy Smith Health Educator McDonald County Health Department

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

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

http://bit.ly/mcdonaldcounty.

### Caruthersville's Perspective



Dawn Jordan, Caruthersville Healthy Communities Coordinator Pemiscot County Initiative Network

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

### Livable Streets can help attract young adults

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

### LIVABLE STREETS IN RURAL MISSOURI

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

### How can Livable Streets help my community?

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



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### FUNDING OPPORTUNITIES

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

### Federal funding opportunities

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

## Federal funding opportunities administered by state and federal agencies

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

### Local funding sources

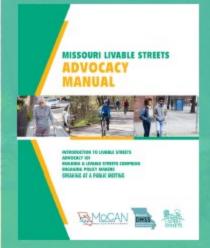
- Set aside a percentage of capital improvement budgets to fund projects
- Community Foundation of the Ozarks and affiliates in 50 Missouri counties (cfozarks.org)
- Crowdfunding: using platforms like Gofundme or CauseMomentum.org to raise funds

### Private sources

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

Learn more about the funding resources at livablestreets.missouri.org.

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/mlsadvocacy-manual/





### For more information visit livablestreets.missouri.edu