

City of Cuba

Active Transportation

Plan



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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 Cuba. 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 Cuba, 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 24, August 15 and September 9, 2025 at City Hall in Cuba to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Pitts Lesesne – Cuba Alderman Ward 2

Joan Kircher – Dedicated Citizen

Rena Martin – Cuba Chamber of Commerce, Cuba
Community Garden

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

Rachel O’Halloran – University of Missouri
Extension Nutrition and Health

Section 1: Introduction

Cuba, Missouri was established in 1857 in anticipation of the arrival of the railroad. The town was named in solidarity with the Caribbean island’s fight for independence from Spain, after locals rejected naming the town for an local official’s wife. Once the railroad was completed around 1860, Cuba became a regional shipping center for agriculture and mining. With the paving of U.S. Route 66 through town in 1931, Cuba adapted again moving businesses toward the highway and motels, gas stations and restaurants opened to serve travelers. In recent decades the community has embraced its heritage through restoration of historic buildings and by commissioning public art, earning Cuba the nickname “Route 66 Mural City.” Today, Cuba balances this identity as an Ozark tourism destination with growing manufacturing and industrial businesses.



View of a pedestrian crosswalk on Highway 19 near Margaret Avenue in Cuba (left), and existing sidewalks on Hickory Street near Downtown Cuba.

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 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) to ensure the chosen community demonstrated a need. This need includes poor health outcomes and low rankings as a health county statewide. Cuba looks to support and increase its residents' 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

Cuba's Active Living Communities of Practice Goal

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

The goal of this plan is to prioritize improvements to Cuba'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 Cuba, Hood Park (left) and a portion of the Mapleshade Park Trail (right).

Section 2: Existing Conditions

Before sidewalk and trail recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, the city of Cuba has a significant pedestrian network compared to many small towns in the Meramec region. With approximately 49,900 linear feet (9.5 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Cuba currently has good existing pedestrian infrastructure connecting the residential neighborhoods and downtown businesses to existing sidewalks along Highway 19 and Washington Avenue. Additional outlier sidewalks exist in multiple residential neighborhoods, unconnected to the greater network.



MRPC assessed existing active transportation infrastructure in Cuba including new sidewalks on Main Street (left) and protected pedestrian crosswalks at the intersection of Pine Street and Main Street (right).

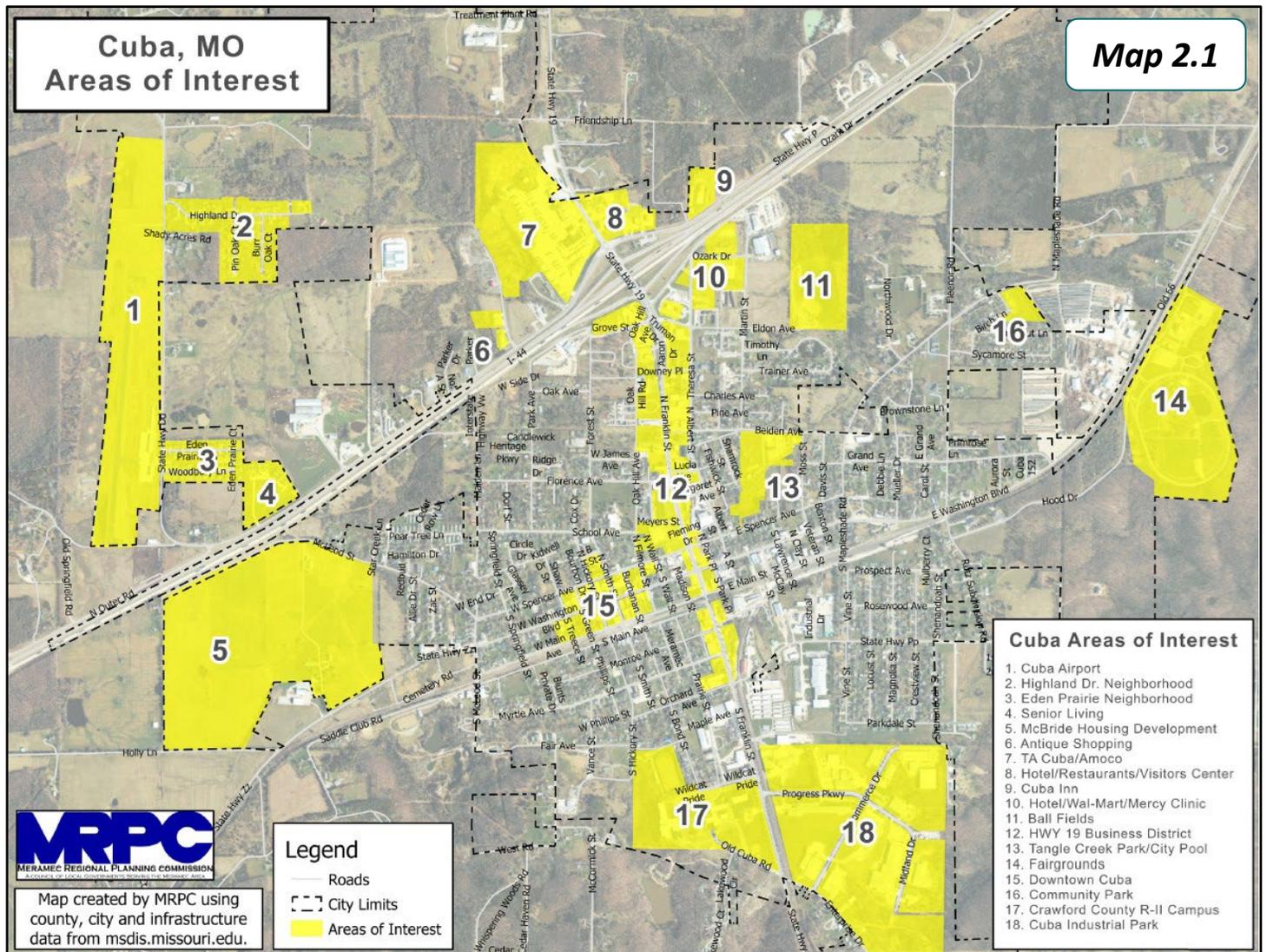
Areas of Interest

Throughout the Active Transportation planning process, MRPC asked Cuba'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 many of Cuba's areas of interest, outside of the Highway 19 and Washington Avenue corridor, had no dedicated connections for active transportation users.

Stakeholders highlighted a need for more complete connections to the Cuba Public School Campus and city parks, focusing on safety for students and families. The stakeholders also stressed the need to safely connect more residential neighborhoods throughout Cuba to the greater network of community routes and destinations.

As the Highway 19 corridor continues to develop and grow, stakeholders noted a need for additional sidewalks and crosswalks, as pedestrians often cross and travel outside of designated infrastructure. Stakeholders identified several additional crosswalk and sidewalk priorities along Highway 19 that would provide additional pedestrian infrastructure and allow active transportation users a safe route to navigate Cuba from its northern to southern city limits.

Map of Areas of Interest



Stakeholders identified eight priority destinations north of I-44 including the Cuba Airport, residential neighborhoods, lodging and commercial establishments. It is noted that Cuba currently has no existing active transportation infrastructure north of the interstate, although pedestrians are often seen crossing the overpass to reach northern destinations or coming from northern neighborhoods. As seen later in this plan, stakeholders prioritized connecting the northern destinations with rest of Cuba’s sidewalk network to the south.

Priority destinations also included Cuba’s park system (13,14,16), which offer a variety of outdoor recreation and community events throughout the year. Stakeholders recognized none of Cuba’s parks were connected to the greater sidewalk network, and pedestrians often use the roadway for travel. Tangle Creek Park (13) is especially busy with school-age pedestrians during the summer, as they walk to visit the city pool. Later in this plan, stakeholders prioritized complete sidewalk connections to each of the city parks, connecting them to the greater network.

Although not yet developed, stakeholders also identified the upcoming McBride property development (5) as a priority destination. This development’s plans include over 500 additional homes in Cuba’s city limits, making connectivity to Cuba’s greater sidewalk network a priority for stakeholders.



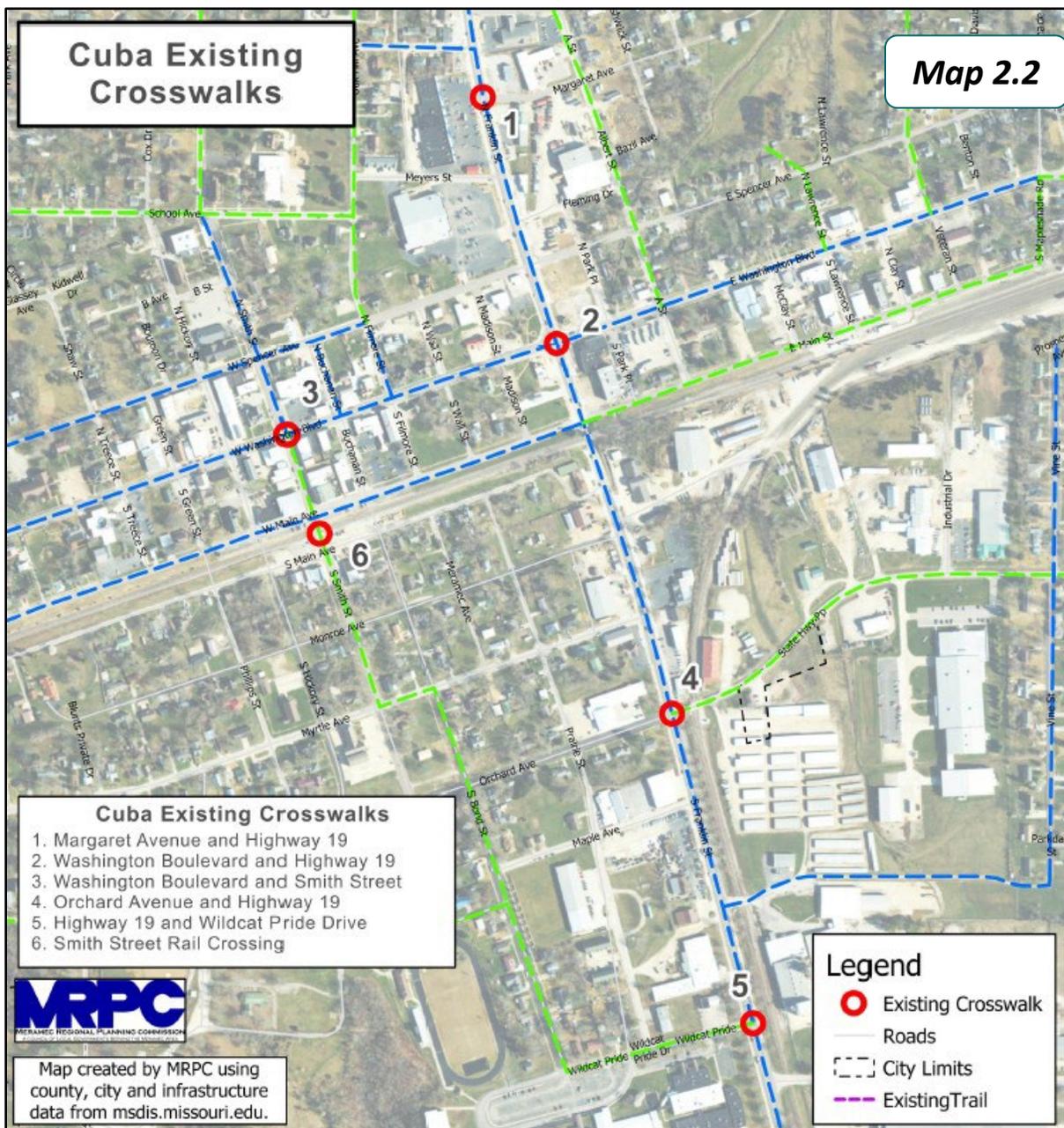
Stakeholders identified 19 destinations for active transportation users within Cuba including the Cuba Community Center (left) and the Cuba Mountain Bike Park (right).

Additionally, stakeholders identified several essential destinations throughout Cuba that currently lack pedestrian infrastructure. Wal-Mart and the Mercy Clinic (10), while located relatively close to Cuba’s greater sidewalk network, are currently not connected.

Existing Crosswalks

Crosswalks in Cuba are essential to the safety of active transportation users and are prioritized projects by city government. Five existing crosswalks are located along Washington Avenue or Franklin Street/Highway 19 and are all compliant with Americans with Disabilities Act (ADA) standards. Map 2.2 highlights the existing crosswalks located within Cuba’s active transportation priority network. These crosswalks provide safe access across Franklin Street for tourists and visitors in Cuba’s primary business corridor. As noted later in this plan, stakeholders prioritized additional crosswalks along Franklin Street in Cuba, to provide additional safe opportunities to cross and avoid ambiguous, dangerous interactions between pedestrians and vehicles. Crosswalks help concentrate pedestrian crossings at predictable locations, which improves driver awareness and reduces unexpected pedestrian-vehicle conflicts on rural roads.

Map of Existing Crosswalks

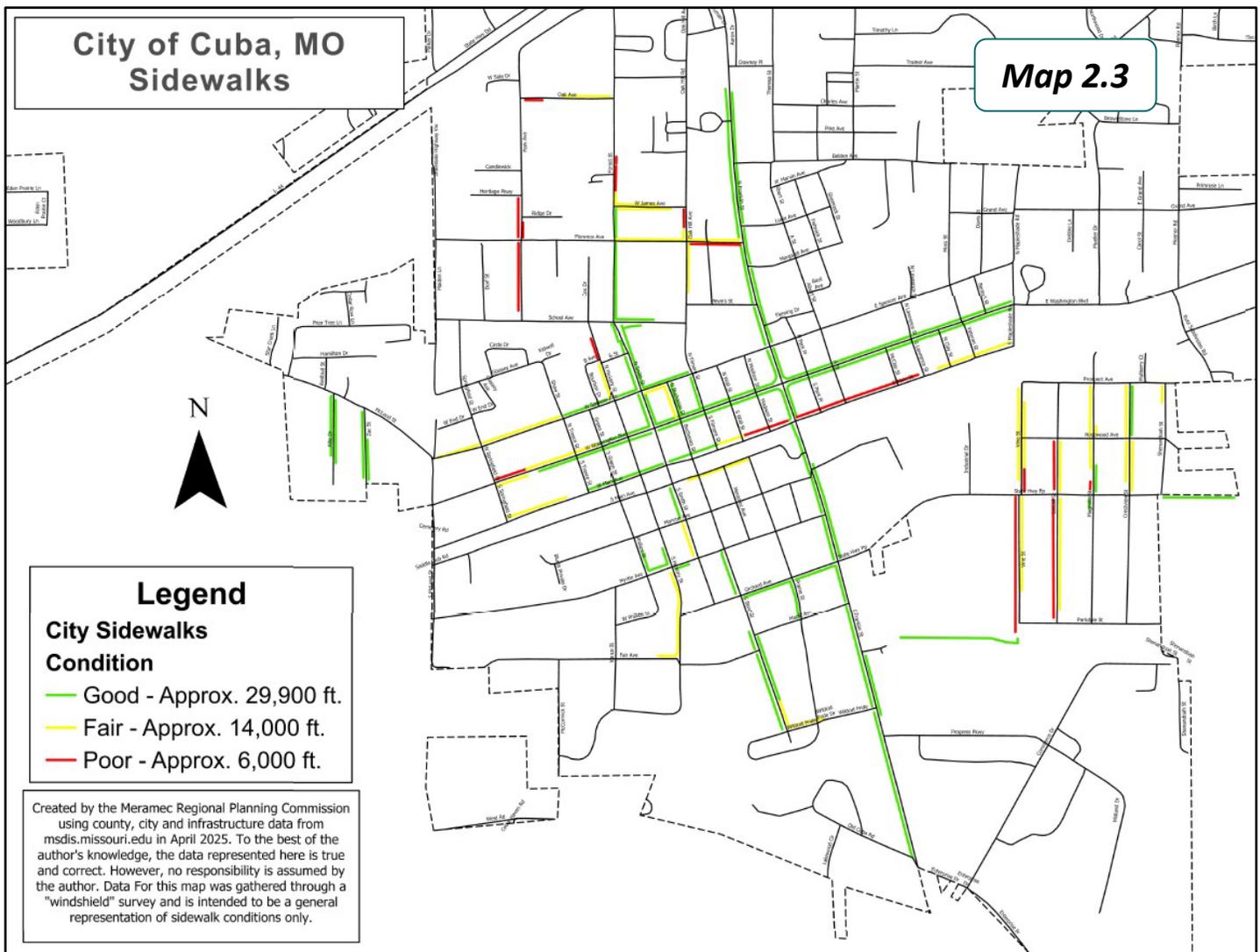


Sidewalk Conditions

In Cuba, existing sidewalk infrastructure is concentrated along the Washington Avenue downtown business corridor and along Franklin Street/Highway 19. Additional sidewalks exist in good to poor conditions in the neighborhoods throughout Cuba. In 2013, MRPC completed a sidewalk inventory in partnership with the Missouri Department of Transportation. That inventory was checked by MRPC in April 2025 to update current conditions for sidewalks and routes specified by this Active Transportation Plan.

The City of Cuba has approximately 49,900 linear feet (9.5 miles) of existing sidewalks. The majority of sidewalks are considered to be in good condition. *Map 2.3* illustrates sidewalk conditions from 2025.

Map of Existing Sidewalk Conditions



Sidewalk conditions are organized into three categories:



Sidewalk on west side of Smith Street 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 road crossings. This sidewalk was built to provide a safe route along Smith Street for residents and visitors visiting downtown Cuba.

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



Existing sidewalks along the south side of Washington Street looking east.



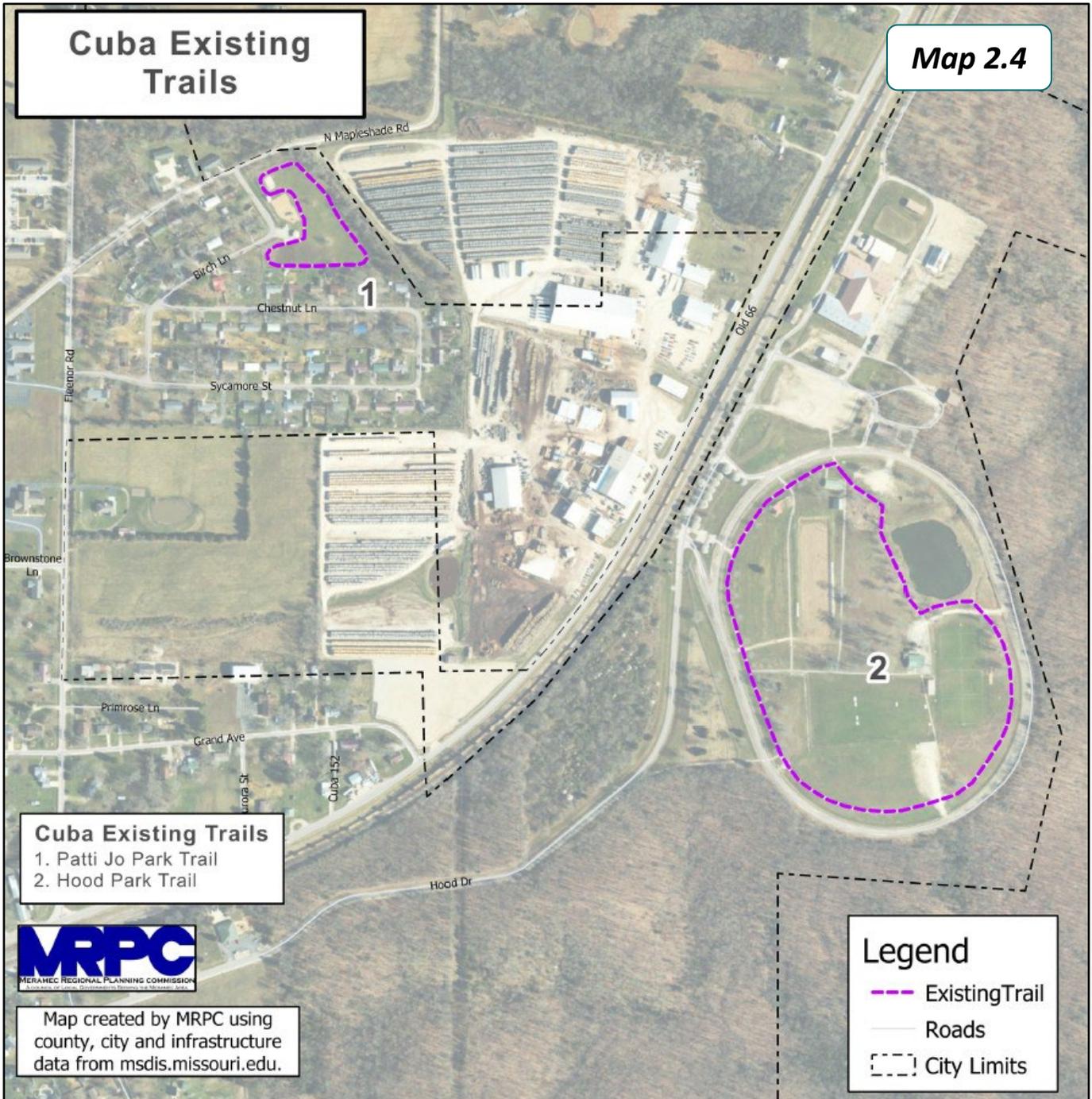
Poor sidewalks along north side of Main Street looking east.

- **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 Cuba, the only existing developed trails loops within the Mapleshade (1) and Hood (2) Parks. These paved trails offer an approximately 5,180 ft. paved pathway and are often used by Cuba's residents. In addition to the trail, the park offers several amenities including sports fields, basketball courts, water park, playground equipment, pavilions and public restrooms. Stakeholders prioritized continuing the trail further west into Cuba's downtown for further connectivity to the greater active transportation network for community members and visitors.

Map of Existing Multi-Use Trails



Multi-use trails improve connectivity and mobility by offering safe and accessible pathways for pedestrians and cyclists by providing alternatives to rural roads built for motor traffic. Physically separating non-motorized users from vehicular traffic reduces risks of collisions and offers comfortable travel for people of all ages and abilities. Multi-use trails encourage physical activity for health and recreation, connecting residents with local destinations and nature without needing a vehicle for access. Stakeholders noted that the Hood Park Trail is often busy with local residents walking or biking for exercise and recreation.



A section of the Hood Park Trail (left) often used by residents and views of the pedestrian loop around Mapleshade Park (right) located in northeastern Cuba.

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 the city council, city staff, police department, community organizations, and local citizens. The city council hosted the stakeholder group meetings at the Cuba Community Center.

Public Meetings

The public meetings were held on July 24, August 15 and September 9, 2025, at the Cuba City Hall. MRPC staff provided a presentation covering the active transportation planning process and facilitated meeting discussions. Staff asked the stakeholder group to begin the active transportation planning process by 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 Cuba’s parks, public schools, business corridors, health services, essential goods, residential neighborhoods, assisted living communities and future housing developments.

During the second and third meetings staff reviewed the areas of interest, developed priority routes and discussed the online surveys submitted by Cuba residents and community members. Cuba stakeholders also discussed and identified five proposed crosswalk locations that would improve user safety throughout the city.



Pictured above, MRPC staff and community stakeholders worked to develop active transportation priorities throughout the city and were hosted at Cuba City Hall (above).

Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Cuba 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 32 people took the survey by the September 9, 2025 deadline. Full results of the survey, including any 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 32 responses:

- Nine walked or biked to engage in physical activity one to several times a week.
- A majority (29) of the respondents felt that bike lanes would or might be valued.
- A majority of respondents (28) drove to work alone, and two walked or biked to work.
- 15 people felt that the city of Cuba was slightly walkable, with five individuals stating that the city was not walkable at all.
- 20 respondents provided additional comments on what they felt are focus areas to improve active transportation in Cuba. These areas include, but are not limited to:
 - Spencer Street
 - Oak Hill Road
 - Highway 19 Overpass
 - Washington Avenue
 - Beldon Avenue
 - Theresa Street
 - Martin Street
 - Spencer Avenue
 - Mapleshade Road



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

Section 4: Recommendations

Cuba’s stakeholder group carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Cuba. 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 the Highway 19 corridor, as well as pedestrian access from residential neighborhoods to the greater network.

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 Crosswalks

- Priority 1 – Interstate 44 Ramps
- Priority 2 – Highway DD/Highway P at Highway 19
- Priority 3 – Oak Hill Avenue/Eldon Avenue at Highway 19
- Priority 4 – Florence Avenue at Highway 19
- Priority 5 – Rutz Subdivision Road Rail Crossing

B. Proposed Sidewalks

- Priority 1 – Highway DD/Highway P
- Priority 2 – Oak Hill Avenue
- Priority 3 – Highway 19
- Priority 4 – Oak Avenue/Park Avenue/Forest Street
- Priority 5 – School Avenue
- Priority 6 – Eldon Avenue/Ozark Drive/Martin Street/Theresa Street
- Priority 7 – Eldon Avenue/Theresa Street/Albert Street
- Priority 8 – Belden Avenue/Moss Street
- Priority 9 – Mapleshade Road
- Priority 10 – Main Street/Mapleshade Road/Washington Boulevard
- Priority 11 – Lawrence Avenue
- Priority 12 – Rutz Subdivision Road
- Priority 13 – Highway PP
- Priority 14 – Smith Street/Myrtle Avenue/Bond Street/Wildcat Pride Drive
- Priority 15 – Fair Avenue
- Priority 16 – Highway ZZ/Washington Boulevard
- Priority 17 – McLead Street



Active transportation infrastructure prioritized by stakeholders includes sidewalks along Oak Hill Avenue.

Cuba, MO Priority Network

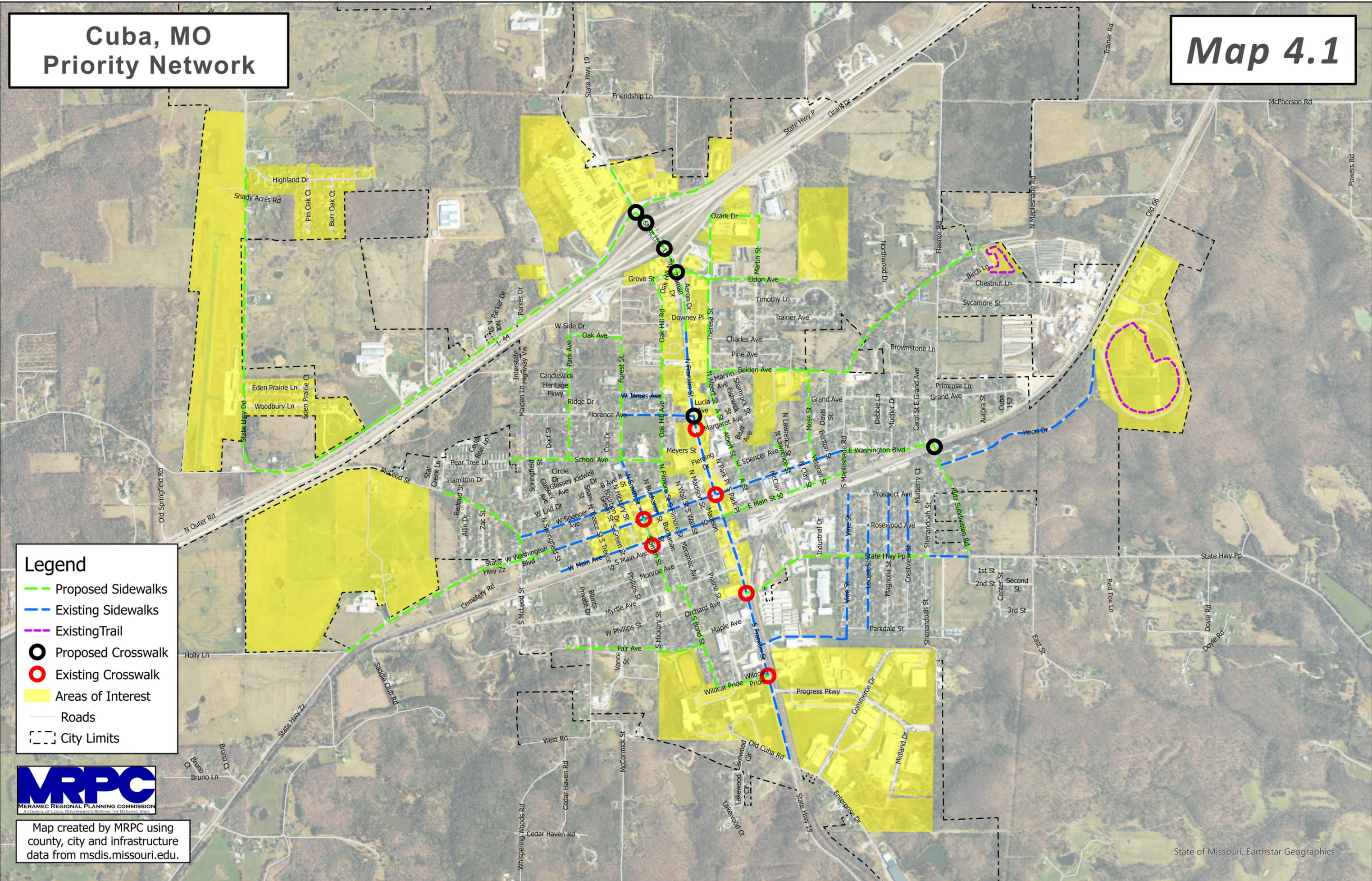
Map 4.1

Legend

- Proposed Sidewalks
- Existing Sidewalks
- Existing Trail
- Proposed Crosswalk
- Existing Crosswalk
- Areas of Interest
- Roads
- City Limits



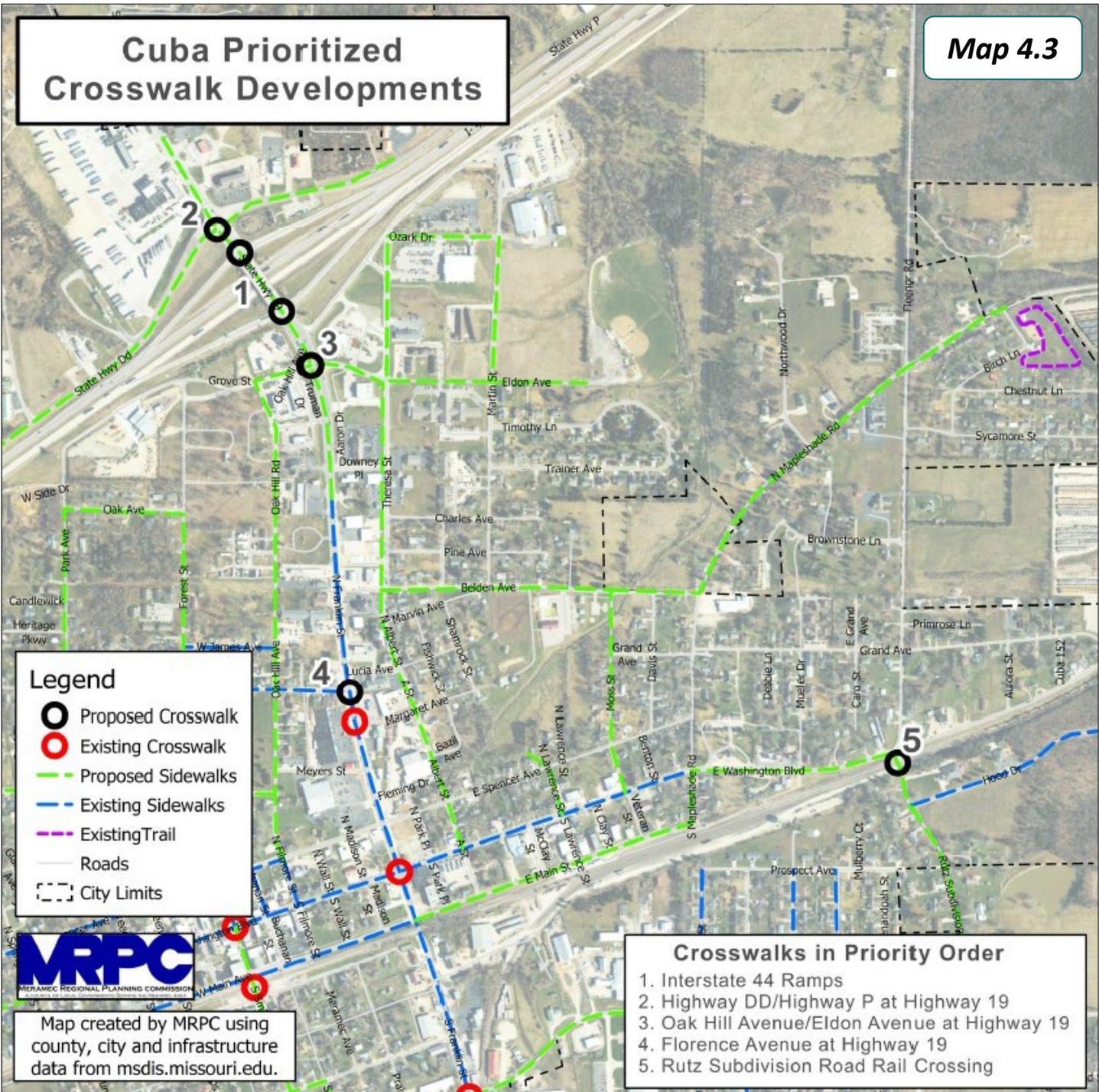
Map created by MRPC using county, city and infrastructure data from msdis.missouri.edu.



Map of Proposed Crosswalks

Map 4.3

Cuba Prioritized Crosswalk Developments



Legend

- Proposed Crosswalk
- Existing Crosswalk
- Proposed Sidewalks
- Existing Sidewalks
- Existing Trail
- Roads
- City Limits

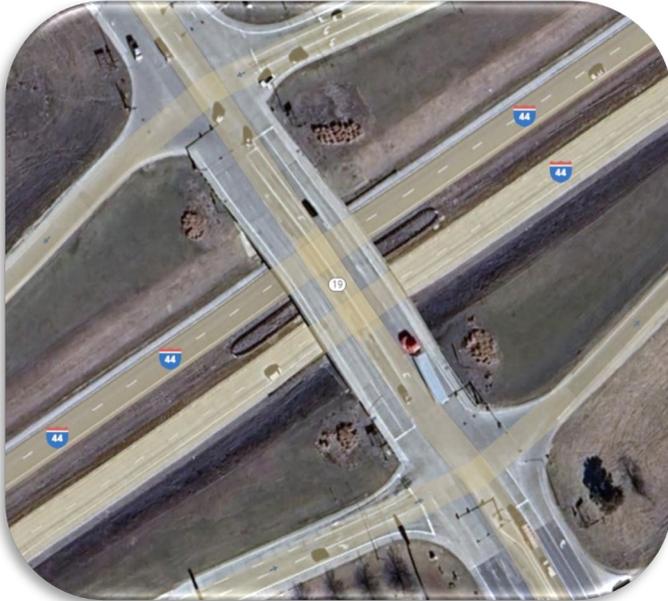
- Crosswalks in Priority Order**
1. Interstate 44 Ramps
 2. Highway DD/Highway P at Highway 19
 3. Oak Hill Avenue/Eldon Avenue at Highway 19
 4. Florence Avenue at Highway 19
 5. Rutz Subdivision Road Rail Crossing

MRPC
 MISSOURI REGIONAL PLANNING COMMISSION

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

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

Priority 1: 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. Sidewalks would need to be completed to the intersection before MoDOT would allow a crosswalk to be installed. Despite there being no existing sidewalks leading to these intersections, it is frequently crossed by pedestrians and cyclists navigating Cuba.



An aerial view of the intersection of the Interstate 44 overpass on Highway 19 (left) and the northern overpass ramps photographed from the northeast looking southwest (right).

Priority 2: Highway DD/Highway P at Highway 19 – Developing this intersection for active transportation would provide a safe route across Highway 19 to accommodate and connect pedestrians in Cuba north of Interstate 44. Stakeholders noted this location is especially dangerous due to frequent heavy truck traffic traveling to destinations along Interstate 44 and Highway 19. Looking to the future, this crossing would also provide a dedicated crossing for users of the proposed Highway 19 and Highway DD/Highway P sidewalks, prioritized by stakeholders in this plan. Despite no existing sidewalks at this intersection, the highways are frequently crossed in this location by pedestrians visiting several businesses and services in this vicinity. Sidewalks would need to be completed to the intersection before MoDOT would allow a crosswalk to be installed.



An aerial view of the proposed crosswalk location at the intersection of Highway DD, Highway P and Highway 19.

Priority 3: Oak Hill Avenue/Eldon Avenue at Highway 19 – This four-way stop intersection is an essential crossroads to Cuba’s active transportation network, with prioritized connections or intersecting from all four directions. Stakeholders noted the importance of dedicated pedestrian crosswalks at this intersection as shopping, restaurants and other businesses are located in close proximity. Additionally, the intersection features wide streets and multiple turn lanes, leaving pedestrians in the roadway for longer periods of time with no protection from traffic. This, added to non-90-degree road intersection geometry and elevation changes on entering roadways, makes the intersection dangerous for drivers and pedestrians alike.



An aerial view of the proposed crosswalk location at Highway 19 and Eldon Avenue/Oak Hill Avenue (left) and the same location photographed from the northwest looking southeast (right).

Priority 4: Florence Avenue at Highway 19 – This crossing would provide an additional safe route across Highway 19 to connect existing sidewalks on either side of Highway 19 and the numerous businesses on both sides. Stakeholders noted that traffic on Highway 19 does not stop and often travels at high speeds. These high speeds are especially dangerous to pedestrians due to visibility issues, as vehicles are consistently entering and exiting the roadway requiring driver attention. Due to continuous traffic on Highway 19 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 existing sidewalks on Highway 19 and Florence Avenue, this crosswalk would provide a dedicated crossing to complete the priority network.



Proposed crosswalk location crossing Highway 19 at Florence Avenue.

Priority 6: Rutz Subdivision Railroad Crossing – This crossing would provide a safe route across Burlington Northern and Santa Fe Railroad (BNSF) to connect the residential neighborhoods to the north with Hood Park and active transportation network to the south. 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, especially important during larger events at Hood Park when parking is limited. The railroad and easement are owned and operated by BNSF and any future developments would require cooperation between entities.

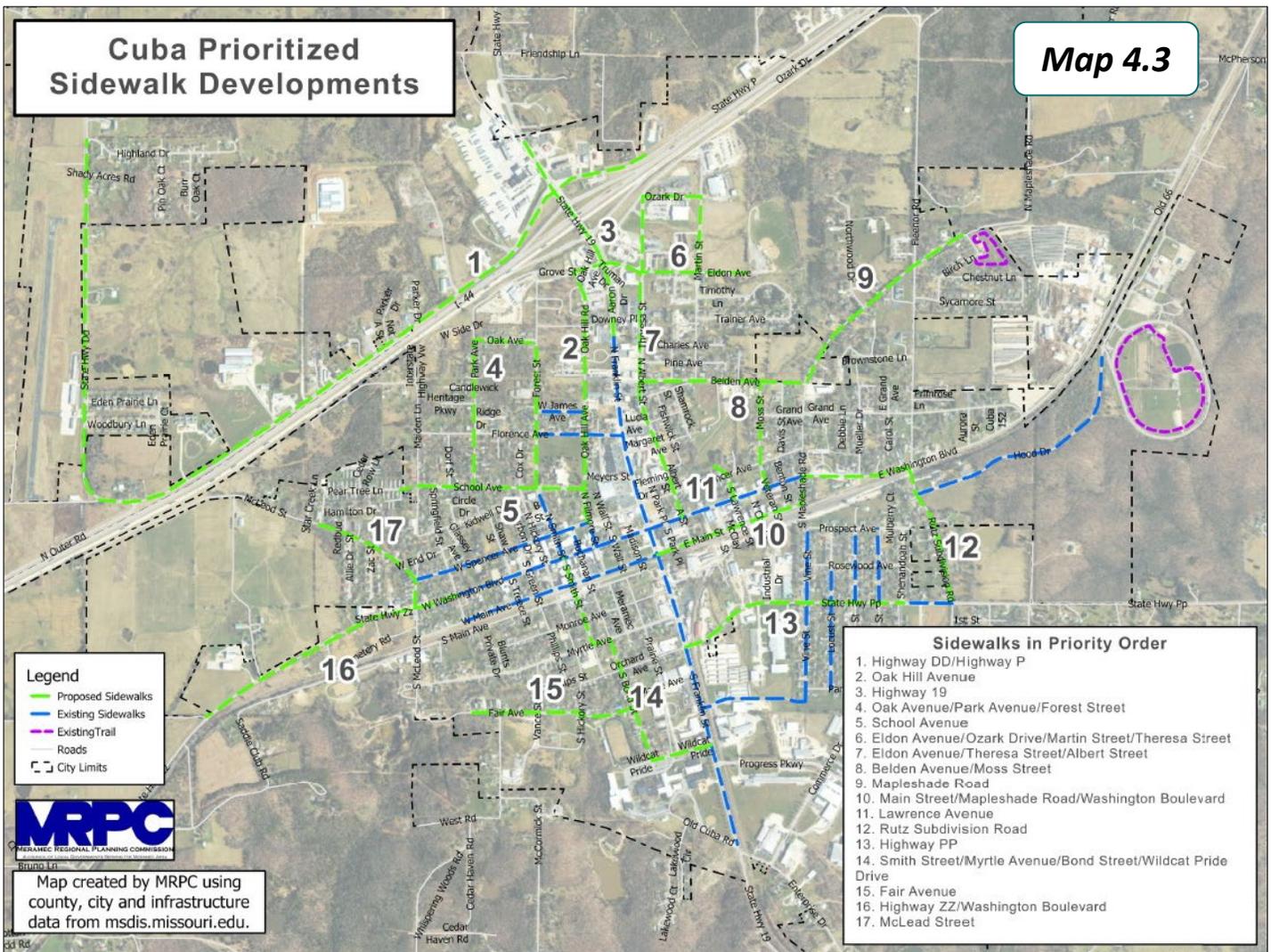


Existing conditions of the proposed railroad crosswalk location on Rutz Subdivision Road (left) and a separated pedestrian railroad crossing with hinged pedestrian gate captured by the Federal Highway Administration (right).

Proposed Sidewalk Development

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Cuba. 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 17):

Priority 1: Highway DD/Highway P (north side) – Runs primarily east/west from Highland Drive to the Cuba Inn. This section is approximately 12,500 feet in length. This roadway currently has no existing sidewalks and would connect the multiple neighborhoods, the Cuba Airport, senior living and multiple businesses to proposed sidewalk extension on Highway 19 and the rest of the active transportation network. Stakeholders stated pedestrians often use the highway corridor, walking along or often in the roadway. These interactions become especially dangerous during sunset and sunrise, causing difficulties with drivers being able to see. Stakeholders suggested a wider sidewalk for bicycle use, to accommodate long distances traveled from the neighborhoods the route would in northwest Cuba. It is noted that portions of the route are not located within current city limits, and would likely require partnership with Crawford County and MoDOT for development. An eight-to 10-foot-wide sidewalk is recommended for multimodal use.



Highway DD looking south from Highland Drive (right) and east from the Cuba Senior Living entrance (left).

Priority 2: Oak Hill Avenue (east side) - Runs north/south from Highway 19 near Interstate 44 to existing sidewalks on Spencer Avenue and is approximately 3,400 feet in length. This prioritized sidewalk would provide an alternative north/south route to existing sidewalks along Highway 19, directly connecting neighborhood sidewalk priorities along the way to the business corridors. Stakeholders emphasized this route in planning discussions, stating Highway 19 is generally dangerous for pedestrians due to frequent parking lot entrances, turn lanes and high speeds. Along with the Abert Street/Theresa Street sidewalk priority, stakeholders sought to provide ample alternatives for pedestrians to travel along low-traffic roadways. Additionally, this sidewalk would connect existing sidewalks on James Avenue and Florence Avenue, and residential neighborhoods in western Cuba. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



The Oak Street priority looking south from the Cuba Cemetery.

Priority 3: Highway 19 (both sides) - runs north/south from Downey Place to the northern city limits and is approximately 2,600 feet in length. This prioritized section would connect Cuba's existing active transportation network to the businesses and residents north of Interstate 44. Stakeholders discussed the importance of this route to provide connectivity to residents north of the interstate to identified destinations such as the Crawford R-1 Schools, downtown commercial district, health services and recreation. Multiple restaurants and businesses are located along the north city limits, and pedestrians often walk along the roadway edge to cross the interstate. 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.



Current conditions of Highway 19 looking south near the northern city limits (left) and a picture of a pedestrian using the Interstate 44 overpass shoulder (right).

Priority 4: Oak Avenue/Park Avenue/Forest Street (either side) – creates a residential loop, connecting back to School Avenue on both ends. This approximately 4,300-foot sidewalk loop would provide connections for the residents of Cuba's central residential streets with the rest of Cuba's active transportation connections. Stakeholders noted the priority would provide a close connection to numerous residential streets along and would provide a quiet neighborhood route to accommodate walking for residents. Additionally, the priority sidewalks would connect to existing pedestrian infrastructure along Smith Street, James Avenue and Florence Avenue. Oak Avenue, Park Avenue and Forest Street have existing sidewalks along the priority; however, these sidewalks vary in condition and are not complete. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Current conditions of the Park Street priority route, looking north from Florence Avenue.



School Avenue looking east from the Smith Street.

Priority 5: School Avenue (north side) – runs east/west, from Pear Tree Lane to proposed sidewalks on Oak Hill Avenue. This approximately 2,200-foot section of sidewalks would connect multiple residential neighborhoods and proposed connections with the rest of Cuba’s active transportation connections to the east. Along the proposed route, School Avenue will connect to sidewalk priorities along Oak Hill Avenue, Forest Street, Park Avenue and existing sidewalks on Smith Street. Stakeholders visualized sidewalks along School Avenue to provide closer active transportation network access to residents of central Cuba with pedestrian connections to the areas of identified interest listed above. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.

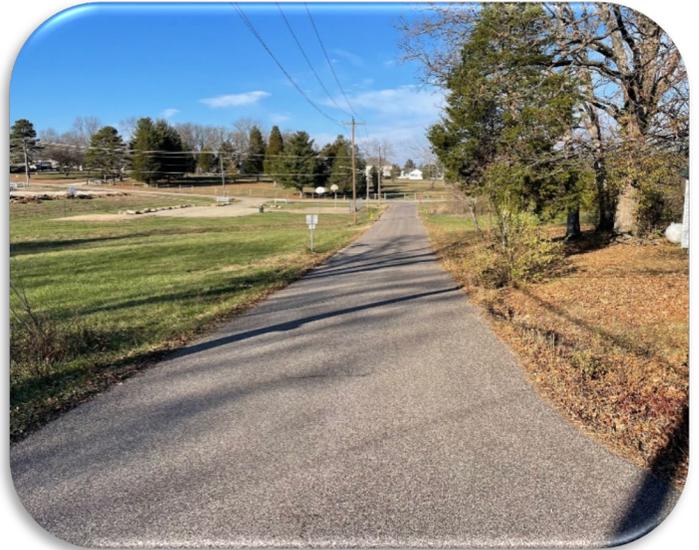
Priority 6: Eldon Avenue/Ozark Drive/Martin Street/Theresa Street (either side) – This multi-directional route in northern Cuba is approximately 3,800 feet in length. The development of sidewalks on these street segments would provide additional connectivity to essential businesses in north Cuba creating easier, safer navigation for pedestrians. Active transportation users would have immediate access to several areas of interest including essential shopping, healthcare, restaurants, hotel and the Cuba Sports Complex. Additionally, this combination of street sidewalks would create a loop, creating a safe and dedicated space for local workers, residents and visitors to walk in the immediate vicinity. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Eldon Avenue looking west from the Cuba Sports Complex entrance.

Priority 7: Eldon Avenue/Theresa Street/Albert Street (west side) – Runs north/south from Highway 19 to Washington Avenue and is approximately 3,500 feet in length. Sidewalks along this priority route would provide an additional north/south pedestrian connection between Highway 19 near Interstate 44 and Cuba’s northern active transportation network, to Washington Avenue and the areas of interest in central Cuba. Additionally, stakeholders noted the entirety of this route is less traveled by vehicles than Highway 19, providing an alternative route for north/south travel. Essential to connectivity, the route would join priority sidewalks along Highway 19, Theresa Street, Belden Avenue and existing sidewalks along Washington Avenue. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.

Priority 8: Beldon Avenue/Moss Street (south and west sides) – runs from Albert Street to the Washington Boulevard and is approximately 2,800 feet in length. A sidewalk along this route would provide connectivity from the greater residential neighborhoods in northeast Cuba with existing Washington Streets sidewalks and the Theresa Street/Albert Street priority. Stakeholders noted direct connectivity to the Cuba City Pool and surrounding park was important, to provide safe access to children who often walk there throughout the year. In addition to the park and pool these priority sidewalks would give closer network access to a variety of neighborhoods in northeast Cuba, especially when paired with the Mapleshade Road priority outlined later in this plan. A six-to eight-foot-wide sidewalk is recommended for this local connection.



A section of the priority sidewalk route on Beldon Avenue looking west from Moss Street (left) and the northern section of the priority on Moss Street looking north from Grand Avenue (right).

Priority 9: Mapleshade Road (either side) – runs northeast/southwest from Beldon Avenue to Mapleshade Park and is approximately 3,300 feet in length. A sidewalk along Mapleshade Road would provide an active transportation connection for several residential roads to the greater active transportation network, when combined with the Beldon Avenue/Moss Street priority. Stakeholders noted residents visiting Mapleshade Park would benefit a sidewalk connection, especially families in the area who currently drive or walk in the roadway. In addition to Mapleshade Park, this priority sidewalk also provides immediate connectivity to three local churches and multi-family housing. Mapleshade Road is not paved outside of city limits and has limited through traffic, creating a peaceful atmosphere for pedestrians. A six-to eight-foot-wide sidewalk is recommended for this local connection.



Stakeholders prioritized park connectivity throughout Cuba, including Mapleshade Park with this sidewalk priority.

Priority 10: Main Street/Mapleshade Road/Washington Boulevard (south side) – runs east/west from existing sidewalks on HWY 19 and Main Street to the Rutz Subdivision Road priority and is approximately 3,500 feet in length. A sidewalk along this priority route would provide connectivity to the greater transportation network to the west with the neighborhoods, parks and businesses to the east. It is noted that Main Street has some existing sidewalks along this route, however they are sporadic and in poor condition. Stakeholders hoped new sidewalks in this portion of historic Main Street might also spur placemaking and business revitalization in the area. In addition to Main Street, this priority would extend existing sidewalks east on Washington Boulevard, bridging the gap between downtown Cuba and Hood Park for active transportation users. A six-to eight-foot-wide sidewalk is recommended for this local connection.



A section of the Main Street priority looking west from Mapleshade Road (left) and Washington Boulevard looking west from Rutz Subdivision Road(right).



Lawrence Street looking north from Spencer Avenue, with the park and swimming pool visible on the horizon.

Priority 11: Lawrence Avenue (west side) – runs north/south, from existing sidewalks on Washington Boulevard to the south side of Tangle Creek Park. This approximately 500-foot section of sidewalks, the shortest sidewalk priority identified by stakeholders, would provide a second safe access to the park from Cuba’s greater network. Stakeholders noted children traveling to the pool and park from the south often use this route to enter the city property from the south and chose to prioritize the smaller sidewalk section along Lawrence Street to connect to existing sidewalks along Washington Boulevard. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Rutz subdivision road looking north near the segment's midpoint.

Priority 12: Rutz Subdivision Road (west side) – runs north/south from the sidewalk priority on Washington Boulevard to existing sidewalks on Highway PP and is approximately 1800 ft. in length. A sidewalk along Rutz Subdivision Road would provide another connection from the residential neighborhoods in southeast Cuba to Hood Park, Washington Boulevard and the rest of the greater active transportation network. Stakeholders noted pedestrians often travel this route in or alongside the street when coming and going to Hood Park. It was also noted this sidewalk would serve as Cuba's eastern-most connector, joining sidewalk infrastructure on Hood Drive and Highway PP to prioritized routes along Washington Boulevard. A six-to eight-foot-wide sidewalk is recommended for this school and neighborhood connection.

Priority 13: Highway PP (either side) – runs east/west from existing sidewalks on HWY 19 to the existing sidewalks on Highway PP and is approximately 2,800 feet in length. A sidewalk along this priority route would connect existing residential sidewalks on Vine Street, Locust Street, Magnolia Street and Crestview Street to the greater transportation network to the west and the Rutz Subdivision Road priority sidewalks to the east. It is noted that the western end of this priority route passes through Cuba's industrial park, where pedestrians currently share the roadway with larger truck traffic. Stakeholders hope new sidewalks in this portion of Highway PP will limit dangerous interactions between vehicles and pedestrians and provide a safe active transportation route for workers and local residents alike. In addition to connecting to existing sidewalks on Highway 19, this priority would extend to existing sidewalks east on Highway PP, allowing pedestrians to quickly access the destinations and routes in eastern Cuba. A six-to eight-foot-wide sidewalk is recommended for this local connection.



The Highway PP priority route looking east from Vine Street (left) and west from Vine Street (right).

Priority 14: Smith Street/Myrtle Avenue/Bond Street/Wildcat Pride (either side) – Runs generally north/south from existing sidewalks on Smith Street to existing sidewalks on Highway 19 and is approximately 3,600 feet in length. This sidewalk priority would provide an additional pedestrian connection between residential neighborhoods and Cuba’s northern active transportation network to the Crawford County R-II Schools and the southern network. Additionally, stakeholders noted this priority route is primarily residential and infrequently traveled, providing a safe alternative for area students not wanting to travel along Highway 19. It is noted that existing sidewalks exist throughout this priority route but are incremental and incomplete. To accommodate students on bicycles or other self-propelled transportation methods, an eight-to 10-foot-wide sidewalk is recommended for this route for multimodal use.



The priority route along Smith Street looking south from Main Avenue (left) and the Cuba School Campus along Wildcat Pride Drive looking west from Highway 19.



The Fair Avenue Priority Route looking west from Vance Street.

Priority 15: Fair Avenue (either side) – runs east/west, from the Bond Street sidewalk priority to the end of Fair Avenue near the western city limits. This approximately 2,000-foot sidewalk would provide safe access to the school district’s athletic fields from Cuba’s greater active transportation network. Stakeholders noted students and residents walking to athletic events often walk in the roadway along this route, potentially resulting in dangerous interactions between vehicles and pedestrians. Additionally, this sidewalk priority would give a direct route to residential neighborhoods around Fair Avenue to access Cuba’s greater network. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.

Priority 16: Washington Avenue/Highway ZZ (north side) – Runs primarily east/west from existing sidewalks on Washington Avenue to western city limits and is approximately 3,400 feet in length. This section of roadway currently has no existing sidewalks and would connect the McBride “Silo Ridge” Housing Development in western Cuba to the greater pedestrian network. While this route is not currently used often by pedestrians, the new development plans to build over 500 homes that will drastically change vehicle and pedestrian use of the area. The development advertises a walkable layout, suggesting internal sidewalks are part of their plan for the community, although sidewalks are not specifically mentioned in current marketing. It is noted that portion of the route is not located within current city limits, and would likely require partnership with Crawford County and MoDOT for development. An eight-to 10-foot-wide sidewalk is recommended for multimodal use.



Highway ZZ looking west from Mclead Street towards the McBride development property.

Priority 17: McLead Street (either side) – runs northeast/southwest from proposed sidewalks on Washington Boulevard to McBride Housing Development and is approximately 1,700 feet in length. A sidewalk along this priority route would provide an additional connection for the property development and existing residential neighborhoods to the greater transportation network to the east. Stakeholders prioritized this alternative connection to the development property along McLead Street as it is residential and features lower traffic volumes compared to Washington Avenue/Highway ZZ. A six-to eight-foot-wide sidewalk is recommended for this local connection.



The McLead Street priority route looking southeast near the city limits (left) and current conditions of the McBride Housing Development looking south from McLead Street (right).

Section 5: Implementation

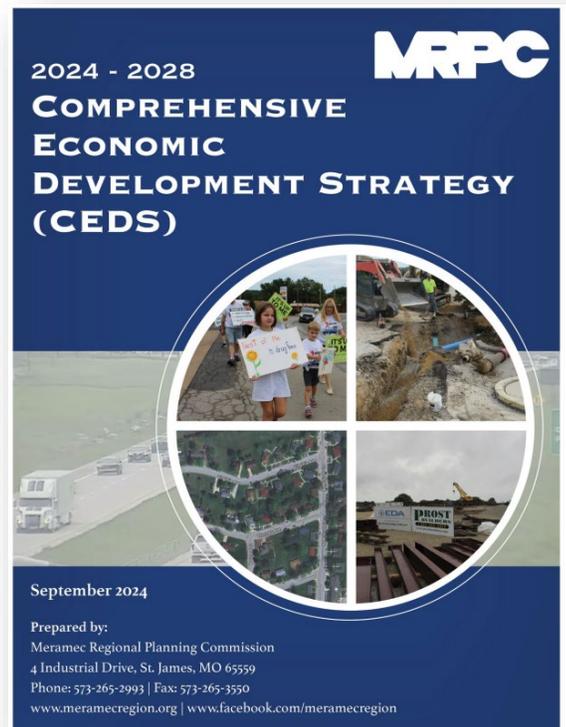
Project Implementation Strategies

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 Cuba the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Cuba’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 Cuba 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 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 Cuba 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
- Cuba Comprehensive Planning
- Ordinance adoption and updates
- Capital Improvement Planning
- Other Cuba Community Plans
- Crawford County R-II School District Plans



Project Funding Opportunities

Cuba has demonstrated past success in fundraising as a Community Development Block Grant (CDBG) recipient for the overhaul its water and sewer system in 2021 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/trail-building-toolbox/. They also offer grant funds.

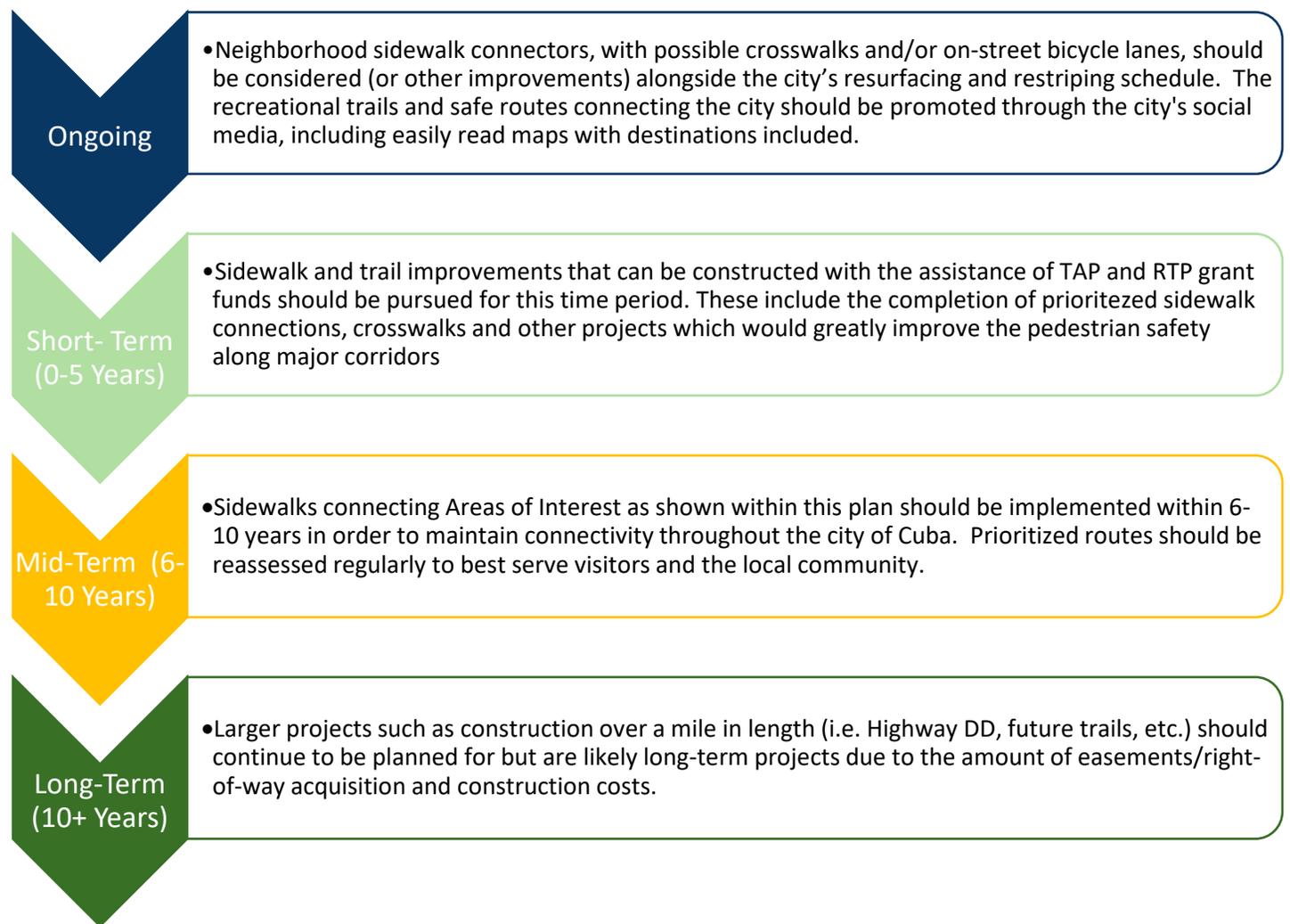
Where do we go from here?

The recommendations in this Active Transportation 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 Cuba.

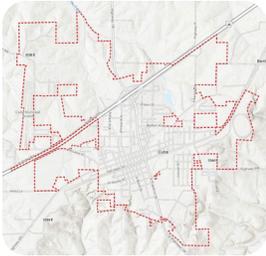
As Cuba continues to attract residents and visitors through its businesses, recreation and community events, the need for safe active transportation routes becomes more important. Visitors will need to be able to navigate the city and easily walk and bike to destinations within. It would be of great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



Appendix A: Community Survey Responses

Cuba Active Transportation Survey

32 responses



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

32 out of 32 answered

Yes

11 resp. 34.4%



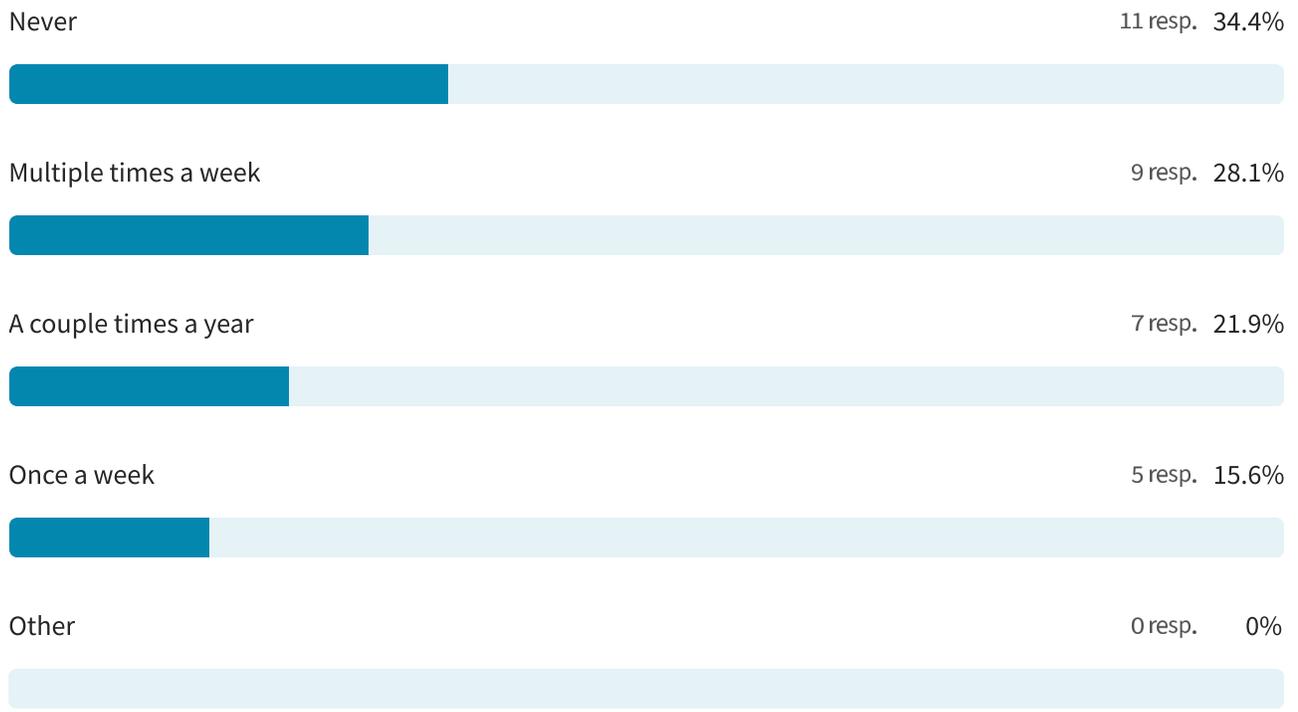
No

21 resp. 65.6%



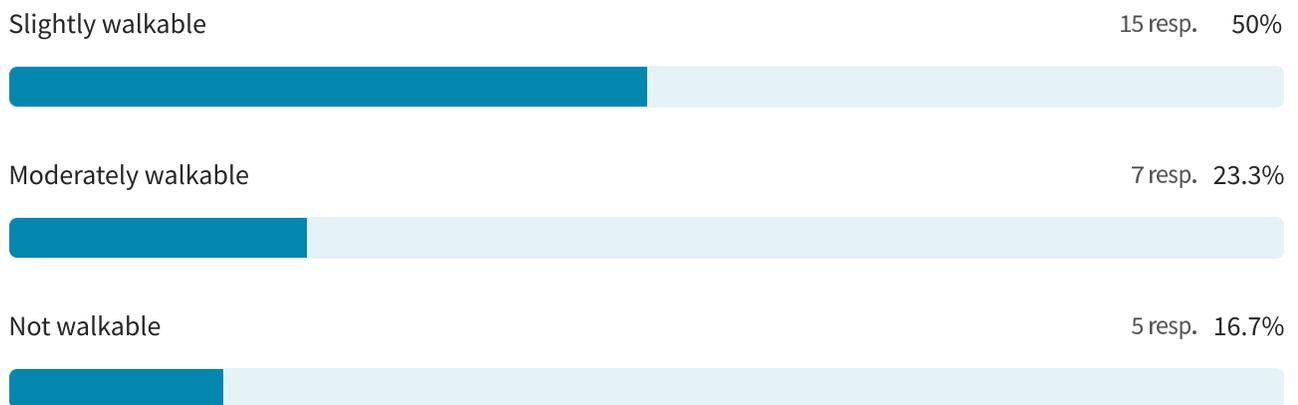
How often do you walk or bike to reach destinations in the community and/or to engage in physical activity?

32 out of 32 answered



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

30 out of 32 answered



Very walkable

3 resp. 10%



Are sidewalks important to you?

32 out of 32 answered

They are very important

25 resp. 78.1%



They are somewhat important

5 resp. 15.6%



They are not important

2 resp. 6.2%



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

32 out of 32 answered

Sidewalks that are disconnected from each other/too narrow/poorly maintained

15 resp. 46.9%



Not enough bike lanes/paths

7 resp. 21.9%





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

20 out of 32 answered

Spencer St

Oak Hill rd

Easy routes from Hwy 19 to go to Library, pool and playground need sidewalk access.

Hwy and over the bridge

The merge lane on 19 needs to go so many issues there. We also need a bike path. The sidewalks are right off the main road when our town gets flooded by tourists its constant line of traffic. Too dangerous for young kids or people to be active. Only early mornings or off season will I walk town.

Spencer, school, parts of Washington,

N/A

By caseys and down beldon by park and pool

Oak Hill, Route 66, Theresa, Martin, Spencer

Fleenor North Mapleshade

Highway 19- Franklin- from the truck stop to the school

All sidewalks be nice to have a walking trail

So many! But you could start with rt 66 and the streets around McDonald's and Walmart.

SE Main St.

66, DD

Bridge over i44 and truck stop area, McDonald's/on the run area

Hwy from the truck stop to bank of sullivan

Forest street

Oak Hill Ave, spots on Route 66/Washington Ave & several others. The bridge needs a sidewalk. There are so many walkers from DD and the truck stop.

MAjor streets such as Old 66, South Smith street, Hwy PP, Also need to add flashing lighted crosswalks on Franklin at the school and any other crosswalk through town.

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

20 out of 32 answered

?

N. Franklin & Beldon

Jack in the box intersection

Right in front of On the Run in Cuba. We refer to it as the drag race. The stoplights are absolutely too long as well! 7 minutes at the main Fourway in town is ridiculous. We need more crosswalks as well. Anywhere.

Need a four way stop corner of myrtle and prairie. People like to drag race as soon as they turn off of hwy 19.

HWY 19 by the school

Franklin- the main road through town- has a sketchy setup at the 4-way light by Mobil. Unsafe crossing situations for walkers because drivers get confused when turning into the two right lanes (not enough notice that the far lane turns right only, and then you end up getting a major backup in the left lane. This causes drivers to try to "race" each other to get into the correct lane or cut others off.

Spencer & Oak Hill

Hwy 19 & Eldon/Grove

All of them honestly

All of them.

Truck stop area and mobile on the run area

There are almost no crosswalks in Cuba. A flashing light at the crosswalk by dollar general would be nice and lines regularly painted at the rt 66 4way.

McDonald's and On the Run

Hwy 19/dd/hwy p intersection, hwy 19/eldon ave intersection

all intersections from truck stop to sullivan bank

Na

Highway 19 at mobile gas station

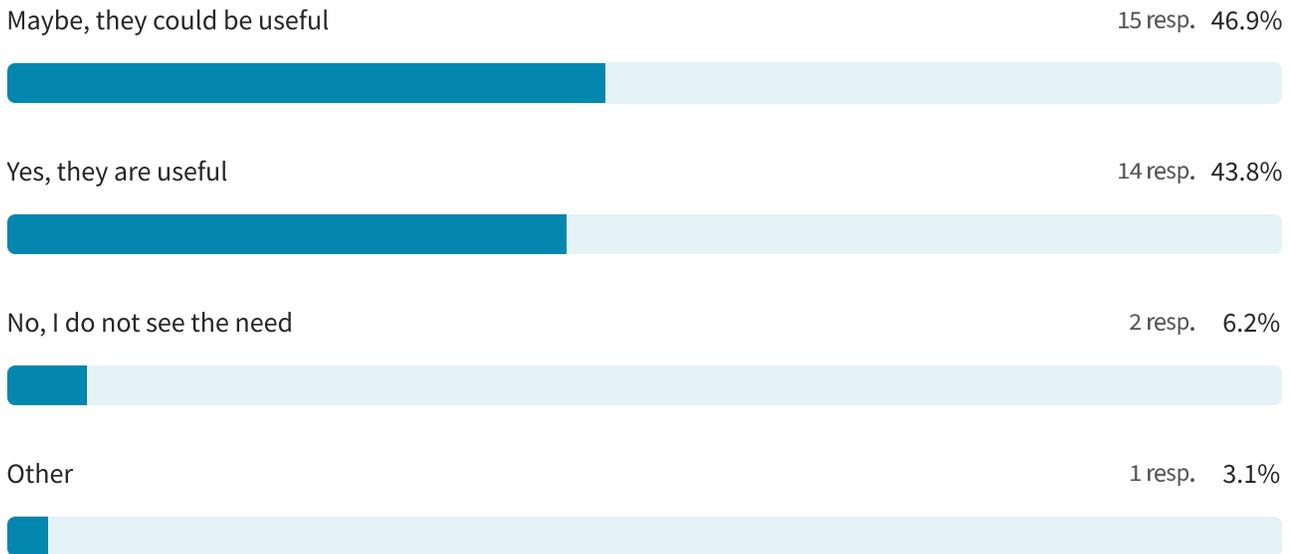
By Mace on hwy 19 - people are always crossing. By Casey's & Sonic again. The truckstop area is terrible! We need clear pedestrian crossings at the truck stop across the bridge and again at mobile.

Franklin street



Do you value marked bike lanes on the road?

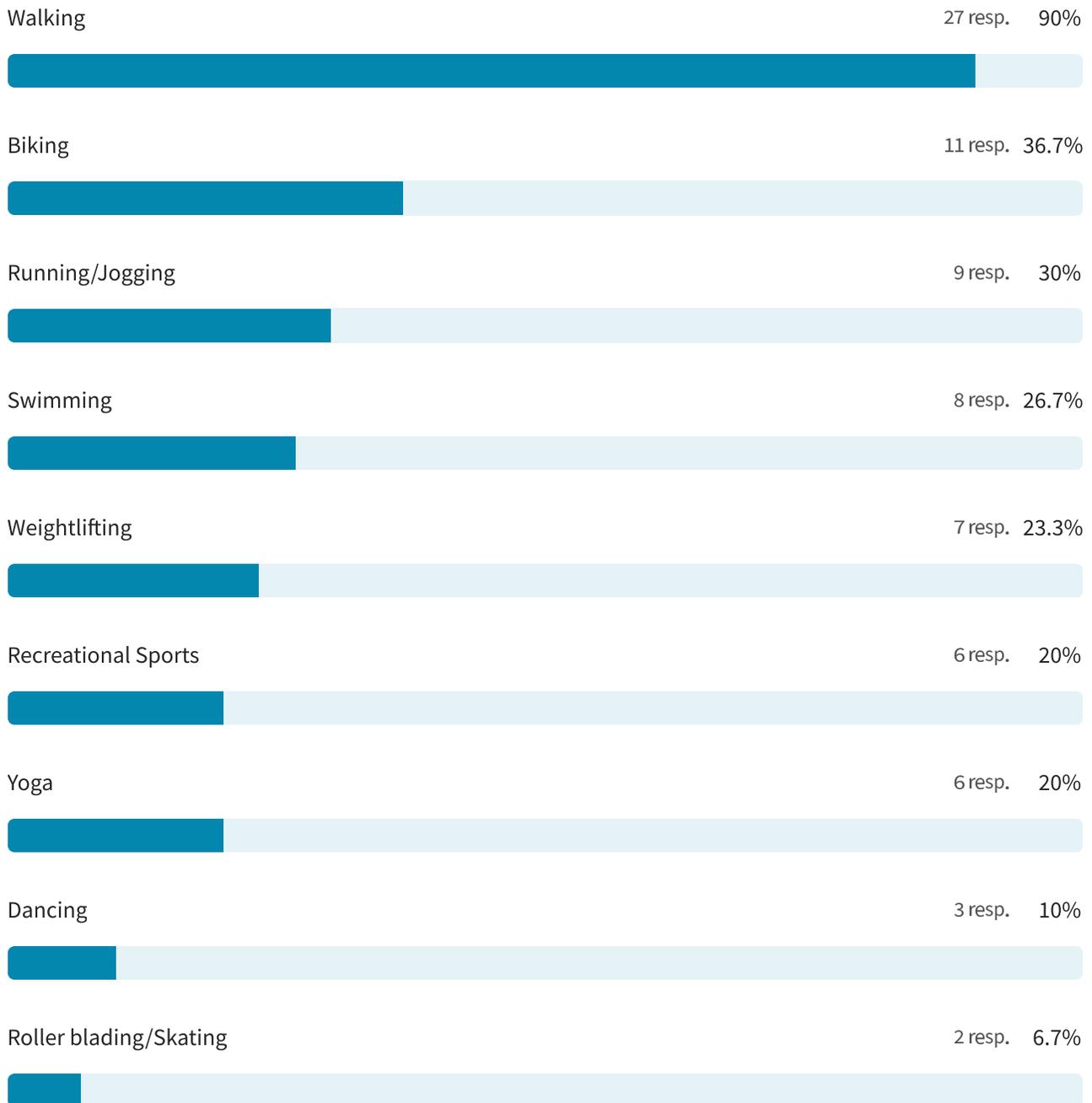
32 out of 32 answered



I believe bike lanes on roadways are dangerous.

What forms of physical activity do you engage in?

30 out of 32 answered



Other

3 resp. 10%



Fishing

Pickelball

Gym

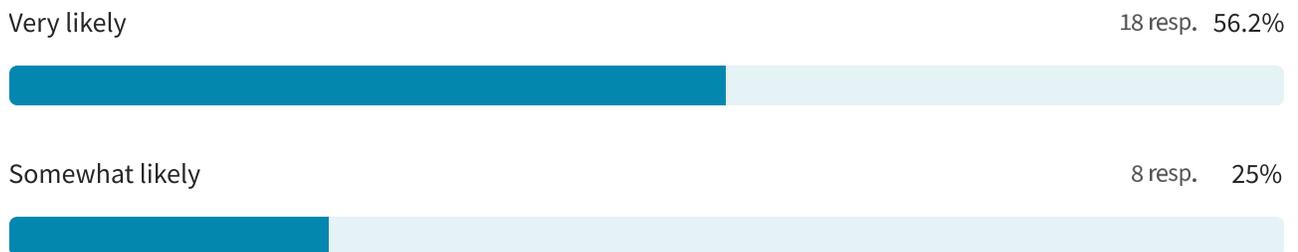
How do you get to work?

32 out of 32 answered



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 Cuba?

32 out of 32 answered



Not likely at all

6 resp. 18.8%



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

10 out of 32 answered

The turning lane in front of Mobil needs to be removed and we need a fix on Highway 19 in front of the school lane.

Please remove the turning lane into Mobil which is used as a drag strip to bypass those on 19 already in the correct lane. Also, a turn lane on Hwy 19 onto Old Cuba Road would be greatly helpful for school traffic in the morning and afternoon!

I think Cuba should have a bike trail for people that like to be a little more adventurous

Intersection at Mobil and McDonald's needs work

Sidewalks are poorly maintained

Cuba could definitely use a better walking/biking "trail". The current trail is completely disconnected & confusing to anyone unfamiliar with it. I usually go to surrounding cities to utilize their paved trail systems.

I live out of town but it is quite concerning that pedestrians are unsafe

Walking trail from one end of town to other would be great

The old bike trail could be revamped. The sports complex/ball park was not on the list of recreational areas. Additional speed limit signs around town might help it be safer for walking. Wider side roads can increase property values. For example, I will not consider properties where I would need to travel maple shade Rd. It is narrow and unsafe to drive, much less walk or ride a bike.

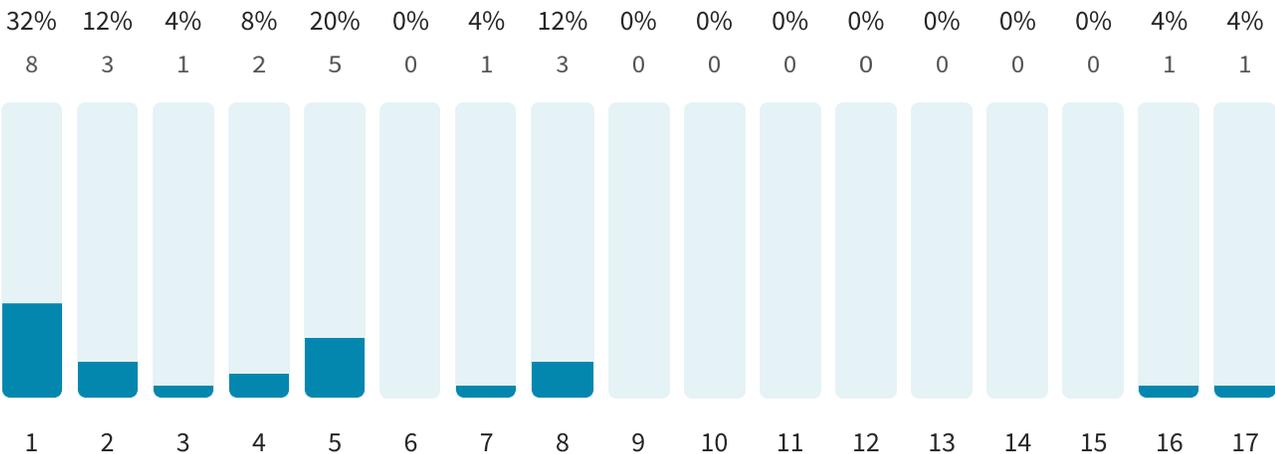
We need a bicycle lane on Highway DD and on the bridge leading into town.



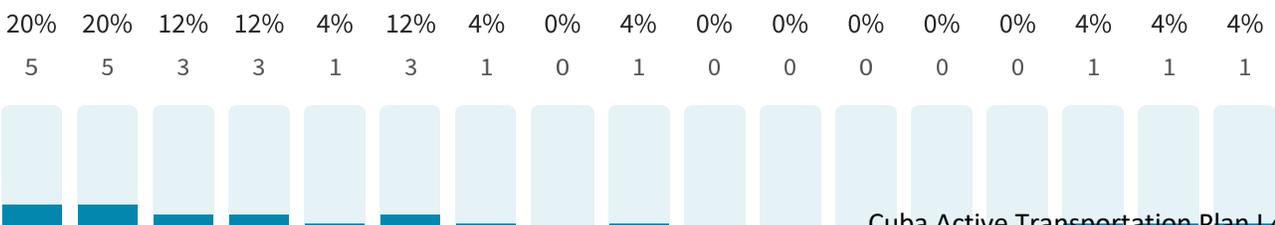
Please prioritize the following proposed sidewalk developments from the map, based on importance to the community and visitors.

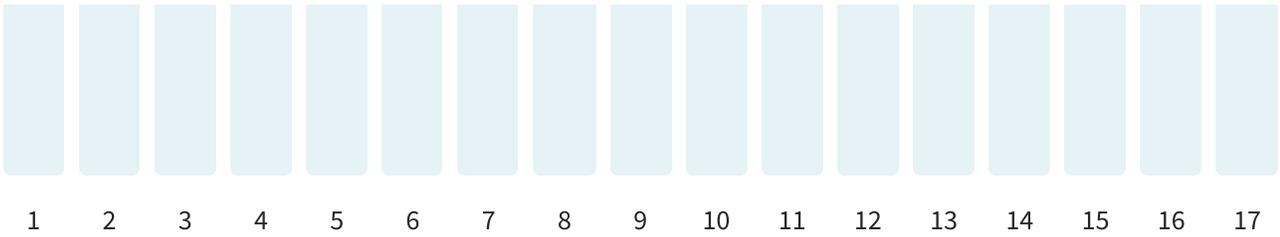
25 out of 32 answered

1. HWY DD/HWY P from Highland Dr. to Cuba Inn



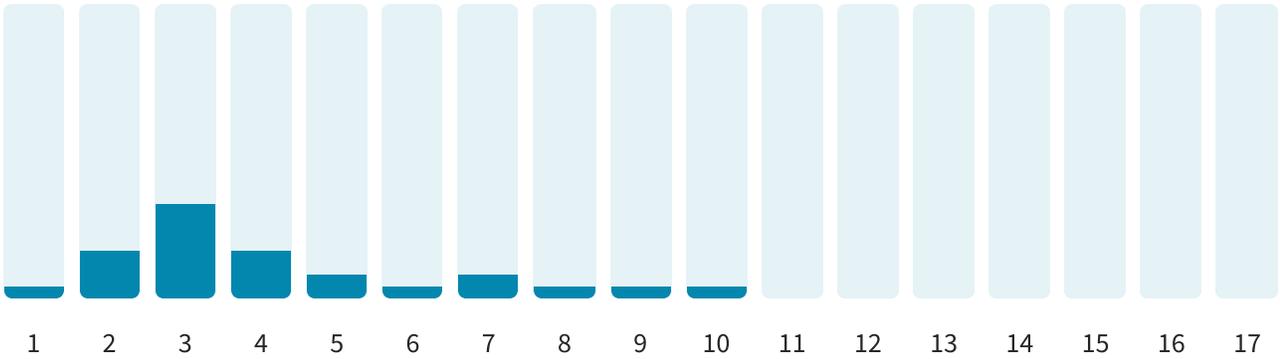
2. HWY 19 from north city limits to Downey Pl.





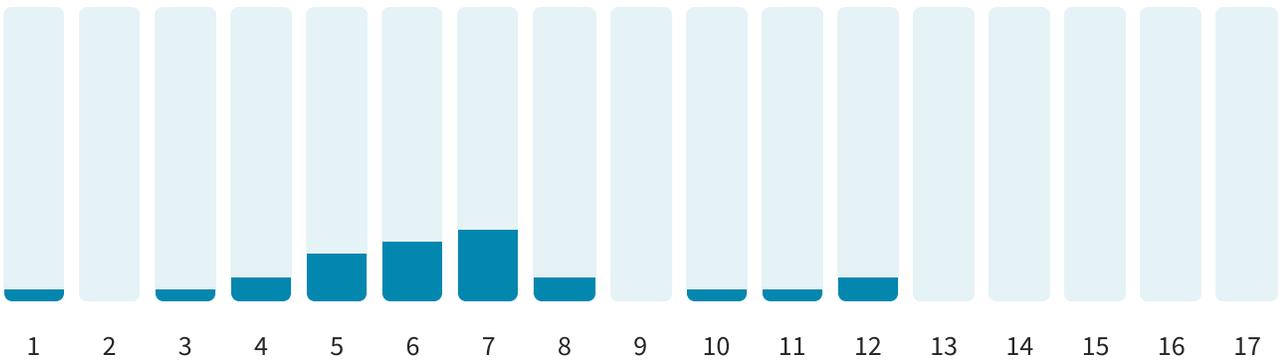
3. Oak Hill Ave. from HWY 19 to Spencer Ave.

4%	16%	32%	16%	8%	4%	8%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%
1	4	8	4	2	1	2	1	1	1	0	0	0	0	0	0	0



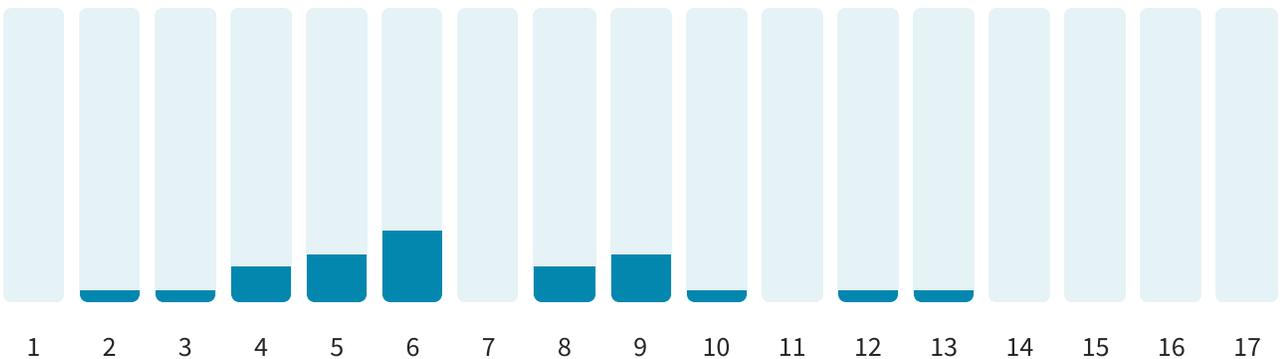
4. Park Ave./Oak Ave./Forest St. loop to School Ave.

4%	0%	4%	8%	16%	20%	24%	8%	0%	4%	4%	8%	0%	0%	0%	0%	0%
1	0	1	2	4	5	6	2	0	1	1	2	0	0	0	0	0

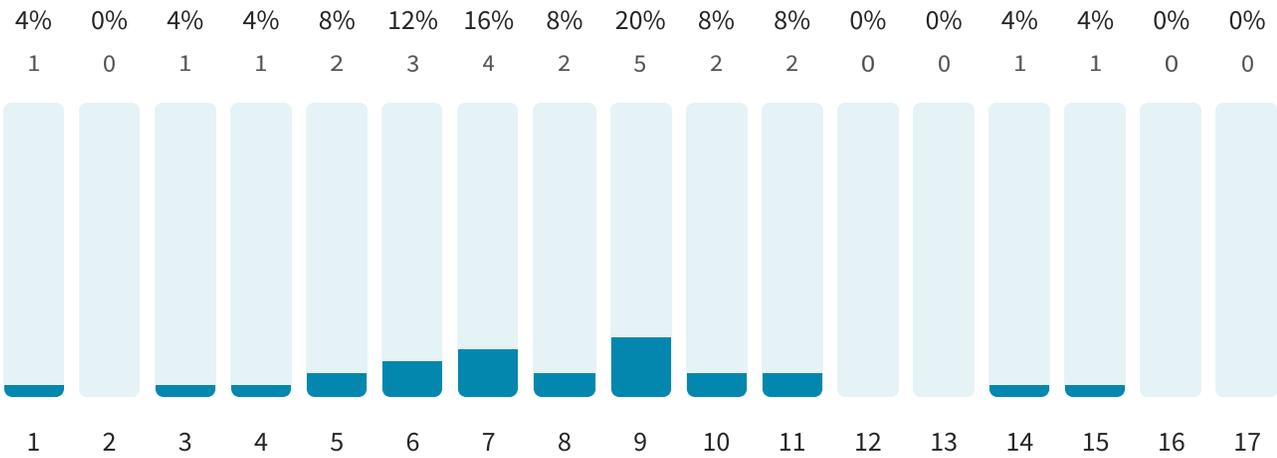


5. School Ave. from Pear Tree Ln. to Oak Hill Ave.

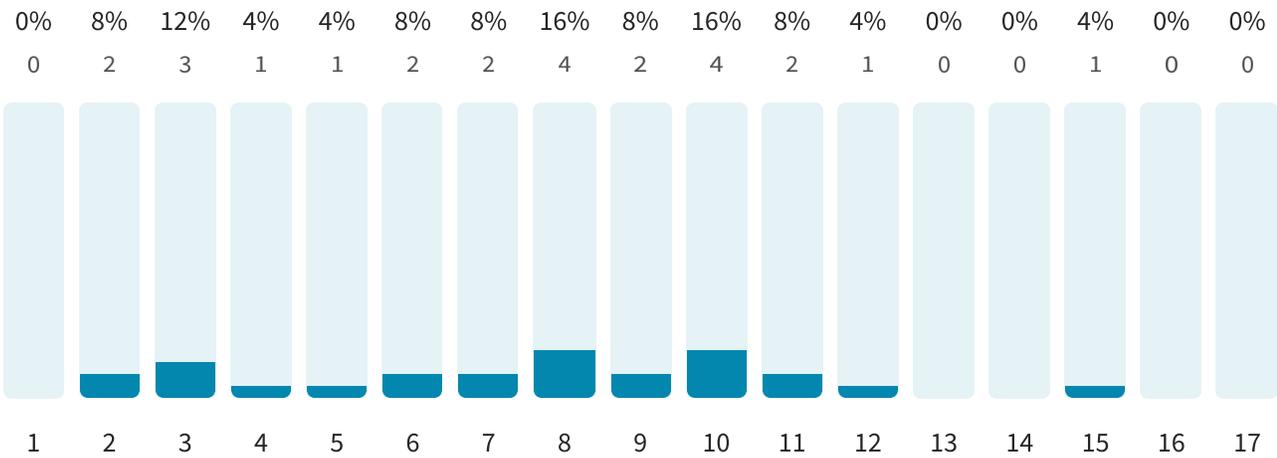
0%	4%	4%	12%	16%	24%	0%	12%	16%	4%	0%	4%	4%	0%	0%	0%	0%
0	1	1	3	4	6	0	3	4	1	0	1	1	0	0	0	0



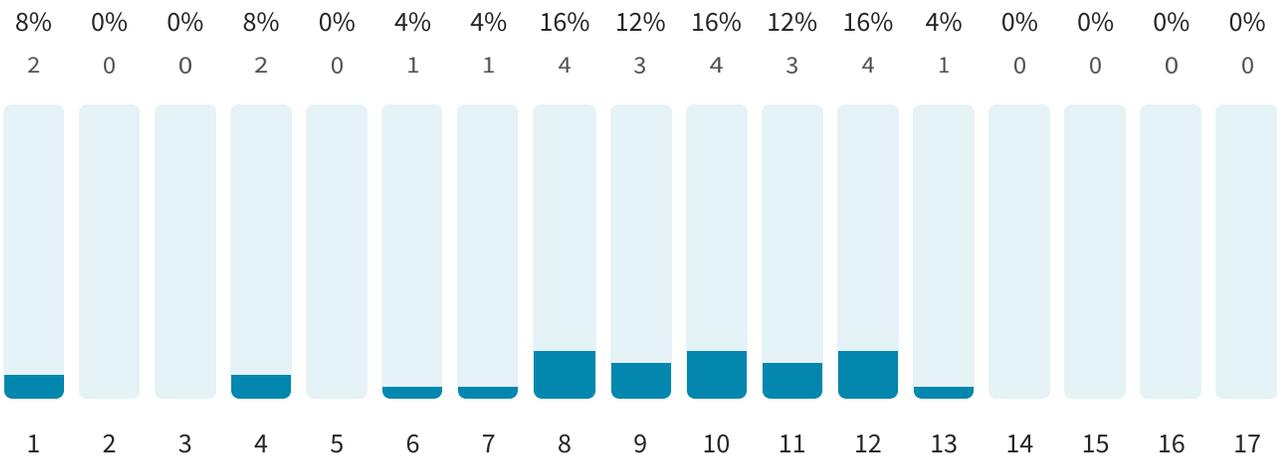
6. Eldon Ave./Ozark Dr./Martin St./Theresa St. loop



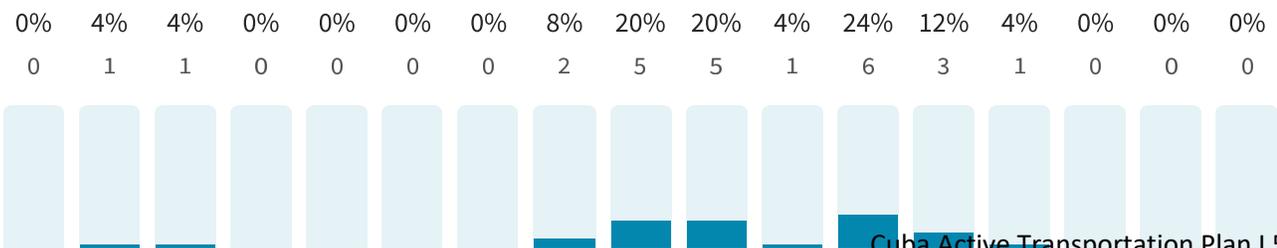
7. Eldon Ave./Theresa St./Albert St. from HWY 19 to Washington Blvd.

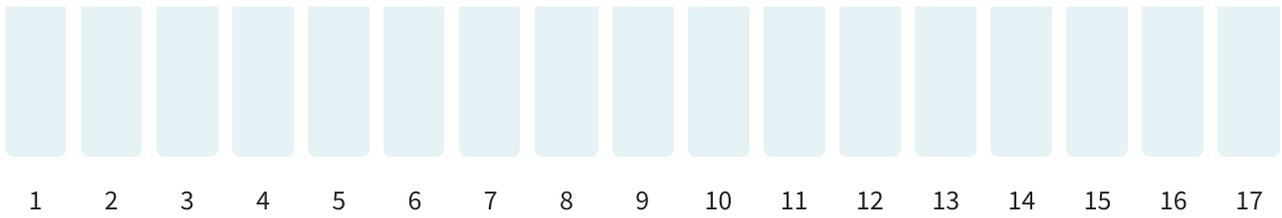


8. Belden Ave./Moss St. from Albert St. to Washington Blvd.

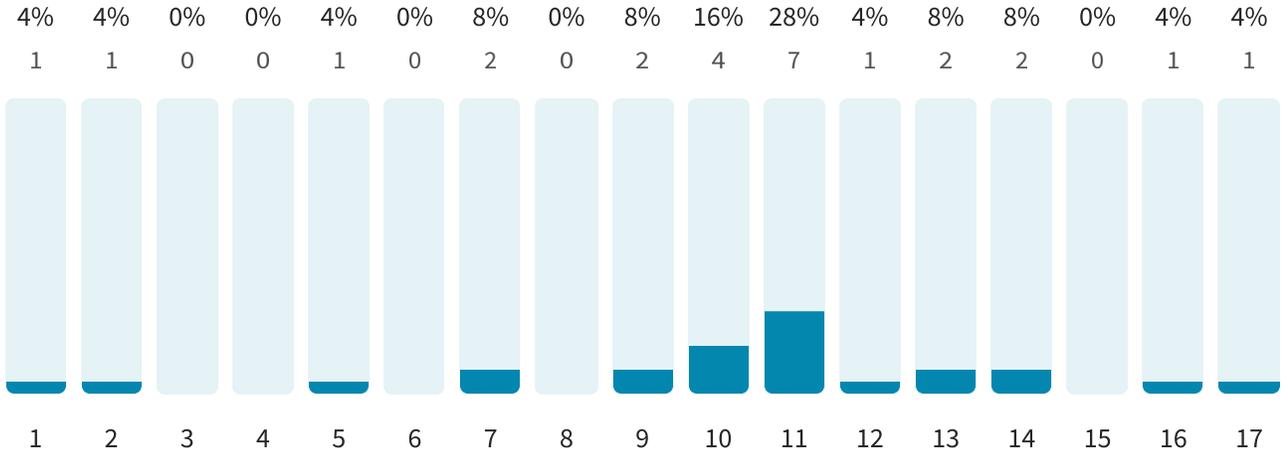


9. Mapleshade Rd. from Belden Ave. to Community Park

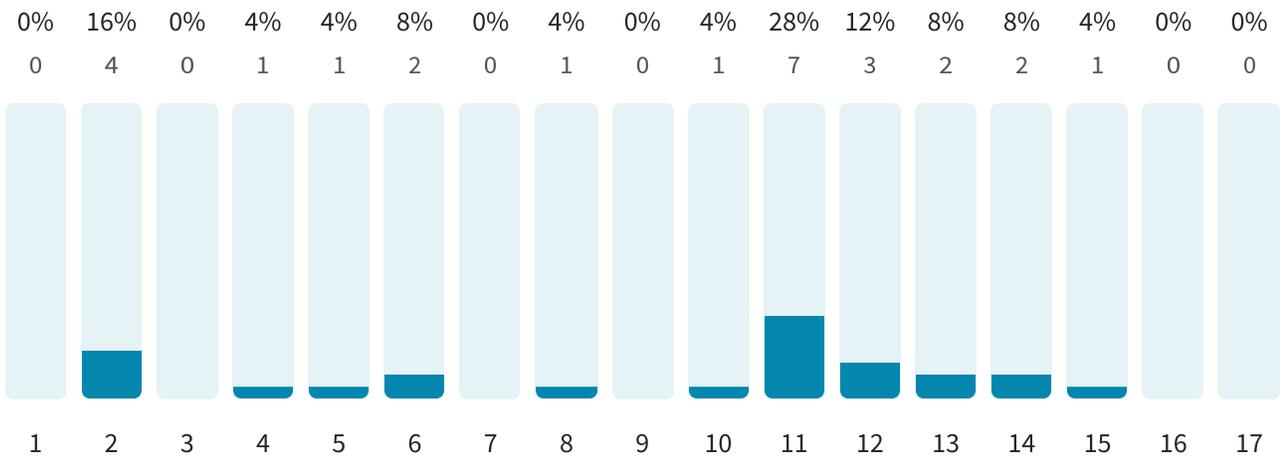




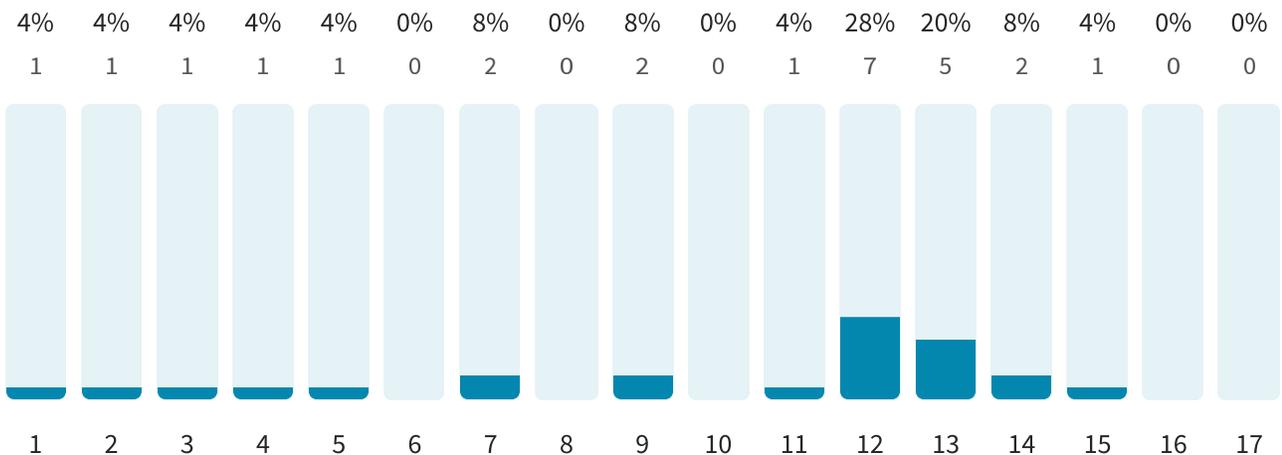
10. Lawrence Ave. from Washington Blvd. to Tangle Creek Park



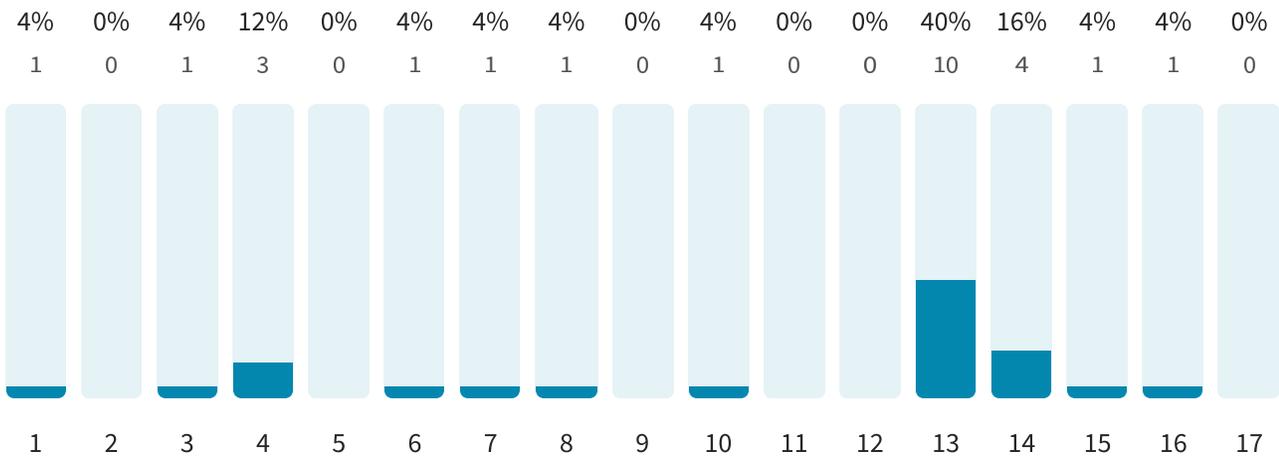
11. Main St./Mapleshade Rd./ Washington Blvd. from HWY 19 to Rutz Subdivision Rd.



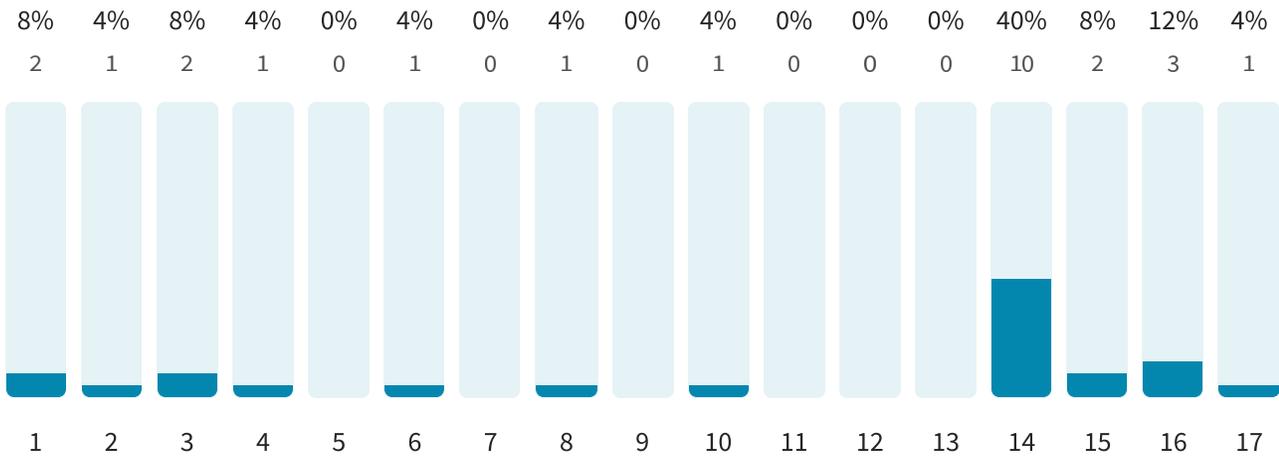
12. Rutz Subdivision Rd. from Washington Blvd. to HWY PP



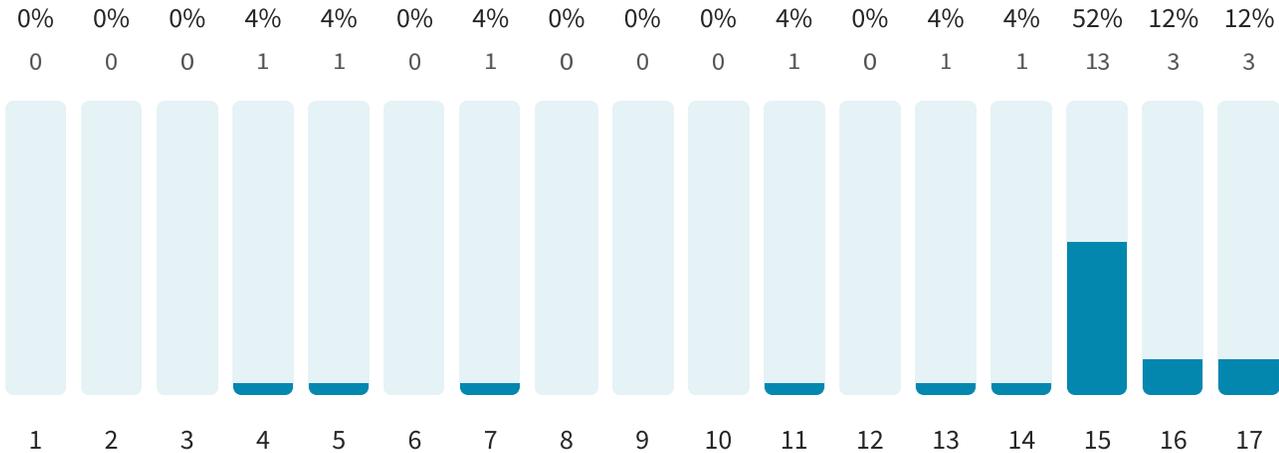
13. HWY PP from HWY 19 to Shenandoah St.



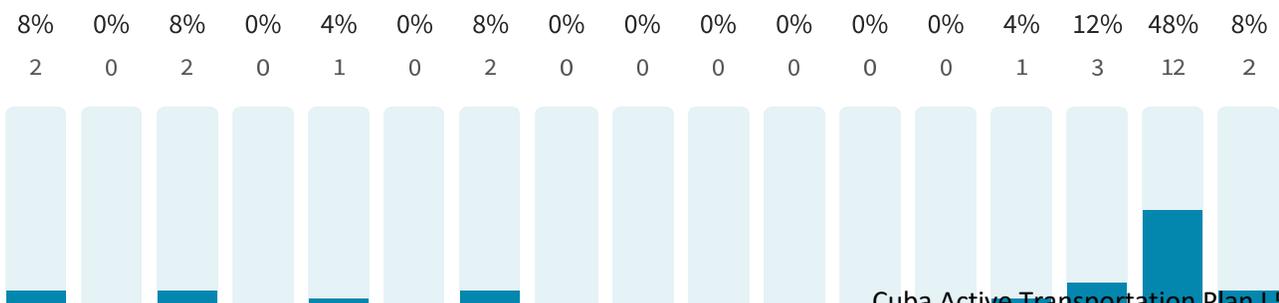
14. Smith St./Myrtle Ave./Bond St./Wildcat Pride from Washington Blvd. to HWY 19

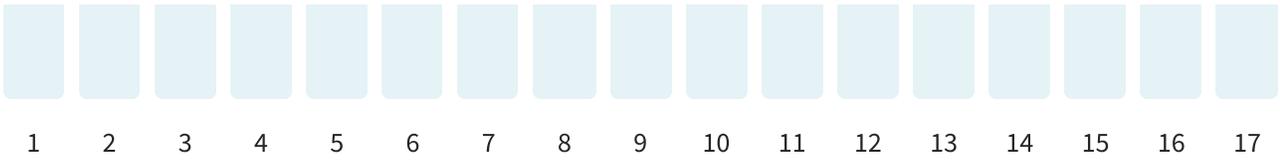


15. Fair Ave from Bond St. to end

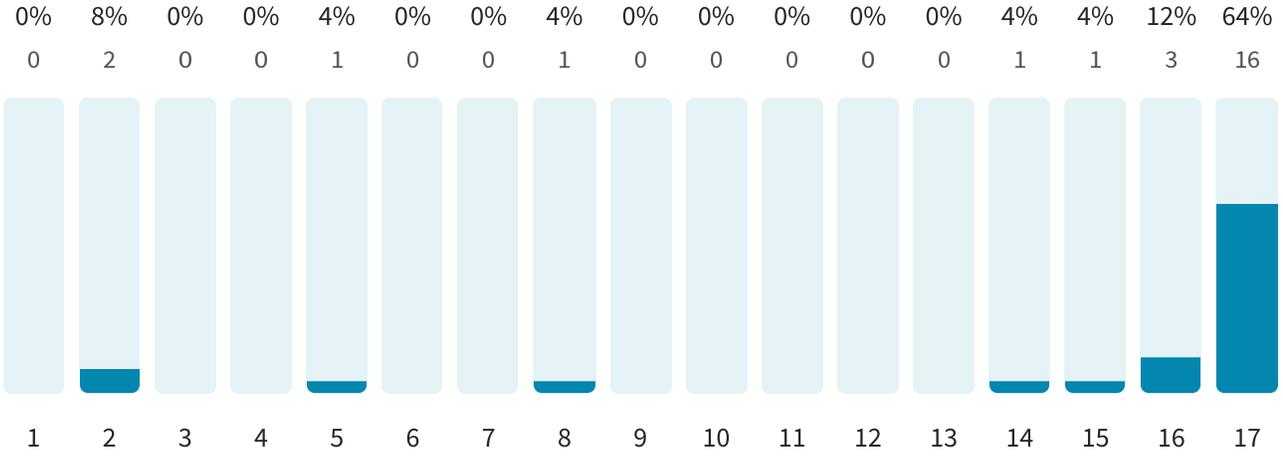


16. HWY ZZ/ Washington Blvd. from Springfield St. to McBride Development





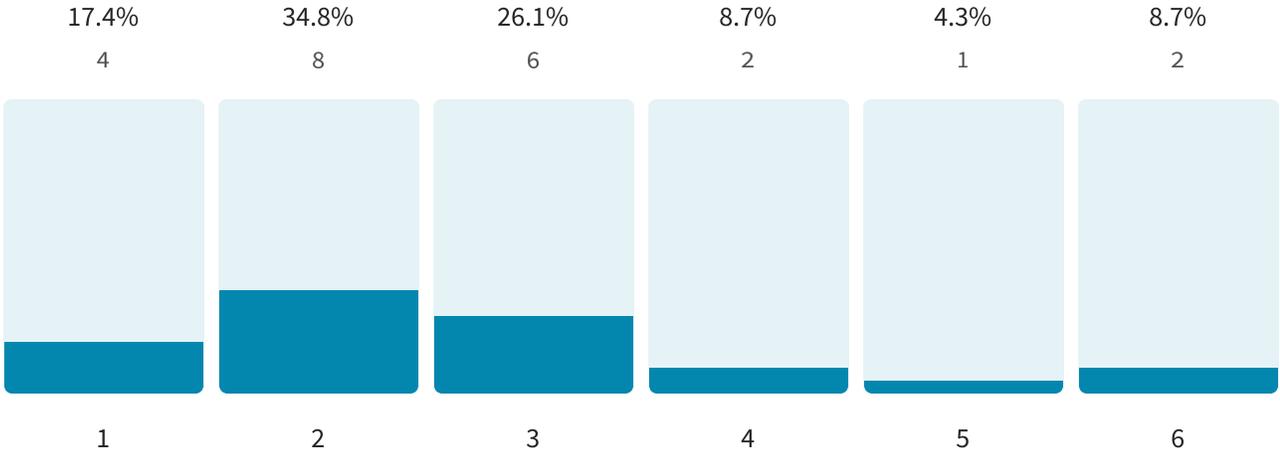
17. McLead St. from Washington Blvd. to McBride Development



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

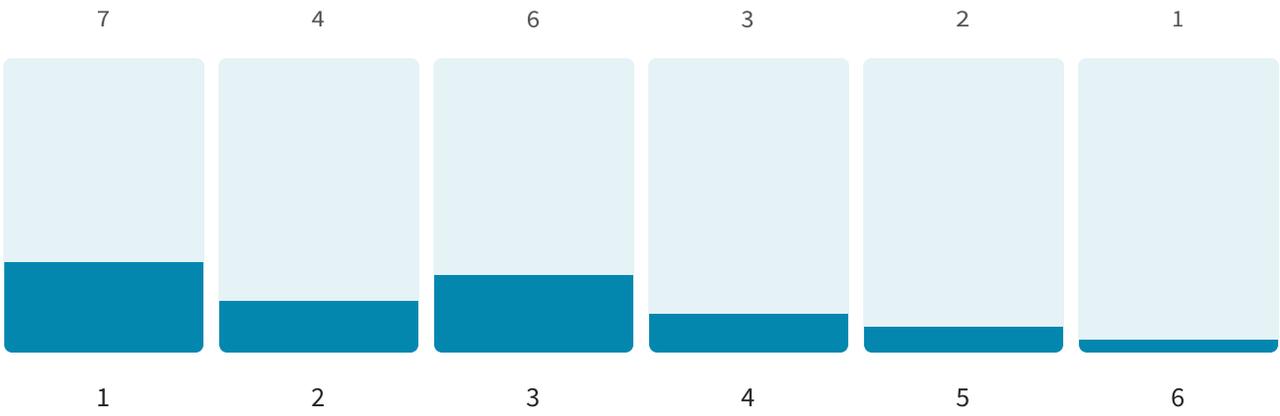
23 out of 32 answered

1. HWY DD/HWY P and HWY 19

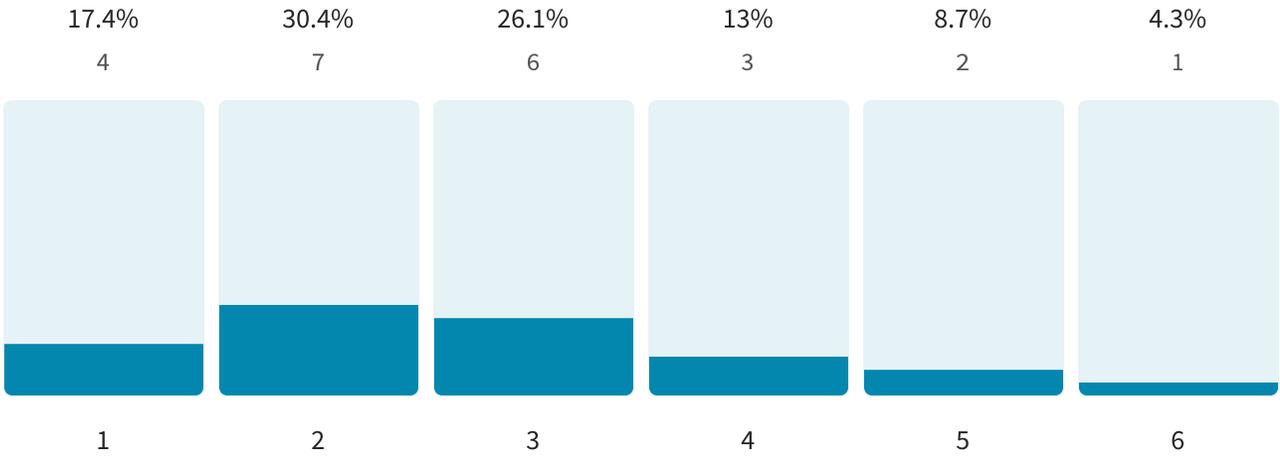


2. I-44 Ramps

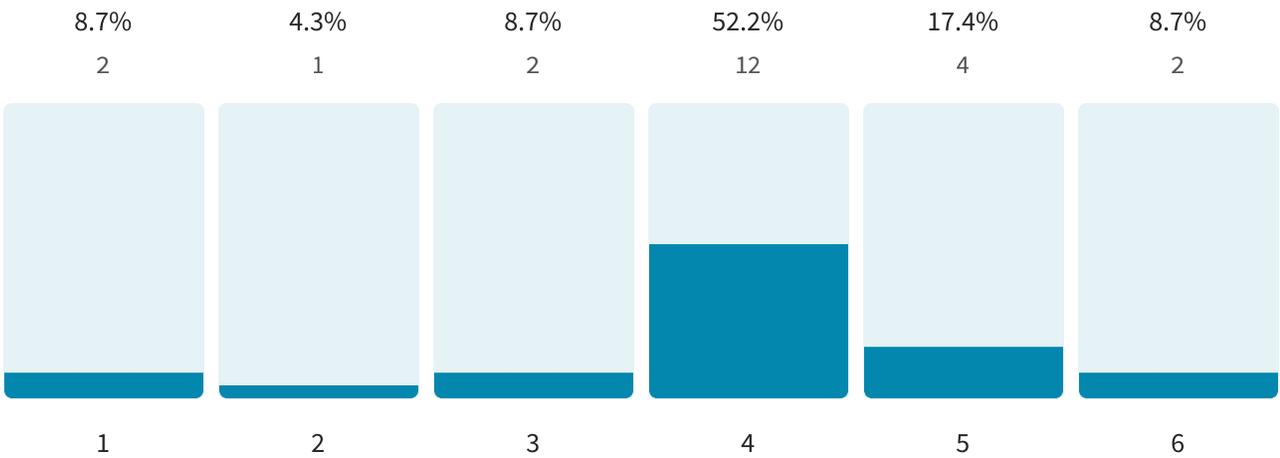




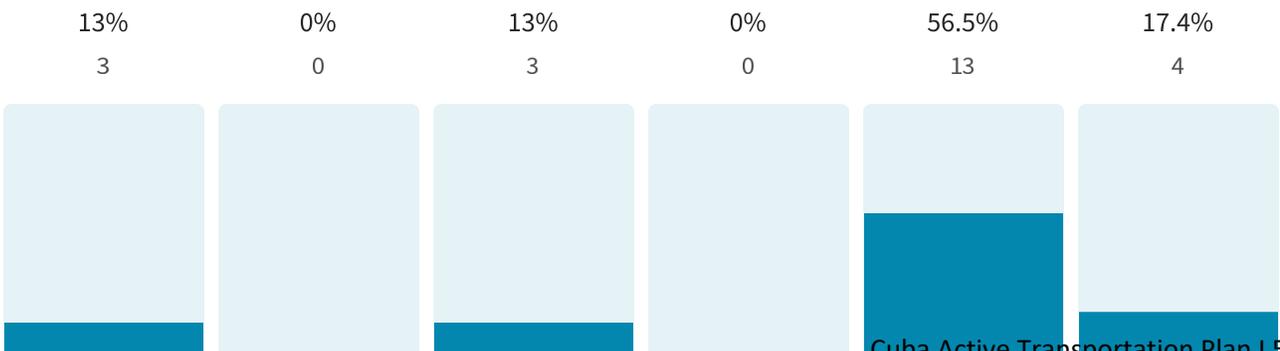
3. Oak Hill Ave./Eldon Ave. and HWY 19

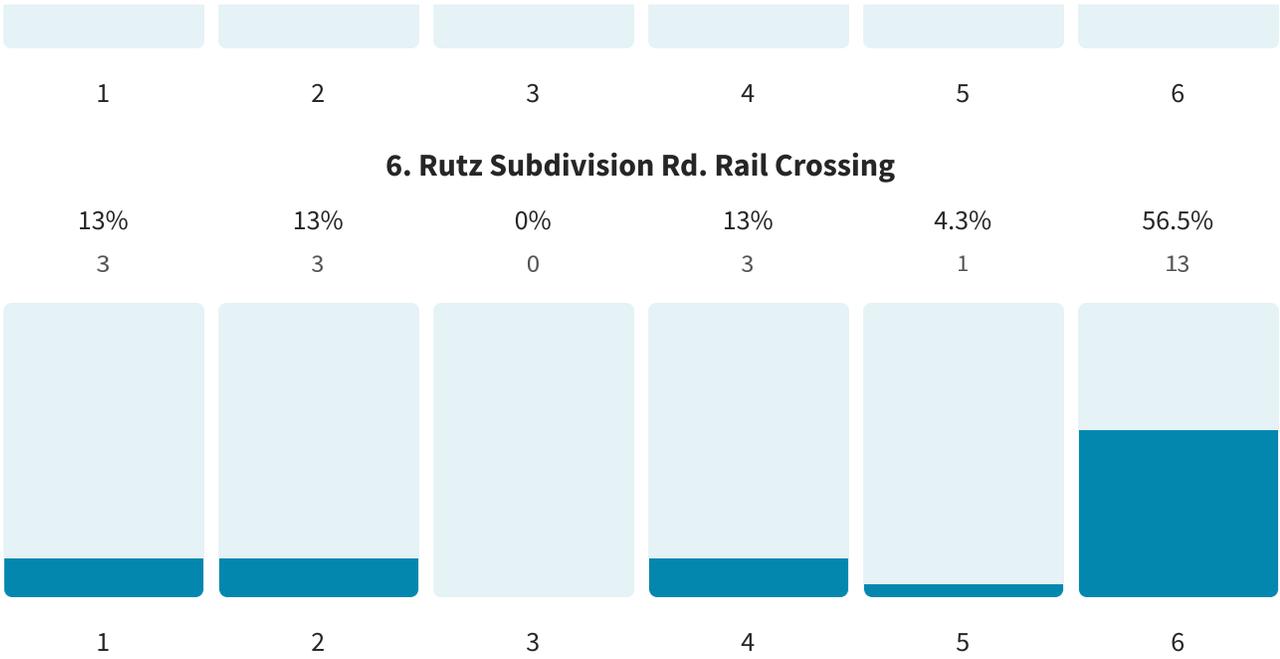


4. Florence Ave. at HWY 19



5. Smith St. Rail Crossing





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.

Activity or Project Type	OST Programs										Federal Transit Administration										Federal Highway Administration																
	RAISE	INFRA	RCP	SSA	Thrive	RKIF	TIFIA	FTA	ATI	TOD	AgOpp	NHTSA	402	405	BFP	CRP	CMAQ	HSIP	RHCP	NHPP	TECT	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	EL/ITP	TTP	TTPSF						
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$									\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
Americans with Disabilities Act (ADA)/504 Self-Evaluation / Transition Plan																																					
Barrier removal for ADA compliance	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$																										
Bicycle plans																																					
Bicycle helmets (project or training related)																																					
Bicycle helmets (safety promotion)																																					
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$																										
Bicycle parking (see 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)																																					
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.

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	BEP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	TA	RTP	SRTS	PLAN	NSBP	ELTTP	ITTP	ITPSPF		
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$						\$	\$							\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan																															
Barrier removal for ADA compliance	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$																
Bicycle plans																															
Bicycle helmets (project or training related)																															
Bicycle helmets (safety promotion)																															
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$																
Bicycle parking (see 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)																															
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$																
Curb ramps	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$																
Counting equipment	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$																
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(f) 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(f) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(f) applies to bicycle facilities other than trail-related projects, and section 217(f) applies to bicycle facilities using other programs ([NHFP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(f) 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 J): 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/AH](#) (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)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- [NHTSA 402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- [NHTSA 405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BIP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (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.
- **HSP** (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 HSP funds as specified safety projects.
- **RHCP** (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- **NHPE** (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- **PROTECT** (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- **STBG** (23 U.S.C. 133) and **TA Set-Aside** (23 U.S.C. 133(h)): Activities marked "SSRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 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.
- **FLITP** (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
- **Federal Lands Transportation Program** (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - **Federal Lands Access Program** (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- **TTP** (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- **TTFSE** (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



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>

| LIVABLE STREETS IN RURAL MISSOURI |

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.

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.



| LIVABLE STREETS IN RURAL MISSOURI |

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."

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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

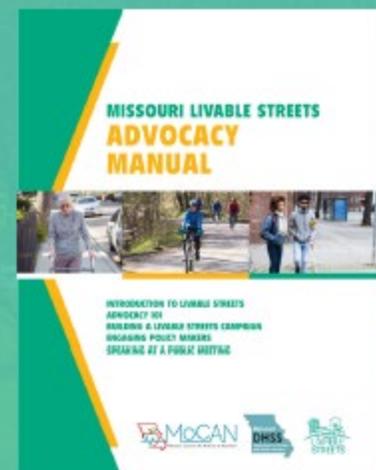
Private sources

- 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