

# Mineral Point Active Transportation Plan

Meramec Regional Planning Commission

4 Industrial Drive

St. James, MO 65559

Phone: (573) 265-2993

Fax: (573) 265-3550

[www.meramecregion.org](http://www.meramecregion.org)

**October 2025**

# Table of Contents

## Mineral Point Active Transportation Plan

Section 1: Introduction .....	4
Section 2: Existing Conditions.....	7
Map 2.1 Areas of Interest.....	8
Section 3: Community Engagement.....	11
Section 4: Recommendations.....	13
Map 4.1 Proposed Connections.....	14
Map 4.2 Proposed Trail.....	16
Map 4.3 Proposed Crosswalks.....	18
Map 4.4 Proposed Sidewalks.....	24
Section 5: Implementation.....	29
Appendix A: Community Survey Responses.....	32
Appendix B: Pedestrian Funding Opportunities.....	46
Appendix C: Livable/Complete Streets Policy.....	51



# Prepared By

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



# 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 by the Meramec Regional Planning Commission in order improve and support active living in Mineral Point. The purpose of the grant is to combat obesity and support active, healthy living in underserved communities through a 10-year Active Transportation Plan.

# Acknowledgements

The Active Transportation Plan for Mineral Point, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. Two community meetings were held April 25 and July 15, 2025, at the Mineral Point Village Hall in Mineral Point to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Kenny Cook:  
Village of Mineral Point, Chairperson

Jennifer Walter, Rochelle Nickles, Sharon Boyer:  
Village of Mineral Point, Citizens

Paula Williams:  
Village of Mineral Point, Clerk

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

T.R. Dudley:  
Great Mines Health Center

# Section 1: Introduction

Mineral Point, Missouri, located in Washington County, has a history deeply tied to the mining industry, which shaped the region's early development. The area was originally settled in the early 19th century, largely due to the discovery of rich mineral deposits—especially lead—which attracted settlers and prospectors. The name “Mineral Point” reflects this heritage, as the region became one of Missouri’s key centers for lead mining. The arrival of the St. Louis, Iron Mountain and Southern Railway in the late 1800s helped establish Mineral Point as a transportation and trade hub for the surrounding mining operations.

As the mining industry declined in the 20th century, Mineral Point, like many similar towns, faced economic shifts and population changes. Despite these challenges, the community has persisted, maintaining its small-town character and historical roots. Today, Mineral Point is a modest rural town with a population that reflects its working-class heritage. Its history remains evident in the remnants of mining operations and in the community's cultural memory, serving as a reminder of the vital role it played in Missouri’s mining boom.



Mineral Point leadership continues to pursue opportunities for development, including a possible push-pull rail stop on the east side of the railroad easement through town. The operation hopes to provide economic stimulation for Mineral Point and improve shipping options for Washington County Industries.

## 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. Mineral Point 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

## Mineral Point's Active Transportation Goal

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

*The goal of this plan is to prioritize Mineral Point's sidewalk infrastructure 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.*



Mineral Point's active transportation priorities include sidewalks on Sixth Street (left) and pedestrian connectivity to the Washington County Head Start (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. The Village of Mineral Point has no existing pedestrian network, with only remnants of past infrastructure scattered along Commercial Street. Stakeholders noted Commercial Street had continuous sidewalks fifty-or-more years ago but the few existing segments were removed or had grown over as they deteriorated. Budget restrictions the faced in past years have forced the Village to prioritize other essential infrastructure over sidewalk and crosswalk projects, however recent partnerships and grants have put new projects within reach. Currently, families walk often in Mineral Point for exercise and to visit local destinations. While generally safe with low traffic volumes and speeds, stakeholders hope to offer dedicated sidewalk infrastructure to encourage more pedestrian transportation in the future.



Although no sidewalks or sidewalks currently exist in Mineral Point, pedestrians often walk on primary roadways including Main Street (left) and Sixth Street (right).

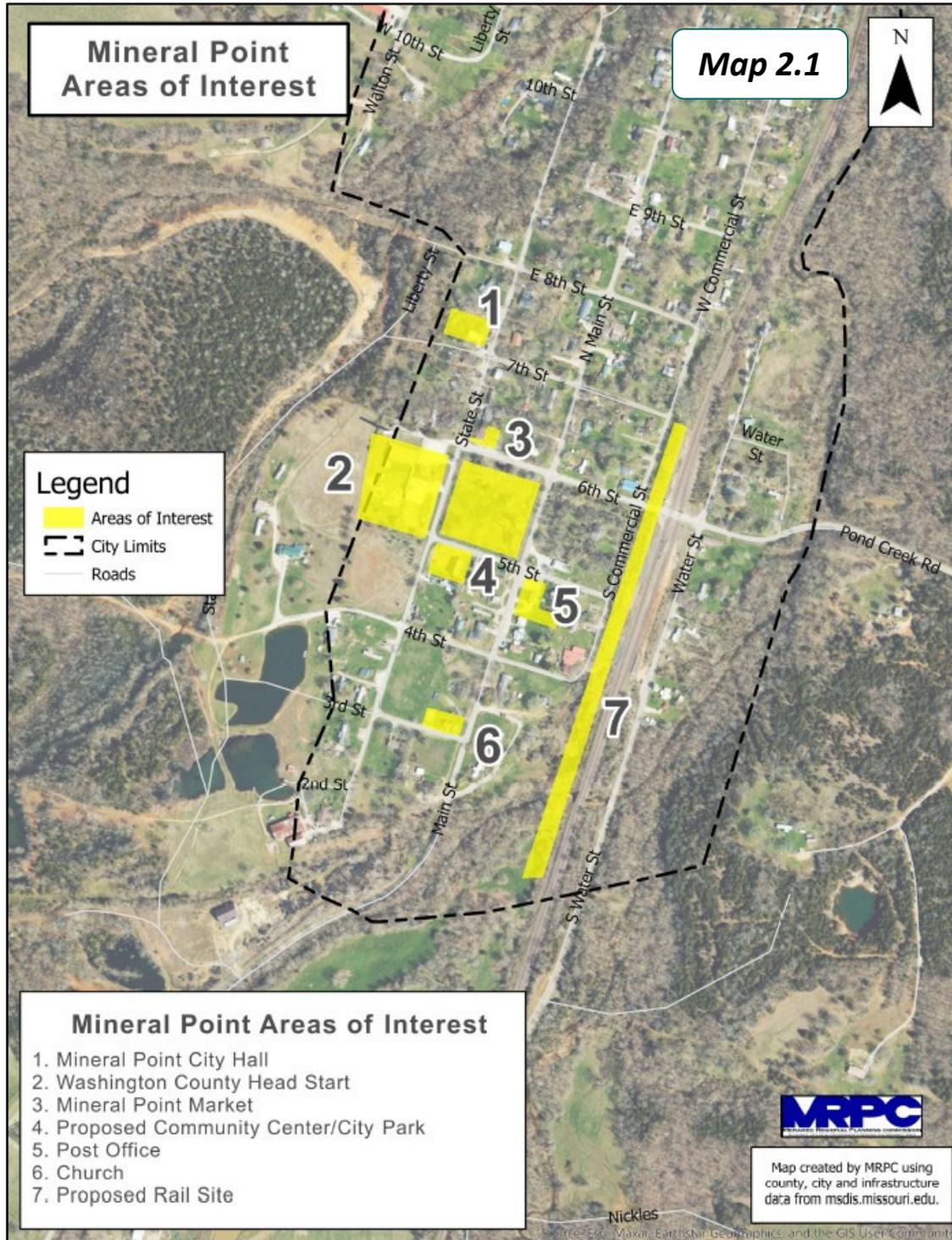
## Areas of Interest

Throughout the Active Transportation planning process, MRPC asked Mineral Point's stakeholders to identify areas of interest or community destinations. The destinations included focus areas of education, recreation, essential goods and public services. It was noted from discussions that most of Mineral Point's areas of interest were currently accessed by motorists with limited multi-modal traffic.

Stakeholders highlighted a need for connection to the Washington County Head Start to the community, currently the village's primary family destination. Future plans to develop a central village property with a community center and park were also considered as a hub for active transportation users. The village hopes to turn this currently vacant location into a community destination to host events and provide a dedicated space for residents to exercise and play.

Additionally, the Mineral Point Market, Mineral Point Village Hall, post office and community church were identified as existing destinations that could use sidewalk connections. Washington County leadership is also working on developing a “push-pull” rail operation that would allow area businesses to transport using the railroad. While this development is in a preliminary stage, it could bring additional traffic and economic stimulation to the community. Stakeholders noted the proposed network outlined later in this plan would connect railway and freight workers to the rest of Mineral Point’s community destinations.

**Map of Areas of Interest**



The Mineral Point Market (3) is the most popular destination currently, the village's only store with food and other essential staples. Within a block from the market, stakeholders also identified the Washington County Head Start (2), City Hall (1) and Post Office (4) as existing destinations that would benefit from dedicated pedestrian connections.



Stakeholders identified seven current and future areas of interest in Mineral Point including Mineral Point Post Office (left) and proposed location for a community center redevelopment (right).

Stakeholders also included the proposed locations for a city park, community center (4) and freight rail development (7), looking to the future needs of the community. The city park and community center would offer needed recreation and event destinations to Mineral Point for residents and visitors. It is noted that while these destinations have not been finalized, community leadership continues to pursue opportunities through grants and partnerships.

## Current Conditions and Pedestrian Safety

As mentioned before, Mineral Point does not currently have any existing pedestrian infrastructure such as sidewalks or crosswalks. Stakeholders noted that despite the lack of dedicated routes, pedestrians are seen daily and often walking on the side of roadways for recreation, exercise or to access another destination in Mineral Point. Due to lower vehicle speeds and primarily local traffic, residents stated they usually feel safe walking on the side of the street during daylight hours. In the evenings, residents worry about vehicle traffic being able to properly see pedestrians, especially families with small children. Many residents avoid walking at night due to the risk of an accident and tend to drive to reach destinations in Mineral Point.

Rural communities that lack pedestrian infrastructure such as sidewalks, crosswalks, and wide shoulders can face serious safety and mobility challenges. According to the Federal Highway Administration (FHWA), roads in rural areas are especially dangerous for non-motorized users. Pedestrians or cyclists along rural highways account for a relatively small share of total users but their chances of being involved in a fatal crash are significantly higher than in urban settings. Without sidewalks and designated safe zones, pedestrians and

cyclists often share narrow, higher-speed roadways designed for vehicles. FHWA notes many rural networks were built without consideration for walking or biking.

Beyond immediate safety risks, the absence of pedestrian infrastructure undermines broader goals of connectivity, accessibility and public health in rural settings. FHWA’s “Small Town and Rural Multimodal Networks Guide” emphasizes that rural communities can benefit from pedestrian and bicycle networks to enhance access to jobs, health care and other daily activities. Without safe walking routes, individuals without reliable vehicle access can be pushed into unsafe travel behaviors like walking along highway shoulders and crossing at uncontrolled locations. This limits equitable mobility and contributes to higher rates of health disparities in rural populations, where walking for transportation or leisure is limited.

### Important Safety Reminders

#### *For Pedestrians:*

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic. Stay alert; don’t be distracted by electronic devices, including smart phones, audio players, and other devices that take your eyes and ears off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day and wear reflective materials or use a flashlight at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

#### *For Drivers:*

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see— especially in poorly lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slow down and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA’s Research and Program Development

FHWA’s Traffic Safety Facts guide gives important safety reminders and guidance for both pedestrians and vehicle operators. Awareness by both parties is critical to ensure safe interactions on rural roadways.

Until pedestrian infrastructure is built in Mineral Point, active transportation users and vehicle operators should be informed of best practices for sharing the roadway. In rural communities where roads often have no pedestrian infrastructure and less expectation of foot traffic, it is important for pedestrians and drivers to be on the same page when sharing the roadway. According to FHWA, pedestrians should walk against traffic when no sidewalk or path is available so they can see vehicles coming and drivers can better see them. Drivers should be alert and aware of the possibility of pedestrians using shoulders or unpaved edges and reduce speeds when sight distances are limited. FHWA also recommends providing paved shoulders or wide edges in rural roadway design so that pedestrians can travel safely outside of the main vehicle lane.

By combining awareness, appropriate speeds and adequate separation, pedestrians and vehicles can share rural roadways safely.

# Section 3: Community Engagement

MRPC and village leadership identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of local government and the greater community. The city hosted the stakeholder group meeting at the Mineral Point City Hall.

## Public Meetings

The public meetings were held on April 25, August 7 and July 15, 2025 at the Mineral Point City Hall. MRPC staff provided a presentation covering the active transportation planning process and facilitated meeting discussions with city leadership and residents. Staff asked the group to begin identifying areas of interest within the village. The group discussed possible locations where there was a need to improve pedestrian access and safety. MRPC staff created a series of maps to reflect the discussion and to assist in prioritization. Attendees discussed the importance of connections for safe access to the Mineral Point Market, Washington County Head Start, city hall, community church and several proposed developments.

During the second meeting staff reviewed the areas of interest, developed priority routes and discussed the online surveys submitted by Mineral Point residents and community members. Mineral Point stakeholders also discussed and identified five proposed crosswalk locations and one proposed rail-trail connection to Potosi.



Stakeholders and MRPC staff were hosted by Mineral Point at City Hall for all two active transportation planning meetings.

# Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Mineral Point 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 seven people took the survey by the July 14, 2024 deadline. Full results of the survey, including those submitted after the deadline, can be found in Appendix A.

Survey respondents unanimously agreed that sidewalks and trails were somewhat or very important to the health of the community. Of the 7 responses:

- Three walked or biked to engage in physical activity several times a week.
- A majority (5) of the respondents felt that bike lanes would not be valued.
- Two of the respondents were able to walk to work.
- Four people felt that the village of Mineral Point was slightly walkable, with three individuals stating that the village was not walkable.
- All seven respondents provided additional comments on what they felt should be focus areas for sidewalk connections in the Village of Mineral Point. These areas include, but are not limited to:
  - Main Street
  - State Street
  - Commercial Street
  - Sixth Street
  - Fifth Street



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

# Section 4: Recommendations

Mineral Point’s stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Mineral Point. A list of possible projects was identified for sidewalks and crosswalks, then prioritized by stakeholders at the final meeting to address the greatest areas of need. Special consideration was given to areas where safety was a concern for pedestrians, especially those of the school-aged and elderly populations. Examples of major areas of concern include daily travel along and across Main Street, as well as pedestrian traffic to the Washington County Head Start, city hall and Mineral Point Market on the east side of town.

It is also important to clarify that all potential projects identified in this plan require more detailed planning and design before anything can be finalized and constructed because each route and crosswalk is conceptual only. With regards to sidewalks, the governing jurisdictions should work with the public to develop the final design and location. Finally, land or right-of-way acquisition might be required for the village to construct the proposed improvements. The remainder of this section provides an overview of trail, sidewalk and crosswalk priorities with suggestions for potential improvements as follows:

## A. Proposed Trail Development

Priority 1 – Mineral Point to Potosi Rail Trail

## B. Proposed Crosswalks

- Priority 1 – Main Street and Sixth Street
- Priority 2 – State Street and Sixth Street
- Priority 3 – Commercial Street and Sixth Street
- Priority 4 – Sixth Street Rail Crossing
- Priority 5 – Main Street and Fifth Street

## C. Proposed Sidewalks

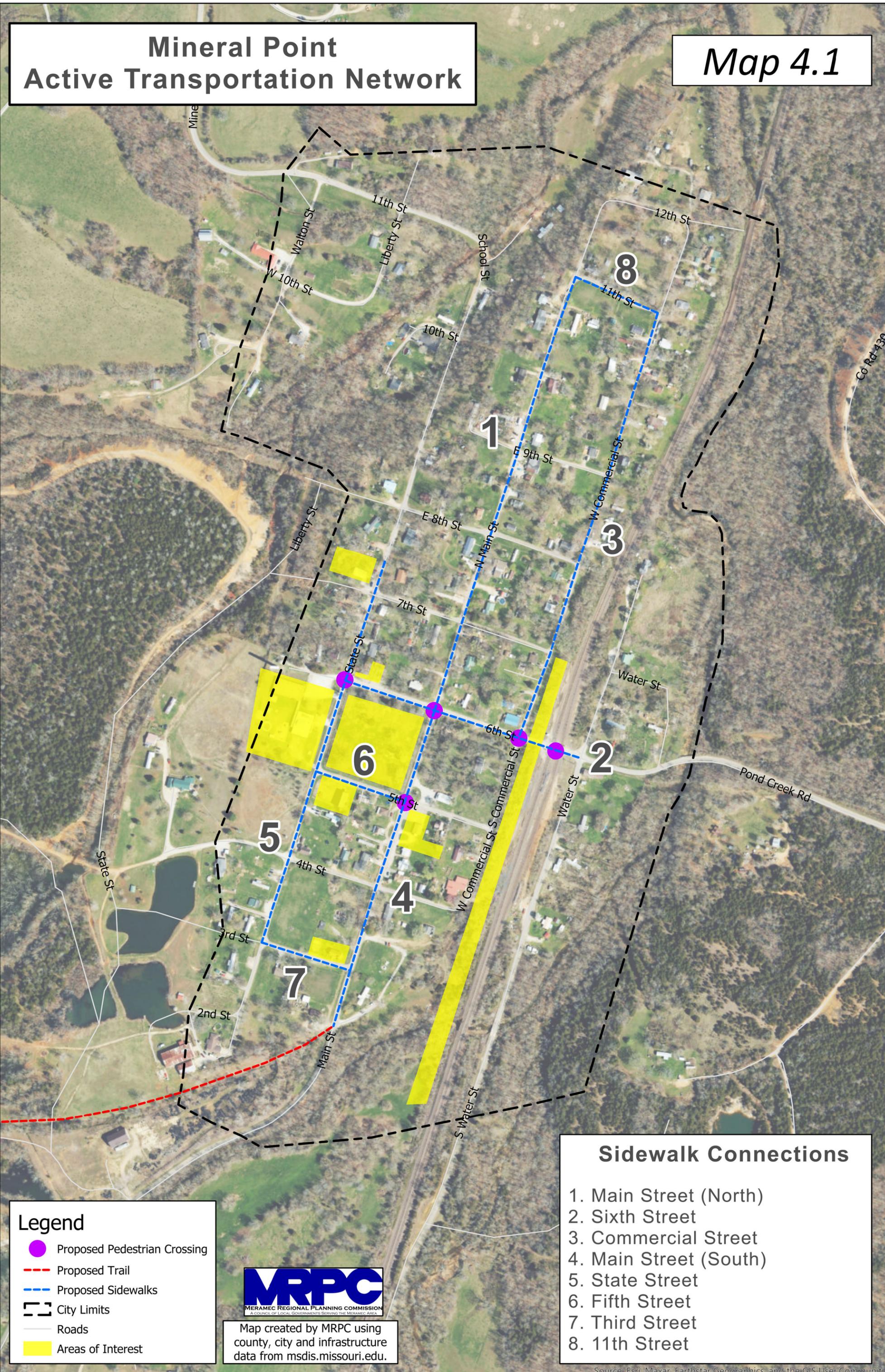
- Priority 1 – Main Street (North)
- Priority 2 – Sixth Street
- Priority 3 – Commercial Street
- Priority 4 – Main Street (South)
- Priority 5 – State Street
- Priority 6 – Fifth Street
- Priority 7 – Third Street
- Priority 8 – 11th Street



Mineral Point’s active transportation plan includes a proposed crosswalk across Main Street at Fifth Street (above).

# Mineral Point Active Transportation Network

Map 4.1



## Legend

- Proposed Pedestrian Crossing
- Proposed Trail
- Proposed Sidewalks
- City Limits
- Roads
- Areas of Interest



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

## Sidewalk Connections

1. Main Street (North)
2. Sixth Street
3. Commercial Street
4. Main Street (South)
5. State Street
6. Fifth Street
7. Third Street
8. 11th Street

# Proposed Trail Development

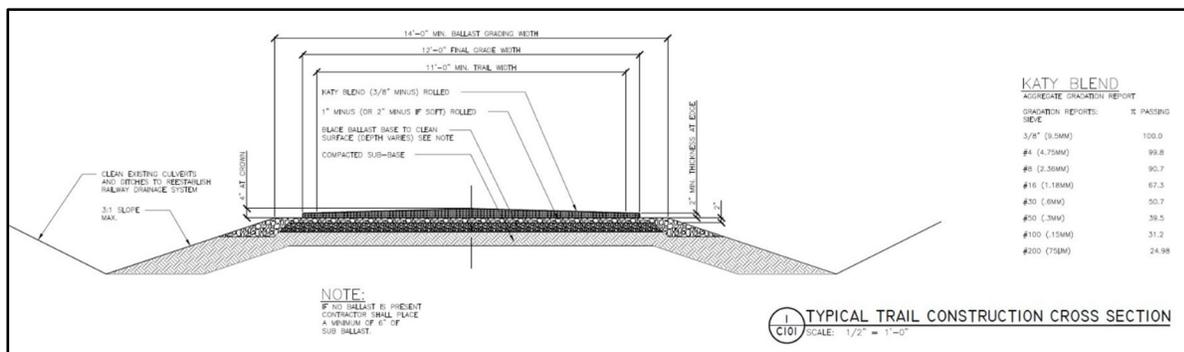
Mineral Point’s community stakeholders discussed and prioritized one proposed trail connection that emphasizes a need for safe recreational opportunities and access to essential services outside of Mineral Point. Detailed below, the Mineral Point to Potosi Rail Trail offers an additional 14,700 feet (2.78 miles) of trail dedicated to active transportation users. Stakeholders noted that no trails for active transportation users currently exist in Mineral Point, leaving few safe options for those seeking to exercise by walking or running.

Rail trails are multi-modal paths created using railroad corridors that are repurposed for recreational activities such as walking, biking and in cases horseback riding. These trails often offer scenic routes that are free from motor vehicle traffic. Supported by the Federal Highway Administration (FHWA) through programs like the Recreational Trails Program (RTP) and Transportation Alternatives Program (TAP), rail trails preserve historical transportation corridors while promoting non-motorized mobility. Their already flat and graded surfaces make them accessible to a wide range of users, often without major overhauls needed.

Rail trails contribute to public health by encouraging physical activity, providing safe transportation alternatives for commuters and can stimulate local economies by attracting tourism and increased foot traffic to nearby businesses and destinations. Rail trails often serve as vital green infrastructure that connects parks, schools and neighborhoods while preserving open space and natural habitats. FHWA emphasizes the role of rail trails in supporting equitable access to transportation and recreation, especially in underserved or rural areas that may lack such infrastructure.

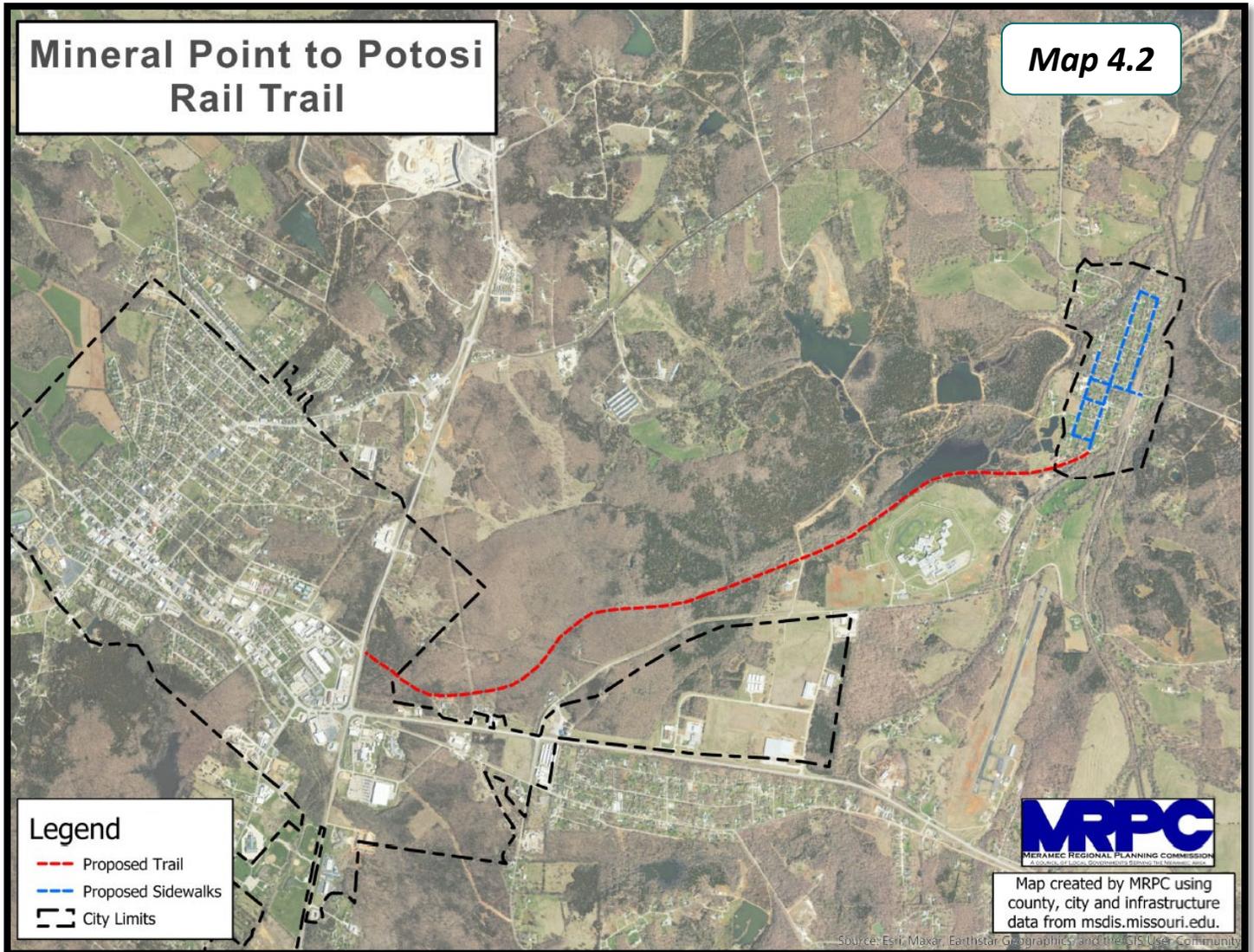


Multiple rail trails have been developed in Missouri, including the Katy Trail (above, left) and the Rock Island trail (above, right). Standardized and proven construction methods are available for future rail trail development, including designs from Missouri State Parks (below) used for the Katy and Rock Island Trails.



When developing rail trails, communities must consider several factors to ensure their success and sustainability. These include securing right-of-way access, addressing liability, maintenance responsibilities and engaging with adjacent property owners throughout the planning process. Design considerations also play a critical role such as ensuring Americans with Disabilities Act (ADA) compliance, incorporating safety features at intersections and integrating the trail into existing transportation networks. FHWA encourages the use of best practices and public involvement to create trails that reflect the needs and values of the community while maximizing long-term benefits.

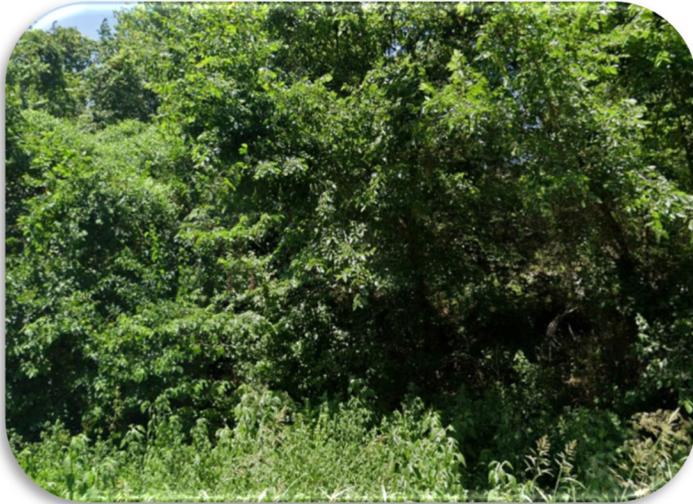
### Map of Proposed Rail Trail



**Priority 1:** Mineral Point to Potosi Rail Trail – This proposed rail trail would connect to the proposed Main Street sidewalk connection from the south and create a complete route for active transportation users to Potosi. The proposed trail is approximately 14,700 feet in length and would connect to sidewalk priorities identified by Potosi. Stakeholders noted many essential services are not available in Mineral Point, including health care and essential shopping. The development of the rail trail would provide an alternative option to access these services and would be especially critical for residents without access to a vehicle. Mineral Point residents without vehicles are currently rely on friends, family or public transportation services to attend appointments and run errands in Potosi.

The trail site features little elevation change and scenic Ozark views highlighting the corridor's woodland spaces. With the proposed sidewalk development along Main Street, safe access Potosi could be achieved in an hours walk or a 15 minute bike ride. Near the proposed trailhead in Potosi, residents would have close access to restaurants, shopping, healthcare and employment opportunities.

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



Examples of the potential Mineral Point to Potosi Rail Trail site's current condition, looking west at the Mineral Point access on Main Street (left) and east from at corridors access on State Highway 21 in Potosi (right).

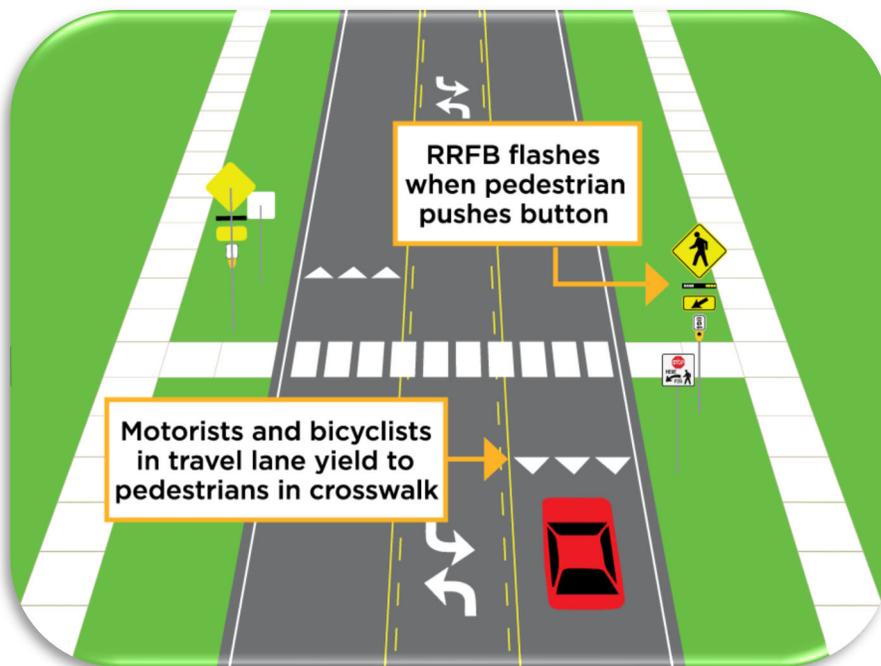
As shown in the picture above, current trail conditions are heavily overgrown at both trail endpoints. During stakeholder discussions, residents and leadership stated they believed conditions were similar throughout corridor, although public access points are not currently available in between Potosi and Mineral Point. It is known that people currently use the rail-bed as a hiking short-cut between Potosi and Mineral Point, although access is unauthorized and, in places, private property. Residents stated if the rail trail was developed it could be surveilled and patrolled to deter unlawful activities.

It was also discussed by stakeholders that the proposed trail would run directly north of the Potosi Correctional Center, located outside of Mineral Point's City Limits. City leadership pointed out that past agreements with the correctional center would have restricted trail development, however those agreements have expired and the corridor is currently un-restricted if developments were perused.

Local leadership also pointed out that the middle third of the trail corridor is bordered to the north and south by the Washington County Industrial Development Authority (IDA) development property. While there are no current plans for specific development, trail access from Potosi and Mineral Point could provide an additional incentive to attract businesses. Prospective employers could value a trail connector for employees, to promote healthier commuting options and enhance worker satisfaction. Incentivizing active transportation commuters can also lower demands for parking and decrease a company's carbon footprint.

# Proposed Crosswalk Development

Crosswalks in the village of Mineral Point are some of the most important improvements needed for sidewalks and trails, to ensure pedestrians and cyclists can move safely across town. During the planning process, the stakeholder group discussed four different crosswalk locations throughout Mineral Point and the immediate area. All of these locations reflects the community's need for safe and convenient routes for pedestrians to cross Sixth Street, Main Street and State Street along the prioritized sidewalks. Mineral Point's stakeholders cited several concerns regarding the present danger of pedestrian crossings throughout the network. Specifically, vehicles including larger trucks often maintain higher speeds when entering Mineral Point from the county. Where applicable, it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system on proposed locations without existing stop signs for through traffic. This improvement would require pedestrians and cyclists to use a button that would trigger flashing lights to alert and stop oncoming traffic. However, it is also recommended that warning lights, rumble strips and signs be placed at a distance far enough in advance to warn vehicles.



RRFB example from TAPCO RRFB – FHWA crosswalks

Crosswalk education is another important issue that should be considered as a part of construction. Pedestrians and motorists can both benefit from education opportunities to teach people how to safely utilize these enhancements. The links listed below are all related to pedestrian safety training opportunities in Missouri, including crosswalk safety:

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

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

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

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

Map of Proposed Crosswalks



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

**Priority 1:** Main Street and Sixth Street – The top priority, this intersection is an essential crossroads to Mineral Point’s active transportation network. Looking to the future this crossing safely connects the proposed sidewalk developments along the west side of Main Street with the primary east/west route on the south side of Sixth Street. Despite there being no existing sidewalks leading to this crosswalk, it is a frequent crossing point for active transportation users traveling to the Mineral Point Market, Washington County Head Start and post office located within a block. The future city park property is located directly southwest of the intersection, adding future importance and increased use upon development. To connect proposed sidewalks and provide complete protection for users, crosswalks are recommended on the west and south sides of the intersection, crossing both streets. Due to continuous through traffic on Main Street an RRFB pedestrian crosswalk is recommended to alert drivers of the presence of pedestrians.



An aerial view of the proposed crosswalks at Main Street and Sixth Street (left) and the same location photographed from the south on Main Street looking north (right).

**Priority 2:** State Street and Sixth Street – This crossing would provide essential safe routes across State Street and Sixth Street, connecting the proposed sidewalk priority on State Street to the Washington County Head Start located directly west of the intersection. Additionally, a dedicated crosswalk across Sixth Street would allow pedestrians to continue along the State Street priority route without a lapse in protection. Stakeholders noted this intersection will be especially important if the city park is developed and would allow safe access to/from the Washington County Head Start and Mineral Point Market. With the prospect of a city park, stakeholders hope for opportunities for the children attending Head Start to regularly use it for recreation and outdoor education opportunities. According to the Federal Highway Administration (FHWA), crosswalks near schools are essential for providing designated and visible paths that help children cross streets safely. This crosswalk would also help alert drivers to the presence of young pedestrians, promoting reduced vehicle speeds and increased driver awareness. Due to the continuous traffic on Sixth Street an RRFB pedestrian crosswalk is recommended to alert vehicles traveling from the east. Additional signage should also be considered to warn vehicles entering Mineral Point from the north on State Street of upcoming crosswalks and the presence of active transportation users. (Pictures on next page)



An aerial view of the proposed crosswalks at State Street and Sixth Street (left) and the same location photographed from the Washington County Head Start looking northeast (right).

**Priority 3:** Commercial Street and Sixth Street – This crossing would provide another safe route across Sixth Street to connect the active transportation network and proposed sidewalks on Commercial Street with the residential neighborhood to the south. Additionally, a crosswalk across Commercial Street would allow active transportation users to continue along the Sixth Street priority route with uninterrupted protection. Stakeholders noted this intersection is also potentially dangerous for active transportation users as vehicles that enter town from the eastern Pond Creek Road often travel at higher speeds. Due to the through traffic on Sixth Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage may be needed to warn vehicles entering Mineral Point of upcoming crosswalks on Sixth Street and the presence of active transportation users.



Proposed crosswalk locations crossing Commercial Street and Sixth Street taken from above (left) and the Sixth Street location looking south (right).

**Priority 4: Sixth Street Railroad Crossing** – This crossing would provide a safe route across the Union Pacific Railroad (UP) to connect the residential neighborhoods to the east with the destinations and active transportation network in Mineral Point. Stakeholders noted that a crosswalk is needed as no dedicated route for pedestrians exists and is currently crossed in the roadway by pedestrians. It is also noted that stakeholders identified a need for ADA compatibility to accommodate all users. This rail crossing would be in the vicinity of the proposed rail development site, currently being pursued by local leadership. If coordinated, the proposed crossing and development could be planned in tandem to provide additional safety for active transportation users in the area. The railroad and easement are owned and operated by UP and any future developments would require cooperation between entities.



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



Proposed crosswalk locations crossing Main Street and Fifth Street in Mineral Point.

**Priority 5: Main Street and Fifth Street** – These crossings would provide another safe route across Main Street, connecting its proposed sidewalk priority on the west side with the post office to the east. Additionally, the crosswalk across Fifth Street would provide continued protection for pedestrians using the Main Street priority route. Traffic on Main Street enters Mineral point via Highway O to the south, often at continued high speeds. Due to this continuous traffic on Main Street an RRFB pedestrian crosswalk is recommended for this location. Additional signage may be needed to warn vehicles entering Mineral Point of upcoming crosswalks on Main Street and the presence of active transportation users.

# Proposed Sidewalk Development

The last group of prioritized projects focuses on the development and prioritization of new sidewalk locations in Mineral Point. The stakeholder group discussed eight locations throughout the village. All proposed sidewalks improve connectivity throughout the community by providing access to local government, education, shopping, residential areas and future developments.

Sidewalk development in rural communities plays a crucial role in promoting accessibility, health and overall quality of life for residents and visitors. Sidewalks provide a dedicated space for pedestrians, which can significantly reduce the risk of pedestrian-related crashes that are common in rural settings. The Federal Highway Administration (FHWA) emphasizes that in areas where active transportation users share space with vehicles, dedicated pedestrian facilities are an important safety investment.

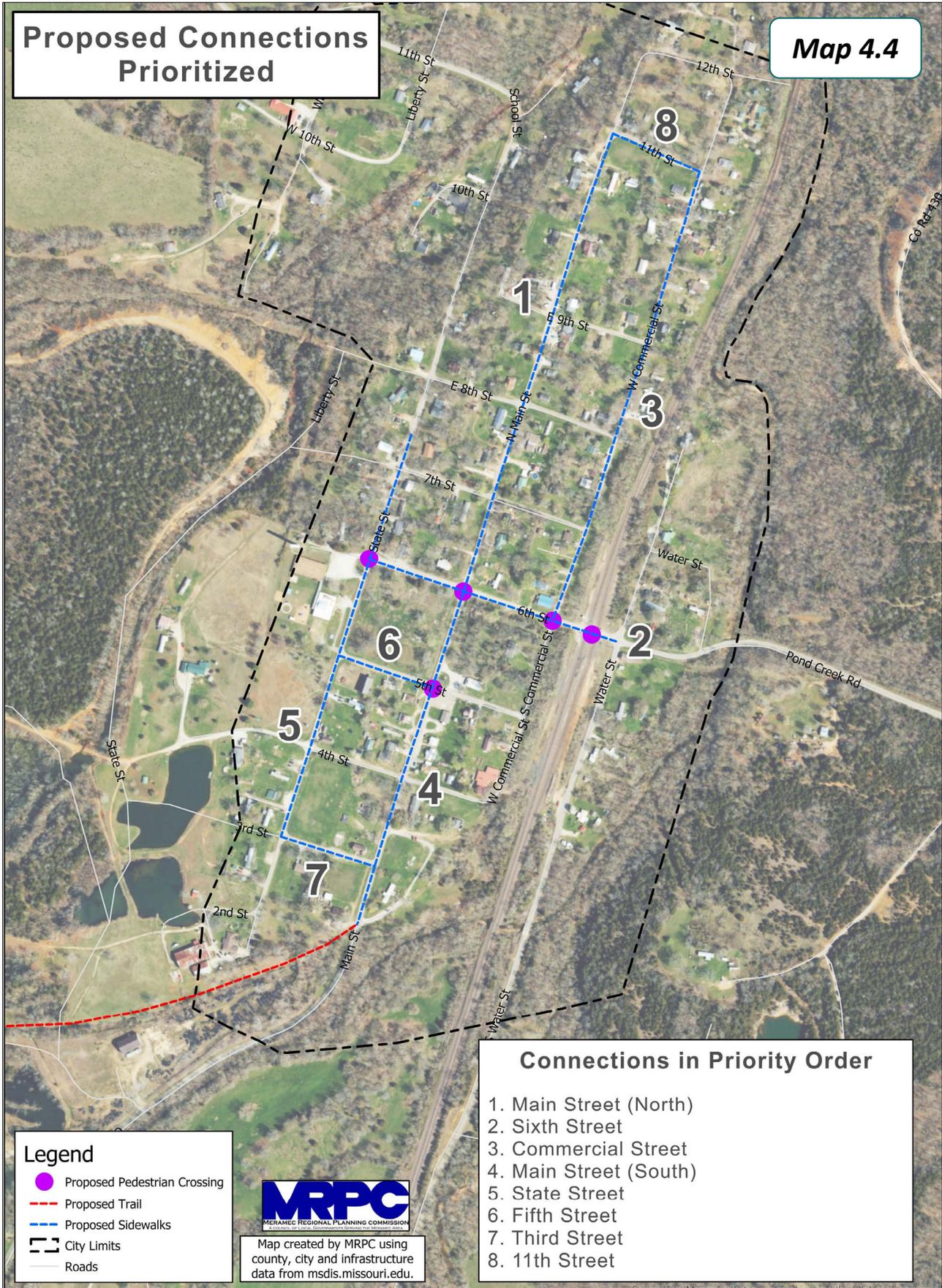
Sidewalks are most effective when they connect users to schools, community centers, businesses and other essential destinations. FHWA guidance recommends providing sidewalks in rural areas at points of pedestrian concentration. From a safety perspective, developing sidewalks in rural areas involves assessing risk factors and ensuring that proper mitigations are in place. Rural roads typically feature higher vehicle speeds, fewer separation buffers, limited lighting and longer response times for emergency services. These factors increase the vulnerability of pedestrians.



Mineral Point could increase community safety and health with the development of rural sidewalks like the example above, provided by the Small Town and Rural Design Guide: Facilities for Walking and Biking.

When pursuing sidewalk development, Mineral Point must consider variable costs including engineering, right-of-way access, grading, materials and construction. Map 4.4 (next page) depicts each of Mineral Point's sidewalk routes, listed in priority order.

Map of Proposed Sidewalks



**Legend**

- Proposed Pedestrian Crossing
- Proposed Trail
- Proposed Sidewalks
- City Limits
- Roads

**MRPC**  
 MISSOURI REGIONAL PLANNING COMMISSION  
 Map created by MRPC using county, city and infrastructure data from msdis.missouri.edu.

**Connections in Priority Order**

1. Main Street (North)
2. Sixth Street
3. Commercial Street
4. Main Street (South)
5. State Street
6. Fifth Street
7. Third Street
8. 11th Street

## Sidewalks (Rank 1 through 7):

**Priority 1:** Main Street north (west side) – Runs north/south from Sixth Street to 11<sup>th</sup> Street. This section is approximately 1,800 ft. in length. This priority connection currently has no existing sidewalks and is a common route for active transportation users, especially residents of northern Mineral Point traveling to and from the areas of interest to the south. Additionally, in combination with the 11<sup>th</sup> Street, Commercial Street and Sixth Street priorities, this route would complete a residential sidewalk loop about 4,300 feet in length. Stakeholders noted this residential loop currently has low traffic volumes and would be a pleasant walking destination for local families. An eight-foot-wide sidewalk is recommended for this residential priority.



Main Street existing conditions looking north from Sixth Street.

**Priority 2:** Sixth Street (south side) – runs east/west, connecting State Street to the west with Water Street and Mineral Point's most eastern residents across the railroad tracks. This approximately 970 ft. section of sidewalk would be the primary and longest east/west active transportation route in Mineral Point, intersection with three additional priorities. Stakeholders noted that pedestrians often walk beside this roadway with no dedicated safe routes available, often to reach the Mineral Point Market and Washington County Head Start on the western end. The Sixth Street priority also includes four of the five proposed crosswalk locations, a reflection of vehicular traffic only stopping at the Main Street intersection. A sidewalk on the south side of Sixth Street would also serve as the northern section of the city park sidewalk loop and a ten-foot-wide sidewalk is recommended for multimodal use.



Sixth Street looking south from Main Street (left) and the Mineral Point Market, a popular destination for local residents and visitors (right).

**Priority 3:** Runs north/south from Sixth Street to 11th Street and is approximately 1,800 ft. in length. This prioritized section would connect proposed sidewalks along Sixth Street to 11th Street, connecting the residents along the way to Mineral Point's active transportation network. It is noted that the stakeholder group visualized the completion of the Commercial Street priority, along with 11th Street and Main Street, would create a loop that encircles Mineral Point's northern neighborhoods and creates a choice for easy access to the greater active transportation network. Stakeholders noted many of the properties along Commercial Street have existing personal sidewalks that used to connect existing sidewalks to their homes. Redeveloping these sidewalks could spur neighborhood beautification and placemaking along the historic street. An eight-foot-wide sidewalk is recommended for this neighborhood connection.



Commercial Street looking north from Sixth Street.

**Priority 4:** Main Street south (west side) – Runs north/south from the proposed trail development to Sixth Street. This section is approximately 1,100 ft. in length. This street currently has no existing sidewalks and will be a central route for active transportation users, with the proposed park development, post office and community church located directly along the priority route. Main Street also directly connects three additional east/west routes allowing active transportation users to easily access the entirety of Mineral Point's destinations and neighborhoods. Sidewalks on the priority's northern block, between Fifth and Sixth Streets, would also provide the eastern quarter of the city park sidewalk loop identified by stakeholders. A 10-foot-wide sidewalk is recommended for multimodal use.



Main Street looking south from Fifth Street (left) and the Mineral Point Post office (right), located on the northern end of the priority route.

**Priority 5:** State Street (east side) – runs north/south from Third Street to Mineral Point City Hall and is approximately 1,500 ft. in length. A sidewalk along State Street would provide another connection from the residential neighborhoods to the south to Mineral Point Head Start, proposed city park, proposed community center, Mineral Point Market and city hall toward its northern end. Stakeholders noted this priority also includes a quarter of the city park loop and would be a safe route for residents travelling to city hall for meetings or business. To the north, State Street turns into Mineral Point Road and is often traveled by vehicles at higher speeds highlighting the need for a safe, dedicated space for active transportation users along the corridor. A 10-foot-wide sidewalk is recommended for multimodal use.



State Street looking south from Mineral Point City Hall (left) and the proposed city park property located along the priority route (right).

**Priority 6:** Fifth Street (north side) – runs east/west from State Street to Main Street and is approximately 360 feet in length. This sidewalk priority along Fifth Street would provide another needed active transportation connection between Main Street and State Street, two primary north/south routes, with direct access to most of the network and village. It was noted by stakeholders that this priority route would primarily provide the southern quarter of the city park sidewalk loop and would feature the proposed city park and community center on either side. A 10-foot-wide sidewalk is recommended for multimodal use.



Fifth Street looking west from Main Street.

**Priority 7:** Third Street (north side) – Runs east/west from State Street to Main Street and is approximately 360 feet in length. This sidewalk along Third Street would provide an additional pedestrian connection between residents on State Street to access Main Street and the rest of Mineral Point's active transportation network. Additionally, stakeholders noted the community church is located on the eastern end of this priority route and would provide a dedicated pedestrian route to residents visiting for services. An eight-foot-wide sidewalk is recommended for this neighborhood connection.



Third Street looking west from State Street (left) and the community church located along the priority route (right).

# Section 5: Implementation

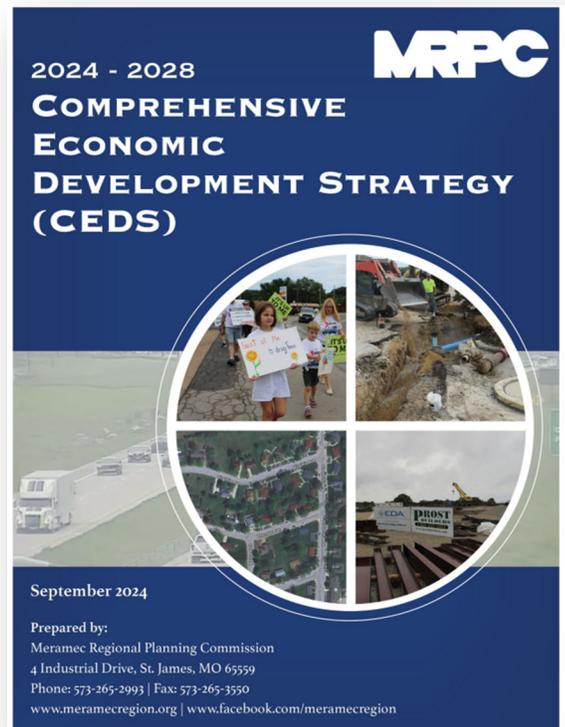
## Project Implementation Strategies

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 Mineral Point the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Mineral Point'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 Mineral Point will require resurfacing over the course of implementation of the Active Transportation Plan. These resurfacing projects can be aligned with recommended pedestrian improvements to minimize additional costs, especially those projects outlined on Map 4.4 as priority sidewalks.
- Coordination with private partners. This is another strategy for project implementation where new and redevelopment projects are often responsible for infrastructure improvements adjacent to their development. This could include new or upgraded sidewalks and trails. Currently, Mineral Point does not codify this requirement for development; however, it is an opportunity to identify future code amendments. As walking and biking projects are implemented over the course of several years, this creates an opportunity to coordinate private development site improvements with plan recommendations.

It is also recommended that prioritized projects listed in this plan be incorporated into existing plans and programs that include active transportation infrastructure such as:

- MRPC's Comprehensive Economic Development Strategy (CEDS)
- MRPC's Regional Transportation Plan
- Washington County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Future Comprehensive or Strategic Planning
- Ordinance adoption and updates
- Future Capital Improvement Plans
- Other Mineral Point Community Plans
- Washington County School District Plans



# Project Funding Opportunities

Mineral Point has demonstrated success in fundraising as a Missouri Department of Natural Resources (DNR) American Rescue Plan Act (ARPA) grant recipient for the overhaul of Mineral Point's sewer infrastructure in 2024 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](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 October 17, 2025. Links to each grant program are provided in the table. The list of funding opportunities identified below has additional potential to assist with the projects listed in this report.

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

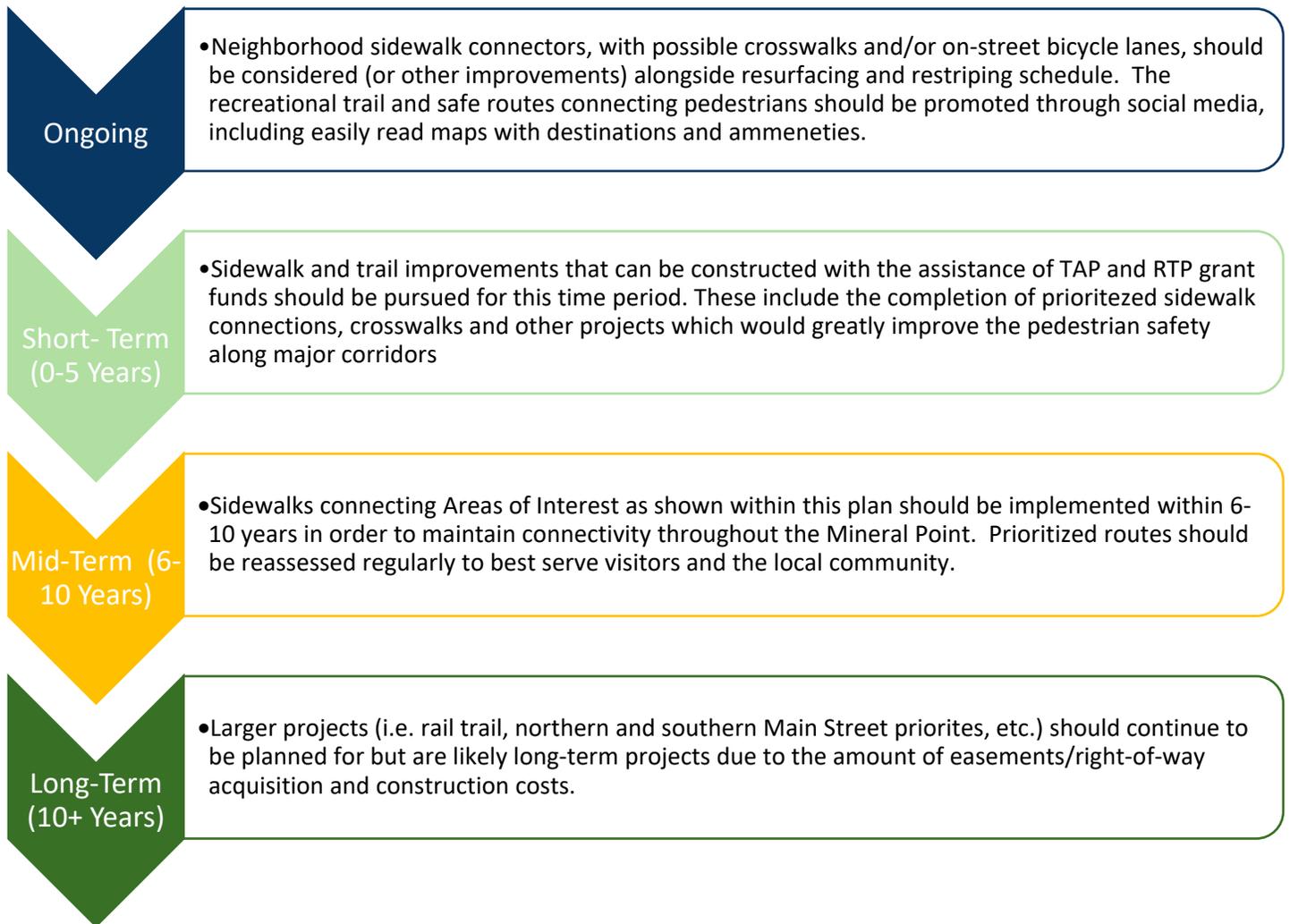
## Where do we go from here?

The recommendations in this Active 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 village developed a codified Complete Streets policy. This policy encourages walking, bicycling, and other non-motorized forms of transit to be considered during the design, construction and maintenance process for public transportation projects.

Additionally, sidewalk and trail infrastructure improvements will continue to be at the forefront of local planning efforts so long as the planning stakeholders continue to meet and prioritize projects. It is

recommended that the group meet annually, as appropriate, to monitor progress and update the Active Transportation Plan. Mineral Point officials will be responsible for initiating plan reviews and inviting local stakeholders, as well as a representative from the Meramec Regional Planning Commission. The group should also monitor changes in local priorities based on future development within Mineral Point.

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



# Appendix A: Community Survey Responses

# Mineral Point Active Transportation Survey 2025

7 responses



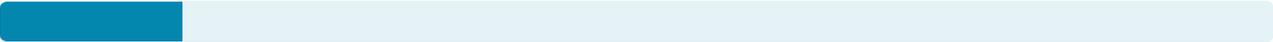
The primary focus of this survey is to assess active transportation within the village of Mineral Point. Do you live within the village limits of Mineral Point?

7 out of 7 answered

Yes 6 resp. 85.7%

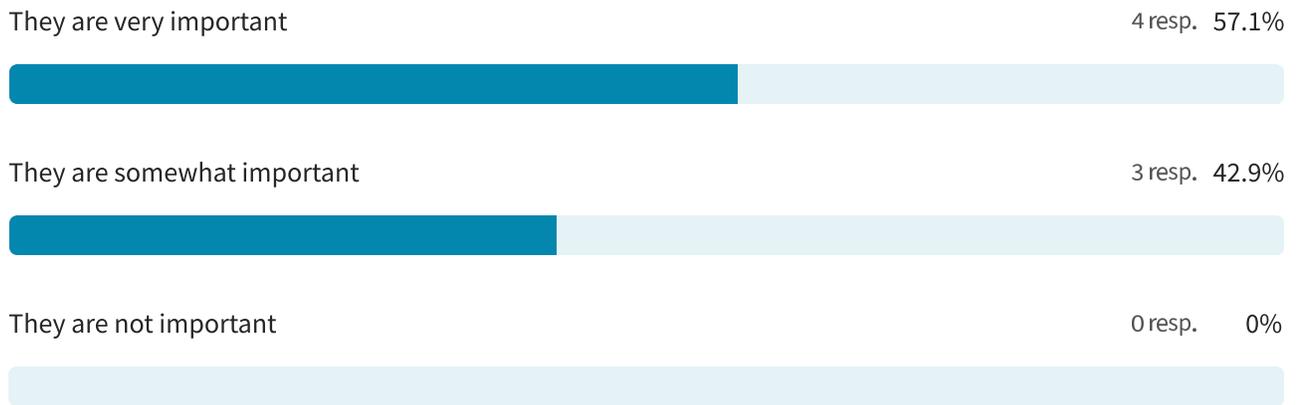


No 1 resp. 14.3%



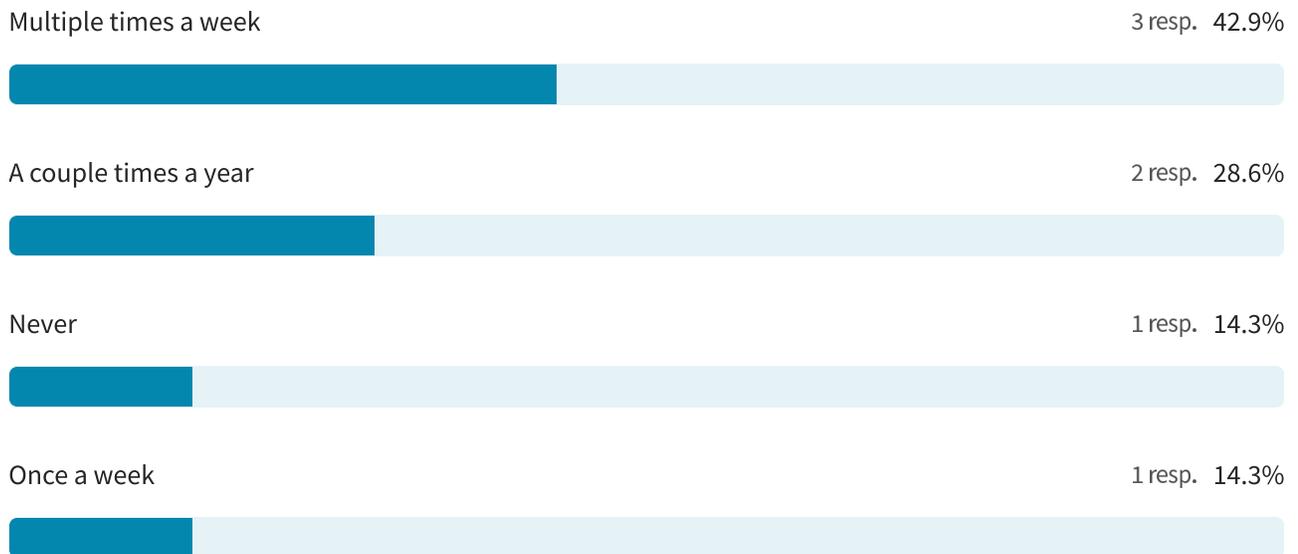
Are sidewalks important to you?

7 out of 7 answered



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

7 out of 7 answered



Other

0 resp. 0%



How “walkable” is Mineral Point (Consider routes, conditions, and safety)

7 out of 7 answered

Slightly walkable

4 resp. 57.1%



Not walkable

3 resp. 42.9%



Moderately walkable

0 resp. 0%



Very walkable

0 resp. 0%



List any streets you believe need sidewalks for pedestrian access and safety.

7 out of 7 answered

Main St at post office to state by store headstart

All

Main St to 6th ST

I believe there should be sidewalks through the whole town

All streets in mineral point need sidewalks there are a bunch of kids that walk the town and ride bikes but theres no sidewalks for them to do it safely on so they have to walk the ditch line or the edge of the road

It's not sidewalks that are needed it's the crater chugholes in the streets that need to be addressed. Some are almost impassible.

Every street in Mineral Point needs work.



Would you value marked bike lanes on the road?

7 out of 7 answered

No, I do not see the need

5 resp. 71.4%



Maybe, they could be useful

2 resp. 28.6%



Yes, they are useful

0 resp. 0%



---

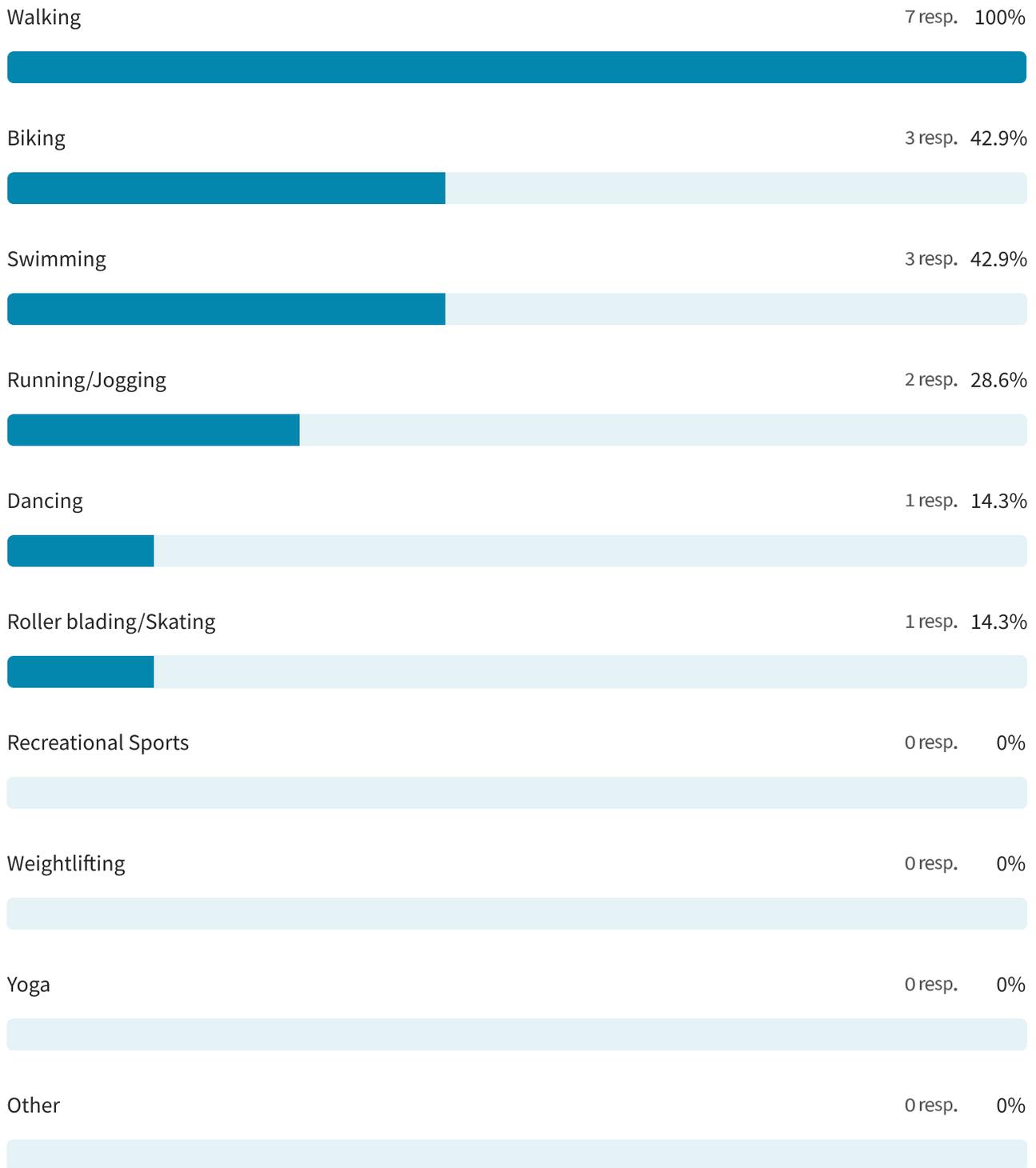
Other

0 resp. 0%

---

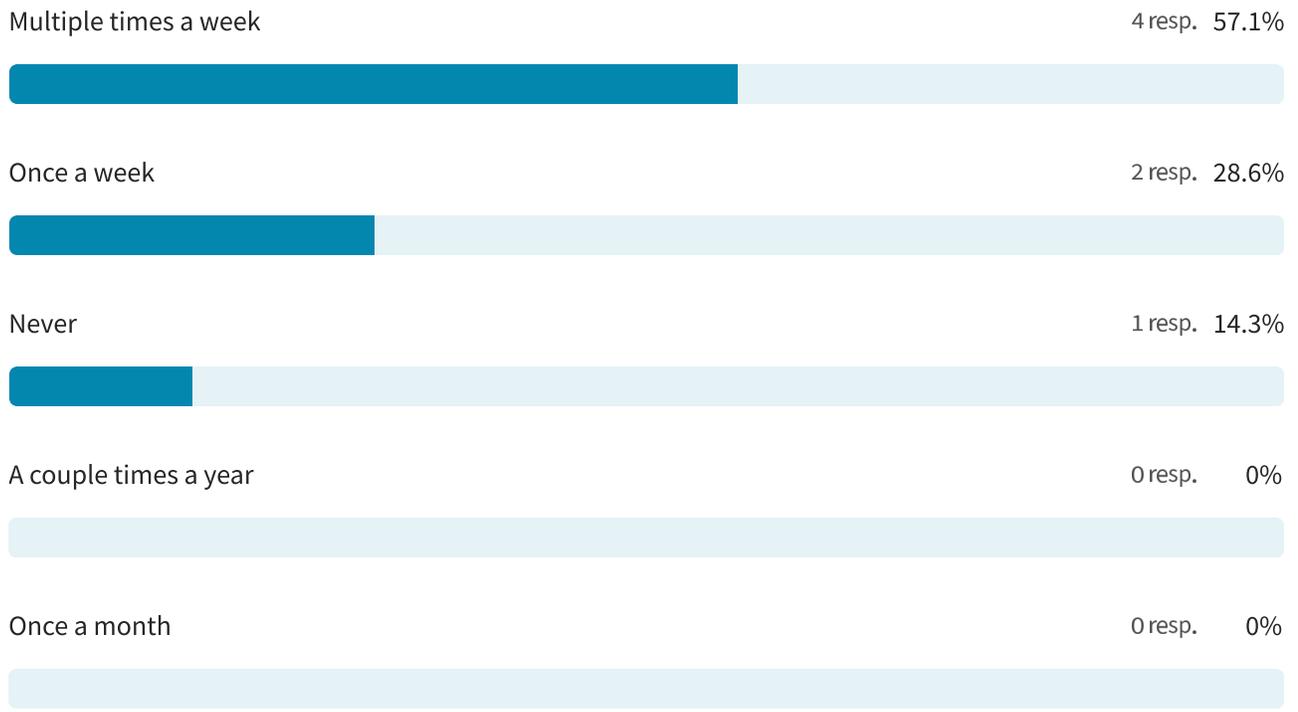
What forms of physical activity do you engage in?

7 out of 7 answered



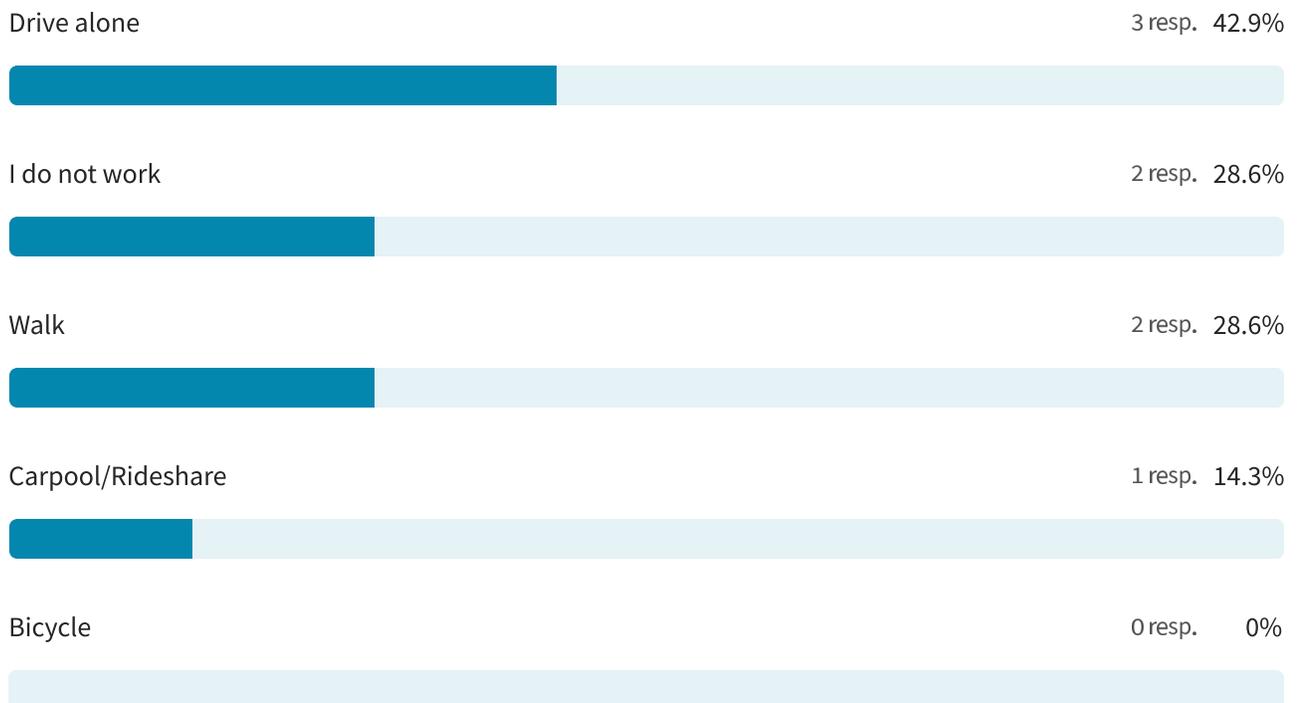
How often to you utilize the Mineral Point Market?

7 out of 7 answered



How do you get to work?

7 out of 7 answered



I work from home 0 resp. 0%



Other 0 resp. 0%



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 Mineral Point?

7 out of 7 answered

Very likely 6 resp. 85.7%



Not likely at all 1 resp. 14.3%



Somewhat likely 0 resp. 0%



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

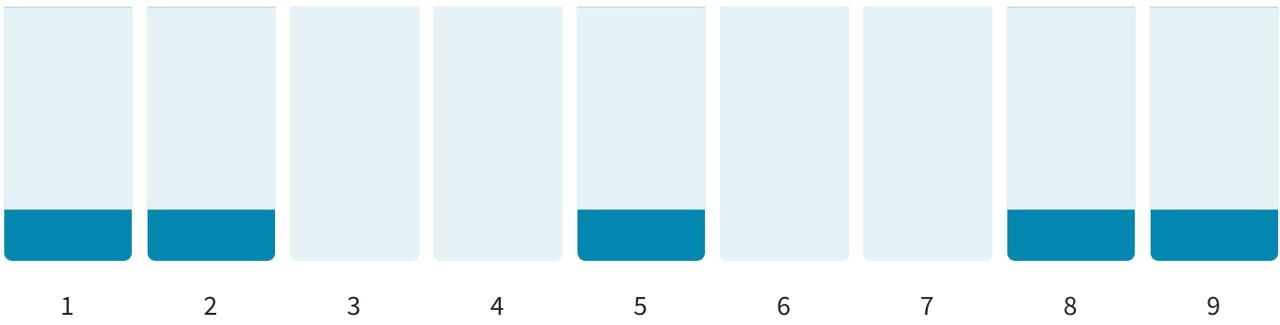
5 out of 7 answered

**1. 11th St from 9th St to Commercial St**

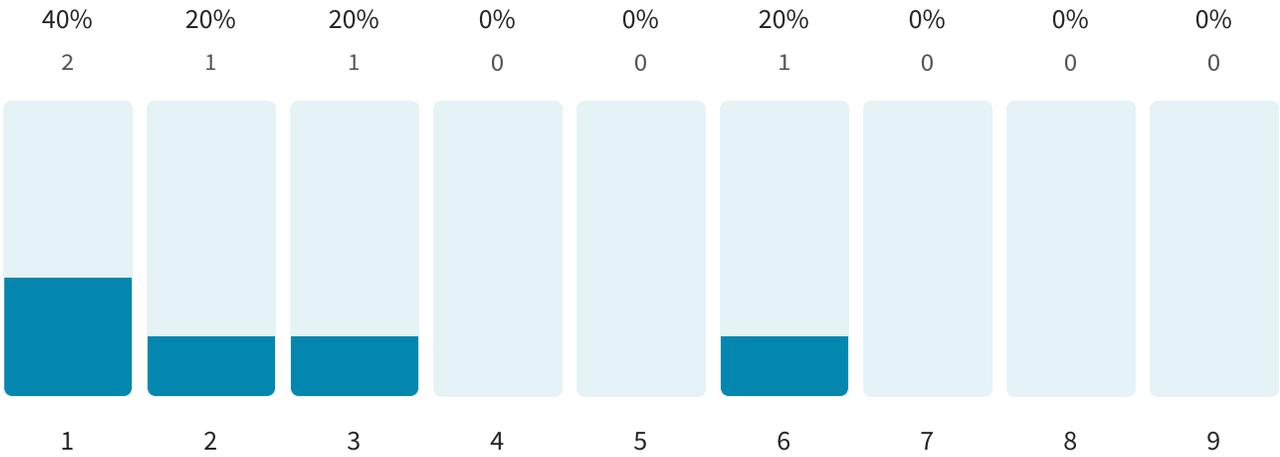
20% 20% 0% 0% 20% 0% 0% 20% 20%

1 1 0 0 1 0 0 1 1

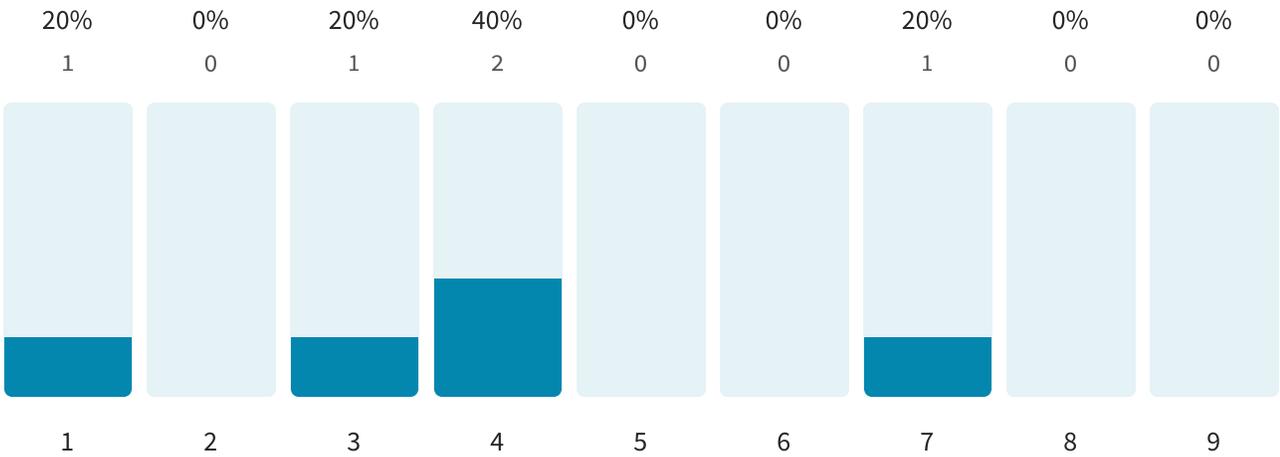




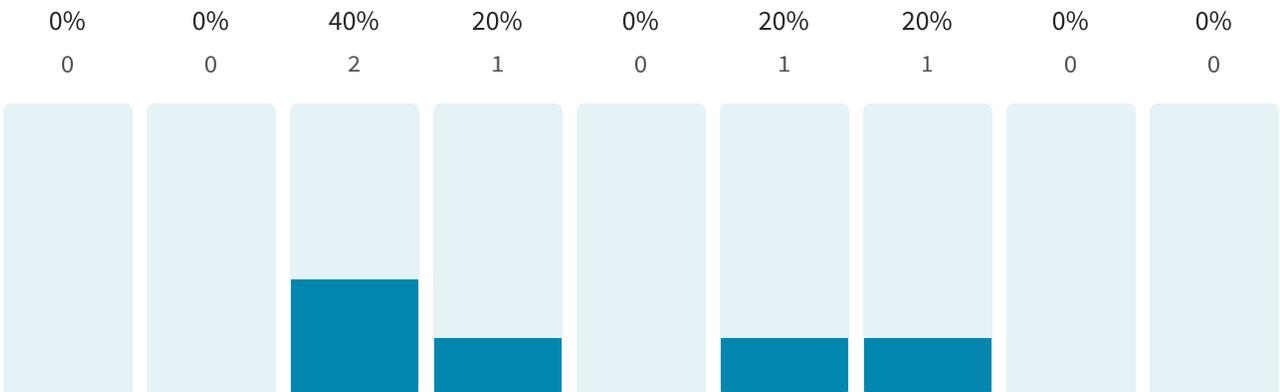
**2. Main St from 6th St to 11th St**



**3. Commercial St from 6th St to 11th St**



**4. 6th St from State St to Water St**

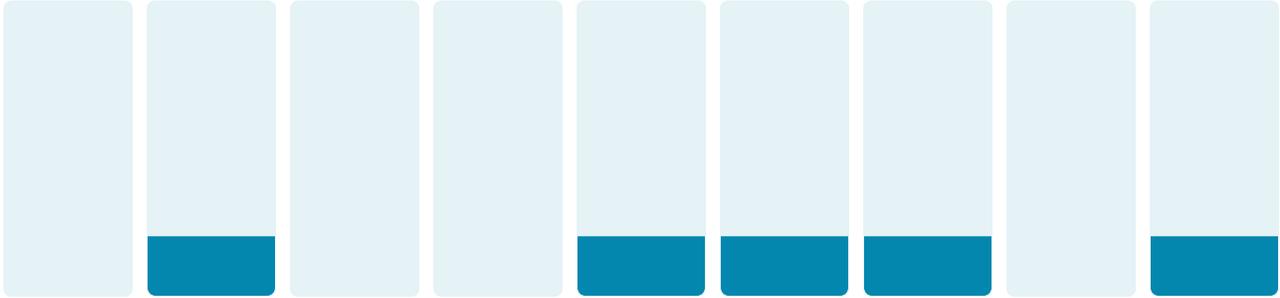


1 2 3 4 5 6 7 8 9

### 5. Main St from 6th St to Trail Connection

0% 20% 0% 0% 20% 20% 20% 0% 20%

0 1 0 0 1 1 1 0 1



1 2 3 4 5 6 7 8 9

### 6. State St from Third St to City Hall

0% 0% 0% 20% 40% 20% 0% 20% 0%

0 0 0 1 2 1 0 1 0

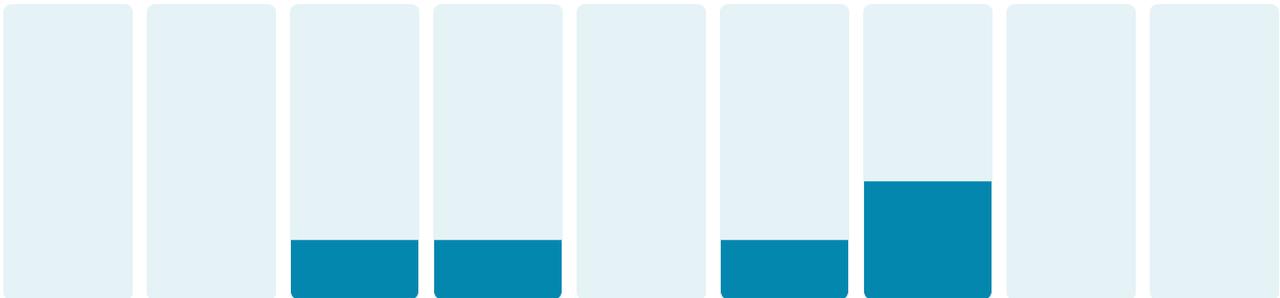


1 2 3 4 5 6 7 8 9

### 7. 5th St from State St to Main St

0% 0% 20% 20% 0% 20% 40% 0% 0%

0 0 1 1 0 1 2 0 0



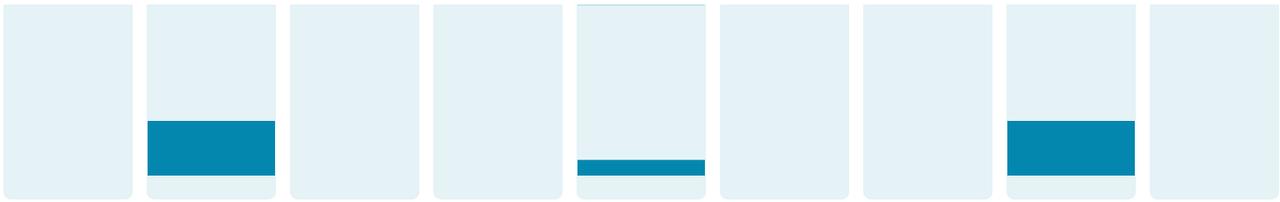
1 2 3 4 5 6 7 8 9

### 8. 3rd St from State St to Main St

0% 40% 0% 0% 20% 0% 0% 40% 0%

0 2 0 0 1 0 0 2 0





1 2 3 4 5 6 7 8 9

**9. Potosi Trail Connection**

20% 0% 0% 0% 0% 0% 0% 20% 60%  
 1 0 0 0 0 0 0 1 3



1 2 3 4 5 6 7 8 9

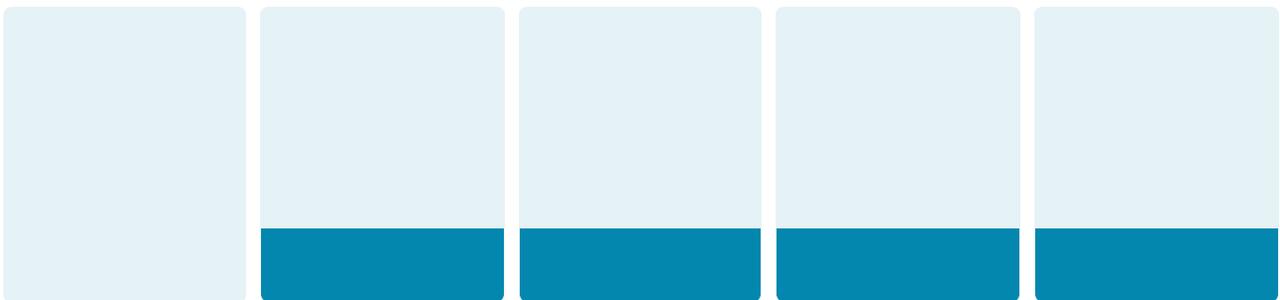


Please prioritize the following pedestrian crossings, based on importance of community and visitor safety.

4 out of 7 answered

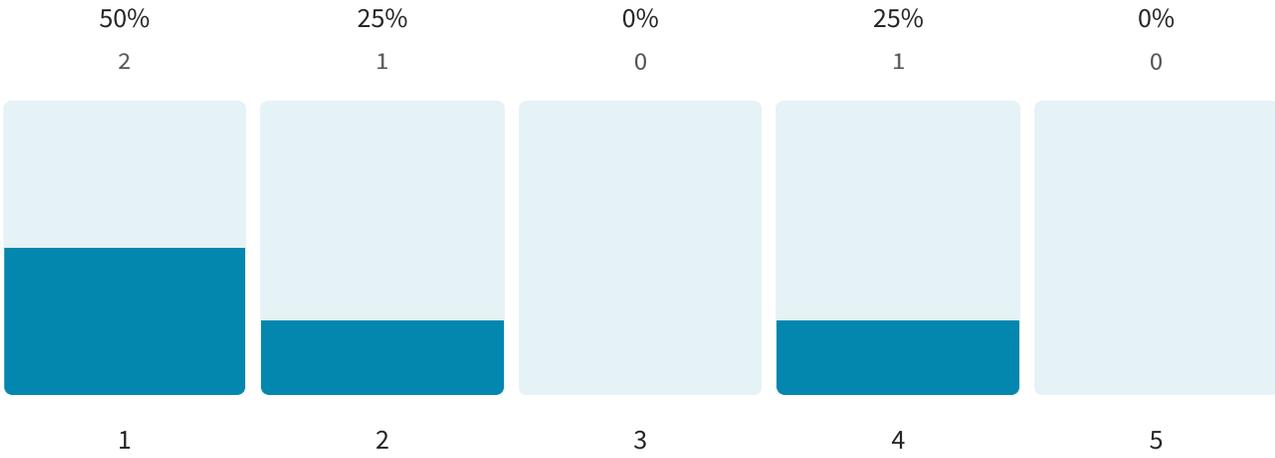
**1. State St and 6th St**

0% 25% 25% 25% 25%  
 0 1 1 1 1

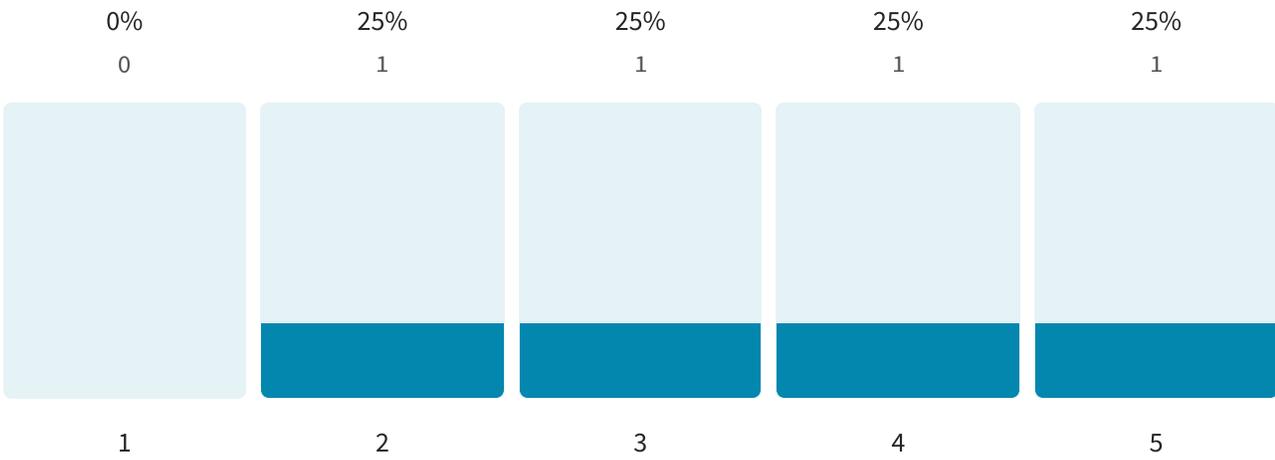


1 2 3 4 5

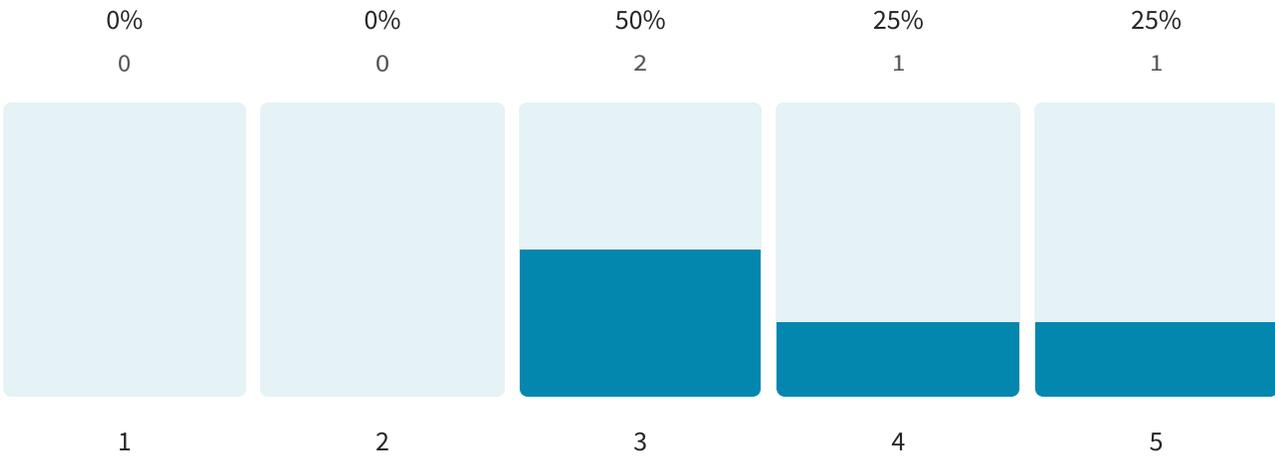
## 2. Main St and 6th St



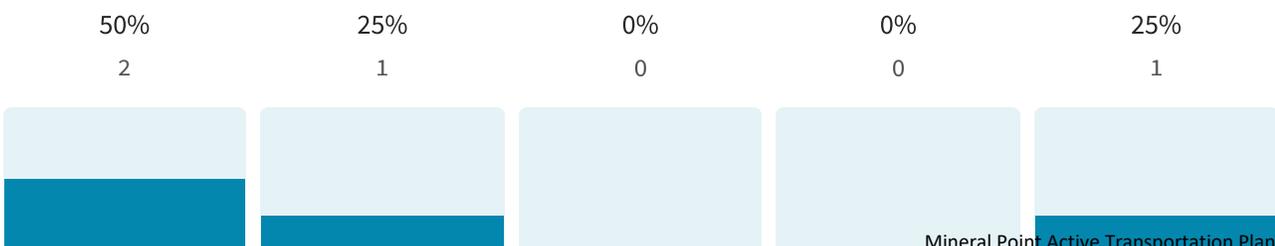
## 3. Commercial St and 6th St



## 4. 6th St Railroad Crossing



## 5. Main St and 5th St





---

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

2 out of 7 answered

Need a park or a place for kids to hangout

---

The streets are horrible out here. It's not safe to drive your car on because of the failing conditions much less walk safely.

# Appendix B: Pedestrian Funding Opportunities

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

September 9, 2022

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

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

Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	OST Programs										Federal Transit NHTSA										Federal Highway Administration										
	RAISE	INFRA	RCP	SSA	Thrive	RKIP	TIP/IA	FTA	ATI	TOD	AgOPP	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					TA																										
Barrier removal for ADA compliance	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle plans																															
Bicycle helmets (project or training related)																															
Bicycle helmets (safety promotion)																															
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bike racks on transit	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bus shelters and benches	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)																															
Community Capacity Building (develop organizational skills/processes)									TA																						
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Counting equipment	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Historic preservation (pedestrian and bicycle 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)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$



### 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 ([NHPP](#), [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)).
- [TRIVE](#) (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/AII](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
- Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
- Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
- FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA/OD](#): 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.
- [BEP](#), (IIJA, Div. J, title VIII, para. (1)), [BEP](#) (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.
- [CEP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- **CMAQ** (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at [www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- **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 12<sup>th</sup> grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- **RTP** (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- **SRTS** (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- **PLAN** (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- **NSBP** (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- **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 Access Program (FLAP)** (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - **Federal Lands Access Program (FLAP)** (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- **TTP** (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- **TTPSE** (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally-recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.

# Appendix C: Livable/Complete Streets Information

## Rural Perspective

# MISSOURI LIVABLE STREETS



### WHAT IS LIVABLE STREETS?

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

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



### Why is Livable Streets important?

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

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

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



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

## | LOCAL PERSPECTIVE |

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

### Livable Streets Success in Warsaw

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

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

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



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

## McDonald County's Perspective



Brandy Smith  
Health Educator  
McDonald County  
Health Department

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

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

<http://bit.ly/mcdonaldcounty>

## | 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."

### 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.



## | FUNDING OPPORTUNITIES |

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

### Federal funding opportunities

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

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

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

### Local funding sources

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

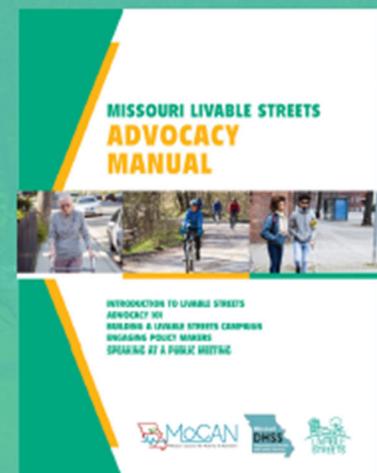
### Private sources

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

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

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

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





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