

City of Salem Enhanced Active Transportation Plan

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Funded By

In September 2018, Missouri was one of 16 states to receive the Centers for Disease Control and Prevention's (CDC) Division of Nutrition, Physical Activity, and Obesity's (NPAO) award to implement a State Physical Activity and Nutrition plan. This project is referred to as the Missouri Physical Activity and Nutrition (MPAN) project. MPAN includes four strategies to help Missourians achieve the highest quality of life possible by increasing the number of places that implement: food service guidelines, nutrition and physical activity standards in early care and educational systems, supportive breastfeeding practices, and new or improved systems to promote safe opportunities for active living in communities. This Enhanced Active Transportation Plan for the city of Salem, MO was funded through the Division of Health and Senior Services (DHSS) Building Communities for Better Health Program (BCBH). BCBH is a federally funded program through the CDC's Preventative Health and Health Services block grant. The purpose of this plan was to build upon the Salem's 10-year active living strategy with a focus on bikeway selections that appeal to a broad spectrum of cyclists. Meramec Regional Planning Commission wrote the grant application for the city of Salem and worked with the city to develop the strategy.

Acknowledgements

Driven by a shared vision for safe and connected bike routes, stakeholders played a key role in shaping and supporting the Enhanced Active Transportation Plan for the City of Salem. Three community meetings were held December 3, and March 11, October 26 at the Armory in Salem to identify and prioritize designated bike routes and support in infrastructure. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Steve Paine: City of Salem, Director Public Works

Melissa Dubois: City of Salem, Parks Director

Kelci Faulkner: Dent County Health Center

Zach Moser: Dent County Health Center, Adm.

Sherry Lea: Healthy Dent County, Exec. Dir.

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

Shawn Bolerjack: Former Alderman and resident

Section 1: Introduction

Salem is a small, historic community in the south-central region of Missouri. The city of Salem holds the county seat and the largest, and only incorporated, population in Dent County with 4,7673 residents as of the 2023 American Community Survey (ACS) 5-year estimate. The city is 3.48 square miles in size and features a traditional downtown, active community center, and several nature areas within a short driving distance of town such as Shawnee Mac Conservation Area and numerous rivers. Trail planning in the late 2010's and construction of Health Dent County/The Community Center @ the Armory show the efforts of Salem's elected officials and citizens to focus on community wellness and infrastructure. To build on these efforts, Salem completed the development of an active transportation plan in 2022 focused on the development of sidewalks, trails and crosswalks to add to their overall transportation network. Through this second, enhanced plan Salem aims to identify and prioritize a network of designated routes and supporting infrastructure that encourages and supports bicycle focused transportation throughout the city.



Views of a pedestrian infrastructure and recently widened sidewalks on Fourth Street in Salem, looking west from main street.

What is an Active Transportation Plan?

The Missouri Department of Health and Senior Services (DHSS) objective with the Active Transportation grant is to assist communities with adopting active transportation policies and plans that enhance the connectedness within communities to everyday destinations. Specifically, this grant has direction to develop plans for increasing the number of “activity friendly routes” that connect “everyday destinations.” DHSS defines activity friendly routes as “direct and convenient connections that offer protection from cars, making it easier to cross the street and reach different locations. They connect at least two everyday destinations and include four modes of active transportation: bicycle, pedestrian, multi-use paths and public transit.” Additionally, everyday destinations are referred to as “desirable, useful, and attractive places people need or want to go, such as schools, stores, parks and businesses.”

These routes and destinations are the building blocks for determining an overall plan for active transportation which DHSS defines as “any self-propelled, human mode of transportation, such as walking or bicycling.” Active transportation can boost local economies, increase physical health, improve the natural environment,

and provide affordable transportation access for all. Through a grant from DHSS, the Meramec Regional Planning Commission (MRPC) worked with Salem to further develop their active transportation planning and project prioritization, focusing on bicycle users.

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

Salem's Enhanced Active Transportation Goal

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

The goal of this plan is to develop and prioritize Salem's bicycle network and supporting amenities, connecting 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 Salem, Community Center @ the Armory(left) and the Salem City Park (right).

Section 2: Existing Conditions

Before bikeway and support amenity recommendations can be made, it is important to understand the location of existing bicycle infrastructure, including trails, restrooms, public water, destinations, etc. Currently, the city of Salem has limited options for designated bikeways within city limits. Stakeholders noted that cyclists often use the Frisco Trail in northern Salem for exercise and recreation purposes. Additionally, cyclists are often seen throughout Salem but have no separation or designated routes between destinations.



MRPC assessed existing active transportation infrastructure in Salem including the Frisco Trail (left) and bike racks for cyclists visiting the Armory(right).

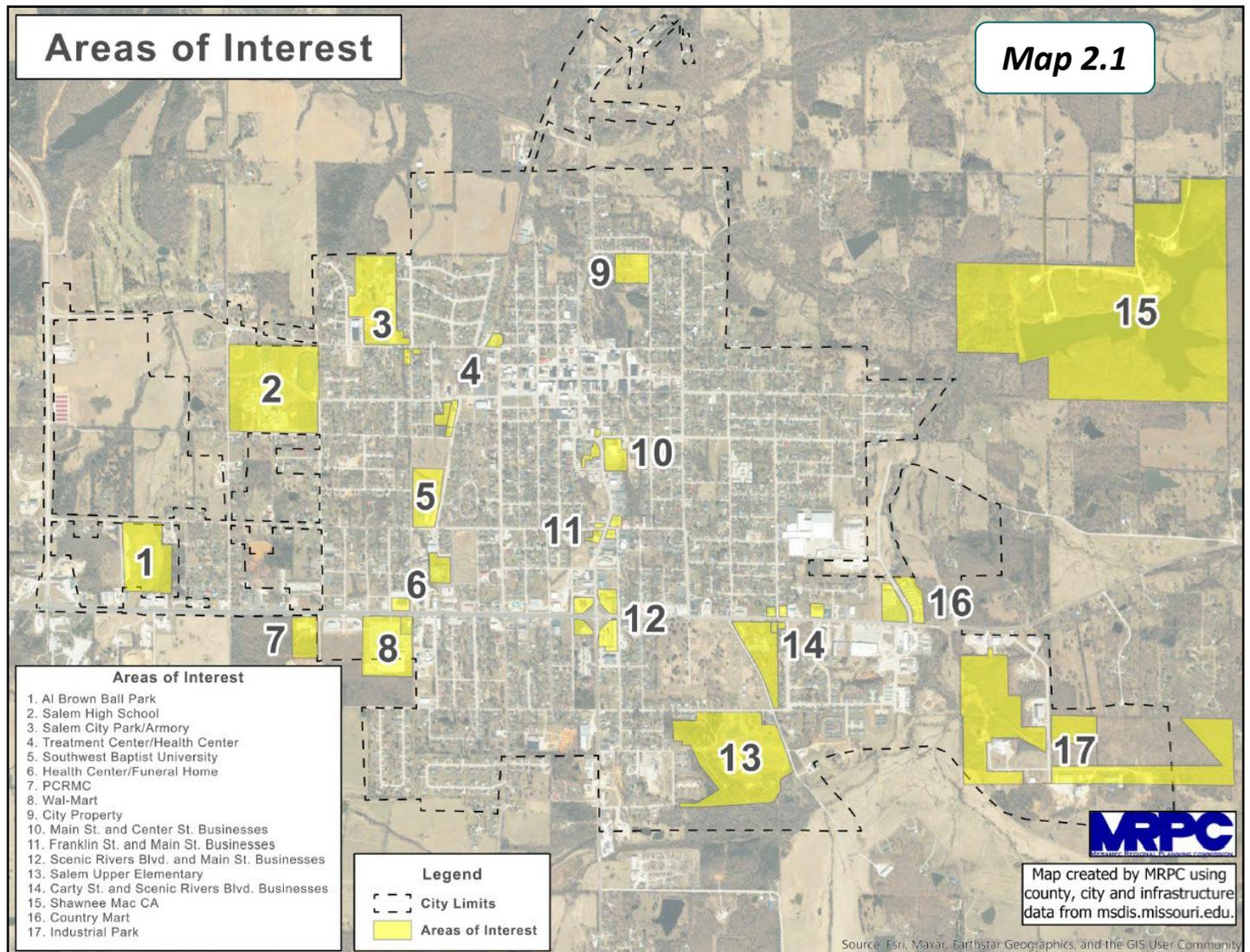
Areas of Interest

Throughout the Active Transportation planning process, MRPC asked Salem’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 several of Salem’s areas of interest are health and recreational destinations that people would likely need a car to access safely.

Stakeholders highlighted needs for safe bikeways connecting residents to the Salem High and Upper Elementary School campuses, both located on the edges of town. The areas around Salem High and Upper Elementary see increased vehicular, foot and bicycle traffic during the morning/afternoon commutes increasing the likelihood of dangerous accidents. Salem Upper Elementary School’s campus features the Tiger Trail, a community destination outlined later in this plan. The need to safely interconnect both campuses to Salem’s neighborhoods and recreation destinations was emphasized by the group.

Salem stakeholders also noted a lack of essential support amenities available to bicyclists including bike racks, parking and water access. These amenities create a convenient and appealing bicycling experience, and in-turn encourages more people to bike for transportation and recreation.

Map of Areas of Interest



Stakeholders reviewed areas of interest identified during the 2022 active transportation planning process and identified additional locations including a community treatment center, health center, planned health center and city development property. Additionally, stakeholders removed areas that were identified for future development in 2022 but are no longer relevant.

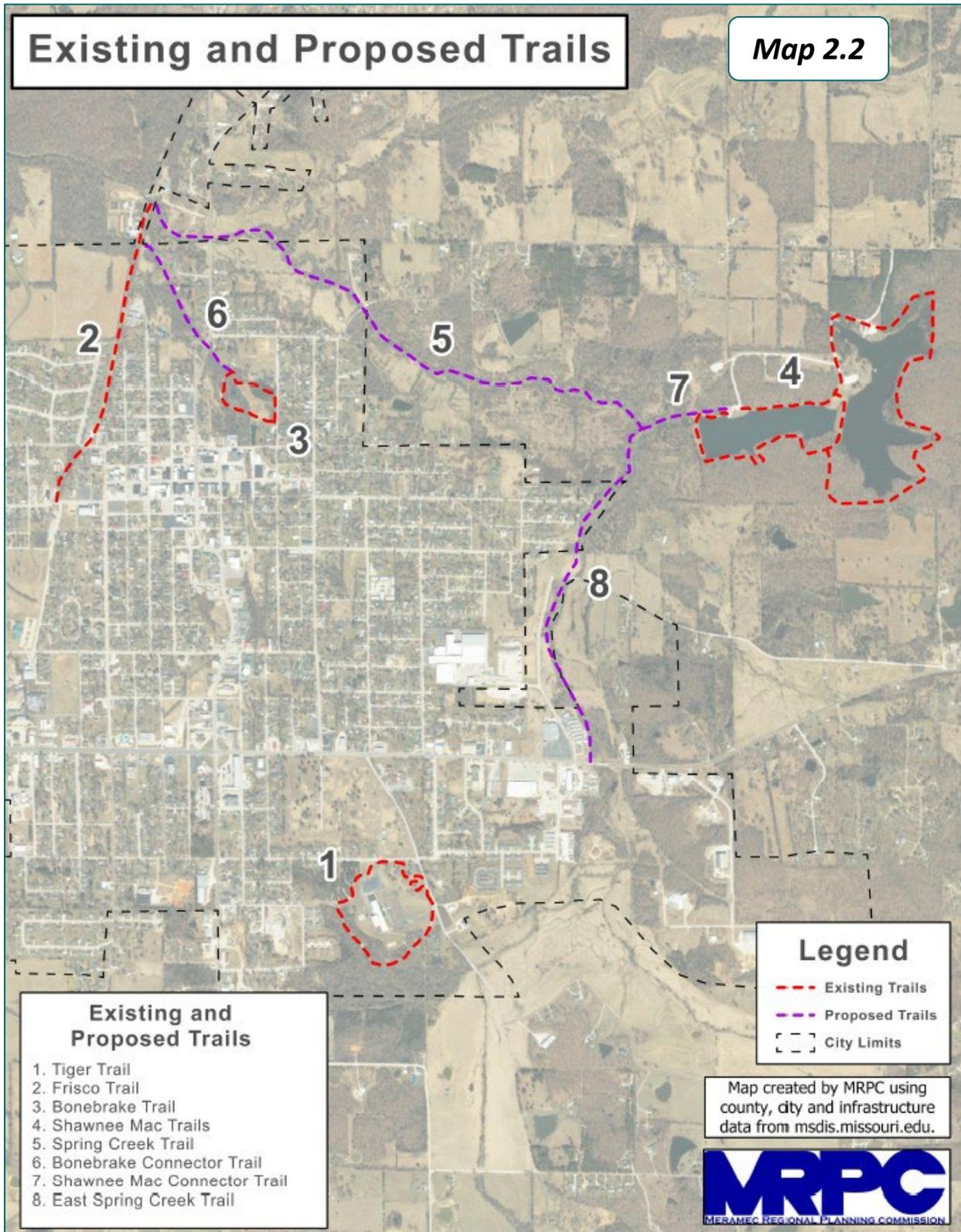
It should be noted that the Shawnee Mac Conservation Area is located entirely outside of Salem's city limits. Any bike route or trail developments to this destination will need to be discussed and developed in coordination with Dent County or private landowners.

Existing Trails

Bike trails can play a significant role in rural transportation networks and offer multiple benefits, per the Federal Highway Administration (FHWA). Trails enhance safety by offering active transportation users dedicated pathways, reducing risks on rural roads where higher speeds and limited crossing opportunities make crashes more likely. Some rural residents rely on walking or biking for errands, school, work or recreation when vehicle access is limited. Strategically planned trails can link communities with essential

services and popular destinations. FHWA also indicates developed trails support community health, benefit the environment and can spur outdoor recreational tourism that benefits local economies. FHWA emphasizes that developing multimodal networks in rural and small-town settings, even incrementally, can have outsized returns in equity, safety and quality of life.

Map of Existing and Proposed Trails



As seen in Map 2.2 (previous page), Salem has several existing and proposed trails throughout the city. These trails were initially inventoried or planned in a 2018 Trails Plan conducted by PedNet and revisited during the 2022 Active Transportation planning process conducted by MRPC.

The following existing trails are located within or near Salem city limits, as inventoried in prior plans and reaffirmed by stakeholders:

- Tiger Trail: An approximately 1.5-mile-long loop trail around the Salem Upper Elementary School campus. The gravel trail is branded as being usable by cyclists but might pose a challenge for some users and bike styles.
- Frisco Trail: An approximately .75-mile-long asphalt trail that follows along the Old Burlington Northern Railroad bed. It is roughly 8' wide and accommodates two-way biking and walking. Stakeholders noted this rail-trail is often used and by a variety of bicycle network users.
- Bonebrake Nature Center Trail: Approximately ½ mile of trail that loops around the 12-acre property. The trail is a combination of natural surface and mowed grass. This trail is primarily for foot traffic and is not maintained for bicycles, however mountain bikes use occasionally.
- Shawnee Mac Lakes Conservation Area: Approximately 2.2 miles of trails that loop around the 2 lakes and 256 acres of the Conservation Area. This trail is primarily for foot traffic and is not maintained for bicycles, however mountain bikes use occasionally.



Existing trails in Salem include the Tiger Trail (left) and Bonebrake Nature Center Trail (right).

The Tiger Trail and Frisco Trail were identified by stakeholders as the most consistently used in the city limits, likely due to their convenient locations and defined trail beds. The trails at Shawnee Mac Conservation Area and Bonebrake Center feature natural surfaces, largely unmaintained past mowing and limb trimming. Natural and undefined trail surfaces can limit usability for some populations, especially during periods of wet weather. However, natural trails also appeal to hikers and mountain bike users looking for a physical challenge or opportunities to enjoy natural habitats and wildlife.

In prior plans, stakeholder groups have identified 12 proposed trail developments throughout or adjacent to the city limits for future consideration. For the purposes of this Enhanced Active Transportation Plan, the following proposed trails are highlighted as usable for bicycles and were considered when planning the overall network:

- **Spring Creek Trail:** This proposed trail is approximately 4.1 miles long (21,851 linear feet). Recommended trail width is 8' to accommodate biking, walking and running. Concrete surface is recommended due to likely flooding along the creek corridor. This proposed trail follows Spring Creek and tributaries along the northern edge of Salem. Some bridges will be required. Easement acquisition will be required.
- **Spring Creek to Bonebrake Connector Trail:** This proposed trail is approximately 1/2 mile long (2547 linear feet). Recommended trail width is 8' to accommodate biking, walking and running. Concrete surface is recommended due to likely flooding along the creek corridor. This proposed trail connects the proposed Spring Creek Trail to the Bonebrake Nature Center. Bridges will be required as well as trail easement.
- **Spring Creek to Shawnee Mac Connector Trail:** This proposed trail is approximately 1.25 miles long (6633 linear feet). Recommended trail width is 8' to accommodate biking, walking and running. Concrete surface is recommended due to likely flooding along the creek corridor. This proposed trail connects the proposed Spring Creek Trail to the Shawnee Mac Conservation Area. Bridges will be required as well as trail easement.
- **East Spring Creek Trail:** This proposed trail is approximately 1 mile long (5024 linear feet). Recommended trail width is 8' to accommodate biking, walking and running. Concrete surface is recommended due to likely flooding along the creek corridor. This proposed trail connects from Highway 32/72 on the south to the Shawnee Mac Conservation Area on the northern end of the trail. Bridges will be required as well as trail easement.

Existing Support Amenities

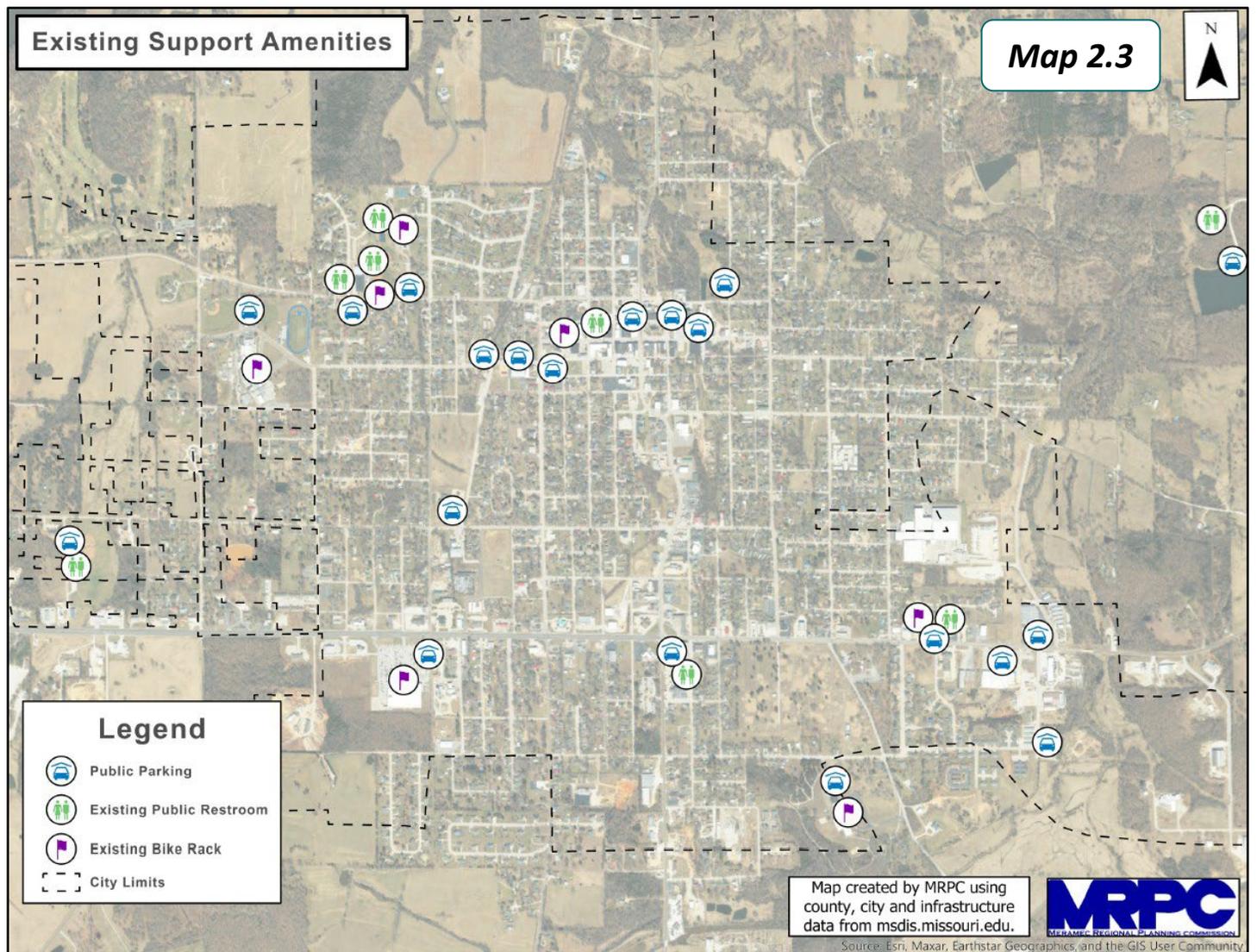
Support amenities such as bike racks, water fountains, restrooms and signage are essential to making a bicycle transportation network safe and attractive to all users. As the Federal Highway Administration (FHWA) notes, these support features add comfort, enhance safety and encourage more people to choose biking for transportation or recreation. Proper amenities make it possible for cyclists to take longer trips, find secure places to lock their bikes and navigate the system through clear, consistent signage. Signage and well-maintained routes also increase public perceptions of safety and ensure the awareness of cyclists to vehicle traffic. Strategically planned support amenities lower the barriers for bike use, which FHWA correlates with higher rates of physical activity, reduced vehicle use and more equitable access to transportation options throughout the community.

For this Enhanced Active Transportation Plan stakeholders identified bike racks, restrooms and proximity parking for current inventory and future development throughout Salem. Stakeholders noted that some public

amenities were currently limited throughout areas of Salem, and are primarily available at public establishments such as the Armory, library and health center. Public restroom availability is further restricted at locations that are limited by hours of operation, leaving fewer options for cyclists in the evenings, weekends and on holidays. Additional public restrooms and parking is available throughout Salem at private businesses but could be restricted to paying customers.

Public restrooms and proximity parking are also useful non-cycling multimodal users, and enhance pedestrian networks by encouraging more people to travel on foot. Parking near pedestrian areas allows drivers to transition easily to walking, boosting access to shops, services, and public spaces. Restrooms are essential for comfort and accessibility all multi-modal users including families, older adults and people with disabilities. Stakeholders noted many of the existing amenities also support the sidewalk and trail networks outlined in Salem’s prior planning.

Map of Existing Bicycle Amenities



Public Parking is the most available support amenity found in close proximity to the proposed bicycle network. Stakeholders identified 19 public parking locations currently available to active transportation users throughout the proposed network. The highest concentration of network parking options are in downtown Salem, with several public lots and striped street parking. The Armory and city park also have public parking options, but stakeholders noted availability can be difficult during ballgames or other events.



Pictured above, the public parking lot adjacent to the Salem Administrative Building on Fourth Street.

Bike Racks are currently found in Salem and have been identified along the proposed bike network at Wal-Mart, the library, the Armory and city pool. City officials and stakeholders have recognized the need for more bike racks throughout the city, as outlined in the proposed locations later in this plan. Currently, cyclists in Salem are often left to find an unintended item to chain to, or do not chain their bikes at all.



Existing bike racks can be found at several destinations for Salem's cyclists, including outside essential shopping at Wal-Mart (left) and the city pool (below). Already invested providing support amenities, Salem is working to install several aesthetically pleasing and low-profile bike racks at public destinations such as the one installed at the Armory (right).



Public Restrooms/Water are also currently limited in Salem but have been identified along the proposed network at the Armory, city park, library, health center, Shawnee Mac Conservation Area and visitor's center. Further limiting availability, all restroom locations excluding the city park are typically closed Saturday afternoons and Sundays. Cyclists without public restroom/water access are often forced to cut transits short or patronize local businesses.



Existing public restrooms are found throughout Salem at city offices such as the Health Center (left). Just outside of the city limits, the Shawnee Mac Conservation Area (right) offers public restrooms and is connected through Salem's proposed bicycle network.

Signage/Wayfinding to destinations in Salem, as shown in the pictures below. Stakeholders noted existing wayfinding signage is likely 10-20 years old and installed through a Missouri Department of Transportation (MoDOT) project. The signage is limited to Main St. (Highway 19) and Scenic Rivers Boulevard (Highway 32) and primarily found near the city and county government buildings in downtown Salem. Stakeholders noted updated signage with added destinations could be useful to visitors, especially with expanded parameters for included destinations.



In the three pictures above existing wayfinding signage is seen near downtown Salem, directing visitors to government destinations. Stakeholders noted that while these signs are still useful, updated wayfinding could improve visiting motorists, cyclists and pedestrian's experience.

Section 3: Community Engagement

MRPC and city staff identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of local government, city parks, public works, public health and the greater community. The city staff hosted the stakeholder group meetings at the Armory.

Public Meetings

The public meetings were held on December 3, March 11, and September 26, 2025 at The Armory in Salem. Community health leaders, city staff and other stakeholders attended the meetings and MRPC staff provided a presentation covering the active transportation planning process and facilitated meeting discussions. Staff asked the group to begin identifying additional community active transportation needs not covered in previous plans. The group discussed a variety of needs and possible plan updates and decided to focus this enhanced plan on developing a dedicated bicycle network throughout Salem.

During the second and third meetings staff reviewed bicycle route considerations, developed priority routes, identified needed amenities and discussed the online surveys submitted by Salem residents and community members. Salem stakeholders also discussed and identified 18 priority bicycle route locations and 15 additional locations for restroom or bike rack amenities.



Stakeholders and MRPC were hosted by the Community Center @ the Armory for all active transportation planning meetings.

Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Salem and the surrounding area about their experiences biking, and what network considerations were most important to them. Surveys were posted online and via email, and a total of 70 people took the survey by the September 24, 2025 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 70 responses:

- 55 did not currently cycle for transportation or recreation.
- 33 participate in family/leisure cycling most often.
- 25 currently felt unsafe cycling in Salem.
- 44 people were familiar or had used bike lanes or dedicated routes in other municipalities
- 48 felt bike lanes did not impact traffic flow for cars
- 45 felt their family would be more likely to cycle for recreation if bike lanes and dedicated routes were available.
- 51 respondents provided additional comments on where they felt should be focus areas for dedicated bike lanes in the city of Salem. These areas include, but are not limited to:
 - McArthur Avenue
 - Pershing
 - Rolla
 - State Route J
 - Scenic Rivers Boulevard
 - Main Street
 - Tenth Street
 - Franklin
 - Roosevelt
 - Park Street



The City of Salem and the Meramec Regional Planning Commission (MRPC) are seeking to assess community needs and wants to increase active transportation networks in Salem. MRPC received a grant from the Department of Health and Senior Services to create a second Active Transportation Plan for the City of Salem that will focus on dedicated bicycle routes and accessible support parking.

Section 4: Recommendations

Salem’s stakeholder group has carefully considered a variety of projects and community improvements to better serve the visitors and citizens using bicycles for transportation. A list of possible dedicated routes was identified and then prioritized with greater network coverage and access in mind. Throughout the process, stakeholders used several FHWA guidelines to ensure sound planning and prioritization.

Key Principals

FHWA has identified seven key principles of bicycle network design:

- Safety – Design minimalizes frequency and severity of crashes, limiting motor vehicle conflicts
- Comfort – Design conditions do not detour cycling due to stress or safety concerns
- Connectivity – Design destinations are accessed without gaps in network
- Directness – Design distances and trip times are minimalized
- Cohesion – Distances between parallel bike routes are minimalized
- Attractiveness – Bicyclists are directed toward scenic and lively areas
- Unbroken flow – Stops and long wait times are limited, wayfinding signage is consistent

Types of Riders

The users of a bicycle network can vary significantly in terms of confidence and comfort levels. Highly confident riders, the smallest group, prefer the fastest and most direct routes and are comfortable riding alongside motor vehicle traffic. Somewhat confident riders, a slightly larger group, prefer dedicated bike infrastructure but are occasionally willing to deal with high-stress environments for short distances. The largest group, interested but concerned riders, consists of over half the population. These cyclists only ride under low stress conditions such as protected bike lanes or quiet streets with safe crossings, and are the primal focal point for expanding bicycle usage.

To serve the majority, Salem looks to implement a network that accommodates riders of all ages and abilities. This network will rely on separated infrastructure, painted lanes and shared lanes depending on current road and traffic conditions. When implemented successfully, low-stress networks have been shown to increase cycling rates significantly, reaching up to 15% in some U.S. cities.

Additional Factors

Effective network design also depends on broader planning and policy factors. These include available roadway space, intersection design, public education, signage, city and state regulations (e.g., MoDOT), and long-term feasibility. By aligning infrastructure with user needs and design principles, cities can create bike networks that not only encourage more cycling but also improve safety, reduce congestion and promote healthier communities.

It is also important to clarify that all potential projects identified in this plan will require more detailed planning and design before development as each route is conceptual only. With regards to bike routes, the governing jurisdictions should work with the public to develop the final designs and locations. Land or right-of-way acquisition might be required for the city to construct proposed trail and non-roadway priorities. Each route below was identified individually by stakeholders with the greater network in mind. Route considerations included current roadway conditions, traffic counts, traffic speeds and connectivity to areas of interest, neighborhoods and other priority routes.

A. Prioritized Bicycle Route Developments

- Priority 1 – Highway J/Rolla Street
- Priority 2 – Fourth Street
- Priority 3 – Third Street
- Priority 4 – Franklin Street
- Priority 5 – Roosevelt Street
- Priority 6 – Third Street/Iron Mountain Road
- Priority 7 – Pershing Street
- Priority 8 – Hickory Street
- Priority 9 – McArthur Avenue
- Priority 10 – Grand Avenue
- Priority 11 – Carty Street
- Priority 12 – Missouri Avenue
- Priority 13 – Askins Street
- Priority 14 – Hobson Street/Wines Street
- Priority 15 – Scenic Rivers Boulevard
- Priority 16 – Dilworth
- Priority 17 – Babb Lane
- Priority 18 – Dent Ford Road/ C.R. 4110



Salem’s stakeholders identified and prioritized 18 bicycle routes to make up their greater network. Prioritized routes include bike Fourth Street (above) and Roosevelt Street (below).



B. Proposed Public Bike Rack Locations

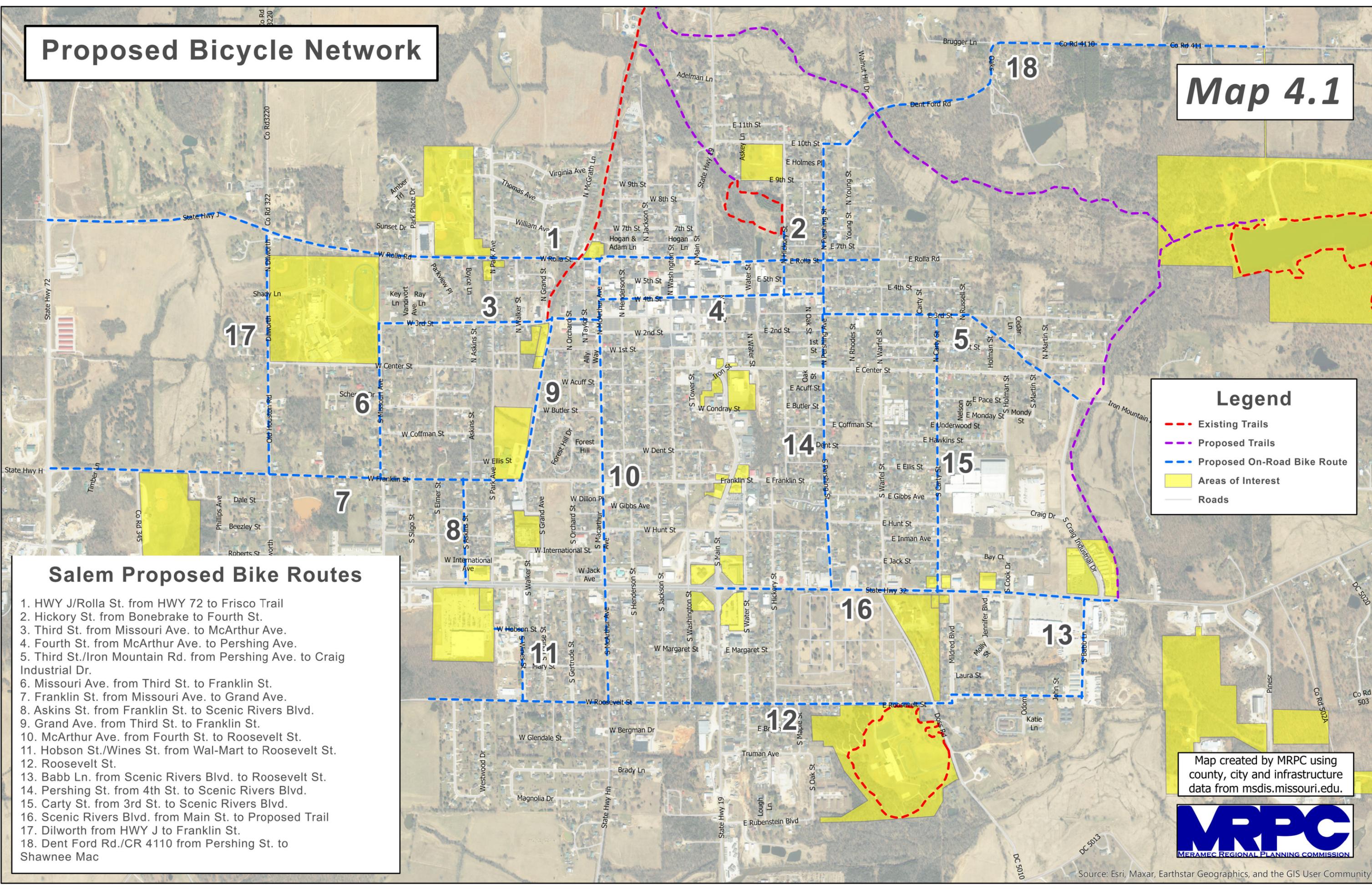
C. Proposed Public Restroom Locations

D. Public Parking Considerations

E. Network Signage and Wayfinding Considerations

Proposed Bicycle Network

Map 4.1



Legend

- Existing Trails
- Proposed Trails
- Proposed On-Road Bike Route
- Areas of Interest
- Roads

- ### Salem Proposed Bike Routes
1. HWY J/Rolla St. from HWY 72 to Frisco Trail
 2. Hickory St. from Bonebrake to Fourth St.
 3. Third St. from Missouri Ave. to McArthur Ave.
 4. Fourth St. from McArthur Ave. to Pershing Ave.
 5. Third St./Iron Mountain Rd. from Pershing Ave. to Craig Industrial Dr.
 6. Missouri Ave. from Third St. to Franklin St.
 7. Franklin St. from Missouri Ave. to Grand Ave.
 8. Askins St. from Franklin St. to Scenic Rivers Blvd.
 9. Grand Ave. from Third St. to Franklin St.
 10. McArthur Ave. from Fourth St. to Roosevelt St.
 11. Hobson St./Wines St. from Wal-Mart to Roosevelt St.
 12. Roosevelt St.
 13. Babb Ln. from Scenic Rivers Blvd. to Roosevelt St.
 14. Pershing St. from 4th St. to Scenic Rivers Blvd.
 15. Carty St. from 3rd St. to Scenic Rivers Blvd.
 16. Scenic Rivers Blvd. from Main St. to Proposed Trail
 17. Dilworth from HWY J to Franklin St.
 18. Dent Ford Rd./CR 4110 from Pershing St. to Shawnee Mac

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

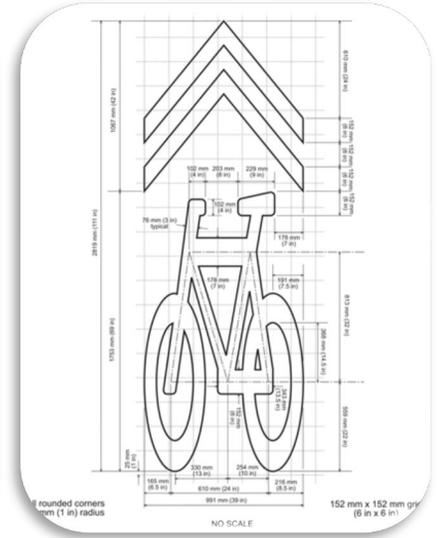


Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Prioritized Bicycle Route Developments

Salem’s community stakeholders discussed and prioritized a continuous network of bicycle routes to be developed throughout the city that emphasize both connectivity and safe recreational opportunity. These routes would connect identified areas of interest including schools, parks, conservation areas, businesses, public health centers, essential shopping and city administration. Between the 18 routes, an estimated 68,300 feet (12.9 miles) of dedicated bicycle routes would be available to Salem’s residents and visitors.

According to the Federal Highway Administration (FHWA), bicycle facilities can be categorized based on the level of separation and designation they provide from motor vehicle traffic. Shared lanes are roadways where bicycles and motor vehicles share the same travel space, with no distinct markings for bikes. These are typically used in lower-speed, lower-volume environments and may include shared lane markings (sharrows) to indicate the presence of bicycles. Shared lanes offer minimal physical protection but are often a pragmatic solution in constrained roadway settings where full bike lanes are not feasible.



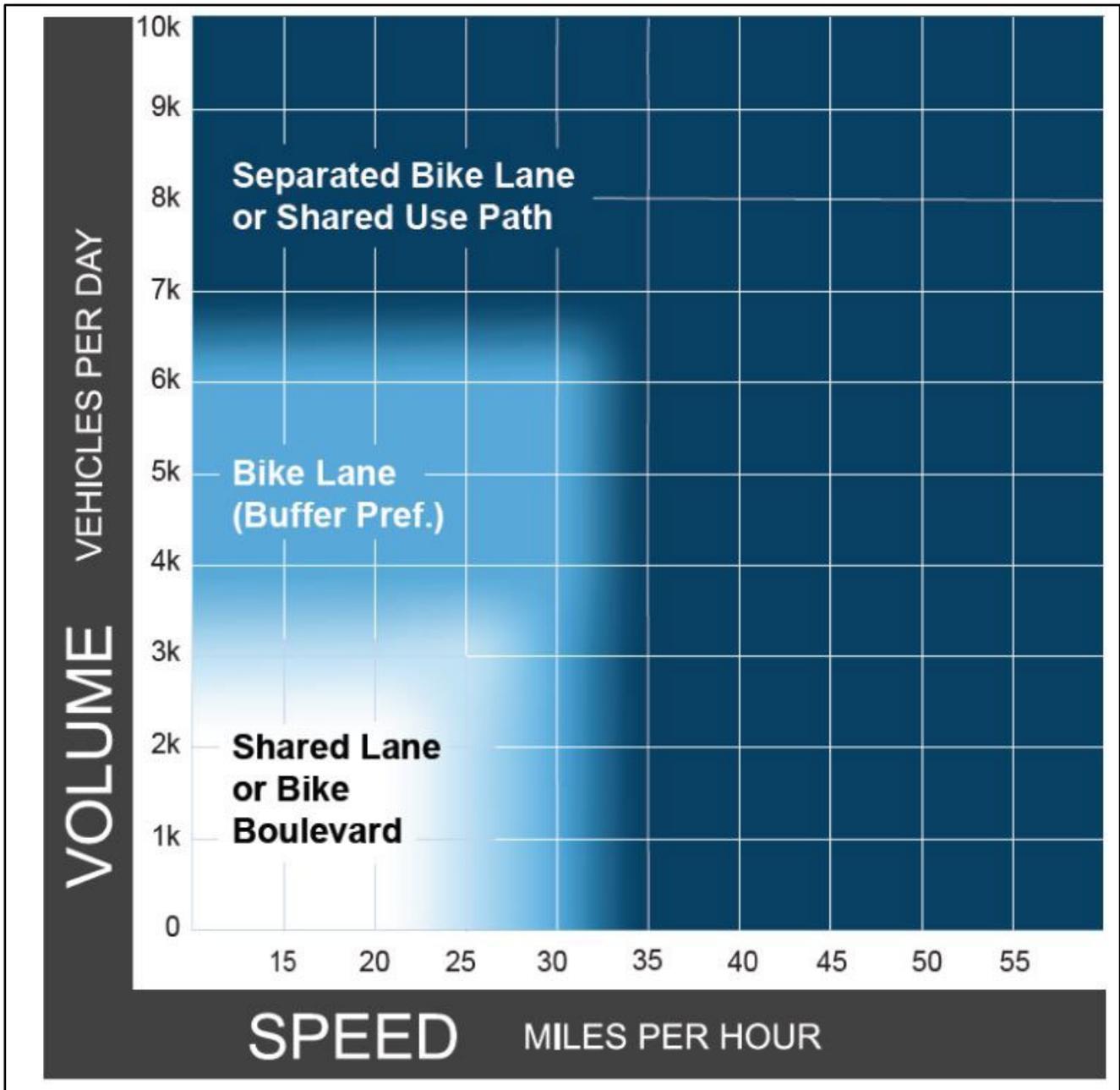
Sharrows may be used to indicate the presence of bicycles on a designated shared route (left). Standardized sharrow designs (right) for pavement stencils can be found through FHWA.

In contrast, striped bike lanes and separated bikeways provide progressively higher levels of bicycle prioritization and protection. Striped bike lanes are designated lanes on the roadway marked by painted lines, often accompanied by bike symbols, that give bicyclists a dedicated space on the road often adjacent to moving traffic. These lanes improve visibility and predictability but still expose riders to nearby motor vehicles. Separated bikeways (also known as shared-use paths or off-street trails) are physically separated from vehicle traffic and are often located alongside roads or in greenways. These facilities provide the highest level of safety and comfort for cyclists, making them ideal for riders of all ages and abilities. Separated bikeways are a key component of networks usable for all-ages and all-abilities, recommended by FHWA.



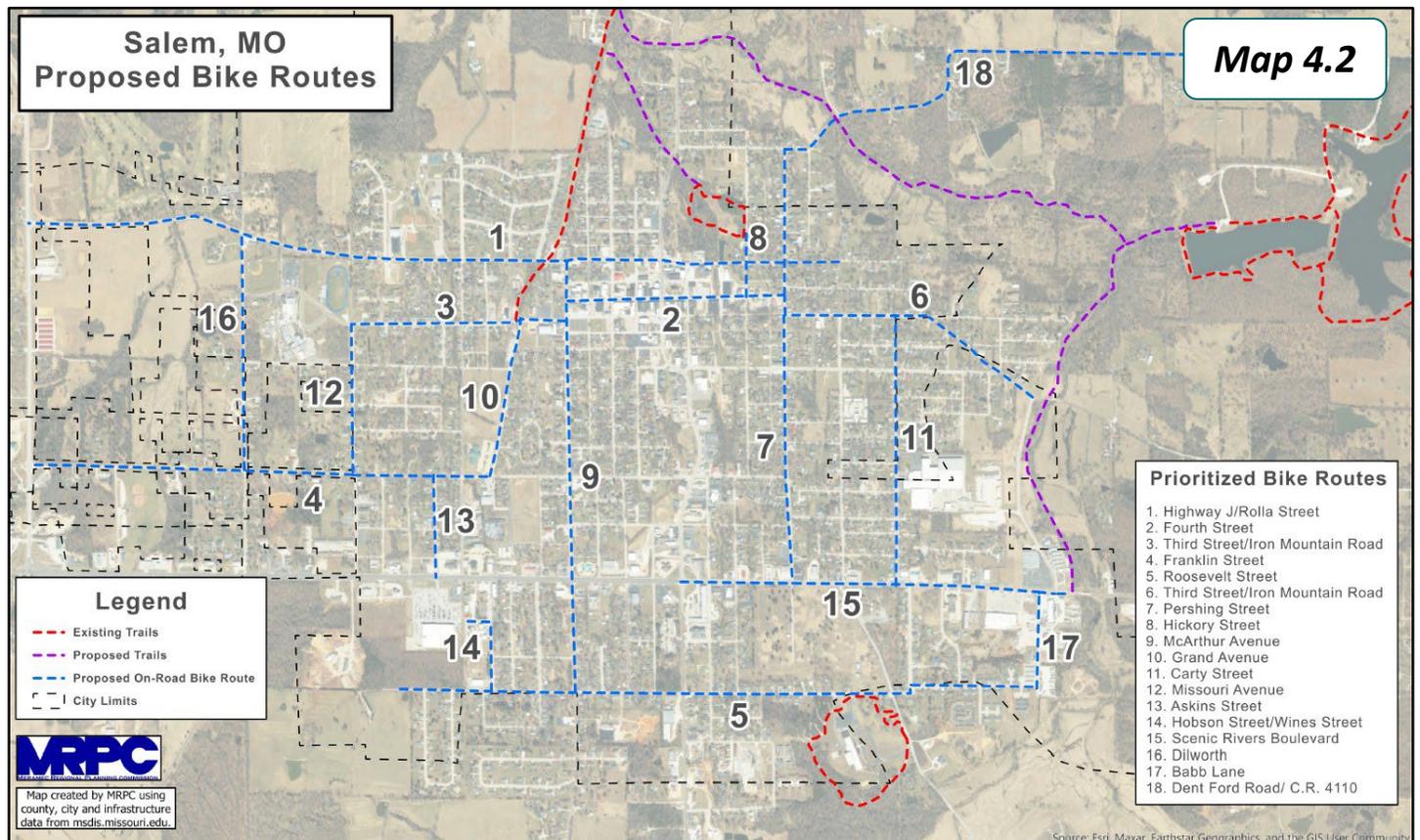
On routes with higher traffic speeds and daily usage, a painted bike lane (left) or separated bike lane (right) are recommended to give cyclists dedicated space.

In addition to stakeholder input, MRPC staff considered several factors before recommending bicycling facilities to each route. For each of the 18 priority routes staff analyzed roadway width, current on-street parking regulations, speed limits and average daily traffic (ADT) counts where available from the Missouri Department of Transportation (MoDOT). During the planning process, Salem’s stakeholders and MRPC staff used the Federal Highway Administration Route Designation Chart (shown below) as a guide to making initial recommendations for each route.



The chart above, provided in the FHWA Bikeway Selection Guide, was presented to stakeholders at the beginning of the planning process and used throughout route selection and recommendation development. It was determined a shared lane would be appropriate for the majority of bicycle routes in Salem, using available MoDOT data and posted speed limits.

Map of Proposed Bicycle Routes



Priority Bicycle Network Developments (Rank 1 through 18) in Priority Order:

Priority 1: Highway J/Rolla Street from Highway 72 to Warfel Street – The highest prioritized, this route runs east/west from the Frisco Trail to Warfel Street and is approximately 100,000 feet in length. This prioritized route would connect the proposed bicycle network throughout Salem to the City Park and Salem High School campus, both located in northwestern section of the city. At the eastern end of this priority route, cyclists are able to connect to the existing north/south Pershing Street route for connection to southern Salem. A shared bike lane with sharrow and/or designated signage is recommended on this route east of County Road 3220, as the section features 35 mile per hour speed limits and a 20-foot roadway with no shoulders. Stakeholders noted Highway J west of County Road 3220 is often used by road-cyclists to access Highway 72, and has a speed limit of 45 miles per hour. Due to an annual average daily traffic count of 2,747 and higher traffic speeds on the continued narrow roadway, it is recommended a separated bike path or shared use path be considered for future development.



Rolla Street looking west from the Salem City Park.

Priority 2: Fourth Street from McArthur Avenue to Pershing Avenue – This priority route runs east/west from McArthur Avenue to Pershing Avenue and is approximately 2,700 feet in length. This prioritized route would connect the proposed McArthur Avenue to the west with the Pershing Street priority route to the east. In addition to providing a safe and dedicated east/west route for cyclists traveling across Salem, the route also travels through Salem’s downtown district providing direct access to banks, restaurants, churches, post office, shopping, courthouse and restaurants along the way. While a shared lane would be adequate on Fourth Street, painted bike lanes should be considered on this priority route, as stakeholders noted high traffic volumes during commutes and downtown events. Additionally, Fourth Street currently features street parking on both sides of the accommodating 30-foot roadway, pointing towards additional planning and parking considerations if painted bike lanes are added.



The Fourth Street priority route looking west in downtown (right) and east from the Salem Administration building (left).

Priority 3: Third Street/Iron Mountain Road from Pershing Avenue to Craig Industrial Drive – This priority route runs northwest/southeast from the Pershing Avenue to Craig Industrial Drive and is approximately 3,300 feet in length. This prioritized route would connect the proposed southern residential bicycle routes on Pershing Avenue and Carty Street to Craig Industrial Drive and adjacent proposed East Spring Creek trail proposal outlined in Salem’s 2022 Active Transportation Plan and 2018 Trails Plan.

Stakeholders noted this route would provide a safe access for the neighborhoods in northeast Salem to the businesses in downtown and connect to the prioritized network throughout the northern parts of the city. Additionally, this route would provide the most direct route to cyclists coming from Shawnee Mac Conservation Area. A shared bike lane with sharrows and designated signage is recommended on this residential route, as the section features 25 mile-per-hour speed limits and limited traffic volumes.



Third Street looking east from the Pershing Avenue.

Priority 4: Franklin Street from Highway 72 to Grand Avenue – Runs east/west from Highway 72 to Grand Street and is approximately 5,700 feet in length. This prioritized route would connect the proposed northern bicycle routes on Missouri Avenue, Dilworth and Grand Street to the southern proposed route on Askins Street. On the eastern end of this priority route, cyclists can access the Southwest Baptist University and downtown Salem on the Grand Avenue Priority Route. Stakeholders noted this route also provide cyclists a safer alternative to access Highway 72 than Highway J, featuring lower speed speeds and traffic counts. A shared bike lane with sharrows and/or designated signage is recommended on this residential route, as the section features 20 mile per hour speed limits and a 25-foot roadway.



The Franklin Street priority route looking west from Dilworth.

Priority 5: Roosevelt Street – This priority route runs east/west from the western city limits to Babb Lane and is approximately 8000 feet in length. This prioritized route provides an essential east/west route to southern Salem, with convenient access to the McArther Street priority route that runs continuously to downtown. This route is currently the primary access road to the Salem Upper Elementary School and existing Tiger Trail, making it a current popular route for active transportation users. Stakeholders specifically noted Roosevelt Street would offer a primarily safe residential route, with the exception of its intersection with MacArther Avenue/State Route HH. As outlined in the 2022 Active Transportation Plan, this intersection has been previously identified as dangerous due to speed and line-of-sight issues for continuous State Route HH traffic entering Salem from the south. This danger is especially highlighted during morning and afternoon commutes, as students travel to and from Salem Upper Elementary School. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and limited vehicular traffic.



The Roosevelt Street priority route looking east in Salem Upper Elementary (left) and east from Main Street (left).

Priority 6: Third Street from Missouri Avenue to Macarthur Avenue – This priority route runs east/west from Missouri Avenue to Macarthur Avenue and is approximately 2,600 feet in length. This prioritized route would connect the proposed Missouri Avenue route and Salem High School Campus to the west with the Grand Avenue priority route, Frisco Trail and McArthur Avenue priority route to the east. In addition to providing a safe and dedicated route for cyclists traveling to Salem High School from the eastern parts of the city, the route is also adjacent to the treatment center located at the intersection of Missouri Avenue and McArthur Avenue. While the speed limit is 20 miles-per-hour on Third Street, painted bike lanes are recommended on this priority route. This section of Third Street features high traffic volumes during morning and afternoon commutes and features an accommodating 30-foot roadway with existing sidewalks on its north side.



Third Street looking east from the Missouri Avenue.

Priority 7: Pershing Street from Tenth Street to Scenic Rivers Boulevard– This priority route runs north/south from Tenth Street to Scenic Rivers Boulevard and is approximately 5,300 feet in length. This prioritized route would connect the proposed northern bicycle routes accessed Third Street, Fourth Street, Rolla Street and Dent Ford Road to the southern neighborhoods and businesses along Scenic Rivers Boulevard. On the northern end of this priority route, cyclists can access downtown Salem and are in close proximity to the Shawnee Mac connector priorities of Dent Ford Road or East Spring Creek/Shawnee Mac Connector Trail outlined in prior plans. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 25 mile per hour speed limits and lower traffic volume. For higher protection, designated painted bike lanes could be added to the 30-foot roadway.



Pershing Avenue looking north from Ninth Street.

Priority 8: Hickory Street from Bonebrake Center to Fourth Street – The shortest priority route, the Hickory Street route runs north/south from the Bonebrake Conservation Area to Fourth Street and is approximately 830 feet in length. This prioritized route would connect the proposed bicycle network to the Bonebrake Center of Nature and History, and adjacent McMurtry Creek trail proposal outlined in the 2022 plan. On the southern end of this priority route, cyclists can connect to the proposed east/west priority routes along Rolla Street and Fourth Street. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and a 20-foot roadway with no shoulders. Stakeholders noted the narrow roadway along this priority route is often further tightened due to parked vehicles from local residences, but is overall lightly traveled by through traffic.



The Hickory Street Priority looking north from Rolla Street.

Priority 9: McArthur Avenue from Rolla Street to Roosevelt Street– Runs north/south from Roosevelt Street to Rolla Street and is approximately 5,300 feet in length. This prioritized route provides an essential north/south route to the overall network, with convenient access to the Fourth Street priority route and Downtown Salem on its northern end. Stakeholders specifically selected McArthur Street as a primary north/south route due to a stoplight located at its intersection at Scenic Rivers Boulevard, a major vehicle thoroughfare with four lanes of traffic. The speed limit is 30 miles-per-hour on McArthur Avenue north of Scenic Rivers Boulevard, and painted bike lanes are recommended on this priority route as this section features higher traffic volumes. This northern section also has wide shoulders creating an accommodating 40-foot roadway with existing sidewalks on its west side. South of Scenic Rivers Boulevard, the road narrows to 20 feet and is primarily used by local residents. A shared bike lane with sharrows and/or designated signage is recommended on the southern section.



The McArthur Street Priority looking north from Roosevelt Street (left) and south from Fourth Street (right).



Grand Avenue looking north from the SBU Campus entrance.

Priority 10: Grand Avenue from Third Street to Franklin Street – This priority route runs north/south from Third Street to Franklin Street and is approximately 2,000 feet in length. This prioritized route would connect the proposed northern bicycle routes accessed through Third Street to the southern proposed routes and neighborhoods. On the west side of this priority route, cyclists can access the recovery center and Southwest Baptist University Campus. Additionally, the northern end of this priority route ends at the Frisco Trail Trailhead, which continues north to Salem’s city limits. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and a 30-foot roadway.

Priority 11: Carty Street from Third Street to Scenic Rivers Boulevard – This priority route runs north/south from Third Street to Scenic Rivers Boulevard and is approximately 3,300 feet in length. This prioritized route would connect the proposed northern bicycle routes and trails accessed through Third Street to the southern proposed routes, businesses and neighborhoods accessed through Scenic Rivers Boulevard. On the southern end of this priority route, cyclists can access the health center and a number of local businesses along Scenic Rivers Boulevard. This residential route has an accommodating 30-foot roadway with existing sidewalks south of Center Street. North of Center Street, the road narrows to 20 feet with no sidewalks. A shared bike lane with sharrows and/or designated signage is recommended and painted lanes could be used south of Center Street.



Carty Street looking north from the Scenic Rivers Boulevard.

Priority 12: Missouri Avenue from Third Street to Franklin Street – This priority route runs north/south from Franklin Street to Third Street and is approximately 1,900 feet in length. This prioritized route would connect the proposed bicycle network and neighborhoods to the south with Salem High School and network priorities in north Salem. While the speed limit is 25 miles-per-hour on Missouri Avenue, painted bike lanes are recommended on this priority route north of Coffman Street, as the section features high traffic volumes during morning and afternoon commutes near the school, and features an accommodating 30-foot roadway with existing sidewalks on its east side. South of Coffman Street, the road narrows to 20 feet. A shared bike lane with sharrows and/or designated signage is recommended on the southern section of Missouri Avenue.



Askins Street looking south from Franklin Avenue.

Priority 13: Askins Street from Franklin Street to Scenic Rivers Boulevard – The priority connection route runs north/south from Franklin Street to Scenic Rivers Boulevard and is approximately 1,300 feet in length. This prioritized route would connect the proposed northern bicycle routes accessed through Franklin Street to the southern proposed routes and neighborhoods. On the southern end of this priority route, cyclists can access Wal-Mart and a number of local businesses along Scenic Rivers Boulevard. A shared bike lane with sharrow and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and a 20-foot roadway.

Priority 14: Hobson Street/Wines Street from Wal-Mart to Roosevelt Street – This route runs primarily north/south from Wal-Mart to Roosevelt Street and is approximately 1,200 feet in length. This prioritized route would connect the proposed southern bicycle route on Roosevelt Street to Wal-Mart and the northern proposed bicycle network through Askins St. On the southern end of this priority route, cyclists can access Wal-Mart and a number of local businesses along Scenic Rivers Boulevard. Stakeholders noted this route serves as an essential and currently often used connection to Wal-Mart for the communities in southern Salem, emphasized by a short dirt path worn between the end of Hobson Street and the parking lot. A shared bike lane with sharrow and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and limited vehicular traffic.

Priority 15: Scenic Rivers Boulevard from Main Street to Proposed East Spring Creek Trail – This priority route runs east/west from Main Street to the proposed East Spring Creek Trail in eastern Salem and is approximately 4,800 feet in length. This prioritized route would connect numerous businesses along Scenic Rivers Boulevard with priority route and trail connections to the north and south. Those priority routes, when connected by Scenic Rivers Boulevard, create close network access to many of Salem’s eastern neighborhoods. The speed limit is 35 miles-per-hour on Scenic River Boulevard, and stakeholders noted painted bike lanes could be used to designate the wide shoulders for cyclists on this priority route. Scenic Rivers Boulevard also features constantly high traffic volumes, often including large, industrial machinery and transport trucks. Due to the potentially dangerous interactions between cyclists and traffic, a separated bike path or trail is recommended and would provide ideal protection for all types of network users.



Scenic Rivers Boulevard looking east from Pershin Street.

Priority 16: Dilworth from Rolla Street/Highway J to Franklin Street – This western most north/south route runs from the Rolla Street/Highway J to Franklin Street and is approximately 2900 feet in length. This prioritized route would connect the proposed bicycle network and recreation destinations to the north along Rolla Street to the Franklin Street Priority Route to the south. Stakeholders noted this route, paired with Franklin Street, would provide an alternative access to the cyclists who currently access Highway 72 by Highway J. As noted earlier in this plan, Highway J is particularly dangerous for cyclists due to high speeds and a narrow roadway. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 25 mile-per-hour speed limits and a 20-foot roadway with no shoulders. Stakeholders noted Dilworth also provides an alternative access for cyclists to Salem High School when traveling from connected routes to the north or south.



The Hickory Street Priority looking north from Rolla Street.

Priority 17: Babb Ln. from Scenic Rivers Blvd. to Roosevelt St. – This priority route runs north/south from Roosevelt Street to Scenic Rivers Boulevard and is approximately 1,100 feet in length. This prioritized route would connect the proposed northern bicycle routes accessed through Scenic Rivers Boulevard and the proposed priority to the southern neighborhoods and Salem Upper Elementary School along Roosevelt Street. On the northern end of this priority route, cyclists can directly access Country Mart and the proposed East Spring Creek Trail outlined in the 2022 Active Transportation Plan and 2018 Trails Plan. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and lower traffic volume.



County Road 4110 looking west from the Shawnee Mac Conservation Area entrance.

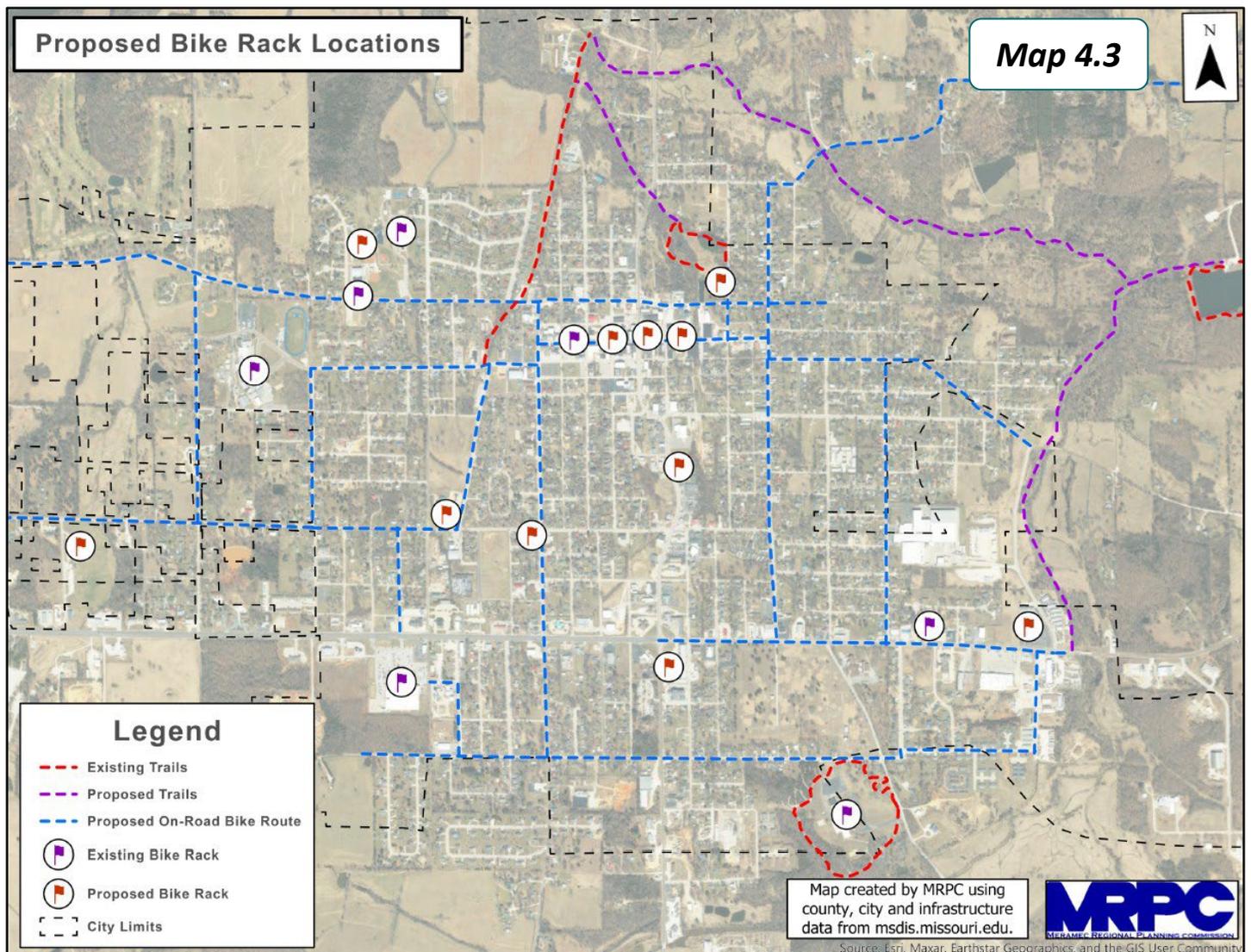
Priority 18: Dent Ford Road and County Road 4110 from Pershing Street to Shawnee Mac Conservation Area – This priority route runs northeast/southwest from Pershing Street to the entrance of Shawnee Mac and is approximately 6,000 feet in length. This prioritized route would connect the proposed bicycle network within Salem to the conservation area located northeast of city limits. Stakeholders identified this route as an alternative access to Shawnee Mac pending trail system development outlined in prior plans. A shared bike lane with sharrows and/or designated signage is recommended on this route, as the section features 20 mile per hour speed limits and a 20-foot roadway along Dent Ford Road and a 25-foot roadway along C.R. 4110. It is noted that the majority of this priority is out of city limits and would require partnership with Dent County for route designation and signage.

Proposed Public Bike Rack Locations

According to the Federal Highway Administration (FHWA), bike racks are a critical component of a well-functioning bicycle network because they provide secure and convenient parking at key destinations and along popular routes. Without reliable bicycle parking, cyclists may be deterred from riding altogether or may resort to locking bikes to unsuitable fixtures, which can cause damage or create accessibility issues. Properly placed bike racks support short-term and long-term parking needs near transit stops, schools, workplaces, commercial areas, and recreational spaces, helping integrate bicycling more seamlessly into daily travel.

The FHWA emphasizes that the availability of bike parking directly influences ridership levels and supports broader goals of increasing multimodal transportation. Well-designed bike racks, when installed in visible, well-lit, and accessible locations, contribute to the safety and comfort of cyclists. They also help reduce bicycle theft and promote responsible bicycle storage, which benefits both riders and the general public. By planning for adequate and appropriate bicycle parking, cities can encourage more people to choose cycling as a reliable and convenient mode of transportation

Map of Proposed Bike Rack Locations



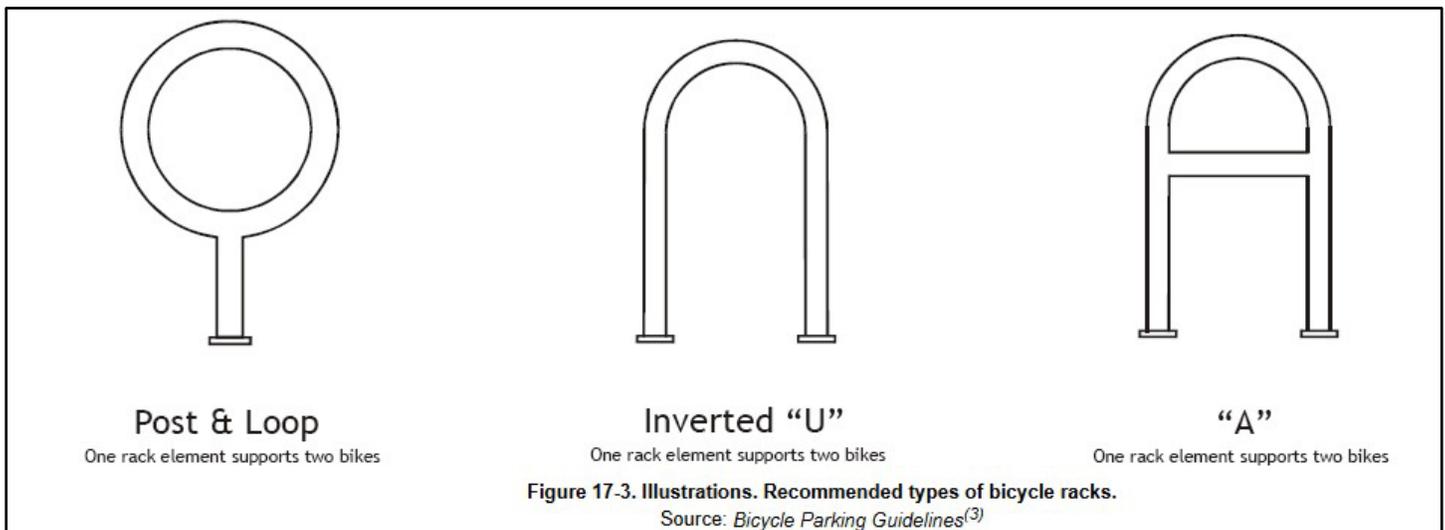
Salem’s stakeholders recognize the need for additional bike racks throughout the city and identify 11 possible locations spread throughout the proposed bicycle network. These locations are currently visited by cyclists, who are forced to resourcefully find something appropriate to lock their bikes to or risk leaving it loose and unattended. The City of Salem has also recognized this need and have taken the opportunity to produce city-branded racks as seen in the picture. In addition to being functional, these racks are well-designed and a welcome aesthetic to regular cyclists and visitors.



Salem-branded bike racks were built by the city to provide a functional and aesthetically pleasing amenity to cyclists.

In addition to the existing bike racks at schools, city offices, public services and private businesses stakeholders identified the following locations for future bike rack placement within the proposed network:

- Playground at the City Park
- Al Brown Ball Fields
- Southwest Baptist University Campus
- Country Mart
- Salem Chamber of Commerce/Visitors Center
- Downtown Salem
- Dent County Courthouse
- Salem Administration Building
- Bonebrake Center for Nature and Conservation
- Salem Cultural Center
- Four Rivers Health Clinic



Examples of bike rack styles recommended by FHWA and APBP for maximum security and usability.

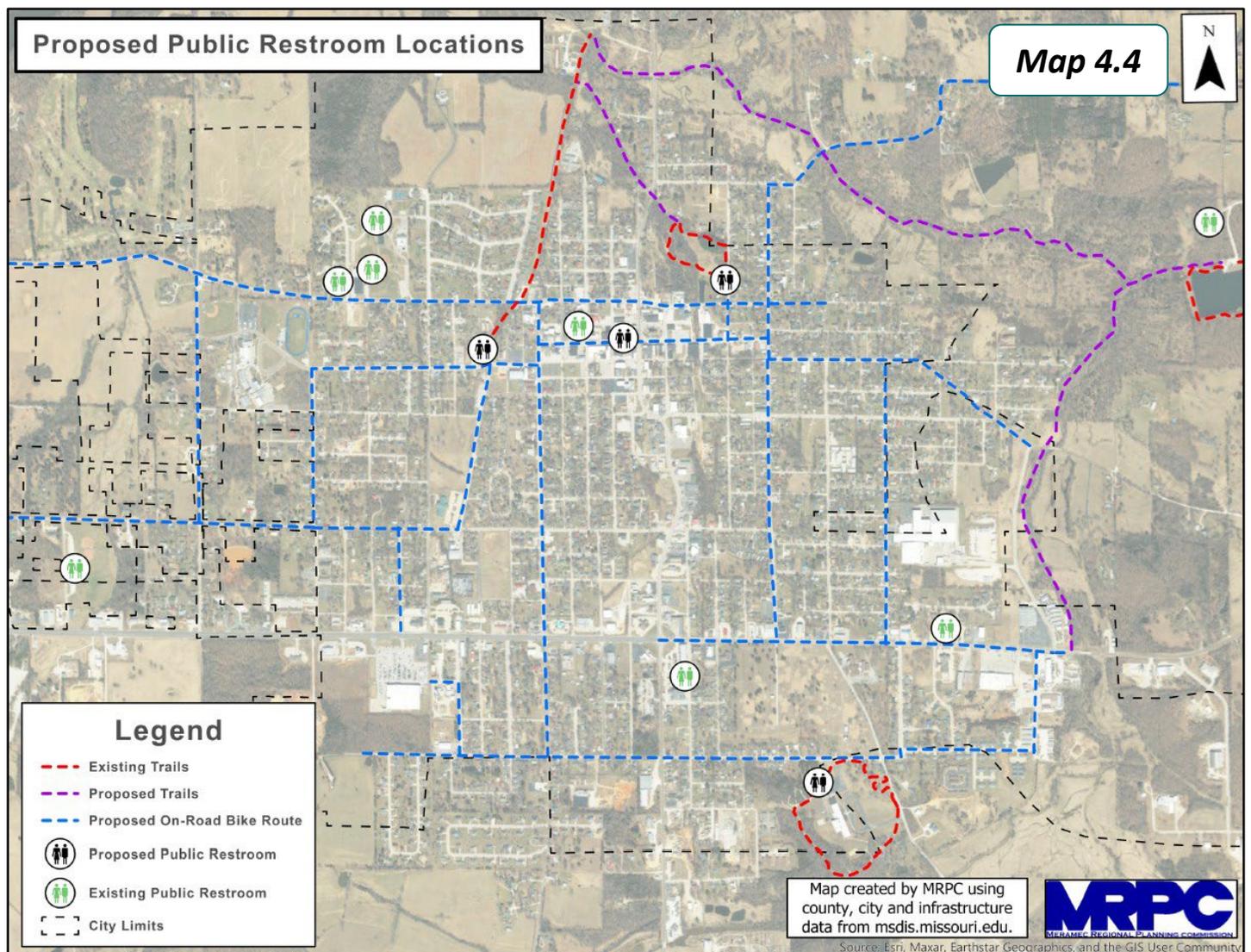
Per Federal Highways Administration and the Association of Pedestrian and Bicycle Professionals, not all bike racks are created equally. As outlined in FHWA’s Bicycle Parking Guidelines, the styles in the above figure show recommended racks that consider bicycle support, enable multiple-point security for different frame types and accommodate both chain and U-lock attachment methods. Alternative racks such as comb, toast or wave racks are not recommended as they fail to meet one more guideline requirements.

Proposed Public Restroom Locations

According to the Federal Highway Administration (FHWA), public restrooms are an essential amenity within bicycle networks that supports the comfort, convenience and inclusivity of all users. Access to restrooms encourages longer and more frequent rides, especially for families, older adults and cyclists with medical conditions or disabilities. Restroom availability can make the difference between whether a person chooses to bike or not, especially on longer routes or in areas limited to commercial services. Providing these basic facilities helps ensure that cycling is a viable transportation option for people of all ages and abilities.

The FHWA also acknowledges that amenities like public restrooms enhance the overall usability and appeal of active transportation networks to community members and visitors. When paired with other facilities, restrooms support a complete and equitable biking experience. Their placement at trailheads, parks, transit hubs and major network intersections can significantly improve route functionality and integrate biking into daily travel. Including restrooms in bike route planning reflects a commitment to make cycling more accessible, comfortable, and sustainable to all users.

Map of Proposed Public Restroom Locations



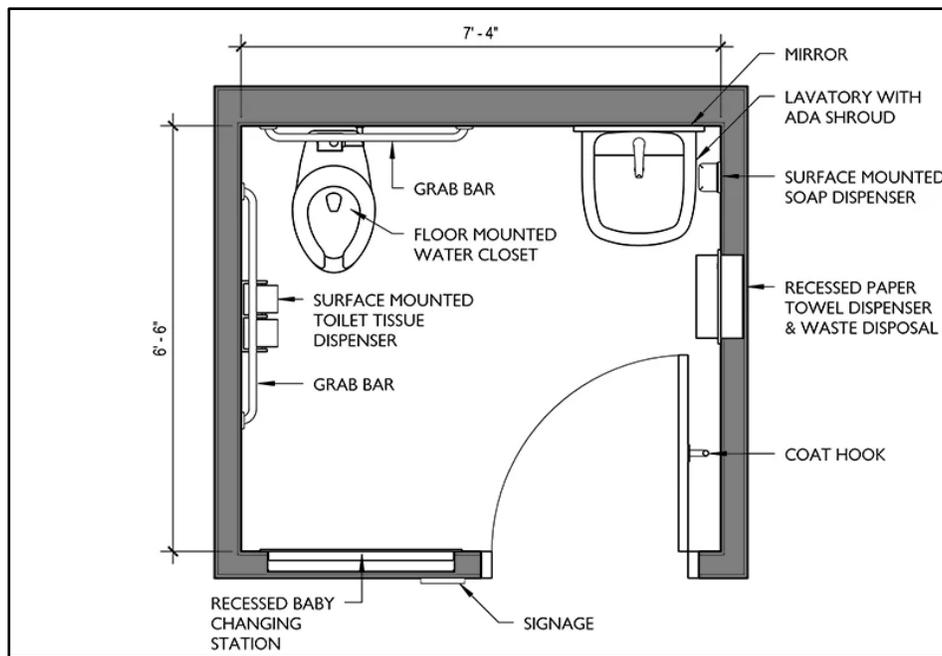
Salem’s stakeholders recognize the need for additional public restrooms throughout the city and identified areas of need throughout the proposed bicycle network. The specific locations identified in Map 4.4 are also current destinations for residents and visitors, who are forced to resourcefully find restrooms in commercial businesses or public buildings. Stakeholders noted that the majority of public restrooms in Salem are within buildings that are only open during regular business hours. As a result, cyclists and all active transportation users are forced to rely on private facilities in many areas of the city, which can require patronage for use. This limits opportunities further for economically depressed cyclists who could struggle to budget additional costs around restroom availability.



The Frisco Trail Trailhead currently features gravel parking with no other amenities. A modest restroom could provide relief and an opportunity to continue active recreation for trail users and the cyclists traveling the proposed network.

In addition to the existing public restrooms at the Armory, parks, city offices, public services and private businesses, the following locations are identified for future restroom placement within the proposed network:

- Frisco Trail Trailhead
- Tiger Trail Trailhead
- Downtown Salem
- Bonebreak Trail Trailhead



Example design of an ADA restroom. as provided by Rethink Access.

Per Federal Highways Administration guidelines (FHWA), all restrooms developed for active transportation users should meet Americans with Disabilities Act (ADA) guidelines to accommodate people with disabilities. The example above, provided by Rethink Access, provides ADA restroom accommodation with a minimal footprint of less than 64 square feet. Other considerations for locations include available utilities connections, ADA accommodating surfaces connecting the restroom to other networks and close proximity ADA parking.

Public Parking Considerations

According to the Federal Highway Administration (FHWA) public parking near bike routes plays an important role in supporting multimodal transportation and expanding access to bicycle networks. Designated vehicle parking areas at trailheads, commercial districts, recreation destinations and network hubs allow individuals to drive into Salem and continue their journey by bicycle. Commonly known as park and bike, this is especially useful in rural areas where county residential distances from bike routes may be too far or unsafe to travel entirely by bike. By integrating vehicle parking with bike infrastructure, communities can encourage more people outside of the city to incorporate cycling into their daily routines for commuting, recreation or everyday errands.

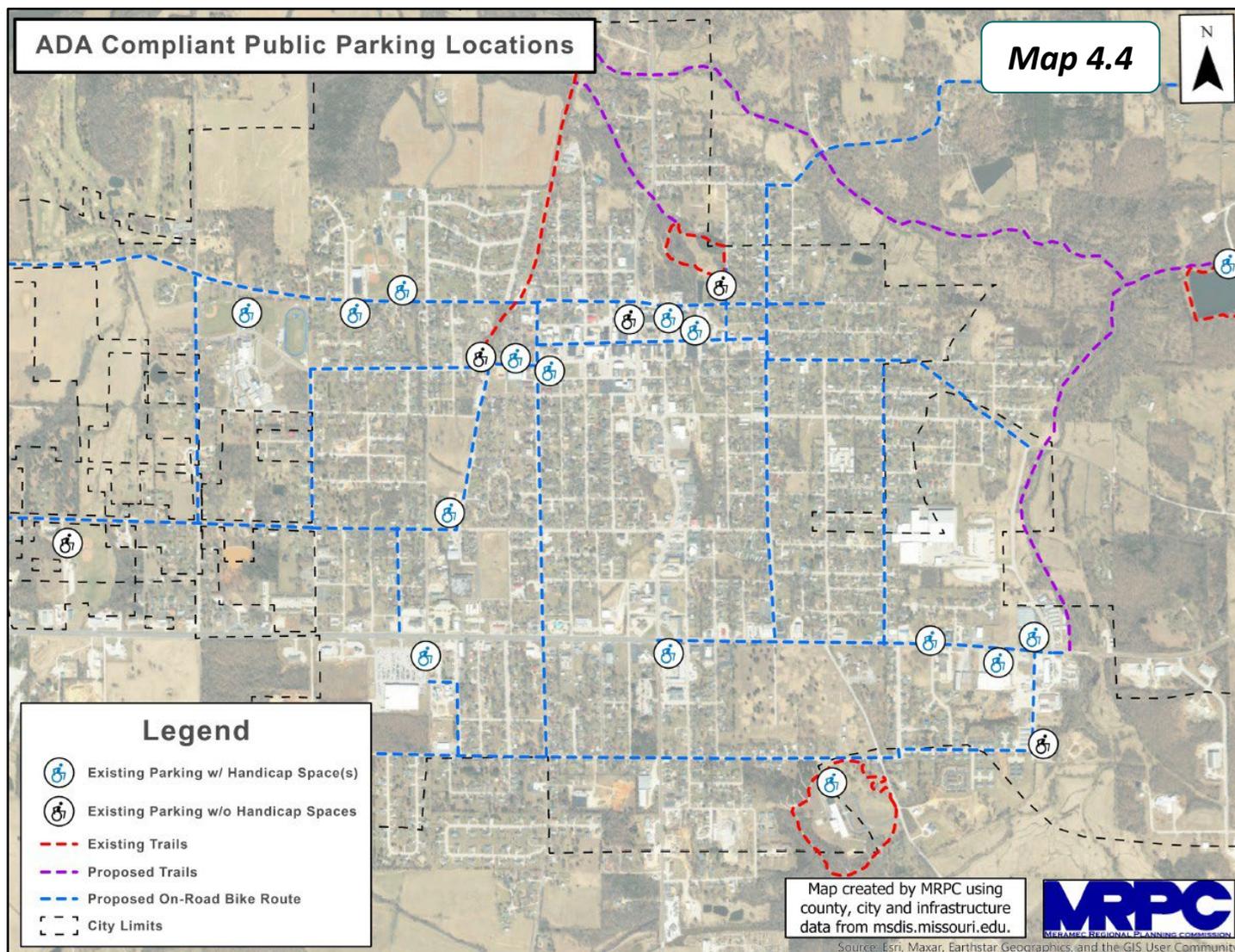
The FHWA also notes that strategically located public parking reduces congestion at high-traffic access points and supports equitable access for people who live farther from established bike facilities. Parking areas can serve as key access nodes that connect users to low stress bicycle networks and trails. When paired with amenities such as bike racks, restrooms and wayfinding tools public parking enhances the overall usability and reach of the cycling network. In this way, public parking is an asset that supports the growth and connectivity of active transportation systems.

Handicapped parking at trailheads and along bike networks is important to ensure equitable access to recreational and transportation facilities, as emphasized by FHWA guidance. These designated spaces support compliance with the ADA, by providing individuals with mobility impairment safe and convenient access to multimodal networks. Properly designed and well-located accessible parking enables all users to engage in outdoor activities and active transportation and promotes health, independence, and community inclusion. The FHWA encourages integrating accessibility into the planning and design of pedestrian and bicycle infrastructure to create a truly inclusive environment for all users.



Salem currently has numerous public parking lots along the proposed bicycle network and trails, although several do not offer handicapped options. The public parking lot on Babb Ln. (left) is a gravel surface that has no handicapped spaces. The Shawnee Mac Conservation Area just outside of Salem is owned and operated by the Missouri Department of Conservation and offers several ADA compliant parking spaces in different locations throughout the park and trail system.

Map of ADA Compliant Public Parking Locations



As outlined previously in this plan, Salem’s stakeholders identified 20 different parking locations throughout the proposed network that provide close access to a designated route. As noted above, several of these locations do not provide at least one ADA accommodating parking spot, potentially excluding a member of the community or a visitor from using it. Several of these non-compliant lots are gravel and may have labeled handicapped parking despite guidelines. Gravel parking lots are not ADA compliant because loose and uneven surfaces make it difficult for individuals using wheelchairs, walkers or other mobility aids to navigate safely. The ADA requires parking surfaces to be stable, firm, and slip-resistant, which gravel surfaces are generally not. Additionally, it’s challenging to maintain properly marked accessible parking spaces including access isles and other buffer areas on a gravel surface.

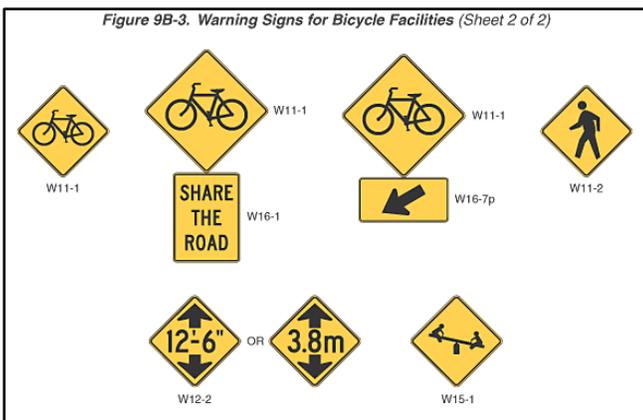
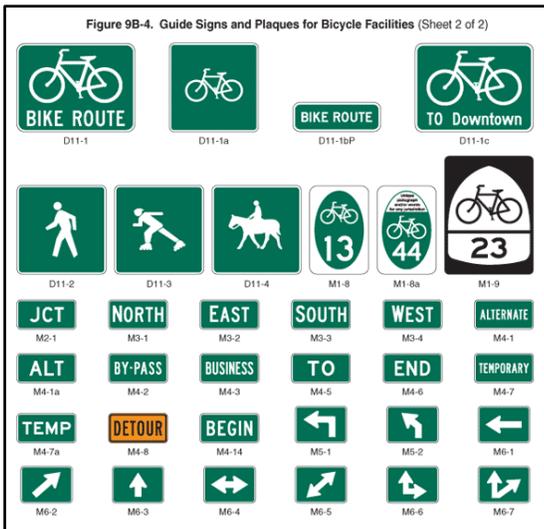
Several community residents indicated through the 2025 Salem Active Transportation Survey that parking in areas like downtown, the city park, the Armory and Salem’s public schools is often difficult only during big events. Stakeholders noted including these destinations along the proposed bicycle network could help relieve vehicle congestion in the future when direct routes and amenities become available.

Network Signage and Wayfinding Considerations

According to the Federal Highway Administration, wayfinding and signage are essential elements of an effective and user-friendly bicycle network. Clear and consistent signage helps cyclists navigate network routes safely and confidently, especially in unfamiliar areas or where infrastructure coexists with vehicle traffic. Signs can indicate the presence of bike lanes, upcoming turns, destination distances, route numbers or connections to other modes and trail systems. When cyclists know where they are and how far they have to travel it reduces uncertainty and enhances the overall experience, encouraging more people to choose cycling as a reliable mode of transportation.

Additionally, signage can be used to inform motorists of the presence of bicyclists, reinforcing roadway expectations and improved driver behavior. The dual function, guiding cyclists and alerting drivers, makes signage a relatively easy and critical component to reduce conflicts and create a more harmonious roadway environment for all.

Wayfinding also plays a key role in supporting equity and accessibility within the transportation system. By including universally understandable symbols, bilingual messaging and consistent design standards, signage can be strategically designed to serve a wide range of users. FHWA encourages local agencies to implement wayfinding systems that connect key destinations, so bicycle networks feel integrated and usable for everyday travel. Effective signage enhances the visibility, clarity and usability of bike networks, making cycling a safer and more appealing option for all.



FHWA provided examples of bicycle network wayfinding signage (top left), vehicular warning signage (bottom left) and general destination wayfinding signage (above) could all be applied in Salem to help transportation users safely navigate the city.

Section 5: Implementation

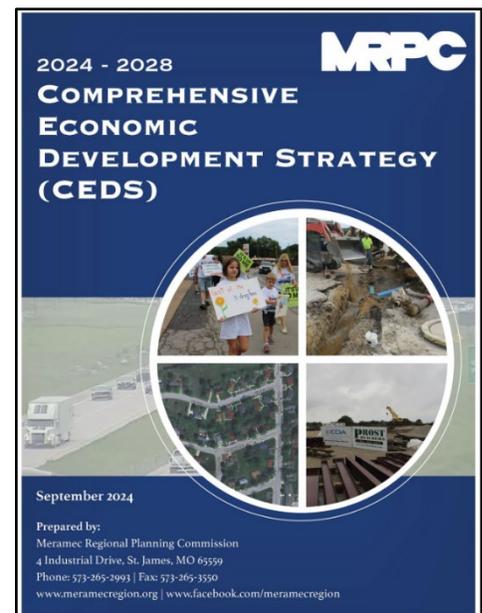
Project Implementation Strategies

The Enhanced Active Transportation plan focuses primarily on smaller infrastructure improvements that will not require engineering, concrete and other materials. Planning projects to be incorporated during routine maintenance will give the city of Salem the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Salem’s proposed projects include:

- Coordination of adding sharrows or bike lanes with street striping schedules during routine maintenance. As outlined in Map 4.2 and the priority route descriptions, 16 of the priority routes recommend a minimum shared lane or painted bike lane designation.
- 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 Salem will require resurfacing over the course of implementation of the Enhanced Active Communities of Practice Plan. These resurfacing projects can be aligned with recommended improvements to minimize additional costs, especially those projects outlined on Map 4.2 as priority routes recommended as separated bike lanes.
- 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 amenities and trails. Currently, the city of Salem does not codify this requirement for development; however, it is an opportunity to identify future code amendments. As multimodal 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
- Dent County’s list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Comprehensive Planning for Salem
- Ordinance adoption and updates
- Salem Capital Improvement Plans
- Other Salem Community Plans
- School District Plans



Project Funding Opportunities

Salem has demonstrated recent success in fundraising as a Transportation Alternatives Program (TAP) grant recipient in 2024 and should continue applying for TAP funds in the future. Through the 2024 TAP grant Salem was able to implement a downtown revitalization project, upgrading sidewalks and crosswalks to meet ADA standards. Along with pedestrian infrastructure, the project will upgrade lighting to historically reminiscent fixtures and add underground wiring to enhance the aesthetics of the historic corridor. 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 July 22, 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.

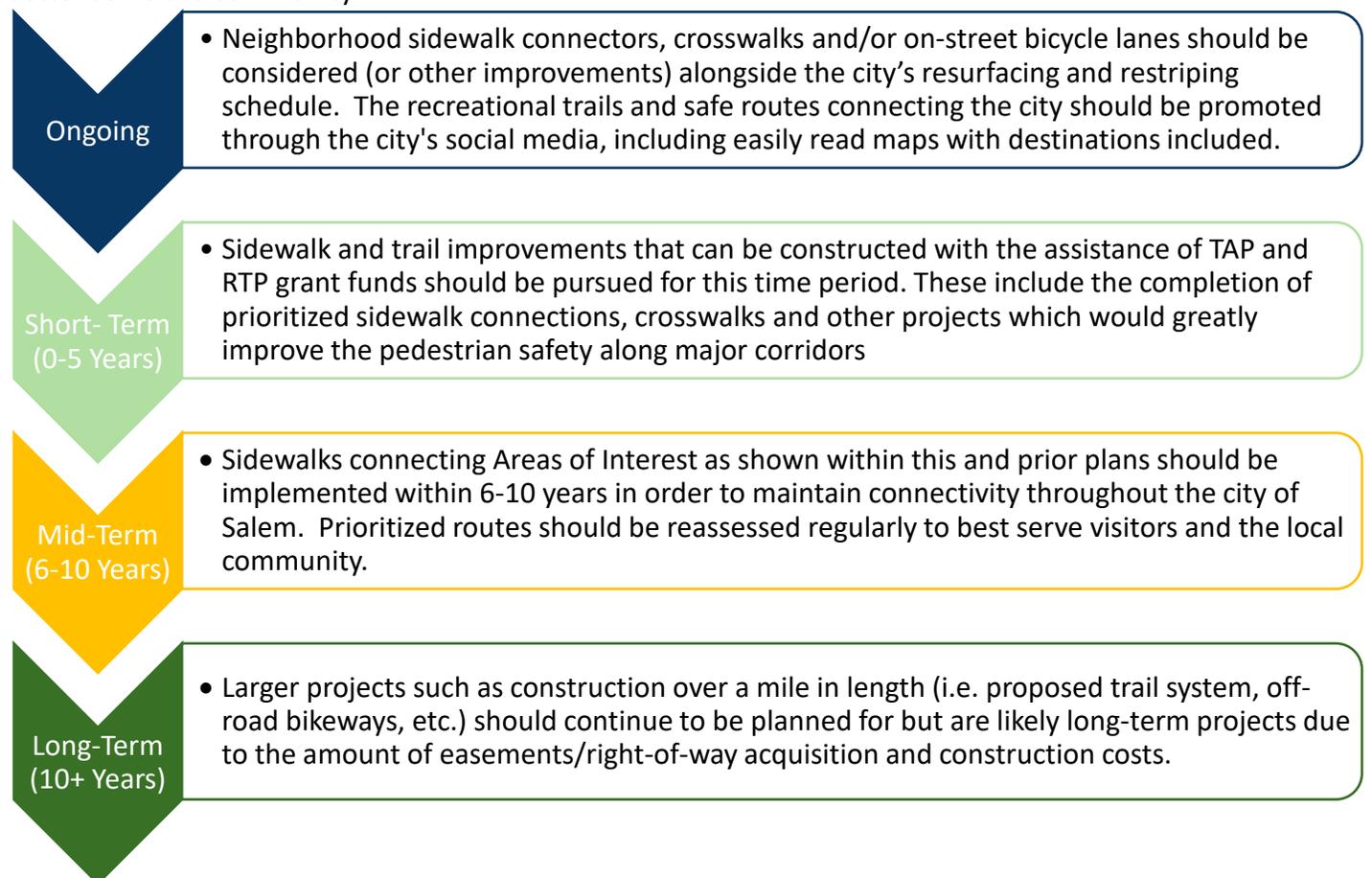
- Missouri State Parks Recreational Trail Program (RTP) - This grant is useful for trails or alternative transportation, as well as trailhead construction or other recreational activities. It requires an 80/20 match that goes up to \$250,000 (whereas TAP has a maximum of \$500,000).
- Land and Water 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/. They also offer grant funds.

Where do we go from here?

The recommendations in this Enhanced 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, bicycle network 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 Enhance 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 Salem.

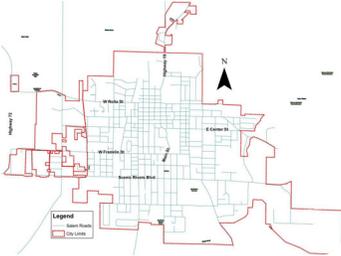
As Salem continues to attract residents and visitors through its businesses, recreation and community events, the need for safe active transportation routes becomes more important. Visitors will need to be able to navigate the city and easily walk and bike to destinations within. It would be of great 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 Salem residents and visitors while promoting itself as a pedestrian friendly destination. As opportunities become available Salem 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

Salem Active Transportation Survey 2025

70 responses



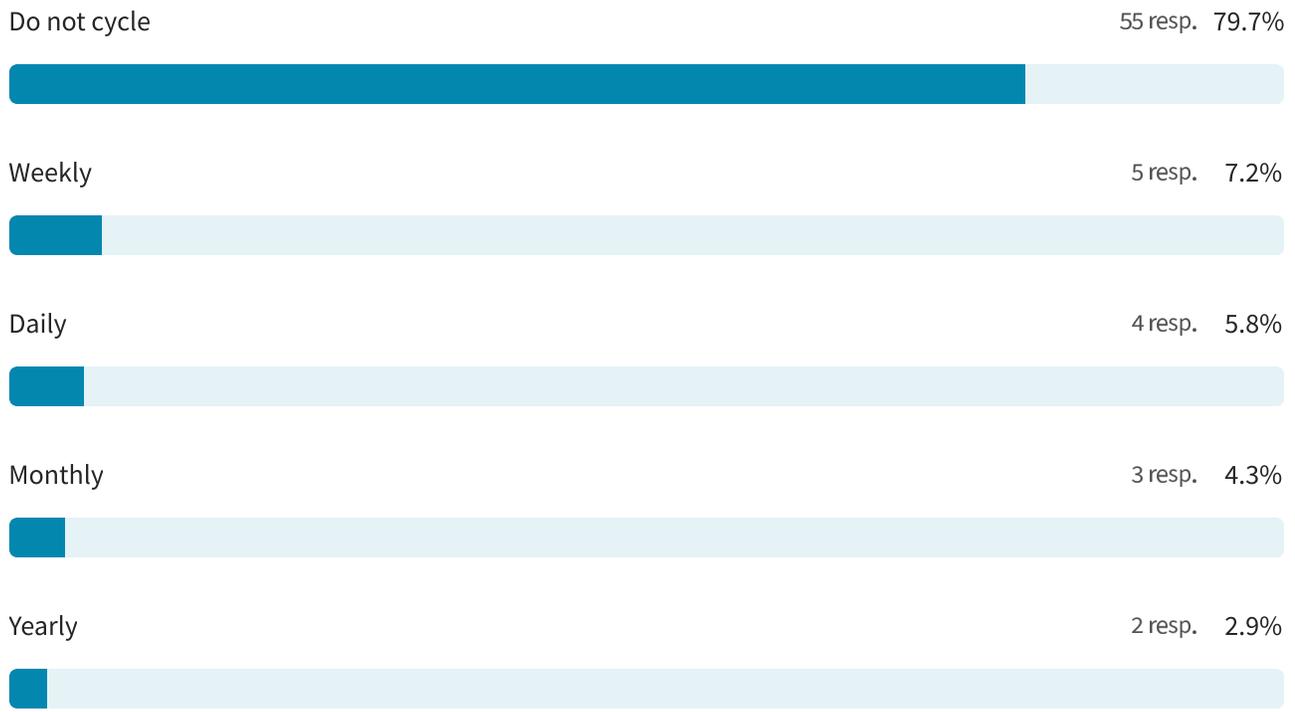
The primary focus of this survey is to assess active transportation within the city of Salem. Do you live in the city of Salem?

70 out of 70 answered



How often do you currently cycle for transportation or recreation?

69 out of 70 answered



What style of bicycling do you participate in most often?

47 out of 70 answered





Mountain Biking

1 resp. 2.1%



Do you currently feel safe cycling in Salem?

51 out of 70 answered

Unsafe

25 resp. 49%



Moderately Safe

19 resp. 37.3%



Very Safe

2 resp. 3.9%



Other

5 resp. 9.8%



Not very safe

Do not cycle

Don't cycle

Do not cycle

As



What destinations in Salem would you like to be able to reach by bicycle?

48 out of 70 answered

the city

The clinic, the hospital, the grocery stores

Anywhere I need to go

Downtown area to parks

Walmart

Parks and recreation and the gym and public pool etc

Walmart

4th Street Creamery, Salem Upper Elementary, William Lynch Elementary, Salem Senior High School, Salem License Office, US Post Office, Walmart, The Armory

Downtown Wal-Mart country mart

Any store or park

City Park or any trails

None. I would like the current roads better maintained and the potholes filled.

Family areas like park

Parks, schools, community center, Bonebrake, downtown

Walmart or country mart

Park restaurants stores

Neighbor hood, walmart

Downtown

None

Restaurants

Walmart

Stores, fitness center, etc

Businesses along Main Street; more trail connections; grocery stores

Schools

Downtown



Are you familiar with bike lanes and dedicated routes in other municipalities?

60 out of 70 answered

I am familiar with bike lanes and dedicated routes in other municipalities. 32 resp. 53.3%



I am not familiar with bike lanes and dedicated routes in other municipalities. 16 resp. 26.7%



I have used bike lanes and dedicated routes in other municipalities.

12 resp. 20%



In what communities did you see or use bike lanes and dedicated routes?

41 out of 70 answered

NA

Lincoln NE

Rolla

Rolla

St Peters, MO

Rolla

Rolla

Rolla

Rolla, Springfield Colorado Springs

None

St. Louis County

Phoenix AZ and surrounding municipalities

Kennesaw, ga

I've seen them in several towns and they are rarely used. Mostly a waste of space. Good sidewalks for walking would be a better use of taxpayer resources.

Jefferson City

Rolla, MO

Edwardsville IL

Florida

Rolla

KCMO

Bentonville, AR

Rolla

NW Arkansas, Columbia, Boulder, etc.

Throughout Missouri, the midwest, and the world--everywhere from Paraguay to Switzerland to small towns across Missouri have embraced bike lanes and dedicated routes! Love local examples, and Rolla is a good nearby town to look to see what Salem could consider.

Springfield

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



What are your biggest concerns when using bike lanes or dedicated routes for transportation?

53 out of 70 answered

Safety

Safety

Road Rage

My case is unique to others; I am now legally blind, and have a lower back injury. I would love to cycle, but I'm unable to.

Distracted drivers

Dogs and disconnected trails

Speed of passing cars

Will not be used

Safety

A biker falling over into traffic

Motorists being attentive to bicycle riders

Cars not recognizing bike lane

Safety

Traffic yields when necessary. Bikers obey street rules. Since the state passed law to keep mobility transportation off street not able to go because we have posts in sidewalks. No side walks. Nothing to accommodate 15 mile an hour mobility vehicles.

Width

Drivers not understanding or paying attention

People will not use them

I do not use them.

Traffic and pedestrians

Safety if vehicles are around

Parked cars and construction blocking the path

Proper signage

I don't bike. I also don't walk around town or in my neighborhood because of dogs running loose.

Motorist not observing them

Drivers not understanding bike only means no cars



Do you feel that bike lanes negatively impact traffic flow for cars?

68 out of 70 answered



Would your family be more likely to bike to work or school if bike lanes and dedicated routes were available in Salem?

62 out of 70 answered



No

30 resp. 48.4%



Would your family be more likely to bike for recreation if bike lanes and dedicated routes were available in Salem?

67 out of 70 answered

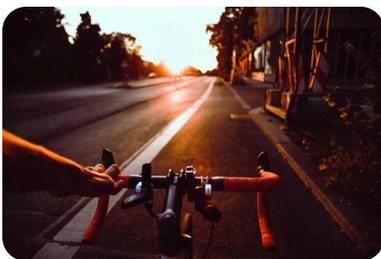
Yes

45 resp. 67.2%



No

22 resp. 32.8%



Which roads in Salem would benefit from dedicated bike lanes?

51 out of 70 answered

All

68 and 19 highways coming in to Salem

All roads

All major roads

McArthur, Pershing, Rolla Rd, Hwy J, Hwy 32, Hwy 19

MacArthur, Pershing, Main

I'm not sure

I'm new to Salem so I don't really know

Main, Franklin, Scenic Rivers

Scenic river blvd

Bike lanes must be engineerd such that the following is prevented. Lane Space: Converting a car lane or shoulder into a bike lane can reduce space for cars, which may create bottlenecks in high-traffic areas. Turning Conflicts: At intersections, cars often need to cross bike lanes to turn right, which can slow traffic and cause hesitation. Reduced Parking: In some cities, bike lanes replace street parking, leading to more cars circulating as they look for spots.

All main thoroughfares

There needs to not only be bike lanes but accessible sidewalks as well. On all streets

All major roads

32 and 19

None

Main Street and 32 starting in city limits

Pershing, MacArthur, 10th St towards Shawnee Mac, existing walking trail on old railroad bed, Franklin and/or Roosevelt

32

Main roads and highways

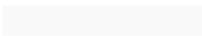
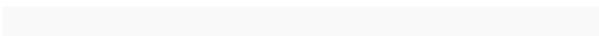
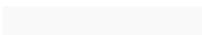
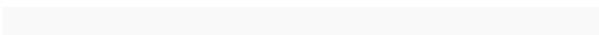
McArthur, Park St.,

72/32, 19, MacArthur, W 3rd, E Roosevelt, Pershing

Main Street

None

J hwy





What road intersections in Salem do you find particularly dangerous for bicycles.

57 out of 70 answered

Most

All of the intersections, in particular, the one by Crossroads shopping center.

All

Hwy 32 and 19 and 32 and MacArthur, 32 and Pershing

Stoplights

32-82

Scenic Rivers Blvd and MacArthur

On 32

19 and 32 MacArthur and 32

4th & Main, Franklin & Main, Hwy 32, 72 & 19

Hwy32 & Main Street intersection

19 & 32

72 highway meets 19 highway

Until the laws regarding phone usage while driving are strictly enforced. I would not encourage anyone to bicycle on the streets of Salem.

All of them

Most

Intersection of 19 and 32

None

4 way stops and lights

Any junction with 32 or 19

19 & 32

19 and 32/72

Franklin st & hwy 19

Hwy 19, and Hwy 32 72

Rolla road and 19

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Please provide any additional insight that would be considered regarding future bike lanes and dedicated routes in Salem.

40 out of 70 answered

I hope we get them

the city of Salem seem ok it is the Highways entering Salem I see as a problem

I like how in the photo above the bike lane is painted red. I've never seen that before and it does quite nicely. But again, I am not the person to talk to you about this because I would not be able to utilize these special bike lanes. Personally that that's sad to me because I would love to cycle.

I have never seen a bicycle on the bike lanes in Rolla

I don't really know.

N/A

I have.

If you take away car parking to accommodate bikes and mobility where are the cars going to go?

What about more sidewalk for walkers and runners? Sidewalks that aren't falling apart?

City needs to pay attention and remove small trees/bushes that impede the view of oncoming traffic throughout the city

It would be better to invest in maintaining the current roads. During the slightest rain the roads in my neighborhood (Pershing Ave) flood and have tons of washed out gravel, dirt, and trash. The sidewalks should be better maintained. I would be much more likely to walk than bike. Please fix the roads and put in better culverts and drains so the yards don't turn into ponds and the streets aren't flooded every time it rains.

Make sure there are no cars parking in those areas

Don't know which streets are currently wide enough to safely support a bike lane

Protected intersections for bicyclists crossing the major thoroughfares in Salem to help keep cyclists visible and safe at junctions via buffer zones and separate signal phases

There are more people that would walk around Salem than there are bikers. It would be more beneficial to improve sidewalks and enforce leash laws.

Lights, etc.

These are a waste of funds while operating a deficit

Salem does not the money to invest in this project with the current financial situation

It would be good for our community, as well as more walking trails.

Please consider a road diet for MO-32 (Scenic Rivers). The road is already only two lanes on the east and west ends, so why make it more dangerous right when people walk and bike the most in town?
Consider sharing with MoDOT, because Iowa DOT already has experience with this:
<https://iowadot.gov/modes-travel/roads-highways/highway-safety-features/4-3-lane-conversion>

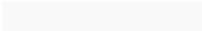
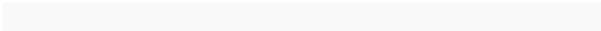
None

It would be great to have a circular route around town/the area, so a person could get on it from anywhere and go in a loop for exercise. Also, connecting Salem to 72N safely would make for good riding as 72N has wide shoulders.

It would be helpful to also have flashing lights at area where streets cross Main St. Also it would be good to have cross walks at busy intersections

Taxpayer money should be used for more important things...like road repair, infrastructure

I would just like to c salem get all roads access to bikes

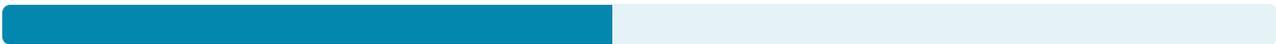




How satisfied are you with the overall availability of public parking near recreation destinations in Salem.

69 out of 70 answered

Satisfied 33 resp. 47.8%



Unsatisfied 29 resp. 42%



Very Satisfied 7 resp. 10.1%

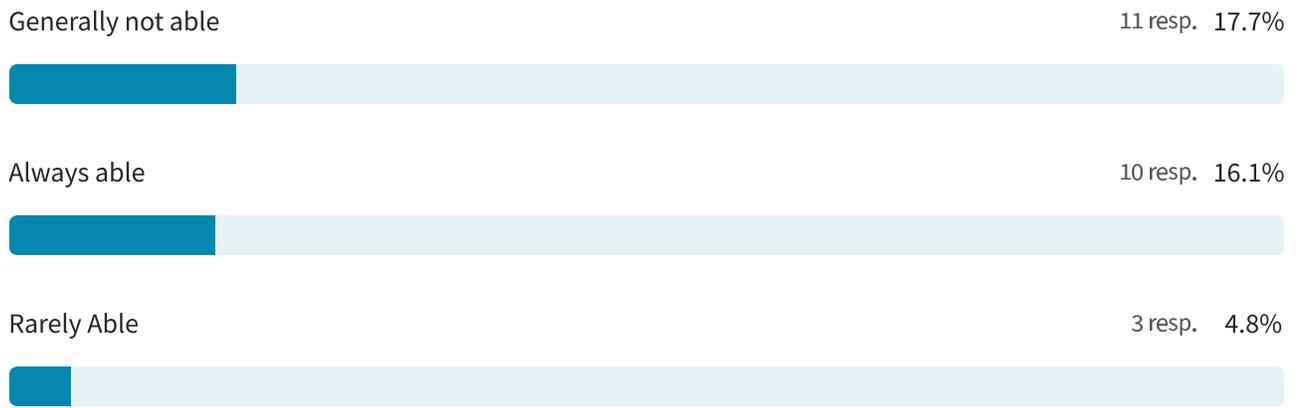


Are you able to find a parking space near recreation destinations in Salem?

62 out of 70 answered

Generally able 38 resp. 61.3%





Where are areas in Salem you find parking difficult?

60 out of 70 answered

Shopping area

The armory

City Park during Ball games

All public roads, and streets that have popular destinations such as the schools, library, stores.

City Park, Armory, High School

None

City Park, Al Brown Fields,

Downtown

Main St cafe

Around city hall for special events

City Park and armory

Al browns and armory

Armory

Community Center and Little League Park and Pool

Downtown

City park, al brown field

Armory, city ball fields, city pool, high school sport games, football, basketball, baseball.

Downtown and Brown field

Rarely find it difficult to ultt

Al brown during any city league seasons, TCRC is a disaster!

Near the park where kids can play

Occasionally at the Armory.

4th street, city park during ball games and other activities

Na

None

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Does your family have accessibility needs to consider when parking a vehicle?

64 out of 70 answered

Yes

No

no

Yes

No

No

No

No

Yes

No

No

Yes

No

Handicap Parking

No

Yes

Yes

Yes

Yes. Handicap

No

No

No

No

Yes disabled person trouble walking

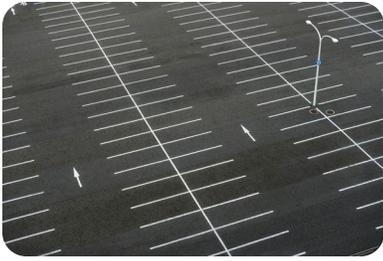
No

[Redacted]

[Redacted]

[Redacted]

[Redacted]



Do you feel the city should invest in additional parking spaces and/or infrastructure in the future?

66 out of 70 answered

Yes

41 resp. 62.1%



No

25 resp. 37.9%



Please provide any additional insight that should be considered for future parking priorities in Salem.

32 out of 70 answered

n/a

None

City park

Crossing lane for Main Street Cafe. Too many's four way stop intersections.

No comment

Maybe some property in some areas could be cleared and made into parking areas

If you are wanting to develop downtown and possibly have a restaurant you are going to have to look at a parking lot or garage. I understand there are parking lots a block away but not everyone is able to walk that distance when the street parking is taken up.

More handicap parking and to be able to get on sidewalks near the handicap parking

Plan for tomorrow (15-20 years ahead) today.

I don't know. The law has eliminated a means of those in wheelchairs and scooters to be able to go anywhere because you can't ride in the road and most of Salem doesn't have side walks. Those that exist are cluttered with utility poles planters and other items.

Please don't make spots all for cars. Very hard to park trucks anywhere on the streets or in parking lots

Infrastructure is terrible here!

Please just fix the roads and add culverts. The drainage issues are awful and deteriorate the roads.

Better signage would help but don't think we need additional lots or anything

Until utilities get under control no one can afford to drive anywhere.

N/a

There is plenty of parking--consider policies that encourage shared parking lots to maximize use and minimize empty spots. For example, First Baptist Church has an entire city block of parking, but they primarily would use that lot for a single day. Meanwhile, the post office nearby maintains a parking lot--operating times for these places do not overlap. Why not find ways to ensure businesses can use existing parking, and vice versa, so that each separate business would not need to maintain their own separate parking spot? Be creative, save space, and make more room for more businesses, housing, and green space instead of empty, costly parking lots.

Parking garage near the armory

None

It would be beneficial to make it one way around the courthouse as the cars are always sticking out in the way and blocking one of the lanes.

Fix roads, sewer, water

Just need morec

I wouldn't know where to improve. There is good parking here in Salem

NA

Need parking for for people that work out of town.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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	TIFA	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																																					
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)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

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Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
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Curb ramps	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
Counting equipment	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
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Pedestrian plans	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	\$	~\$	~\$		\$	\$													\$	\$	\$
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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)).
- [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 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)), [BIP](#) (23 U.S.C. 124), [ERR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [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



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McDonald County's Perspective



Brandy Smith
Health Educator
McDonald County
Health Department

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

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

<http://bit.ly/mcdonaldcounty>

| 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 |

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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

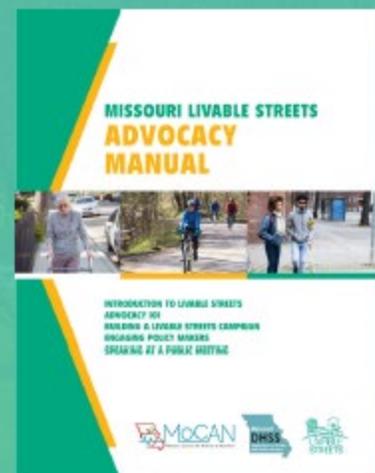
Private sources

- 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