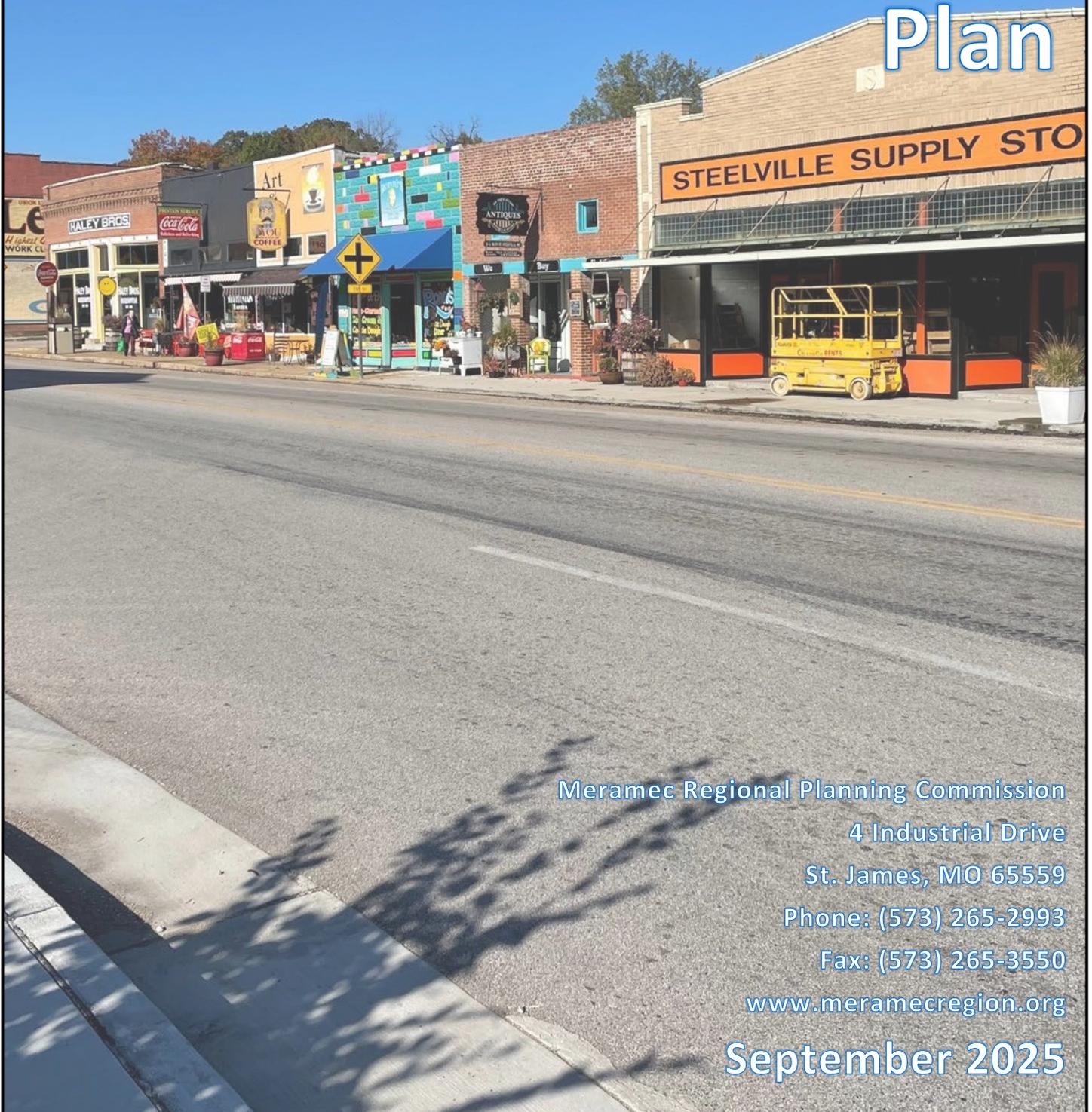


# City of Steelville Active Transportation Plan



Meramec Regional Planning Commission

4 Industrial Drive

St. James, MO 65559

Phone: (573) 265-2993

Fax: (573) 265-3550

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

September 2025

# Table of Contents

## Steelville Active Transportation Plan

|   |    |
|---|----|
| Section 1: Introduction .....                     | 4  |
| Section 2: Existing Conditions.....               | 7  |
| Map 2.1 Areas of Interest.....                    | 8  |
| Map 2.2 Existing Crosswalks.....                  | 10 |
| Map 2.3 Sidewalk Conditions.....                  | 11 |
| Map 2.4 Existing Trails.....                      | 13 |
| Section 3: Community Engagement.....              | 15 |
| Section 4: Recommendations.....                   | 17 |
| Map 4.1 Proposed Connections.....                 | 18 |
| Map 4.2 Proposed Trails.....                      | 19 |
| Map 4.3 Proposed Crosswalks.....                  | 23 |
| Map 4.4 Proposed Sidewalks.....                   | 26 |
| Section 5: Implementation.....                    | 35 |
| Appendix A: Community Survey Responses.....       | 36 |
| Appendix B: Pedestrian Funding Opportunities..... | 48 |
| Appendix C: Livable/Complete Streets Policy.....  | 53 |

# Prepared By

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



# Funded By

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

# Acknowledgements

The Active Transportation Plan for the city of Steelville, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. Three community meetings were held May 14, July 31 and September 17, 2025 at the Community Center in Steelville to identify and prioritize sidewalk, crosswalk, and trail improvements. MRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Terry Beckham - Mayor

Jason Ward, Curtis Crouch, Lula Patterson, Bill Bennett - Aldermen

Mike Sherman - Chief of Police

Jason Evans – Director of Public Works

Kurt Merseal - MTB Collective

Jennifer Whitson – Trail of Tears Remembrance Committee

Robin Brandenburg – Historical Society

Rob Viehman, Caroline Viehman, Stuart Lindemann – Dedicated Citizens

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

# Section 1: Introduction

Steelville was founded in 1835 by James Steel, who donated land for the establishment of the town that would later bear his name. Chosen as the county seat of Crawford County, Steelville quickly became a focal point for political and economic activity in the region. The town's location along the Meramec River made it an ideal site for early settlers with fertile land, an abundance of timber and access to the Ozark's trade routes. In its early years, Steelville's economy centered on agriculture, blacksmithing and other local industries that served the surrounding rural communities. The late 1800s brought significant growth with the arrival of the railroad, which opened the area to commerce and travel. Mining for iron ore and lead in the nearby hills also played a major role in the local economy during this period. By the 20th century, Steelville began to shift toward tourism, attracting visitors to its scenic Ozark landscapes, rivers and natural springs. Today, Steelville proudly embraces its heritage as the "Floating Capital of Missouri," blending its historical roots with a thriving outdoor recreation industry and close-knit community spirit.



View of a pedestrian crosswalk on Main Street near the Crawford County Courthouse in Steelville (left), and existing sidewalks on Hickory Street near Downtown Steelville.

## What is an Active Transportation Plan?

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

These routes and destinations are the building blocks for determining an overall plan for active transportation which MU Extension defines as “any self-propelled, human mode of transportation, such as walking or bicycling.” Active transportation can boost local economies, increase physical health, improve the natural environment, and provide affordable transportation access for all. Through a grant from MU Extension, the Meramec Regional Planning Commission (MRPC) selected a community in the eight-county region that had an interest in enhancing the lives of its citizens through the adoption of an Active Transportation Plan. Additionally, MRPC reviewed health and socioeconomic-related statistics from the American Community Survey (ACS Census data) to ensure the chosen community demonstrated a need. This need includes poor health outcomes and low rankings as a health county statewide. Steelville looks to support and increase its residents’ quality of life and safety with increased pedestrian infrastructure throughout the village.

Different types of active transportation include:

- Pedestrian (walk or wheelchair)
- Bicycles
- Skateboards
- Other personal mobility devices



Per the Rails-to-Trails Conservancy, active transportation provides the following benefits:



Healthy People – Adds routine physical activities into citizens’ daily lives



Health Environment – Reduces impacts to the environment by using cars less



Healthy Economy – Creates communities with a high quality of life that can spur small business development, increasing tourism dollars and possibly property values



Mobility for All – Provides vulnerable populations (children, elderly, low-income, etc.) with access to move around their community

## Steelville's Active Living Communities of Practice Goal

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

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



Views of existing exercise and recreational destinations in Steelville, Steelville City Park (left) and a portion of the Greenway Trail (right).

# Section 2: Existing Conditions

Before sidewalk and trail recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, the city of Steelville has a significant pedestrian network compared to many small towns in the Meramec region. With approximately 12,600 linear feet (2.4 miles) of sidewalk, the community has a good base for expansion of its facilities. Although sidewalk conditions vary, Steelville currently has existing pedestrian infrastructure connecting the immediate residential neighborhoods north of Main Street with the Downtown Business District and destinations along the Main Street Corridor.



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

## Areas of Interest

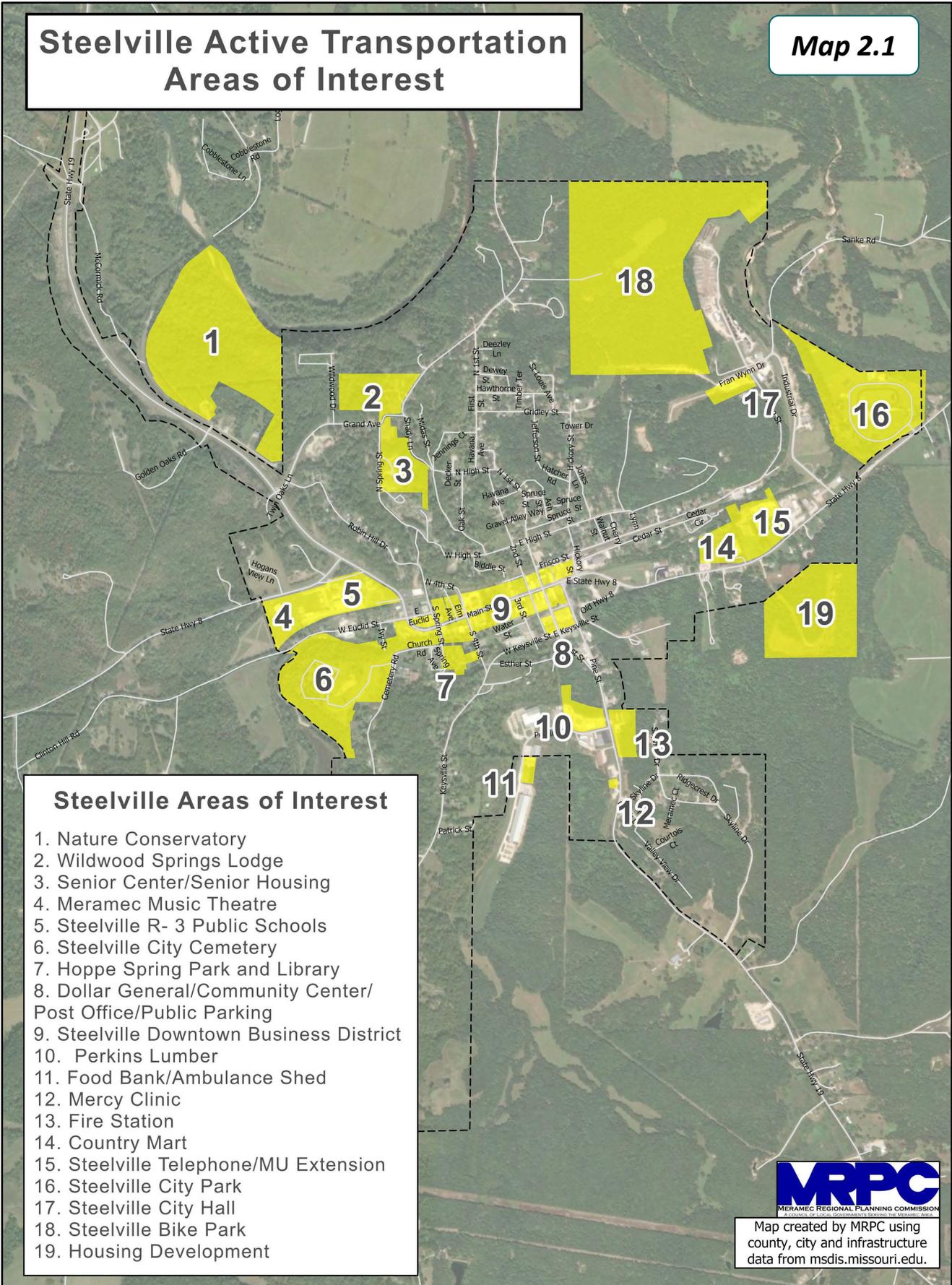
Throughout the Active Transportation planning process, MRPC asked Steelville’s stakeholders to identify areas of interest or community destinations. The destinations included focus areas of education, recreation, essential goods and public services. It was noted from discussions that most of Steelville’s areas of interest, outside of the Main Street corridor, had no dedicated connections for active transportation users.

Stakeholders highlighted a need for complete connections to the Steelville School Campus and Steelville City Park, focusing on safety for students and families. The stakeholders also stressed the need to safely connect more residential streets in northern Steelville to the greater network of community routes and destinations.

As the downtown area along Main Street continues to develop and grow, stakeholders noted a need for additional sidewalks as pedestrians often cross outside of designated areas. Stakeholders identified an additional crosswalk location in downtown Steelville at Second Street that would provide an additional place safely cross and minimize jaywalking in the area.

# Steelville Active Transportation Areas of Interest

Map 2.1



## Steelville Areas of Interest

1. Nature Conservatory
2. Wildwood Springs Lodge
3. Senior Center/Senior Housing
4. Meramec Music Theatre
5. Steelville R- 3 Public Schools
6. Steelville City Cemetery
7. Hoppe Spring Park and Library
8. Dollar General/Community Center/ Post Office/Public Parking
9. Steelville Downtown Business District
10. Perkins Lumber
11. Food Bank/Ambulance Shed
12. Mercy Clinic
13. Fire Station
14. Country Mart
15. Steelville Telephone/MU Extension
16. Steelville City Park
17. Steelville City Hall
18. Steelville Bike Park
19. Housing Development



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

It should be noted that Downtown Steelville (9) along and near Main Street is the business epicenter of the city and contains restaurants, shopping, entertainment and the Crawford County Courthouse. The downtown district has complete sidewalks, and a low ratio of vacant buildings when compared to other small towns in the Meramec Region. As a result, Downtown Steelville is the central hub of the active network for community residents and visitors alike.

Additionally, stakeholders identified several destinations that highlight Steelville’s tourism industry not in downtown including Wildwood Springs Lodge (2), Meramec Music Theater (4), Hoppe Spring Park (7), City Park (16) and Steelville Bike Park (18). Stakeholders discussed how mapped pedestrian routes to popular destinations encourage tourists to explore Steelville and spend more time in the community. Good active transportation options promote sustainable tourism by reducing vehicle traffic and environmental impact, enhancing the area’s reputation as a natural destination.



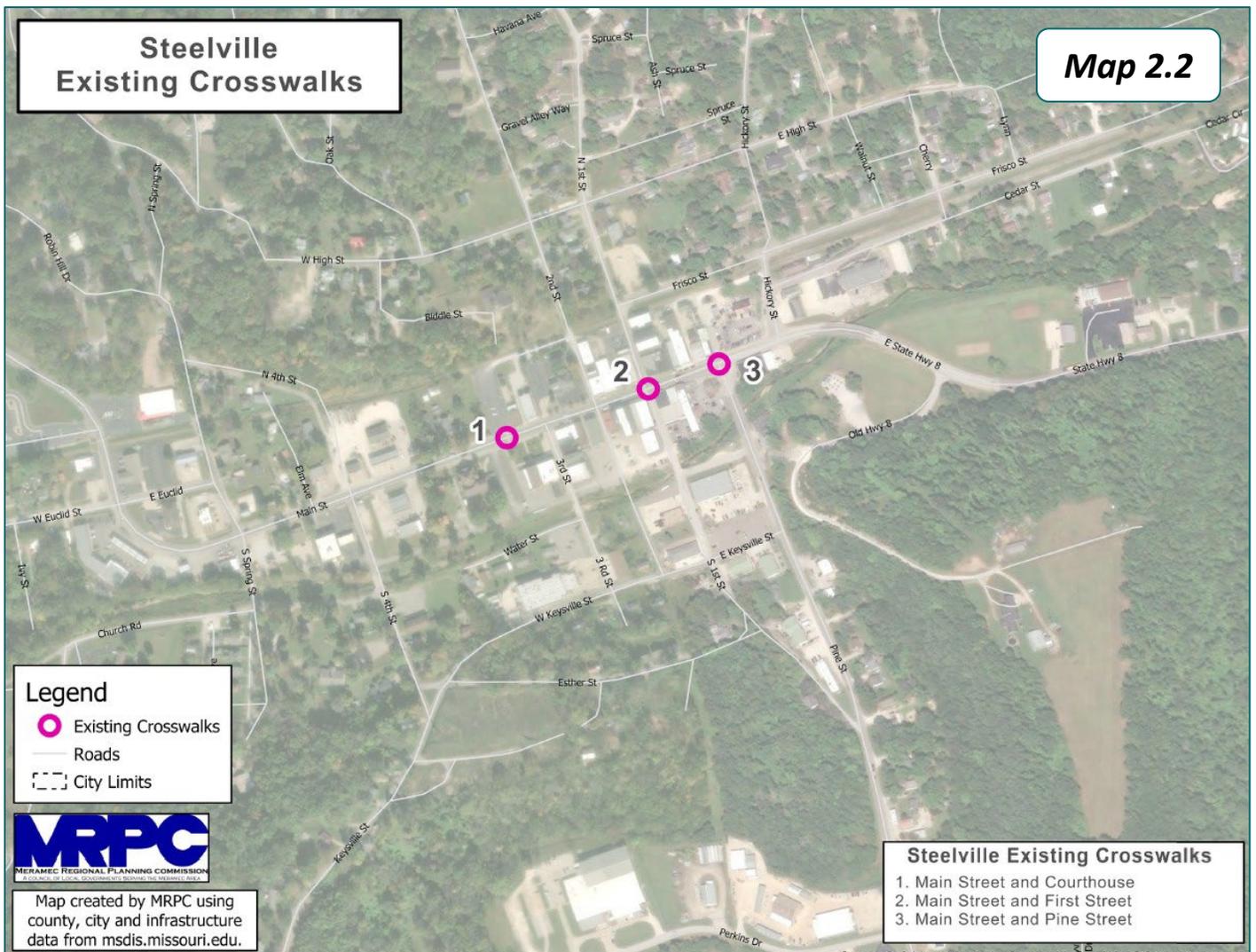
Stakeholders identified 19 destinations for active transportation users within Steelville including the Steelville Community Center (left) and the Steelville Mountain Bike Park (right).

Other identified areas of interest focused on local residential housing and access to healthcare, essential goods, education and public offices. Such destinations include the senior center (3), senior housing (3), school campus (5), library (7), health clinic (12), city hall (17), foodbank (11) and grocery store (14). Connecting Steelville’s residents to health, education and essential shopping destinations through sidewalks and active transportation infrastructure aims to build an equitable, healthy and sustainable community. Safe and well-designed sidewalks enable people of all ages and abilities to reach needed destinations without relying on a car. Having the option to walk instead of driving encourages physical activity for residents and lowers the risk of traffic injuries. Sidewalks and crosswalks support social inclusion and ensure that individuals who cannot drive can still access vital services independently.

# Existing Crosswalks

Crosswalks in Steelville are essential to the safety of active transportation users and are prioritized projects by city government. Three existing crosswalks are located along Main Street or Highway 8 and are all compliant with Americans with Disabilities Act (ADA) standards. Map 2.2 highlights the existing crosswalks located within Steelville’s active transportation priority network. These crosswalks provide safe access across Main Street for tourists and visitors in Steelville’s downtown. As noted later in this plan, stakeholders prioritized two additional crosswalks along Main Street in downtown Steelville, to provide additional safe opportunities to cross and avoid ambiguous, dangerous interactions between pedestrians and vehicles. Crosswalks help concentrate pedestrian crossings at predictable locations, which improves driver awareness and reduces unexpected pedestrian-vehicle conflicts on rural roads.

## Map of Existing Crosswalks

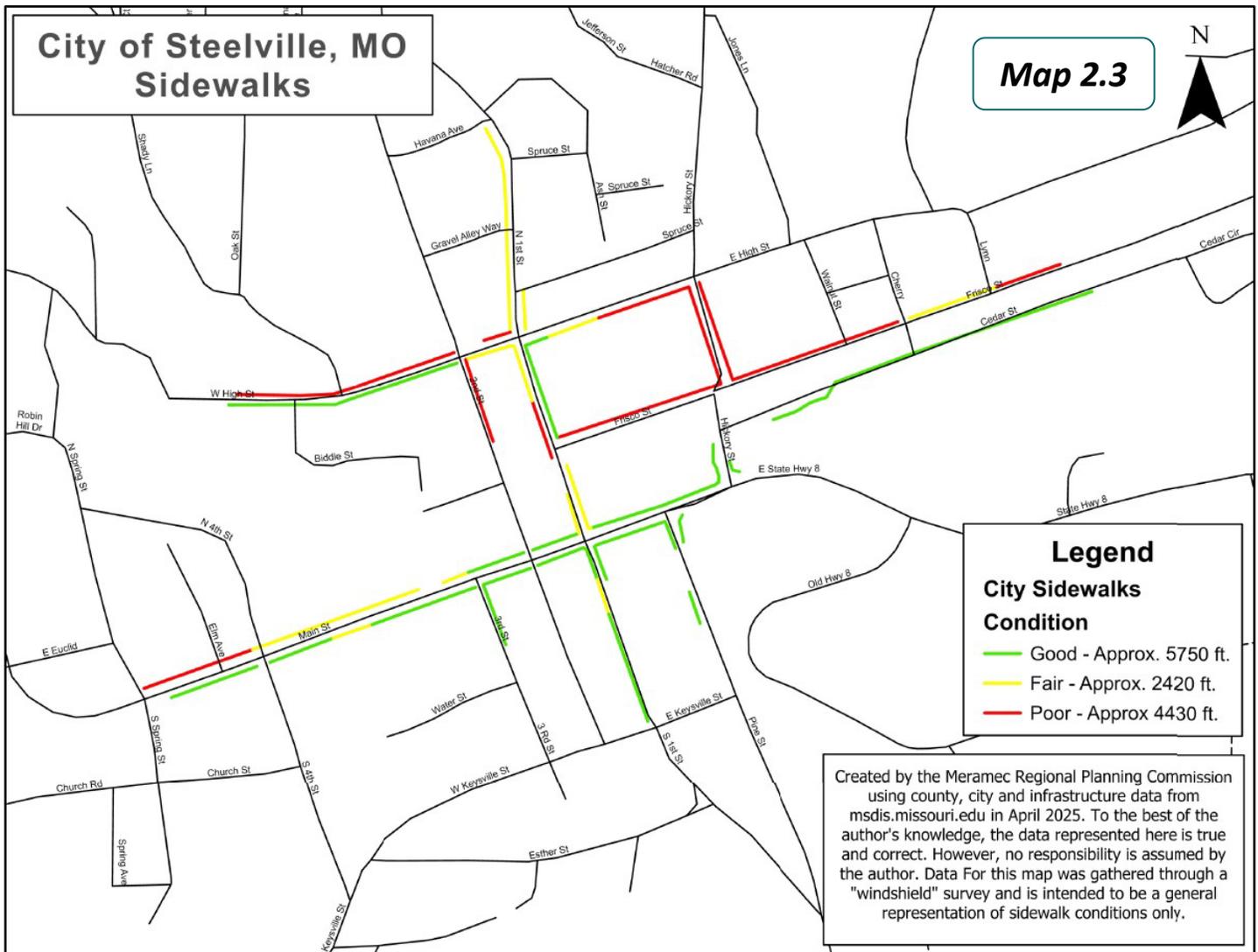


# Sidewalk Conditions

In Steelville, existing sidewalk infrastructure is concentrated along the Main Street downtown business corridor and north toward the residential neighborhoods. Additional sidewalks exist in fair or poor conditions in the neighborhoods along First Street, High Street, Frisco Street and Second Street. In 2013, MRPC completed a sidewalk inventory in partnership with the Missouri Department of Transportation. That inventory was checked by MRPC in April 2025 to update current conditions for sidewalks and routes specified by this Active Transportation Plan.

The City of Steelville has approximately 12,600 linear feet (2.4 miles) of existing sidewalks. The majority of sidewalks are considered to be in good condition. *Map 2.3* illustrates sidewalk conditions from 2025.

## Map of Existing Sidewalk Conditions



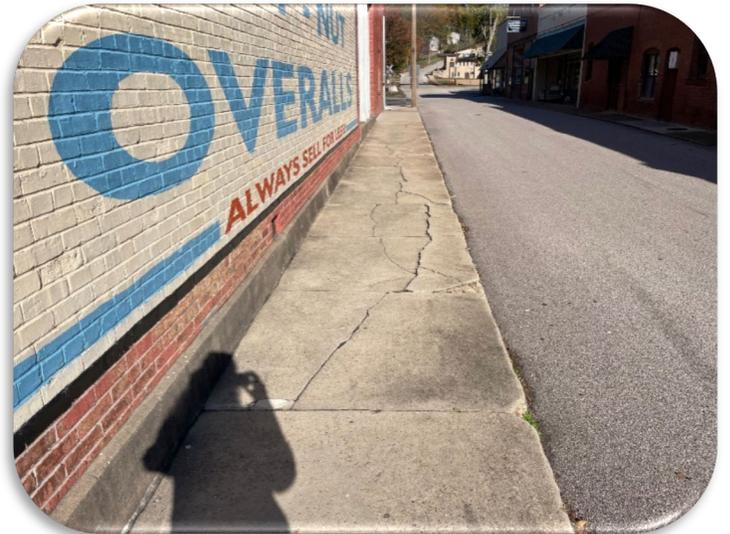
Sidewalk conditions are organized into three categories:



Sidewalk on north side of Main Street looking northeast.

- **Good sidewalks** have a smooth and continuous paved surface with minimal cracks or upturned segments. Good sidewalks are separated from automobile conflicts with a curb or landscape buffer and well-defined road crossings. This sidewalk was built to provide a safe route along Main Street for residents and visitors visiting downtown Steelville.

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



Existing sidewalks along the west side of First Street looking north.



Poor sidewalks along north side of Frisco Street looking east.

- **Poor sidewalks** are in significant disrepair, are overgrown, or are missing large segments entirely. These sidewalks are functional only for the able-bodied in ideal weather conditions.

# Existing Trails

While dedicated recreational trails are a priority for Steelville, the only existing developed multi-modal trail is the Steelville City Greenway Trail. This paved trail features an approximately 4,610 ft. paved pathway and follows Yadkin Creek between Cherry Street and the city park. In addition to the trail, the park offers several amenities including sports fields, basketball courts, water park, playground equipment, pavilions and public restrooms. Stakeholders prioritized continuing the trail further west into Steelville’s downtown for further connectivity to the greater active transportation network for community members and visitors.

**Map of Existing Multi-Use Trail**



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



The Steelville City Park Greenway Trail pedestrian bridge taken from the city park grounds(left) and views of the scenic pathway along Yadkin Creek looking west(right).

Although not identified for community network connectivity, the Steelville Bike Park is highlighted as a local priority destination and provides unique recreation and exercise opportunities for residents and visitors. Located in northern Steelville, the bike park is a dynamic and evolving hub for mountain biking enthusiasts of all levels. The park sits on approximately 150 acres of Ozark woodlands, providing a diverse mix of gradients and terrain. The trail network includes directional trails with berms, rollers, jumps and drops. The park also features cross-country trails that allow beginner riders to progress, and advanced riders to challenge themselves. Organized by the local nonprofit Steelville MTB Collective, a volunteer-driven nonprofit organization based in Steelville that spearheaded the park’s creation and champions ongoing upkeep and development.



The figure above, found on the Steelville Mountain Bike Park website, highlights the park’s named bike routes and layout.

# Section 3: Community Engagement

MRPC and city staff identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of the city council, city staff, police department, community organizations, and local citizens. The city council hosted the stakeholder group meetings at the Steelville Community Center.

## Public Meetings

The public meetings were held on May 14, July 31 and September 17, 2025, at the Steelville City Hall. A total of 13 people attended the meetings and MRPC staff provided a presentation covering the active transportation planning process and facilitated meeting discussions. Staff asked the group to begin by identifying areas of interest within the city. The group discussed possible locations where there was a need to improve pedestrian access and safety. MRPC staff created a series of maps to reflect the discussion and to assist in prioritization. Attendees discussed the importance of connections for safe access to Steelville City Park, Public Schools, the Pine Street downtown business corridor, health services, essential goods, residential neighborhoods, assisted living communities and proposed housing development.

During the second and third meetings staff reviewed the areas of interest, developed priority routes and discussed the online surveys submitted by Steelville residents and community members. Steelville stakeholders also discussed and identified three proposed crosswalk locations and two proposed trail locations within city limits.



Pictured above, MRPC staff and community stakeholders worked to develop active transportation priorities throughout Steelville (photo by Jennifer Whitson).

# Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Steelville and the surrounding area about their experiences walking and biking, and what topics were most important to them. Surveys were posted online and via email, and a total of 31 people took the survey by the September 15, 2025 deadline. Full results of the survey, including any submitted after the deadline, can be found in Appendix A.

Survey respondents unanimously agreed that sidewalks and trails were somewhat or very important to the health of the community. Of the 31 responses:

- Eight walked or biked to engage in physical activity one to several times a week.
- A majority (26) of the respondents felt that bike lanes would or might be valued.
- A majority of respondents (20) drove to work alone, and none walked or biked to work.
- 12 people felt that the city of Steelville was slightly walkable, with five individuals stating that the city was not walkable at all.
- 13 respondents provided additional comments on what they felt are focus areas to improve active transportation in Steelville. These areas include, but are not limited to:
  - More crosswalks on Main Street
  - Greenway Trail Extension
  - Multi-Modal Trail through town
  - Sidewalks and crosswalks near the school
  - Lighting on Greenway Trail
  - Continued sidewalk improvements
  - Wayfinding



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

# Section 4: Recommendations

Steelville's stakeholder group carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Steelville. A long list of possible projects was identified for sidewalks and crosswalks and then prioritized by stakeholders at the final meeting to address the greatest areas of need. Special consideration was given to areas where safety was a concern for pedestrians, especially those of the school-aged and elderly populations. Examples of major areas of concern include travel along and across Main Street, as well as pedestrian access to residential neighborhoods and destinations in north Steelville.

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

## A. Proposed Trail Development

- Priority 1 – Greenway Trail Extension
- Priority 2 – Frisco Rail Trail
- Priority 3 – North City Trail

## B. Proposed Crosswalks

- Priority 1 – Main Street at Spring Street
- Priority 2 – Main Street at Second Street
- Priority 3 – Highway 8 at Housing Development

## C. Proposed Sidewalks

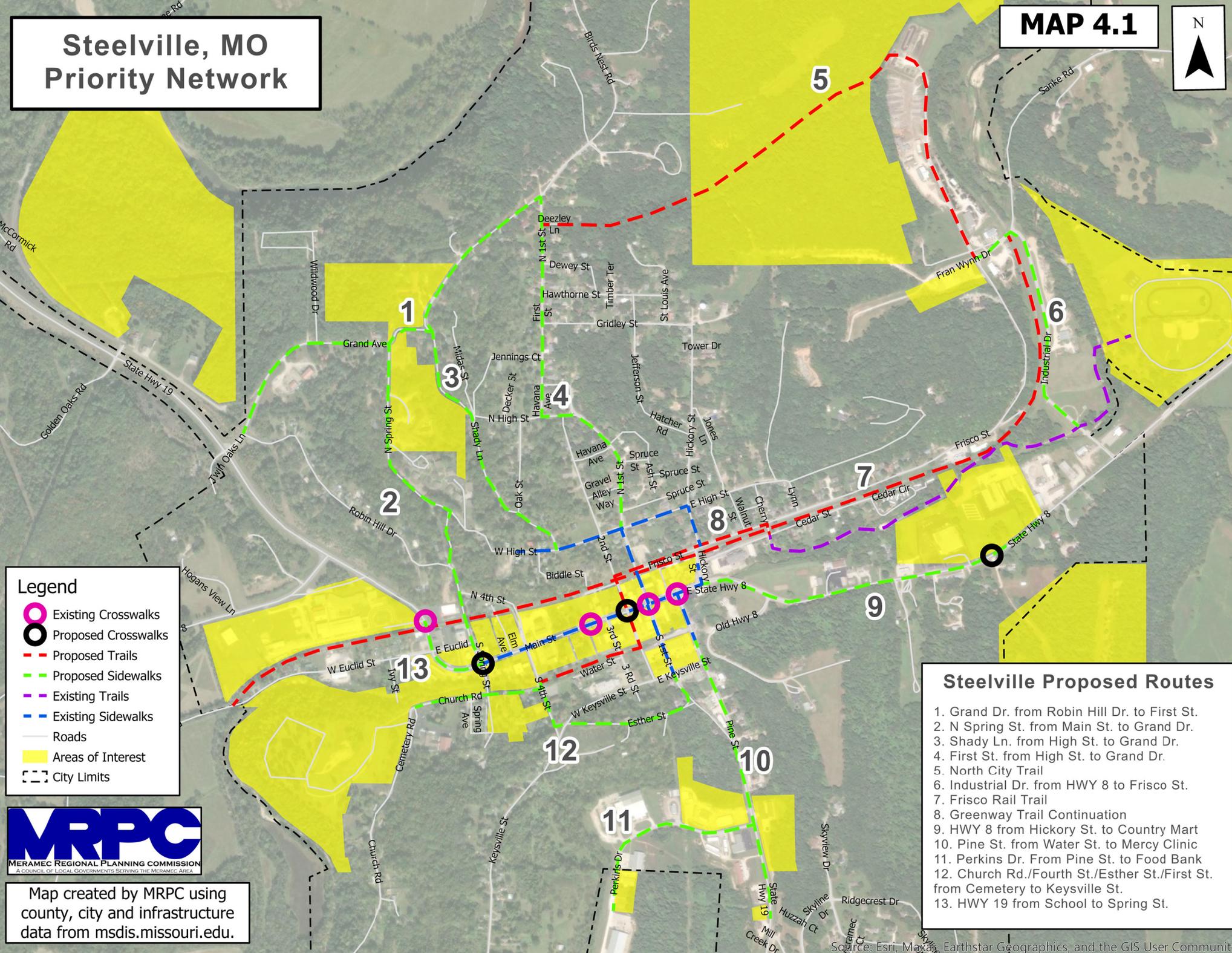
- Priority 1 – Spring Street
- Priority 2 – Main Street
- Priority 3 – Grand Drive
- Priority 4 – First Street
- Priority 5 – Church Road/Fourth Street/Esther Street/First Street
- Priority 6 – Shady Lane
- Priority 7 – Industrial Drive
- Priority 8 – Pine Street
- Priority 9 – Perkins Drive
- Priority 10 – Highway 8



Active transportation infrastructure prioritized by stakeholders includes a western continuation of sidewalks along Main Street (above) to connect the Steelville Public Schools Campus.

# Steelville, MO Priority Network

MAP 4.1



- Legend**
- Existing Crosswalks
  - Proposed Crosswalks
  - Proposed Trails
  - Proposed Sidewalks
  - Existing Trails
  - Existing Sidewalks
  - Roads
  - Areas of Interest
  - City Limits

- Steelville Proposed Routes**
1. Grand Dr. from Robin Hill Dr. to First St.
  2. N Spring St. from Main St. to Grand Dr.
  3. Shady Ln. from High St. to Grand Dr.
  4. First St. from High St. to Grand Dr.
  5. North City Trail
  6. Industrial Dr. from HWY 8 to Frisco St.
  7. Frisco Rail Trail
  8. Greenway Trail Continuation
  9. HWY 8 from Hickory St. to Country Mart
  10. Pine St. from Water St. to Mercy Clinic
  11. Perkins Dr. From Pine St. to Food Bank
  12. Church Rd./Fourth St./Esther St./First St. from Cemetery to Keysville St.
  13. HWY 19 from School to Spring St.



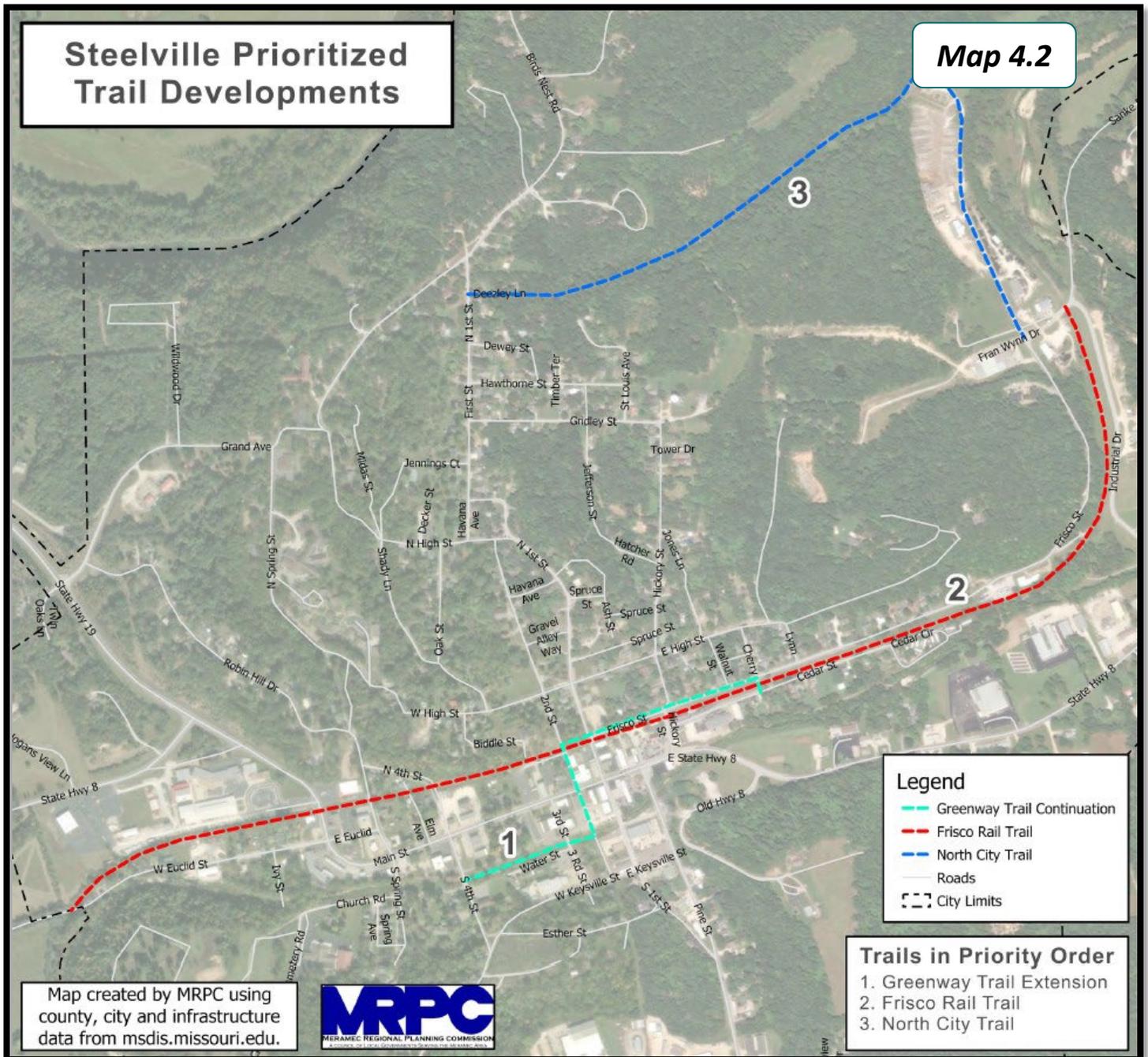
Map created by MRPC using county, city and infrastructure data from msdis.missouri.edu.

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

# Proposed Trail Development

Steelville’s community stakeholders discussed and prioritized three proposed trail developments within city limits that emphasize a need for safe recreational opportunities and convenient pedestrian connections. Steelville community leaders have prioritized trail development in the past, including ongoing conversations revolving around the Frisco Rail Trail and Greenway Trail Continuation discussed below. If the three trail priorities are developed, an estimated 17,600 feet (3.35 miles) of dedicated trail would be added to Steelville’s active transportation network and would be fully connected through additional routes outlined later in this plan.

## Map of Potential Trails



### Trail Developments (Rank 1 through 3) in Priority Order:

**Priority 1:** Greenway Trail Extension – The highest prioritized, this trail would safely connect the proposed Fourth Street sidewalk to the west with the existing Greenway Trail to the east. The proposed trail is approximately 3100 feet in length and would run along Yadkin Creek and portions of Second Street and Frisco Street. Stakeholders also indicated a desire to develop this priority as it would continue trail access to and through downtown, ending at the Hoppe Spring Park and Steelville Public Library. It was also discussed by the stakeholder group that connection to the Greenway Trail in the downtown corridor would increase public visibility and provide a complete, dedicated route for active transportation users visiting the city park. A continuation of concrete surfaces with an eight-to-ten foot trail width are recommended for this multi-modal pathway.



Examples of the potential Greenway Trail Extension site's current condition, looking east from the intersection of Fourth Street and Church Street (left) and west along Frisco Street near Walnut Street (right).

**Priority 2:** Frisco Rail Trail – This trail would safely connect the Steelville Public Schools Campus and Meramec Music Theatre to the west with the North City Trail and Industrial Drive sidewalk priority to the west. The proposed trail is approximately 9100 feet in length and would run along the unused Frisco Railbed, bisecting Steelville from east to west. Stakeholders noted that city leadership has pursued this trail development in the past unsuccessfully, primarily due to complications surrounding residue left behind after transporting lead from mines in Southern Missouri. If developed, this trail would provide a central route for active transportation users, providing direct access to multiple areas of interest and numerous existing and proposed sidewalks. Supported by the Federal Highway Administration (FHWA) through programs like the Recreational Trails Program (RTP) and Transportation Alternatives Program (TAP), rail trails preserve historical transportation corridors while promoting non-motorized mobility.



The proposed Frisco Rail Trail's current condition, looking east from First Street.

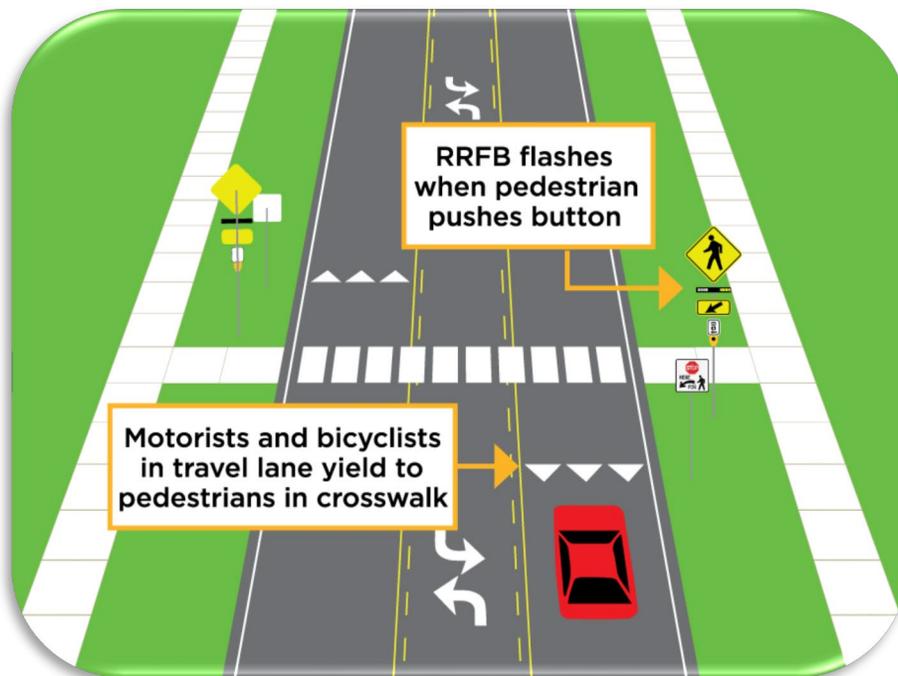
**Priority 3:** North City Trail – This northern most trail segment would connect the proposed Industrial Drive sidewalks to the east with proposed sidewalks along First Street. The proposed trail is approximately 5500 feet in length and would take active transportation users through the northern industrial park and across city property along an east/west watershed gully. The city property also includes the Steelville Mountain Bike Park in its southern half, and rough but opened access roads through woods to the north. Steelville stakeholders expressed a desire to develop this multimodal trail as an extension of recreation opportunities for mountain biking, as well as a northern east/west connection for the greater active transportation network.



Examples of the potential North City Trail's current condition, looking to the north on Industrial Drive (left) and the approximate eastern trailhead location near First Street and Breezy Lane (right).

# Proposed Crosswalk Development

Crosswalks in the city of Steelville are some of the most important improvements needed for sidewalks and trails, to ensure pedestrians and cyclists can move safely across town. During the planning process, the stakeholder group discussed 3 different crosswalk locations throughout Steelville. All of these locations reflect the community's need for safe and convenient routes for pedestrians to cross Main Street and Highway 8 along prioritized or existing connections. MoDOT controls the right-of-way these crosswalk locations and these improvements would require cooperation between entities. Steelville's stakeholders cited several concerns regarding the present danger of pedestrian crossings across Main Street near the school campus and downtown. Among other locations, it is recommended to include a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk system on proposed locations without existing stop signs for through traffic. This improvement would require pedestrians to use a button that triggers a flashing light to alert and stop oncoming traffic. However, it is also recommended that warning lights, rumble strips and signs be placed at a distance far enough in advance to warn vehicles.



RRFB example from TAPCO RRFB – FHWA crosswalks

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

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

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

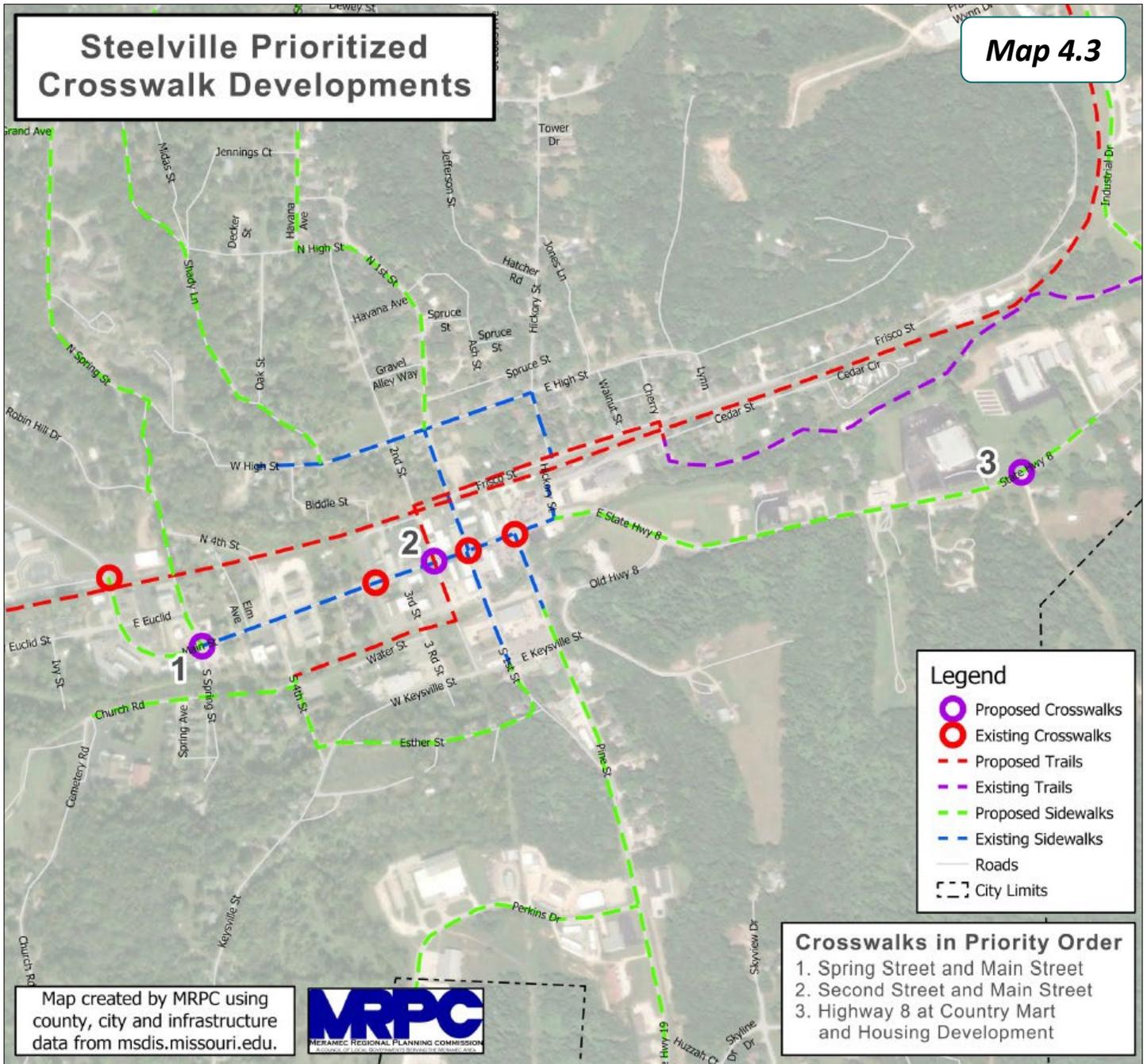
<https://www.springfieldmo.gov/3519/Pedestrian-Safety---SGF-Yields>

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

Map of Proposed Crosswalks

**Steelville Prioritized Crosswalk Developments**

**Map 4.3**



**Legend**

- Proposed Crosswalks
- Existing Crosswalks
- - - Proposed Trails
- - - Existing Trails
- - - Proposed Sidewalks
- - - Existing Sidewalks
- Roads
- - - City Limits

**Crosswalks in Priority Order**

1. Spring Street and Main Street
2. Second Street and Main Street
3. Highway 8 at Country Mart and Housing Development

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



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

**Priority 1:** Spring Street and Main Street – The highest prioritized, this crossing would provide a safe route across Main Street safely connect existing sidewalks to the northern Spring Street priority route. Stakeholders noted this crossing is currently needed regardless of the Spring Street priority as popular restaurants, public parking, and other businesses and attractions are located near the crosswalk location. Pedestrians often cross Main Street to access these destinations without protection, as the closest existing crosswalk is over 1000 feet away at the Crawford County Courthouse. To the west, eastbound traffic on Main Street comes out of a sharp curve, limiting long distance visibility of the crosswalk location. Additional warning signage or rumble strips before the curve should be considered to alert drivers of upcoming pedestrians in the roadway. Existing sidewalks on the south side of Main Street would also need to be completed or repaired to the intersection before MoDOT would allow a crosswalk to be installed. Due to continuous traffic on Main Street at Spring Street an RRFB pedestrian crosswalk is recommended for this location for additional visibility.



The proposed crosswalk location across Main Street at Spring Street (left) and the same intersection photographed looking northeast from Spring Street (right).

**Priority 2:** Main Street at Second Street – Developing this intersection for active transportation would provide an additional safe route across Main Street to accommodate and connect pedestrians in Steelville’s downtown. Looking to the future, this crossing would also provide a dedicated crossing for users of the proposed Greenway Trail Extension, prioritized by stakeholders in this plan. When planning multi-modal trail crosswalks, Federal Highway Administration (FHWA) guidance highlights several additional considerations beyond typical marking and signage. Designers should account for the diverse speeds, maneuverability, and visibility needs of all transportation modes allowed on the trail. FHWA also recommends evaluating lighting, approach grades and surface conditions to ensure accessibility and Americans with Disabilities Act (ADA) compliance. Despite no existing sidewalks or trail designation on Second Street at this intersection, the Main Street is frequently crossed in this location by pedestrians navigating downtown Steelville. Similar to the existing downtown crosswalks on Main Street at the Courthouse and First Street, signage is recommended to alert drivers and pedestrians of the crosswalk location. (Pictures on next page)

**(Priority 2 continued)**



The proposed crosswalk location across Main Street in downtown Steelville (left) and the same intersection photographed looking northeast from Second Street (right).

**Priority 3:** Highway 8 at Country Mart and Housing Development – The lowest priority, this intersection was identified when considering the Highway 8 sidewalk priority and a housing development currently being built on the south side of Highway 8. Stakeholders noted the importance of a dedicated crosswalk at this location, for pedestrians in the new housing to safely access essential shopping and the Highway 8 priority sidewalks across the road. Additionally, the location features wide streets on Highway 8, leaving pedestrians in the roadway for longer periods of time with no protection from traffic. This, added to higher speed traffic entering city limits from the east, makes the intersection dangerous for drivers and pedestrians alike. Before MoDOT would allow a crosswalk to be installed in this location, sidewalk infrastructure would need to be installed on both sides of Highway 8. Due to continuous through traffic on High Street an RRFB pedestrian crosswalk is recommended for this location.

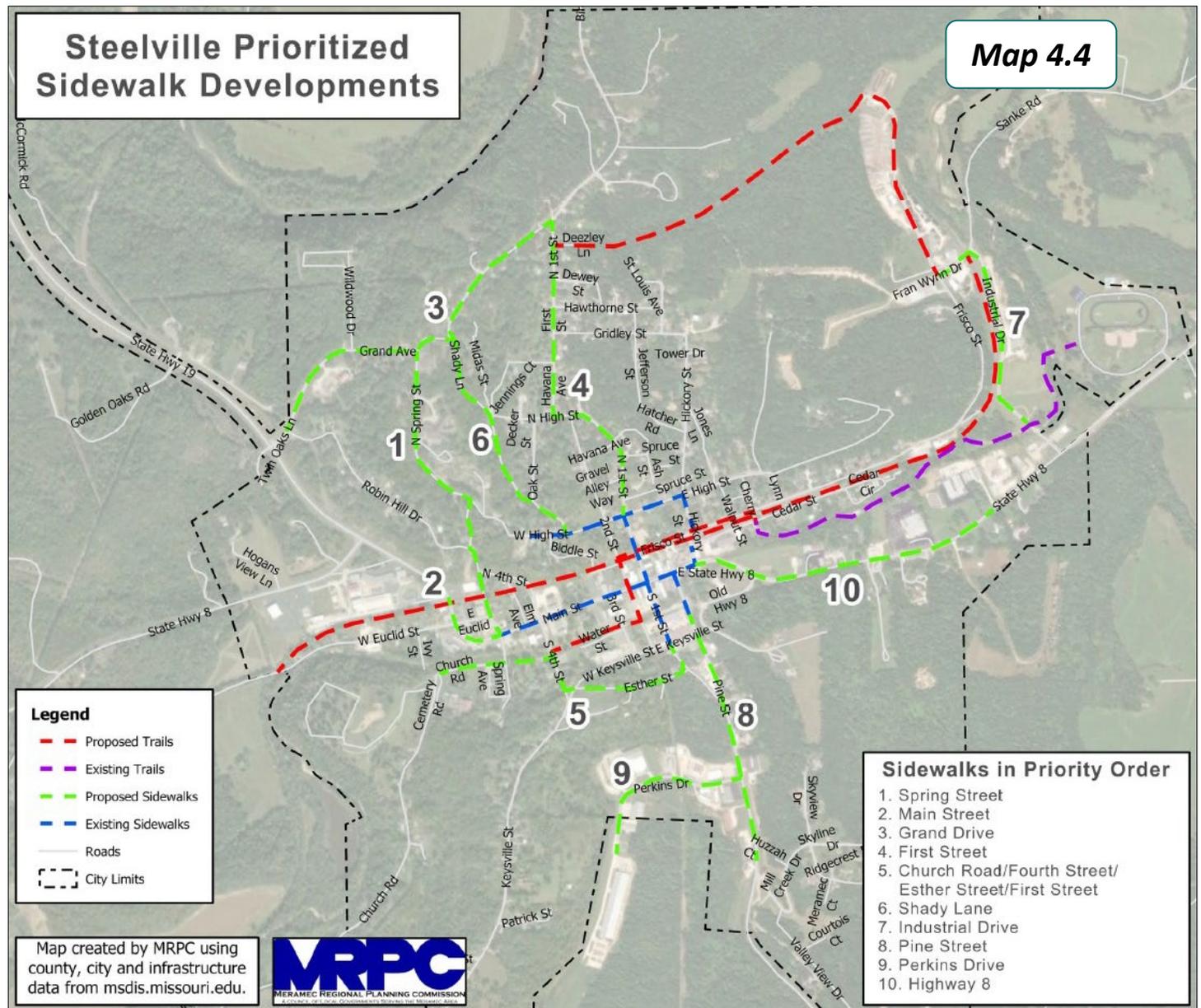


An aerial view of the crosswalk location near Country Mart and housing development (left) and the same location photographed from the Country Mart looking southeast (right).

# Proposed Sidewalk Development

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new locations in Steelville. The stakeholder group discussed nine locations throughout the city. All proposed sidewalks improve connectivity throughout the community by providing access to government, recreation, business and residential areas. It is important to note several priority routes, including Cedar Street and Walnut Street, contain existing sidewalks. However, stakeholders chose to include these priorities as sidewalk conditions are poor and incomplete along these routes. When pursuing sidewalk development, the city must consider variable costs including engineering, right-of-way access, and grading, materials and construction. All sidewalks along state highways are recommended to be a minimum of five-foot-wide to eight-feet in busier areas to accommodate two-way multimodal traffic. Map 4.4 depicts each of the proposed sidewalks.

## Map of Proposed Sidewalks



## Sidewalks (Rank 1 through 9):

**Priority 1:** Spring Street (either side) – Runs north/south from Grand Avenue to Jost Main Street. This section is approximately 3,100 feet in length. This street currently has no existing sidewalks within this segment and would connect the Wildwood Springs Lodge, Steelville Senior Living and rental assistance housing to Main Street and the rest of the active transportation network. Additionally, upon the completion of the prioritized Grand Drive sidewalks, and the North City Trail priority, this route would connect active transportation users from western residential streets to eastern network routes and the city park. Stakeholders discussed Spring Street’s steep geometry, a common trait to all of Steelville’s northern priority routes. Stakeholders stated these steep and curvy roadways are sometimes used by pedestrians, who can be difficult to see by drivers. These sidewalks, while steep, would increase pedestrian safety and keep them out of the roadway. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Spring Street looking north from Main Street (right) and an example of the road’s steepness and short visibility looking south from the Steelville Senior Living entrance (left).

**Priority 2:** Main Street (south side) - Runs northwest/southeast from the Steelville School Campus to Spring Street and is approximately 800 feet in length. This prioritized section would continue existing sidewalks along Main Street west, directly connecting numerous neighborhood sidewalk priorities along the way to the school campus. It is noted that the stakeholder group prioritized this continuation of Main Street sidewalks in discussions, as students currently do not have a dedicated pedestrian route to access the school and often walk the train tracks or across busy parking lots to attend. The Federal Highway Administration (FHWA) emphasizes that continuous and well-designed pedestrian routes help children travel safely and confidently between neighborhoods and schools. They also reduce exposure to traffic conflicts and support Safe Routes to School goals by encouraging more walking and biking through improved accessibility and visibility. An eight-to 10-foot-wide sidewalk is recommended for multimodal use.



The Main Street Priority looking north from the Mobil Convenience Store.

**Priority 3:** Grand Avenue (either side) - runs northeast/southwest from Robin Hill Drive to the First Street and is approximately 3,800 feet in length. This prioritized section would connect Steelville's northern most residential streets to multiple proposed sidewalk routes connecting to downtown and the overall active transportation network. Stakeholders noted this priority route would also connect visitors at Wildwood Springs Lodge, and residents of senior and rental assistance housing, directly to outdoor recreation destinations including the Nature Conservatory and proposed North City Trail. This route also features less elevation change than other northern priority routes, offering better grades for active transportation users in the area to walk or bike for recreation and exercise. An eight-to 10-foot-wide sidewalk is recommended for this route for multimodal use.



Examples of the scenic scenery along Grand Drive looking west from First Street (left) and further west from its intersection with Spring Street (right).

**Priority 4:** First Street (either side) – runs north/south, connecting the Grand Avenue and North City Trail priorities to the north with High Street and the greater active transportation network to the south. This approximately 3,300-foot sidewalk would provide another connection for the residents of Steelville's northern residential streets with the rest of Steelville's active transportation connections. Stakeholders noted the First Street Priority would provide a close connection route to numerous residential streets along the route and would connect directly to the western end of the proposed North City Trail. First Street has existing sidewalks along the priority's southern half, however these sidewalks vary in condition and are not complete. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Current conditions of the First Street priority route, looking south from Grand Avenue.



Church Street looking east from the Steelville Cemetery.

**Priority 5:** Church Road, Fourth Street, Esther Street, First Street (either side) – runs generally east/west, from Cemetery Road to existing sidewalks on First Street. This approximately 3,000-foot section of sidewalks would connect southern-most residential neighborhoods with the rest of Steelville’s active transportation connections to the north. It is also noted that along this priority route, pedestrians would have direct access to the Crawford County Library, Hoppe Spring Park and the Steelville Cemetery. Stakeholders prioritized sidewalks along this combination of roads to provide closer active transportation network access to residents south of Main Street and provide network access to the areas of interest listed above. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.

**Priority 6:** Shady Lane (either side) – Runs north/south from Grand Avenue to High Street and is approximately 2,300 feet in length. The development of sidewalks on Shady would provide an additional connectivity route for the residential neighborhoods in north Steelville to the businesses and services available downtown, and the rest of Steelville’s active transportation network. The lowest prioritized residential sidewalk connection in north Steelville, stakeholders noted this route would provide network access to significantly fewer residents than the First Street and Spring Street priorities. Additionally, Shady Lane has a steep elevation change, making north bound walking difficult for some users. A six-to eight-foot-wide sidewalk is recommended for this neighborhood connection.



Shady Lane looking north near High Street.

**Priority 7:** Industrial Drive (west side) – Runs north/south from Frisco Street to the Greenway Trail and is approximately 2,300 feet in length. This sidewalk along Industrial Drive would provide an additional pedestrian connection between the proposed North City Trail and Steelville’s northern active transportation network to the Greenway Trail and the areas of interest to the southeast. Additionally, stakeholders noted the entirety of this route is currently lightly developed and infrequently traveled, providing route to Steelville City Hall, police station, utility office and several industrial employers. An eight-to 10-foot-wide sidewalk is recommended for this route for multimodal use, due to its potential connectivity between existing and proposed trail systems.

**Priority 8:** Pine Street (west side) – runs north/south from Water Street to the Mercy Clinic and is approximately 2,500 feet in length. A sidewalk along Pine Street would provide connectivity from the greater transportation network to the north with the Perkins Drive sidewalk priority and public health priority destinations to the south. Stakeholders noted connectivity to the Mercy Clinic was important, to provide safe access to services for all of Steelville’s residents. In addition to the clinic, Pine Street priority would give direct access to a variety of businesses including a fitness center, auto shop, laundromat, childcare, fire station, hardware store and restaurant. It was also noted this sidewalk would also be closely accessed by several residential neighborhoods off Mill Spring Drive, directly east of the priority route. A six-to eight-foot-wide sidewalk is recommended for this local connection.



A section of the Pine Street priority on its southern end (left) and the Mercy Clinic identified as a priority destination by Steelville active transportation stakeholders (right).

**Priority 9:** Perkins Drive (either side) – runs northeast/southwest from Pine Street to the Steelville Food Pantry and is approximately 1,800 feet in length. A sidewalk along Perkins Drive would provide an active transportation connection from Pine Street and the greater active transportation network, with essential services and industrial employers. Stakeholders noted residents visiting the food bank could benefit from sidewalk connections from town and would eliminate the need for a car to safely get food. Perkins Drive is currently a dead-end road with limited traffic. A six-to eight-foot-wide sidewalk is recommended for this local connection.



Walnut Street looking east from Spruce Street.

**Priority 10:** Highway 8 (north side) – runs east/west from Hickory Street to Country Mart and is approximately 3,100 feet in length. A sidewalk along High Street would provide connectivity from the greater transportation network to the west with the Country Mart and a housing development to the west. Stakeholders noted connectivity to the Country Mart was a priority as Steelville’s only grocery store. Although the store is typically accessed by active transportation users from the Greenway Trail, the Highway 8 priority would provide an alternative option with businesses and services along the way or in proximity. In addition to Country Mart and the housing development, Highway 8 priority would give access to a variety of businesses including auto services, University of Missouri Extension, dining, self-storage and tax services. A six-to eight-foot-wide sidewalk is recommended for this local connection.



A section of the Highway 8 priority looking west from Country Mart (left) and the housing development entrance, identified as a priority destination by Steelville active transportation stakeholders (right).

# Section 5: Implementation

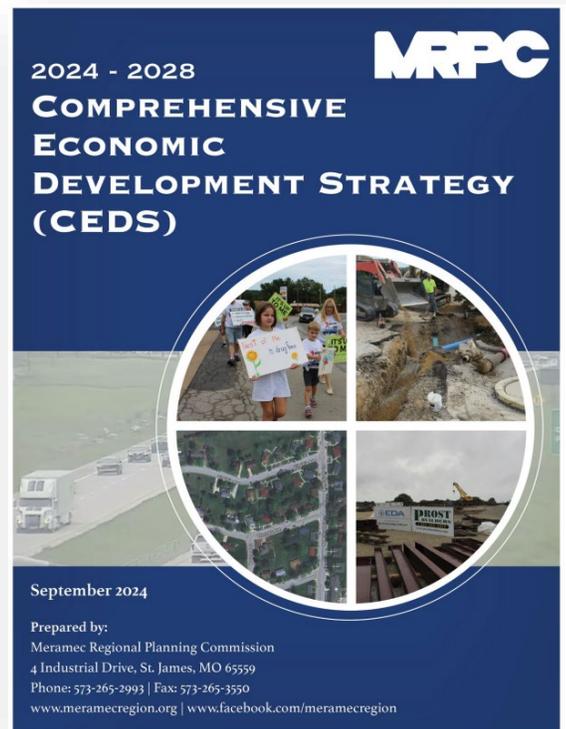
## Project Implementation Strategies

The Active Transportation Plan focuses primarily on larger infrastructure improvements that will require engineering, concrete and other materials. Planning for projects to be incorporated during routine maintenance will give the city of Steelville the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Steelville’s proposed projects include:

- Coordination with street striping schedules during routine maintenance. While this plan does not address bike lane striping, other striping projects could include crosswalk locations as prioritized on Map 4.3.
- Coordination with planned resurfacing. While street resurfacing is less frequent than restriping, all streets require regular maintenance and repair. It is likely that most streets in Steelville will require resurfacing over the course of implementation of the Active Transportation Plan. These resurfacing projects can be aligned with recommended pedestrian improvements to minimize additional costs, especially those projects outlined on Map 4.4 as priority sidewalks.
- Coordination with private partners. This is another strategy for project implementation where new and redevelopment projects are often responsible for infrastructure improvements adjacent to their development. This could include new or upgraded sidewalks and trails. Currently, the city of Steelville does not codify this requirement for development; however, it is an opportunity to identify future code amendments. As walking and biking projects are implemented over the course of several years, this creates an opportunity to coordinate private development site improvements with plan recommendations.

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

- MRPC’s Comprehensive Economic Development Strategy (CEDS)
- MRPC’s Regional Transportation Plan
- Crawford County’s list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Steelville Strategic Plan
- Ordinance adoption and updates
- Capital Improvement Plans
- Other Steelville Community Plans
- Steelville School District Plans



## Project Funding Opportunities

Steelville has demonstrated success in fundraising as a Community Development Block grant recipient for the overhaul of the Community Center in 2021 and should continue applying for grant funds in the future. Through the 2021 grant Steelville was able to renovate their community center and bring it up to code per ADA requirements. In addition to RTP and TAP grants several other funding opportunities exist through state and federal programs. A complete list of pedestrian and bicycle funding opportunities can be found in Appendix B of this report and at the following link:

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)

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

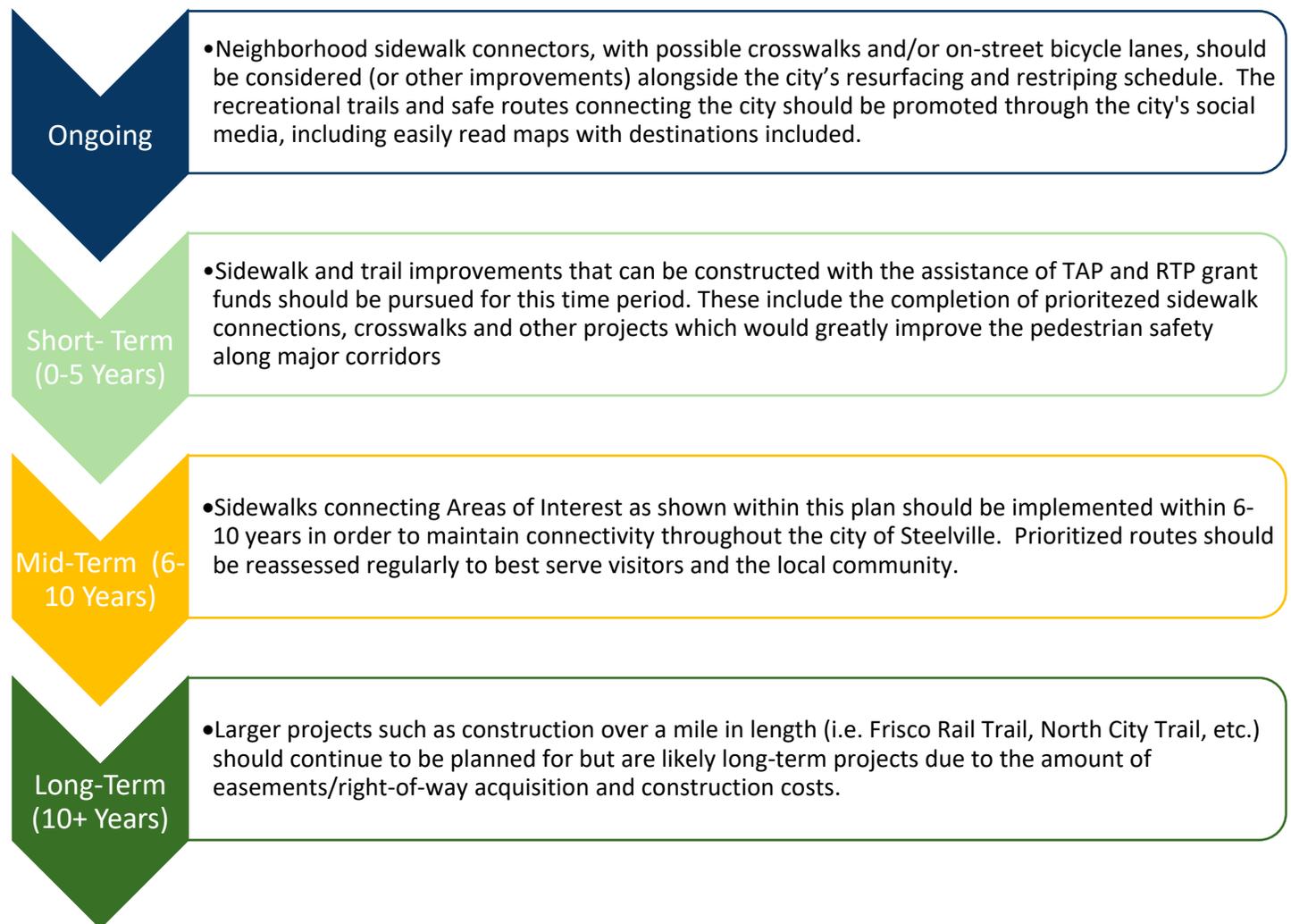
- Missouri State Parks Recreational Trail Program (RTP) - This grant is useful for trails or alternative transportation, as well as trailhead construction or other recreational activities. It requires an 80/20 match that goes up to \$250,000 (whereas TAP has a maximum of \$500,000).
- Land and Water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

## Where do we go from here?

The recommendations in this Active Living Communities of Practice Plan, in total, could take anywhere from one year to decades to complete. Implementation is entirely dependent upon political will, funding and other factors. However, some of the recommendations could come to fruition faster than others if the city developed a codified Complete Streets policy. This policy encourages walking, bicycling, and other non-motorized forms of transit to be considered during the design, construction and maintenance process for public transportation projects.

Additionally, sidewalk and trail infrastructure improvements will continue to be at the forefront of local planning efforts so long as the planning stakeholders continue to meet and prioritize projects. It is recommended that the group meet annually, as appropriate, to monitor progress and update the Active Transportation Plan. City staff will be responsible for initiating plan reviews and inviting local stakeholders, as well as a representative from the Meramec Regional Planning Commission. The group should also monitor changes in local priorities based on future development within Steelville.

As Steelville 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 Steelville residents and visitors while promoting itself as a pedestrian friendly destination. As opportunities become available Steelville 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

# Steelville Active Transportation Survey

31 responses



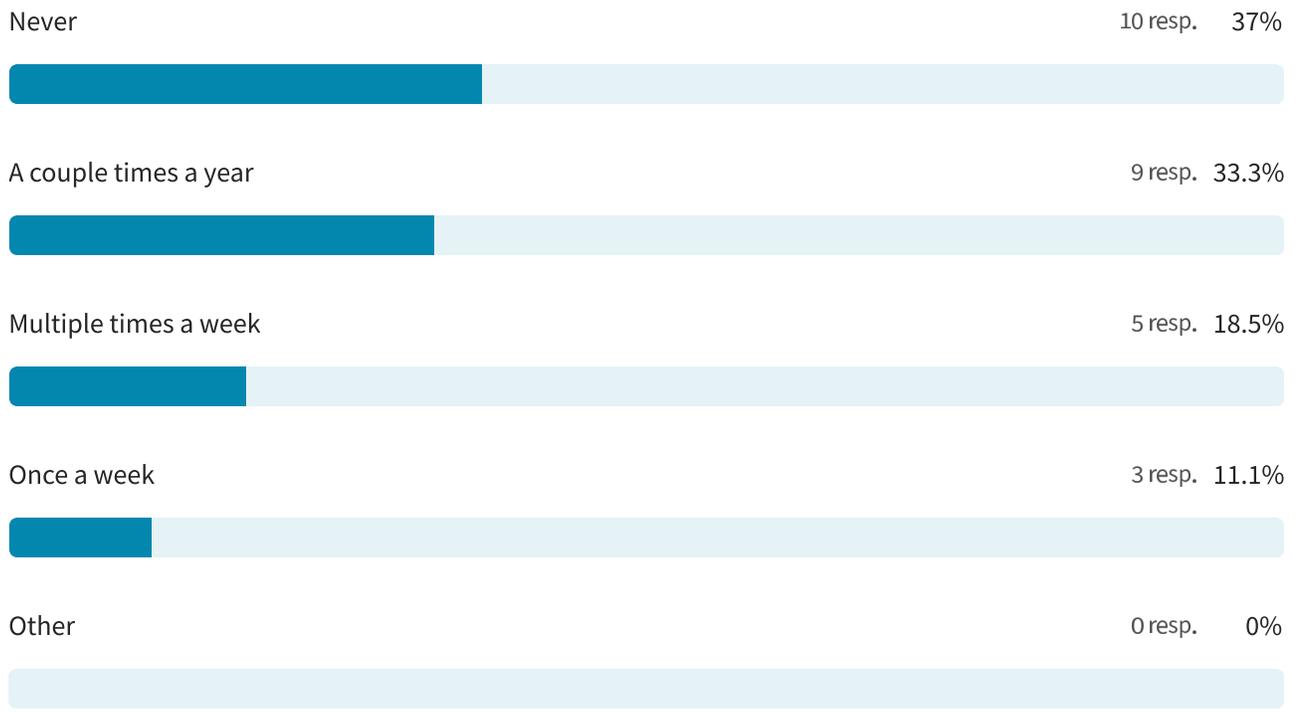
The primary focus of this survey is to assess active transportation within the city of Steelville. Do you live in the city limits of Steelville?

31 out of 31 answered



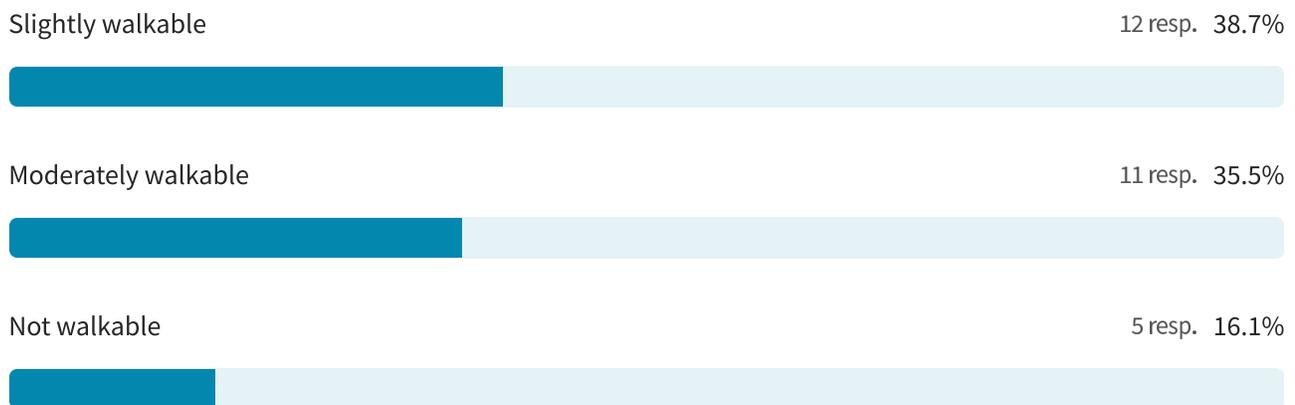
How often do you walk or bike to reach destinations in the community and/or to engage in physical activity?

27 out of 31 answered



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

31 out of 31 answered



Very walkable

3 resp. 9.7%



Are sidewalks important to you?

30 out of 31 answered

They are very important

22 resp. 73.3%



They are somewhat important

6 resp. 20%



They are not important

2 resp. 6.7%



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

31 out of 31 answered

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

17 resp. 54.8%



I prefer driving to reach destinations

5 resp. 16.1%



Distance 4 resp. 12.9%



Time Constraints 3 resp. 9.7%



Not enough bike lanes/paths 2 resp. 6.5%



Weather 0 resp. 0%



Do you value marked bike lanes on the road?

31 out of 31 answered

Yes, they are useful 14 resp. 45.2%



Maybe, they could be useful 12 resp. 38.7%



No, I do not see the need 5 resp. 16.1%



Other 0 resp. 0%



What forms of physical activity do you engage in?

28 out of 31 answered

Walking 24 resp. 85.7%



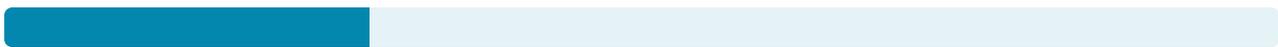
Biking 11 resp. 39.3%



Swimming 11 resp. 39.3%



Running/Jogging 8 resp. 28.6%



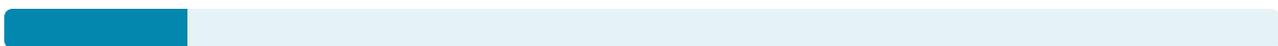
Recreational Sports 7 resp. 25%



Weightlifting 5 resp. 17.9%



Dancing 4 resp. 14.3%



Yoga 4 resp. 14.3%



Roller blading/Skating 2 resp. 7.1%





How do you get to work?

31 out of 31 answered



How likely would you be to walk/bike to reach a destination and/or engage in physical activity if sidewalk, trail and bicycle improvements were made in Steelville?

31 out of 31 answered

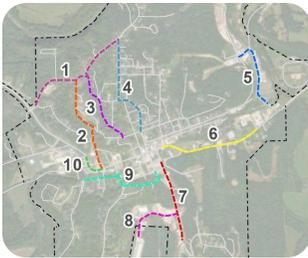
Very likely 19 resp. 61.3%



Somewhat likely 8 resp. 25.8%



Not likely at all 4 resp. 12.9%

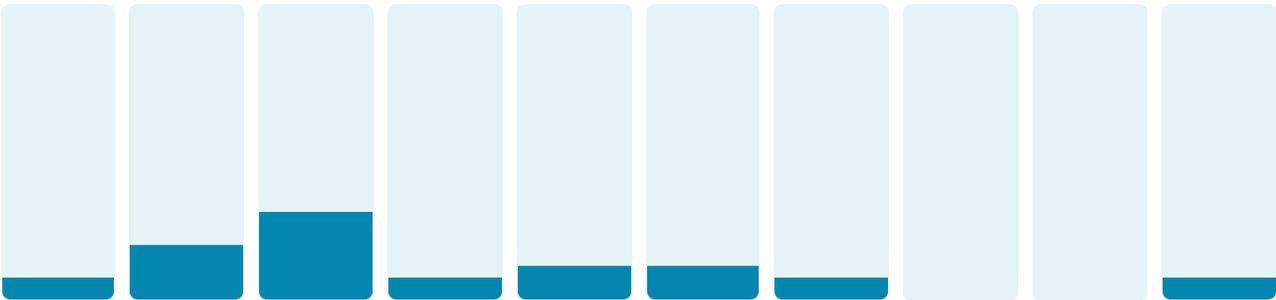


Please prioritize the following proposed sidewalk developments from the map, based on importance to the community and visitors.

27 out of 31 answered

**1. Grand Dr. from Robin Hill Dr. to First St.**

|      |       |       |      |       |       |      |    |    |      |
|------|-------|-------|------|-------|-------|------|----|----|------|
| 7.4% | 18.5% | 29.6% | 7.4% | 11.1% | 11.1% | 7.4% | 0% | 0% | 7.4% |
| 2    | 5     | 8     | 2    | 3     | 3     | 2    | 0  | 0  | 2    |

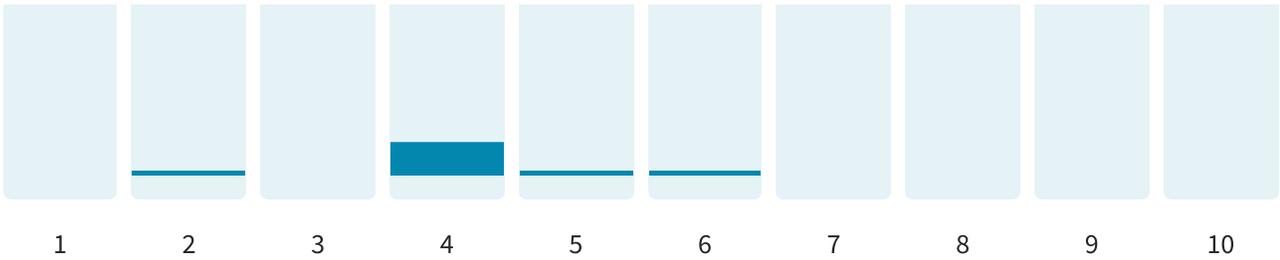


1 2 3 4 5 6 7 8 9 10

**2. N Spring St. from Main St. to Grand Dr.**

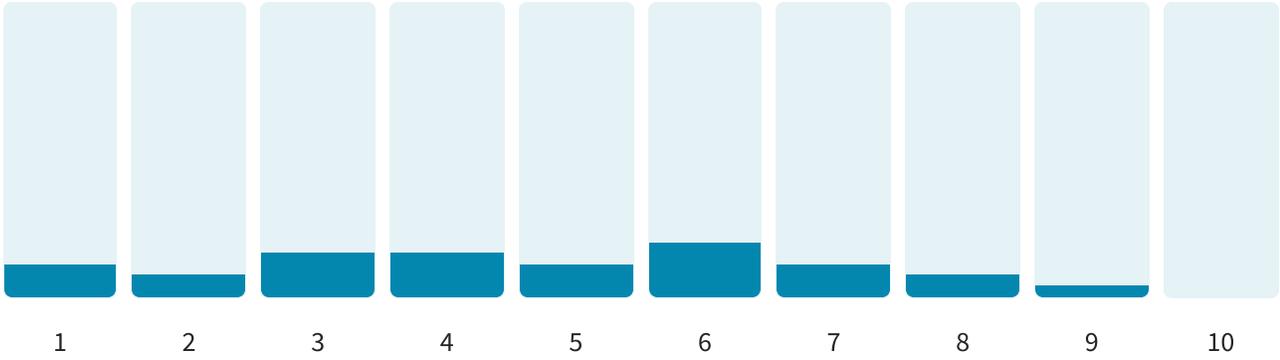
|      |       |       |       |       |       |      |    |    |    |
|------|-------|-------|-------|-------|-------|------|----|----|----|
| 7.4% | 14.8% | 11.1% | 29.6% | 14.8% | 14.8% | 7.4% | 0% | 0% | 0% |
| 2    | 4     | 3     | 8     | 4     | 4     | 2    | 0  | 0  | 0  |





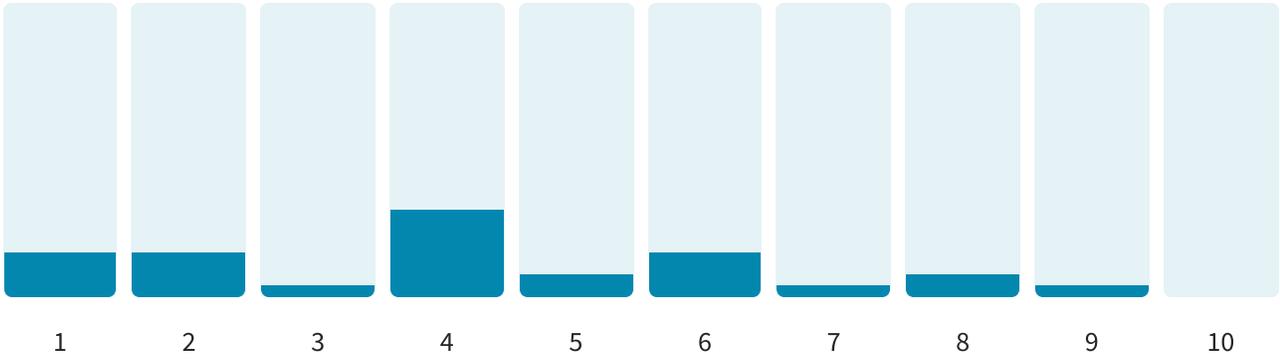
**3. Shady Ln. from High St. to Grand Dr.**

| Category | Percentage | Count |
|----------|------------|-------|
| 1        | 11.1%      | 3     |
| 2        | 7.4%       | 2     |
| 3        | 14.8%      | 4     |
| 4        | 14.8%      | 4     |
| 5        | 11.1%      | 3     |
| 6        | 18.5%      | 5     |
| 7        | 11.1%      | 3     |
| 8        | 7.4%       | 2     |
| 9        | 3.7%       | 1     |
| 10       | 0%         | 0     |



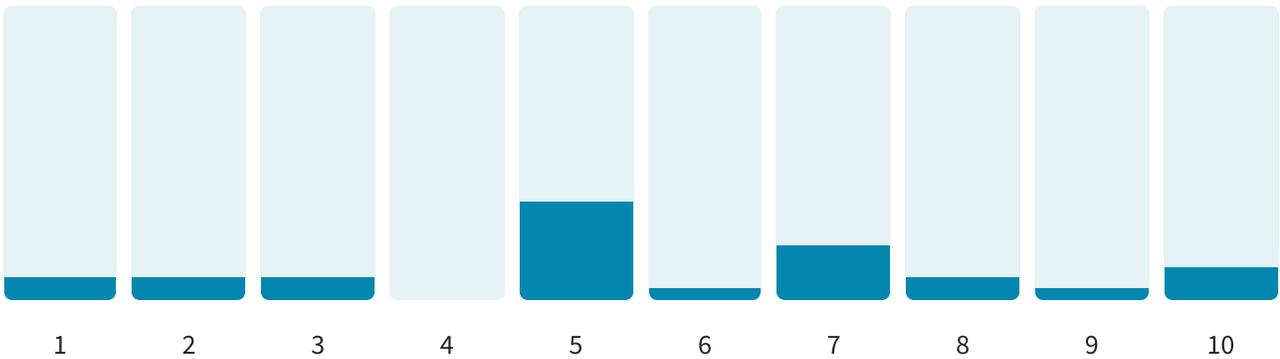
**4. First St. from High St. to Grand Dr.**

| Category | Percentage | Count |
|----------|------------|-------|
| 1        | 14.8%      | 4     |
| 2        | 14.8%      | 4     |
| 3        | 3.7%       | 1     |
| 4        | 29.6%      | 8     |
| 5        | 7.4%       | 2     |
| 6        | 14.8%      | 4     |
| 7        | 3.7%       | 1     |
| 8        | 7.4%       | 2     |
| 9        | 3.7%       | 1     |
| 10       | 0%         | 0     |

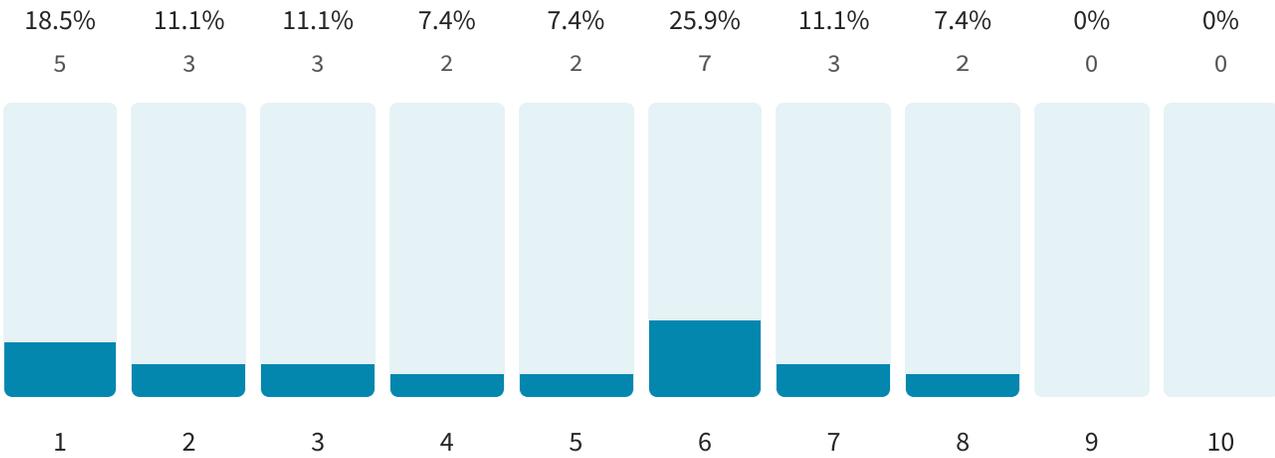


**5. Industrial Dr. from HWY 8 to Frisco St.**

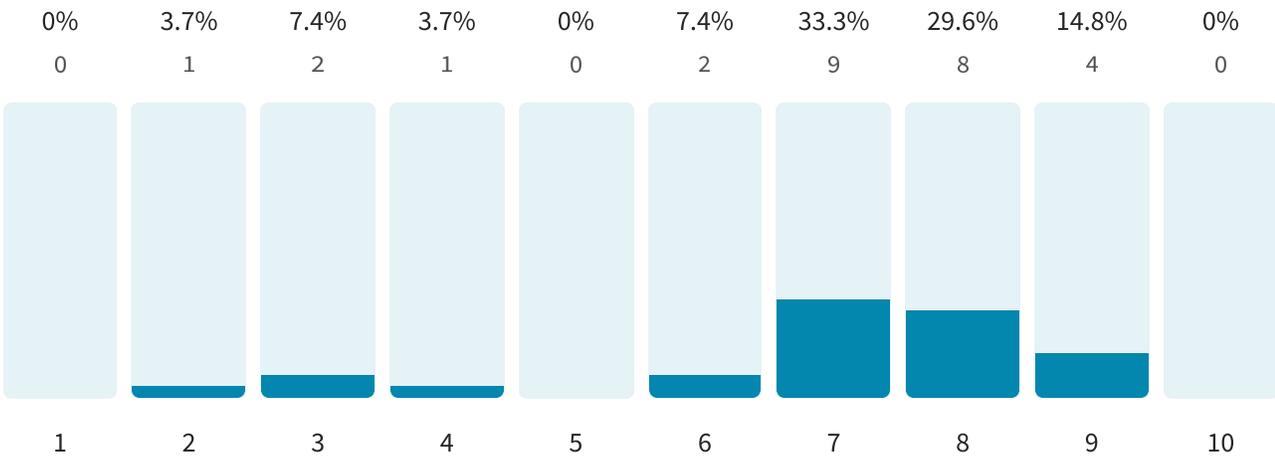
| Category | Percentage | Count |
|----------|------------|-------|
| 1        | 7.4%       | 2     |
| 2        | 7.4%       | 2     |
| 3        | 7.4%       | 2     |
| 4        | 0%         | 0     |
| 5        | 33.3%      | 9     |
| 6        | 3.7%       | 1     |
| 7        | 18.5%      | 5     |
| 8        | 7.4%       | 2     |
| 9        | 3.7%       | 1     |
| 10       | 11.1%      | 3     |



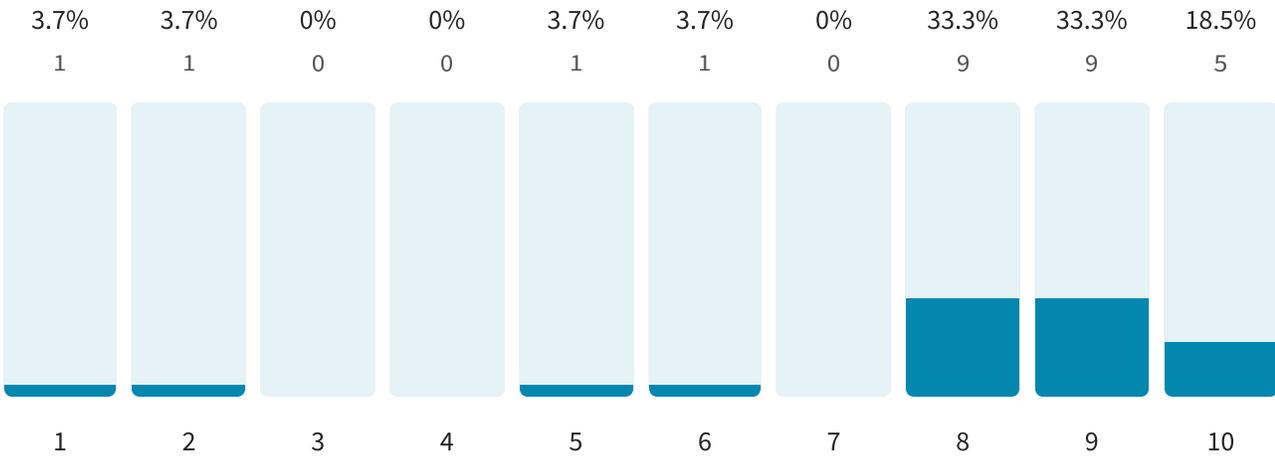
**6. HWY 8 from Hickory St. to Country Mart**



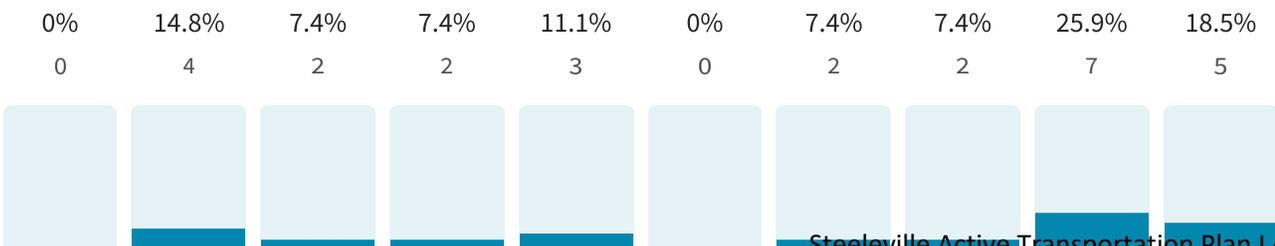
**7. Pine St. from Water St. to Mercy Clinic**



**8. Perkins Dr. From Pine St. to Food Bank**



**9. Church Rd./Fourth St./Esther St./First St. from Cemetery to Keysville St.**

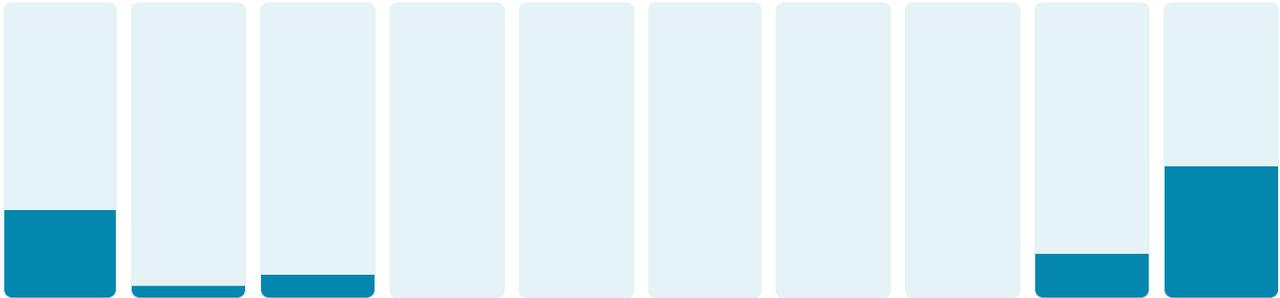




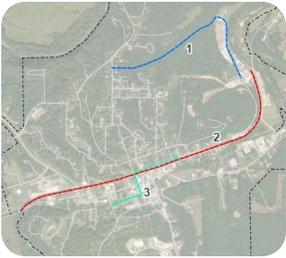
1 2 3 4 5 6 7 8 9 10

**10. HWY 19 from School to Spring St.**

29.6% 3.7% 7.4% 0% 0% 0% 0% 0% 14.8% 44.4%  
8 1 2 0 0 0 0 0 4 12



1 2 3 4 5 6 7 8 9 10



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

25 out of 31 answered

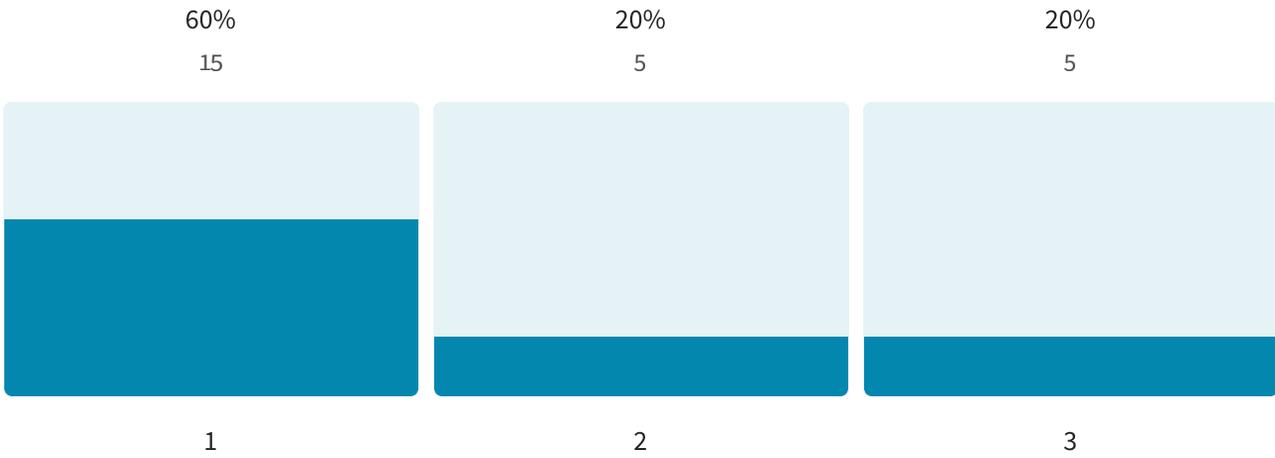
**1. North City Trail**

4% 36% 60%  
1 9 15

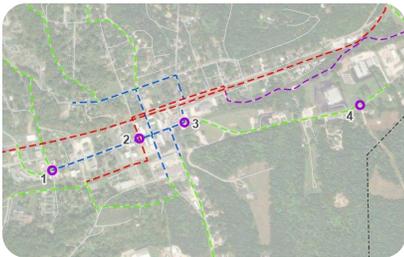
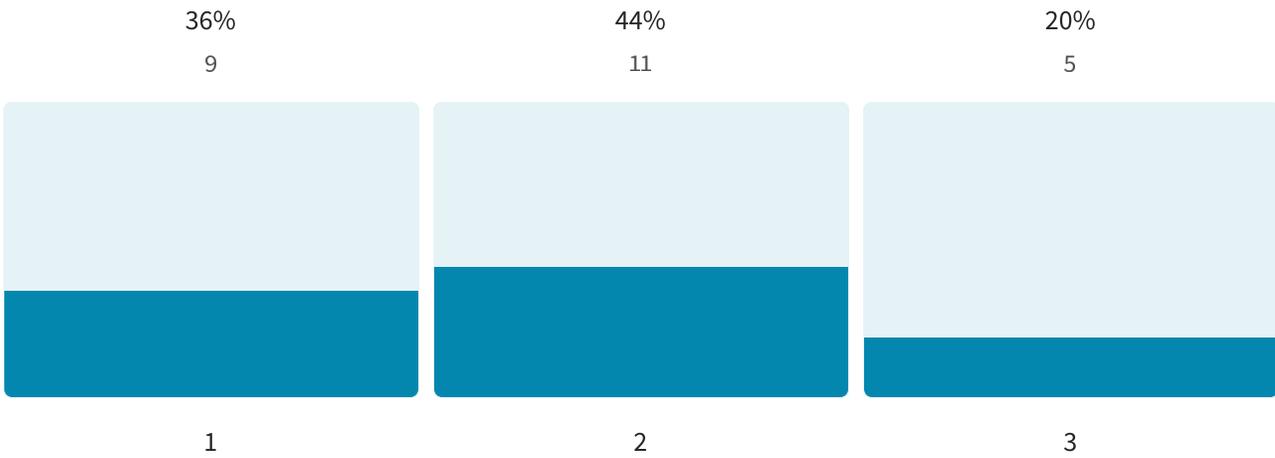


1 2 3

**2. Frisco Rail Trail**



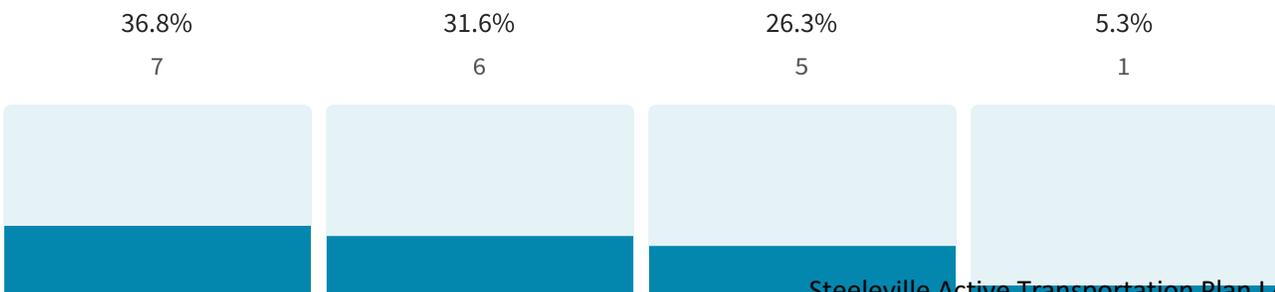
### 3. Greenway Trail Continuation



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

19 out of 31 answered

#### 1. N Spring St. and Main St.





1

2

3

4

**2. Second St. and Main St.**

21.1%

4

21.1%

4

31.6%

6

26.3%

5



1

2

3

4

**3. Pine St. and Main St.**

36.8%

7

21.1%

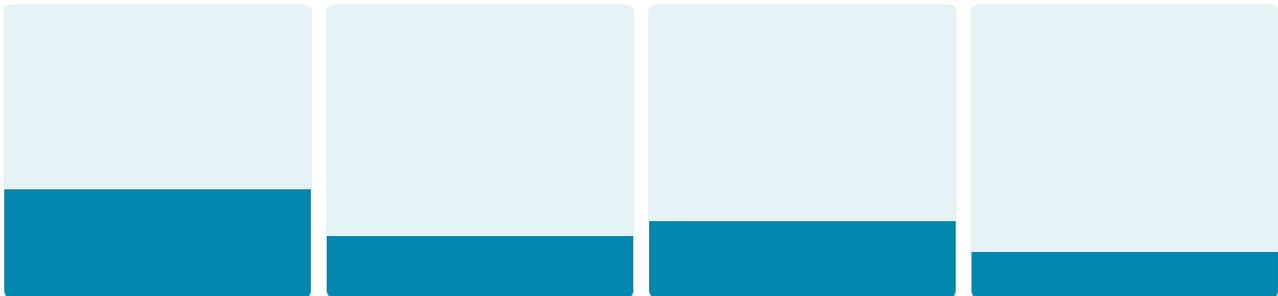
4

26.3%

5

15.8%

3



1

2

3

4

**4. HWY 8 at Country Mart and Housing Development**

5.3%

1

26.3%

5

15.8%

3

52.6%

10



1

2

3

4

# 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 <a href="#">Bicycle Parking Solutions</a> )  | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bike racks on transit   | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bicycle repair station (air pump, simple tools)   | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bicycle share (capital and equipment, not operations)   | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bicycle storage or service centers (example: at transit hubs)   | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bridges / overcrossings for pedestrians and/or bicyclists   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Bus shelters and benches  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Coordinator positions (State or local) (limits on CMAQ and STBG)  |              |       |     |     |        |      |      |     |     |     |                                |     |     |     |     |      |      |      |      |      |                                |      |    |     |      |      |      |        |     |       |    |  |
| Community Capacity Building (develop organizational skills/processes)   |              |       |     |     |        |      |      |     |     |     |                                |     |     |     |     |      |      |      |      |      |                                |      |    |     |      |      |      |        |     |       |    |  |
| Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Curb ramps  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Counting equipment  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Data collection and monitoring for pedestrians and/or bicyclists  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Emergency and evacuation routes for pedestrians and/or bicyclists   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Historic preservation (pedestrian and bicycle and transit facilities)   | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Landscaping, streetscaping (pedestrian/bicycle route, transit access); related amenities (benches, water fountains), usually part of larger project | ~\$          | ~\$   | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Maps (for pedestrians and/or bicyclists)  |              |       |     |     |        |      |      |     |     |     |                                |     |     |     |     |      |      |      |      |      |                                |      |    |     |      |      |      |        |     |       |    |  |
| Micromobility projects (including scooter share)  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Paved shoulders for pedestrian and/or bicyclist use   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Pedestrian plans  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Rail at-grade crossings   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Recreational trails   | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Resilience Improvements for pedestrians and bicyclists  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |
| Road Diets (pedestrian and bicycle portions)  | \$           | \$    | \$  | \$  | \$     | ~\$  | ~\$  | \$  | \$  | ~\$ | ~\$                            | ~\$ | ~\$ | \$  | \$  | \$   | \$   | \$   | \$   | \$   | \$                             | \$   | \$ | \$  | \$   | \$   | \$   | \$     | \$  | \$    | \$ |  |

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

September 9, 2022

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

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

### Cross-cutting notes

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

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

### Program-specific notes

- Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.
- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [TRIVE](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title J): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources.
- [FTA/AH](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
- Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
- Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
- FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA IOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- [NHTSA 402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- [NHTSA 405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [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/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- **HSP** (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSP funds as specified safety projects.
- **RHCP** (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- **NHPS** (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- **PROTECT** (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- **STBG** (23 U.S.C. 133) and **TA Set-Aside** (23 U.S.C. 133(h)): Activities marked "SSRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- **RTP** (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- **SRTS** (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- **PLAN** (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- **NSBP** (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- **FLITP** (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
- **Federal Lands 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.
- **TTPSE** (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally-recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.

# Appendix C: Livable/Complete Streets Information

Rural Perspective

# MISSOURI LIVABLE STREETS



## WHAT IS LIVABLE STREETS?

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

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



### Why is Livable Streets important?

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

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

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



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

## | LOCAL PERSPECTIVE |

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

### Livable Streets Success in Warsaw

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

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

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



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

## McDonald County's Perspective



Brandy Smith  
Health Educator  
McDonald County  
Health Department

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

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

<http://bit.ly/mcdonaldcounty>

## | LIVABLE STREETS IN RURAL MISSOURI |

### Caruthersville's Perspective



Dawn Jordan, Caruthersville Healthy Communities Coordinator Pemiscot County Initiative Network

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

### Livable Streets can help attract young adults

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

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

### How can Livable Streets help my community?

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



## | LIVABLE STREETS IN RURAL MISSOURI |

### Caruthersville's Perspective



Dawn Jordan, Caruthersville Healthy Communities Coordinator Pemiscot County Initiative Network

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

### Livable Streets can help attract young adults

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

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

### How can Livable Streets help my community?

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



## | FUNDING OPPORTUNITIES |

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

### Federal funding opportunities

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

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

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

### Local funding sources

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

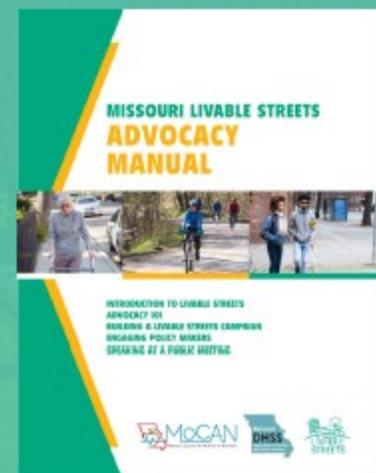
### Private sources

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

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

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

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





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