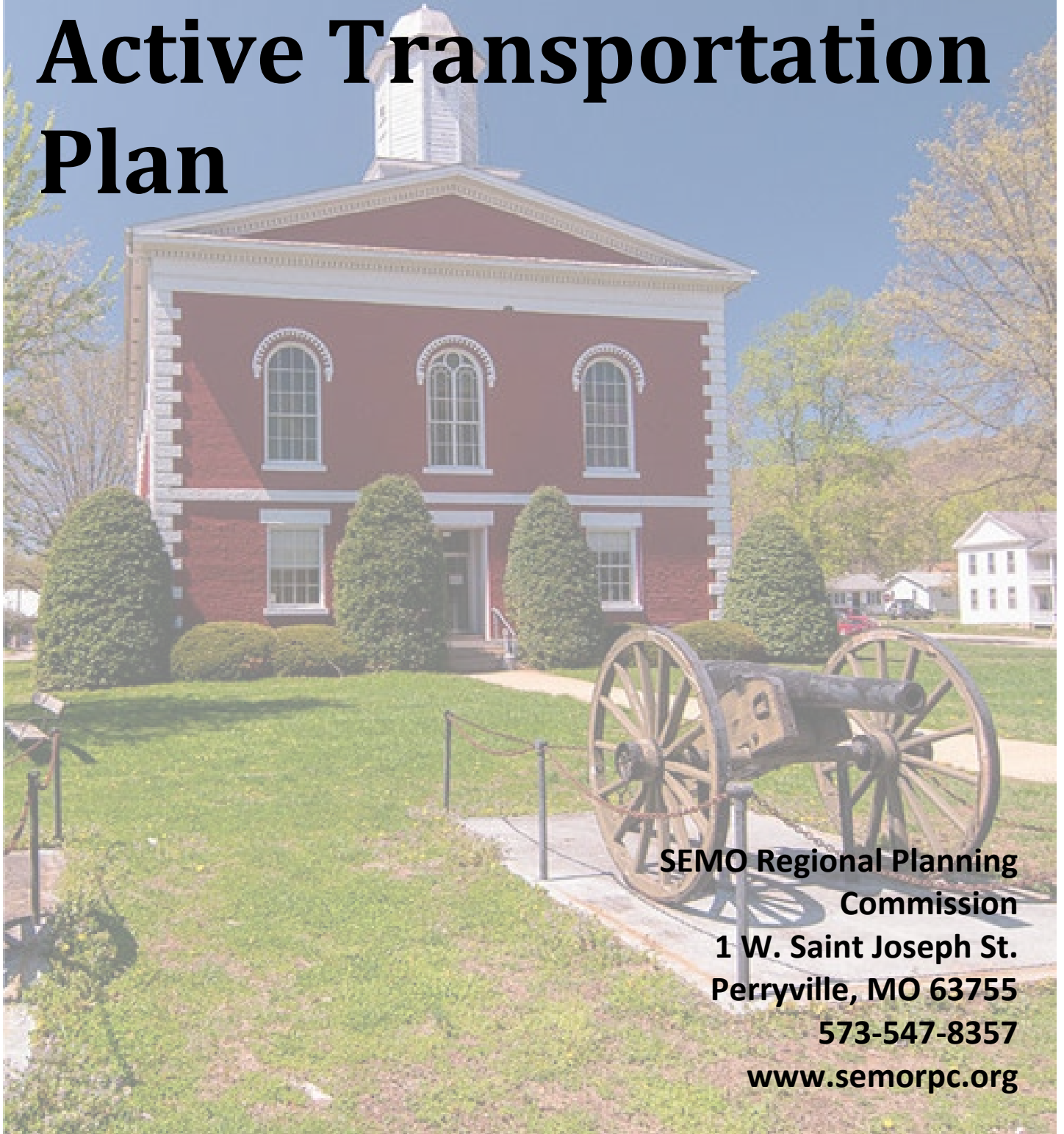


City of Ironton Active Transportation Plan



**SEMO Regional Planning
Commission
1 W. Saint Joseph St.
Perryville, MO 63755
573-547-8357
www.semorpc.org**

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Ironton Active Transportation Plan

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Funded By

In 2024, the Missouri Department of Health and Senior Services (DHSS) provided funding for an Active Transportation program to be developed by Southeast Missouri Regional Planning Commission (SEMO RPC) in order to improve and support active living in Ironton. The purpose of the grant is to combat obesity and support active, healthy living in underserved communities through a 10-year Active Transportation Plan.

Acknowledgements

The Active Transportation Plan for the City of Ironton, Missouri, was thoughtfully guided and supported by a group of stakeholders who shared a common goal of improving mobility in the community. Two community meetings were held on July 15th and September 25th, 2025, at the Ozark Regional Library in Ironton to identify and prioritize sidewalk, crosswalk, and trail improvements. SEMO RPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback. Participants included:

Jeff Stinson:
Mayor, Ironton

Brooke Sapa, and Lydia Bennett:
Citizens, Ironton

Don Barzowski:
Mayor Pro Tem, Ironton

Jeremy Tanz, Executive Director; Drew Christian,
Deputy Director; and Sarah Brown, GIS
Specialist, SEMO RPC Staff

Holly Fox:
Clerk, Ironton

Section 1: Introduction

Ironton is a small community located in the Arcadia Valley of the St. Francois Mountains in central Iron County. The community is home to approximately 1,500 people. The city was founded in 1857, the same year as the county. The Arcadia Valley in Iron County remains mostly rural, and the economy is still tied to the nearby mines of the lead belt, agriculture, and tourism. The region's natural landscapes, including closely located Missouri State Parks at Elephant Rock and Johnson's Shut-Ins, draw year-round visitors to the area.

What is an Active Transportation Plan?

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

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

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

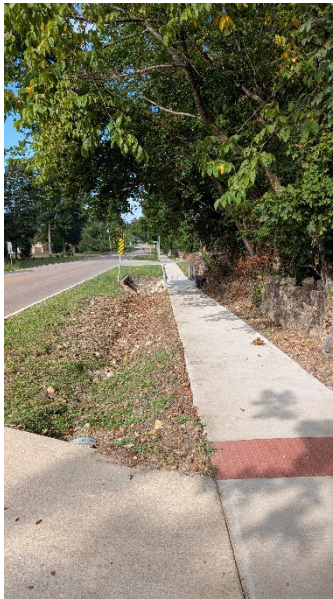
Ironton's Active Transportation Goal

The purpose of defining active transportation in Ironton is to improve the physical health of the community as people continue to engage in fewer recreational opportunities nationwide. During the stakeholder planning process, the group discussed several improvements that would benefit the residents of Ironton and enhance safety, quality of life, and active opportunities.

The goal of this plan is to prioritize improvements to Ironton'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.

Section 2: Existing Conditions

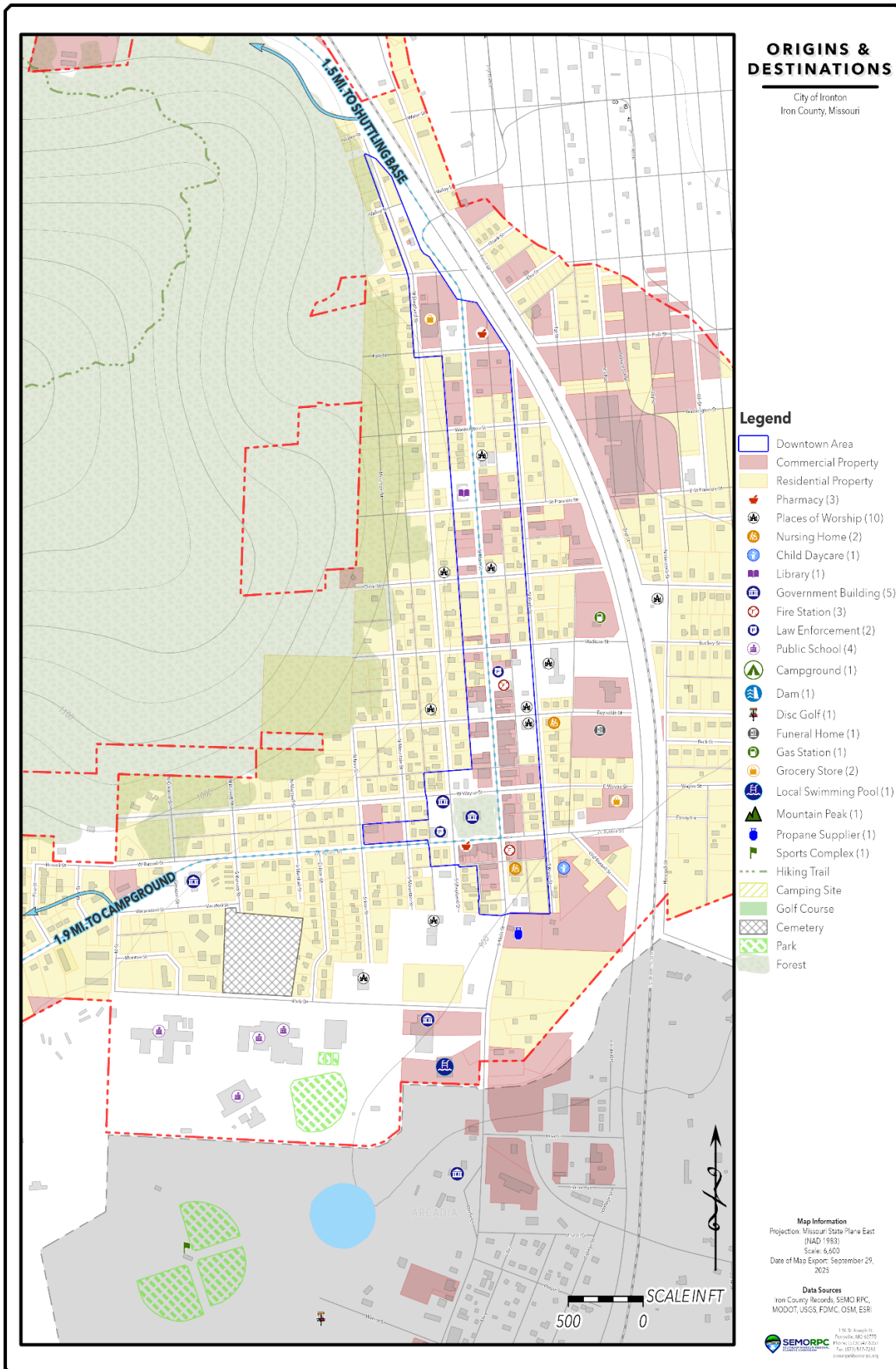
Before sidewalk and trail recommendations can be made, it is important to understand the condition of existing infrastructure, including sidewalks, trails, crosswalks, etc. Overall, Ironton has a pedestrian network comparable to many small towns in the SEMO RPC region. While conditions vary, with sidewalks existing in many of the residential and commercial areas of the city, the community has a good base for expansion of its facilities.



Areas of Interest

Throughout the Active Transportation planning process, SEMO RPC asked stakeholders to identify areas of interest or community destinations. The destinations included areas of education, recreation, essential goods and public services. Stakeholders highlighted the need for improved connections to the Arcadia Valley R-II School Campus, the county courthouse, the post office, grocery stores, pharmacy, and the downtown commercial area. Interest was also shown in connections to the Shepherd Mountain Bike Park in northern Ironton, the Shepherd Mountain Lake campground in far western Ironton, and the AmTrak station in Arcadia, just outside Ironton.

Map of Areas of Interest



Downtown Ironton is the business center of the city and contains a variety of restaurants, shopping and lodging options for the community and visitors. The downtown area has recently seen improvements to some of its sidewalks, with active TAP grants set to improve more sidewalks in the next year. With fewer vacant storefronts when compared to many other small towns in the region, downtown Ironton is the heart of the active network for community residents and visitors alike.

Existing Crosswalks

Crosswalks are essential to the safety of active transportation users; however, there are no functional crosswalks in the city. There are hints of paint on the shoulders of some of the streets crossing Main St., but any useful paint in the main travel-way has been worn completely away. Also, there are no signs or signals indicating crosswalks at any intersections. Stakeholders emphasized a growing need for safe routes across Main St. and State Route 21, with priority crosswalks across Main St. and the highway identified through the active transportation planning process.



Sidewalk Conditions

In 2014, SEMO RPC completed a sidewalk inventory for the city in partnership with the Missouri Department of Transportation (MoDOT). That inventory was again checked by SEMO RPC in May 2025 to update current conditions for sidewalks and routes specified by this Active Transportation Plan. The City of Ironton has approximately 37,500 linear feet (7.1 miles) of existing sidewalk. Of these, 15,330 ft are in Good condition, 15,000 ft are in Fair condition, and 7,050 ft are in Poor condition.

The sidewalk conditions in this plan are not intended to indicate compliance with ADA, or any other specific standard. The conditions are simply descriptive of the actual physical condition of the sidewalk. Therefore, a sidewalk shown as being in Good condition in this plan, may or may not be ADA compliant. Sidewalk conditions are organized into three categories:



- **Good sidewalks** have a smooth and continuous paved surface with minimal cracks or upturned segments. Good sidewalks are separated from automobile conflicts with a curb or landscape buffer and well-defined driveway crossings.

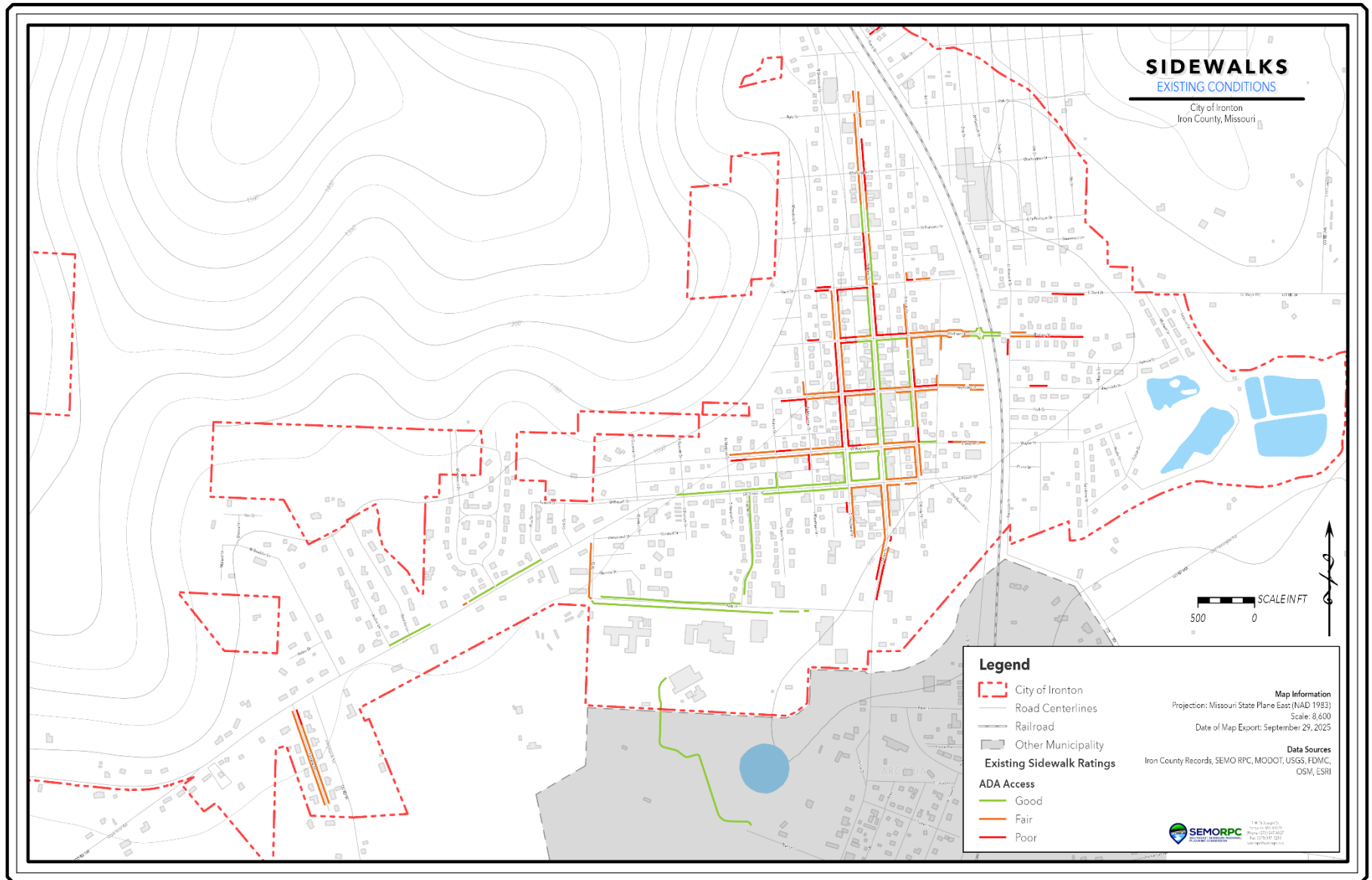
- **Fair sidewalks** are continuous and paved but may have cracks or upturned segments that make use difficult for those with mobility challenges. Some Ironton sidewalks have encroaching vegetation and utility poles which shrink the already narrow walking path.



- **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.

In Ironton, existing sidewalk infrastructure is concentrated west of State Route 21, primarily in the downtown area and the surrounding residential areas, with some sidewalk also along Lake Dr (Rt M), and near the school campus. The sidewalks are mostly either Good or Fair in condition, though most of the sidewalks in residential areas make up the Fair and Poor categories.

Map of Existing Sidewalk Conditions



Section 3: Community Engagement

SEMO RPC and city staff identified a group of stakeholders committed to the planning and development of active transportation. Participants included representatives of local government and citizens.

Public Meetings

Public meetings were held on July 15 and September 25, 2025 at the Ozark Regional Library in Ironton. A total of 4 people attended the meetings. During the first meeting, SEMO RPC staff provided a presentation covering the active transportation planning process and facilitated discussions. Staff asked the group to begin identifying areas of interest within the city. The group discussed possible locations where there was a need to improve pedestrian access and safety. SEMO RPC 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 city hall, the county courthouse, Arcadia Valley R-II Public Schools, the downtown business area, post office, essential goods, residential neighborhoods, and multi-family housing.

During the second meeting, staff reviewed the areas of interest, developed priority routes, and discussed the online surveys submitted by Ironton residents and community members. Stakeholders also discussed and identified important crosswalk locations and two proposed trails to the Shepherd Mtn Lake campground and the Shepherd Mtn Bike Park.

Online Survey

To understand the greater community's priorities and needs, an online survey asked citizens of Ironton 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 23 people took the survey. Full results of the survey can be found in Appendix A.

Of the 23 respondents:

- 74% felt active transportation was important or very important to their household,
- 77% engage in physical activity several times a week,
- Less than half (9) of the respondents felt that bike lanes are important,
- 70% of respondents drove to work alone,
- 55% of respondents felt that it is difficult to get around the city using active transportation, while only 17% felt it is easy.
- Respondents also identified the following locations as important destinations:
 - Arcadia Valley Sports Complex
 - Save-a-Lot
 - Post office
 - County courthouse
 - Arcadia Valley R-II Campus
 - Ironton City Hall

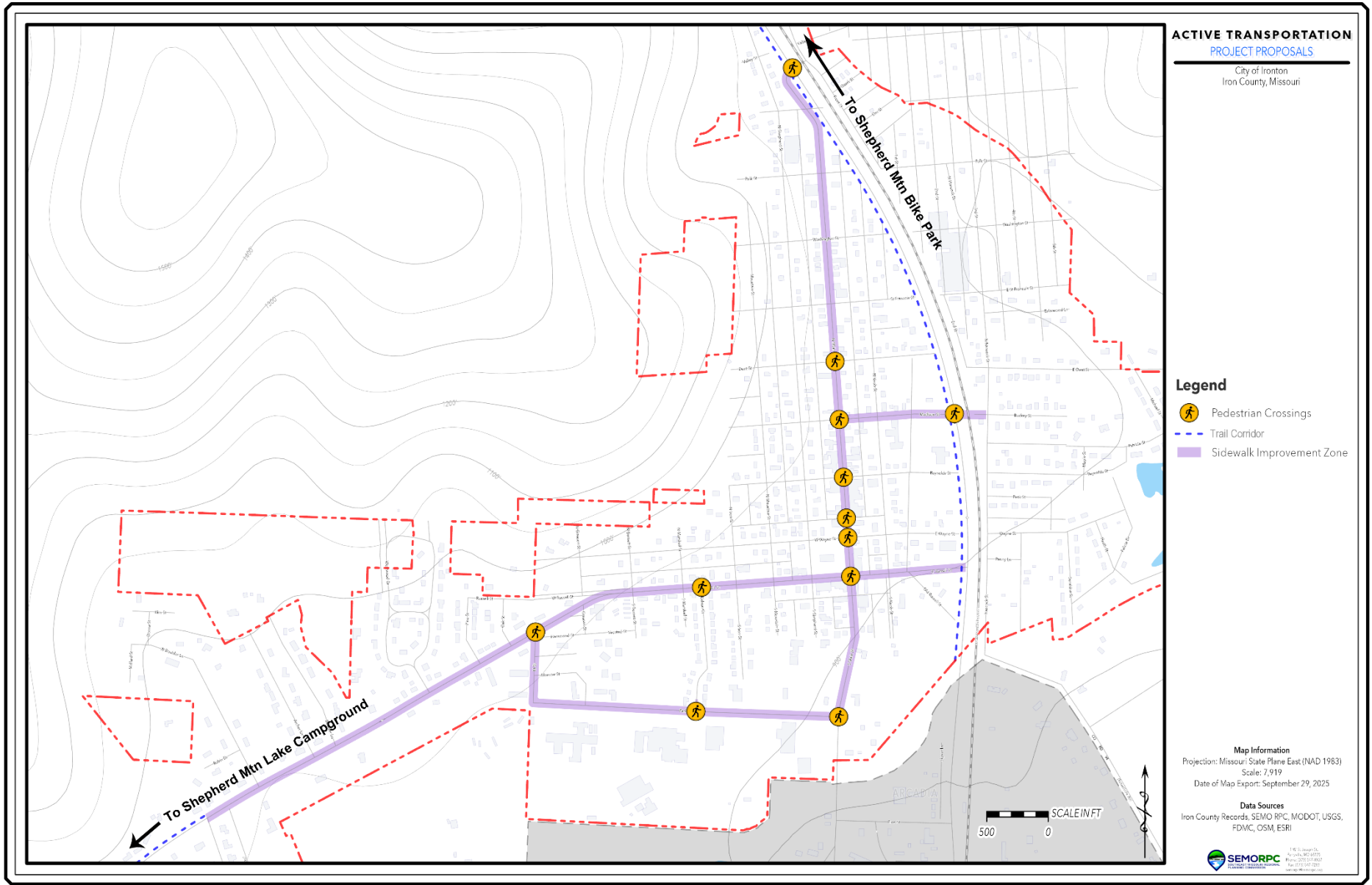
Section 4: Recommendations

Ironton's stakeholder group carefully considered a variety of projects and community improvements to better serve the visitors and citizens of Ironton. A long list of possible projects was identified for sidewalks and crosswalks, and was then prioritized by stakeholders 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.

It is also important to clarify that all potential projects identified in this plan are conceptual only and will require more detailed planning and design before anything can be finalized and constructed. With regard 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**
- B. Proposed Crosswalks**
- C. Proposed Sidewalks**

Active Transportation Recommendations Overview



ACTIVE TRANSPORTATION PROJECT PROPOSALS

City of Ironton
Iron County, Missouri

Legend

-  Pedestrian Crossings
-  Trail Corridor
-  Sidewalk Improvement Zone

Map Information
 Projection: Missouri State Plane East (NAD 1983)
 Scale: 7,919
 Date of Map Export: September 29, 2025

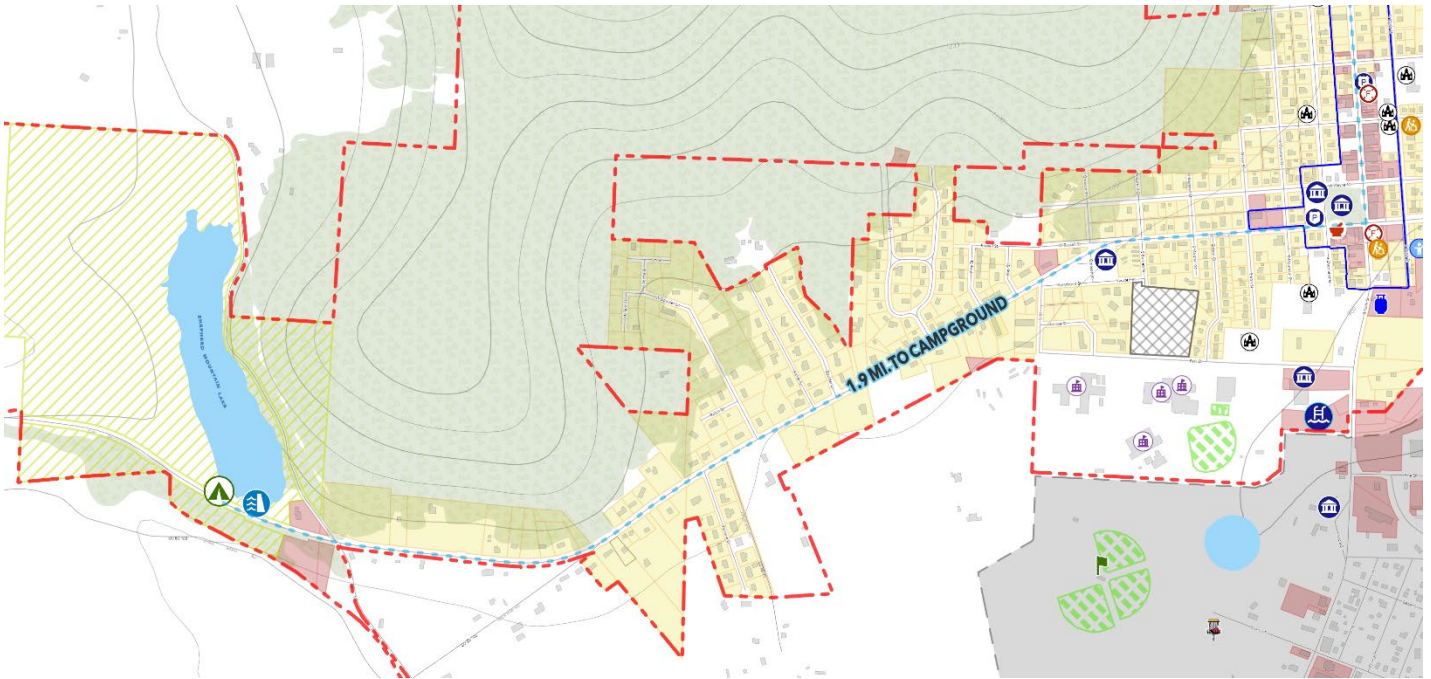
Data Sources
 Iron County Records, SEMO RPC, MODOT, USGS, FDWC, OSM, ESRI



Proposed Trail Development

Ironton’s stakeholders discussed and prioritized two proposed trails that emphasize a need for safe recreational opportunities for visitors and residents. Detailed below, the Shepherd Mtn Lake Campground Trail and Shepherd Mtn Bike Park Trail combine to offer an additional 2.5 miles of trail dedicated to active transportation users. Stakeholders noted that no dedicated trails for active transportation users currently exist in the city, leaving few safe options for those seeking to exercise by walking or running.

Map of Proposed Shepherd Mtn Lake Campground Trail



Priority 1: Campground Trail – The highest prioritized, this trail segment would connect the downtown area with the Shepherd Mtn Lake Campground, located west of the city. This trail would run along Rt M, and would be approximately 2 miles from downtown to the campground, though some of this distance already has sidewalks. Approximately 1 mile of new trail would be needed to complete the connection.



Map of Proposed Shepherd Mtn Bike Park Trail

Priority 2: Shepherd Mtn Bike Park Trail – This trail would follow Rt 21 from the Bike Park, located north of the city, to the city limits of Arcadia. Ideally, the trail would continue into Arcadia to connect to the Amtrak station on Rt 21. This trail would be approximately 1.5 miles of new trail



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




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

Map of Proposed Crosswalks

ACTIVE TRANSPORTATION PROJECT PROPOSALS

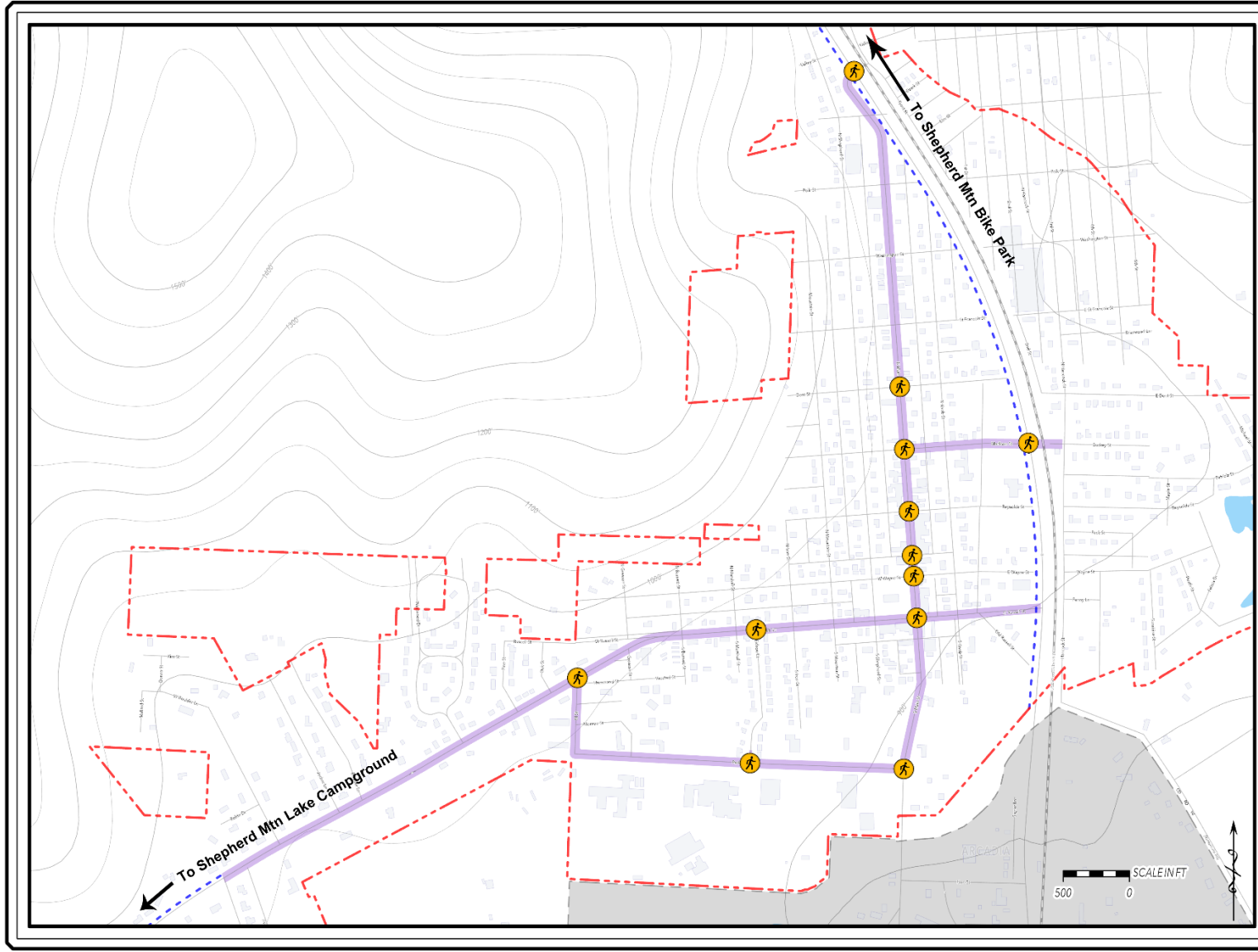
City of Ironton
Iron County, Missouri

Legend

-  Pedestrian Crossings
-  Trail Corridor
-  Sidewalk Improvement Zone

Map Information
 Projection: Missouri State Plane East (NAD 1983)
 Scale: 7,919
 Date of Map Export: September 29, 2025

Data Sources
 Iron County Records, SEMO RPC, MODOT, USGS, PDMC, OSM, ESRI

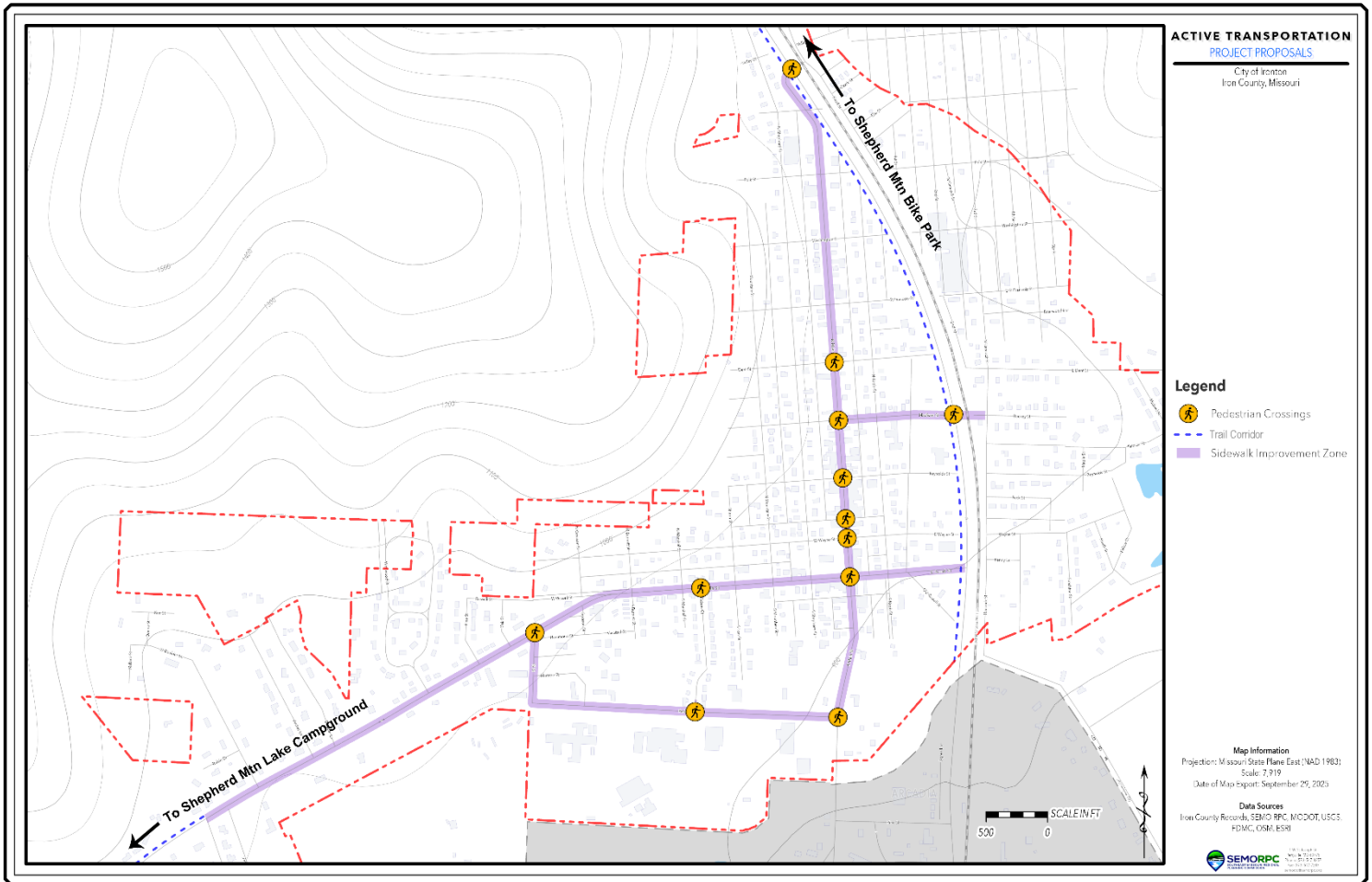


Proposed Sidewalk Development

The last grouping of prioritized projects focuses on existing sidewalk expansions and developing new sidewalks locations in Ironton. Stakeholders identified 3 main corridors and 1 spur that they felt were of highest priority for the city. These include improvements to existing sidewalks along Main St. from Rt 21 to W. Park Dr., W. Park Dr. from Main St. to M St., the Russell St/Lake Dr corridor from Rt 21 to Fairlane Dr., and finally, the spur along Madison St. from Main St., across Rt 21, to N. Hancock St.

These corridors provide connections to almost all of the top destinations cited by stakeholders and survey respondents, and also connect to the existing sidewalks in the residential areas of town. Many of these corridors already have either complete or partial sidewalks, though the existing infrastructure is generally dated, narrow, difficult to traverse, and is not ADA compliant. Investment in these corridors to improve safety, usability, and accessibility will greatly improve access to active transportation for residents and visitors.

Map of Proposed Sidewalks



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 Ironton the opportunity to implement projects at a faster rate than waiting on grant funding. Recommendations regarding implementing Ironton'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 Ironton 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, Ironton 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:

- SEMO RPC's Comprehensive Economic Development Strategy (CEDS)
- SEMO RPC's Regional Transportation Plan
- Iron County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Future Comprehensive or Strategic Planning
- Ordinance adoption and updates
- Future Capital Improvement Plans
- Other Ironton Community Plans
- Arcadia Valley R-II School District Plans

Project Funding Opportunities

Ironton has demonstrated success in fundraising as a Transportation Alternatives Program (TAP) grant recipient in the past and should continue applying for grant funds in the future. In addition to RTP and TAP grants, several other funding opportunities exist through state and federal programs. A complete list of pedestrian and bicycle funding opportunities can be found in Appendix B of this report and at the following link: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

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

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

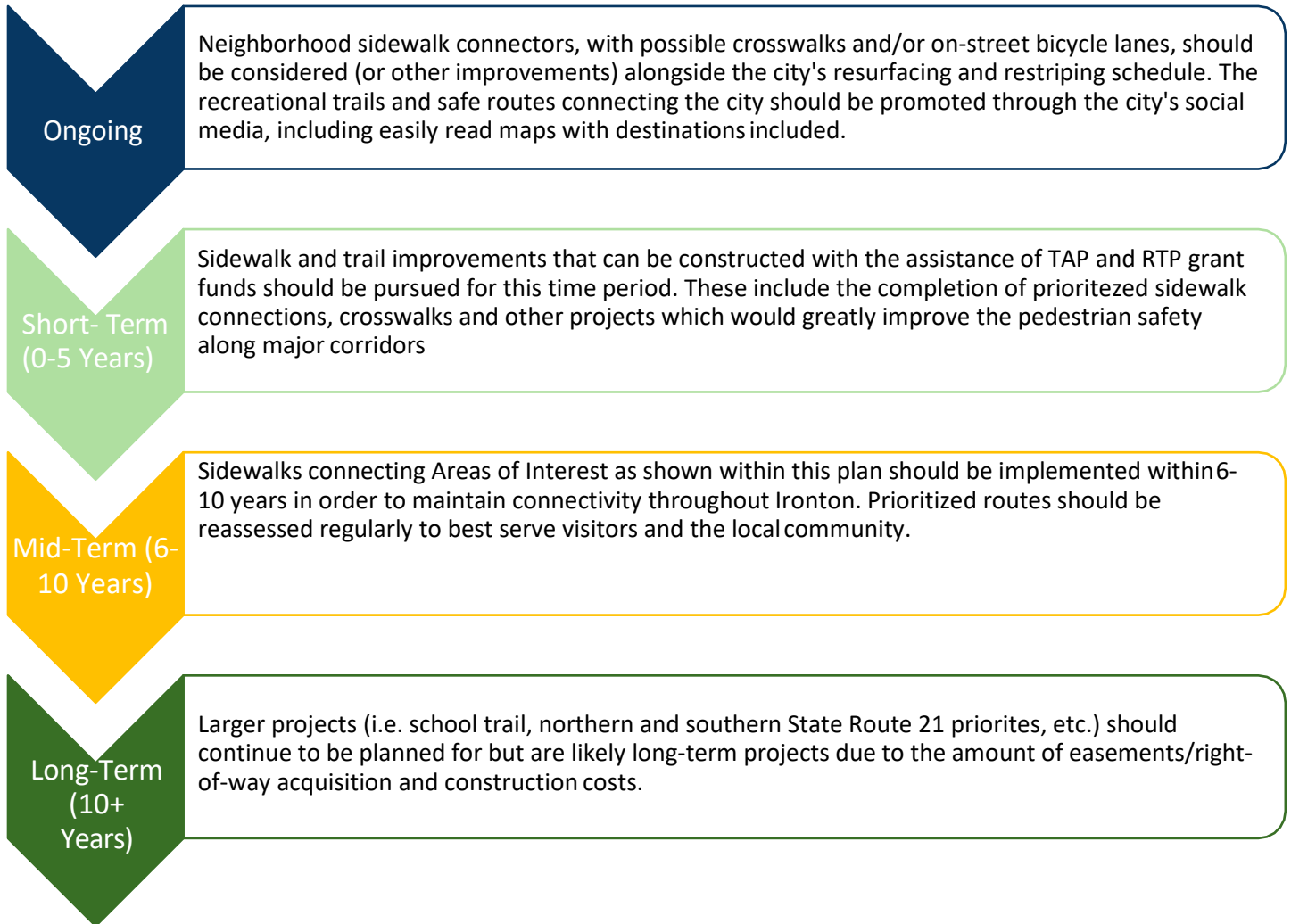
Where do we go from here?

The recommendations in this Active Living Communities of Practice Plan, in total, could take 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 officials will be responsible for initiating plan reviews and inviting local

stakeholders, as well as a representative from SEMO RPC. The group should also monitor changes in local priorities based on future development within Ironton.

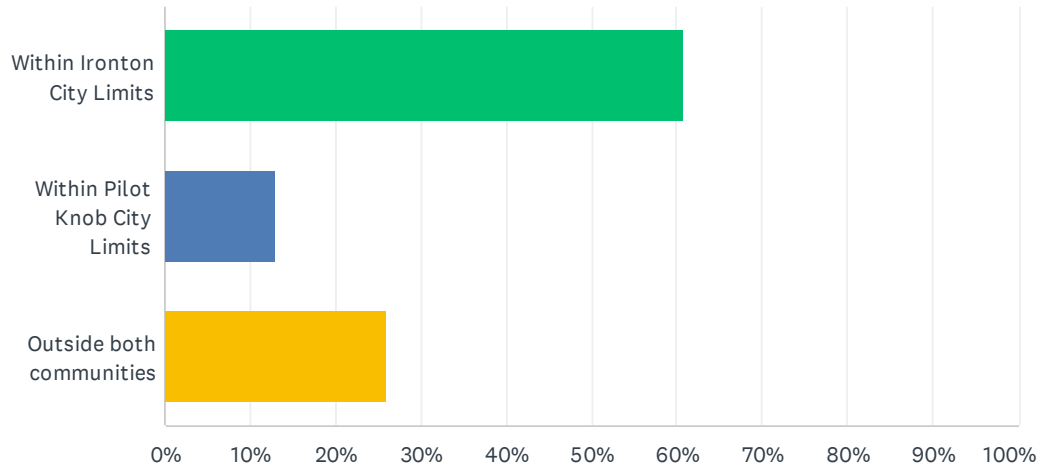
As Ironton continues to attract residents and visitors through its businesses, recreation, and community events, the need for safe active transportation routes becomes more important. Visitors will need to be able to navigate the city and easily walk and bike to destinations within. It would be of great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

Q1 Do you live in the city limits of Ironton or Pilot Knob? (Note: this may be different from your mailing address)

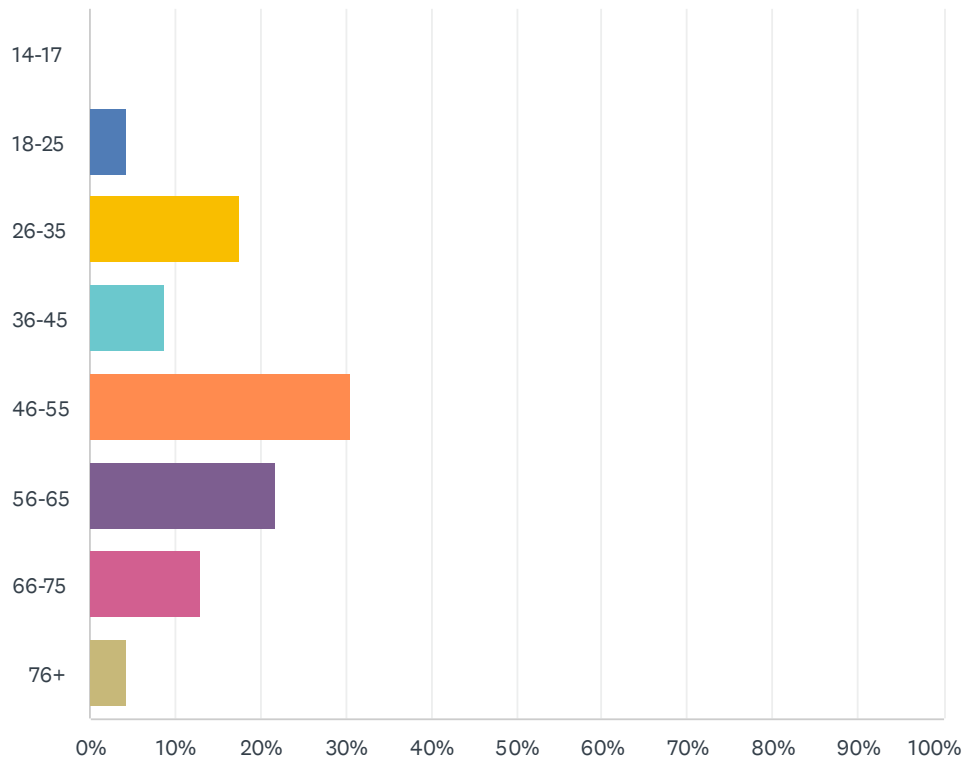
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Within Ironton City Limits	60.87%	14
Within Pilot Knob City Limits	13.04%	3
Outside both communities	26.09%	6
TOTAL		23

Q2 What is your age?

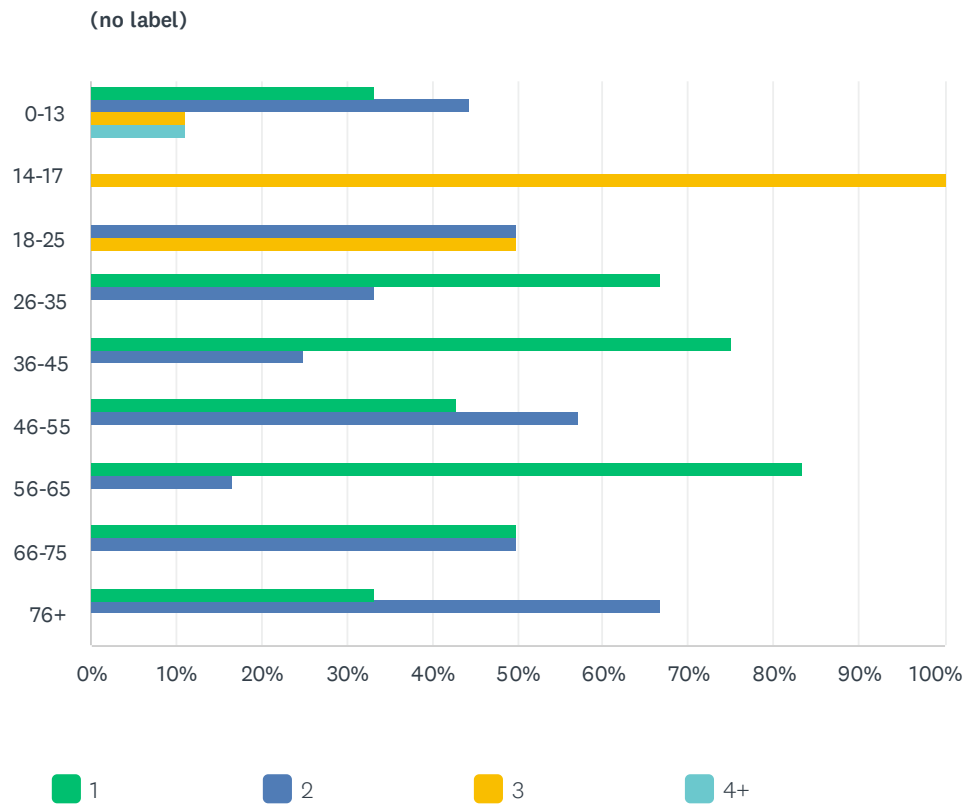
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES
14-17	0.00% 0
18-25	4.35% 1
26-35	17.39% 4
36-45	8.70% 2
46-55	30.43% 7
56-65	21.74% 5
66-75	13.04% 3
76+	4.35% 1
TOTAL	23

Q3 How many people in your household, including yourself, fall into the following age ranges?

Answered: 23 Skipped: 0

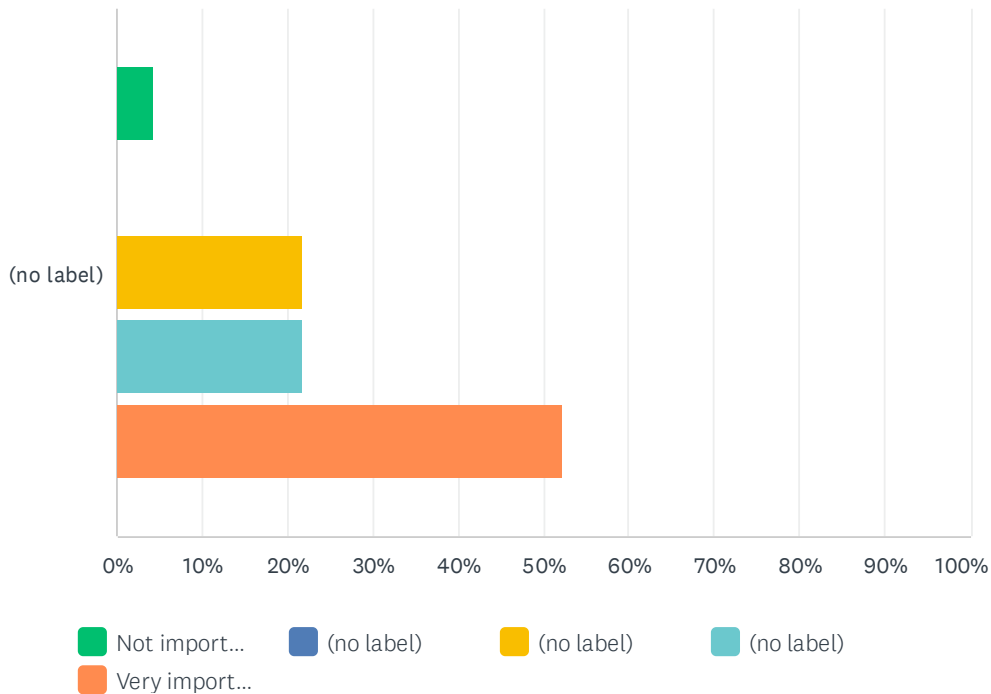


Ironton & Pilot Knob Active Transportation Public Survey

(no label)					
	1	2	3	4+	TOTAL
0-13	33.33% 3	44.44% 4	11.11% 1	11.11% 1	9
14-17	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
18-25	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2
26-35	66.67% 4	33.33% 2	0.00% 0	0.00% 0	6
36-45	75.00% 3	25.00% 1	0.00% 0	0.00% 0	4
46-55	42.86% 3	57.14% 4	0.00% 0	0.00% 0	7
56-65	83.33% 5	16.67% 1	0.00% 0	0.00% 0	6
66-75	50.00% 1	50.00% 1	0.00% 0	0.00% 0	2
76+	33.33% 1	66.67% 2	0.00% 0	0.00% 0	3

Q4 How important is active transportation (walk, bike, skate, etc.) to your household?

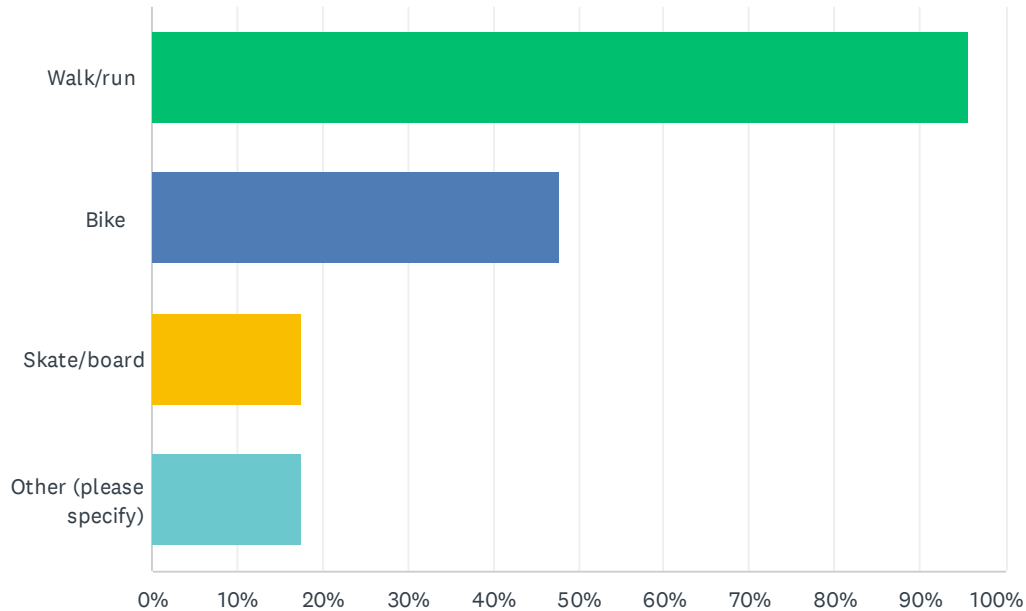
Answered: 23 Skipped: 0



	NOT IMPORTANT AT ALL	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
(no label)	4.35%	0.00%	21.74%	21.74%	52.17%	23	4.17
	1	0	5	5	12		

Q5 What forms of active transportation does your household use, or would use if the infrastructure existed? Check all that apply.

Answered: 23 Skipped: 0

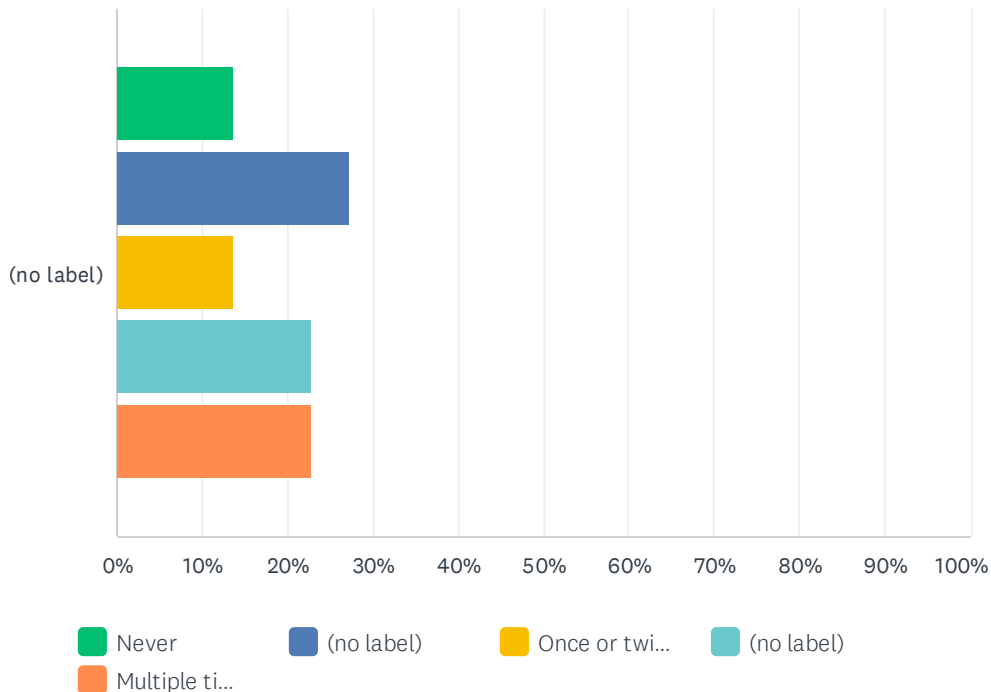


ANSWER CHOICES	RESPONSES
Walk/run	95.65% 22
Bike	47.83% 11
Skate/board	17.39% 4
Other (please specify)	17.39% 4
Total Respondents: 23	

#	OTHER (PLEASE SPECIFY)	DATE
1	Wheelchair is	6/4/2025 10:26 AM
2	velomobile see: https://www.velomobileworld.com/	4/22/2025 12:35 PM
3	Side by side ,4 wheeler	4/8/2025 3:42 PM
4	Dog Park that is well maintained and clean	4/8/2025 3:11 PM

Q6 How often does your household use active transportation (walk, bike, skate, etc.) to reach destinations in the communities?

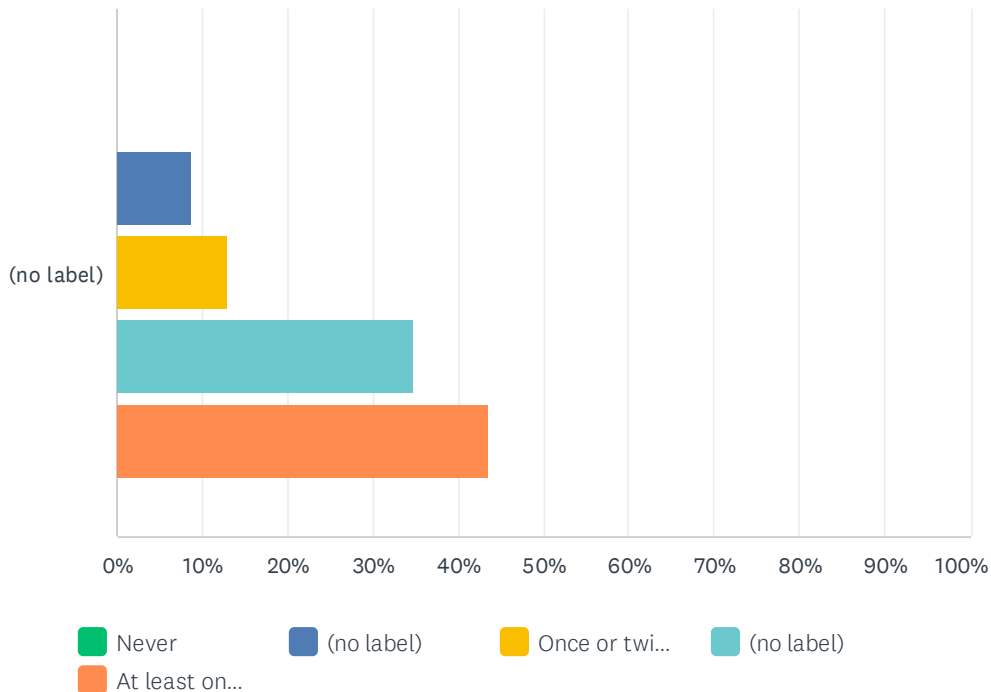
Answered: 22 Skipped: 1



	NEVER	(NO LABEL)	ONCE OR TWICE A MONTH	(NO LABEL)	MULTIPLE TIMES PER DAY	TOTAL	WEIGHTED AVERAGE
(no label)	13.64% 3	27.27% 6	13.64% 3	22.73% 5	22.73% 5	22	3.14

Q7 How often does your household use active transportation (walk, bike, skate, etc.) to engage in physical activity?

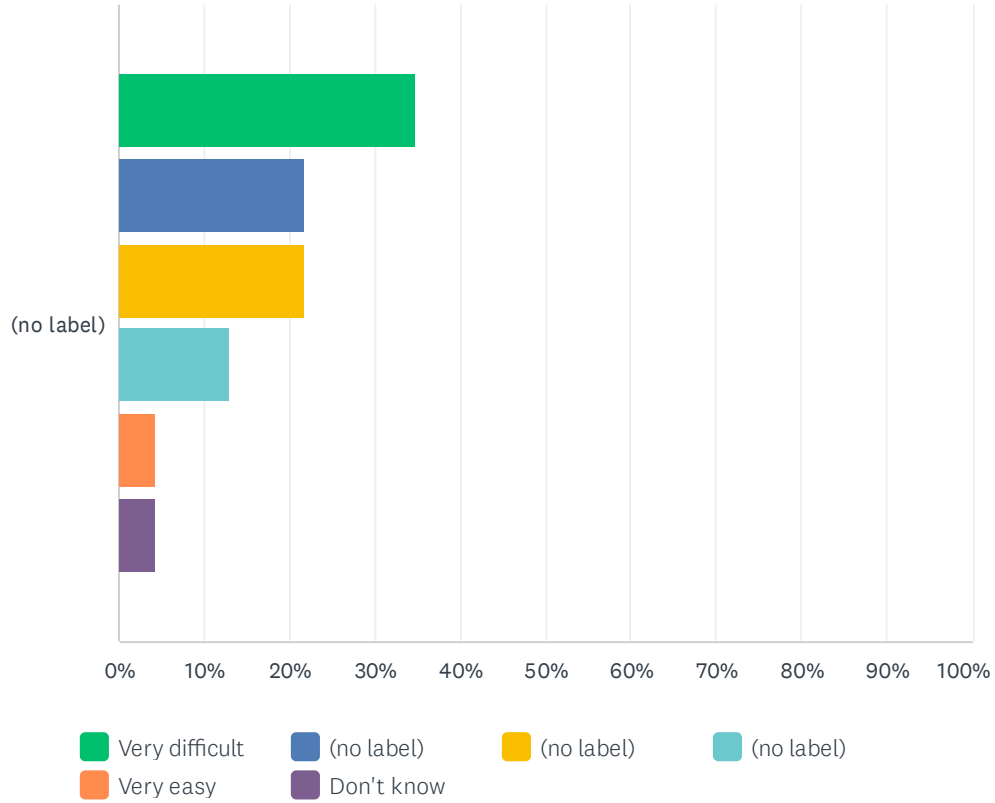
Answered: 23 Skipped: 0



	NEVER	(NO LABEL)	ONCE OR TWICE A MONTH	(NO LABEL)	AT LEAST ONCE PER DAY	TOTAL	WEIGHTED AVERAGE
(no label)	0.00%	8.70%	13.04%	34.78%	43.48%	23	4.13
	0	2	3	8	10		

Q8 Considering things like routes, pavement conditions, and safety; how easy or difficult is it to get around Ironton using active transportation (walk, bike, skate, etc.)?

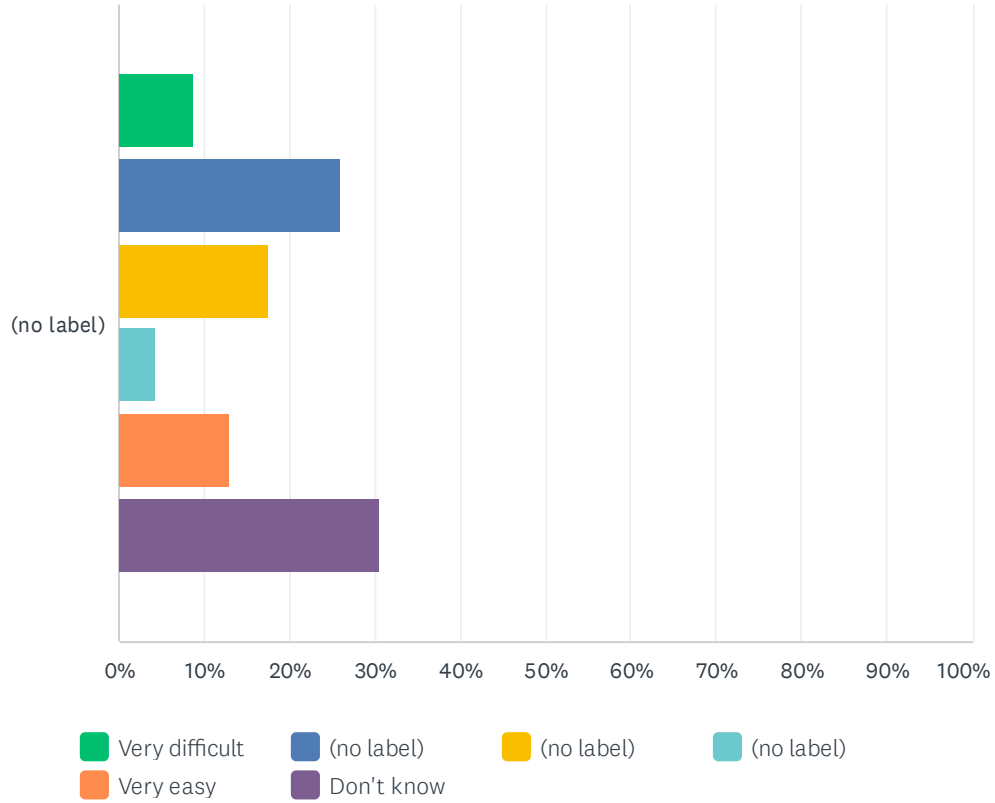
Answered: 23 Skipped: 0



	VERY DIFFICULT	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY EASY	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	34.78% 8	21.74% 5	21.74% 5	13.04% 3	4.35% 1	4.35% 1	23	2.27

Q9 Considering things like routes, pavement conditions, and safety; how easy or difficult is it to get around Pilot Knob using active transportation (walk, bike, skate, etc.)?

Answered: 23 Skipped: 0



	VERY DIFFICULT	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY EASY	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	8.70%	26.09%	17.39%	4.35%	13.04%	30.43%	23	2.81
	2	6	4	1	3	7		

Q10 List any streets you believe need sidewalk improvements or additions. Please be specific.

Answered: 15 Skipped: 8

#	RESPONSES	DATE
1	Main St.	4/25/2025 8:27 PM
2	Finishing the sidewalk gaps along lake road/m highway. Ability to walk or ride a bike from iron ton to pilot knob without having to ride on the should of 21.	4/10/2025 7:03 PM
3	Maple st. From hiway 21 to post office at Valle st.	4/10/2025 10:12 AM
4	Russell main	4/9/2025 2:47 AM
5	1)M highway to shepherd mtn lake 2) Shepherd mtn lake to pilot knob (Shepherd mtn rd.) 3) Highway 21 between iron ton and pilot knob	4/9/2025 1:45 AM
6	Main Street Russell Street Madison Street	4/8/2025 5:25 PM
7	North mountain and Madison need gravel, pavement, and sidewalk improvements. I cannot safely push a stroller down those streets. Additionally, it's not possible to utilize all sidewalks or street areas on main street with a stroller.	4/8/2025 5:08 PM
8	In Ironton, Main Street and all connecting streets need improvements or additions. There are no sidewalks on the streets on the other side of hwy 21 across from Casey's so you have to walk in the street. The lighting is poor so it makes it impossible to walk at night. Same in Pilot Knob - no sidewalks	4/8/2025 3:56 PM
9	Main street in Ironton	4/8/2025 3:42 PM
10	Other than main street, there are hardly any sidewalks. Active transportation is not people's main choice because it is not able to be done easily in Ironton. Most things are also not in a walkable distance to eachother.	4/8/2025 3:32 PM
11	Russell and Main Street	4/8/2025 3:24 PM
12	South Mc Cune, North Mc Cune, street by Post Office, Highway 21, Highway 221	4/8/2025 3:24 PM
13	Main Street, Knob Street, Shepherd Street, Russell Street	4/8/2025 3:16 PM
14	Most sidewalks within Ironton city limits.	4/8/2025 3:14 PM
15	Main Street in front of the historic buildings, and right by the court house needs better crosswalks because it's so busy right there with Riley's and Checos!! Very dangerous spot.	4/8/2025 2:41 PM

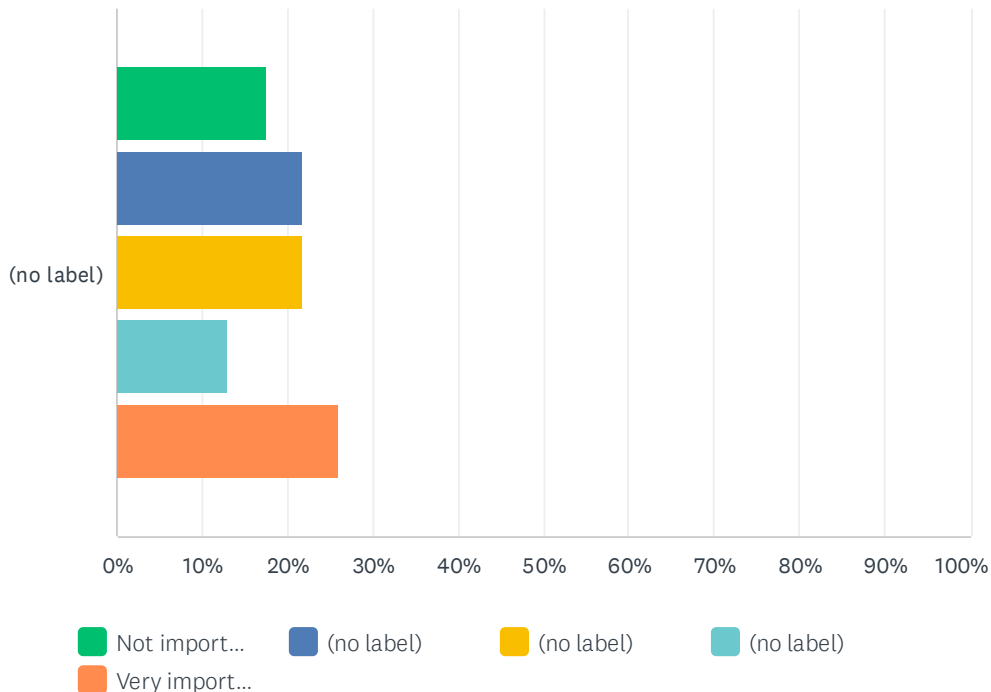
Q11 List any streets or intersections you believe need crosswalk/crossing improvements or additions. Please be specific.

Answered: 11 Skipped: 12

#	RESPONSES	DATE
1	Crossing Main isn't a problem, but crossing the cross street can be	4/25/2025 8:27 PM
2	The intersection at Casey's and Highway 21.	4/10/2025 7:03 PM
3	221	4/9/2025 2:47 AM
4	Madison St and Hwy 21	4/9/2025 1:45 AM
5	Main and Madison Main and Russell Shepherd and Russell	4/8/2025 5:25 PM
6	The 4 way stop by the courthouse could use safer crosswalks. Sporadic crosswalks down Main Street would be helpful.	4/8/2025 5:08 PM
7	All stops along Main Street in Ironton	4/8/2025 3:56 PM
8	Intersection of 221 and Mc Cune, from State Park to the area of Subway across 221, across 21 from Pilot Knob into Ironton.	4/8/2025 3:24 PM
9	Main and Russell Shepherd and Russell	4/8/2025 3:16 PM
10	Russell street by the post office. Also the parking area on Russell across the street over by the court house.	4/8/2025 3:11 PM
11	By the court house and Riley's on the Square.	4/8/2025 2:41 PM

Q12 How important to your household are marked bike lanes on roadways?

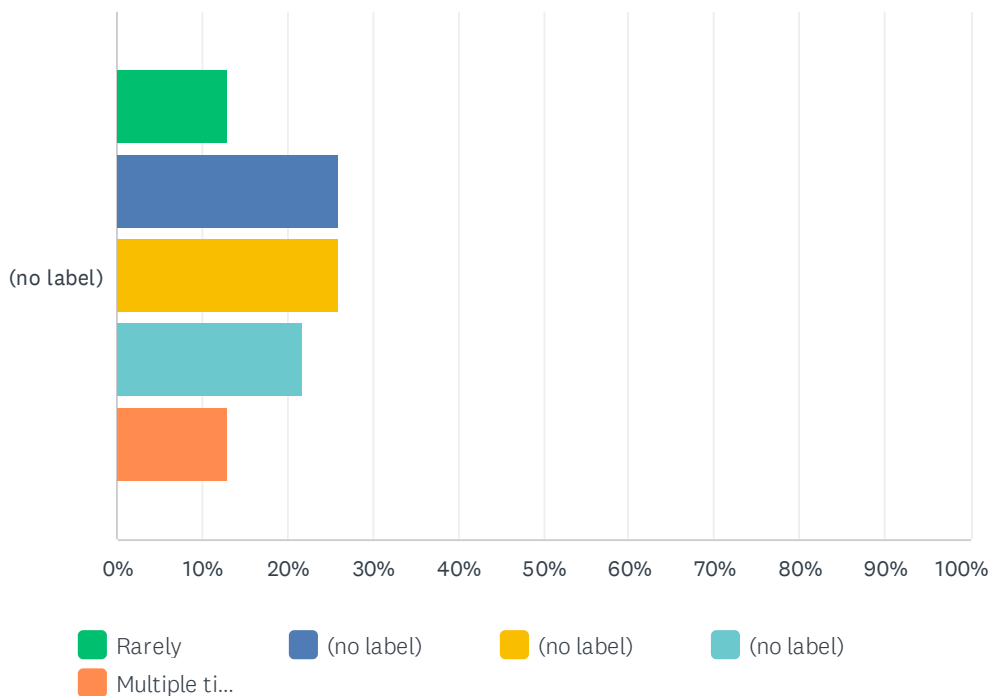
Answered: 23 Skipped: 0



	NOT IMPORTANT AT ALL	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
(no label)	17.39%	21.74%	21.74%	13.04%	26.09%	23	3.09
	4	5	5	3	6		

Q13 How often does your household utilize the parks in Ironton?

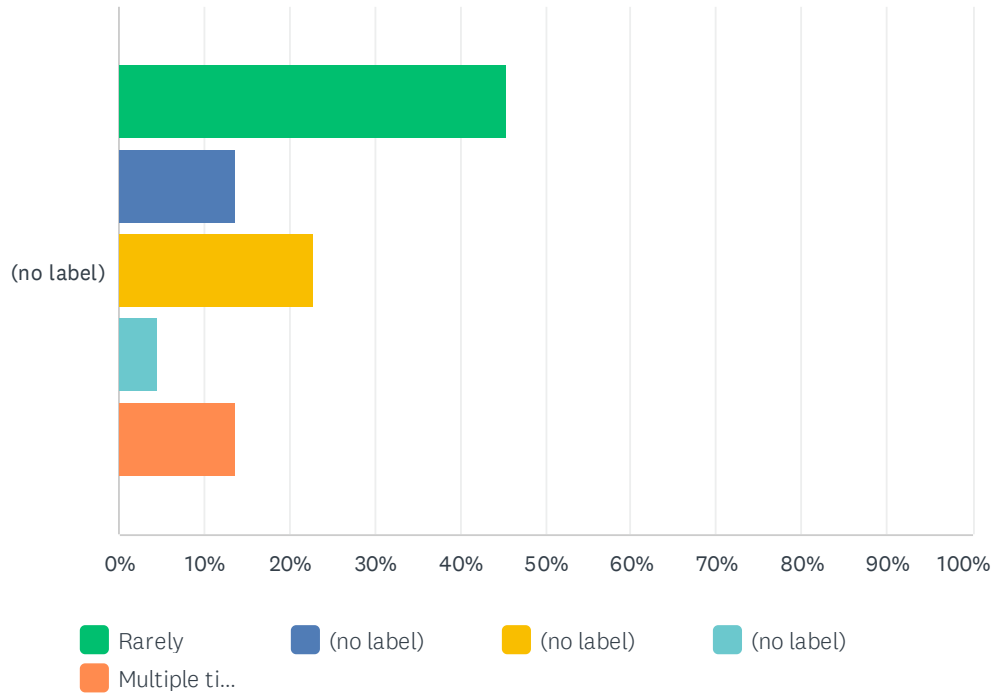
Answered: 23 Skipped: 0



	RARELY	(NO LABEL)	(NO LABEL)	(NO LABEL)	MULTIPLE TIMES PER WEEK	TOTAL	WEIGHTED AVERAGE
(no label)	13.04% 3	26.09% 6	26.09% 6	21.74% 5	13.04% 3	23	2.96

Q14 How often does your household utilize the parks in Pilot Knob?

Answered: 22 Skipped: 1



	RARELY	(NO LABEL)	(NO LABEL)	(NO LABEL)	MULTIPLE TIMES PER WEEK	TOTAL	WEIGHTED AVERAGE
(no label)	45.45% 10	13.64% 3	22.73% 5	4.55% 1	13.64% 3	22	2.27

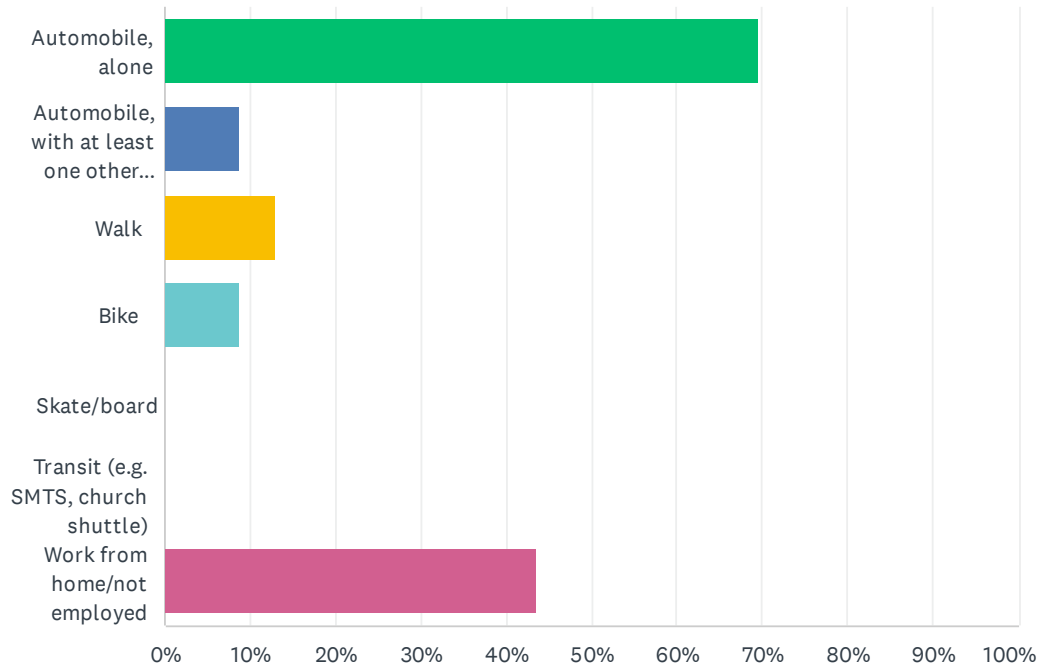
Q15 Please list any locations/destinations in Ironton & Pilot Knob you have been to for activities, community events, or outdoor exercise in the past 6 months.

Answered: 15 Skipped: 8

#	RESPONSES	DATE
1	Court House Square AV High School tennis courts Sports Complex Pilot Knob City Park	6/4/2025 10:26 AM
2	My walking to Save a Lot and back (with groceries) is my exercise	4/25/2025 8:27 PM
3	ball park, streets, bike park trails	4/16/2025 5:23 PM
4	AV sports complex, Pilot knob paved walking path in the industrial park.	4/10/2025 7:03 PM
5	Battle of Pilot Knob State Historic Site. Iron County Courthouse	4/10/2025 10:12 AM
6	Ok park needs an actual playground not that crappy thing	4/9/2025 2:47 AM
7	Battle of pilot knob state park AV school playground Sports complex	4/9/2025 1:45 AM
8	Arcadia valley coffee company County courthouse	4/8/2025 5:25 PM
9	Shepherd Mountain bike park, imagination park, courthouse square, Pilot knob park and battle of pilot knob site, sports complex.	4/8/2025 5:08 PM
10	- Ironton- Hancock & Dent Street, east of hwy 21 - Ironton - Main Street and connecting streets - Ironton - shepherd mountain bike park - Pilot Knob - connecting streets of Tilden	4/8/2025 3:56 PM
11	Near court house in Ironton and Main Street	4/8/2025 3:24 PM
12	Park behind the schools, State park in Pilot Knob, courthouse square in Ironton, streets from state park to Subway and around Pilot Knob, My dog and I walk all over Ironton and Pilot Knob	4/8/2025 3:24 PM
13	All around Ironton, the city.	4/8/2025 3:16 PM
14	Walking our neighborhood, using the Sports Complex, and walking on Main Street in Ironton.	4/8/2025 3:14 PM
15	Ironton City Park/Disc Golf Course, the little splash pad near Main Street, the play ground near the Pilot Knob museum.	4/8/2025 2:41 PM

Q16 How do you typically travel to work? Check all that apply.

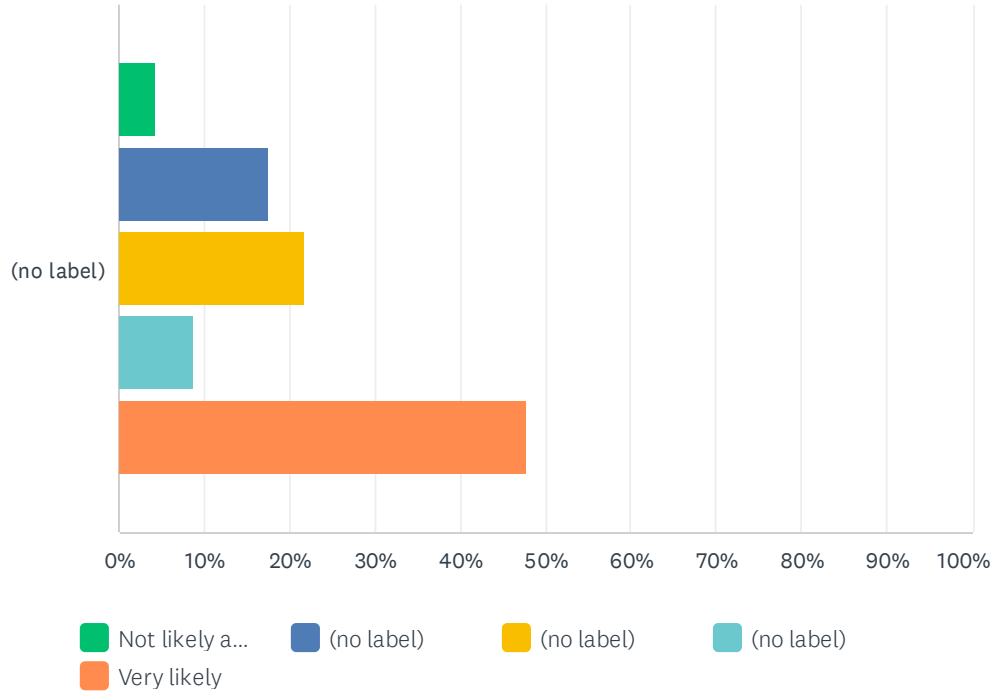
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Automobile, alone	69.57%	16
Automobile, with at least one other person	8.70%	2
Walk	13.04%	3
Bike	8.70%	2
Skate/board	0.00%	0
Transit (e.g. SMTS, church shuttle)	0.00%	0
Work from home/not employed	43.48%	10
Total Respondents: 23		

Q17 How likely would anyone in your household be to use active transportation to reach a destination if sidewalk, trail, and bicycle improvements were made in Ironton and/or Pilot Knob?

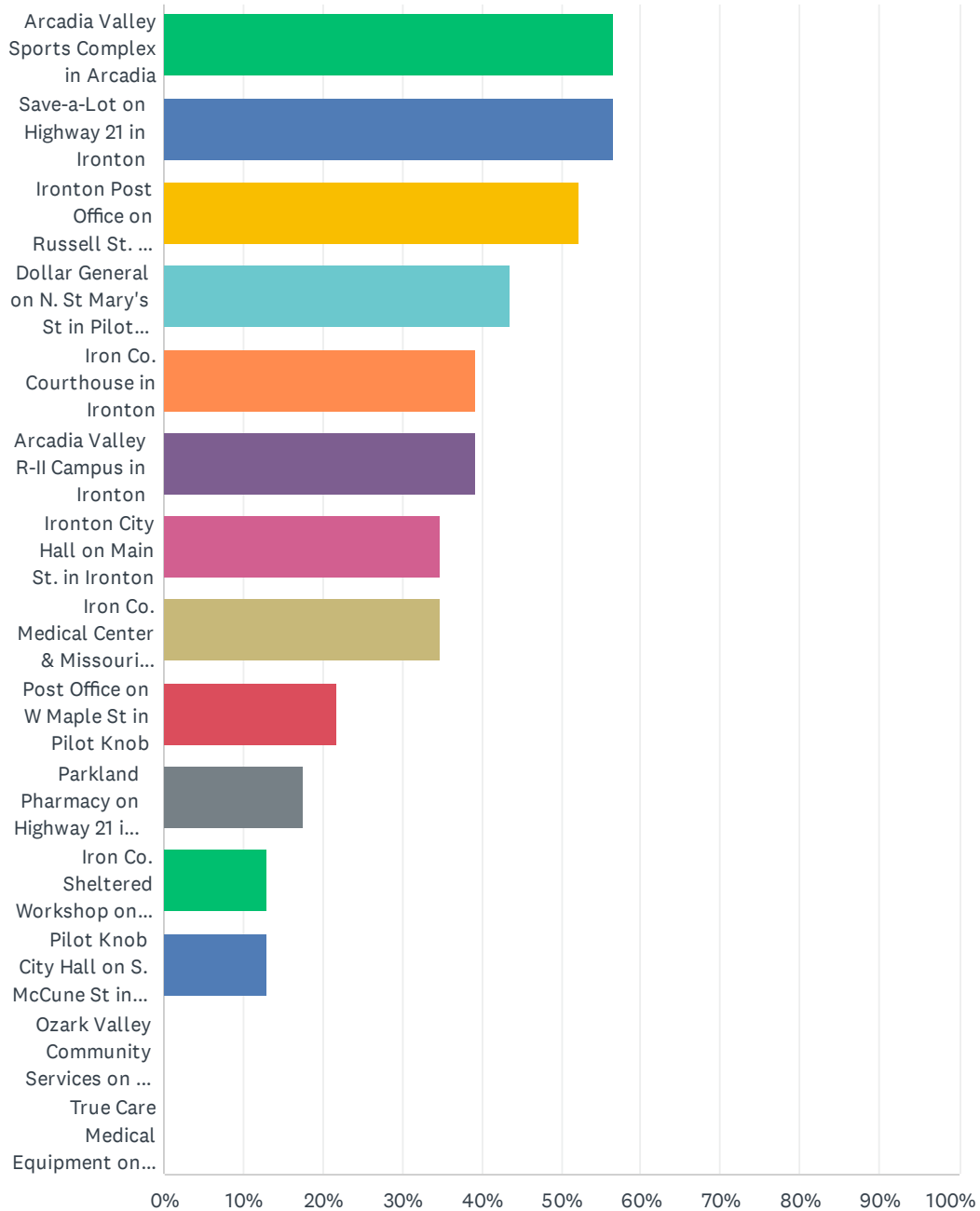
Answered: 23 Skipped: 0



	NOT LIKELY AT ALL	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY LIKELY	TOTAL	WEIGHTED AVERAGE
(no label)	4.35%	17.39%	21.74%	8.70%	47.83%	23	3.78
	1	4	5	2	11		

Q18 From the list below, select your household's most important destinations (select up to five).

Answered: 23 Skipped: 0

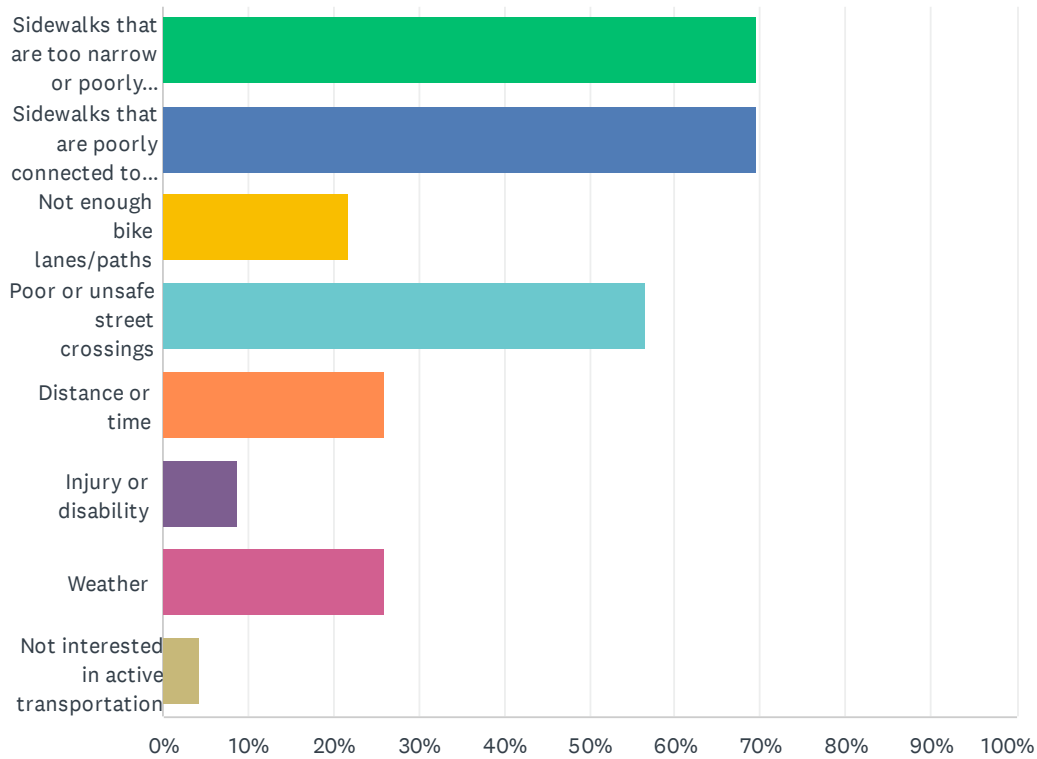


Ironton & Pilot Knob Active Transportation Public Survey

ANSWER CHOICES	RESPONSES	
Arcadia Valley Sports Complex in Arcadia	56.52%	13
Save-a-Lot on Highway 21 in Ironton	56.52%	13
Ironton Post Office on Russell St. in Ironton	52.17%	12
Dollar General on N. St Mary's St in Pilot Knob	43.48%	10
Iron Co. Courthouse in Ironton	39.13%	9
Arcadia Valley R-II Campus in Ironton	39.13%	9
Ironton City Hall on Main St. in Ironton	34.78%	8
Iron Co. Medical Center & Missouri Highlands Healthcare-Medical & Dental on Hwy 21 in Pilot Knob	34.78%	8
Post Office on W Maple St in Pilot Knob	21.74%	5
Parkland Pharmacy on Highway 21 in Ironton	17.39%	4
Iron Co. Sheltered Workshop on Pine St. in Arcadia	13.04%	3
Pilot Knob City Hall on S. McCune St in Pilot Knob	13.04%	3
Ozark Valley Community Services on S Shepherd in Ironton	0.00%	0
True Care Medical Equipment on W Maple in Pilot Knob	0.00%	0
Total Respondents: 23		

Q19 What issues prevent you from using active transportation more than you already do? Check all that apply.

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sidewalks that are too narrow or poorly maintained	69.57%	16
Sidewalks that are poorly connected to one another or not connected to destinations	69.57%	16
Not enough bike lanes/paths	21.74%	5
Poor or unsafe street crossings	56.52%	13
Distance or time	26.09%	6
Injury or disability	8.70%	2
Weather	26.09%	6
Not interested in active transportation	4.35%	1
Total Respondents: 23		

Q20 Please share any comments, concerns, and/or ideas that were not covered in the previous questions.

Answered: 9 Skipped: 14

#	RESPONSES	DATE
1	I believe that the citizens living in the areas mentioned as well as tourist that come to visit the area could benefit greatly from much needed improvements to Active Transportation in the Arcadia Valley area. Safety, convenience and health and wellness would benefit the whole area.	6/4/2025 10:26 AM
2	I don't drive, but have talked to or incoming Mayor. James Tuttle is aware of what I said, and has realistic solutions. Please talk to me	4/25/2025 8:27 PM
3	The velomobile, in one of its many forms, could be manufactured locally, creating jobs, and producing something that now is almost impossible to find or test-drive. See: https://www.velomobileworld.com/	4/22/2025 12:35 PM
4	If someone wants to walk or ride bikes, there doesn't seem to be any reason that would keep them from doing so... unless they are just lazy.	4/16/2025 5:23 PM
5	Connecting arcadia, ironton, and pilot knob in such a way that would not require walking/riding along highway 21. Connecting the westwood bike trail to a walking trail that connects to save a lot.	4/10/2025 7:03 PM
6	We need actual businesses and er need better roads d f sidewalks	4/9/2025 2:47 AM
7	We have key destinations with no connections that keep you out of traffic Sports complex to shepherd mtn lake To shepherd mtn bike trail on 21 To battle of pilot knob state park Connecting ironton to pilot knob Especially unsafe trying to commute to these areas with kids.	4/9/2025 1:45 AM
8	Have witnessed multiple people almost get hit crossing 221 to the park from the motel or going from the park to Subway or across 21 to go to Steve and Garretts or Save A Lot and Parkland Pharmacy. I walk between 10,000 and 15,000 steps a day with my dog and would love to not almost get hit every day while walking due to no sidewalks. We also walk in the Arcadia Valley Sports Complex and there is lots of mud and other issues there, and you can only get there from Pilot Knob by vehicle.	4/8/2025 3:24 PM
9	The overall infrastructure is crap. Maybe instead of funding a bike park that is a financial burden, funding the pockets of city officials , selling the water system and letting the \$ not be spent, perhaps something spent that benefits the citizens of the community would be a great idea	4/8/2025 3:11 PM

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	Federal Transit Administration																																			
	OST Programs							Federal Highway Administration																												
	RAISE	INFRA	RCP	SSA	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AOPP	402	403	BIP	BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO	STBG	IA	RTP	SRIS	PLAN	NSBP	ELTTP	TTP	TTPSF						
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan					\$	TA			\$	\$																\$										
Barrier removal for ADA compliance	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			
Bicycle plans					~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			
Bicycle helmets (project or training related)														\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			
Bicycle helmets (safety promotion)																																				
Bicycle lanes on road	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
Bike racks on transit	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Bus shelters and benches	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)									\$	\$																										
Community Capacity Building (develop organizational skills/processes)									\$	TA																										
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Curb ramps	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Counting equipment	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Historic preservation (pedestrian and bicycle 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										NHTSA										Federal Highway Administration									
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	Agpp	402	405	BIP	BRK	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					TA																																			
Barrier removal for ADA compliance	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$								
Bicycle plans																																								
Bicycle helmets (project or training related)																																								
Bicycle helmets (safety promotion)																																								
Bicycle lanes on road	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$								
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$								
Bike racks on transit	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
Bicycle storage or service centers (example: at transit hubs)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
Bus shelters and benches	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
Coordinator positions (State or local) (limits on CMAQ and STBG)																																								
Community Capacity Building (develop organizational skills/processes)																																								
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
Curb ramps	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
Counting equipment	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Historic preservation (pedestrian and bicycle and transit facilities)	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Maps (for pedestrians and/or bicyclists)																																								
Micromobility projects (including scooter share)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Pedestrian plans	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Rail at-grade crossings	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Recreational trails	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					

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 [IA Set-Aside](#), therefore, 23 U.S.C. 217(f) does not apply to trail projects (including for bicycle use) using [STBG](#) or [IA Set-Aside](#) funds. Section 217(f) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAA](#)). 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.
- [INERA](#) (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.
- [SSA](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title D): 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.
- [TIEA](#) (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, subject to total Federal assistance limitations.
- [FTA / AII](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle-Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA 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): Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): 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.
- [BEF](#) (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [ERR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- **CMAQ** (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- **HSP** (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSP funds as specified safety projects.
- **RHCP** (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- **NHPP** (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- **PROTECT** (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- **STBG** (23 U.S.C. 133) and **TA Set-Aside** (23 U.S.C. 133(h)): Activities marked "SSRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- **RTP** (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- **SRTS** (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- **PLAN** (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps; System maps and GIS; Safety education and awareness; for transportation safety planning; Safety program technical assessment; for transportation safety planning; Training; bicycle and pedestrian system planning training.
- **NSBP** (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- **FLTP** (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.
 - o [Federal Lands Transportation Program](#) (23 U.S.C. 203); For Federal agencies for projects that provide access within Federal lands.
 - o [Federal Lands Access Program \(FLAP\)](#) (23 U.S.C. 204); For State and local entities for projects that provide access to or within Federal or tribal lands.
- **TTP** (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- **TTFSE** (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [Federally-recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.

Appendix C: Livable/Complete Streets Information

Rural Perspective

MISSOURI LIVABLE STREETS



WHAT IS LIVABLESTREETS?

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

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



Why is Livable Streets important?

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

Livable Streets works for small towns and rural areas!

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



For more information visit livablestreets.missouri.edu

| LOCAL PERSPECTIVE |

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

Livable Streets Success in Warsaw

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

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

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



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

McDonald County's Perspective



Brandy Smith
Health Educator
McDonald County
Health Department

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

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

<http://bit.ly/mcdonaldcounty>

| LIVABLE STREETS IN RURAL MISSOURI |

Caruthersville's Perspective



Dawn Jordan, Caruthersville Healthy Communities Coordinator Pemiscot County Initiative Network

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

Livable Streets can help attract young adults

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

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

How can Livable Streets help my community?

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



| LIVABLE STREETS IN RURAL MISSOURI |

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| FUNDING OPPORTUNITIES |

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

Federal funding opportunities

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

Federal funding opportunities administered by state and federal agencies

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

Local funding sources

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

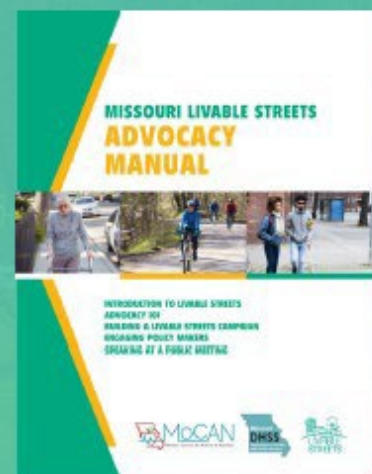
Private sources

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

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

For questions about Livable Streets contact Kathy Craig at Kathy.Craig@health.mo.gov

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





For more information visit livablestreets.missouri.edu