

POPLAR BLUFF





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CITY OF POPLAR BLUFF
CITY HALL, 501 VINE STREET
POPLAR BLUFF, MISSOURI 63901

January 27, 2025

Emily Goodin
Administrator
Butler County Health Department
1619 North Main
Poplar Bluff, MO 63901

Re: Active Transportation Plan for Poplar Bluff

The City of Poplar Bluff has received and reviewed the Active Transportation Plan presented to the City Council on December 2, 2024. The City is currently updating its Comprehensive Plan, which includes transportation and park services. As such, the Council has given the Active Transportation Plan to the Comprehensive Plan Committee, which will review and consider the plan for inclusion in the Comprehensive Plan update, and/or approve to be fully considered for adoption by the Council, which must also approve any update to the Comprehensive Plan.

The Council greatly appreciates the work and effort by the Butler County Health Department in this endeavor.

If you need additional information, please feel free to contact City Manager Robert Knodell, at rknodell@pbcity.org or 573-686-8620.

Sincerely,

Shane Cornman
Mayor



INTRODUCTION

FUNDING

In September 2018, Missouri was one of 16 states to receive the Centers for Disease Control and Prevention's (CDC) Division of Nutrition, Physical Activity, and Obesity's (NPAO) award to implement a State Physical Activity and Nutrition plan. This project is referred to as the Missouri Physical Activity and Nutrition (MPAN) project. MPAN includes four strategies to help Missourians achieve the highest quality of life possible by increasing the number of places that implement: food service guidelines, nutrition and physical activity standards in early care and educational systems, supportive breastfeeding practices, and new or improved systems to promote safe opportunities for active living in communities. This Active Transportation Plan for the City of Poplar Bluff, Missouri, was funded with a 2023 Active Living Community Active Transportation grant from the Missouri DHSS, Physical Activity and Nutrition Program. The purpose of the grant was to develop a five-year active living strategy with a focus on encouraging the development of community active transportation plans that are responsive to the communities' needs and incorporate evidence-based complete streets elements. The Butler County Health Department wrote the grant application and contracted with the Ozark Foothills Regional Planning Commission (OFRPC) to develop the strategy.

The OFRPC was created in 1967 to facilitate the cooperative effort of its member municipalities and counties in solving problems and planning the future development of human, natural, and economic resources of the Ozark Foothills region that includes Butler County.

ACKNOWLEDGMENTS

The Active Transportation Plan for the City of Poplar Bluff was guided and supported by a group of community members with the common goal of improving mobility in the community.

Community meetings were held to identify and prioritize sidewalk, crosswalk and trail improvements. The Butler County Health Department thanks the community members for their participation and willingness to provide feedback. Participants included:

- City of Poplar Bluff Council, Mayor **Shane Cornman**
- City Planner **James Sisk**
- Parks and Recreation Director **Lanny Corcimiglia**
- City Clerk and Interim City Manager **Lori Phelps**
- The Community Resource Council, Prevention Specialist **Alexus Joplin**
- Trailnet, Community Planning Manager **Bryce Monser**
- Poplar Bluff R-I School District
- Poplar Bluff Area Chamber of Commerce

The City of Poplar Bluff is located at the crossroads of U.S. Highways 60 and 67 along the Black River in Butler County, Missouri. It is the county seat with a population of 16,225, according to the 2020 census, making it the largest incorporated area and economic hub for a region within a 50-mile radius among the southeast part of the state and northeast Arkansas.

The city is situated on the Ozark Escarpment, the point where the foothills of the Ozark Mountains meet the flat Mississippi Alluvial Plain with much of the 13.21-square mile area featuring hills to the west of Black River. The terrain is flat on the east side of the river as well as the southeast part of the city, southeast of the railroad line where it crosses the river. Along with the Black River, the Current and St. Francis rivers are all within 40 miles with Poplar Bluff in the middle making the "Three Rivers" region that features numerous outdoor recreation areas, including Mark Twain National Forest and Lake Wappapello to the north and the Ozark National Scenic Riverways National Park to the west.

The city is also the crossroad for the Union Pacific Railroad with a yard and is served by Amtrak with a line that connects it to St. Louis north and Little Rock to the south. The Poplar Bluff Municipal Airport features a 5,000-foot runway three miles east of the city limits, handling approximately 15,000 operations annually.

Agriculture is the predominant industry of the county with Poplar Bluff featuring the majority of the residential, commercial and industrial areas. The city is home to the region's medical services, including the Veterans Administration's John J. Pershing Medical Center and Poplar Bluff Regional Medical Center, accounting for 21.6% of jobs. Manufacturing jobs account for 15.5% of the city's workforce according to Census estimates followed by the retail trade (11.5%).

Poplar Bluff's median household income, according to the Census estimates, is \$37,448, which is lower than the state median of \$65,920 and the county median of \$47,240.

The city's population in 2020 dropped 4.7% from the previous Census and has remained relatively unchanged since 1970 – there are 428 fewer residents than there were 50 years ago. Butler County, meanwhile, has seen an increase in population of 25.6% (8,601 total) since 1970, despite a 1.6% drop between 2010 and 2020. Of the 42,130 residents in Butler County, 38.5% currently live within the city's limits while it was 49.6% in 1970.

Poplar Bluff is considered a third class city under state law and operates under the council-manager form of government. The City Council consists of seven elected members, one each from five wards and two at-large members, each serving staggered three-year terms. Each year the members of the Council elect a mayor and mayor pro tem. Council meetings are held on the first and third Monday of each month. The administrative head of the city is the city manager who is appointed by the elected members of the Council.

The City's police department features 43 sworn officers, eight telecommunicators and two civilian employees along with a code enforcement and animal control division while the fire department has a staff of 33 operating out of three stations. The city's Municipal Utilities provides water, sewer and electric services while the city maintains over 100 miles of streets and a cemetery. The Parks and Recreation Department oversees 14 parks, an 18-hole golf course, numerous trails throughout the city and recreation programs for all ages. The Black River Coliseum, a 115,000-square foot multi-purpose facility, hosts various events with seating up to 4,700 along with the city's municipal court and council meetings.

The city's name was suggested by a dense growth of tulip poplar trees – *Liriodendron Tulipifera* – that covered the bluffs overlooking the Black River when it was selected to be the county seat when Butler County was founded in 1849. A post office opened there on Feb. 27, 1850, and the site was incorporated by the county court as a village on Feb. 9, 1870.



ACTIVE LIVING COMMUNITY OF PRACTICE

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

These routes and destinations are the building blocks for determining an overall plan for active transportation which DHSS defines as “any self-propelled, human mode of transportation, such as walking or bicycling.” Active transportation can boost local economies, increase physical health, improve the natural environment, and provide affordable transportation access for all. Through a grant from DHSS, the Butler County Health Department worked with the Ozark Foothills Regional Planning Commission to create an Active Transportation Plan.

OFRPC reviewed health and socioeconomic-related statistics from the American Community Survey (ACS Census data) and countyhealthrankings.org to determine that Life Expectancy in Butler County (71.4 years of age) is well below the state (75.8) and national (77.6) averages and that heart disease was the leading cause of death in residents under age 75.

Different types of active transportation include:

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

Active transportation provides the following benefits, according to the Rails-To-Trails Conservancy:

- Healthy People - Adds routine physical activities into citizens' daily lives
- Healthy 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.



ACTIVE TRANSPORTATION GOAL FOR POPLAR BLUFF

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

The goal of this plan is to prioritize sidewalk and trail improvements that are safe for all users, as well as identify ways to improve the short and long-term health outcomes of Poplar Bluff's residents.



EXISTING CONDITIONS



Cherry Street

The City of Poplar Bluff has a combined total of 264,674 linear feet, or 50.13 miles, of existing sidewalks that serve its citizens as of June 2023, according to the Ozark Foothills Regional Transportation Plan.

The Plan's sidewalk assessment rated the condition of the sidewalks as Good, Fair or Poor. Approximately half of the sidewalks, 58.5%, were rated Good, or unlikely to hinder mobility for the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris that would impede pedestrian traffic. An estimated 23.8% of the network was rated Fair, or uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris, while the remaining 17.5% was rated Poor, or impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and/or debris such that pedestrian travel would be impeded. It is noted that ADA compliance and guidelines were not included in the assessment.

The majority of the existing sidewalk network can be found in an approximately 1.3 square mile area that includes all of the downtown business district, portions of the area east of Black River, and residential areas north and south of the Pine Street commercial area. This area was within the city limits until the 1930s when the city expanded through annexation.

Additional sidewalks have been upgraded along the Westwood Boulevard commercial district south of Pine as well as along the Highway 53 commercial district, east of 11th Street.

A five-mile paved trail that runs along Shelby Road is included in the inventory along with additional trails maintained by the Poplar Bluff Parks & Recreation Department. The Park Department accounts for approximately 13.4% of the total, including a walking trail that connects Bacon Park and Hendrickson Park that totals 1.22 miles from Maud Street on the south end to the city cemetery at Gray Street on the north end.

Walking trails are also featured in the following parks:

- Ferguson Grove - 0.27 mile paved loop
- Hendrickson Park - 0.56 mile paved and gravel loop
- McLane Park - 1.33 mile paved loop
- Downtown Park - 420 feet paved loop
- Bacon Park - 0.52 mile paved loop

Walking trails are also featured in the following schools and businesses, with some limitations on access:

- Senior High School - 400 meter synthetic track
- Junior High School - 400 meter synthetic track
- Middle School - 1,250 feet paved loop
- Three Rivers College - 1,400 foot paved trail
- Poplar Bluff Regional Medical Center - 1,300 feet paved loop
- John J Pershing VA Medical Center - 1,200 foot paved loop

Also included in the total is public sidewalks maintained by the Poplar Bluff Housing Authority, which accounts for 10.1% of the total. Sidewalks owned and maintained by the Missouri Department of Transportation account for 10.2% of sidewalks in the city.

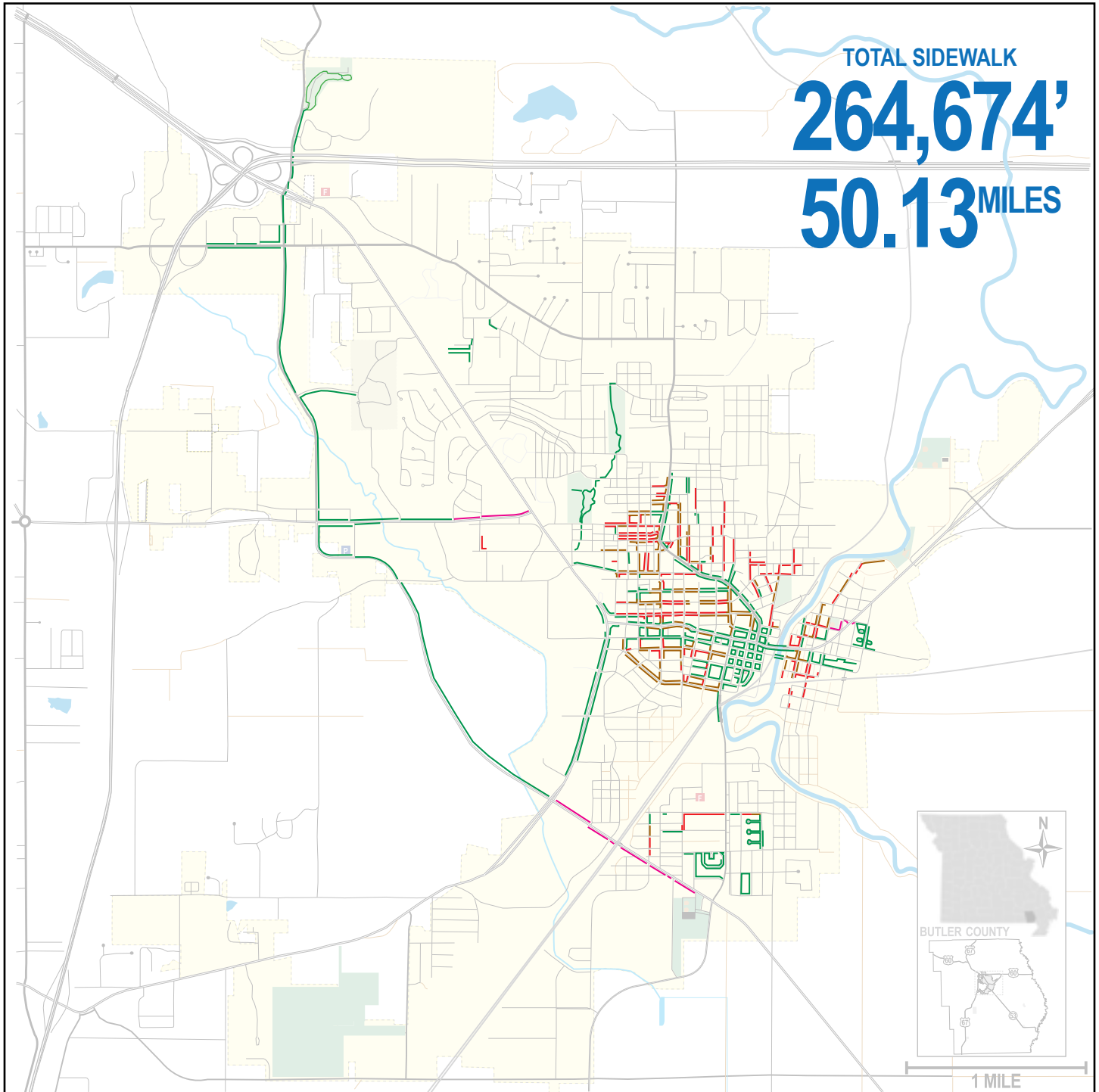
The location and frequency of accidents involving pedestrians was also included for consideration. Reports were obtained from the state's online traffic report database (Appendix C) which dates back to 2002. For the City of Poplar Bluff, the number of accidents involving pedestrians has averaged 7.1 per year between 2002 and 2023 with the most being 13 in 2014 followed by 12 in 2015. Of the 159 accidents 63% occurred in daylight conditions while 26% occurred in dark but lighted conditions. Friday saw the most accidents (20.7%) followed by Wednesday (16.9%) and Saturday (15.1%) while the time of day that saw the most accidents was between 4-4:29 p.m. with 6-6:29 p.m. a close second.

The location of the accidents for both pedestrians and cyclists (pictured) show the majority of accidents occur on streets that feature high traffic volumes (pictured). There were 11 fatal pedestrian accidents between 2002 and 2023. Six occurred during daylight hours and the majority of those accidents occurred on a high-traffic volume road without sidewalks or with the person attempting to cross the road where no crosswalk existed.

View an online map of Poplar Bluff's sidewalks at <https://bit.ly/PBSidewalks>



EXISTING CONDITIONS

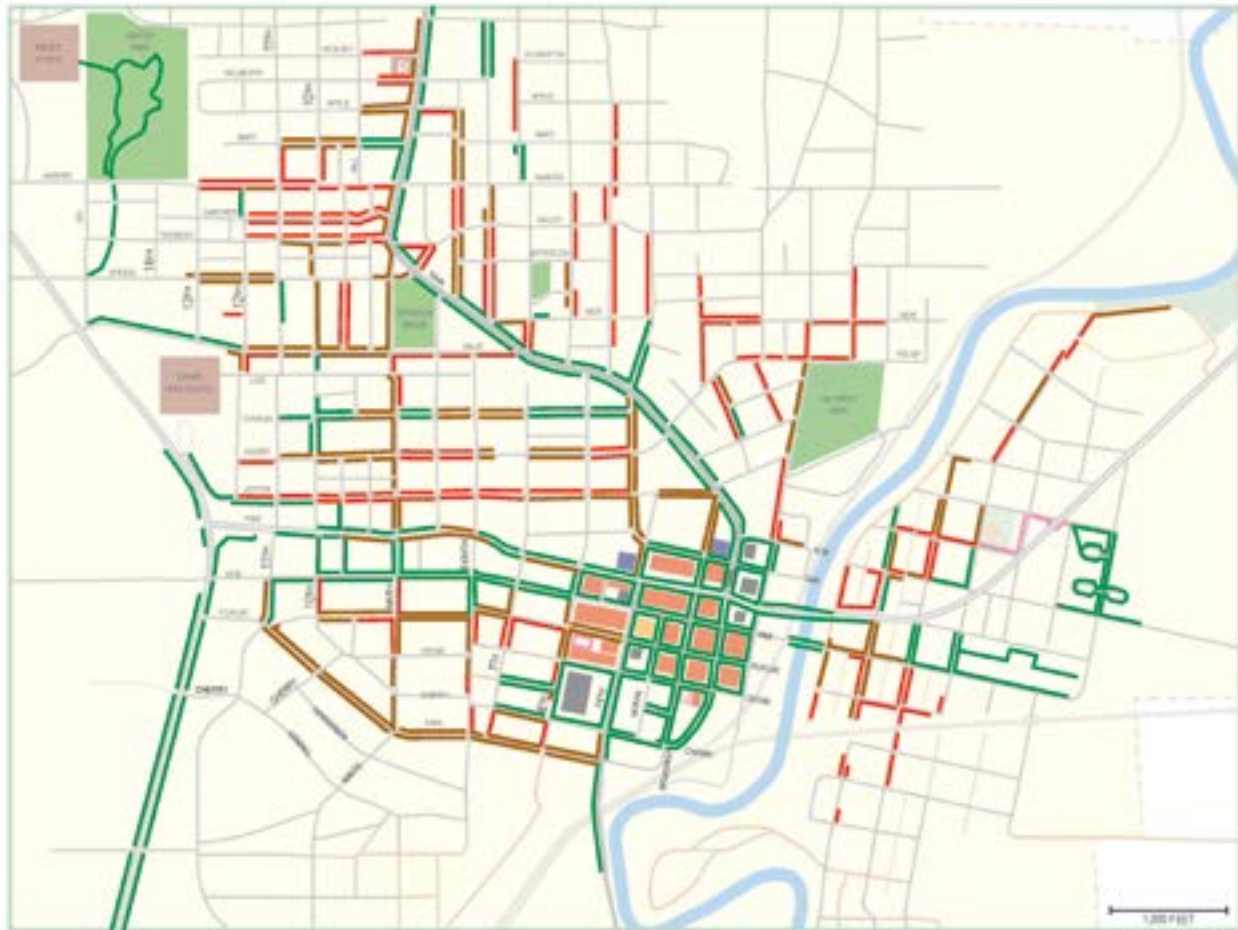




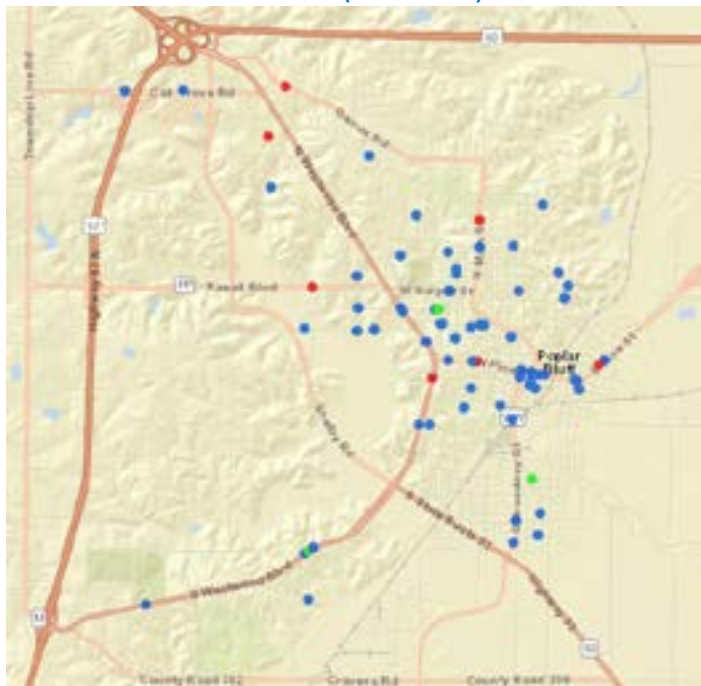
EXISTING CONDITIONS

DOWNTOWN

GOOD FAIR BAD SIDEWALKS

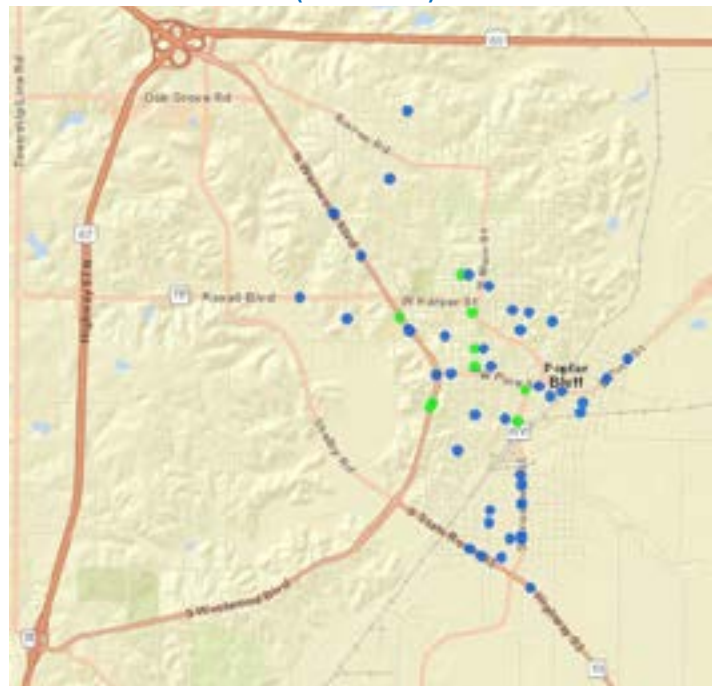


PEDESTRIAN ACCIDENTS (2002-2023): 159



● DEATH (11) ● INJURY (179) ● PROPERTY DAMAGE

CYCLING ACCIDENTS (2002-2023): 97



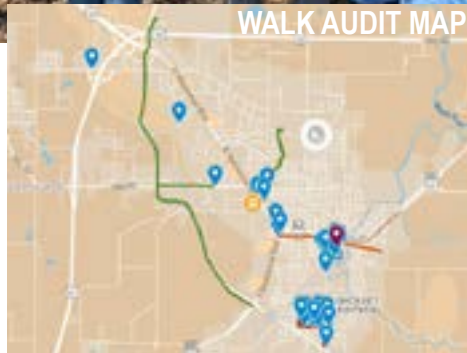
● DEATH (0) ● INJURY (101) ● PROPERTY DAMAGE

COMMUNITY ENGAGEMENT



A walk audit was conducted in Poplar Bluff in May 2023 by stakeholders, including the Butler County Health Department, OFRPC, the City of Poplar Bluff, the Poplar Bluff Parks and Recreation Department among others, with the help of Trailnet, focusing on Downtown and along Ditch Road. The areas of focus were rated and issues were noted and an [online map](#) was created.

In the Downtown area survey, it was noted that portions of the sidewalk were not ADA compliant but “decent” and that some repairs were needed while portions



were blocked by utility poles. The City of Poplar Bluff had already secured funding to remove utility poles, replacement of sidewalks and adding crosswalk lights

< View at <https://bit.ly/ATPwalkaudit>

along Vine Street. The survey along Ditch Road rated poorly with few sidewalks with ones present in poor shape and not continuous or wide enough. There are not enough crosswalks and the ones present are poorly marked, the survey noted.

The Butler County Health Department engaged with the community during events, such as the Senior Health Fair at the Twin Towers on Sept. 24, 2024, with a map that showed the proposed project areas.

A draft of the report was presented to the City of Poplar Bluff on Dec. 2, 2024.

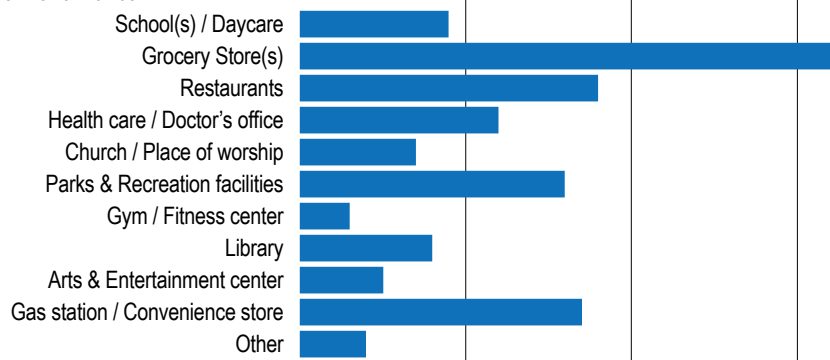
ONLINE SURVEY

An online community survey was created to seek input from residents for this plan. Of the 37 respondents, 78% said they drive as a main form of mobility. Among the barriers respondents said prevented them from walking or biking to their destinations was lack of sidewalks and safety as top concerns. When asked if those barriers were removed would they walk or bike more, 40% said no.

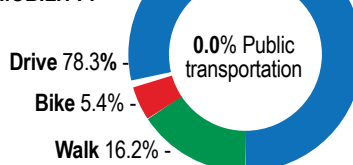
The City of Poplar Bluff is also in the process of updating its Comprehensive Plan and conducted an online survey that asked 1,500 respondents, “Which transportation improvements do you believe are the most needed?” with bike lanes and pedestrian walkways rated the second most important topic behind road repairs and maintenance. When asked if “the City should have more sidewalks,” 41% of approximately 450 respondents strongly agreed and 32% agreed with only 6.3% disagreeing or strongly disagreeing with the statement. When asked if, “the City should enforce sidewalk repairs by owner” 37% either agreed or strongly agreed while 28% were neutral and 35% disagreed or strongly disagreed.

WHICH COMMUNITY RESOURCES DO YOU VISIT MOST FREQUENTLY?

SELECT UP TO FOUR



WHAT IS YOUR MAIN FORM OF MOBILITY?



WHAT ARE THE BIGGEST BARRIERS PREVENTING YOU FROM WALKING OR BIKING?

- Lack of sidewalks and careless drivers
- Too far to ride a bike or walk
- Safety, physical limitations
- No safe places to walk, there's no safe network
- Walking trails are not in destinations from neighborhoods to grocery stores, medical facilities or other retailers. There are no bike lanes, ride a bike on the streets are not safe.

IF THOSE BARRIERS WERE REMOVED, WOULD YOU WALK / BIKE MORE OFTEN?

43.7% YES

40.6% NO



RECOMMENDATIONS

The City of Poplar Bluff features approximately 6¾ miles of walking and cycling trails as part of the Poplar Bluff Parks and Recreation Department. That does not include unpaved trails within the dozen city parks or the nearby Wolf Creek Trail, which features 21 miles for hiking, trail running and mountain biking managed by the US Forest Service that will soon connect with the city's system.

Previously, the City created a plan to connect every city park and school through a trail and sidewalk system. This plan created a vast network of paved trails, taking advantage of construction of Shelby Road on the western side of town to connect McLane Park at the northern edge of the city limits to the southern end. This network provides plenty of opportunities for residents to walk or cycle for exercise safely, but only after they reach a park.

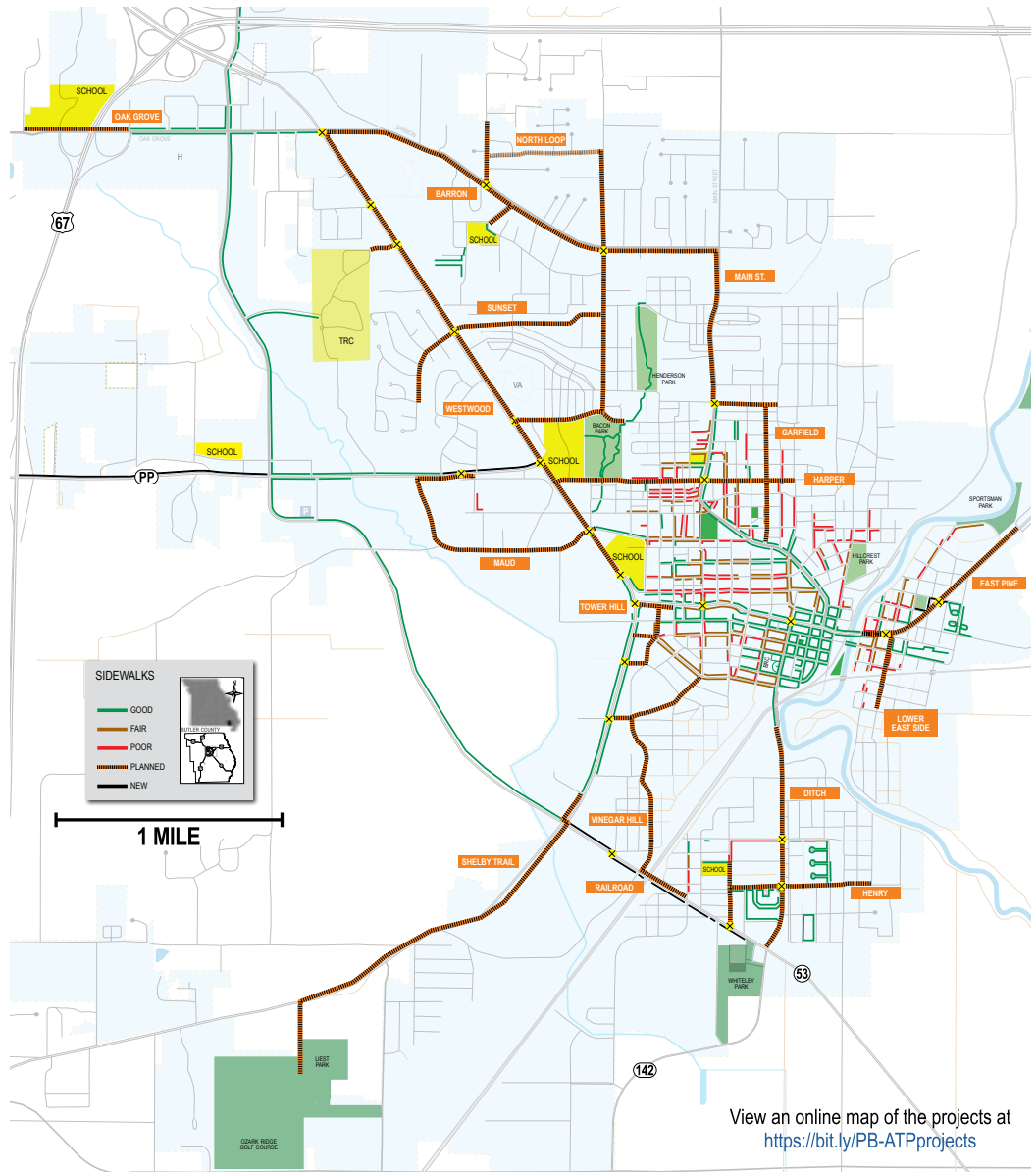
For a vast majority of residents, sidewalks do not connect residential areas to the parks or trail system. That is due to the fact that the city's sidewalk network is centrally located around the downtown area and within what was the city limits prior to 1930. As areas were developed outside the city limits, and later annexed into the city, sidewalks were not included in that development.

Many of the roads feature an open-channel ditch because it was the most economical method to produce drainage. This feature makes adding sidewalks along existing roadways within the City more expensive.

The focus of this plan is to build upon what the City of Poplar Bluff and the Poplar Bluff Parks and Recreation Department has accomplished. Previous efforts have created a network that has accomplished the "active" part of an Active Transportation Plan, giving residents plenty of options for walking, running and cycling.

This plan emphasizes the transportation aspect of providing alternate and safe ways for residents to travel throughout the community. Residents should be able to safely walk, cycle and use wheelchairs or motorized scooters to navigate the community for their everyday needs by connecting the residential and commercial areas of Poplar Bluff.

There are 16 projects identified to expand the existing network



View an online map of the projects at
<https://bit.ly/PB-ATPprojects>

throughout the City to better serve residents, as well as a number of crosswalk locations that can be upgraded. Each of the projects can be phased into smaller projects to help chip away at such a large and ambitious plan.

Of the 11 fatal accidents involving pedestrians since 2002, the majority have involved residents crossing a road. Upgrading or creating crosswalks along Westwood Boulevard (Business 67), Pine Street (Business 60), Kanell Boulevard (PP Highway), Highway 53 and Ditch Road (WW Highway) should top the list of projects. These crosswalk locations are identified within each proposed project but can easily be done as standalone projects. The City of Poplar Bluff has already taken the first step with a crosswalk project on East Pine, using funding through MoDOT's Transportation Alternative Program.

The following list of projects are lettered for easy identification and not for order of priority.

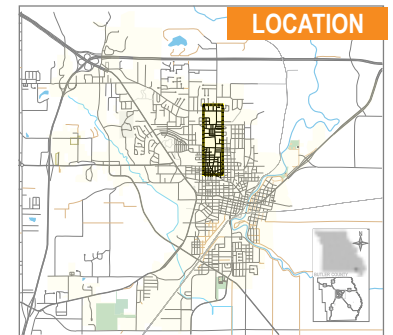


NORTH MAIN STREET



North Main Street in front of the Health Department.

This project extends the sidewalk from Davis to Barron and creates a crosswalk at the Davis-Main intersection. Total of 6,690 feet with sidewalk on both sides of the road to Oak Hill Road. The project can be extended to the east side of Main north of Oak Hill Road if future development occurs. Crosswalks should be included at David Street, the current one at the church parking lot, at Gray Street, which connects with the 14th Street project (I) and at Barron Road project (B).



DAVIS

HEALTH DEPT.

GRAY STREET

Images from Google Maps



DAVIS STREET

[PHASE I]

HENDRIX STREET

CEMETERY [PHASE II]

OAK HILL ROAD

[PHASE III]

BARRON ROAD



KEY BENEFIT

Project connects the current sidewalks to the **Health Department** and Barron Road.

NEW SIDEWALK

16,690'

ESTIMATED COST*

\$109,160

POPULATION

2,120

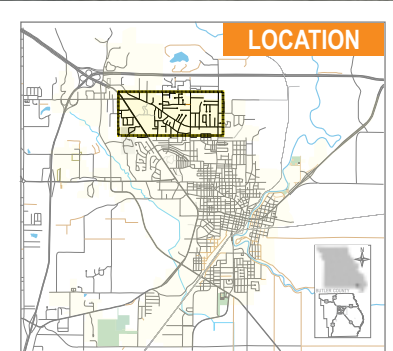


BARRON ROAD




Barron Road, 14th Street intersection looking east.

This project connects Main Street to Westwood and provides safety to pedestrians along a narrow and heavy-traffic road. The project can be phased into three parts - Main to 14th Street (2,660 feet), 14th to Charlton (3,100 feet), which includes Baugh Lane to O'Neal Elementary School, and Charlton to Westwood (3,980 feet). Crosswalks would be included at Charlton, 14th and Main. The project can also be included with the North Loop project (N).



CHARLTON



 **KEY BENEFIT** Project provides safe sidewalk connection to **O'Neal School** and commercial areas

NEW SIDEWALK
10,371'

ESTIMATED COST*
\$144,040

POPULATION
3,820

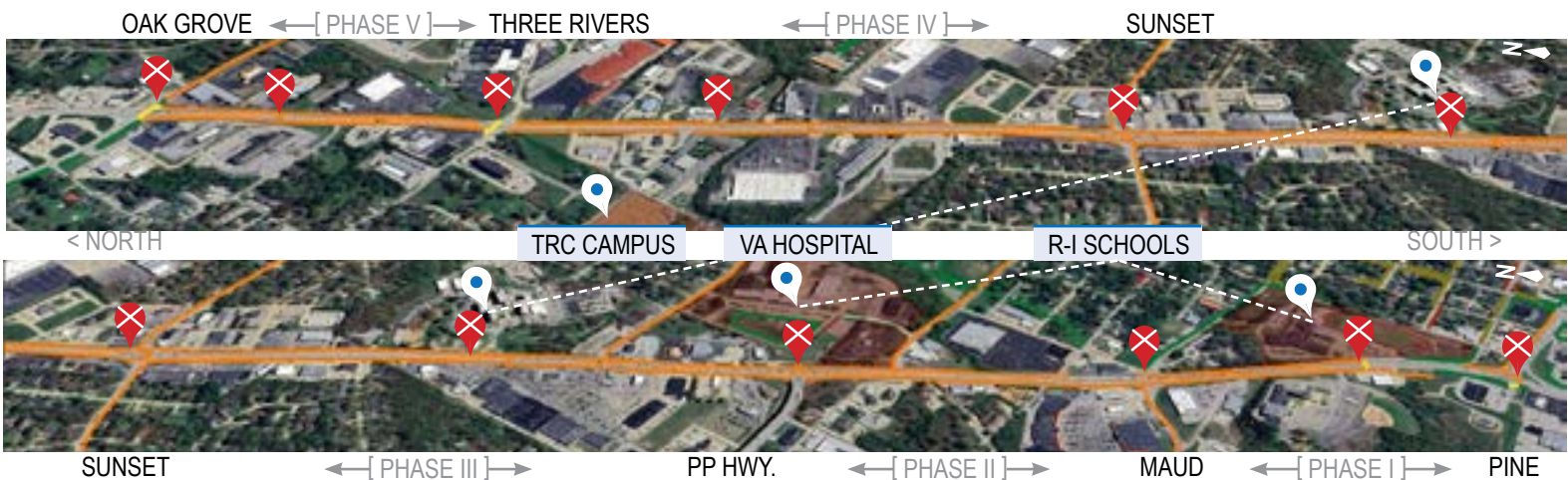
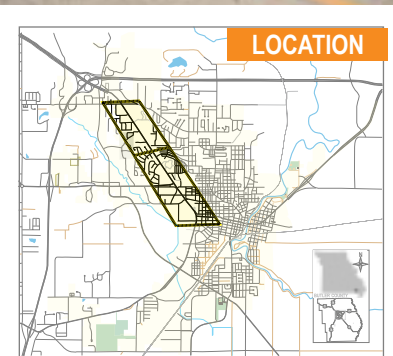


NORTH WESTWOOD EXTENSION



Westwood Blvd. at VA
looking north.

The largest project creates a sidewalk along the busy commercial district on a MoDOT maintained road. It can be phased into four parts - Pine to Highway PP (7,480 feet), Highway PP to Sunset (7,080 feet), Sunset to Three Rivers Boulevard (4,790 feet) and Three Rivers to Oak Grove (7,960 feet). Crosswalks would be included at Maud, PP, the VA, Sunset, Three Rivers, Crestwood and Oak Grove signals. An extension on Three Rivers Boulevard to campus would be an additional (1,250 feet).

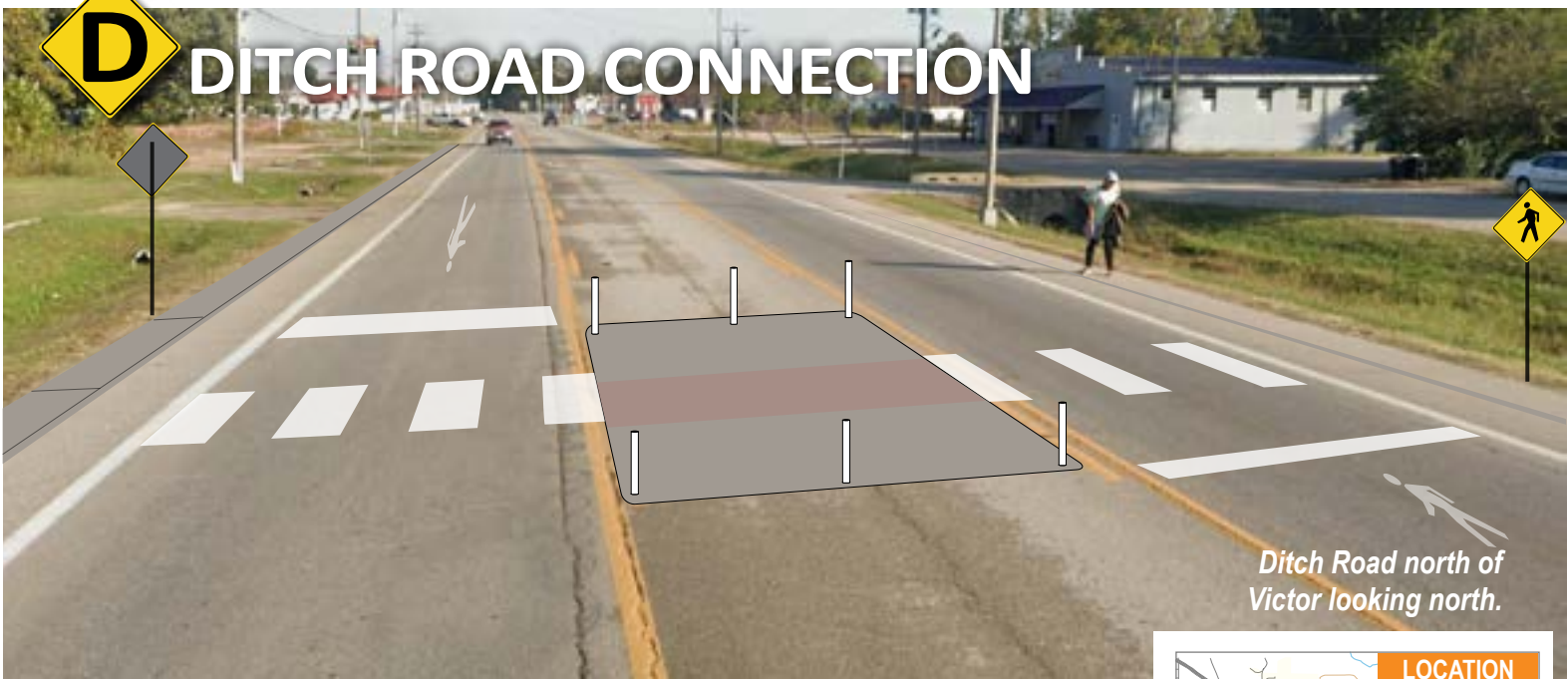


KEY BENEFIT Connects residents to businesses, Middle School, Junior High, Three Rivers and VA.

NEW SIDEWALK
23,942'

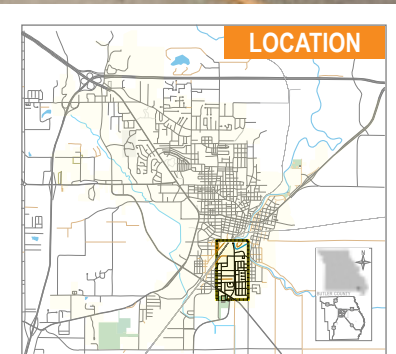
ESTIMATED COST*
\$611,029

POPULATION
6,070



Ditch Road north of Victor looking north.

This project connects southern part of city to downtown from 5th Street overpass to Highway 53 (5,160 feet) along a MoDOT maintained road. Crosswalks are included at Ashcroft Road, Victor Street and Henry Street. The project protects pedestrians on a busy road, connecting the residential areas on either side of Ditch Road to downtown and the commercial area along Highway 53. Along with the Henry Street project (H), it connects Eugene Field School.



KEY BENEFIT Connects residents to downtown, Hwy. 53, Whiteley Park and Eugene Field School.

NEW SIDEWALK
5,160'

ESTIMATED COST*
\$82,657

POPULATION
2,100

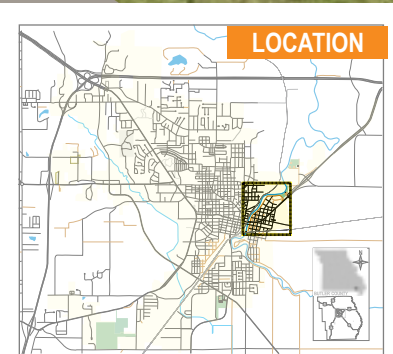


EAST PINE EXTENSION



*East Pine north of Peach
looking north.*

This project creates a sidewalk along a busy MoDOT maintained road and can be phased into two parts – Black River bridge to the crosswalk at Sycamore Street (13,590 feet), Sycamore Street to Sportsman's Park (2,475 feet). An additional mid-block crosswalk should be created east of C Street for safer crossing. The City is already upgrading the crosswalk at Sycamore with a pedestrian signal. This gives residents access to the commercial area and nutrition center.



NUTRITION CENTER



BLACK RIVER

← [PHASE I] →

SYCAMORE

← [PHASE II] →

SPORTSMAN'S PARK

KEY BENEFIT Safe access along busy road, connecting residents to commercial area, **nutrition center**.

NEW SIDEWALK
5,241'

ESTIMATED COST*
\$85,529

POPULATION
1,205

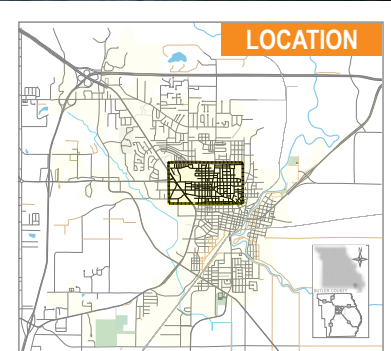


HARPER CONNECTION



Harper Street north of Bacon Park, looking north.

While this project is on a lower-volume traffic road, it connects the Middle School and Westwood commercial area to the residential neighborhoods to the east. The project can also be phased into two parts - Westwood to Main (3,480 feet) and Main to 5th (2,030 feet) – with a crosswalk at Main and Harper. The second phase - Main to 5th - can be paired with the Garfield (G) project. It also connects to Bacon Park and the trails that reach Hendrickson Park.



 **KEY BENEFIT** Connects residents to **Middle School**, Bacon Park and Westwood commercial area.

NEW SIDEWALK
5,866'

ESTIMATED COST*
\$95,729

POPULATION
1,500

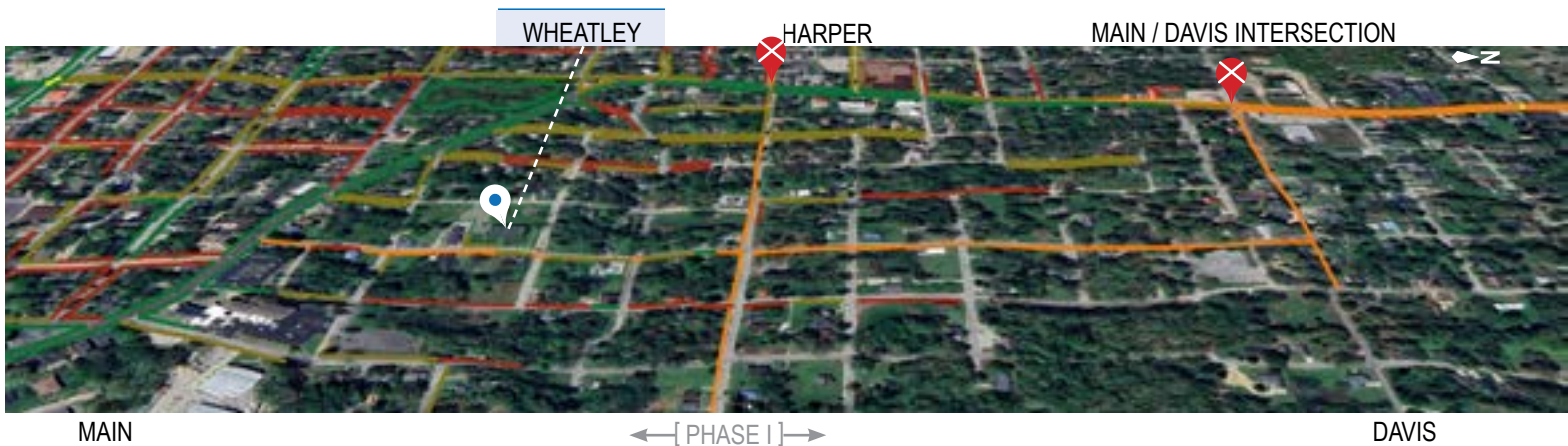
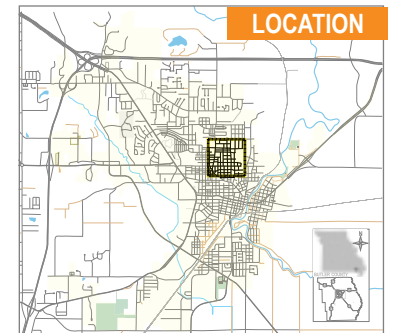


GARFIELD-DAVIS CONNECTION



Garfield south of Mary
looking south at Harper.

This project is on a lower-volume traffic roads through a residential neighborhood, but it connects to the Wheatley School, park and community center and gets pedestrians off two narrow roads. There are two phases - Garfield from Main Street to Davis (3,275 feet) and Davis Street from Alice to Main (1,420 feet). This project collects pedestrians in a residential neighborhood and connects them to Main and Harper Street projects. It can also be expanded along Davis east to 14th Street.



KEY BENEFIT Invests in residential area, connecting residents to commercial area at **Main and Davis**.

NEW SIDEWALK
4,660'

ESTIMATED COST*
\$76,048

POPULATION
1,160

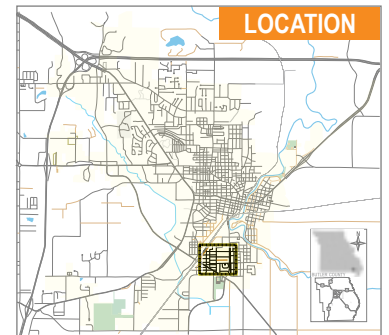


HENRY-CROSS CONNECTION



Intersection of Henry and Cross street looking north.

This project is an extension of the Ditch Road project that collects pedestrians from a residential neighborhood to provide a safe sidewalk on narrow roads. It can be phased into two parts - Henry Street from Cross Street to Thomas Street (2,614 feet) and Cross Street from Victor Street, past Eugene Field Elementary School to Highway 53 (2,000 feet). A crosswalk is recommended at Highway 53 near Cross Street.



EUGENE FIELD

DITCH ROAD



CROSS

← [PHASE I] →

THOMAS

KEY BENEFIT Connects residents to **Eugene Field** and commercial areas on Ditch Road, Hwy. 53.

NEW SIDEWALK

5,134'

ESTIMATED COST*

\$121,971

POPULATION

1,980

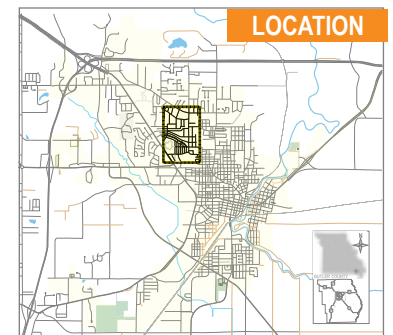


14TH STREET CONNECTION



Intersection of 14th and
Sunset looking south.

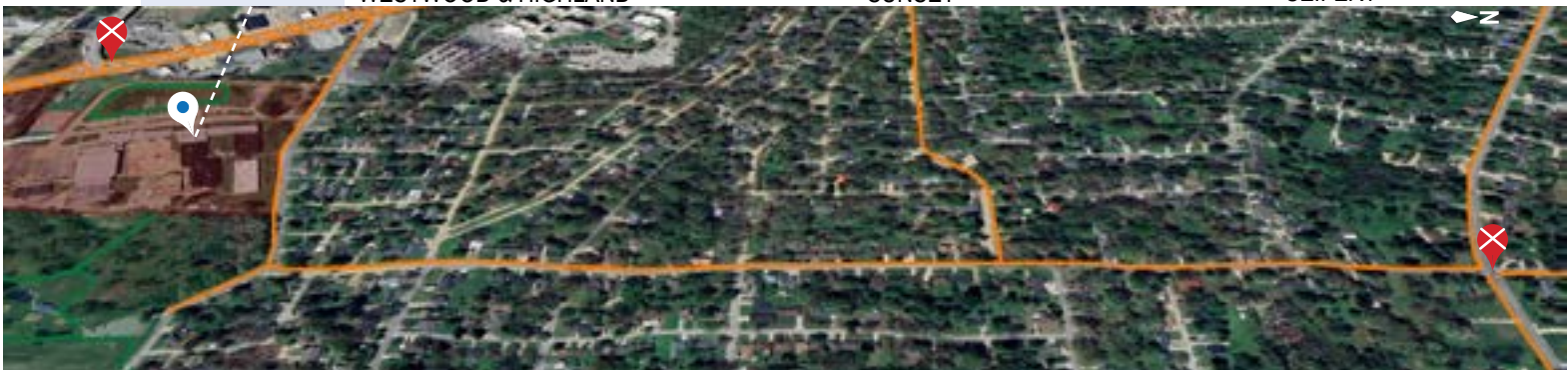
This project is paired with the Sunset project to connect the residential neighborhood to the commercial district and the Middle School to provide a safe sidewalk on a narrow road. It features a sidewalk along Highland Drive from Westwood, past the Middle School, to 14th Street (1,985 feet) that can also connect to Bacon Park's trail system. The sidewalk along 14th Street from Highland to Barron (3,795 feet) connects to the Barron project.



MIDDLE SCHOOL WESTWOOD & HIGHLAND

SUNSET

SEIFERT



BACON PARK

DAVIS

GRAY

BARRON
ROAD

KEY BENEFIT Connects residents to **Middle School** and commercial areas on Westwood.

NEW SIDEWALK

6,147'

ESTIMATED COST*

\$100,315

POPULATION

2,245

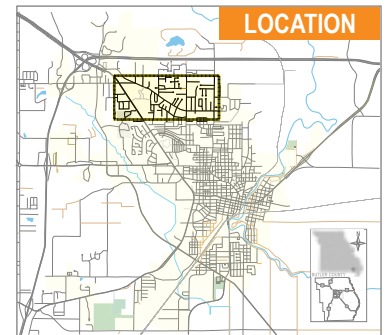


SUNSET CONNECTION

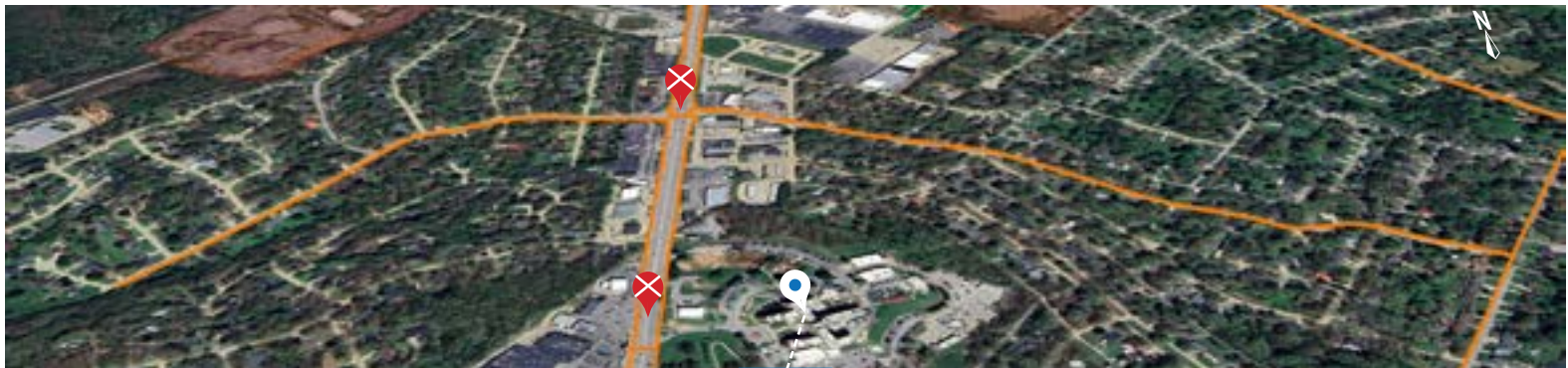


Sunset east of Old Orchard intersection looking east.

This project provides a sidewalk in a residential neighborhood to the Westwood commercial district and can be phased into two parts - 14th Street to Westwood (3,495 feet) and Westwood to Holloway Drive (1,975 feet). It is also paired with the 14th Street project that connects the residential neighborhood to the Middle School and Westwood commercial area. The second phase provides a safe sidewalk along a narrow residential road to a crosswalk at Westwood.



WESTWOOD



HOLLOWAY DR.

← [PHASE II] →

WESTWOOD

VA

← [PHASE I] →

14TH

 **KEY BENEFIT** Connects residents to **VA** and commercial areas on Westwood.

NEW SIDEWALK

6,019'

ESTIMATED COST*

\$98,226

POPULATION

3,295

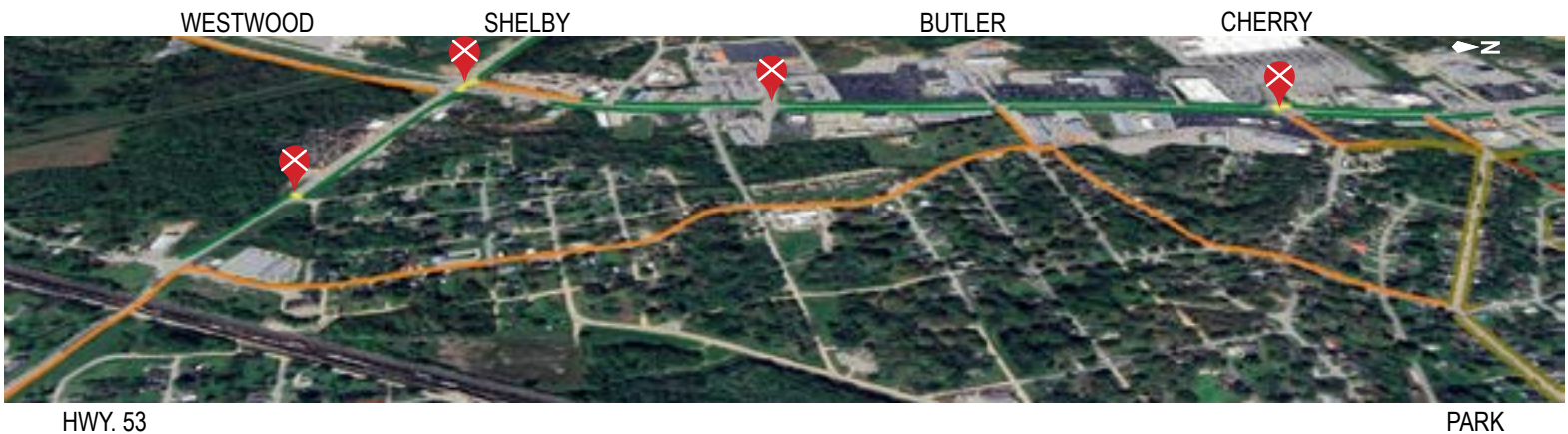
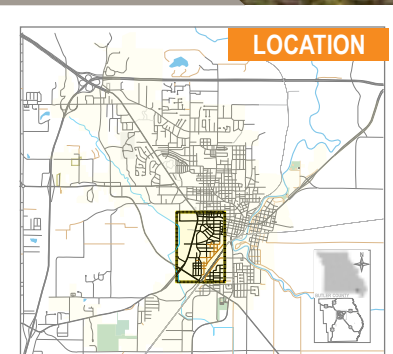


VINEGAR HILL CONNECTION



11th Street south of
Velma looking south.

This project provides a safe sidewalk to the residents of the Vinegar Hill neighborhood north of Highway 53 and east of the railroad tracks. It extends the sidewalk along 9th Street south of Park Avenue to Oakwood Street west to 11th Street (1,964 feet). An extension along Butler Street from 11th to Westwood (415 feet) connects the commercial district. A sidewalk along 11th Street from Butler to Highway 53 (4,187 feet) provides safety to pedestrians along a narrow road.



KEY BENEFIT Connects residents to downtown and commercial area along Westwood.

NEW SIDEWALK
7,367'

ESTIMATED COST*
\$158,412

POPULATION
1,495

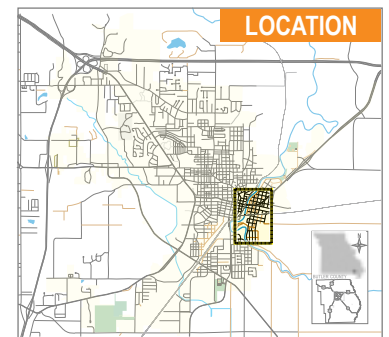


LOWER EAST SIDE CONNECTION



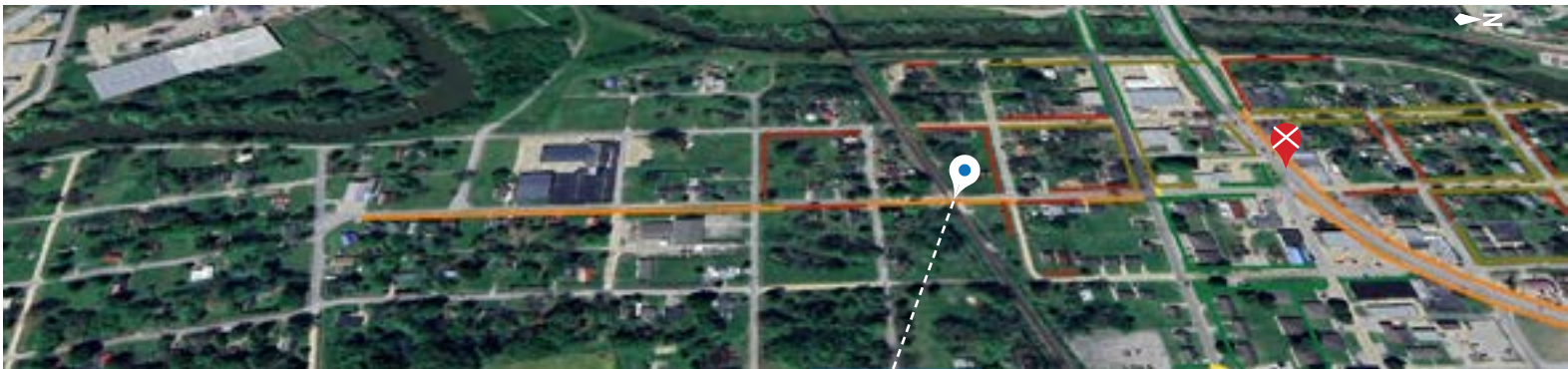
C Street at railroad crossing looking north.

The C Street railroad crossing does not feature a sidewalk. Creating a sidewalk along C Street from Pine to Holly (2,028 feet) connects residents south of the railroad tracks to the Pine Street commercial district along with the Twin Towers and Northside Nutrition. This project is paired with the Pine Street project to extend the network on the East Side of Black River to provide residents with safe sidewalks along narrow roads.



CLINTON PARK

BARTLETT PINE



HOLLY

CROSSING

RAILROAD

PINE

 **KEY BENEFIT** Provides **crossing** at railroad tracks, connects residents to Pine St. commercial area.

NEW SIDEWALK
2,028'

ESTIMATED COST*
\$33,096

POPULATION
1,295

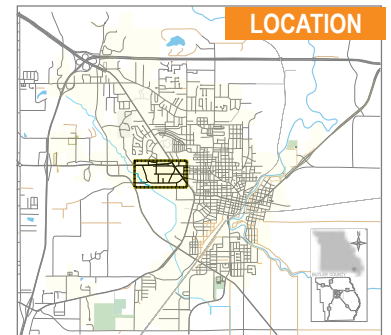


MAUD EXTENSION



*Intersection of Maud and
West St. looking east.*

This street connects residents to Westwood but this narrow residential road is seeing increasing traffic now that Roxie Road connects with the new Shelby Road. Creating a sidewalk from Westwood to Roxie and then to PP Highway (6,500 feet) will provide a safe pedestrian passage to the commercial district for residents in this area. Additionally, a mid-block crossing on PP Highway near North Street safely connects to the PP Trail and the commercial area to the north.



DAVIS

PP / WESTWOOD



ROXIE

WEST

WESTWOOD

KEY BENEFIT Connects residents to Westwood commercial area along busy narrow road.

NEW SIDEWALK
6,495'

ESTIMATED COST*
\$158,869

POPULATION
710

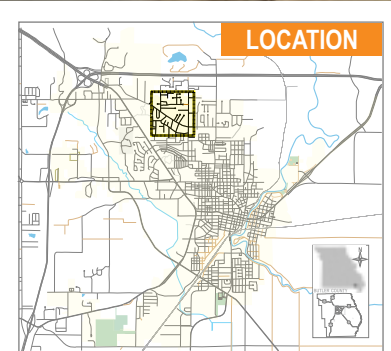


NORTH LOOP CONNECTION



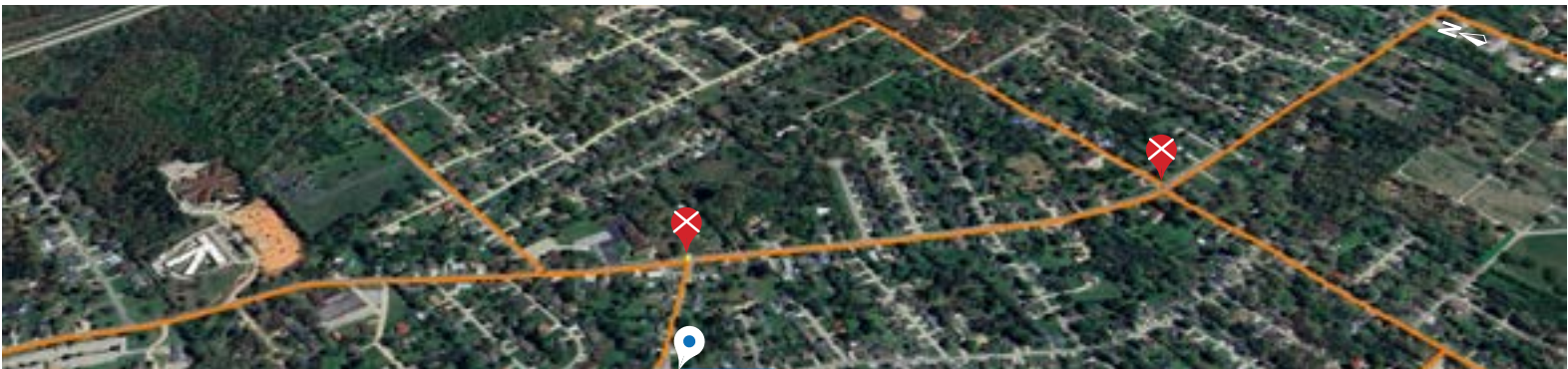
Charlton north of Zehm
looking north.

This project is an extension of two projects, creating a safe pedestrian access for residents north of Barron. It extends 14th Street sidewalk north of Barron to Susan Lane (1,300 feet) and Whispering Oaks (850 feet). The second phase would be along Charlton Lane from Barron to Kysar (1,636 feet), at the city limits, but could be extended another 2,000 feet to reach more residential neighborhoods. This would create a 1.63-mile loop using Whispering Oaks between Charlton and 14th.



CHARLTON

14TH



< WESTWOOD

BAUGH

O'NEAL
SCHOOL

14TH

 **KEY BENEFIT** Connects residents to Barron Road to reach **O'Neal School** and Westwood.

NEW SIDEWALK

4,278'

ESTIMATED COST*

\$69,814

POPULATION

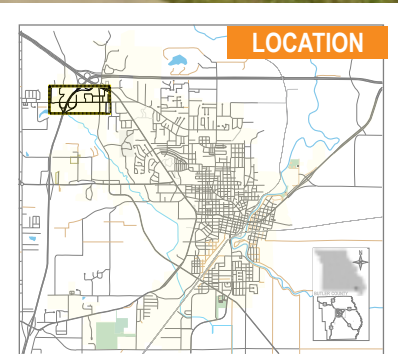
1,575



OAK GROVE EXTENSION



The expansion of Oak Grove Road featured sidewalks that end at the Highway 67 interchange. The project extends the sidewalk to the High School and Oak Grove Elementary School before reaching the city limits (2,651 feet). Oak Grove Road is a high traffic volume road so extending the sidewalk west to Township Line (2,820 feet) is also recommended.



KEY BENEFIT Provides safe access to **two schools** over Highway 67 and along busy Oak Grove Road.

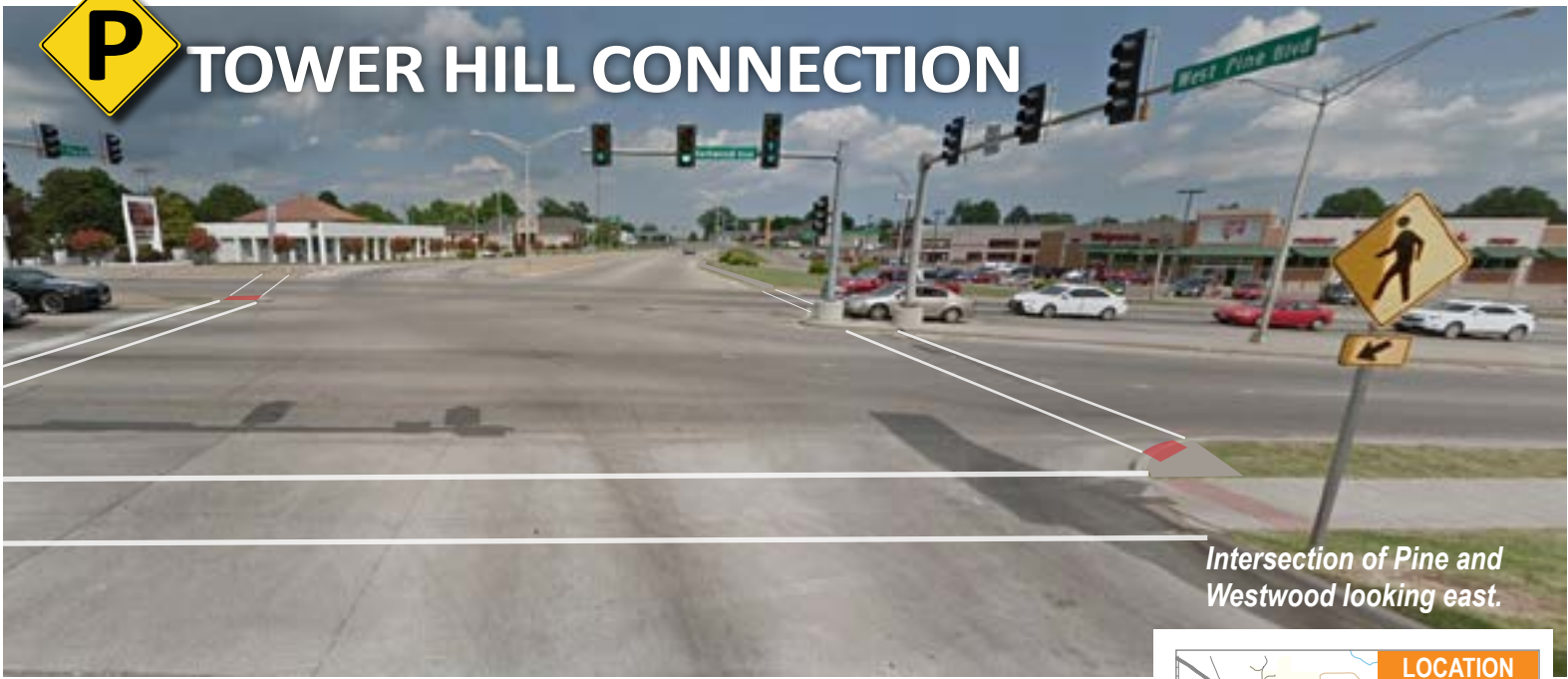
NEW SIDEWALK
2,651'

ESTIMATED COST*
\$TBD

POPULATION
4,760

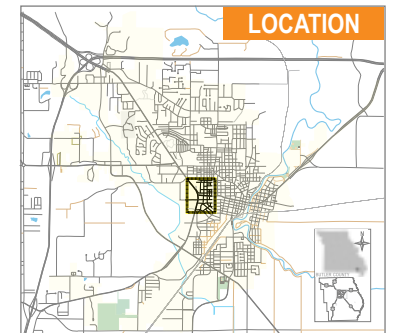


TOWER HILL CONNECTION



Intersection of Pine and Westwood looking east.

The intersection of Westwood and Pine Street, where the old water tower was once located, is one of the busiest in the region. This project connects it to existing sidewalks. This will feature an extension of the sidewalk from the Junior High to Pine (1,061 feet) and on 11th Street to Cherry with an extension along Poplar to Westwood (1,484 feet total). Crosswalks will be added on Westwood at Pine and Cherry along with the Junior High crosswalk, which should be more visible.



 **KEY BENEFIT** Extends sidewalks along busy commercial district and creates crosswalks.

NEW SIDEWALK
2,545'

ESTIMATED COST*
\$79,720

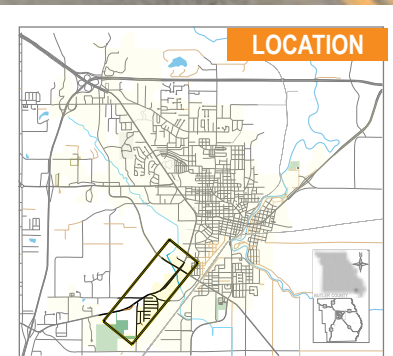
POPULATION
1,380



SHELBY TRAIL EXTENSION



This project will extend the Shelby Trail south to Leist Park along Westwood. It will also connect the current sidewalks on Westwood to sidewalks along Highway 53 (615 feet). The project could be phased from Shelby to Cravens Road (4,675 feet) and then to the future entrance to Leist Park (3,750 feet). This would create a 6.5-mile trail to McLane Park.



KEY BENEFIT Extends the Shelby Trail south to reach residents along Cravens and new **Leist Park**.

NEW SIDEWALK
8,005'

ESTIMATED COST*
\$130,636

POPULATION
3,780

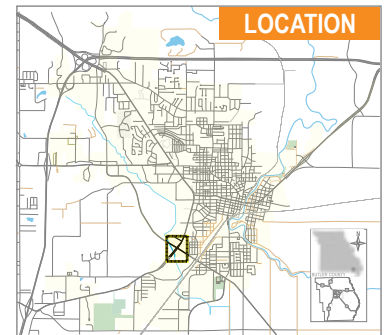


RAILROAD BRIDGE



Hwy. 53 bridge at railroad tracks facing west.

The Highway 53 viaduct over the railroad tracks is used frequently by pedestrians but there is no designated area for them to use. There are several options that could address the issue - widen the bridge, which was built in 1990, reconfigure the lanes and create a walkway, or build a separate pedestrian span. Because this is a MoDOT maintained bridge over Union Pacific rails this project will require a lot of stakeholders working together to determine the best course of action.



11TH



11TH

RAILROAD

 **KEY BENEFIT** Provides safe access over railroad tracks, connecting residents to Westwood.

NEW SIDEWALK

400'

ESTIMATED COST*

\$TBD

POPULATION

3,605



IMPLEMENTATION



The Active Transportation Plan focuses on larger infrastructure projects that will improve the City of Poplar Bluff's sidewalk network. It will require engineering and construction of new sidewalks that will require large amounts of funding. The proposed projects total approximately 21 miles of new sidewalk construction. At an conservatively estimated \$250 a square yard price tag

the total amount for all projects would be more than \$2 million and that does not include right-of-way issues or the cost of building a pedestrian bridge.

Recommendations to implement these proposed projects include:

- Identifying and targeting crosswalks that need additional markings or signs to make drivers more aware of pedestrians. This could be achieved with street striping and other methods, such as a bump-out curb or mid-block islands (pictured).

- Identifying private partners in the community. Many businesses and institutions will benefit from these projects so investment from community stakeholders could see a return on that investment through easier access for residents.

- Codify a Complete Streets policy as other communities have done (an example of Joplin's policy is included). This policy encourages walking, bicycling, and other non-motorized forms of transportation to be considered during the design, construction

and maintenance process for public transportation projects. Had this been the case, recent projects such as the Roxie Road Bridge would have included space for pedestrians.

Prioritize projects and incorporate them into existing plans, such as:

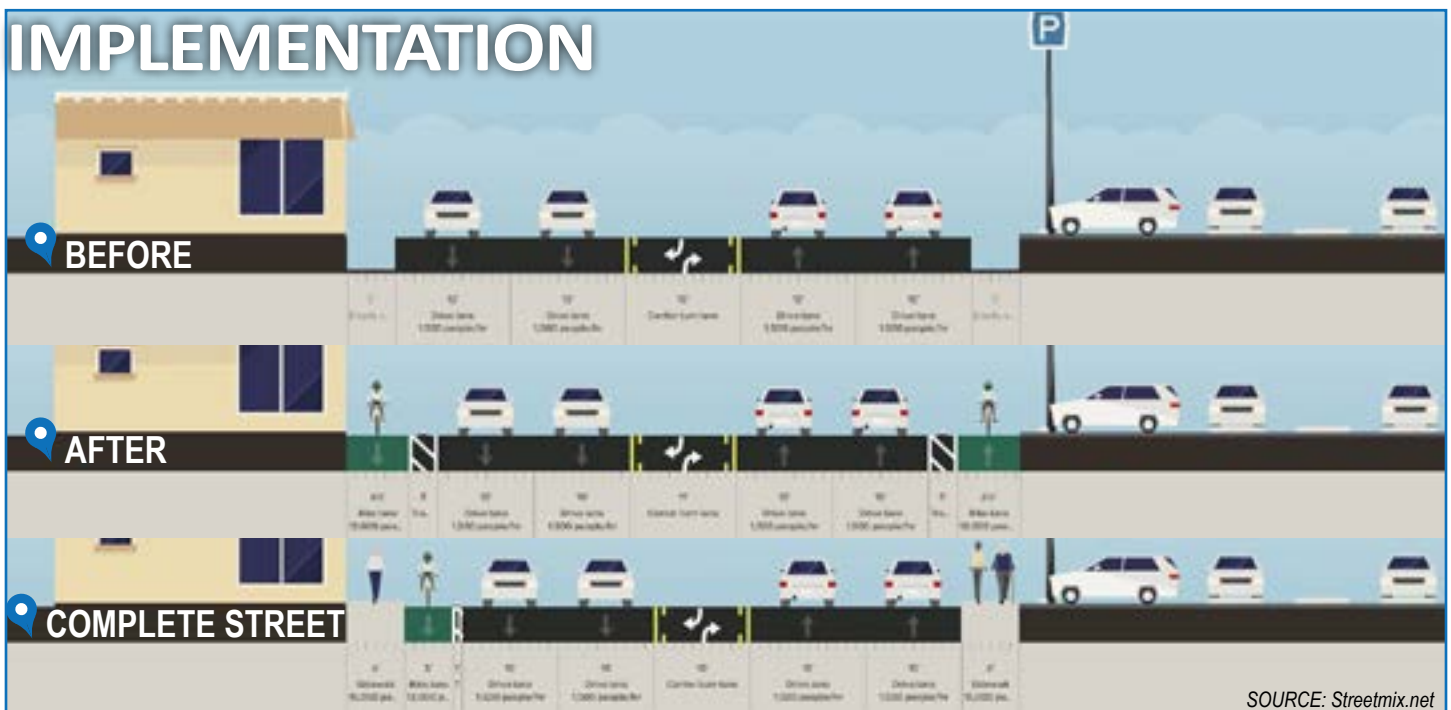
- The City of Poplar Bluff's Comprehensive Plan
- Poplar Bluff Parks and Recreation Department's plan
- Ozark Foothills Regional Planning Commission's Comprehensive Economic Development Strategy (CEDS)
- OFRPC's Regional Transportation Plan
- Ordinance adoption and updates
- Poplar Bluff R-I School District plans
- Other community development plans

Poplar Bluff has been successful in securing funding for projects through MoDOT's Transportation Alternatives Program (TAP). The City should continue applying for TAP funding in the future as well as other funding opportunities, such as the Missouri State Parks Recreational Trail Program (RTP), Land and Water Conservation Fund (LWCF), Mo. Dept. of Conservation Land Conservation Partnership Grant Outdoor Recreation Infrastructure Program, and several federal programs.

The recommendation in this Plan could take anywhere from several years to decades to complete. Implementation is dependent upon funding and other factors. Additionally, sidewalk and trail improvements will continue to be included in any future planning projects as long as community stakeholders continue to meet and prioritize projects. Ultimately, however, it is up to elected and city officials to determine the best use of community funds and inviting local stakeholders to determine those final plans.



IMPLEMENTATION



SOURCE: Streetmix.net

ALTERNATIVE IDEAS

One idea that can be a low-cost alternative is taking the existing transportation footprint and reconfiguring the layout to create space for alternate transportation - bicycles, motorized scooters, etc. - with the goal of creating a "Complete Street."

A Complete Street is safe, and feels safe, for everyone using the street. The Infrastructure Investment

and Jobs Act, also known as the Bipartisan Infrastructure Law, defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

The "Before" road has the same footprint as the "After" road, which includes a bike lane in each direction and a buffer zone for safety. The "Complete Street" road also fits within the same footprint and features sidewalks and a bike lane with a buffer zone. Some of these changes can be made with simple changes to lane lines.

POTENTIAL FUNDING SOURCES

TAP The Transportation Alternatives Program is federally funded and focuses on the improvement of non-motorized transportation projects. Eligible projects include the construction of on-road and off-road facilities for pedestrians and other non-motorized forms of transportation to provide them with safer routes. In addition, construction of infrastructure-related projects for students to walk and bicycle to school, sidewalk improvements, and pedestrian and bicycle crossing improvements are also eligible activities. MoDOT program requires a 20% match.

SAFE STREETS FOR ALL This program helps to prevent roadway deaths and serious injuries by providing grants to fund various initiatives. Projects eligible for this program include the development or update of a comprehensive safety action plan, conduct planning, design and development of activities that will support the action plan, and carry out the strategies identified in the plan.

RAISE The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) provides state and local governments with funding to support multimodal and multi-jurisdictional projects. Eligible projects include roads, bridges, rail, transit, ports, and inter-modal transportation.

TEAP The Traffic Engineering Assistance Program provides different local public agencies with engineering assistance to study traffic engineering prob-

lems. The different traffic studies provide solutions to engineering problems as well as funding. Examples of engineering-related projects include speed limit review, sign inventory, pedestrian/bike route analysis, parking issues, and other related traffic studies.

RTP The Recreational Trails Program funds local and state governments, nonprofit organizations and school districts for projects that aim toward the development and improvement of recreational trails. These projects include the restoration of existing recreational trails, assessment of trail conditions for accessibility and maintenance, construction of new recreational trails, and acquisition of easements and property for recreational trails or recreational corridors.

LWCF The Land and Water Conservation Fund provides a 50% match on a variety of projects up to a maximum of \$500,000 per project and is open to any local government, city and county and public school. Eligible projects include playgrounds, pools and water parks, camping facilities, picnic areas, trails, golf courses, and more.

CMAQ The Congestion Mitigation and Air Quality Improvement Program provides funding to state and local governments for surface transportation projects that contribute towards the requirements of the Clean Air Act such as reducing congestion and improving air quality. Funding is provided as a lump sum amount to the state and divided among the

various transportation programs. Eligible projects include shared micro-mobility such as bike sharing and shared scooter systems.

HSIP The Highway Safety Improvement Program helps fund projects whose main objective is to reduce traffic fatalities and serious injuries on all public roads. This program focuses on improving highway safety by using data-driven and strategic approaches for better performance of public roads. Activities for this program include intersection safety improvements that provide safety for all road users, pedestrian security features designed to slow or stop motor vehicles, and roadway improvements that separate motor vehicles and bicyclists.

People For Bikes Community Grant Program This program provides funds for communities that are promoting bike use. These funds are mainly used for the development and construction of bicycle infrastructure needs. The funding is available for non-profit organizations, cities, counties, or departments that support or focus on active transportation, bicycling and community development.

Rivers, Trails, and Conservation Assistance Program This program provides support for conservation and outdoor recreation projects. It provides assistance for the development or restoration of parks, conservation of areas, and outdoor recreation activities that lead to community engagement.



APPENDIX A: WALK AUDIT

A walk audit was conducted in Poplar Bluff in May 2023 by stakeholders, including the Butler County Health Department, OFRPC, the City of Poplar Bluff, the Poplar Bluff Parks and Recreation Department, Boys & Girls Club,

SMTS, among others, with the help of Trailnet, focusing on Downtown and along Ditch Road. The areas of focus were rated and issues were noted and an [online map](https://bit.ly/ATPwalkaudit) was created. Results are included here for review.



<https://bit.ly/ATPwalkaudit>

📍 DOWNTOWN

SIDEWALKS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | AVG | NOTES |
|-----------------|---|---|---|---|---|----|-----|---|---|----|----|----|------|--------------------------------------|
| Rating | 2 | 3 | 3 | 3 | | 4 | | 1 | | | | | 2.67 | |
| No sidewalks | | x | | | | | | x | | | | | 2 | |
| Broken, Cracked | x | x | x | x | x | | | x | | | | | 6 | |
| Blocked | * | x | | | x | | x | | x | | | | 5 | *Trees, light poles |
| Not continuous | | x | | | x | | | x | | | | | 3 | |
| Not wide enough | x | | | | | | | | | | | | 1 | |
| No separation | | | | | | | | x | | | | | 1 | |
| Other | | | | | | ** | *** | | | | | | | **Not ADA but decent; ***gravel pile |

STREET CROSSINGS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | AVG | NOTES |
|-----------------------|---|---|---|----|---|-----|---|---|---|----|----|----|-----|---|
| Rating | 3 | 3 | | 4 | | 3 | | 2 | | | | | 3.0 | *Sidewalks need to be updated, fix uneven parts |
| Road is too wide | | | | | x | | | x | | | | | 2 | **Minimal traffic 99% of the time |
| Signal time too short | x | | | | | | | | | | | | 1 | ***No curbs or ramps at intersections |
| No crossing button | x | x | x | | | x | | | | | | | 4 | |
| No/poor cross paint | x | | | x | x | x | x | | | | | | 5 | |
| Far walk to find | | | | | | | | | | | | | 0 | |
| No curb ramp | x | x | | | | x | x | | x | | | | 5 | |
| Other | | | * | ** | | *** | | | | | | | | |

DRIVER BEHAVIOR

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | AVG | NOTES |
|----------------------|---|---|---|---|---|---|---|---|---|----|----|----|-----|------------------------------------|
| Rating | 3 | 3 | 4 | 4 | | 4 | | | | | | | 3.6 | |
| Do not stop at signs | | | | | | x | | | | | | | 1 | |
| Speeding | x | x | | | x | | | | | | | | 3 | |
| Do not yield to ped. | | | | | | | | | | | | | 0 | |
| Distracted driving | x | | | | | | | | | | | | 1 | |
| Hostile/reckless | | | | | | | | | | | | | 0 | |
| Other | | | * | | | | | | | | | | | *Downtown drivers are usually good |

SAFETY

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | AVG | NOTES |
|---------------------|---|---|---|---|---|---|---|---|----|----|----|----|-----|--|
| Rating | 3 | 3 | | | | 3 | 5 | | 4 | | | | 3.6 | *Safety is OK off 5th Street. |
| Car speeds too fast | x | | | | | | | | | | | | 1 | *Sidewalks are present but need repairs |
| Too much traffic | | x | | | | | | | | | | | 1 | **Additional lighting, better markings for crossings |
| Poor lighting | x | | | | | | | | x | | | | 2 | |
| Threatening ped. | | x | | x | | | | | | | | | 2 | |
| Unleashed animals | | | | | | | | | | | | | 0 | |
| Other | | | * | | | | | | ** | | | | | |

COMFORT

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | AVG | NOTES |
|------------------------|---|---|---|---|---|---|---|---|----|----|----|----|-----|---|
| Rating | 2 | 3 | | 4 | | 2 | 4 | | | | | | 3.0 | *Some shade from store awnings, but mostly full sun |
| Not enough shade | x | x | | | | | | | | | | | 2 | **Landscaping would be great but there's minimum |
| Few trees, landscaping | x | | | | | | | | x | | | | 2 | for trees/flower beds |
| Vacant/abandoned lots | x | x | | | | x | x | | | | | | 4 | |
| Lack of benches | | | x | | | x | x | | | | | | 3 | |
| Other | * | | | | | | | | ** | | | | | |



APPENDIX A: WALK AUDIT

A walk audit was conducted in Poplar Bluff in May 2023 by stakeholders, including the Butler County Health Department, OFRPC, the City of Poplar Bluff, the Poplar Bluff Parks and Recreation Department, Boys & Girls Club,

SMTS, among others, with the help of Trailnet, focusing on Downtown and along Ditch Road. The areas of focus were rated and issues were noted and an [online map](https://bit.ly/ATPwalkaudit) was created. Results are included here for review.



<https://bit.ly/ATPwalkaudit>

DITCH ROAD

SIDEWALKS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | AVG | NOTES |
|-----------------|---|---|----|-----|---|---|----|---|---|----|----|----|----|----|-----|---|
| Rating | 1 | 2 | 1 | 2 | | 2 | 2 | | | 2 | 1 | 4 | | 1 | 1.8 | *Many areas not accessible to wheelchairs |
| No sidewalks | x | x | x | x | x | x | x | x | x | x | x | x | | x | 13 | **Anyone passing each other inconvenient |
| Broken, Cracked | x | x | x | | | x | x | x | | x | x | x | | | 9 | ***City streets have no shoulder or sidewalks |
| Blocked | x | x | | | x | x | x | | | | | | | | 5 | ^Walking on shoulder of road |
| Not continuous | x | x | | | x | x | x | x | x | | x | x | | | 9 | ^^Very broken, uneven with several poles in way |
| Not wide enough | x | x | x | | | x | | x | | | x | | | | 6 | ~Big ditches to cross, need to be cleaned |
| No seperation | x | x | | | | | | | | | | | | | 2 | °No sidewalk - risk with bus traffic |
| Other | * | | ** | *** | ^ | | ^^ | | | | ~ | ° | | | | |

STREET CROSSINGS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | AVG | NOTES |
|-------------------------|---|---|----|-----|---|---|---|---|----|----|----|----|----|----|------|--|
| Rating | 1 | 3 | 3 | 1 | | 3 | 3 | | | | 1 | 2 | | 2 | 2.11 | *Lots of areas have to be on the street |
| Road is too wide | | | | | | | | x | | | | | | | 1 | **Need flashing signals, at least 2 more crossings |
| Signal timing too short | | | | | x | | | | | | | | | | 1 | ***Roads not designed for bikes and pets |
| No crossing button | x | x | | | x | | | | | | x | | | | 4 | ^Speed limit signs? |
| No/poor cross paint | x | x | x | x | x | x | | x | | x | x | | | x | 10 | ^^School pick up Arthur & Marshall |
| Far walk to find | x | x | | | | x | | | | | x | | | | 4 | ~Not all roads are labeled |
| No curb ramp | x | | | | | x | | x | | x | x | | | | 5 | New signs on Ditch Road in some places |
| Other | * | | ** | *** | | | ^ | | ^^ | | ~ | | | | | |

DRIVER BEHAVIOR

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | AVG | NOTES |
|----------------------|---|---|----|-----|---|---|---|---|---|----|----|----|----|----|------|--|
| Rating | 3 | 3 | 3 | | | 5 | 3 | | | | 1 | 3 | 2 | 1 | 2.67 | *At other times, driver did not yield to crosswalk |
| Do not stop at signs | x | x | | x | x | | | | | | x | | | x | 6 | **Shallow sidewalk, drivers have to be aware |
| Speeding | x | x | | x | | | x | | | | x | | x | x | 7 | ***Got complaint that drivers speed in area |
| Do not yield to ped. | | | | | | | x | | | | x | x | | x | 4 | ^Not busy but dangerous due to speed |
| Distracted driving | x | | | x | | | | | | | x | | x | x | 5 | ^^Difficulty sharing road in places |
| Hostile/reckless | | x | | | | | | | | | | | | x | 2 | |
| Other | * | | ** | *** | | | | | | | ^ | ^^ | | | | Speed limit signs are paramount |

SAFETY

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | AVG | NOTES |
|---------------------|---|---|----|---|---|---|---|---|---|----|----|----|----|----|------|--|
| Rating | 3 | 2 | 4 | | 2 | | | | 3 | 3 | 3 | | | 3 | 2.88 | *Dog following us for block (not threatening) |
| Car speeds too fast | x | x | | | | | | | | | x | | | x | 4 | **Does not feel safe, have to worry about others |
| Too much traffic | | x | | | x | | | | | x | | | | | 3 | |
| Poor lighting | | | | | | | | x | x | x | | | | | 3 | |
| Threatening ped. | | x | | | | | | | | | | | | | 1 | |
| Unleashed animals | x | x | | | | | | | | | | | | | 2 | |
| Other | * | | ** | | | | | | | | | | | | | |

COMFORT

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | AVG | NOTES |
|--------------------------|---|---|-----|---|---|---|---|---|---|----|-----|----|----|----|------|---|
| Rating | 2 | 2 | 2.5 | 2 | 2 | 2 | | | 3 | 3 | 1 | | | | 2.17 | *Some areas have no shade, heat was brutal |
| Not enough shade | x | x | | | x | | | x | | | x | | | | 5 | **Alt. transportation routes enhance any area |
| Few trees or landscaping | | | x | | | x | | | x | | | x | | | 4 | ***Very hot black asphalt and not shade |
| Vacant/abandoned lots | x | x | | x | | x | | x | x | x | x | | | x | 9 | Needs at least road improvements, |
| Lack of benches | x | x | x | x | | x | | x | | x | x | | | x | 9 | many people walk in this area. |
| Other | * | | ** | | | | | | | | *** | | | | | Need speed bumps; |



APPENDIX B: SURVEYS

An online survey was created in 2023 to seek input from residents for this plan. Of the 37 respondents, 78% said they drive as a main form of mobility. Among the barriers respondents said prevented them from walking or biking to their destinations was lack of sidewalks and safety as top concerns. When asked if those barriers were removed would they walk or bike more, 40% said no.

Which community resources do you visit most frequently (select up to four)?

| | |
|----------------------|----|
| Grocery Store(s) | 32 |
| Restaurants | 18 |
| Gas / convenience | 17 |
| Parks & Recreation | 16 |
| Health care / Doctor | 12 |
| School(s) / Daycare | 9 |
| Library | 8 |
| Church | 7 |
| Arts & Entertainment | 5 |
| Gym / Fitness center | 3 |
| Other | 4 |

Do you currently walk, bike, use public transportation, or drive as your main form of mobility?

| | | |
|--------|----|--------|
| Drive | 29 | 78.38% |
| Walk | 6 | 16.22% |
| Bike | 2 | 5.41% |
| Public | 0 | 0.00% |

What are the biggest barriers preventing you from walking or biking to your destinations?

Neck and back problems that radiate into my legs and arms and big potholes all over the place in the road, in parking lots, ect.
Lack of sidewalks and careless drivers
Too far to ride a bike or walk.
Health and live just out of town.
Age & bad knees
Safety, physical limitations
Love to, too far
No safe places to walk. There's no safe network of sidewalks in this town to get anywhere. When driving you have to avoid people walking and on bikes having to use the road. This town needs sidewalks seriously! I believe more people want sidewalks than what the city realizes.
Sidewalks. You guys do a great job, but our community is NOT walker-friendly (or bicycle). Tragically, pedestrians have been getting hit, of late.
Unsafe streets.

Deteriorating and/or lack of sidewalks. Very few bike lanes.
Sidewalks not suitable for walking/ biking, and unsafe to walk on the main roads.
Too far for either option to be convenient.
Distance, Safety
The weather and the drivers around town will mow you over
Terribly broken and grown over sidewalks that don't reach everywhere in town. Particularly on east side past the Pine st bridge.
Lack of sidewalks
Don't want to walk or bike
not enough sidewalks
Crime.
Walking trails are not in desinations from neighborhoods to grocery stores, medical facilities or other retailers.
There are no bike lanes, riding a bike on the streets are not safe

What other improvements would you like to see in Poplar Bluff?

Better public transportation, better/accessible parks (especially fenced in parks)
Splash pad at a park
Repave Shelby Road!! fix potholes/imperfections on other roads as well. Bring more entertainment options to PB.
More lights on the streets and more police patrols
Reliable safe transportation is a problem for disabled individuals in our community.
Family friendly entertainment, bowling alley, mini golf....
It would be nice to see more places for kids to have like the Bootheel Youth Museum in Malden or Discovery Playhouse in Cape. If new places aren't in the budget then making improvements to the local parks would be great such as shading over the playground equipment, exercise trails and more playground equipment at a few of the parks.
Sidewalks. We would literally give up a portion of our property/yard for a sidewalk.
Splash pad type opportunity for kids
I would like to see improvements to the public transportation system with expanded hours, stops, and frequencies.

More/better parks with additional recreational areas for children. More trails established. More attention needs to be paid to South and East Poplar Bluff. Those areas need the most improvement.
Safer streets for walking. Safety is a big factor.
More fun activities.
More commerce/jobs on East Side and more public transportation stops.
Better areas for walking. Too much crime in Poplar Bluff.
Bike lanes Better sidewalks
Bike lanes. Sidewalks. Trails. Trails. Trails. Connecting existing sidewalks. The trail from FMB to the parks to the cemetery is fantastic and I would love to see more infrastructure like this connecting more of the town. This would be an excellent way to boost the health and well-ness of our community. Also the sidewalk along Shelby that leads from 53 all the way to McLane park is excellent as well. Poplar Bluff has been adding great infrastructure over the past decade including Wolf Creek and I'm hopeful for the future.

Following the public release of a draft of the plan in Dec. 2024, an online survey was conducted to gain feedback. Respondents were also asked to rank the projects in order of importance, here's how they were ranked:

Do you live within the city limits of Poplar Bluff?

| | | |
|-----|----|--------|
| Yes | 17 | 60.71% |
| No | 11 | 39.29% |

Overall, how would you rate the current sidewalks and trails in Poplar Bluff?

| | | |
|-------------------|---|--------|
| Very satisfied | 0 | 0.00% |
| Satisfied | 5 | 20.83% |
| Neutral | 9 | 37.50% |
| Dissatisfied | 8 | 33.33% |
| Very dissatisfied | 2 | 8.33% |

How often do you use sidewalks/trails?

| | | |
|---------|---|--------|
| Daily | 2 | 8.33% |
| Weekly | 3 | 12.50% |
| Monthly | 7 | 29.17% |
| Yearly | 8 | 33.33% |
| Never | 4 | 16.67% |

Overall, how would you rate the proposed projects?

| | | |
|---------------------|---|--------|
| Strongly approve | 5 | 25.00% |
| Approve | 9 | 45.00% |
| Not sure | 4 | 20.00% |
| Disapprove | 1 | 5.00% |
| Strongly disapprove | 1 | 5.00% |

MOST IMPORTANT PROJECTS

| | | | | | | | | | | | | | | | | | |
|-------------|---------------|-----------|-----------|--------|--------|----------------|----------|-------------|----------|--------|--------------|--------------|-----------|-------------|-----------------|------------|------------|
| B | A | C | D | E | F | G | I | H | M | J | K | L | O | Q | R | N | P |
| Barron Road | N.Main Street | West-wood | West-wood | E.Pine | Harper | Garfield-Davis | 14th St. | Henry-Cross | Maud St. | Sunset | Vinegar Hill | Lower E.Side | Oak Grove | Shelby Ext. | Railroad Bridge | North Loop | Tower Hill |

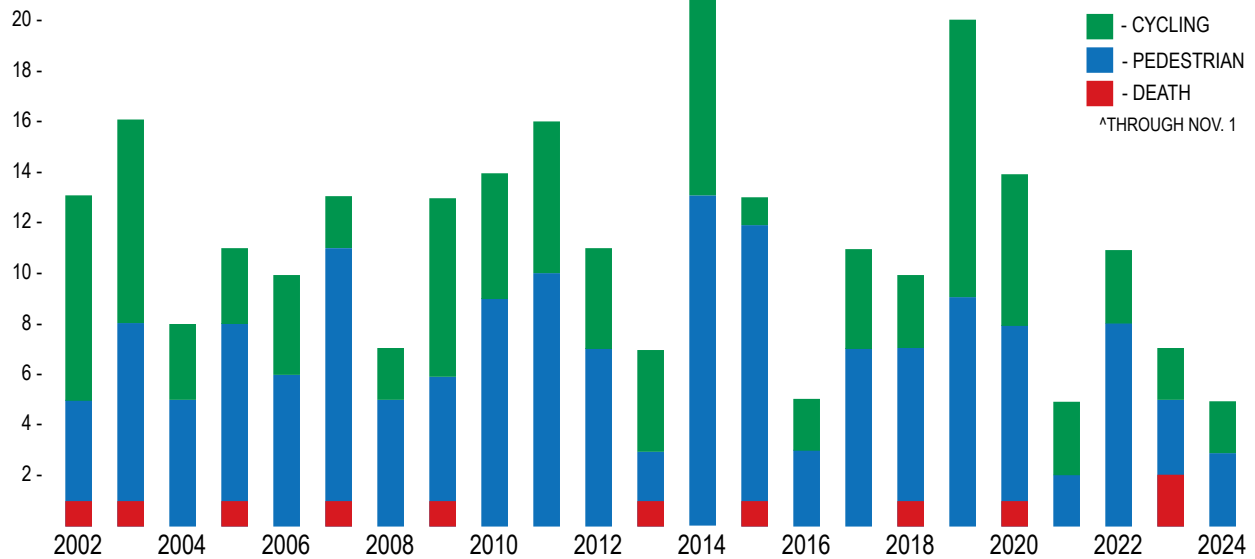
→ LEAST IMPORTANT



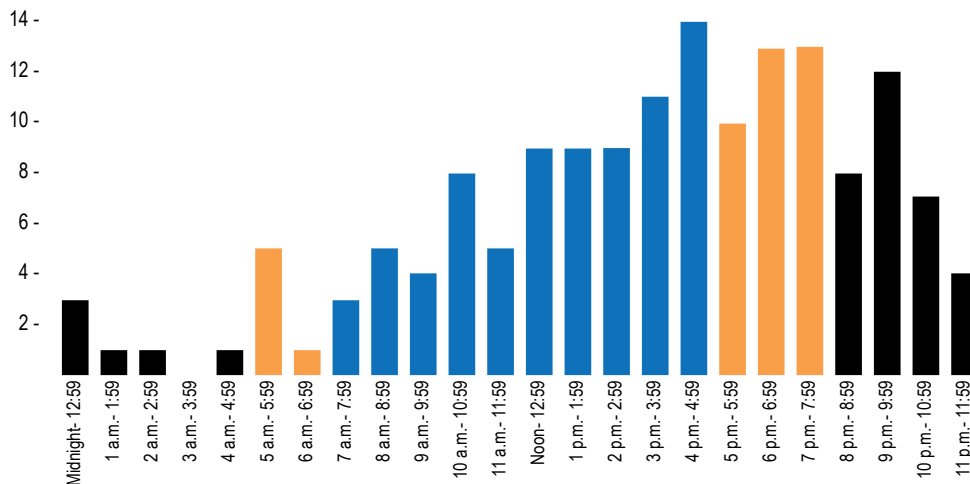
APPENDIX C: CRASH DATA

Information from the Missouri State Highway Patrol's statistical analysis center was used in this report based on traffic data between Jan. 1, 2002, and Dec. 31, 2023, for crashes involving pedestrians and "pedalcycle" individuals within the City of Poplar Bluff city limits. Along with the crash map data on page 7, here are other findings:

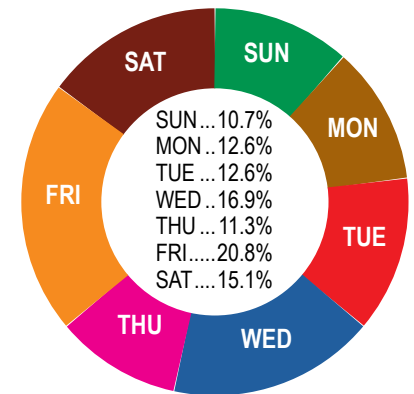
PEDESTRIAN / CYCLING INVOLVED ACCIDENTS



PEDESTRIAN / CYCLING ACCIDENTS: TIME OF DAY



DAY OF THE WEEK



A pedestrian hit by
a vehicle traveling at
25 MPH



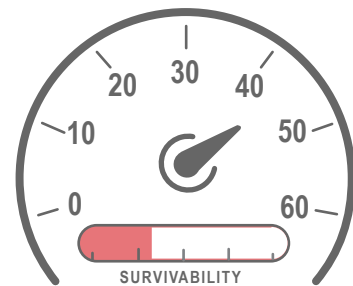
HAS AN **89%**
CHANCE OF SURVIVAL

A pedestrian hit by
a vehicle traveling at
35 MPH



HAS A **68%**
CHANCE OF SURVIVAL

A pedestrian hit by
a vehicle traveling at
45 MPH



HAS A **35%**
CHANCE OF SURVIVAL

SOURCE: Rosén, E., & Sander, U. (2009). Pedestrian fatality risk as a function of car impact speed. *Accident Analysis & Prevention*, 41(3), 536-542.



APPENDIX D: PROJECT LIST

| | ESTIMATED COST | NEW SIDEWALK | POPULATION | |
|----------|----------------|--------------|------------|---|
| A | \$109,160 | 16,690' | 2,120 | NORTH MAIN STREET • Extends sidewalk from Davis to Barron and creates a crosswalk at the Davis-Main intersection. Sidewalk on both sides of road to Oak Hill Road. Phase I: West side of Main from Davis to Barron (4,128 feet); Phase II: East side, Davis to Oak Hill (2,561). |
| B | \$144,040 | 10,371' | 3,820 | BARRON ROAD • Connects Main Street to Westwood and provides safety to pedestrians along a narrow and heavy-traffic road. Phase I: Main to 14th (2,660); Phase II: 14th to Charlton plus Baugh to O'Neal School (3,100); Phase II: Charlton to Westwood (3,980). |
| C | \$611,029 | 23,942' | 6,070 | NORTH WESTWOOD EXTENSION • Creates sidewalk along busy commercial district. Phase I: Pine to PP Highway (7,480); Phase II: PP Highway to Sunset (7,080); Phase III: Sunset to Three Rivers (4,790); Phase IV: Three Rivers to Oak Grove (7,960). |
| D | \$82,657 | 5,160' | 2,100 | DITCH ROAD CONNECTION • Connects southern part of city to downtown from 5th Street viaduct to Highway 53. Includes crosswalks near Ashcroft Road, Victor Street and Henry Street to connect with Eugene Field School. |
| E | \$85,529 | 5,241' | 1,205 | EAST PINE EXTENSION • Creates sidewalk along buys road. Phase I: Black River bridge to new crosswalk at Sycamore (13,590); Phase II: Sycamore to Sportsman's Park (2,475). Additional mid-block crossing is recommended east of C Street. |
| F | \$95,729 | 5,866' | 1,500 | HARPER CONNECTION • Connects residents to Middle School and Westwood commercial area, along with Bacon Park. Phase I: Westwood to Main (3,480); Phase II: Main to 5th (2,030). Crosswalk at Main and Harper. |
| G | \$76,048 | 4,660' | 1,160 | GARFIELD-DAVIS CONNECTION • Connects residents along a narrow road to Main Street. Phase I: Garfield from Main Street to Davis (3,275); Phase II: Davis Street from Alice Street to Main (1,420). |
| H | \$121,971 | 5,134' | 1,980 | HENRY-CROSS CONNECTION • Extension of Ditch Road project (D) that collects residents to commercial areas along Ditch Road and Highway 53. Phase I: Henry Street from Cross to Thomas (2,614); Phase II: Cross Street from Victor to Highway 53 (2,000). |
| I | \$100,315 | 6,147' | 2,245 | 14TH STREET CONNECTION • Connects residents to commercial district and Middle School along a narrow road. Phase I: Highland from Westwood to 14th and Bacon Park (1,985); Phase II: 14th Street from Highland to Barron (3,795). |
| J | \$98,226 | 6,019' | 3,295 | SUNSET CONNECTION • Connects residents to commercial district on east and west sides of Westwood. Phase I: 14th Street to Westwood (3,495); Phase II: Westwood to Holloway Drive (1,975). |
| K | \$158,412 | 7,367' | 1,495 | VINEGAR HILL CONNECTION • Provides safe sidewalk to residents along narrow roads to reach commercial areas. Phase I: 9th Street south of Park to Oakwood, west to 11th (1,964); Phase II: 11th Street from Butler to Highway 53, including Butler to Westwood (4,187). |
| L | \$33,096 | 2,028' | 1,295 | LOWER EAST SIDE CONNECTION • Connects residents to East Pine and Twin Towers with safe crossing at railroad tracks along C Street. Can be extended south with future development. Phase I: C Street from Pine to Holly (2,028). |
| M | \$158,869 | 6,495' | 710 | MAUD EXTENSION • Provides safe sidewalk to residents along narrow road seeing increased traffic for safe pedestrian passage to commercial district. Westwood to Roxie and PP Highway to mid-block crossing to PP Trail (6,500). |
| N | \$69,814 | 4,278' | 1,575 | NORTH LOOP CONNECTION • Creates a loop as part of extension of Barron Road project (B). Phase I: Charlton from Barron to Kysar (1,636); Phase II: 14th Street from Barron to Susan Lane (1,300); Phase III: 14th Susan to Whispering Oaks (850). |
| O | \$TBD | 2,651' | 4,760 | OAK GROVE EXTENSION • Extends sidewalk along busy commercial area to Senior High School and Oak Grove Elementary School, creating safe sidewalk over Highway 67. Project may need to include separate pedestrian bridge over highway (reason for unknown cost). |
| P | \$79,720 | 2,545' | 1,380 | TOWER HILL CONNECTION • Intersection of Pine and Westwood, known for old water tower once there, has no crosswalk. This project creates one to existing sidewalks along with new sidewalks. Phase I: Pine (1,061); Phase II: 11th, Cherry and Poplar (1,484). |
| Q | \$130,636 | 8,005' | 3,780 | SHELBY TRAIL EXTENSION • Extends the Shelby Trail south along Westwood to future entrance to Leist Park and Ozark Ridge Golf Course. Phase I: Shelby to Cravens Road (4,675); Phase II: Cravens to Leist Park entrance (3,750). |
| R | \$TBD | 400' | 3,605 | RAILROAD BRIDGE • Highway 53 viaduct built in 1990 does not include walkway for pedestrians to connect south side residents to Westwood commercial area. Project may need to include separate pedestrian bridge over highway (reason for unknown cost). |



APPENDIX E: COMPLETE STREETS

Complete Streets Ordinance for Joplin, Missouri:

Vision and Intent

Complete Streets are designed and operated to provide safety and accessibility for all users of our roadways and trail systems, including pedestrians, bicyclists, trolley users, motorists, emergency vehicles, freight and commercial vehicles, and people of all ages and abilities. Complete Streets principles contribute to the safety, health, equity, and economic viability of a community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations and improving the transportation environment throughout the City of Joplin.

The City of Joplin intends to formalize the planning, design, operation and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.

Diverse Users

Joplin recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit users, motorists, emergency responders, freight and commercial drivers, are legitimate users of the transportation network and deserve safe facilities. "All Users" includes users of all ages and abilities.

While this ordinance applies throughout the community, Joplin shall develop plans and set goals to prioritize and ensure the successful implementation of Complete Streets in neighborhoods which have experienced historic underinvestment, poor health outcomes, or can be otherwise categorized as low income neighborhoods. "Low-income neighborhoods" are defined as neighborhoods where 51% or more of residents are low-income.

Full Commitment

The City of Joplin recognizes that all transportation projects must apply Complete Streets design principles; this shall include new projects, reconstruction, or maintenance. Joplin will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide a comprehensive and integrated street network of facilities for people of all ages and abilities.

While any such Complete Streets projects are being constructed or repaired, Joplin will ensure that appropriate accommodations are provided to support the safe, reliable movement of all users within the project area, regardless of their preferred mode of transportation.

Clear Exceptions

Transportation infrastructure may only be excluded where documentation and data indicate that the costs or impacts of accommodation are excessively disproportionate to the need or probable use or future use upon approval of the Complete Streets Committee.

Any and all documentation or data provided for the purpose of demonstrating a proposed exception must be made publicly available and identified as such via public notice at least 30 days prior to granting said exception.

Jurisdiction

Implementation of the Joplin Complete Streets ordinance will be carried out cooperatively within all relative departments in Joplin and, to the greatest extent possible, among private developers, and state, regional, and federal agencies. Joplin shall, when applicable, work to encourage collaboration across jurisdictions within its borders on appropriate projects.

Implementation of the Joplin Complete Streets ordinance will be carried out by the Complete Streets Committee. The Complete Streets Committee will be made up of internal City of Joplin staff and community members from the following groups:

- Department of Public Works
- Department of Planning, Development and Neighborhood Services
- Department of Parks and Recreation
- Joplin Police Department
- Department of Health

- Convention and Visitors Bureau
- Joplin Trails Coalition
- Trails and Connectivity Working Group
- 2 Representatives from neighborhoods which have experienced historic underinvestment, poor health outcomes, or can be otherwise categorized as low-income neighborhoods.
- 2 Representatives from the general public.

Joplin shall train pertinent staff and decision-makers on the content of Complete Streets principles and best practices for implementing policies. Such a training opportunity must occur at least once per calendar year.

Design

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the City of Joplin as well as projects funded by the State and/or Federal government shall adhere to Joplin's Complete Streets policy.

The Joplin Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects.

To the greatest extent possible, Joplin shall work to incorporate native plant species and sustainable landscaping elements into Complete Streets projects.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets. A list of guiding documents will be maintained and updated by the Complete Streets Committee and can be found on the Complete Streets page of the City of Joplin website.

Land Use and Context Sensitivity

The endeavor to reorient Joplin towards the principles of Complete Streets also necessitates a greater consideration for how transportation intersects with broader land use decisions. As a result, all new or revised land use policies, plans, zoning ordinances, and other documents shall be required to specify how they will support Complete Streets.

In order to ensure that full consideration is being given to Joplin's physical, economic, and social setting, Complete Streets principles, in both development and implementation, shall include community context as a factor in decision making. The context-sensitive approach will include a range of goals by giving significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic and historic resources while improving or maintaining safety, mobility, and infrastructure conditions.

Such significant changes, while necessary, can impose a burden on vulnerable communities if significant care is not taken from the outset to discover and avoid such harms. Thus, to the greatest extent possible, when implementing this policy, Joplin shall work to identify and mitigate unintended consequences, such as involuntary displacement due to the rising costs of living.

Performance Measures

In order to monitor and fully understand progress that is being made towards the implementation of Complete Streets, Joplin shall establish internal and external performance measures as part of the Complete Streets policy.

Joplin shall use the categories and metrics listed below to measure the internal implementation of the Complete Streets policy:

| Category | Metrics |
|-----------|---|
| Policy | - Number of policies updated to comply with the Complete Streets policy |
| | - Number of exemptions granted |
| Personnel | - Number of staff trainings completed |
| | - Number of community engagement activities |

Joplin shall use the categories and metrics listed below to measure the external implementation of the Complete Streets policy:

| Category | Metrics |
|----------------|---|
| Safety | - Number of crashes resulting in fatalities and/or serious injury |
| | - Crash location |
| Infrastructure | - Amount of new sidewalks built |
| | - Amount of existing sidewalks repaired |
| | - Amount of new trails and/or bike lanes built |
| | - Number of connective* projects completed |
| Usage | - Number of users on existing infrastructure |
| | - Number of users on new infrastructure |
| | - Breakdown of transportation mode usage on existing roadways |

*Connective projects link existing infrastructure, e.g., a project that connects two trails via bridge.

Additionally, the data related to external performance measures outlined within this policy shall be disaggregated to measure how implementation affects neighborhoods with historic disinvestment, poor health outcomes, and areas with diminished access to transportation options.

Data related to both the internal and external performance measures outlined within this policy shall be collected, analyzed, and released to the public every two years.

Project Selection Criteria

Joplin shall establish criteria to encourage funding prioritization for Complete Streets implementation with at least the following principles in mind:

- Connectivity – connecting existing infrastructure to existing infrastructure and creating additional connections to community assets (including, but not limited to, businesses, schools, community centers, city halls, medical facilities, parks, voting locations, or libraries)
- Multimodality – implementing projects that expand infrastructure for modes of transportation other than the car
- Economic Development – proposed project supports broader efforts to enhance economic development
- Equity – project will broaden transportation options for neighborhoods with limited connectivity to community assets

Implementation Steps

Joplin shall make Complete Streets practices a routine part of everyday operations when feasible, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and

Jurisdictions to achieve Complete Streets.

Joplin shall work to revise all related procedures, plans, regulations and other necessary processes to adhere to the principles of this policy within five years of its adoption.

Further, Joplin will work to ensure that this policy remains in accordance with the optimal standards of the latest policy elements as authored by the National Complete Streets Coalition.

The Complete Streets Committee, in collaboration with appropriate staff, shall collect and publicize the performance measures identified in this policy. The committee should also use community engagement to educate the public about the principles of Complete Streets.

In addition to this policy, Joplin shall look for opportunities to curb dangerous driving behavior, including but not limited to, distracted driving and excessive speeding.

For more information on Complete Streets from the Department of Transportation visit:

www.transportation.gov/mission/health/complete-streets

