Doniphan 2027

ACTIVE TRANSPORTATION PLAN



RESOLUTION

RESOLUTION #011

ADOPTING THE 2027 City of Doniphan ActiveTransportation Plan

WHEREAS, the City of Doniphan Active Transportation Plan commits to a guiding principle of promoting a safe, connected, and equitable transportation system; and

WHEREAS, the City of Doniphan transportation network serves an increasing number of motorists, pedestrians, bicyclists, and other non-motorists as the community continues to grow and develop, further substantiating the need for a holistic planning approach; and

WHEREAS, the Active Transportation Plan was developed through a collaborative process involving local government, transportation agencies, community organizations, and residents, and complies with applicable federal and state planning standards; and

WHEREAS, adoption of this plan will guide long-term transportation investments, policy decisions, and infrastructure projects, and will support the community's goals for mobility, safety, and economic opportunity;

NOW, THEREFORE, be it

RESOLVED that the City of Doniphan hereby adopts the 2027 Active Transportation Plan as the official transportation plan for the jurisdiction;

RESOLVED further that the City of Doniphan commits to implementing the strategies, goals, and priorities set forth in the 2027 Active Transportation Plan, in accordance with applicable laws, city needs and funding opportunities;

RESOLVED that the City of Doniphan will work with the Doniphan City Council to integrate the plan into the its future city planning.

ADOPTED this 6th day of October **2026**.

Signed: _____

Dennis Cox, Mayor

City of Doniphan, Missouri

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Doniphan 2027 ACTIVE TRANSPORTATION PLAN



Cover photo: Downtown Doniphan, spring 2026 (Smith & Company)

ACKNOWLEDGMENTS

The City of Doniphan's Active Transportation Plan is the work of many individuals that provided their time and effort into the process. We appreciate and gratefully acknowledge them.

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INTRODUCTION



The City of Doniphan has never created an Active Transportation Plan (ATP). The primary goal is to create a plan to serve the City for the next five to ten years as a wish list of sorts for the transportation needs of the community.

In 2025, the City entered into an agreement with the Ozark Foothills Regional Planning Commission (OFRPC) to produce this report, funded by a Missouri Department of Health and Senior Services grant. The grant was awarded on September 1, 2025. Smith & Company Engineering served as a consultant on the plan.

WHAT IS A PLAN?

An Active Transportation Plan focuses on any self-propelled, human mode of transportation, such as walking or bicycling. Active transportation aims to improve physical health in human beings as modern technology advancements in transportation have made it easier to disengage from physical activity. With focus on improving access to modes of active transportation, this plan hopes to achieve a goal of increasing physical health for all who transverse the City of Doniphan.

MEETINGS

OFRPC staff met with the City of Doniphan in October 2025 to complete a series of Active Communities assessment modules to determine basic transportation needs and health impacts. This data would be used in the creation of public feedback surveys launched in February and March of 2026. OFPRC staff attended Doniphan City Council meetings in January and April 2026 to garner plan feedback and present survey information and data to the public. A walk audit was held May 18-19, 2026, to identify concerns regarding safety and access for residents to walk, cycle and be active.

PLAN APPROVAL

This plan was presented to the public and reviewed by the City Council for consideration. When approved it will feature a resolution on Page 2.

SUMMARY

This document outlines the first Active Transportation Plan (ATP) for the City of Doniphan, establishing a five- to ten-year vision to improve self-propelled, human-powered mobility. Funded by a Missouri Department of Health and Senior Services grant, the plan aims to improve public health, seamlessly connect everyday destinations, and foster a safer environment for walking, bicycling, and public transit.



The Ripley County Courthouse has served the community since 1899.

CURRENT STATE AND DEMOGRAPHICS

Population Trends: Doniphan has a population of 1,781. The city experienced a 10.8% population decline between the 2010 and 2020 census.

Health and Wellness: Ripley County residents face a lower life expectancy (67.8 years) compared to the state average (75.7 years). Furthermore, only 25% of the residents live close to a park or recreational facility.

Economic Context: The median household income is $43,309. Additionally, 23.5% of the population lives below the poverty level.

INFRASTRUCTURE CONDITIONS AND CHALLENGES

Roads and Accidents: The city maintains approximately 21.86 miles of paved roadways. Between 2002 and 2025, there were 1,256 vehicle crashes. These crashes resulted in 14 pedestrian injuries and one pedestrian fatality.

Sidewalk Deficiencies: The city contains 6.87 miles of sidewalks. Only 23% of these sidewalks are classified as being in "good" condition, while 29% are in "poor" condition.

Accessibility Barriers: The pedestrian network is fragmented by severe cracking, non-compliant ADA slopes, absent curb ramps, and restrictive historic street grids. Additionally, a decentralized maintenance framework currently assigns sidewalk upkeep responsibilities to individual private and commercial property owners, leading to highly inconsistent maintenance conditions.

STRATEGIC RECOMMENDATIONS AND PROJECTS

The ATP emphasizes implementing a "Complete Streets" policy to ensure safe accommodation for all users, including children, older individuals, and those with disabilities. Key proposed developments include:

CROSSWALK ENHANCEMENTS Install high-visibility markings, improved lighting, and curb extensions. These features physically narrow roadways, slow turning speeds, and shorten crossing distances for pedestrians.

NEW PARK FACILITIES Develop a resilient, "floodable" park near Quick Creek featuring a pavilion, playground, and splash pad. Establish a secondary, fenced dog park southeast of the Grand-Franklin intersection.

PEDESTRIAN TRAILS Construct a multi-phase walking and bicycling trail loop. This initiative will safely connect the downtown/riverfront area to Highway 160 over the Current River.

SIDEWALK EXTENSIONS Expand the current sidewalk network to connect residential and commercial zones. This involves extending the Walnut Street sidewalk across Highway 160 and along Highway Y.

IMPLEMENTATION AND FUNDING

To responsibly finance these infrastructural changes, the city can explore several diverse revenue streams. Options include generating funds through local sales and property taxes, utilizing Special Business Districts (SBDs) or Community Improvement Districts (CIDs), and securing external grant funding through programs like the Community Development Block Grant (CDBG) or the Transportation Alternative Program (TAP).

This summary was produced using artificial intelligence to condense the project for public review. AI was also used to help create illustrations.

VISION

Through efficient and effective leadership, the City of Doniphan exists to provide quality services in an environment designed to encourage future prosperity. It is a municipality founded on a strong fiscal government with a durable economy that recognizes the rights of all citizens, respects the local cultural heritage and environment, and supports its citizens in the pursuit of a healthy, active lifestyle.

A vision statement is an overall declaration of what a community desires to be in the long term. The City of Doniphan Planning and Zoning Commission created this vision statement and a set of supporting guiding principles to provide overall direction to help guide city policy and decision making for the future of the community. Certain principles have been identified as key concepts for promoting Doniphan's Active Transportation Plan. These guiding principles represent the direction received by the planning team from the public during the planning process. The City is encouraged to work on achieving these guiding principles as it implements the this plan.

GUIDING PRINCIPLES

No. 1 Doniphan is sustainable and has the potential to be desirable and resilient over time in regards to its residential areas, infrastructure, economy and resource use and contains walkable places that can remain distinctive and appealing over time.

No. 2 Doniphan can be an appealing community in terms of its design, amenities and quality of life. Walkability should be a major consideration.

No. 3 Doniphan can be a healthy and safe community.

No. 4 Doniphan is a walkable city where most residents have ready access from their homes to schools, jobs, open spaces, shopping, entertainment, and a variety of destinations using travel modes in addition to the auto — such as walking, biking and public transportation.

No. 5 Doniphan needs to evaluate land use patterns to minimize present and future traffic congestion.

STRATEGIC CATEGORIES

More specific guidance is provided by a set of strategies that focus on six important substantive categories that provide detail and direction for the City. There include Placemaking & Resiliency; Land Use; Public Health and Safety; Ecology & Natural Resources; Infrastructure; and Transportation.

PLACEMAKING & RESILIENCY

No. 1 Create distinctive destinations, such as the historic downtown or riverfront that attracts people and encourage social interaction.

No. 2 Improve City streets and sidewalks with appealing architecture, walkability and attractive amenities.

No. 3 Encourage a mixture of land uses in an active pedestrian environment and a network of sidewalks and trails that link people of all ages and physical abilities to their destinations.

No. 4 Encourage environmental responsiveness, preserving and enhancing natural areas for the health, aesthetic and infrastructure.

LAND USE

No. 1 Encouraging the most desirable, efficent use of land while maintaining and enhancing local aesthetics.

PUBLIC HEALTH & SAFETY

No. 1 Promote community well-being by designing Doniphan's neighborhoods, thoroughfares and public facilities so that residents can choose an active, healthy lifestyle.

ECOLOGY & NATURAL RESOURCES

No. 1 Adopt and implement planning and development practices that encourage public and private property owners to maintain, or even enhance, the quality of the region's air, aquifers, streams, lakes and marshes to conserve water and to retain important natural assets as focal points.

No. 2 Continue to create focal points within the greenway by preserving and enhancing the space through the incrase of healthy tree cover to provide shaded walkways, improve the quality of air, and incrase the livability and quality of life.

No. 3 Continue to seek out opportunities to enhance the connectivity and walkability of the community.

INFRASTRUCTURE

No. 1 Continue to place importance on upkeep and improvement of the maintenance program on infrastructure.

TRANSPORTATION

No. 1 Continue to upgrade existing roadways and sidewalks and to incorporate aesthetically pleasing features appropriate to the land use and roadway type.

No. 2 Make future multi-modal mobility choices — walking, biking and transit — available to the citizens to help reduce vehicular traffic.

No. 3 Increase the interconnection of roads and trails as feasible.

No. 4 Continue to work with outside agencies to promote mobility improvements.

Adopting an Active Transportation Plan will encourage the City of Doniphan to develop great streets designed so that traffic moves at speends of 20 to 30 mph so all users can share the street. Drivers will move slowly enough to watch for pedestrians and to see signs and signals; pedestrians will feel safe cross the roadway; cyclists can blend in with vehicular movement.

The creation of streetscapes should not be dominated by parking lots. Parking should generally be maximized on non-arterial streets to provide visitors and customers easy access to adjacent properties. Neighborhoods can be adapted to have pockets of green space, connectivity to other neighborhoods, ADA compliant sidewalks, trails and local cultural and recreational activities.

The Active Transportation Plan calls for many upgrades for the City of Doniphan, all of which will encourage tax paying workers and retires to relocate to Doniphan and improve the health and mobility of residents and vistors for years to come.

ACTIVE TRANSPORTATION PLAN



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

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

Ripley County is faring worse than the average county in Missouri for Population Health and Well-being and worse than the average county in Missouri for Community Conditions, according County Health Rankings & Roadmaps (countyhealthrankings.org), a program of the University of Wisconsin Population Health Institute, which draws attention to why there are differences in health within and across communities.

Life Expectancy in Ripley County (67.8 years of age) is well below the state (75.7) and national (77.6) averages and that only 25% of residents live close to a park or recreation facility — compared to 77% in Missouri and 84% in the nation. In Ripley County, 35% of adults reported participating in no physical activity outside of work.

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.

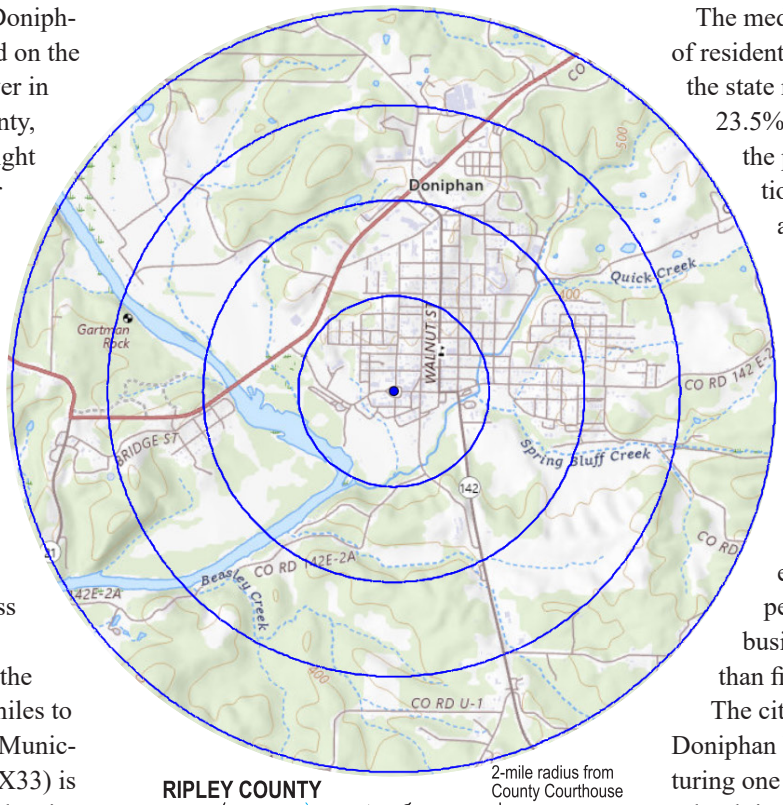
CURRENT STATE

The City of Doniphan is located on the Current River in Ripley County, Missouri, eight miles north of the border with Arkansas. It is the county seat with a population of 1,781, according to the 2020 Census, making it the largest community in a county of 10,679.

The city is connected by US Highway 160, State Highway 142, 21 and Highway Y with 160 providing access to US Highway 67 and Poplar Bluff 30 miles to the east and West Plans 70 miles to the west. The Doniphan Municipal Airport (designated X33) is located 7 miles north of the city off State Highway 21 and features a 3,000-foot runway, fuel but no regular services.

Located in the foothills of the Ozark Mountains, Doniphan is situated among the forest hills along the eastern bank of the Current River. The maximum elevation of the city is approximately 510 feet above mean sea level with the lowest elevation approximately 330 feet. The climate is typical of southeast Missouri with long, hot and humid summers and relatively mild winters with only a few hard freeze events. The average daily temperatures range from 90 degrees in July to 25 degrees in January while the average yearly precipitation is 48 inches.

Doniphan's population fell 10.8% between the 2020 and 2010 census when the city had its highest population at 1,997, but it has not changed much since reaching 1,508 in 1900. The percentage of Doniphan residents age 65 and older is 15.2%, lower than the state average of 18.4%, with the city's median age at 34.0 years old, lower than the state's median age of 39.3.







HISTORIC PLACES
Places in Ripley County on the National Register of Historical Places:
- B-9 Structure Archeological site
- Randolph Columbus Barrett House
- Indian Ford
- Little Black River Archeological District
- Mule Camp Site
- Price Site
- County Courthouse
- County Jail, Sheriff's Office and Residence
- Sylvan School

The median household income of residents is $43,309, well below the state median of $68,545, and 23.5% of residents live below the poverty level. Educational services, health care and social assistance jobs account for 34% of the jobs in Doniphan with manufacturing accounting for 9.1% and 7.1% in entertainment, recreation, accommodation and food services. Only 2.1% of businesses employ more than 50 people with 45.1% of businesses employing less than five.

The city is home to the Doniphan R-I School District featuring one high school, a middle school, intermediate and elementary schools, along with the Current River Career Center. The Doniphan-Ripley County Library is also located downtown and serves residents of the county.

The city, which was established as a village in 1847 and incorporated in 1859, was classified as a fourth class city on May 1, 1891. It features a form of government with a Mayor and Aldermen with the Mayor elected to preside over a four member Board of Aldermen that serve staggering two-year terms. The Mayor is the chief executive officer of the city who appoints all other non-elected officials, subject to board approval. The City Collector and City Marshall, or Chief of Police, are also elected. The City Clerk is the budget officer of the city and handles the administrative affairs of the city, which operates a municipal water and sewer system, provides law enforcement and fire protection services.

POPULATION

Doniphan's total population as of the US Census Bureau's 2020 decennial census was 1,781. That ranks the city 277th among the largest in the state of Missouri and among the Eighth Congressional District communities such as Piedmont (1,869), Bernie (1,835) and Bloomfield (1,742).

Doniphan saw a 10.8% drop in population over the 2010 census, the largest percentage decrease since a similar drop in 1990. The city's population peaked in 2010 with 1,997 residents as did Ripley County at 14,100, however, the County's population reached 13,186 back in 1900 and was 10,679 in 2020.

The City's population accounts for 16.6% of the total population of Ripley County and 38.2% of the population in Doniphan township, which accounts for 43.5% of the county's total population. The estimated population for Ripley County is expected to decrease by 11% over the next four years to 9,474. In 2008, the Missouri Office of Administration's population projections estimated Ripley County's 2020 population to be 14,003 (it was lower by 3,324) and 14,008 by 2030. Doniphan's Comprehensive Plan in 1973 estimated that the city's population in 1990 would be between 2,100 and 2,760, and while it grew to 1,921 in 1980, the city saw a decline to 1,713 by 1990.

There are many factors that determine a community's future population.

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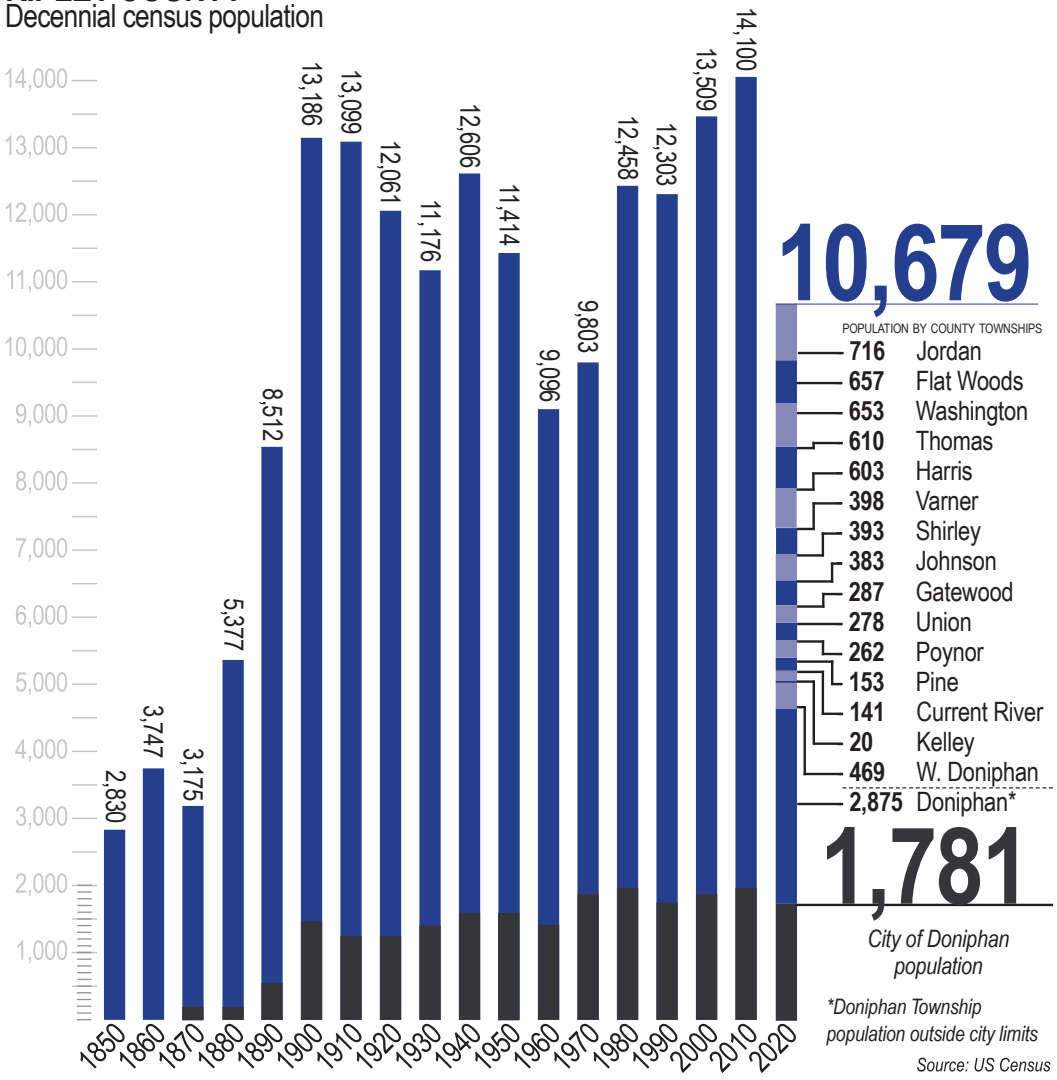
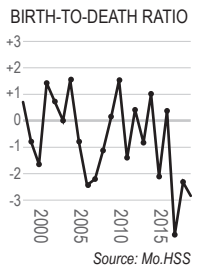
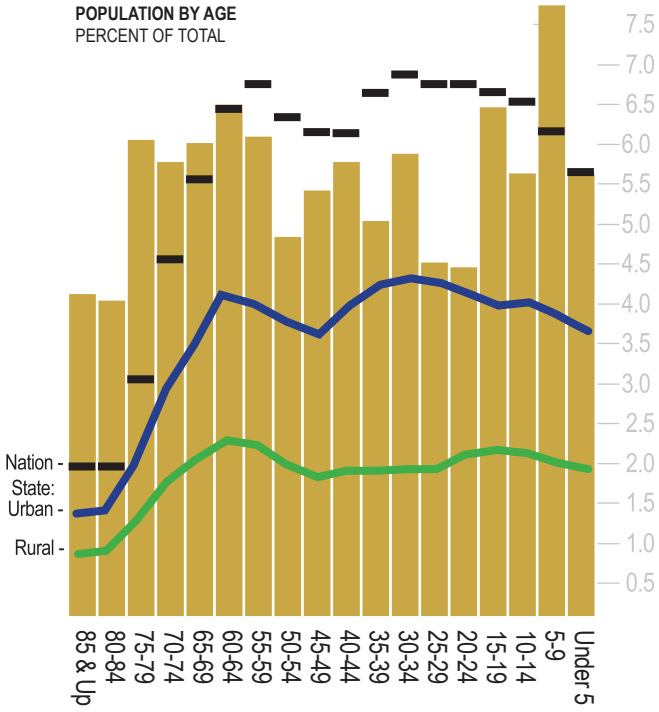
RIPLEY COUNTY
Decennial census population



POPULATION LOSS

Missouri had never seen a negative birth-to-death ratio prior to 2020. But that ratio had fallen below zero in Ripley County even before COVID-19 (right). Ripley County saw 147 more deaths than births between the 2010 and 2020 census, which saw a decrease of 216 in population. That loss was mainly due to migration. Young adults (age 20-24) tend to move to urban areas as shown in the chart (left). The gold bars show the percent of total population for Doniphan while the black lines are the national percentages. The blue (urban) and green (rural) lines are the state's percentages showing the migration from rural to urban areas and the reverse migration after retirement age.





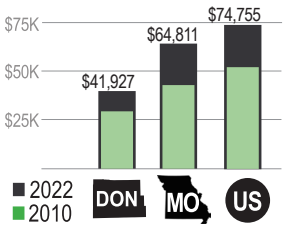
SOCIOECONOMIC ANALYSIS

The natural increase in population, the number of births minus the number of deaths, declined over the past 15 years in Missouri before COVID-19 pushed it to nearly zero. For 2019-21, there were virtually equal numbers of births and deaths statewide while in rural areas, such as Ripley County, there were 11,400 more deaths than births (for every one death, there were 0.9 births). Deaths increased by 13.7% over the previous three-year time period while births only declined by 3.8%. As a result, natural increase declined statewide by approximately half in 10 years, from 77,394 to 36,165. The natural increase rate per 1,000 population in Ripley County for 2023 was negative-5.6, which was tied for ninth highest in the state.

Among the five-county region featuring Butler, Carter, Reynolds, Ripley and Wayne counties, there has been a much steeper drop in the natural rate per 1,000 population than the state in recent years with the region seeing a drop of 2,513 in the natural increase in the population since 2010. Since 1982, there have only been six years in which the rate per 1,000 population has been higher than 0.9 and in 24 of those 42 years there has been a negative rate.

One factor in the higher death rates among rural communities is that a higher percentage of the population is older than in urban areas. The senior population (65 years and older) in Missouri made up 19.4% of the rural population compared to 16.6% of the urban population. Young adults (those age 20-34) made up 20.5% of urban counties compared to 18.1% in rural counties. Doniphan's 2020 Census population by age showed that the City's residents age 65 or older was higher than the national average. Of the total population in Doniphan, 18.5% are aged 65 or older while in 1970 that percentage was 26.1%. Doniphan also had a higher than average number of persons under the age of 18 at 25.1%. Statewide numbers show a trend that rural populations age 21 to 50 will fall while the urban numbers among those ages will rise as younger adults migrate.

Median income increase



Source: US Census (ACS)

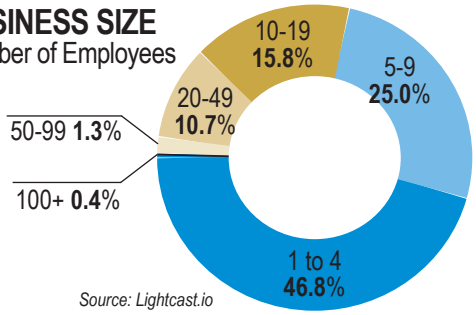
Percentage of residents living below poverty level

	2022	2017	2012
DON	22.4%	34.7%	36.6%
MO	12.8%	14.6%	15.0%
US	12.5%	14.6%	14.9%

Percentage of households on Food Stamps / SNAP

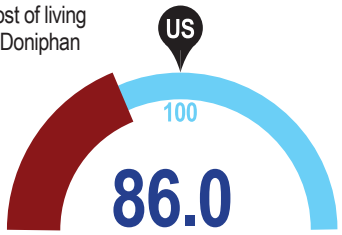
	2022	2017	2012
DON	24.3%	24.6%	28.1%
MO	10.0%	12.2%	13.1%
US	11.5%	12.6%	11.4%

BUSINESS SIZE
Number of Employees



Source: Lightcast.io

Cost of living in Doniphan



The Council for Community and Economic Research reports that Doniphan's cost-of-living index is well below the national average (100).

The City of Doniphan is the economic hub of Ripley County and its impact is felt beyond the city limits. An overview of this economy, based on a report using data from the third quarter of 2025, shows that the total regional employment for Ripley County was 3,429. The number of jobs grew by 24 over the last five years and are projected to grow by 166 over the next five years. From 2019 to 2024, jobs increased by 0.7% in Ripley County, however, this change fell short of the national growth rate of 4.3%. As the number of jobs increased, the labor force participation rate increased from 43.8% to 55.7% during that time. The top three industries in 2024 were Individual and Family Services, Education and Hospitals (Local Government) and Local Government, Excluding Education and Hospitals.

Nearly three quarters of all businesses in Ripley County employed less than 10 people with 46% featuring only one to four employees in 2023. Only three employers - Doniphan R-1 School District (220 employees), Vitronic (175), and Missouri Forge (100) - feature 100 or more employees. Doniphan's unemployment rate, like much of the region, has historically been higher than the state's rate since 1990. Ripley County's unemployment rate in June 2025 was 5.45%, much higher than the state's 4.1%

The median household income in Ripley County in 2023 was $42,900, well below the national median of $75,500. The County's cost of living index, where 100 is the national average, was 86.2 and lower than the state's rate of 90.5. The percentage of Doniphan's residents living below the poverty level in 2024 was 23.5%, nearly double the state rate of 12.6%, with 31.7% of residents age 18-34 below the poverty rate.

Education is a factor in poverty status as 20.8% of the population 25 and older did not graduate from high school and 44.5% of those residents are below the poverty level. High school graduates, which includes equivalency, living in poverty make up 27.6% of the city's population age 25 and over, while those with some college, including an associate's degree, living in poverty is 19.5%, nearly twice the state rate.

Doniphan's socioeconomic ecosystem is a delicate balance with a low cost of living supporting a population that features among the lowest median household incomes in the state. A workforce that can be supported by lower-paying wages can attract more industry to the region, however, young adults are more likely to leave the area to find higher-paying jobs. The city's drop in population over the past decade will continue unless migration into the city occurs.

CURRENT CONDITIONS



The Ripley County Courthouse is viewed from Washington Street in downtown Doniphan.

Transportation systems are a vital part of any community and are a major emphasis of any comprehensive planning effort. This chapter describes the existing transportation systems within and around the City of Doniphan and provides a long-range plan for future modifications and expansion of the network.

The purpose of a city's transportation system is to provide the safe and efficient movement of people and goods within a comprehensive network of streets that complement the surrounding land uses. In addition to handling current and future congestion, a city's transportation systems should be both livable and sustainable. Creating a livable transportation environment means providing an area that is more people-centric than automobile-centric. Creating a sustainable transportation environment refers to ensuring that the system remains effective over time and minimizes adverse environmental impacts.

Each small town faces individual, but similar issues that threaten vitality and character. But, what is wrong? Are there too many cars? Are motorists driving too fast? Is the area unsafe for pedestrians? These questions, and others, need to be answered to identify and address existing problems. Understanding the problem or mixture of problems is the first step in developing effective solutions.

BACKGROUND

Doniphan is connected by US Highway 160 and State Highways 21, 142, and Highway Y, along with several county roads. US Highway 160 provides access to US Highway 67 and Poplar Bluff 30 miles to the east, and Alton 39 miles to the west before extending to West Plains (70 miles) and Springfield, Missouri (180 miles). US Highway 160 was created from State Highway 14 in 1954 with hopes that the road would be expanded to four lanes "within the next four years," however, it was not expanded from two lanes until 2015 when alternating passing lanes were added to an 11.3-mile stretch east of Doniphan.

Within the city limits it is estimated there are 21.86 miles of roadway along with an additional 6.87 miles of sidewalks. The roadway total does not include 2.68 miles of roadway within the city limits controlled by the Missouri Department of Transportation (MoDOT). The first bridge over the Current River was built in 1899 while the most recent construction of the Highway 160 bridge was completed in 1989. The city maintains three bridges over Quick Creek at Locust, Pine and Vine streets while another, Highway 142 over Spring Bluff Creek, is maintained by MoDOT.

Transportation planning at the state and regional level is done by MoDOT with help from the state's regional planning commissions, including the Ozark Foothills Regional Planning Commission for Ripley County. The regional transportation plan, which was updated in June 2025, sets the goals for the region's transportation needs. Roads outside the city limits are controlled by Ripley County within several road districts.

The Doniphan Municipal Airport (designated X33) is located 5 miles northeast of the city off State Highway 21 and features a 3,000-foot runway, several public and private hangers but it unmanned and lighting for night landings must be scheduled in advance. Fuel is not available for purchase but a certified mechanic is nearby and available.

→

CURRENT CONDITIONS

Public transportation is provided by Ripley County Transit, an on-demand service open to all county residents.

Rail service to the city ended when the depot closed in 1975 and flooding from the Current River in 1982 washed away the tracks.

CLASSIFICATION

One of the first steps in effective transportation management is the categorization of local streets. By classifying Doniphan's local roadways, city leaders can create municipal policies that ensure the transportation network can accommodate future economic and community development. While larger communities with higher population densities and greater average daily traffic counts may have many more subcategories for street classification, the relatively small geographic size and population of Doniphan calls for only five functional categories.

- **Primary Arterial** - The highest-volume streets, serving as the predominate east/west, north/south routes in the city. Also, primary arterials serve as pass-through routes for motorists traveling through the city, and connect the city proper with the outlying regional transportation network. Primary arterials transverse the entire distance of a community. Doniphan has Highway 160 passing through it on the north and Highway 142 passing through the center of town from north to south.
- **Secondary Arterial -** These streets serve as connections between neighborhoods/ collectors and primary arterials. Many of the streets in Doniphan can be classified as secondary arterials, such as East Locust, Lafayette, and Grand.
- **Collector** - These streets are low-volume, primarily used within neighborhoods and housing developments. Collector streets range in length from one to four city blocks, and traditionally have the lowest speed limits of any city streets.
- **Access Road** - A road giving access to a place such as a commercial parking lot or to another road but not sufficient for heavy residential traffic.
- **Alley -** A narrow passageway between or behind buildings for purposes of deliveries, trash removal, or access to private property with minimal traffic.

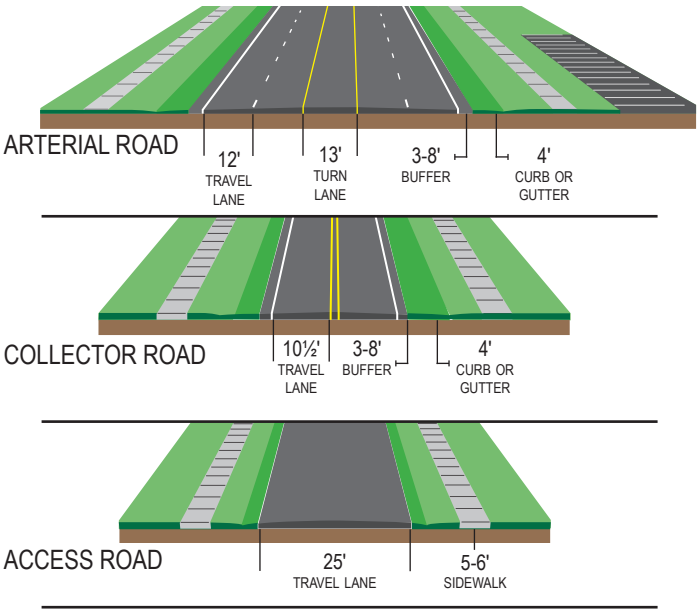
There is no direct relationship between functional classification and traffic counts or speeds, however, counts and speeds are typically higher on arterial roads while local streets, such as collectors, feature lower counts and speed. Ideally, a planned community would develop a branching network of collectors and arterials to funnel traffic from local streets to destinations such as schools, business districts and residential areas. Growth, however, occurs in phases and streets that are at first thought to serve a local function gradually change in use as traffic patterns change. Walnut Street is an example of this as the traditionally local street also handles arterial demands of Highway 142.

According to the 2025 MoDOT traffic counts, the City of Doniphan sees an average daily traffic of 8,645 vehicles coming into the city through Highways 160, 142 and Y with approximately 453 fewer vehicles leaving the city limits daily. The highest traffic volume is 3,827 vehicles traveling west on Highway 160 north of the signal intersection while 3,420 vehicles travel eastbound on 160. South of the intersection, Highway 160 westbound sees 2,738 vehicles while eastbound sees 2,792. Highway 142, or Walnut Street, features a traffic count of 1,564 while Highway Y features 492 vehicles per day.

All but roughly 1,000 feet of roads within the city limits have been paved.

→

ROAD CLASSIFICATION



	ARTERIAL ROAD	COLLECTOR ROAD	ACCESS ROAD
Number of lanes	2-4	2	2
Width	12 feet	10 to 12 feet	8 to 10 feet
Inside shoulder width	None	None	None
Outside shoulder width	4 to 8 feet	1 to 6 feet	0 to 2 feet
AADT	1,500+	300-2,600	0-400
Design speed (mph)	35 to 40 mph	30 to 35 mph	25 to 30 mph
Parking Lanes	None	1	1
Width	—	8 to 10 feet	8 to 10 feet
Right-of-Way width	80 feet	60 feet	50 feet
Stopping sight distance	300 feet	200 feet	200 feet
Max grade	6%	8%	10%
Minimum grade	0.5%	0.5%	0.5%
Access intervals			
ROW to curb	150 feet	30 feet	20 feet
Between curbs	200 feet	30 feet	20 feet
Bridge Standards			
Vertical clearance	15 feet	14.5 feet	14.5 feet
Pavement width	50 feet	32 feet	25 feet
Loading	H-20	H-15	H-15
Examples	Highway 160 Highway Y	Walnut St. Washington St.	

CURRENT CONDITIONS

SAFETY

Of the 1,256 crash reports between 2002 and 2025 in the City of Doniphan, there was one fatality and 348 injuries. The one fatality was a pedestrian and 14 other pedestrians were injured by vehicles.

The majority of vehicle crashes in the City during that 23-year span, 82%, occurred in the daylight and just 4.5% occurred on a dark, unlit street. There were an average of 54.6 accident reports per year and the probability of an injury in one of those crashes was approximately 27.8%, or roughly 1 in 3.6 crashes, which is slightly higher than the statewide data from 2022 when approximately 25% of crashes resulted in injury or death.

SIDEWALKS

The map of Doniphan's sidewalk network shows an aging network that does not connect the majority of the residential area with the commercial district or the school campus.

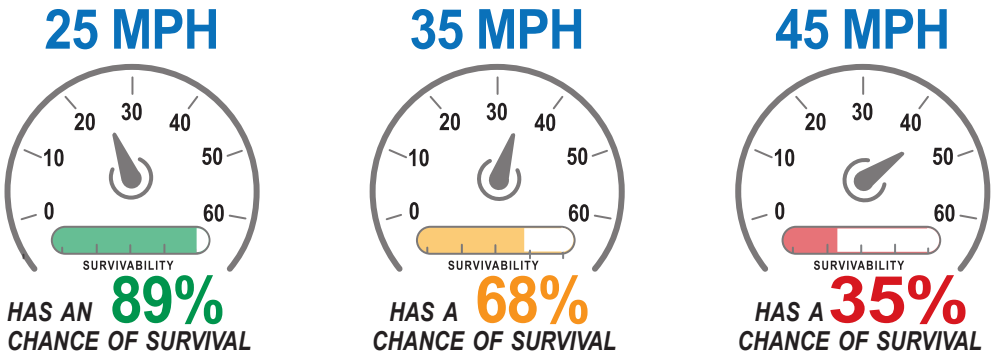
Of the 6.87 miles of sidewalks within the city limits, only 23%, or 1.5 miles, is considered in good condition while 29% is considered bad condition and the remaining 48% considered fair. Downtown alone accounts for 19% of all sidewalks.

These numbers do not reflect the current project to extend the sidewalk along Walnut north to Highway 160.

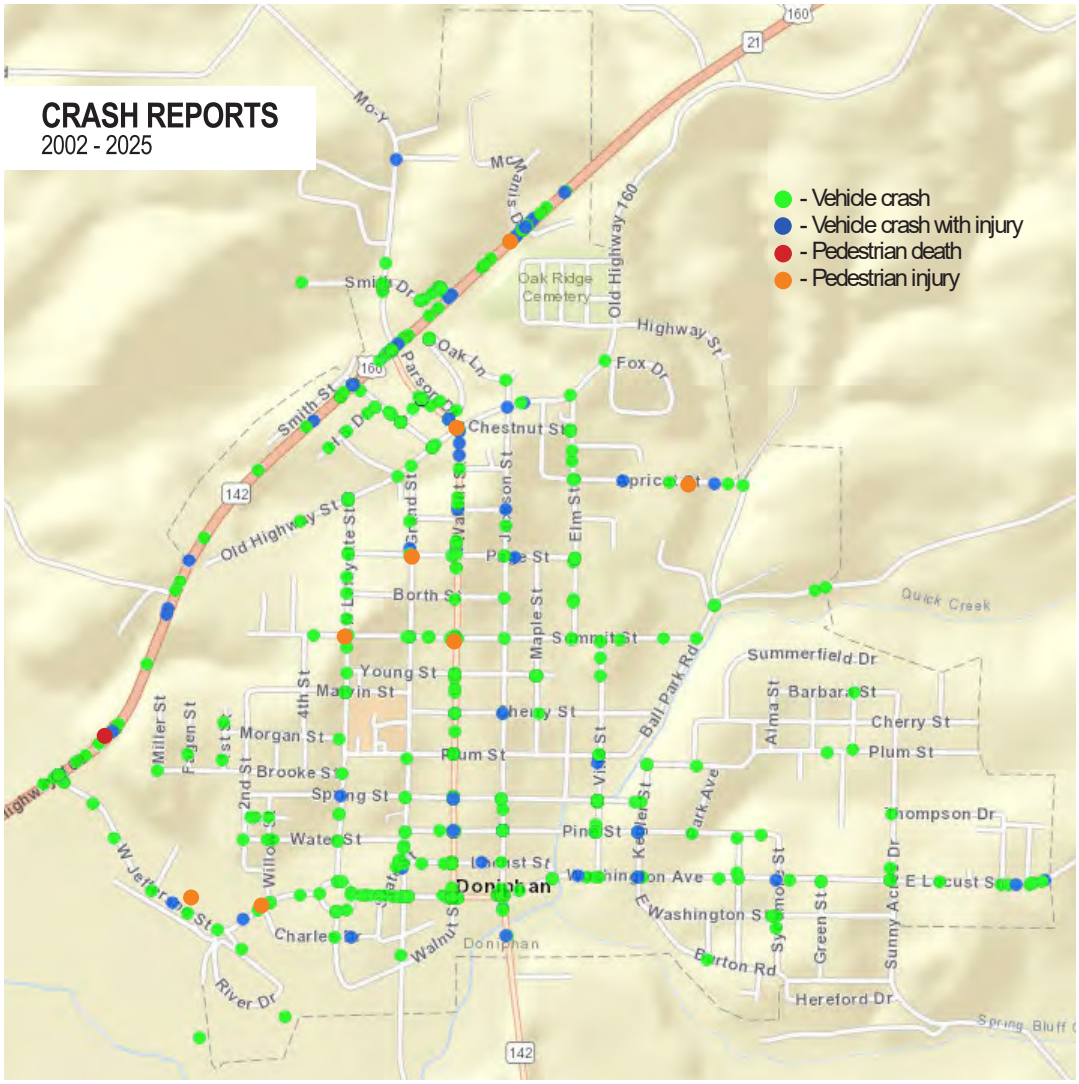
Doniphan's sidewalks connect to downtown, expanding out along North Grand and Walnut streets, with the exception of a 285-foot gap that has been disconnected from the network. All sidewalks are located next to roads except the 1,370-foot trail connecting downtown to the riverfront park.

Pedestrian walk and bike trails have become very popular in communities for recreation and exercise for citizens of all ages. Having a place for children to ride their bikes safely is a high priority for citizens that attended public meetings for this project and only 3% of respondents in the city's survey for the Comprehensive Plan did not want more sidewalks within the city.

A pedestrian hit by a vehicle traveling at...

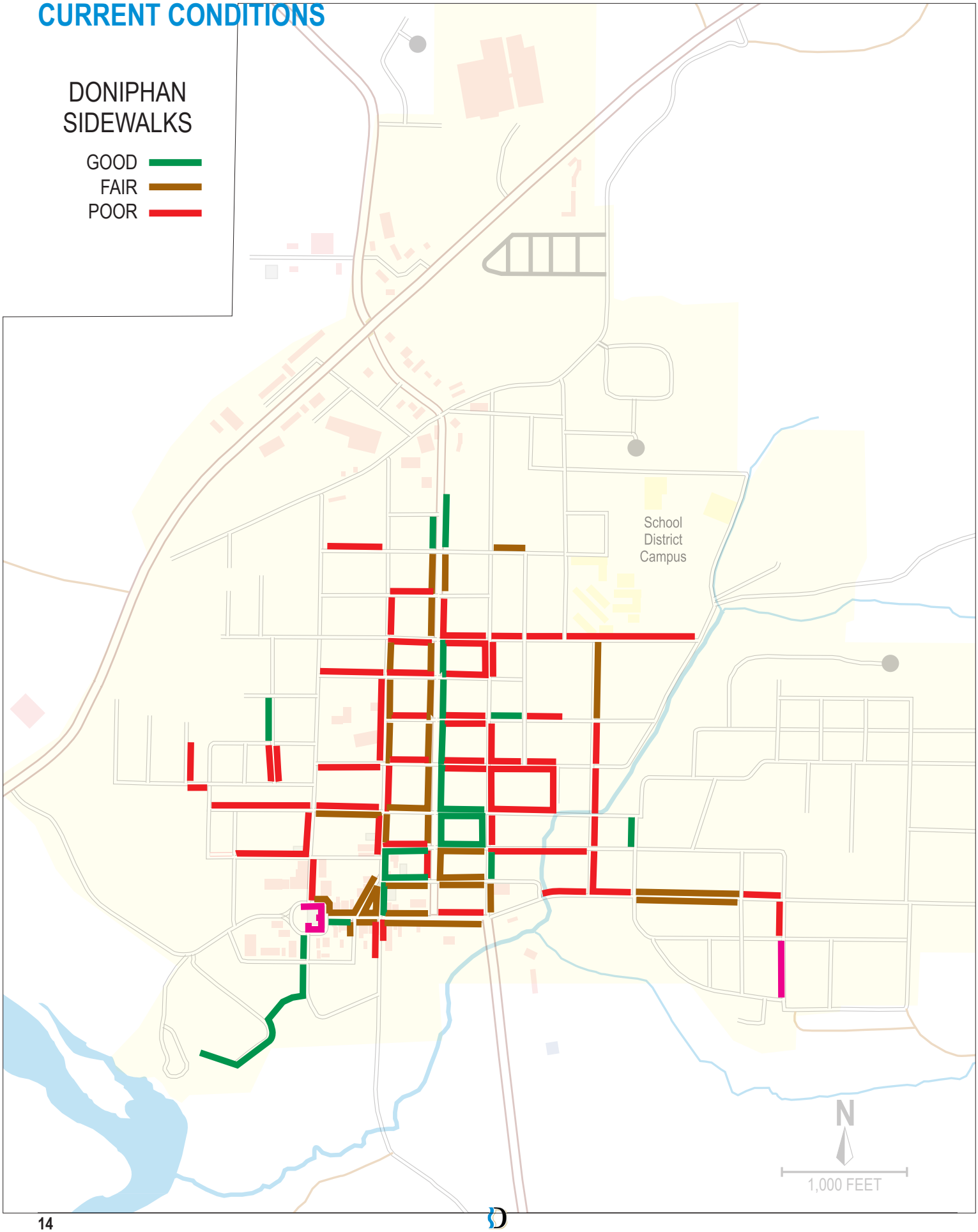


SOURCE: Rosén, E., & Sander, U. (2009). Pedestrian fatality risk as a function of car impact speed. Accident Analysis & Prevention, 41(3), 536-542.

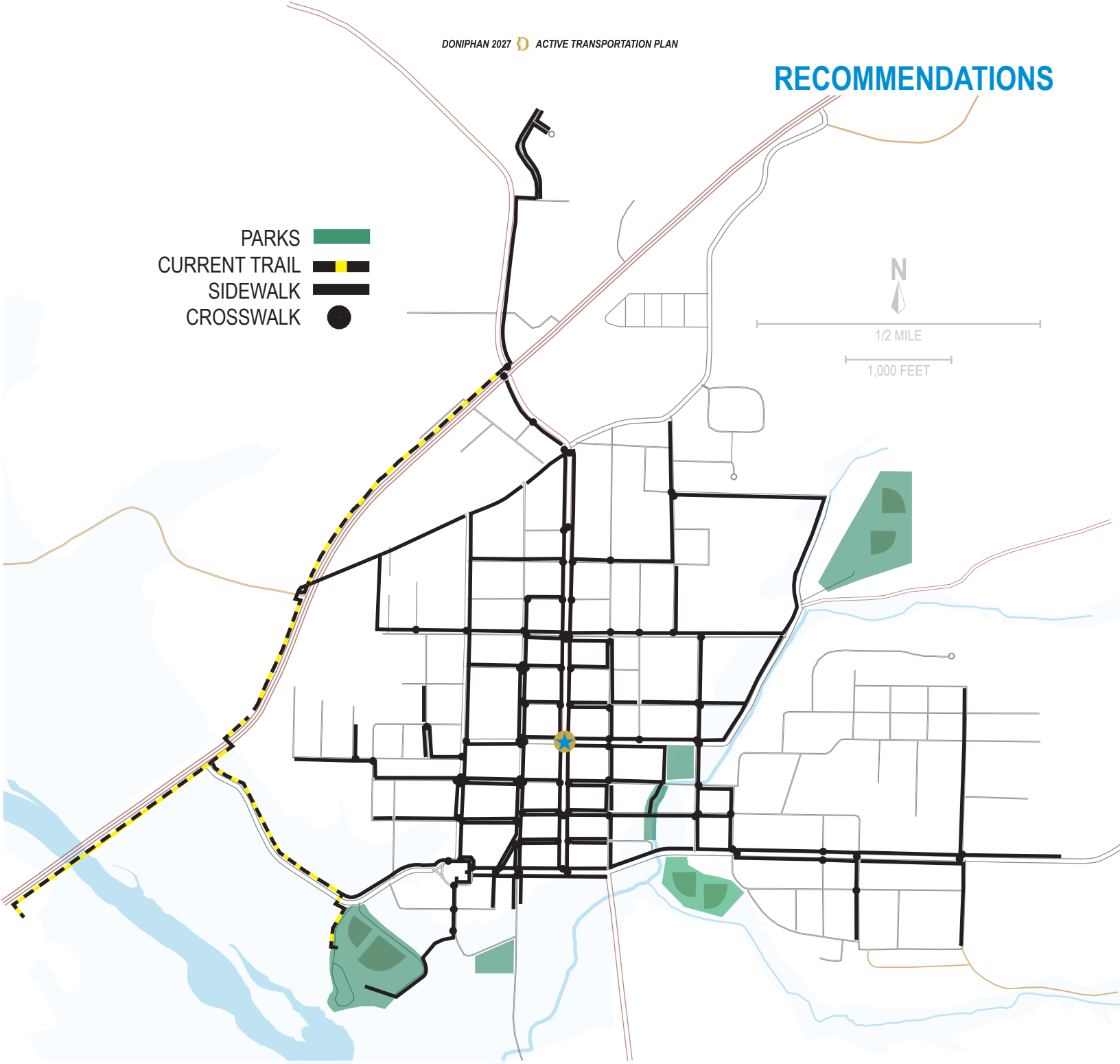


Source: Missouri State Highway Patrol Crash Map

CURRENT CONDITIONS



RECOMMENDATIONS



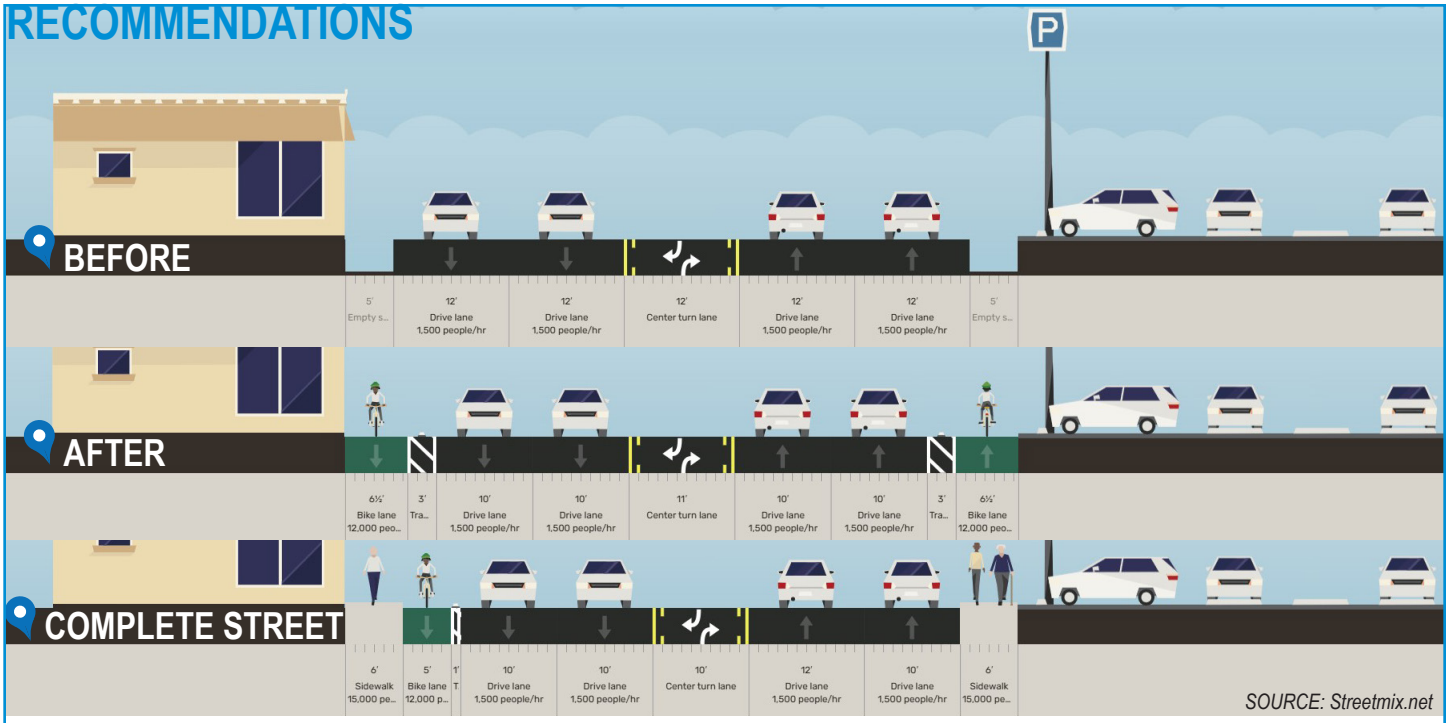
The current project to extend the Walnut Street sidewalk to Highway 160 is the first major step in the recommended plan. However, improvement to the city's sidewalks will not happen overnight and will be a continuing process the city and residents should pursue. This endeavor will improve safety and living standards for residents, increase the value of homes and connect the city.

Not every road will require a sidewalk due to low traffic volume or issues such as drainage and right-of-way restrictions. Those issues are not addressed in this plan, which focuses on areas of high traffic volume for both vehicles and pedestrians. →



A painted intersection at Walnut and Summit streets could make crossing safer for pedestrians and be a way-finder for vehicles looking for the school campus.

RECOMMENDATIONS



SOURCE: Streetmix.net

SHARING THE ROAD

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."

Having a **Complete Streets policy** in place can be an invaluable tool for communities planning for future growth. Grantors of community development and infrastructure grants like to see communities with an approved plan that supports development projects (i.e. sidewalks, cross walks, bike lanes, trails). Having a Complete Streets policy in place can help increase the community's chances of receiving funding for these projects. The policy could be as simple as the following:

> The City of Doniphan 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. In addition to this policy, the City shall look for opportunities to curb dangerous driving behavior, including but not limited to, distracted driving and excessive speeding.

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." The "Before" road above 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. While this currently does not apply to Doniphan streets, it should be considered when designing future projects.

Having safe routes to the school campus for children to walk or ride their bicycles should be a priority, as well as connecting parks as destinations.

Crosswalks need to be visible and provide safe and wheelchair accessible transitions. Flashing pedestrian signs, paint that creates a more visible crosswalk area to slow traffic or bump-out curbs in the downtown area to lessen the distance at the crossing will increase safety. The bump-out curb concept will also slow traffic downtown and improve sight-lines at intersections.

Priority areas of mitigation include:

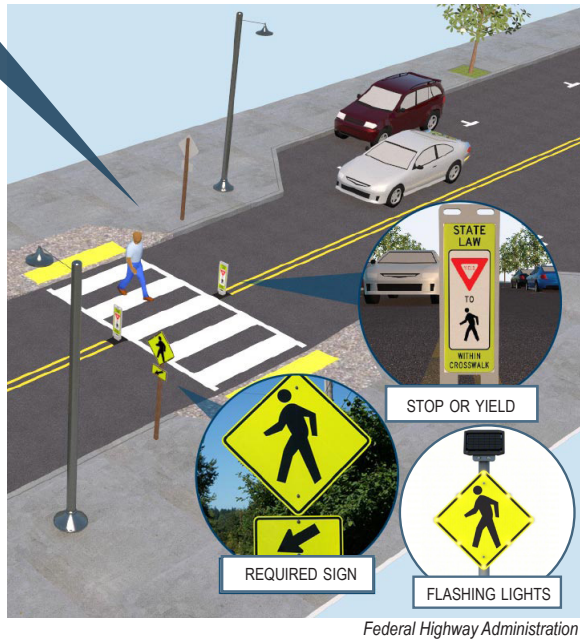
- **PAVEMENT CONDITION & DEFERRED MAINTENANCE:** Sidewalk infrastructure throughout the study area exhibits significant cracking, spalling, and surface degradation. This deterioration poses immediate tripping hazards and severely compromises pedestrian safety and comfort.
- **DECENTRALIZED MAINTENANCE FRAMEWORK:** A primary systemic challenge is the municipal framework that assigns sidewalk maintenance responsibility to individual private and commercial property owners. This decentralized approach has resulted in fragmented, highly inconsistent maintenance conditions and a lack of uniform quality control.
- **GEOGRAPHIC AND BUILT-ENVIRONMENT CONSTRAINTS TO ADA COMPLIANCE:** The historic, pre-automobile design of the urban core creates severe spatial constraints. In multiple corridors, historic zero-lot-line development positions buildings directly adjacent to the street edge, entirely eliminating the physical right-of-way required to install or widen sidewalks to meet Americans with Disabilities Act (ADA) standard widths.
- **SEVERE MOBILITY BARRIERS:** Universal accessibility is significantly compromised. Navigating the current pedestrian network presents a high level of difficulty and in some locations, total immobility for individuals utilizing wheelchairs, strollers, or assistive mobility devices. This is further exacerbated by excessive longitudinal slopes and cross-slopes that exceed maximum allowable thresholds.

→

RECOMMENDATIONS

CROSSWALK SAFETY

Curb extensions narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for benches, plantings, and trees. Benefits include decreasing the overall width of the roadway, tightening intersection curb radius and encourage slower turning speeds, allowing pedestrians and drivers to see each other when parked vehicles might otherwise block visibility. Along with concrete curbs, these can be created with painted road markings, barriers, bollards, or the addition of planters or benches.



Federal Highway Administration

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These enhancements can also assist users in deciding where to cross. These features can be used as standalone or combination enhancements to indicate the preferred location for users to cross.

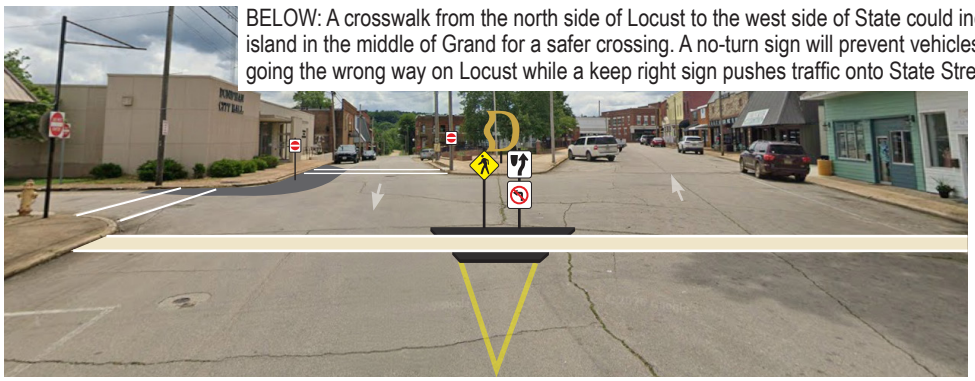
HIGH-VISIBILITY CROSSWALKS These use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

IMPROVED LIGHTING The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the lights in forward locations to avoid a silhouette effect of the pedestrian.

ENHANCED SIGNING AND PAVEMENT MARKINGS On multilane roadways, use of "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.



ABOVE: The intersection of Washington and State streets could use a four-way stop and curb extensions to keep vehicles from parking near the intersection and reduce the roadway for a shorter crossing. This will also allow drivers to see pedestrians better as they start to cross.



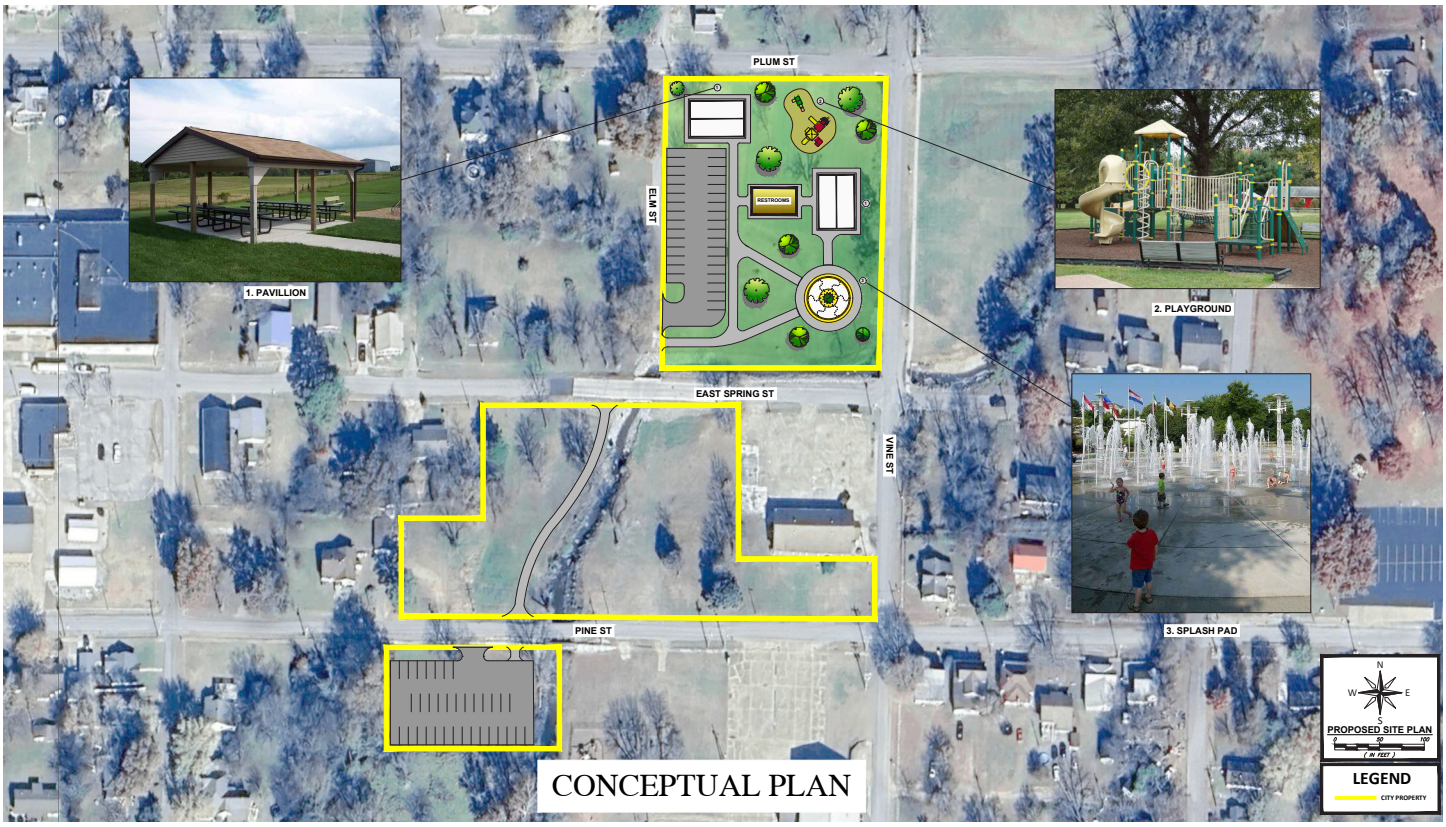
BELOW: A crosswalk from the north side of Locust to the west side of State could include an island in the middle of Grand for a safer crossing. A no-turn sign will prevent vehicles from going the wrong way on Locust while a keep right sign pushes traffic onto State Street.

- **SUBSTANDARD OR ABSENT CURB RAMPS:** Pedestrian street crossings frequently lack critical ADA-compliant curb ramps. Where ramps do exist, many feature non-compliant slopes, lack proper detectable warning fields (truncated domes), or feed into non-navigable transitions, rendering them virtually unusable.
- **PREVALENT VERTICAL DISCONTINUITIES:** The pedestrian right-of-way is frequently disrupted by abrupt vertical changes, including unramped steps and significant step-ups or step-downs at intersections and property transitions, creating an environment that completely breaks the continuous accessible path of travel.
- **DRAINAGE BARRIERS**: Historic street grading and aging stormwater management systems (such as deep open gutters or high-profile curbs) frequently intersect with the pedestrian path of travel. During wet weather events, this infrastructure creates localized ponding and drainage barriers right at the key pedestrian crossing points.
- **LIMITED SPACE:** The historic street grid was originally platted for pedestrian and equestrian traffic, meaning the available right-of-way between historic storefronts is inherently narrow. As a result, modern vehicular lanes and parking demands directly compete for the limited spatial footprint required to construct safe, buffered pedestrian infrastructure.

Parks and trails were among the most requested projects for the City to undertake during public input for the Comprehensive Plan. A 400-meter athletic track and field venue at the school would also benefit the community.

→

RECOMMENDATIONS



Smith & Company

PARKS

More park space has been a goal of every Comprehensive Plan the City of Doniphan has ever created and was again a request made by citizens. The addition of land owned by the City along Quick Creek during flood buyouts following the 2017 flood could be used to create a park.

Creating a park in a place that frequently floods may seem like a waste of resources but this is a concept known as a resilient, or floodable, park. This area is designed to intentionally flood to store stormwater runoff, protecting surrounding areas from flooding. The park acts as a natural sponge and is designed to flood safely during extreme weather then drain and return to use within a few days or weeks.

The above conceptual plan created by Smith & Company for this project includes parking at two locations with a trail connecting them, a pavilion, playground area and a splash pad. The block featuring the park itself north of Spring Street and west of Vine Street is estimated to cost $1 million with the playground and splash pad being the most expensive items at $200,000 each. A restroom and pavilion are the next while an additional parking lot south of Pine Street and trail to the park is estimated to cost an additional $133,490.

The City also owns a plot of land southeast of the Grand-Franklin intersection that could also be turned into a park. A fenced-in area for dogs to run off-leash was proposed along with parking and estimated to cost $176,925.

Smaller plots of land could also serve as park areas. Turning in a vacant lot into a neighborhood park in various parts of town was recommended in earlier Comprehensive Plans and should still be considered.

TRAILS

Among the projects most requested was a pedestrian trail over the Current River. Unfortunately, the Highway 160 bridge is not wide enough to provide a safe pedestrian path and is not scheduled for replacement anytime soon.

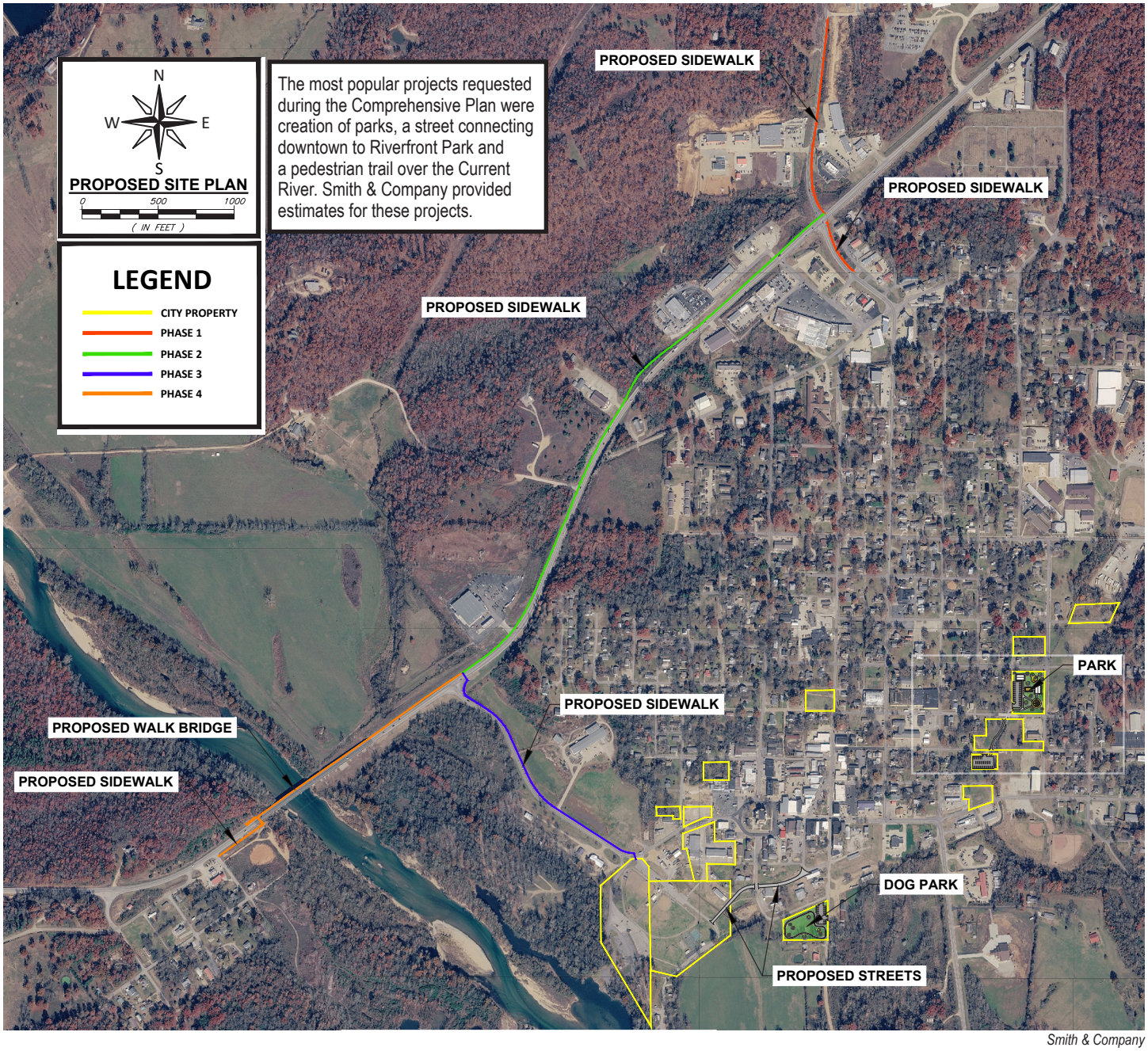
Creating a walking/biking trail from the west side of the Current River to the north end of town, and also downtown, this project would need to be completed in phases.

A bridge over the Current River to Jefferson Street intersection alone is estimated to cost $3.8 million while an additional $338,700 would be required to connect Highway 160 to Riverfront Park with a sidewalk. Funding for this phase in the form of a grant might be difficult because this trail would be located in a flood zone.

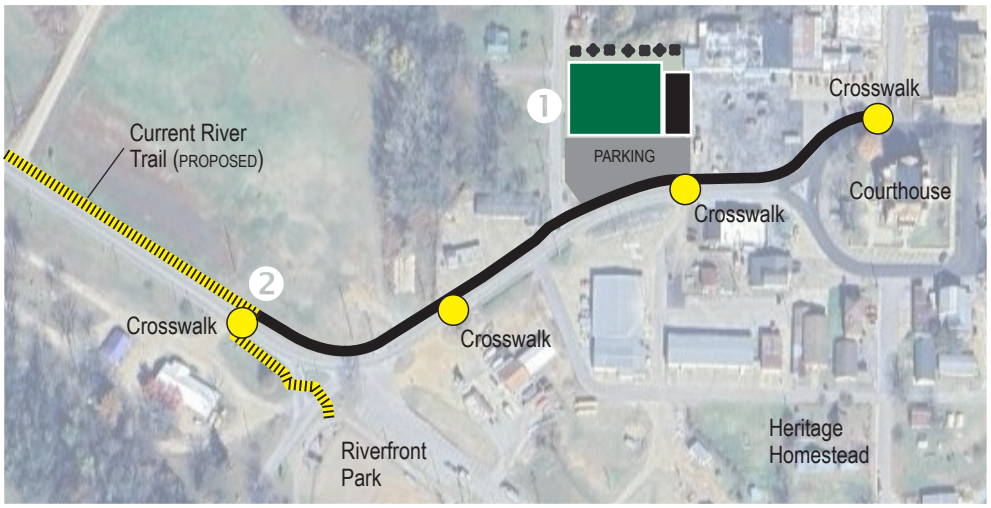
Extending a sidewalk from the end of the current project on Walnut Street across Highway 160 and along Highway Y could connect the residential areas of the city with the commercial areas north of Highway 160 and the manufacturing site featuring the Koozie Group. This project is estimated to cost $636,700 and is listed as Phase I of the overall project.

Phase II of the project extends the project along Highway 160 and is estimated to cost $1.3 million. When the four phases are complete, the project creates a 2.5-mile loop that could attract cyclists and hikers while also providing pedestrians a safer way to access these areas.

RECOMMENDATIONS



Smith & Company



DOWNTOWN-RIVERFRONT CONNECTION

1. The former site of Fred's could become a open space for the farmer's market, the county fair or an open park. An improved pavement along Jefferson Street could provide overflow parking for the river or courthouse. The open area to the north could be an open grass field, gravel or paved. It could include a small structure for a farmer's market area and an area for food trucks that could be accessed from the parking lot to the east.
2. A sidewalk along Jefferson will provide a safe path for pedestrians and provide a link to overflow parking to the river with crosswalks to businesses on the south side of Jefferson. It would also link the downtown with the proposed Current River Trail to Highway 160.

POTENTIAL FUNDING

Revenues & Grants

General Revenue Sales Tax	May be imposed at a rate of 0.5 of a cent, 0.875 or 1 cent.
Capital Improvements	Sales Tax to generate funds for operation or maintenance of a capital improvement and/or the repayment of bonds that financed a project.
Economic Development	Sales Tax up to .50 cent can be used for acquiring land, installing and improving infrastructure and public facilities that relate to a long-term economic development project.
Transportation	Sales Tax may not exceed .50 cents and used solely for transportation purposes.
Storm Water / Parks	Sales Tax used for storm water control, parks or both. May not exceed .50 of a cent.
Local Use	A local use tax is applied in lieu of the local sales tax on transactions that individuals and businesses conduct with out-of-state vendors, including internet, catalog, and direct market sales. The rate of the use tax is applied at the same rate as the local sales tax
Parks and Recreation	Property Tax include park acquisition and maintenance with maximum allowed up to two million and requires voter approval and revenue funds be separated out into another fund. A park or pleasure grounds referred to Rs MO 90.010 can be levied as an amount of cent per $100 and approved by voters.
Foundation funding	Varies by program. **America Walks Community Change Grants:** Organizations can seek funding opportunities through this private sector to encourage walkability. **PeopleForBikes** aims to make bicycling better for everyone and accepts Letters of Interest for its Community Grant Program. Through the annual program, grants of up to $10,000 will be awarded to important and influential projects that leverage federal funding to build momentum for bicycling in communities across the United States.
Crowdfunding	Varies by program
Government Funds	Varies by program and department
Special Business District (SBD)	A separate political subdivision of the state that may impose additional property taxes and business license taxes to fund certain public improvements and services within the district.
Community Improvement District (CID)	A local special taxing district that collects revenue within designated boundaries to pay for special public facilities, improvements, or services. CIDs are created by ordinance of the local governing body of a municipality upon presentation of a petition signed by owners of real property within the proposed district's boundaries. A CID is a separate political subdivision with the power to govern itself and impose and collect special assessments, additional property, and sales taxes.
Neighborhood Improvement District	A special taxing district that collects revenue within designated boundaries to help pay for public infrastructure, facilities or other improvements that confer a benefit on property within the district. NIDs are created by election or petition of owners of real property within the proposed district's boundaries and typically generate funding for projects through the sale of municipal revenue bonds backed by the district's special property assessments which may be extended beyond retirement of the bonds to pay for maintenance and upkeep.
Transportation Development Districts (TDD)	Missouri statutes authorize a city to create transportation development districts (TDDs) encompassing all or a portion of a city. The purpose of TDD is to promote, design, construct, improve, or maintain one or more transportation projects. Funding TDDs is accomplished through an addon sales or property tax and/or real property special assessments.
Community Development Block Grant (CDBG) –	Missouri Department of Economic Development: Addresses concerns and issues related to health, safety, and the overall wellbeing of a community. This program also addresses improving local facilities, road networks, senior centers, and community centers.
Community Facilities Direct Loan and Grant Program	US Department of Agriculture: Direct loans and grant opportunities provided through the USDA target the development and maintenance of essential public facilities in rural areas of Missouri.
Municipal Bonds	Municipal Bonds are debt obligations issued by states, cities, counties, and other government entities to fund day-to-day obligations and to fund capital projects such as building schools, highways, or sewer systems. Two types: • General Obligation bonds are used to raise immediate capital to cover expenses, Supported by the taxing power of the issuer. • Revenue Bonds are used to finance infrastructure projects and supported by income generated by the projects.
USDA Rural Development	The USDA offers a variety of programs to support businesses and housing to name a few: Rural Businesses Development Grant, Single-family or multi-family direct and guaranteed loans, as well as other business programs related to agriculture, biobased products, energy, food, livestock and more.
Recreational Trails Program (RTP) – Missouri State Parks	Open to local and state governments, school districts and nonprofit organizations for the purposes of restoration of recreational trails, development of trails, facilities, construction of new trails, acquisitions of easements and properties, and assessing a trails conditions concerning accessibility and maintaining trials.
Transportation Alternative Program (TAP)	The transportation alternatives program provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities and trails. This program is administered through the Missouri Department of Transportation.



Current River looking northwest toward the Highway 160 bridge.

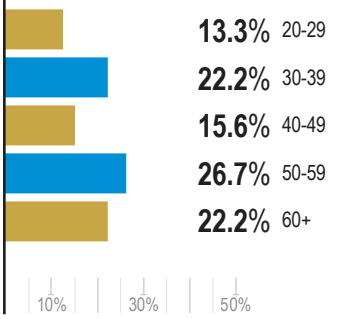
APPENDIX
COMMUNITY SURVEY // WALK AUDIT // MAPS

APPENDIX: COMMUNITY SURVEY

The City of Doniphan sent out surveys to citizens to get feedback on active transportation topics. The Ozark Foothills Regional Planning Commission collected the surveys online using the website SurveyMonkey or turning in a completed survey between February 6-20, 2026. Results are presented here:

TOTAL
Surveys collected **46**

Age

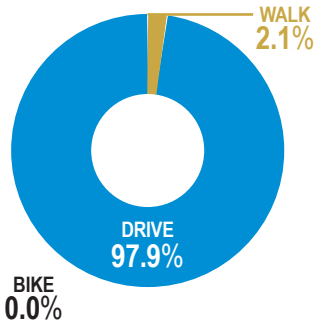




Social media post

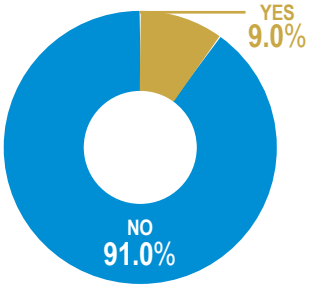
Mode of Transportation

How do you typically get around in Doniphan?



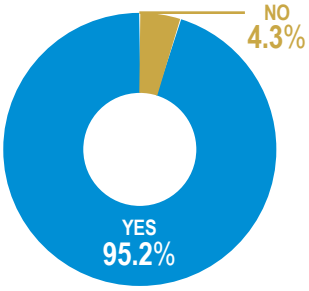
Accessibility Needs

Do you have any accessibility needs when it comes to transportation?

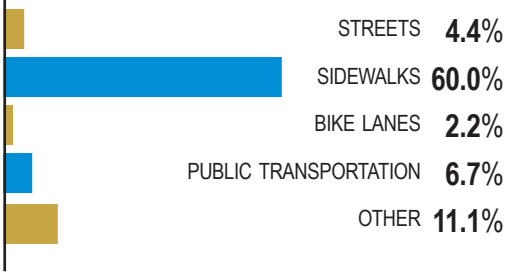


Need for Infrastructure

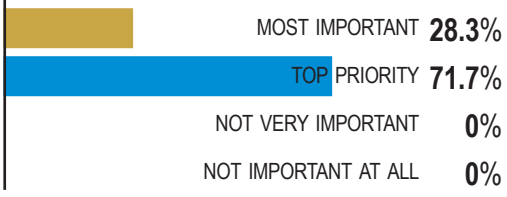
Do you think the City needs more bike/pedestrian infrastructure?



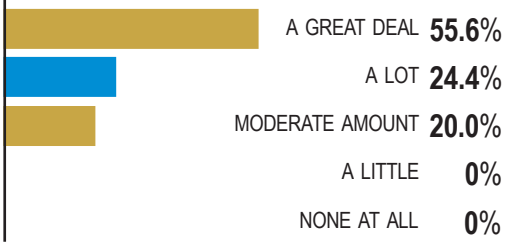
What areas need the most improvement in the City?



How do you think the City should prioritize transportation projects?



How do you think the City should involve its residents in planning?



Surveys also included comments:

- High need for public transportation; shuttles and/or buses to transport elderly, disabled, non-drivers or those without reliable transportation.
- Need for safe street crossings for pedestrians and/or cyclists in high traffic areas.
- Dedicated bike and pedestrian infrastructure everywhere — especially Elm and East Locust streets.
- Improvements to parks and recreation areas.
- Electric vehicle (EV) stations proposed.

SIDEWALK / STREET IMPROVEMENTS:

- New and visible striping.
- Widening of city streets.
- Overall sidewalk improvements for better walkability.

APPENDIX: WALK AUDIT



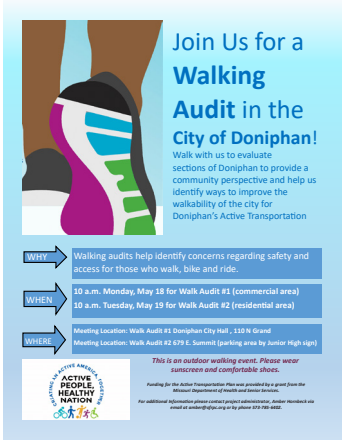
Members of the community walk along a street during the first walk audit held May 18, 2026, in downtown Doniphan.

On May 18, 2026, regional planning partners, local official and dedicated community members gathered in downtown Doniphan for a comprehensive walk audit in the commercial area of the city. On May 19, a walk audit was conducted in the residential area around the Junior High.

The walk audits are part of the data gathering for an Active Transportation Plan being written for the City of Doniphan by Amber Hornbeck of Ozark Foothills Regional Planning Commission through a State Physical Activity and Nutrition (SPAN) grant funded by the Missouri Department of Health and Senior Services. This plan is a wish list of sorts for the City's active transportation wants and needs which will assist the City in fulfilling some of the transportation plans in the future.

The walk audits evaluate pedestrian infrastructure, identify safety and accessibility gaps and discuss how the historic community can better connect residents of all ages and abilities.

Through the walk audits participants received vital, everyday experiences using the routes walked and will drive meaningful change. The data received will be compiled into actionable planning goals that celebrate Doniphan's historic layout while designing a safer, more accessible environment for the future.

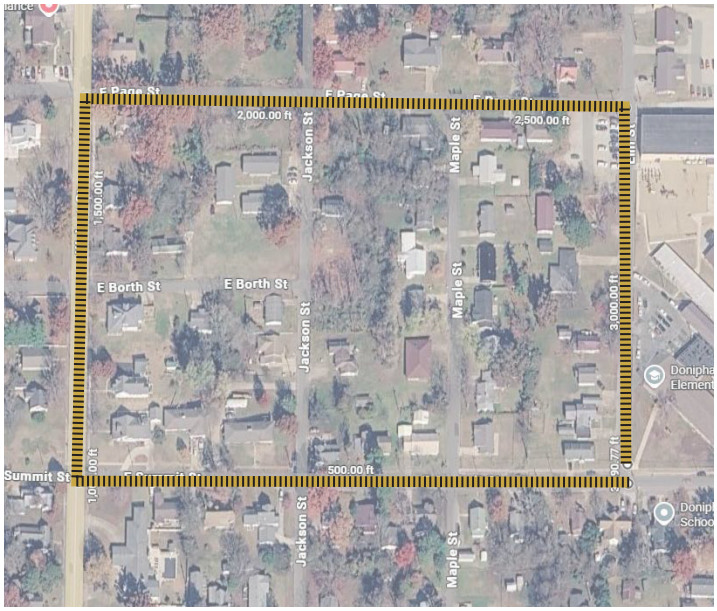


Attendees included, the City of Doniphan; Ripley Chamber of Commerce; Doniphan-Ripley County Library; Ozark Foothills Regional Planning Commission; Trailnet & Missourians for Responsible Transportation; Ripley & Carter County Transportation Advisory Committee members; National Park Service; MoDOT Southeast District; Missouri Health & Senior Services.

WALK AUDIT 1: COMMERCIAL



WALK AUDIT 2: RESIDENTIAL



APPENDIX: WALK AUDIT

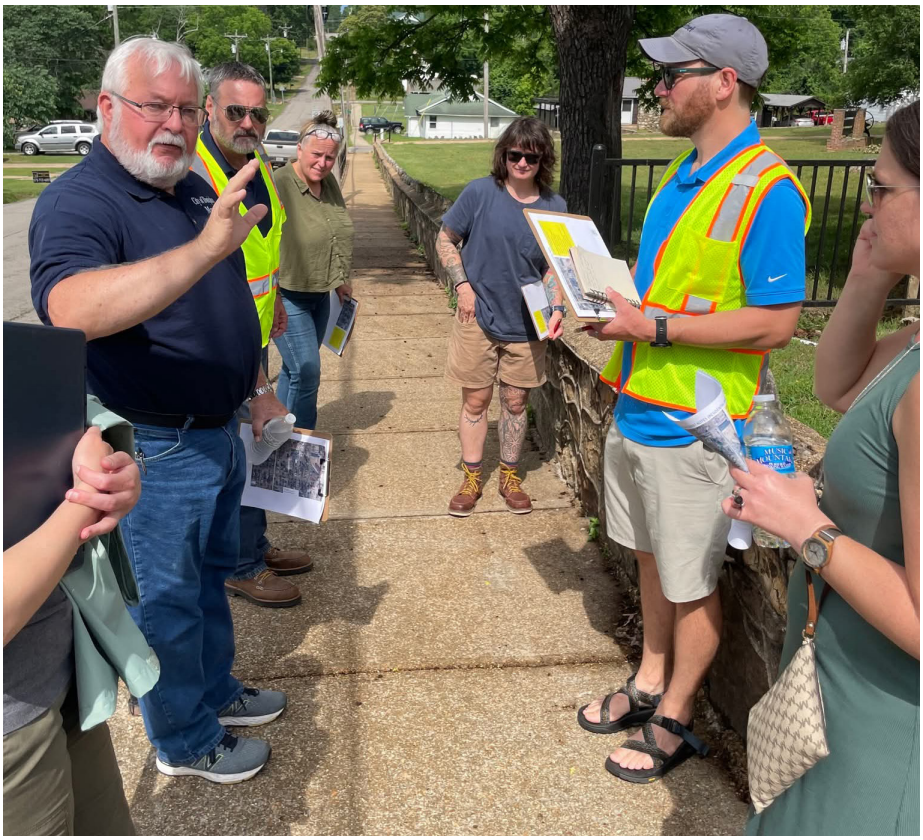
WALK AUDIT No. 1 — COMMERCIAL

- Sidewalk size and integrity in need of improvement and or replacement throughout downtown.
- Water Street drainage needs to be widened and drainage improved as it floods profusely during heavy rain; walkability needs improved in this area.
- Lafayette St. is noted as a paving priority.
- Sidewalks are missing and/or unusable on most of Summit St.
- Crosswalks needed in high foot traffic areas of downtown.
- Sidewalks need extensive ADA accommodations at and around the Ripley Courthouse area.
- ADA parking areas need remarked and signage.
- Overall pavement overlay needs mitigation to reduce misshapen and damaged areas.



Members of the community meet in front of the Doniphan-Ripley County Library during the first walk audit held May 18, 2026, in downtown Doniphan.

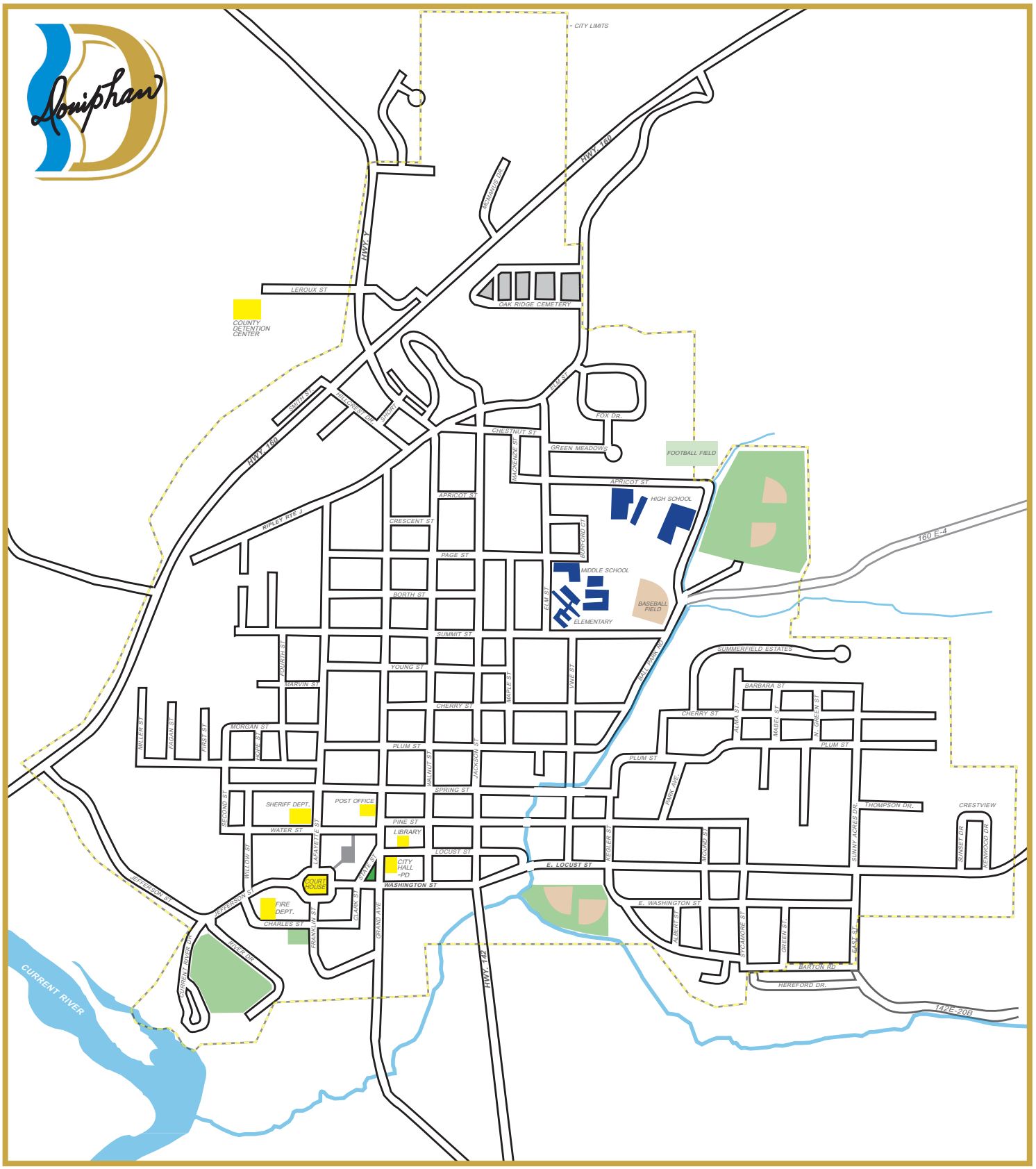
WALK AUDIT No. 2 — RESIDENTIAL



Members of the community meet discuss issues facing pedestrians during the second walk audit held May 19, 2026, in Doniphan.

- Bridge across Current River needs pedestrian crossing area.
- Business and property owners are responsible for sidewalk maintenance of their portion.
- Overall signage and street markings need improved in this area; especially around the schools.
- Safe walkways needed around apartments, new multifamily housing and low income housing complexes.
- Page St. noted as high traffic concentration and needed sidewalk and street improvements.
- Elm and Summit noted as non-compliant pedestrian crossing. No ramps noted along school area sections of sidewalks.
- Many driveway locations deemed non-compliant for safety along with curb ramps and ped crossings.
- ADA compliance needed regarding sidewalks and walking areas. Sidewalk accessibility issues on Walnut and Borth streets.
- Elm St in need of flooding prevention/ mitigation.

CITY STREETS MAP

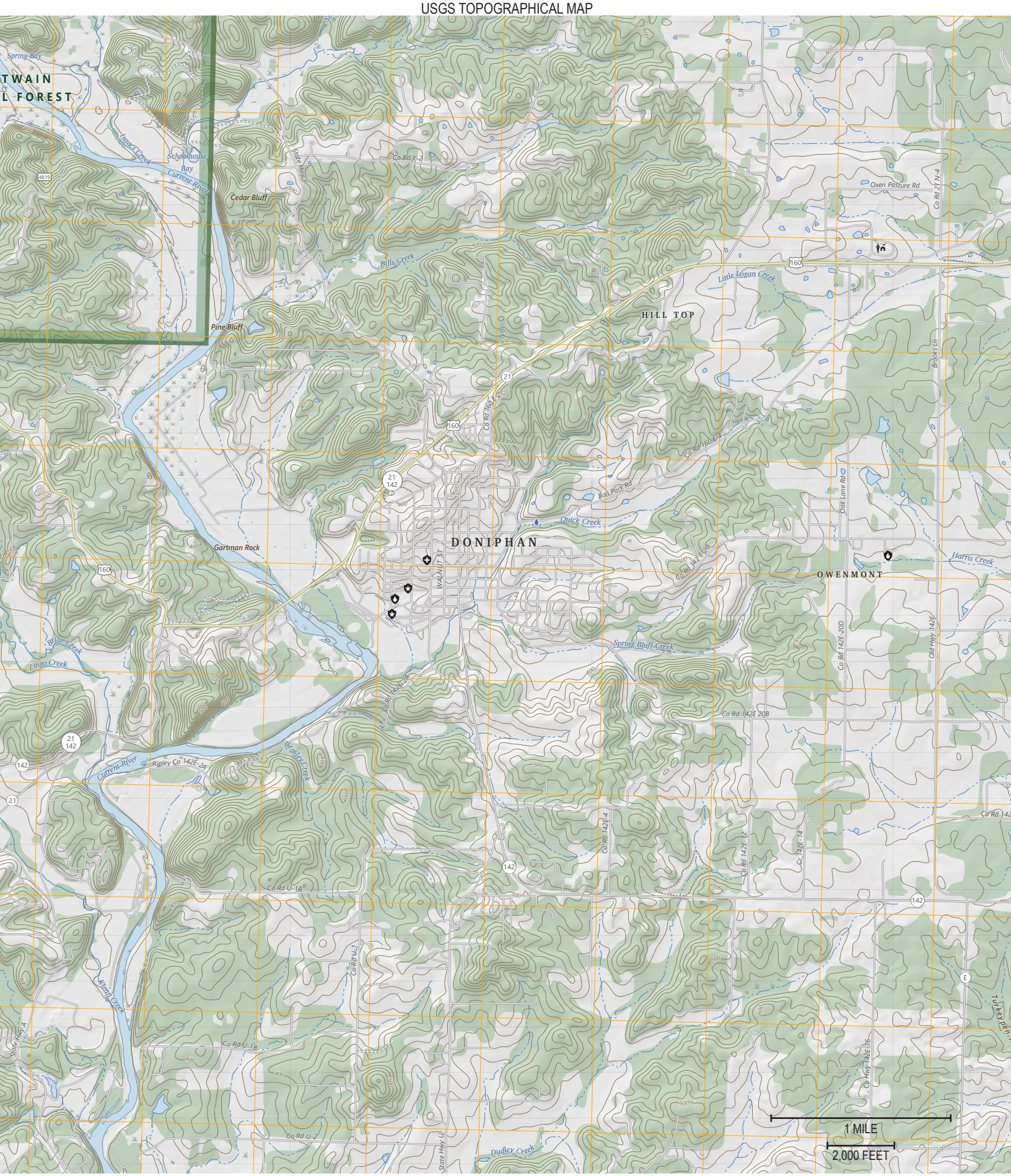


N

Ripley County

1,000 FEET

USGS TOPOGRAPHICAL MAP



GOOGLE MAPS IMAGE




Doniphan