Doniphan 2027 COMPREHENSIVE PLAN



RESOLUTION

RESOLUTION # 012

A RESOLUTION OF THE CITY OF DONIPHAN, MISSOURI, TO ADOPT A COMPREHENSIVE LAND USE PLAN, "DONIPHAN 2027 COMPREHENSIVE PLAN," TO SERVE AS A GUIDING DOCUMENT FOR THE FUTURE DEVELOPMENT AND GROWTH OF THE CITY OF DONIPHAN.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DONIPHAN, MISSOURI, AS FOLLOWS:

Section 1; To adopt "Doniphan 2027 Comprehensive Plan," a comprehensive land use plan, to serve as a guiding document for the future development and growth of the City of Doniphan.

Section 2: This Resolution shall be in full force and effect from and after the date of its passage and approval.

PASSED AND APPROVED THIS 6TH DAY OF OCTOBER 2026.

CITY OF DONIPHAN, MISSOURI

MAYOR DENNIS COX

ATTEST:

CITY CLERK MARTI PORTER

Introduction
Vision & Goals.....6
Executive Summary.....8

Historical & Socioeconomic Analysis
History.....12
Current State.....15
Population.....16
Economy.....20
Comparable.....22

Services & Partners
City Services.....24
Public Safety.....25
Community Partners.....26

Land Use
Land Use.....30
Land Zoning.....40
Land Development.....41

Mobility
Current State.....44
Sidewalks.....47
Future Development.....50

Development
Economic Priorities.....52
Potential Projects.....54

Implementation
Responsible Entities.....60
Current Funding.....61
Potential Funding Programs.....62

Appendix
A: Survey.....64
B: Maps.....70



Cover photo: Doniphan City Hall, spring 2026

ACKNOWLEDGMENTS

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

CITY COUNCIL

Dennis Cox, Mayor
Denver Jackson, Ward 1
Leslie Netherland, Ward 1
Steve Collins, Ward 2
Teresa Timms, Ward 2
Riley March, previous member

CITY STAFF

Marti Porter, City Clerk
Chasity Mathis, City Treasurer
Jarret Ficke, Public Works Dir.
Kim Cannon, City Collector
Mark Rodgers, Police Chief
Greg Crain, Fire Chief

PLANNING AND ZONING COMMISSION

Charles Baker, *President*
Debbie Littles
Brian Bates
Paul Edercheril
Donna Kirby
Linda Thompson

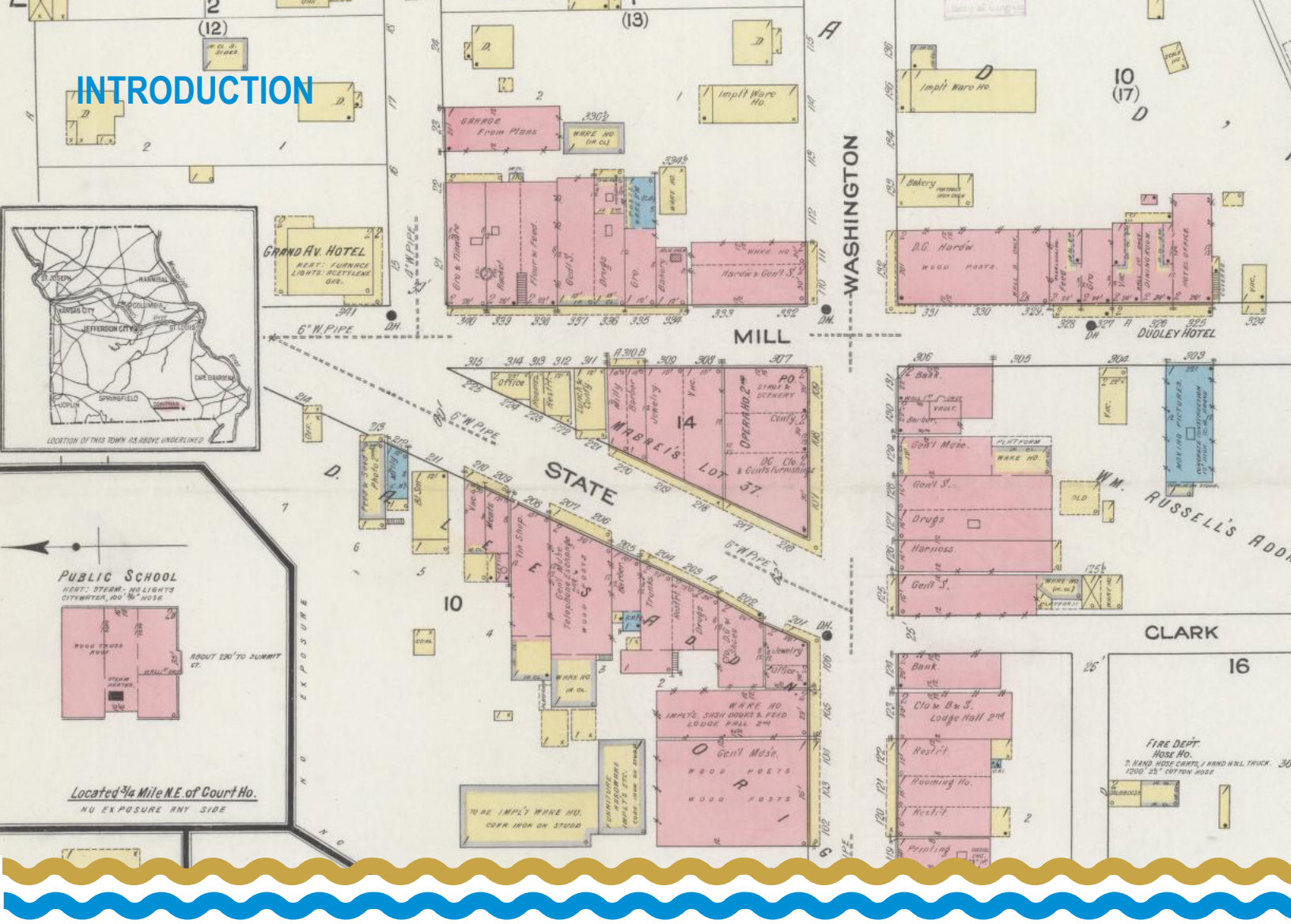
CITIZENS ADVISORY COMMITTEE

Charles Baker
Steve Collins
Jarrett Ficke
Denver Jackson
Taylor Littrell
Amanda MacAfee
Craig Mathis
Beth McComb
Matt Michel
Christopher Miller
Jan Morrow
Lane Pippen

CONSULTANT TEAM

Ozark Foothills Regional Planning Commission
• Alan Lutes, Director; Brian Rosener, Plan Development
Smith & Company • Mark Webb, Billy Cobb

INTRODUCTION



ABOVE: Downtown Doniphan is depicted in a Sanborn Fire Insurance Map from 1914.

(University of Missouri Digital Library)

The City of Doniphan created a Comprehensive Plan in 2015. Our goal is to create a new one to serve the city for the next 20 years looking towards its bicentennial in 2047.

In 2023, the City entered into an agreement with the Ozark Foothills Regional Planning Commission to produce this report, which was fully paid by a Community Development Block Grant from the Missouri Department of Economic Development tied to the historic 2017 flood. The grant was awarded Jan. 16, 2024.

The City created a Citizens Advisory Committee featuring citizens with a vested interest in the community's future. This group was selected by the City staff and approved by the City Council to guide the conversations that helped OFRPC staff create this report. The Advisory Committee (CAC) and the city conducted open meetings with the public giving feedback on what citizens want to include into the plan. Open house style meetings, along with interviews with key stakeholders and crowdsourcing techniques such as surveys provided opportunities for input to help shape the plan throughout the process.

An engineering consultant — Smith & Company — was used to provide updates and estimates.

WHAT IS A PLAN?

An effective Comprehensive Plan describes the community by focusing on each of the elements that create the city. Those include transportation, public facilities, infrastructure, housing, economic development, intergovernmental coordination, capital improvements, public health, utilities, community character, land use, among others. Each of these areas feature inventories, analysis, goals and objectives, along with implementation policies.

→

INTRODUCTION

In 2027, Doniphan will celebrate its 180th anniversary.

Doniphan became the seat of government for Ripley County after it was created on Oct. 18, 1847, and this plan will guide the City as it approaches the bicentennial.
While the creation and adoption of this plan took place prior to 2027, the project's focus was on this 180th anniversary to turn the City towards the future, so the project name is Doniphan 180.

LOGO ELEMENTS

Doniphan Gold
C: 23% M: 32% Y: 87 K: 0%

Doniphan Blue
C: 100% M: 25% Y: 0% K: 0%

Alexander Doniphan's signature

Blue - Current River
Gold - Ozark foothills

180 YEARS
1847 ~ 2027

FONT USED *Algerian*

Missouri State law requires that municipalities have a Comprehensive Plan. Here's what the law requires:

*RSMO Chapter 89.340. The commission shall make and adopt a city plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the commission's recommendations for the physical development and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas. The commission may also prepare a zoning plan for the regulation of the height, area, bulk, location and use of private, nonprofit and public structures and premises, and of population density, but the adoption, enforcement and administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250.

MEETINGS

The Advisory Committee and OFRPC staff met during the last week of April 2024, to start the process. The meeting determined questions to ask the community in a survey, establish goals and areas of focus for the Executive Group to meet in creating the plan and set up communication during the process.

There were several types of meetings held to help determine the city's current state and goals for the future in writing the Comprehensive Plan. Meetings open to the public occurred at different times of the day and week to accommodate as many people as possible. These meetings featured an agenda set by OFRPC staff, focusing on topics to start conversations, such as transportation or land use.

The City also worked with other community stakeholders in creating the plan, including the County, officials from state entities, business leaders, school officials and nonprofit and leaders, during a series of private meetings with City and OFRPC staff. Representatives from those stakeholders were also included in the Citizens Advisory Committee. Meetings included County commissioners, the Chamber of Commerce, R-I School District, Ripley County Public Library, MoDOT and Ripley EMT.

PLAN APPROVAL

This new Comprehensive Plan was approved by the City Council after first being reviewed and approved by the Advisory Committee. A first draft was also presented to the public for comment with suggestions and revisions made prior to approval by the Advisory Committee.

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 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 shaping this community's future over many years.

Certain principles have been identified as key concepts for promoting Doniphan as a desirable place in the future. These guiding principles represent the direction received by the planning team from the public during the planning process. The City should work to achieve these guiding principles as it implements the Comprehensive 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's natural assets and open spaces should be retained and developed and can be valued focal points for the community.

No. 3 Doniphan needs to invest in infrastructure and facilities to maintain and keep pace with its growth, so as to maintain the viability of the City.

No. 4 The Doniphan community offers many options for education and training for children, college students and adults.

No. 5 Doniphan can be an appealing community in terms of its design, amenities and quality of life. Walk-ability should be a major consideration.

No. 6 Doniphan can be healthy and safe community.

No. 7 Doniphan can be diverse and should develop a variety of housing, shopping, historic culture and outdoor recreational entertainment choices.

No. 8 Doniphan needs to develop a strong sense of community.

No. 9 Doniphan's neighborhoods need to remain vital and desirable, even as they mature, and provide a variety of housing choices that meet the needs of people at all stages of their lives.

No. 10 Doniphan needs to develop a stronger economy that remains durable through fluctuating times.

No. 11 Doniphan is a walkable city where most residents have ready access from their homes to schools, jobs, open spaces, shopping, entertainment, a variety of destinations using travel modes in addition to the auto - such as walking, biking and public transportation.

No. 12 Doniphan needs to evaluate its land use patterns to minimize present and future traffic congestion.

STRATEGIC CATEGORIES

The vision statement and 12 guiding principles presented provide the overall policy directions for this Comprehensive Plan. More specific guidance is provided by a set of strategies that focus on seven important substantive categories. There are:

- Placemaking and Resiliency
- Land Use
- Economics
- Public Health and Safety
- Ecology & Natural Resources
- Infrastructure
- Transportation and Mobility

Ideals that address particular aspects of these categories are cited below. The strategies provide detail and direction for the implementation plan, which is the pathway to achieving the community's vision for the future of Doniphan.

Placemaking & Resiliency

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

No. 2 Improve city streets and sidewalks with appealing architecture, walk-ability and attractive amenities.

No. 3 Build for the long term value of both the development and the community with safe streets and neighborhoods, quality buildings that can adapt easily to the changing demands of the marketplace, a range of housing options and a variety of gathering spaces.

No. 4 Encourage a mixture of land uses in an active pedestrian environment and a network of sidewalks and trails that links people of all ages and physical abilities to their destinations.

No. 5 Encourage environmental responsiveness, preserving and enhancing natural areas for the health, aesthetic and infrastructure.

Land Use

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

No. 2 Encourage a balance of land use to serve the needs of citizens and to ensure a diverse economic base.

No. 3 Ensure development and redevelopment are supported by the neighborhood, respects environmental factors and relies on appropriate design.

No. 4 Establish a conditional use permit allowing the City to determine whether a proposed use is appropriate for the site.

No. 5 Encourage community support for development by mandating public hearings.

No. 6 Use the International Zoning Codes as a guide for land use planning and development.

Economic Stability

No. 1 Diversify the local economic base and strengthen and stabilize the tax base by encouraging new business in the City.

No. 2 Create quality working environments that foster an attractive sense of place.

No. 3 Encourage a full service array of retail and service opportunities by offering businesses incentives and assistance.

No. 4 Ensure that a broad range of housing alternatives are available for employees, employers and residents transitioning to various lifestyle stages.

No. 5 Encourage dialogue between local colleges and universities, private sector businesses and the City's partner agencies to create programs that will develop a quality workforce by making opportunities for life-long learning accessible.

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.

→

No. 2 Use code enforcement and zoning as part of the strategy for helping Doniphan neighborhoods remain desirable over time.

No. 3 Use code enforcement to ensure that apartments and rental houses are well maintained and code compliant.

No. 4 Encourage the use of design features such as fencing, lighting and open views to deter crime and enhance the police department's efforts to maintain a secure community.

Ecology & Natural Resources

No. 1 Promote and encourage businesses to make use of the City's Clean Energy District (Ordinance No. 2012-11) made possible by a State of Missouri's "Property Assessed Clean Energy Act (PACE)" to facilitate energy efficiency and renewable energy improvements for their business structures.

No. 2 Continue to identify, preserve and enhance the unique natural resource assets in creating amenities for the community.

No. 3 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. 4 Continue to create focal points within the greenway by preserving and enhancing the space through the increase of healthy tree cover to provide shaded walkways, improve the quality of air, and increase the livability and quality of life.

No. 5 Continue to seek out opportunities to enhance the connectivity and walk-ability of the community.

Infrastructure

No. 1 Identify, prioritize and adopt a funding strategy for the infrastructure projects necessary to support new construction so that improvements are in place when they are needed.

No. 2 Continue to place importance on the upkeep and improvement of the maintenance program on infrastructure.

No. 3 Prioritize infrastructure improvements and maintenance projects to provide the best economic return to the City.

No. 4 Modify ordinances to encourage appropriate building on existing available residential lots.

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.

PLACEMAKING & RESILIENCY

The foundation for creating a desirable city is putting people first. When people have a choice about where to live, they seek out the places that offer community, connection and quality of life. The elements crucial to a successful city – services and infrastructure – combine to create strong and resilient places that attract people, shore up property values and help maintain a healthy revenue stream for the City.

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

No. 2 Improve City streets and sidewalks with appealing architecture, walk-ability and attractive amenities.

No. 3 Build for the long-term value of both the development and the community with safe streets and neighborhoods, quality buildings that can adapt easily to the changing demands of the marketplace, a range of housing options and a variety of gathering.

No. 4 Encourage a mixture of land uses in an active pedestrian environment and a network of sidewalks and trails that links people of all ages and physical abilities to their destinations.

No. 5 Encourage environmental responsiveness, preserving and enhancing natural areas for health, aesthetic and infrastructure.

The application of these ideals, however, will not occur without City leadership. Successful placemaking is creating memorable places that engage people. These places tend to emerge where a city takes advantage of the attributes of the surrounding area – topography, vegetation, land uses, building form – and utilizes those attributes to create a place that is distinctly different from any other place in the region. These places have a sense of authenticity.

Resiliency is ensuring that a place will continue to be desirable in comparison with other areas, maintaining and even increasing its value over time and through economic cycles.

Proven techniques for enhancing property values and attracting reinvestment include, but are not limited to:

- The provision of open or green spaces
- Focusing on and enhancing natural features like topography, vegetation, creeks and drainage can provide a community with personality and beauty
- Adding trees and native Missouri growth provides relief from the harshness of roads and buildings.

Great streets that are designed so that traffic moves at speeds of 20 to 30 mph so all users can share the street. Drivers are moving slowly enough to watch for pedestrians and to see signs and signals; pedestrians feel safe crossing the roadway; cyclists can blend in with vehicular movement.

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 should have pockets of green space, connectivity to neighborhoods, ADA compliant sidewalks, trails and local cultural and recreational activities.

The natural heritage of the area is as important as the local culture and should be a major focus for the community

Placemaking is not just about putting on an event or hanging baskets of flowers in the downtown area. It involves a broader study of public spaces and using them to make communities more vibrant and livable. Placemaking ideas are not always created at City Hall, they often bubble up from citizens and businesses.

Doniphan should position itself as a great place to live, catering to workers who like the lifestyle but work in other locations such as Poplar Bluff or Pocahontas, Arkansas. As this plan develops, Doniphan should take advantage of its abundance of natural resources, upgraded living including suitable housing and amenities, including the convenience of an upgraded Highway 160 to Poplar Bluff. Additionally, Doniphan should position itself as a good place for retirees who opt for the convenience of small town living versus a more rural environment. This plan calls for many upgrades to our city, all of which will encourage tax paying workers and retirees to relocate to Doniphan.

SUMMARY



Doniphan looking north with the Current River at left.

Building on the Past … Preparing for the Future

This document is a comprehensive community planning report outlining the vision, goals, and strategies for the future development of Doniphan over the next 20 years.

The City of Doniphan developed this comprehensive plan, focusing on sustainable growth, community engagement, and infrastructure improvements. The previous plan created in 2015 is being updated to serve until 2047, the bicentennial of the city.

This plan was developed through a partnership with Ozark Foothills Regional Planning Commission, funded by a Missouri Department of Economic Development grant awarded in January 2024. A Citizens Advisory Committee (CAC) was formed, including community stakeholders, to guide the planning process. Public feedback was gathered via open meetings, surveys, stakeholder interviews, and crowd-sourcing. An engineering consultant, Smith & Company, provided technical updates and estimates. Missouri law mandates municipalities to have a comprehensive plan covering land use, transportation, utilities, housing, economic development, and other community elements. The plan includes inventories, analysis, goals, objectives, and implementation policies.

Community involvement was central to shaping the plan through diverse meetings and stakeholder collaboration. The planning process began in April 2024 with meetings between CAC and OFRPC staff to set questions, goals, and communication strategies. Public open house meetings were scheduled at various times to maximize participation. Topics discussed included transportation, land use, and community development. Private meetings involved stakeholders such as Ripley County officials, business leaders, school officials and nonprofit leaders. Stakeholders included County commissioners, Chamber of Commerce, school district, library, MoDOT, and EMT. The City Council approved the final plan after review and public comment, with revisions based on feedback.

→

SUMMARY

The city's long-term vision emphasizes quality services, fiscal responsibility, cultural respect, and environmental stewardship. The vision aims for a durable economy, community health, and active lifestyles. Guiding principles focus on sustainability, natural assets, infrastructure investment, education, design quality, diversity, community cohesion, and economic resilience. Key principles include maintaining natural spaces, investing in infrastructure, promoting walkability, fostering diversity, and ensuring neighborhood vitality. The city seeks to position itself as an attractive place for workers and retirees, leveraging natural resources and improved transportation.

The plan outlines seven key areas to achieve the community's vision: placemaking, land use, economics, public health and safety, ecology, infrastructure, and transportation.

• Placemaking and Resiliency: Create distinctive destinations, improve streetscapes, promote long-term community value, encourage mixed land uses, and preserve natural areas.

• Land Use: Promote efficient land use, maintain aesthetics, support diverse economic activities, and use international zoning codes.

• Economic Stability: Diversify the economy, attract new businesses, develop quality work environments, expand retail and service options, and foster workforce development.

• Public Health and Safety: Design neighborhoods for active lifestyles, enforce codes, maintain rental properties, and enhance safety features like lighting and fencing.

• Ecology and Natural Resources: Promote energy efficiency, preserve natural assets, improve air and water quality, increase tree cover, and enhance walkability.

• Infrastructure: Prioritize funding, maintain infrastructure, support economic growth, and encourage appropriate residential development.

• Transportation and Mobility: Upgrade roads and sidewalks, promote multimodal transit options, increase road and trail connectivity, and collaborate with outside agencies.

Community Overview

Doniphan is a small city in Missouri with a rich history, established in 1847, incorporated in 1859, and classified as a fourth class city in 1891, governed by a Mayor and Aldermen, providing essential municipal services. Governed by a Mayor and four Aldermen with staggered two-year terms. The Mayor appoints non-elected officials, subject to board approval. Elected officials include City Collector and City Marshall (Chief of Police).City Clerk manages the budget and administrative affairs. Provides water, sewer, law enforcement, and fire protection services.

Doniphan's population was 1,781 in 2020, showing a 10.8% decline from 2010, with a peak of 1,997 in 2010, and a significant aging trend with 18.5% aged 65+.2020 population: 1,781, ranking 277th in Missouri. Doniphan's population accounts for 16.6% of Ripley County. The city's population is projected to decline further by 11% over four years to 1,584. Age 65+ residents: 18.5%, higher than the national average. Population under 18: 25.1%.

The city's racial makeup is predominantly White, with small Black and Hispanic populations, and a slightly higher female-to-male ratio than the national average — 2020 racial breakdown: White 90.8%, Black 0.7%, Hispanic 1.9%. Racial diversity has remained relatively stable. Female-to-male ratio slightly above 50.9% national average.

Economic Conditions

Doniphan has a low median household income of $40,054, with a high poverty rate of 30.2%, and a median gross rent of $664, with many residents paying 30%+ of income on rent. Cost of living index: 86.0 (below national average of 100).

The city has approximately 945 housing units, with a vacancy rate of 11.4%, and a decline in homeownership from 68.1% to 57.2% since 1982. Most homes (73%) built before 1980. Homeownership has decreased from 68.1% to 57.2%.

Land use is predominantly residential (51.8%), with commercial (15.2%), and undeveloped land (19.3%). The city expanded by 250 acres over 50 years, with a focus on sustainable growth, infill, and mixed-use development. Land use policies promote sustainability, historic preservation, and infill development. Future land use includes commercial, industrial, mixed-use, residential, recreational, and public spaces.

Public Services

Doniphan provides essential services including water, sewer, police, fire, airport, and public safety, with recent relocations and upgrades. City Hall moved to 110 North Grand Street in 2020 after 2017 flood.

Water from ground wells; capacity of 1,100 gallons per minute. Sewer system: 2019 aerated lagoon, 456,000 gallons/day capacity. There are nearly 22 miles of paved roads.

Police Department: 9 officers, answered 7,942 calls in 2024. Fire Department: 25 personnel, responded to 40 calls in 2025. Municipal airport: 2,560-foot runway, operated by the city. Emergency services include Ripley County Ambulance and regional safety agencies.

Community Facilities

The city is served by Doniphan R-I School District with 1,429 students, and Three Rivers College offers higher education. The community has a library, museum, community center, and heritage sites.

Heritage Museum and Heritage Homestead promote local history. Senior Nutrition Center and health department support public health.

Socioeconomic Challenges

The community faces population decline, aging demographics, higher poverty, and lower median incomes, with efforts needed to attract migration and diversify housing. Population decline projected to continue unless migration occurs. Doniphan is a great place to live, with ongoing development and planning efforts.

Development Strategies

The community emphasizes preserving existing neighborhoods while promoting infill development to increase housing options. Infill development must blend with surrounding neighborhoods.

→

SUMMARY

Encourage higher density within the Mixed-Use Zone. Development should match existing building proportions, setbacks, and land sizes. Convert single-family units into duplexes or triplexes to quickly increase housing. Accessory dwelling units (ADUs) are permitted, often in backyards, to add low-impact housing. Promote smaller, affordable starter homes for entry-level buyers and retirees. Nearly two-thirds of Doniphan renters are housing cost burdened; 28% severely burdened. About 33% of homeowners with mortgages pay 30% or more of income on housing; 10% are severely burdened. The city can improve infrastructure and secure funds, including $4 million in 2024 Community Development Block Grant funds for multi-family housing.

Transportation System

Doniphan's transportation network aims for safe, efficient, and sustainable mobility, addressing current issues and future expansion. Connected by US Highway 160, State Highways 21, 142, and Highway Y, with 21.86 miles of roads and 6.87 miles of sidewalks.

Streets are classified into primary arterial, secondary arterial, collector, access roads, and alleys. Doniphan's streets are mainly secondary arterials; Walnut Street handles arterial traffic.

Public transit is provided by Ripley County Transit.

Future projects include road expansions, connecting Riverfront Park to downtown. Safety measures focus on reducing crashes and protecting pedestrians through visibility and infrastructure enhancements. Between 2002-2025, 1,256 crashes; one fatality, 348 injuries. Proposed improvements include extending sidewalks, crosswalk visibility enhancements, flashing signs, and bump-out curbs. Crosswalk safety features: high-visibility markings, improved lighting, signage, and curb extensions.

A bridge over Highway 160 could extend Summit Street, reducing turns and improving safety.

Community Spaces

Revitalization efforts aim to enhance downtown character, public spaces, and community connectivity. Projects include upper and lower downtown improvements, park expansions, and streetscape upgrades. Heritage Park was developed from blighted buildings; hosts community events. Proposed projects: community center with pool, FEMA shelter, expanded riverfront, and pedestrian trail. Downtown improvements include better roads, sidewalks, lighting, and public art.

The former Fred's site could become an open space for markets or fairs. Community input favors more parks, trails, recreation programs, and downtown restoration. A pedestrian trail over the Current River is a high-priority, costly project ($3.8 million for a bridge). Quick Creek floodable park is planned to serve as stormwater management and recreation space.

Infrastructure Improvements

Addressing aging water and sewer systems is critical for safety and growth. Proposed projects include backup wells, increasing water pressure, and expanding infrastructure. Water pressure issues at schools estimated to cost $1.6 million for improvements. Backup well project is $1.1 million with additional costs for expansion. Flood buyouts post-2017 flood secured nearly $16.5 million; major projects include wastewater, flood stabilization, sidewalks, and housing.

Sewer system upgrades are ongoing; focus on flood resilience and capacity. Future infrastructure funding may come from grants, bonds, and federal programs.

Development and Growth

Economic development focuses on leveraging local assets, supporting small businesses, and tourism. Small businesses are vital; community uses place-based and asset-based strategies. Downtown and Highway 160 are key commercial areas; low vacancy rates. Industrial sector includes Koozie Group and Loyal Hood Industrial Park; offers tax incentives. Tourism, especially the Current River, is a major economic driver. The city partners with regional entities like the Chamber of Commerce and Missouri Extension. Workforce development involves partnerships with schools, colleges, and the university.

Improving residents' quality of life through parks, recreation, and downtown restoration is a priority. Community-driven projects include placemaking, economic diversification, infrastructure, and cultural enhancement. Funding options include grants, bonds, impact fees, and special districts.

Funding Opportunities

The city relies on local taxes, grants, bonds, and special districts for funding projects. Major revenue sources: sales tax, property tax, gas tax, tourism tax, utilities tax. Sales tax rate: 8.225%; below Missouri average (8.41%).Property tax: 0.3833 per $100 assessed; generated $98,730 in 2025. Expenditures focus on public safety (43%) and streets (14.5%). Potential funding includes federal and state grants, bonds, impact fees, and special districts.

Grants available for water, sewer, infrastructure, historic preservation, and community projects. Bonds support capital projects; impact fees fund development-related infrastructure. Missouri statutes authorize various special districts (TDD, CID, NID) for funding improvements. Federal programs like FEMA, USDA, and SLFRF provide additional financial support.

Implementation

Successful progress depends on strategic planning, zoning updates, and community involvement. Zoning ordinance is the primary tool; should be overhauled to reflect current priorities. The Planning and Zoning Commission, City Council, and staff coordinate development. The plan is a living document; recommendations are advisory and should be regularly updated. Responsible entities include city officials, boards, and partner agencies. Community engagement and quick wins are essential for momentum. Grants, loans, and bonds are key for funding long-term projects. Emphasis on creating a comprehensive, multimodal transportation network and preserving community character.

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



The first train arrives in Doniphan on March 23, 1883, and is greeted with much fanfare.

HISTORICAL ANALYSIS
SOCIOECONOMIC ANALYSIS

Doniphan 2027 COMPREHENSIVE PLAN



ABOVE: Doniphan is pictured in a "Bird's Eye" panorama of the city in 1914. The courthouse tower that will be destroyed in a tornado on Easter Sunday 1929 can be seen. (Ripley County Historical Society).

A portrait of Alexander Doniphan, painted by George Caleb Bingham circa 1850. (State Historical Society of Missouri, Art Collection)

APPLE ORCHARD SPROUTS VILLAGE

A keg of whiskey was rolled out on a fall Monday in 1847 at what was an apple orchard owned by George Lee. Tin cups were used to toast the occasion of laying out the new Ripley County seat, or at least that's how the legend goes. By the end of the day's work it was discovered the town had been located 60 feet over an adjoining property line and some of the streets intersected at odd angles.

In the early 1820s, Lemuel Kittrell homesteaded a farm on a bluff overlooking the Current River south of what would become Doniphan. He built a small grist and carding mill on the river attracting a growing settlement of families in the area over the next decade.

Van Buren was the seat of Ripley County when it was created on January 5, 1833, after the area was previously part of Wayne County since Missouri joined the Union in 1821. The large territory was whittled down with the creation of Oregon, Howell and Shannon counties in the early 1840s and calls to move the county seat south were loud enough by 1847 that the legislature named John Merrill, John Head and Martin Sandlin to a committee to locate a site.

They met Oct. 7, 1847, at George Lee's home. Some wanted the new county seat at what would become Fairdealing, some called for a spot near Ponder while others led by Aden Lowe liked Lee's farm. It was located on the national road from St. Louis to Little Rock and had several springs. They couldn't decide on a name either, with Leesburg, Ponderville, Dudlyville and other suggestions being kicked around. With no consensus, they decided to meet again on October 17. By that time, Lee had acquired additional land and offered to donate 32 acres for a town site.

Lowe and Lee's two sons served under Colonel Alexander Doniphan during the Mexican War. A year earlier his 1st Regiment of Missouri Mounted Volunteers helped capture Santa Fe and El Paso before winning numerous battles, many when they were outnumbered, while marching nearly 5,500 miles earning him the nickname "the American Xenophon." Doniphan was also a lawyer and served in the state legislature.


Doniphan

The laying out of the new town occurred on Oct. 18, 1847, a wooden courthouse was soon erected in Lee's apple orchard and the county seat moved from Van Buren to Doniphan.

Carter County was created by dividing Ripley County roughly in half in March 1859. At the time Doniphan featured about 20 families with three stores on the north side of the courthouse, a tan yard to the west, two blacksmith shops, two saloons, two churches and about 20 homes.

→

1820 1830 1840 1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020 2030

Aug. 10, 1821 Missouri becomes 24th state.



Area is part of Wayne County with few inhabitants.

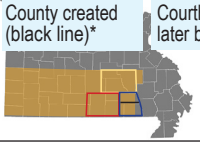
Jan. 5, 1833 Ripley County is created, named for Eleazer Wheelock Ripley, a soldier who served with distinction in the War of 1812. Van Buren is the county seat of the large area. (orange area)

COUNTY SHRINKS

1841 Shannon County created. (yellow line below)

1845 Oregon, Howell counties created. (red line)

1859 Carter County created (black line)*



*County's current border set in 1872.

Oct. 18, 1847 Village, named for Mexican War hero **Alexander Doniphan**, starts as county seat moves from Van Buren. Courthouse later built.

Sept. 19, 1864 Courthouse and much of town burned.

1870 New brick courthouse built with $10,000 bond.

March 23, 1883 First train reaches Doniphan from east. Timber industry booms but plan to extend rails west fails.

1891 Doniphan, which was incorporated in 1885, becomes a fourth-class city. J.W. Keith elected as first mayor April 1892.

Jan. 1, 1898 Week after fire burned much of downtown, courthouse lost to fire. New one completed following year with new jail.

1899 First bridge across Current River opens, half of cost is $10,000 donation, has deck of wood.

1927 Fire truck is bought by city after fire destroys much of downtown a second time in seven years.

1928 A new bridge is built over Current.

1930 Dam for river first proposed, will be topic until 1950s.

March 31, 1929 Tornado on Easter hits downtown, knocks tower from top of courthouse. Damages repaired but tower is not replaced.

1954 US 160 puts city on map; rebuilt in '71 north of town with first signal.

1977 Courthouse renovated

1982 Railroad service ends after flood.

2003 City hall, jail burns

HISTORY



ABOVE: An view of the Ripley County Courthouse looking north date unknown.

(Ripley County Historical Society).

The Civil War halted Doniphan's growth as the village came under cannon fire on April 4, 1862. The county clerk, William L. Russell, hid the county's records in a nearby cave and his successor retrieved them after the war's end. Much of the town, including the courthouse, was burned on Sept. 19, 1864. A new two-story brick courthouse was built in 1871 after a $10,000 bond was approved the previous year. At the time, Doniphan's population was only 146 and only 11 more residents were added by the next Census in 1880.

Over the next 20 years Doniphan's population exploded to 1,508.

RAILROAD SPURS LUMBER BOOM

At first, settlers came by covered wagon to purchase cheap land in the county as the country recovered from the war.

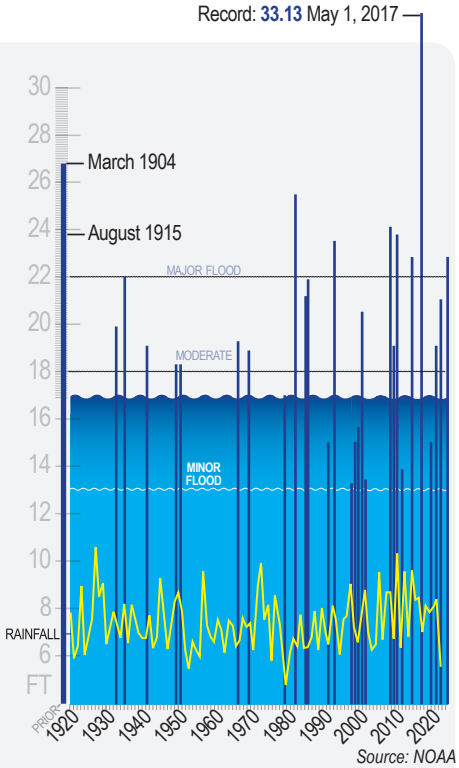
The railroad arrived in Doniphan with the first train on March 23, 1883, when the St. Louis Iron Mountain and Southern Railroad extended its line from Neelyville. Plans to extend the rails west to Thayer were never completed but the end of the line saw great prosperity and several additions were laid out and added to Doniphan. The depot closed in 1975 and the river washed away the tracks in 1982.

CURRENT RIVER FLOODING

The Current River forms in the southeastern Ozarks of Missouri and flows southeasterly into northeastern Arkansas where it becomes a tributary of the Black River, White River and eventually the Mississippi River.

Two of the river's top five all-time crests at Doniphan occurred in 1904 (26.8 feet) and 1915 (23.80) but 14 of the 30 flood events have occurred since 2000, including the record set on May 1, 2017. The river crested at 33.13 feet, closing the Highway 160 bridge following a 1-in-1,000-year rain event.

Minor flooding at Doniphan is 13 feet with County Road 142E impacted at 15 feet and water flows across Jefferson Street at 17 feet. Homes in Doniphan begin to flood at 18 feet, water flows across State Highway Y at 22 while at 24 feet Highway 142 floods along with structures along Washington Street. At 28 feet, structures along Willow and Water streets are impacted.



Source: NOAA

→

HISTORY

Instead of floating timber down the Current River, it could now be shipped to St. Louis by train. Mills sprouted up around the region as the lumber boom attracted job seekers from the east. By the turn of the century Doniphan would be called "the railroad tie capital of the world" as thousands of ties were floated down the river for the Western Tie and Timber Company.

In 1885, Doniphan was incorporated and it became a fourth class city in 1891. The city's first mayor, J.W. Keith, was elected in April 1892. At the time there were 600 residents but the population jumped 288% over the next decade to 1,508.

The first graduating class of the high school was in 1898 and a new high school was built in 1902, later becoming a grade school when another new high school was built in 1913. A bridge was first built across the Current River in 1899 with a steel frame and wood bed at a cost of $10,000, half paid with a donation. Doniphan's original cemetery, now the location of Pioneer Heritage Homestead cemetery, was running out of room and a new one, Oak Ridge, opened north of town in 1897.

Much of the downtown burned in a fire a week before a second fire on Jan. 1, 1898, burned the courthouse. That summer a $20,000 bond was approved for a new courthouse and a separate jail to be built on the south side of the square. Both buildings were red brick and completed in 1899. A tornado on Easter Sunday in 1929 damaged the courthouse, knocking down the central tower with its tall arched window and spire top. Repairs were made but the tower was not replaced. The building was added to the National Register of Historic Places in 1976 and a renovation project was completed a year later when efforts to pass a bond to build a new courthouse failed.





ABOVE: The Ripley County Courthouse pictured in 1910 with the main tower that was destroyed in the 1927 tornado. (Missouri State Archives).

RIGHT: A horse-drawn cart crosses the Current River bridge which was constructed in 1899. (Ripley County Historical Society).

Doniphan's water plant opened in 1901, paid for with a $15,000 bond, and electricity created by a privately-owned diesel generator in the basement of a downtown store started in 1914.

By then, Doniphan's population had shrunk for the first time in 1910, by 18% to 1,225. The timber boom was over, mills were starting to close and jobs were headed to other parts of the country. The opened land was converted to agriculture or purchased by the federal government, as the US Forest Service created the Clark National Forest in 1933, which became part of Mark Twain National Forest in 1972.

RIVER TOWN

The first of many hearings about damming the Current River was held in 1930 and it continued until the late 1950s. The river crested at 26.8 feet in March 1904 and major floods were recorded in 1915 (23.8 feet), 1933 (19.93), 1935 (22.0), 1942 (19.05), 1949 (18.3) and 1950 (18.2), but there were only three major floods over the next 30 years.

While dams were built on other rivers in the region – Wappapello Dam on the St. Francis River in 1941 and Clearwater Dam on the Black River in 1948 – pushback from residents along the Current River kept the project from moving forward. In the 1950s, writer Leonard Hall formed the Ozark National Rivers Association to advocate creating a national park. The Jacks Fork and Current Rivers became the Ozark National Scenic Riverways in 1964 but designation ends at the Ripley County line.

Doniphan was advertised as "The Float Trip Capital of the World" in the 1960s as tie rafts were replaced by johnboats and canoes for recreation.

The flood in December 1982 reached 25.49 feet, rising near the courthouse for the first time in nearly 80 years. The sudden rise in the river washed out the railroad tracks, inundated 20 businesses and damaged 50 homes.

Another fast-rising flood in May 2017 crested at 33.13 feet, topping the record set in 1904 by 6.33 feet. Approximately 40 homes and two businesses were lost as well as City Hall, which relocated in 2020 to its current location.

Half of the 10 highest crests recorded on the Current River at Doniphan have occurred since 2000, including the eighth-highest crest in April 2025 at 22.82 feet. The higher frequency in major flooding events and their devastating impact on the City of Doniphan are a new reality for this river town.

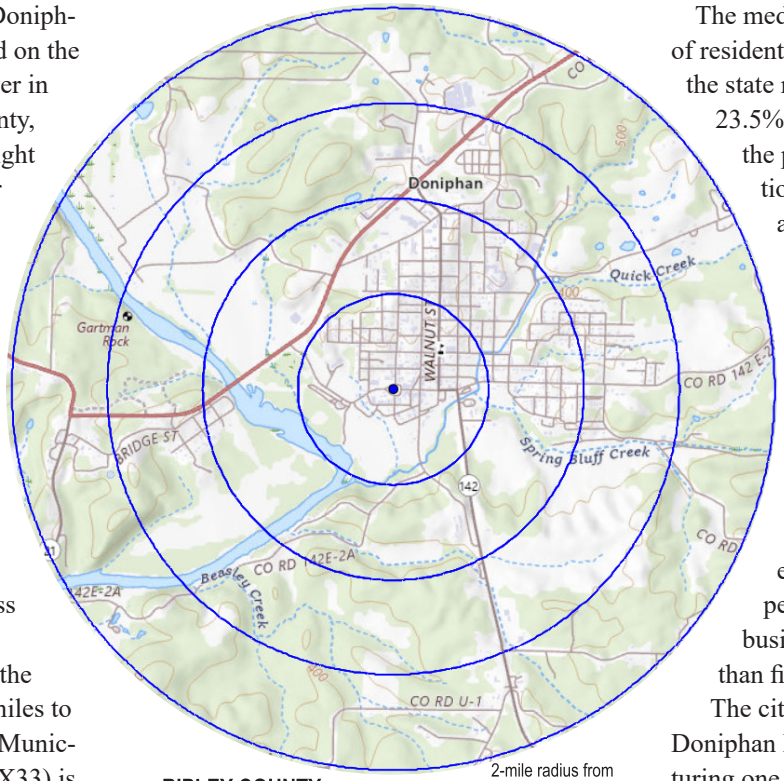
The Current River is both Doniphan's greatest asset and biggest threat. This plan seeks to create a community that can take advantage and also be resilient to being a river town.

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.





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*

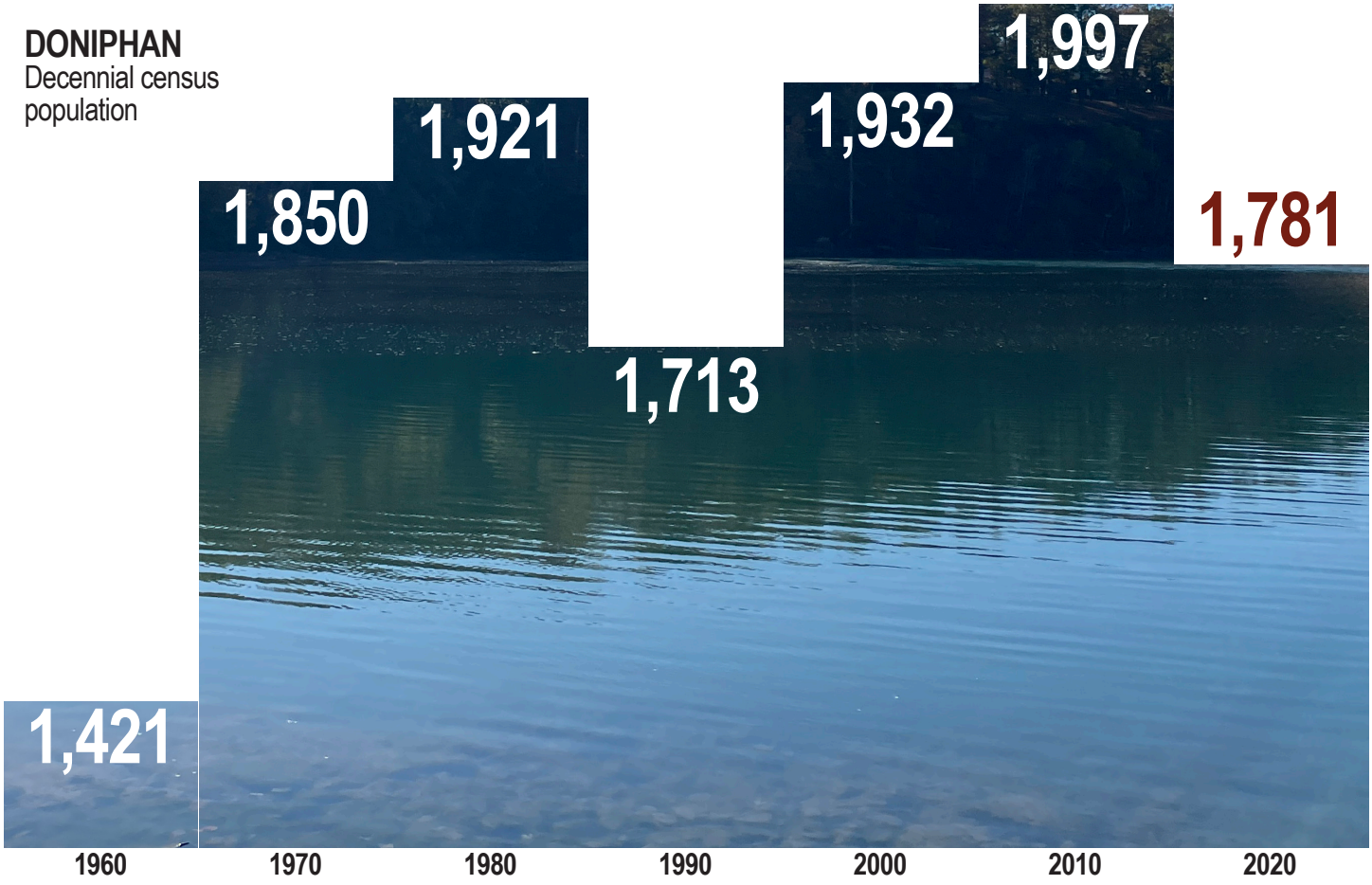
Doniphan's population fell 10.8% between the 2020 and 2010 census when the city had its highest population at 1,997, but it has not changed much since reaching 1,508 in 1900. The percentage of Doniphan residents age 65 and older is 15.2%, lower than the state average of 18.4%, with the city's median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

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.

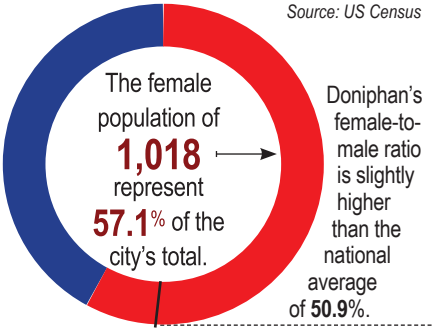
The City's population accounts for 16.6% of the total population of Ripley County and 38.2% of the population in Doniphan township, which accounts for 43.5% of the county's total population. The estimated population for Ripley County is expected to decrease by 11% over the next four years to 9,474. In 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.

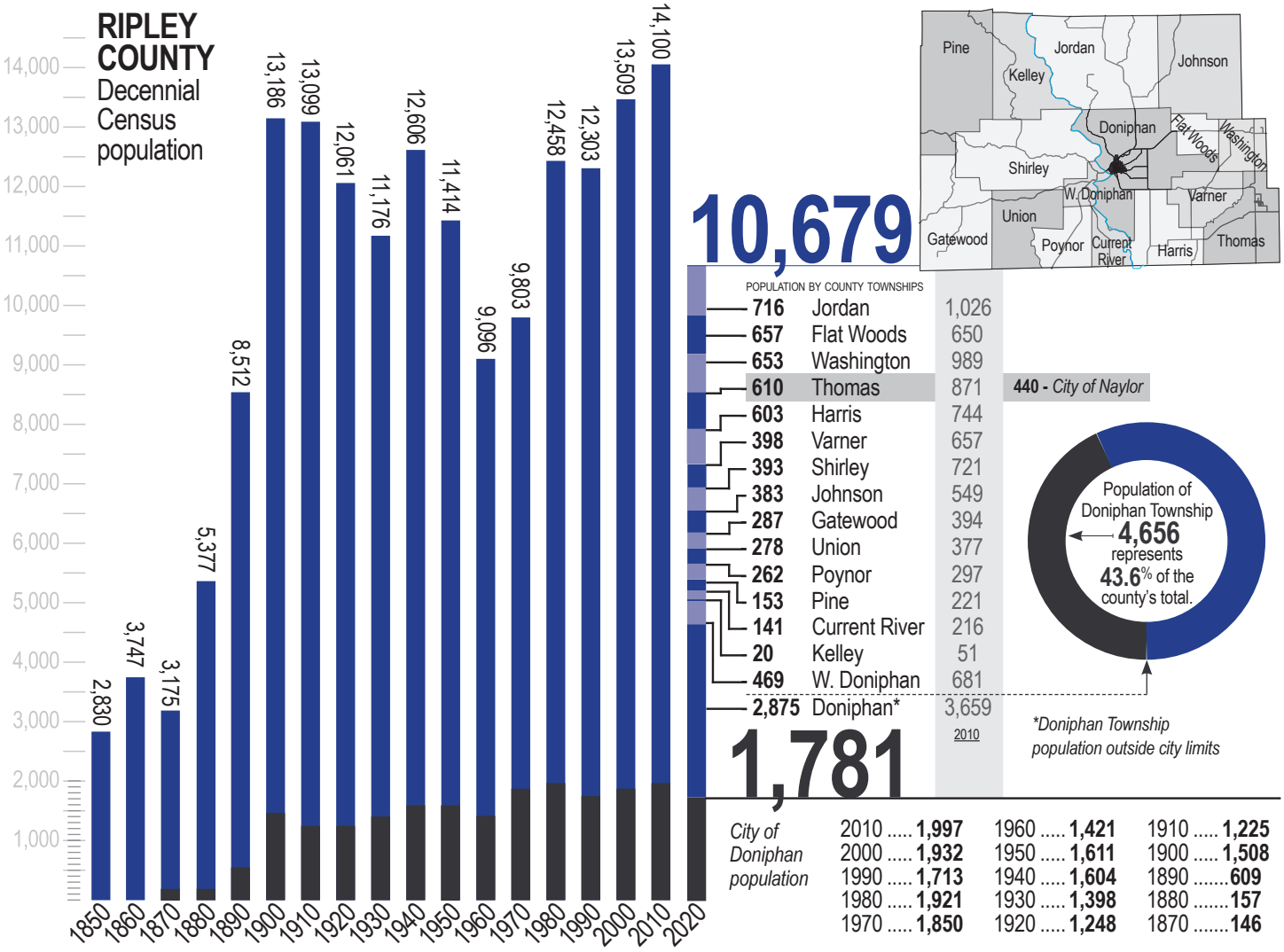
→

DONIPHAN	2020	2010
Population	1,781	1,997
BY RACE		
One race	1,660	1,942
White	1,631	1,913
Black/African American	13	3
Hispanic or Latino	29	34
American Indian	8	11
Asian	8	15
Two/more races	87	20
White; Black/African Am.	17	4
White; American Indian	45	7
White; Asian	9	7
White; Other	16	0
Black; American Indian	0	2
Three races	5	1
White; Black; Am.Indian	5	1

Source: US Census



POPULATION



Source: US Census

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.

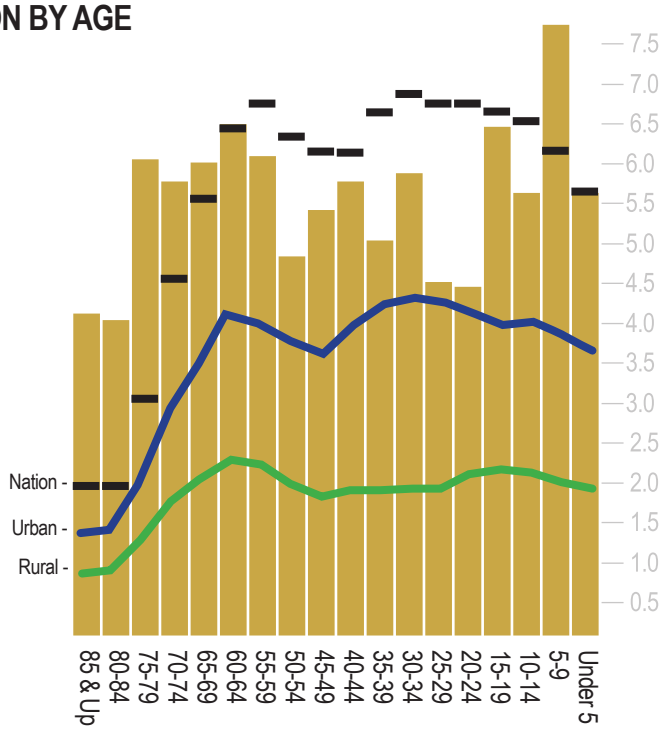
One factor in the higher death rates among rural communities is that a higher percentage of the population is older than in urban areas. The senior population (65 years and older) in Missouri made up 19.4% of the rural population compared to 16.6% of the urban population. Young adults (those age 20-34) 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.

POPULATION

POPULATION BY AGE

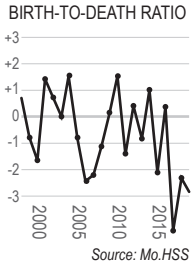
Doniphan

Under 5	100
5-9 years	137
10-14	100
15-19	114
20-24	78
25-29	81
30-34	104
35-39	91
40-44	101
45-49	96
50-54	85
55-59	110
60-64	116
65-69	108
70-74	104
75-79	19
80-84	73
85 Over	74
16/Over	1,422
18/Over	1,370
21/Over	1,305
62/Over	548
65/Over	468



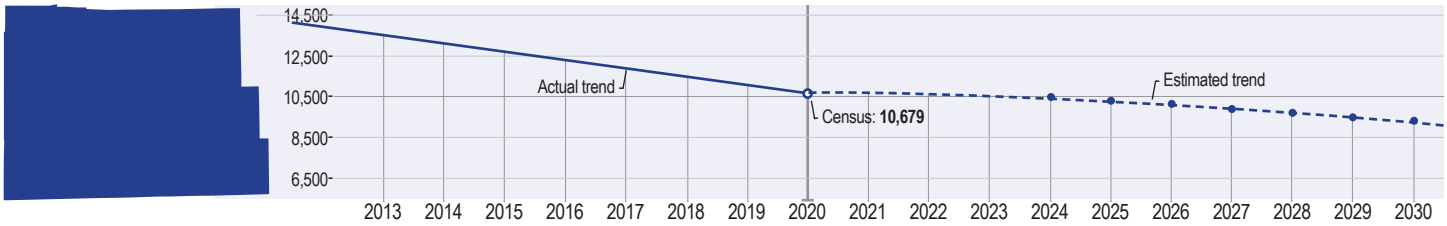
POPULATION LOSS

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 (below). 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. Just as George Bailey wanted to leave his small town in the 1946 movie "It's a Wonderful Life," 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.



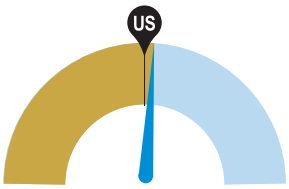
Source: Mo.HSS

Yearly Projected Population, Ripley County



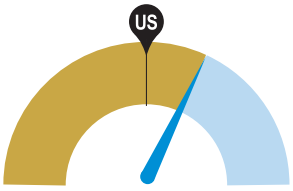
RETIRING SOON

There are 3,532 residents in Ripley County age 55 and older. The national average for an area the size of Ripley County is 3,240 residents nearing retirement putting the County slightly over the national average.



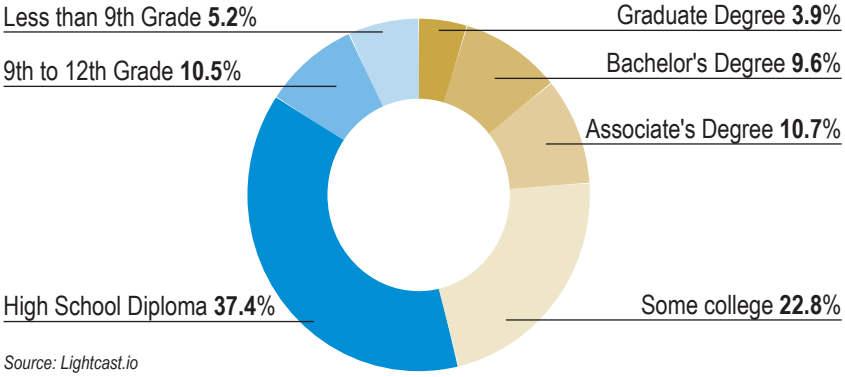
VETERANS

There are 776 residents in Ripley County that are veterans. The national average for an area the size of Ripley County is 532.



EDUCATIONAL ATTAINMENT

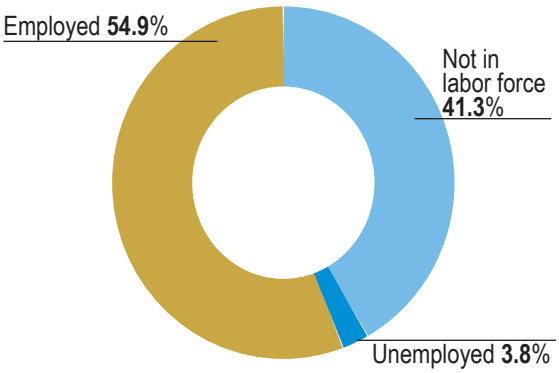
Among residents in Ripley County, 9.6% possess a Bachelor's Degree (12.3% below the national average), and 10.7% hold an Associate's Degree (1.8% above the national average).



Source: Lightcast.io

LABOR FORCE

Among residents in Ripley County age 16 and older, here's a breakdown of the labor force in November 2025:



POPULATION

HOUSING CENSUS

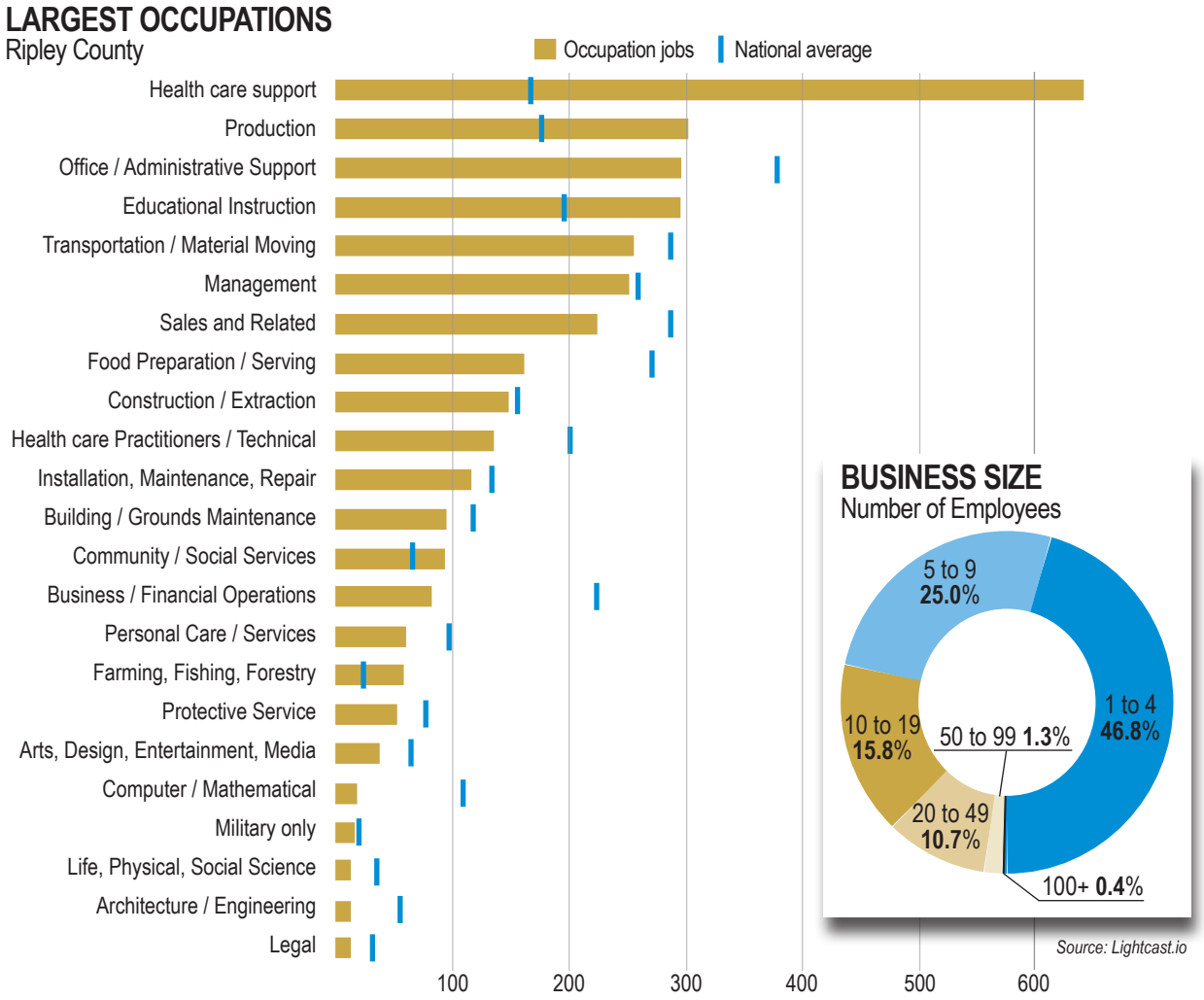
The number of estimated housing units in the City of Doniphan is approximately 33 more than the total count in 1982, but the vacancy rate has climbed from 7.8% to 11.4% and the home-ownership rate has dropped from 68.1% to 57.2% during that time. Doniphan has fewer homes than other communities of similar size and 73% were built prior to 1980. Gross rent is much lower than the state average but nearly two-thirds are paying 30% or more of their income toward rent.

	RIPLEY COUNTY	DONIPHAN	HOUSTON	PIEDMONT	THAYER	MISSOURI
TOTAL POPULATION						
2020	10,679	1,781	2,079	1,897	1,883	6,154,913
TOTAL HOUSING UNITS						
2024	5,168	945	1,084	1,257	1,077	2,825,287
UNITS PER 1,000 POPULATION						
	484	531	521	663	572	459
VACANCY RATE						
	22.6%	11.4%	12.9	9.5	15.0	11.2%
AGE OF STRUCTURE						
Less than 5 yr.	2.0%	1.3%	1.4	0	0	1.6%
5 to 14 years	7.4%	1.8%	0.2	5.2	3.5	8.0%
15 to 24 years	15.1%	13.1%	6.6	7.3	10.2	13.0%
25 to 34 years	16.4%	4.1%	7.5	7.2	12.9	12.8%
35 to 44 years	13.0%	7.0%	15.9	10.6	5.8	11.8%
45 to 54 years	17.4%	27.3%	12.1	21.6	18.8	14.4%
55 to 64 years	10.0%	11.7%	18.1	10.8	13.0	11.0%
65 to 74 years	7.2%	6.9%	11.4	12.8	12.7	9.8%
75 to 84 years	3.5%	7.5%	7.6	4.7	10.3	4.3%
85 or more yr.	8.0%	19.3%	19.3	19.9	12.7	13.3%
SINGLE-FAMILY UNITS						
	74%	74%	76.5	83.0	79.0	70%
UNITS IN STRUCTURE						
Duplex	1.0%	4.2%	6.7	2.2	4.5	3.2%
3-4 units	2.4%	8.8%	4.4	9.1	1.8	4.6%
5-9 units	1.0%	5.7%	1.2	1.1	2.2	3.6%
10-19 units	1.0%	5.4%	3.4	1.4	0	3.4%
20+ units	0%	0%	2.7	0.6	1.1	5.8%
Mobile home	20.5%	0%	2.2	2.6	7.6	5.2%
RV / Van	10.0%	0%	0	0	3.7	0.1%
NUMBER OF BEDROOMS						
No bedroom	1.1%	0.4%	2.9	2.1	4.8	2.0%
1 bedroom	7.9%	10.9%	11.3	14.6	13.6	9.7%
2 bedrooms	33.4%	41.6%	37.6	29.8	36.7	26.1%
3 bedrooms	43.0%	27.9%	34.2	37.9	35.0	41.3%
4 bedrooms	11.0%	15.2%	11.8	14.3	6.2	16.3%
5+ bedrooms	3.5%	3.9%	2.1	1.3	3.6	4.6%
MEDIAN ROOMS						
2024	5.3	5.4	5.3	5.6	5.2	5.7

	RIPLEY COUNTY	DONIPHAN	HOUSTON	PIEDMONT	THAYER	MISSOURI
HOUSEHOLD INCOME						
MEDIAN	$44,357	$43,309	41,250	37,464	36,477	$70,702
HOME OWNERSHIP RATE						
	79%	57%	54	51	68	68%
OWNER-OCCUPIED UNITS WITH A MORTGAGE						
	52%	66%	44	42	28	60%
VALUE OF OWNER-OCCUPIED UNITS						
MEDIAN	$119,600	$110,400	114,400	97,700	67,500	$230,300
Less $50,000	16.4%	12.7%	31.1	4.0	36.4	6.8%
$50K-99,999	24.0%	26.5%	13.9	49.7	28.3	9.1%
$100K-149,999	16.9%	31.5%	20.1	17.0	14.3	11.3%
$150K-199,999	18.6%	20.5%	11.3	5.2	14.9	14.4%
$200K-299,999	11.4%	6.3%	10.2	9.9	3.5	24.1%
$300K-499,999	9.1%	1.0%	10.5	14.2	2.6	23.6%
$500K-999,999	2.0%	1.5%	2.9	0	0	9.1%
$1 million +	1.6%	0%	0	0	0	1.68%
MONTHLY OWNER COSTS						
MEDIAN	$983	$982	1,078	1,055	1,076	$1,524
RENTER RATE						
	21%	43%	46	49	32	32%
GROSS RENT						
MEDIAN	$654	$664	698	663	627	$1,033
RENT AS A PERCENTAGE OF HOUSEHOLD INCOME						
Less than 15%	16.6%	14.8%	10.8	15.9	15.8	15.2%
15-19.9%	5.0%	2.6%	10.8	9.0	3.0	14.0%
20-24.9%	9.5%	12.5%	12.9	4.8	3.5	13.5%
25-29.9%	5.4%	6.7%	3.1	4.0	8.9	11.8%
30-34.9%	19.1%	14.8%	7.9	7.7	40.1	9.0%
35% or more	44.4%	48.7%	54.4	58.6	28.7	36.6%
N / A	22.0%	3.8%	3.6	17.4	44.6	8.4%

Source: US Census - DP04: Selected Housing Characteristics ACS 5-Year Estimates Data Profiles 2024

ECONOMY



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.

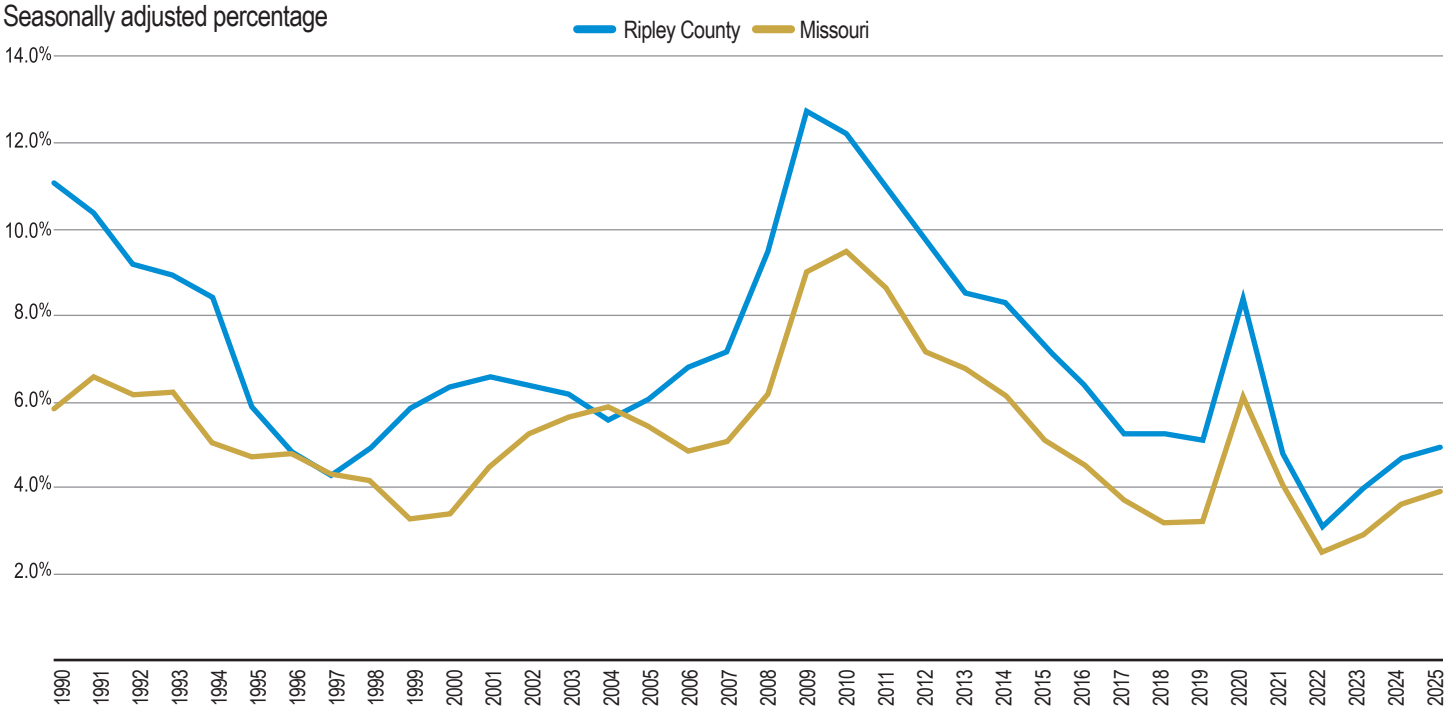
Education is a factor in poverty status as 20.8% of the population 25 and older did not graduate from high school and 44.5% of those residents are below the poverty level. High school graduates, which includes equivalency, living in poverty make up 27.6% of the city's population age 25 and over, while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

→

ECONOMY

UNEMPLOYMENT

Seasonally adjusted percentage

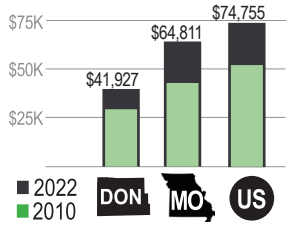


U.S. Department of Labor, Bureau of Labor Statistics

Median household income

	CITY	COUNTY
HOUSEHOLD	$43,309	$43,898
FAMILIES	$60,139	$62,148
MARRIED FAMILIES	$66,250	$64,207
NON-FAMILY HOUSEHOLD	$18,830	$20,949

Median income increase



Source: US Census (ACS)

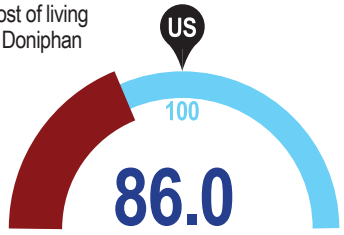
Percentage of residents living below poverty level

	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%

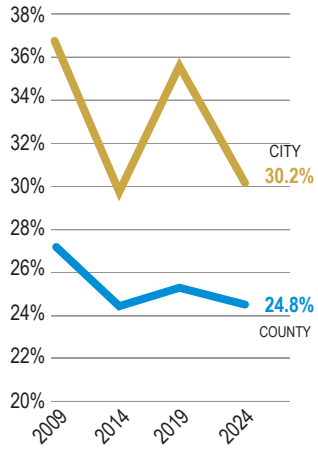
Cost of living in Doniphan



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

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.

Poverty Rate



Poverty Rate by Age & Race

	COUNTY	CITY	STATE
ALL (2024)	**24.8%**	**30.2%**	**12.6%**
Under 5	21.6	23.3	17.6
5 to 17	30.7	22.9	15.2
Under 18	28.3	23.1	15.8
18 to 64	25.2	32.0	12.0
65+	19.4	35.9	10.4
White	24.8	30.7	10.6
Black	63.2	100.0	23.6
Hispanic	50.7	50.0	17.8
Other, alone	20.4	41.7	18.8
Two or more	24.1	23.9	16.2

Poverty Rate by Education

	COUNTY	CITY	STATE
Less than HS	46.2	47.1	26.4
HS graduate	24.5	34.2	14.4
Some college	14.7	22.4	9.7
Bachelor's+	1.6	5.5	4.3

Near Poverty Level

	COUNTY	CITY	STATE
125% poverty	33.9	39.2	16.5
150% poverty	37.9	42.6	20.8
185% poverty	49.8	68.7	26.9
200% poverty	52.1	73.3	29.6

Source: US Census (S1701 2018-23)

COMPARABLE

Doniphan was projected to have a population between 2,100 and 2,400 by 1990 when the 1973 Comprehensive Plan was produced. At that time, the city saw a 30% jump in population between 1960 and 1970 following a 12% drop the previous decade.

In 1950, Doniphan had the same population as Ava, the county seat of Douglas County in southwestern Missouri. Both cities saw a spike in population in the 1960s, however, Ava didn't start to lose population until 2000, and today has 1,113 more residents than Doniphan.

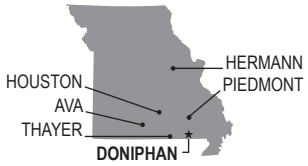
Other similar-sized rural communities as Doniphan, such as Piedmont, Thayer, Houston and Hermann are compared here. Most communities have low cost of living, but also lower median income levels, higher unemployment rates and more people living in poverty. These conditions are not uncommon in rural Missouri.

The biggest difference, and perhaps most important, is location. Even rural communities are influenced by their neighbors. Doniphan is 30 miles west of Poplar Bluff (population 16,225) while Ava is an hour from Springfield (population 169,176) and Hermann an hour from Jefferson City (43,228).

And each community has its own unique circumstances — good and bad — that need to be assessed often so that future planning can be adjusted as needed.

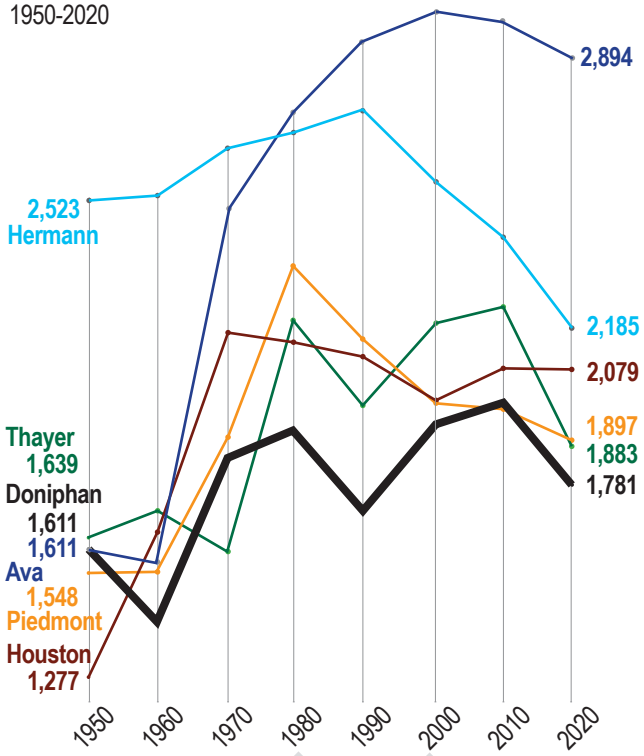
CITY COMPARISON

Doniphan is similar in size and location as Piedmont, Thayer, Houston, Ava and Hermann making them good candidates to compare different features and characteristics.



POPULATION CHANGE

1950-2020



INCOME

% of Population

	Doniphan	Piedmont	Thayer	Houston	Ava	Hermann	STATE
Total Households	701	994	794	931	1,087	1,006	2.45M
Less than $15,000	**20.4**	**25.3**	**17.4**	**15.2**	**14.3**	9.1	9.3
$15,000 to $24,999	**14.7**	**16.5**	**17.6**	**14.5**	**15.5**	**9.7**	8.0
$25,000 to $34,999	**10.4**	7.9	**14.9**	**14.5**	**14.4**	**14.4**	8.6
$35,000 to $49,999	8.8	**17.7**	10.3	**19.0**	8.6	9.6	12.3
$50,000 to $74,999	**25.1**	**19.8**	**21.8**	13.4	**29.3**	**21.5**	17.7
$75,000 to $99,999	9.1	6.5	9.8	6.9	7.6	**15.0**	13.4
$100,000 to $149,999	8.3	3.8	5.9	5.8	9.6	8.4	16.1
$150,000 or more	3.1	2.4	2.3	10.7	0.8	6.6	14.5
Median income ($)	40,054	36,500	37,851	38,577	46,095	59,760	65,920

EDUCATION

% of Attainment*

	Doniphan	Piedmont	Thayer	Houston	Ava	Hermann	STATE
High School graduate	79.9	80.0	88.9	82.9	84.2	**93.7**	91.3
No HS diploma	20.1	20.0	11.1	17.1	15.8	6.3	8.7
College, no degree	**24.5**	**26.1**	17.4	18.3	20.0	**22.6**	21.4
Associate's degree	7.5	4.5	**8.9**	5.4	3.5	5.7	8.2
Bachelor's degree	12.3	8.3	8.5	8.6	10.4	**26.1**	19.2
Graduate degree	7.3	2.7	**13.4**	5.9	5.1	6.1	12.0
Unemployment rate *Jan. 2024 / change from 2023*	**4.5** ▲0.4	**4.1** ▲0.7	**4.0** ▲0.5	**4.6** ▲0.8	**3.6** ▲0.3	**3.6** ▲0.9	**3.8** ▲0.8

DONIPHAN

Population (2020): **1,781** Est. 1847
Cost of Living (US 100; MO 90.6.): **86.0**
MHI $40,054 Living in Poverty: **32.5%**
Race (% of population)
White: 91.6 Black: 0.7 Latino: 1.6

PIEDMONT

Population (2020): **1,897** Est. 1871
Cost of Living Index (100 avg.): **87.4**
MHI $36,500 Living in Poverty: **41.9%**
Race (% of population)
White: 90.8 Black: 0.7 Latino: 1.9

THAYER

Population (2020): **1,883** Est. 1882
Cost of Living Index (100 avg.): **86.6**
MHI $37,851 Living in Poverty: **30.6%**
Race (% of population)
White: 92.3 Black: 0.4 Latino: 1.3

HOUSTON

Population (2020): **2,079** Est. 1857
Cost of Living Index (100 avg.): **83.5**
MHI $38,577 Living in Poverty: **26.4%**
Race (% of population)
White: 90.2 Black: 0.4 Latino: 3.8

AVA

Population (2020): **2,894** Est. 1871
Cost of Living Index (100 avg.): **85.3**
MHI $46,095 Living in Poverty: **17.1%**
Race (% of population)
White: 89.5 Black: 0.5 Latino: 2.2

HERMANN

Population (2020): **2,185** Est. 1842
Cost of Living Index (100 avg.): **93.5**
MHI $59,760 Living in Poverty: **9.4%**
Race (% of population)
White: 93.2 Black: 0.2 Latino: 1.4

HOUSING

	% OWNED	% VACANT	+/- SINCE 2010
Doniphan	61.5	15.7	-22.8
Piedmont	54.8	12.0	-2.8
Thayer	60.7	20.4	-21.8
Houston	57.0	18.7	+0.4
Ava	62.0	6.6	-26.4
Hermann	71.7	9.0	-18.4
STATE	67.6%	11.0%	+2.7%

JOBS

	FACTORY	HEALTH CARE	RETAIL	FOOD SERVICE
Doniphan	15.8	29.8	10.6	7.8
Piedmont	12.7	29.9	11.5	11.6
Thayer	5.3	15.5	14.6	12.6
Houston	13.4	16.4	15.5	14.5
Ava	14.3	7.59	10.8	9.1
Hermann	15.1	8.01	12.3	16.3
STATE	8.2%	14.0	10.6	9.8



Riverfront Park and the Current River looking south

SERVICES & PARTNERS

Doniphan 2027 COMPREHENSIVE PLAN

SERVICES & PARTNERS



City Hall, far right, relocated to 110 North Grand Street across from Heritage Park in downtown Doniphan following the loss of the previous location on Jefferson Street during the historic 2017 flood. It opened in 2020.

The City of Doniphan is a fourth class city under state law and operates under a Mayor and Alderman form of government. A Mayor is elected to preside over a four member Board of Aldermen, all of whom serve in staggered two-year terms. The municipal election is held April of each year.

Also elected is a City Collector and City Marshall (Chief of Police). The Mayor is the Chief Executive Officer of the City who appoints, subject to board approval, all other non-elected officers of the City with the exception of police officers who are appointed by the City Marshall. The City Clerk, elected by the Board of Aldermen, is the budget officer of the City and handles most of the administrative affairs of the City. Additional officials include the Treasurer, Collector and City Attorney.

The City operates a municipal water and sewer system and provides local law enforcement and fire protection services along with a summer park program and a fall soccer program.

CITY HALL

doniphanmo.org
ADDRESS **110 North Grand Street**
PHONE **573-996-2623**
NOTEWORTHY
Council meetings held at 6 p.m. on the first Tuesday of the month.

The City of Doniphan relocated to its current home at 110 North Grand Street on May 22, 2020, following the loss of the former City Hall during the 2017 flood. It is home to the administrative offices, including the Mayor, City Clerk, finance department, police department, water department, street department and alderman chambers.

CITY ADMINISTRATION

From managing budgets to maintaining records, the city's clerk, collector and treasurer are responsible for permits, payments, licenses, and public meetings.

PUBLIC WORKS

Responsible for water, sewer, trash services, and infrastructure maintenance, the public works department ensures Doniphan's streets, utilities, and facilities are functioning efficiently and safely.

The City obtains water from a groundwater well that was drilled in 1973 and is located on the north end of town. Known as Well No. 4, it can produce up to 600 gallons per minute with a pump capacity of 630 gallons per minute. Another well, No. 5, was constructed in 1984 at the current fire department location and can produce 500 gallons per minute when needed for emergency purposes. There are currently two water storage tanks with a combined capacity of 450,000 gallons and a water distribution system featuring approximately 122,000 feet of lines. The City's average daily consumption rate is approximately 361,000 gallons per day.

The City's sewer system features a three-cell aerated lagoon with effluent UV system located on County Road 142 E-2A, near the county fairgrounds. The facility has a design average flow of 456,000 gallons per day and built in 2019.

The City's transportation network features nearly 22 miles of paved roads, nearly all paved.

Trash service is provided on Tuesdays (Ward I) and Thursdays (Ward II). Bulky items can be picked up by request and payment while yard waste is collected the first Tuesday of each month by request.

MUNICIPAL AIRPORT

The Doniphan Municipal Airport, with the FAA identifier of X33, is located five miles north-northeast of the City. The airport features a 2,560-foot runway and is operated by the City.

SERVICES & PARTNERS

Public safety is a key component of providing an attractive, livable community with a high quality of life. Comprehensive Plans, however, are not intended to provide direction on public safety. A more focused approach with regional public safety providers and partnering agencies, should be completed to form a regional public safety plan.





POLICE DEPARTMENT

ADDRESS **108 North Grand Street**
PHONE **573-996-7123**

The Doniphan Police Department is a full-service department featuring nine sworn officers and seven telecommunication officers. The department provides services to the entire City of Doniphan and is led by the Chief of Police. The department is dedicated to protecting life and property, working closely with schools and community partners.

The department is broken into two divisions – patrol and administrative. The patrol division is the largest and most visible component of the department, which is charged with protecting the health, safety and welfare of the community. The division responds to all calls from the public and is responsible for handling a large variety of duties including emergency response, traffic accident investigation, traffic enforcement and crime investigation. Patrol officers work closely with members of the community to ensure a safe, livable environment by providing a high level of visibility in order to minimize conditions or situations that may foster criminal activity. Patrol officers are the first responders to all major crimes and other emergencies and are the front line of defense for the City. Officers provide a high level of visibility in order to minimize situations that may jeopardize the safety of community members and criminal activity. School Resource Officers (SRO), Narcotics, Cyber Crimes, and Evidence also fall under the patrol division.

The administrative division provides resources that maximizes the training and safety of department personnel while providing access to the latest police protection technology and telecommunications.

A 3,780-square foot police station features a 911 dispatch center, evidence storage facility, processing, vehicle maintenance center, multi-purpose training room and administrative offices opened in 2020.

In 2024, the department answered 7,942 calls after averaging 6,772 calls over the previous five years.

The department's budget of $1,088,293 accounted for 19.4% of the City's 2026 general fund.

FIRE DEPARTMENT

ADDRESS **124 West Jefferson Street**
PHONE **573-996-2129**

The Doniphan Fire Department provides fire protection, hazardous material response, search and rescue, including vehicle extrication, within the city limits. The department features 25 trained personnel, including a fire chief, one assistant Chief, a Safety Officer and 22 volunteer firefighters.

In 2025, the department answered 40 calls, including 16 fires, seven alarm calls and 17 rescues. →

SERVICES & PARTNERS

The department also oversees code enforcement to ensure buildings are safe and compliant.

The department's budget of $109,293 accounted for 1.9% of the City's general fund budget. Over the previous six years, $26,200 in capital improvement funds were budgeted for the department accounting for 3.41% of that fund's total budget.

ANIMAL CONTROL

During the project to update the Comprehensive Plan, the public was strongly in favor of adding an animal control department. Steps were taken in 2024 to fill this need.

EMERGENCY RESPONSE

The Ripley County Ambulance District is a tax supported special district covering all but the southeastern corner of Ripley County. It is governed by a six-member board elected in staggered three year terms. The Board of Directors meets on the third Monday of each month at 7 p.m. at the District Office. The Board sets District policy and manages a staff through its appointed Director of Emergency Services. The District provides a tax supported base for Advanced Life Support Emergency Services to citizens. Dispatching services are provided by the City of Doniphan. The service runs three advanced life support emergency vehicles with round-the-clock staffing by fully licensed paramedics who can transport patients to any of the local or regional hospitals or health care facilities.

ripcoambulance.com
ADDRESS **1003 Walnut Street**
PHONE **573-996-7551**

EMERGENCY MANAGEMENT

The City is responsible for maintaining an Emergency Response Plan and works with the County's Emergency Manager in preparing plans and their execution in times of need. Being the county seat, the City has an important role in the response to any emergency.

The City participated in the creation of the latest version of the Ripley County FEMA Approved Natural Hazard Mitigation Plan in 2021 and 2026 when it was updated. The natural hazards identified as most likely to impact Ripley County and Doniphan include:

Flooding: The current average of flash flood events occurring in Ripley County is 1.4 per year while five of the top 10 flooding events on Current River have occurred since 2000.

Weather: This includes thunderstorms, tornadoes, high winds, lightning, hail, freezing rain and snow.

Earthquakes: Ripley County is on the western edge of the New Madrid Seismic Zone and the effects of a large quake will impact the entire area. There is an approximately 2% chance of experiencing an earthquake each year, based on prior occurrences, and the U.S. Geological Survey database states there is a 7-10% chance of a major earthquake occurring in the next 50 years.

Extreme Temperatures: An average of 700 heat-related deaths occurred annually in the United States between 2004-18, with one death in Ripley County in 2011. The National Weather Service notes that this causes more deaths than other natural hazards, including flooding, tornadoes and lightning.

Wildfires: Over the past 20 years, Ripley County has averaged 0.2 wildfires per year. A large portion of Ripley County features areas of the Mark Twain National Forest, which are managed with controlled burns.

SHERIFF'S DEPARTMENT

The Ripley County Sheriff's Department provides public safety for county residents and operates the Ripley County Detention Center, located at 102 Leroux Street in Doniphan, which opened in 2023, while the department is located in downtown Doniphan. The department features an elected Sheriff, Chief Deputy, five full-time Deputies, School Resource Officer, Paper Server, Bailiff, Dispatcher and 12 Reserve Officers.

The Ripley County Coroner is located at 606 Walnut Street while the County Prosecuting Attorney is located in the County Courthouse.

ADDRESS **301 Lafayette Street**
PHONE **573-996-2129**

Doniphan is more than just the services provided by the City in creating a high quality of life and an attractive place to live. In the community survey for this project, 73% of respondents agreed to the statement that Doniphan is a great place to live. These partners work with the City to help better the community.



RIPLEY COUNTY

Built in 1899, the Ripley County Courthouse is home to the county's government and courts. Three commissioners, the presiding commissioner and one each from the eastern and western districts, oversee the administration of the county. The clerk manages official county records, processes business licenses, and acts as the primary election authority for the county. The assessor determines the value of all real estate and personal property within the county while the collector collects the taxes and distributes the funds. The treasurer is the county's chief banker while the recorder keeps permanent public records, such as property deeds, mortgages, and issues marriage licenses. The circuit clerk runs the court while the public administrator serves as the legally appointed guardian or conservator for individuals.

ADDRESS **100 Courthouse Sq.**
COMMISSIONERS
PHONE **573-996-3215**
MEETING **9 a.m. Wednesday**
CLERK
PHONE **573-996-3215**
RECORDER
rcmorecorder.com
PHONE **573-996-7941**
COLLECTOR
ripleycountycollector.com
PHONE **573-996-4707**
ASSESSOR
PHONE **573-996-7113**
TREASURER
PHONE **573-996-3903**
CIRCUIT CLERK
PHONE **573-996-2818**
PUBLIC ADMINISTRATOR
PHONE **573-996-5254**

SERVICES & PARTNERS

CHAMBER OF COMMERCE

The Ripley County Chamber of Commerce stands as the voice of business while supporting our members' success and taking a leadership role in the development and growth of Ripley County.

ripleycountymissouri.org
ADDRESS 2080 Three Rivers Blvd. Poplar Bluff
PHONE 573-840-9698

Established in 1961, the Chamber of Commerce is a volunteer-based organization that fosters networking and collaboration among local business members. The Chamber is led by a 15-member volunteer board, all committed to making Ripley County a better place to live, work, and thrive. With over 110 active members, the Chamber provide valuable opportunities for business growth, professional development, tourism promotion, entertainment, and engagement with local government affairs. The Chamber works closely with the Industrial Development Authority and Industrial Development Corporation to promote Ripley County. The Loyal Hood Industrial Park is located in Ripley County's enterprise zone that provides qualifying new industry and business with tax incentives administered by the Missouri Department of Economic Development.

UTILITIES

Ozark Border Electric Cooperative is a member-owned cooperative, serving over 41,000 customers in 11 counties in Southeast Missouri since 1938. The Cooperative's members are owners and exists in order to provide service to its members, however, it must make a profit if it is to continue to exist.

ELECTRIC
ozarkborder.org
ADDRESS 3281 S. Westwood Blvd. Poplar Bluff
PHONE 800-392-0567
NATURAL GAS
missouri.libertyutilities.com
PHONE 855-872-3242

Natural gas services are provided by Liberty Utilities.

R-I SCHOOL DISTRICT

The Doniphan R-I School District, in partnership with parents and community, is to relentlessly focus on maximum growth for all in a progressive learning environment empowering life-long learners and responsible active citizens.

doniphanr1.k12.mo.us
ADDRESS 401 Walnut Street
PHONE 573-996-3667

A seven-member board meets monthly to oversee the district. The district features three schools and the Current River Career Center, located at 301 Spring Street. The Dons and Donettes mascot is a play on words based on the Spanish title "Don", a title of respect.

Doniphan High School, located at 5 Ball Park Road, features students in grades nine through 12 and had a 2025-26 enrollment of 492.

Doniphan Middle School, located at 651 Summit, features grades six to eight with 351 students.

Doniphan Intermediate School, located at 904 Elm, features grades three to five with an enrollment of 311.

Doniphan Elementary School, located at 603 Summit, features students in preschool to second grade with an enrollment of 351.

The district had a total enrollment of 1,429 in 2024-25 with a 16:1 student-to-teacher ratio and had a 93.5% graduation rate.

Doniphan is a member of the Missouri State High School Activities Association competing in nine varsity sports along with cheerleading, music, speech and debate, scholar bowl and theatre. The girls basketball team won the 2025 Class 4 state title and were runners-up twice (2026, '01) along with a pair of fourth-place finishes (1989, 2006). The softball team finished second in 2025 while the boys basketball team placed third in 1934.

THREE RIVERS COLLEGE

Three Rivers College in Poplar Bluff is a two-year institution that offers Associates degrees in a number of fields. Founded in 1966, it also offers vocational-technical programs designed to provide job training for the area's workforce, and continuing education and community service programs which are developed to meet the needs of the communities in the counties of Butler, Carter, Ripley, and Wayne. Along with the main campus, there are locations in Dexter, Sikeston and Kennett. Enrollment during the 2025 fall semester was 2,654 with 27,115.5 college credit hours taken.

WEBSITE trcc.edu
ADDRESS 2080 Three Rivers Blvd. Poplar Bluff
PHONE 573-840-9698



LIBRARY

The Doniphan-Ripley County Library District was formed in 1990 by the merger of the Doniphan City Library and the Ripley County Library. It is governed by a nine member Board of Directors, five of whom are appointed by the Ripley County Commission and four of whom are appointed by the Mayor of the City of Doniphan. The Board currently manages two facilities in Ripley County: the main library in Doniphan and a branch in Naylor. Over 30,000 volumes are in circulation in the district. The board regularly meets on the second Tuesday of each month at the Doniphan branch, with the exception of July's meeting being held at the Ripley-County Library Naylor Branch Meeting Room. Meetings are open to the public.

ripleyco.lib.mo.us
ADDRESS 207 Locust Street
PHONE 573-996-2616

SERVICES & PARTNERS

HERITAGE HOMESTEAD

The Pioneer Heritage Homestead is an interactive, living history area in downtown Doniphan. It features an 1860's restored log cabin with vintage furnishings depicting the rural lifestyle of early settlers, a log barn housing antique farm implements, and a fully operational traditional blacksmith shop which is open every Saturday morning for forging demonstrations. The site adjoins the original Doniphan Cemetery where civil war soldiers were buried.

doniphan.org/heritage-homestead
ADDRESS 200 Franklin Street
PHONE 573-996-5298

DNAP

The Doniphan Neighborhood Assistance Program, Inc. (DNAP) is a 501(c)(3) non-profit corporation formed in the late 1980s to take advantage of a state public/private partnership legislation known as the Neighborhood Assistance Program. That program was designed to grant tax credits under state law to persons who made contributions to local public improvement projects.

DNAP's first project under that partnership was the demolition of the derelict buildings in the Doniphan Central Business District and the creation of the Heritage Park which increased parking and open public space in the middle of the central business district. DNAP then purchased three buildings at the corner of Washington Street and the Courthouse Square, renovated and re-opened as the Current River Heritage Museum, the Doniphan Community Center and a rental space to help finance the upkeep of the Museum and Community Center. In 1997, a site was prepared next to the historic Doniphan Cemetery to create what became known as the Heritage Homestead at the corner of Charles and Franklin Street. A pioneer cabin, and a traditional rustic barn and a blacksmith shop were moved from different locations in rural Ripley County and re-assembled at the Heritage Homestead site to create a living history project that would provide public space and a tourism draw for downtown Doniphan.



HERITAGE MUSEUM

The Current River Heritage Museum features two floors of exhibits, artifacts and photographs covering the history of Ripley County and is home of the Ripley County Historical Society Library. In addition to the displays and information desk, that can provide a one-page city map with points of interest, as well as retail shops, highlighted for visitors to Doniphan and Ripley County. The gift shop sells local crafts and history books.

doniphanmissouri.org
ADDRESS 101 Washington Street
PHONE 573-996-5298

COMMUNITY CENTER

Located in downtown Doniphan, the Community Center is available for meetings or events needing space for up to 75 people. The space includes a kitchen area, stage and PA system and is perfect for parties, reunions, business meetings and receptions.

doniphan.org/community-summary
ADDRESS 105 Washington Street
PHONE 573-996-5298

MEDIA

The Prospect-News newspaper has provided local news coverage for Ripley County since 1874.

Radio stations located in Doniphan include KOEA (97.5 FM), KYEC (88.3 FM), and KQJN (99.1 FM).

HEALTH DEPARTMENT

The Ripley County Public Health Department has served the area since 1954 with the promotion, protection and improvement of public health through the development and implementation of services based on assessed needs for residents.

ripleycountyhealth.com
ADDRESS 1003 E. Locust St.
PHONE 573-996-2181

MEDICAL SERVICES

Ripley County Memorial Hospital closed in the fall of 2018. Missouri Highlands Health Care has an outpatient and Urgent Care clinic located at 109 Plum Street while the closest emergency services hospital is Poplar Bluff Regional Medical Center, located at 3100 Oak Grove Road.

RIPLEY COUNTY TRANSIT

Ripley County Transit Inc. provides safe and reliable transportation service to the transportation disadvantaged. It provides transportation for a multitude of reasons, including non-emergency medical, shopping trips, employment, education, nutrition and more.

ripleycountytransit.org
ADDRESS 958 US Highway 160E
PHONE 573-996-2272

NUTRITION CENTER

The Ripley County Senior Nutrition Center is a non-profit organization dedicated to offering a welcoming place for the senior community to come together, enjoy nutritious meals and building meaningful relationships.

ADDRESS 715 E. Washington St.
PHONE 573-996-3070

SHELTERED WORKSHOP

The Current River Sheltered Workshop is a nonprofit organization dedicated to extending employment to individuals with disabilities since 1989 and also features a resale shop at 200 Fisheye Lane.

The Productive Living Center is a social activity and life skills center serving the developmentally disabled located at 244 E. Highway Street.



Downtown Doniphan featuring the Ripley County Courthouse looking north.

LAND USE

Doniphan 2027 COMPREHENSIVE PLAN

LAND USE



The Heritage Homestead is an interactive, living history area in downtown Doniphan. It features an 1860's restored log cabin with vintage furnishings depicting the rural lifestyle of early settlers, a log barn housing antique farm implements, and a fully operational traditional blacksmith shop which is open every Saturday morning for forging demonstrations. The site adjoins the original Doniphan Cemetery where civil war soldiers were buried.

The land use strategy is one of the many important tools for identifying a prosperous path forward for the city. The strategy promotes a sustainable future for the community, helping to ensure that Doniphan is not oversaturated with respect to certain land uses and/or property types, and that the city has a diverse and sustainable land use pattern which preserves its economic resiliency.

The Land Use Plan is not a zoning map, which deals with specific development requirements on individual parcels. Rather, it is a policy document designed to help guide decision-making related to rezoning proposals and for assessing the appropriateness of a particular land use at a specific location within the community. A property owner may choose to develop under the existing zoning regulations regardless of the Land Use Plan; however, if a property owner makes an application for rezoning, this Comprehensive Plan should be an important consideration in the City's approval or disapproval of the proposal.

The Land Use Policies are derived from the Guiding Principles and are intended to work in conjunction with the Future Land Use Plan to create a successful future for the City of Doniphan. These policies were used to help guide the development of the Place Types and determine the appropriate locations for each type within the City of Doniphan. The following policies are deemed to be valid and support the direction of the updated plan:

- Encourage sustainable, unique and accessible retail development
- Respect significant local destinations
- Provide for a variety of residential development
- Support the historic district
- Encourage development in infill areas and adjacent to existing developed areas.
- Establish specific policies for major transportation corridors
- Support existing development
- Integrate land uses with the transportation system
- Provide positive land use relationships for public./semi·public uses
- Provide for proper transitions between land uses

CURRENT LAND USE

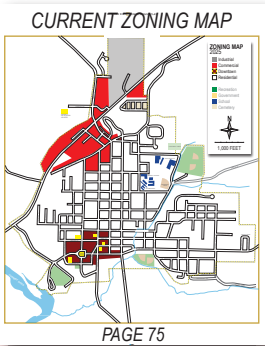
While the City of Doniphan expanded by approximately 250 acres over the past 50 years, the land use in terms of percentages of use type has remained virtually the same.

Residential land use accounted for 47.7% of the City's total acres in 1973 and it rose to 50.3% a decade later. Today it accounts for 51.8% of land use. Commercial land use rose from 10.1% in 1973 to 14.6% a decade later and today accounts for 15.2% of total land use while industrial land shrank from 4.5% to 2.3% as land was switched to commercial use.

Undeveloped land in 1973 accounted for 30% of the city and while that percentage dropped significantly over the next decade, it stands at 19.3% today following the 2017 flood which converted some residential land into open space. Doniphan did not have any park space in 1973 and today it represents less than 1% of the city.

LAND USE

CURRENT ZONING MAP



PAGE 75

LAND STUDY

- GOVERNMENT
- PARK AREA
- SCHOOL
- COMMERCIAL
- INDUSTRIAL
- CHURCH
- RESIDENTIAL

N

400 FEET

Using addresses and visual inspection of satellite images, housing within the City of Doniphan was counted in 2025 for this project. Nearly 900 housing units were estimated with 72.6% being single-family homes. Approximately 200 apartment units were counted along with 44 duplex units. These totals are within the margin of error for the US Census estimates on the next page.

	1973	1982	2014	2024
Total units	**791**	**912**	**966**	**945**
Owner	540	621	450	479
Rental	217	260	450	358
Vacant	41	72	114	108

LAND USE

LAND USE

	2025	1973
Residential	51.8%	47.7%
Commercial	15.2%	10.1%
Industrial	2.3%	4.5%
Public	10.4%	7.5%
Undeveloped	19.3%	30.0%
Parks	0.8%	0.0%
Total Acres	816	553

FUTURE LAND USE

The Future Land Use Plan is based on the previous Comprehensive Plan in 2015, numerous meetings with the public, the Council, the Planning and Zoning Commission, the Comprehensive Plan Advisory committee and city staff.

The Future Land Use Plan is not a zoning map, and it does not, by itself, directly affect the regulation of land with Doniphan. It is a graphic depiction of the city's ideal land use pattern. It should be used by the city to guide future decisions on proposed zoning and development applications and development standards.

While the Future Land Use Plan is an integral part of the overall strategy of the Comprehensive Plan, the land use policies that support it are also important. As part of the implementation of this plan, it is again recommended that Doniphan adopt the International Zoning Codes for land use planning.

Place Types represent the various categories of land use permitted within a city. Place types are assigned to general areas of a city that are expected to exhibit characteristics similar to those outlined below and consistent with the overarching policies and land planning policies which have been developed.

→

The Future Land Use Plan builds on six different Place Types which are identified and described as follows:



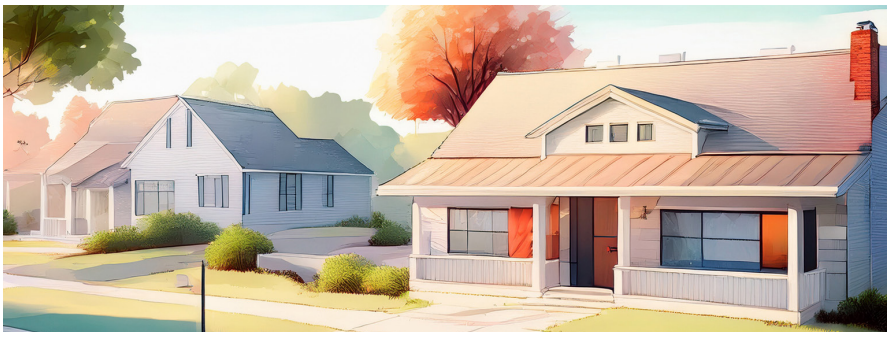
Commercial features both multi-tenant and single-tenant spaces.



Mixed-Use features both multi-use spaces of commercial, professional and residential spaces.



Industrial features the manufacturing spaces.

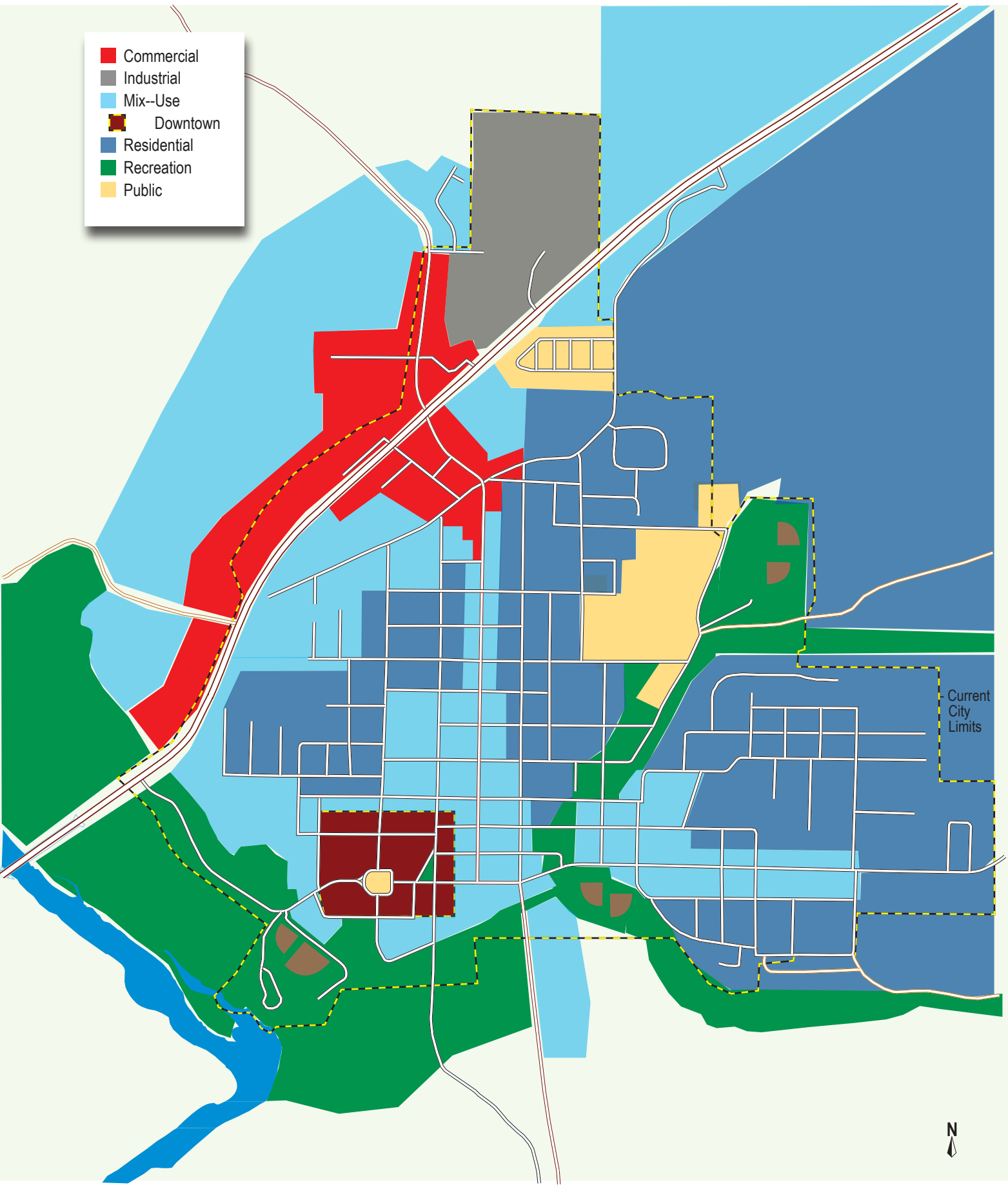


Residential features single- and multi-family units in both established neighborhoods and subdivisions.



Recreational is restricted to parks, greenways or open spaces for use by the entire community.

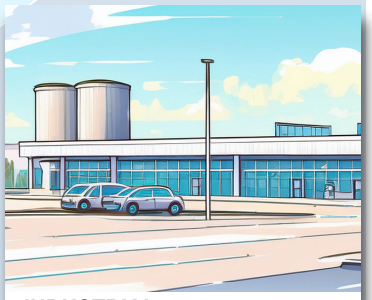
LAND USE


Commercial
Industrial
Mix--Use
Downtown
Residential
Recreation
Public
Current City Limits
N

LAND USE



COMMERCIAL
Anchored by the intersection of Highways Y, 160 and 142 – the county's only stoplight – Doniphan's commercial district features easy access for residents living in and outside the city limits. While the terrain along Highway 160 is not ideal for future large development, it is the best option outside the floodplain.



INDUSTRIAL
The Ripley County Industrial Development Corporation created this land, along with another tract two miles east of the city, and a 90,000-square-foot building opened in 1970. Future development along Highway 162 east of the current location could also be included within the city with annexation.

Current City Limits

N

LAND USE



MIX-USE
Providing a buffer between commercial and residential land, this allows for multiple uses of land. From single-family homes, duplexes and apartments, to professional and small commercial buildings or churches, this land allows for flexibility along Walnut and Locust streets.

Current City Limits

DOWNTOWN
Downtown, once the commercial center of the city, can thrive again while keeping its historic nature by becoming a unique mix-use area. Maintaining the area's look and feel is the main goal.

N

LAND USE



RESIDENTIAL
Single-family units in both traditional and suburban neighborhoods. New developments could expand the city east and northeast, but in-fill development is needed in deteriorated areas north of downtown.

LAND USE

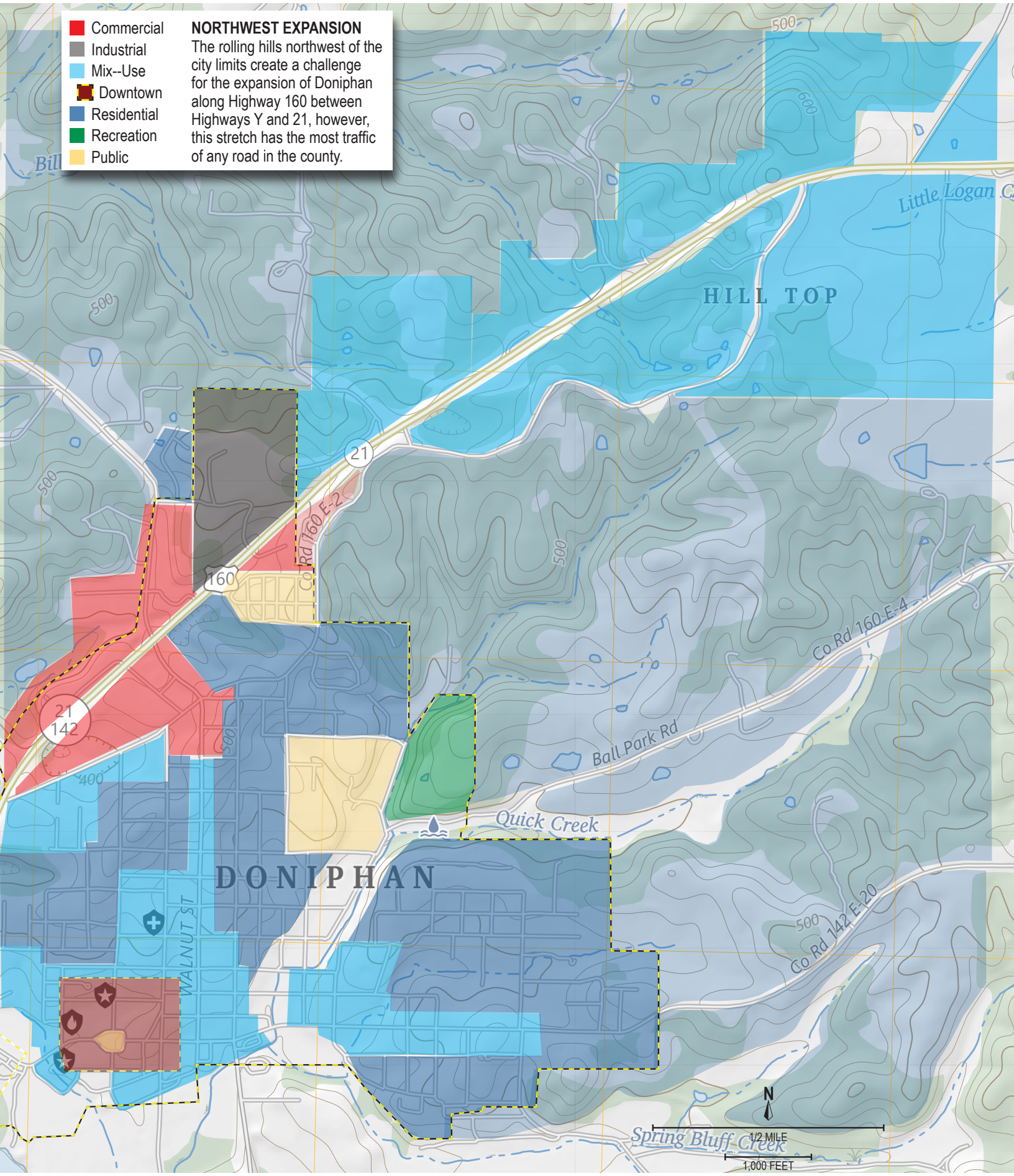


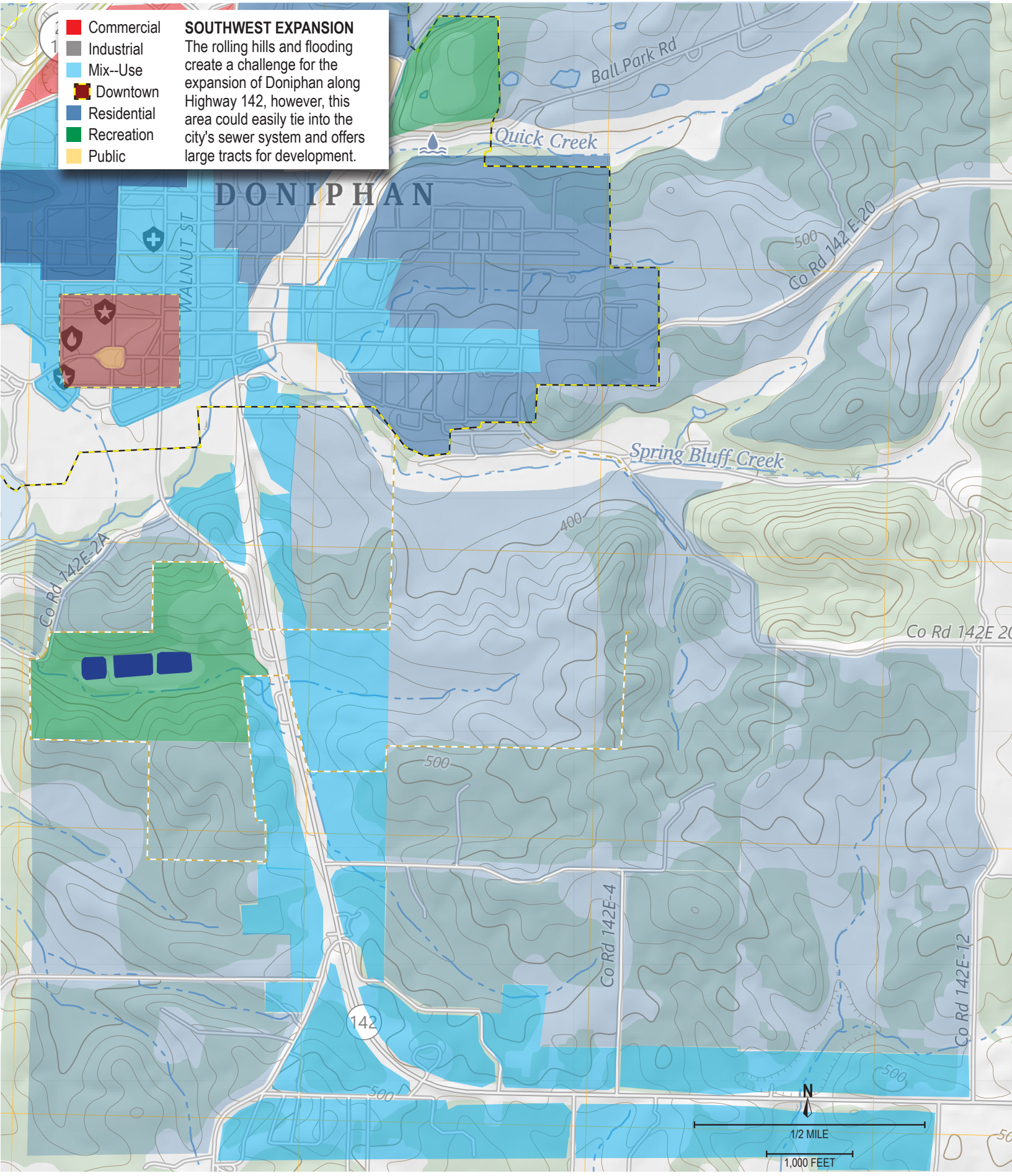
RECREATIONAL
Open space along the Current River, Quick Creek and Spring Bluff Creek allows flooding to occur while giving residents a gathering place the rest of the time.

PUBLIC
This area includes the courthouse square and school district land.

Current City Limits

N


Commercial
Industrial
Mix--Use
Downtown
Residential
Recreation
Public
NORTHWEST EXPANSION
The rolling hills northwest of the city limits create a challenge for the expansion of Doniphan along Highway 160 between Highways Y and 21, however, this stretch has the most traffic of any road in the county.
HILL TOP
DONIPHAN
Little Logan C
Co Rd 160 E-2
Co Rd 160 E-4
Ball Park Rd
Quick Creek
Co Rd 142 E-20
Spring Bluff Creek
WALNUT ST
21
160
142
500
600
400
N
1/2 MILE
1,000 FEET


Commercial
Industrial
Mix--Use
Downtown
Residential
Recreation
Public
SOUTHWEST EXPANSION
The rolling hills and flooding create a challenge for the expansion of Doniphan along Highway 142, however, this area could easily tie into the city's sewer system and offers large tracts for development.
DONIPHAN
Ball Park Rd
Quick Creek
WALNUT ST
500
Co Rd 142 E-20
Spring Bluff Creek
400
Co Rd 142E-2A
Co Rd 142E 20
500
Co Rd 142E-4
Co Rd 142E-12
142
500
500
N
1/2 MILE
1,000 FEET

LAND USE

MIXED-USE ZONING

The current residential district defined by Doniphan's zoning code features 13 permitted uses, including churches and educational buildings, schools, funeral homes, hospitals, health centers, doctor's offices and clinics, government office buildings, boarding homes, nursing homes, and large unit developments of eight or more dwelling units under special permits.

By adding a mixed-use zoning option to the City's code, the residential district could be limited to single- and two-family dwellings, multi-family dwellings of less than eight units under special permits, and public parks.

Mixed-use zoning allows a complementary mix of residential, commercial, and/or industrial uses in a single district. It can take a variety of forms, but often is categorized as one of three types: vertical mixed-use, horizontal mixed-use, and mixed-use walkable. Vertical mixed-use allows for a combination of different uses in the same building and most frequently the non-residential uses occupy the bottom portion of the building, with the residential on top. Horizontal mixed-use allows distinct uses on separate parcels to be combined in a particular area or district. This helps avoid the complexities of combining uses that may have different safety or regulatory requirements in a single building. Mixed-use walkable combines vertical mixed-use and horizontal mixed-use, thus creating an area containing mixed-use buildings as well as distinct single-use buildings in close proximity to each other.

'Typical American Household' is outdated

	COUNTY	CITY	STATE	NATION
LIVING ALONE	29.6%	31.5%	31.1%	28.7%
MARRIED KIDS UNDER 18	18.6%	19.1%	17.3%	17.9%
1-PARENT KIDS UNDER 18	5.9%	9.1%	8.3%	8.3%
NON-FAMILY NO CHILDREN	34.1%	38.9%	37.9%	35.7%

In the minds of many, the "typical American household" is a nuclear family consisting of a mother, a father and two children (give or take). Reality significantly differs:

- Nuclear families account for just 18% of households.
- The largest demographic, at 28%, is single adults who live alone. (They account for more than nuclear and single-parent families combined.)
- Almost half of America's households are either adults living alone or adults sharing a home with other adults.

Not only does the popular image of the American household need updating, but so do our collective assumptions about the type of housing we need.

- More than 80% of the nation's apartments and houses are built with two, three or four bedrooms.
- These are designed with a nuclear family in mind.
- Additionally, there are more than twice as many two-bedroom units as there are studios and one-bedrooms combined.

Source: US Census

Doniphan could use a Mixed-use Zone to better define the areas that feature multiple uses such as along Walnut Street and Downtown.

MISSING MIDDLE

With the limited space available within the city limits of Doniphan to build affordable single-family homes, other housing options could provide a good fit.

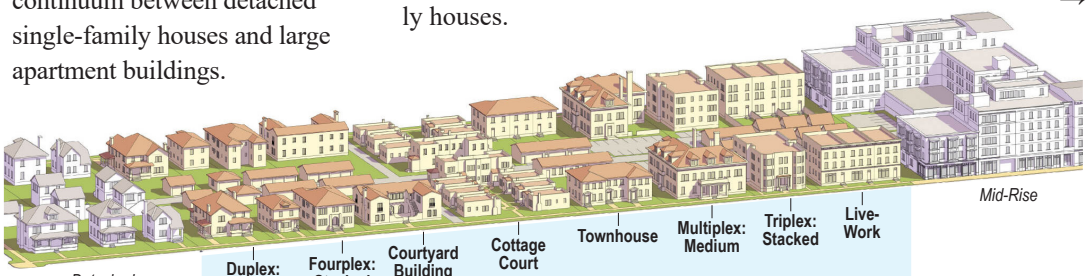
"As a nation, we need a shift in how homes are designed and developed. So-called Missing Middle Housing is a critical part of the solution," wrote architect and urban designer Daniel Parolek, the founder of Opticos Design. He coined the term "Missing Middle" to describe a set of residential building types that exist in the middle of the continuum between detached single-family houses and large apartment buildings.

Such midsized, often moderately priced homes are referred to as missing because very few have been built in the U.S. since the early 1940s. The shortage is largely due to zoning constraints, the shift to car-centric patterns of development, and the challenges of financing multi-unit dwellings. That's a problem, because the benefits of this largely missing housing type include:

- Missing Middle homes provide the size and affordability options that people of all ages — including older adults — need but often can't find.
- Since Missing Middle dwellings are house-scale, the design and size of the buildings fit comfortably among detached single-family houses.
- When a classic but too-large historic home is converted into a multi-unit Missing Middle-style residence, the housing type can help preserve existing houses as well as an area's look and feel.
- The housing type can enable family members to live with or near one another while having their own space or residence.

Other benefits of this building option include shared land costs between multiple households, reduced transportation costs as residents are within walking distance of stores and services, smart land use with the ability of fitting into small plots of land which could be vacant or underdeveloped.

→



Source: Opticos Design, Inc.

FUTURE RESIDENTIAL DEVELOPMENT

There are two types of residential development — infill and subdivision.

Only a handful of plots that are more than an acre remain within the city limits, meaning there are limited options for subdivision development. That type of development is more likely to occur outside the city limits with future annexation as a possibility. This is why the future land use map extends beyond the current city limits and why subdivision design recommendations are included for consideration.

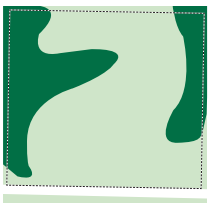
Land preservation efforts should be made to preserve watersheds and woodland when possible. Trees play an important role in establishing the quality and character of a neighborhood and add value to a home along with sidewalks, larger lot sizes and proximity to open park space. The hilly terrain surrounding Doniphan makes this especially important as wooded hills retain water and are less likely to fail.

Conservation residential subdivision design, or cluster neighborhoods, offer the same density as a conventional design but it preserves most of the development site by minimizing the development area by building compact subdivisions. Mixing single- and multiple-family units in the same subdivision creates higher density while providing more different price points for a more flexible development.

Infill development, or redevelopment of existing sites, is the only remaining residential growth opportunity within the city limits.

Rethinking Subdivision Design

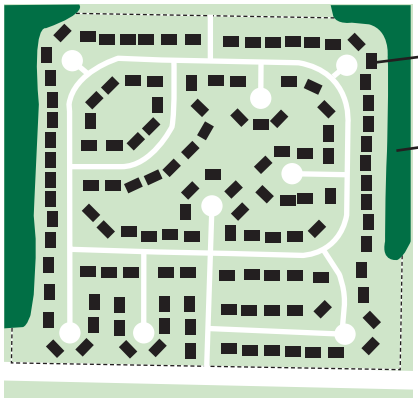
When a community grows it usually occurs when a block of land is divided into smaller plots to build single-family homes — for example, at right, this 40-acre block with a road on the south end. The wooded areas (dark green) could be cleared to allow more room for development, such as the Current River Acres example (below left), or left in place such as the Current River Estates example (below right).



These cookie-cutter types of development have been the recent patterns used to maximize the investment for a higher return with more units per acre (left) or higher housing prices with larger lot sizes (right).

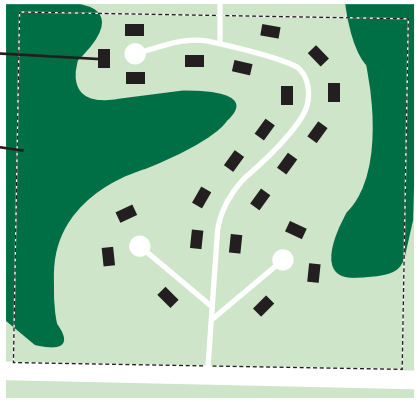
A balanced or mixed-use approach to development, where different types of housing units are combined with open or commercial spaces that are walkable for residents. Developing environmentally sensitive lands this way provides for a more sustainable use of land and resources while also providing different types of housing than the traditional single-family home. Here are some examples.

CURRENT RIVER ACRES



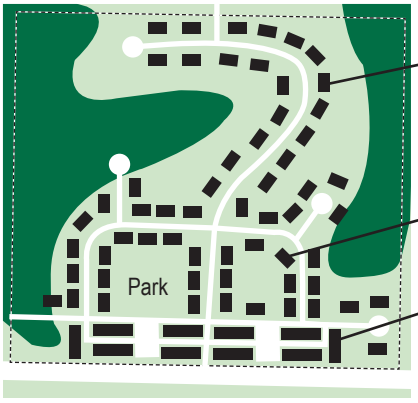
Total units: 100 to 130 Type: Single Family
Density: 3.2 units / acre Parcel size: 0.18-0.38 acre
Streets: 1.46 miles (60 feet per unit)
Strengths: Proven market; consist with recent development patterns.
Considerations: Lack of housing types, price points; subdivisions all look similar.

CURRENT RIVER ESTATES



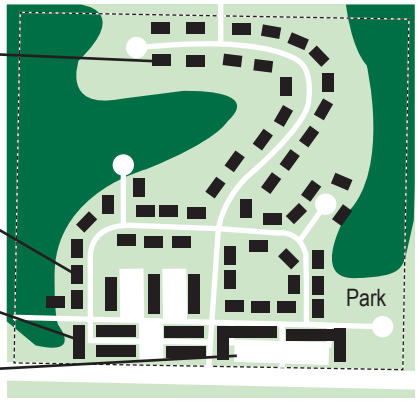
Total units: 10 to 25 Type: Single Family
Density: 0.3 units / acre Parcel size: 2-3 acre
Streets: 0.39 miles (170 feet per unit)
Strengths: Preserves existing natural areas; attracts high-income households.
Considerations: High per capita cost of infrastructure (roads, water, sewer); high price point may not align with market demand.

BALANCED NEIGHBORHOOD



Total units: 125 to 150 Type: Multiple
Density: 3.7 units / acre Parcel size: 0.18-1 acre
Streets: 0.98 miles (35 feet per unit)
Strengths: Mix of housing types, price points and lot size; preserves natural area, provides open space.
Considerations: Potential complexity in policy and regulatory requirements.

MIXED-USE NEIGHBORHOOD



Total units: 100 to 112 Type: Multiple
Density: 2.8 units / acre Parcel size: 0.18-1.0 acre
Streets: 0.98 miles (46 feet per unit)
Strengths: Mix of housing types, price points and lot size; commercial that is walkable; preserves natural area, provides open spaces.
Considerations: Potential complexity in policy and regulatory requirements.

→

LAND USE

Accessory Dwelling Units

A majority of Americans, according to AARP surveys, prefer to live in walkable neighborhoods that offer a mix of housing and transportation options and are close to jobs, schools, shopping, entertainment and parks.

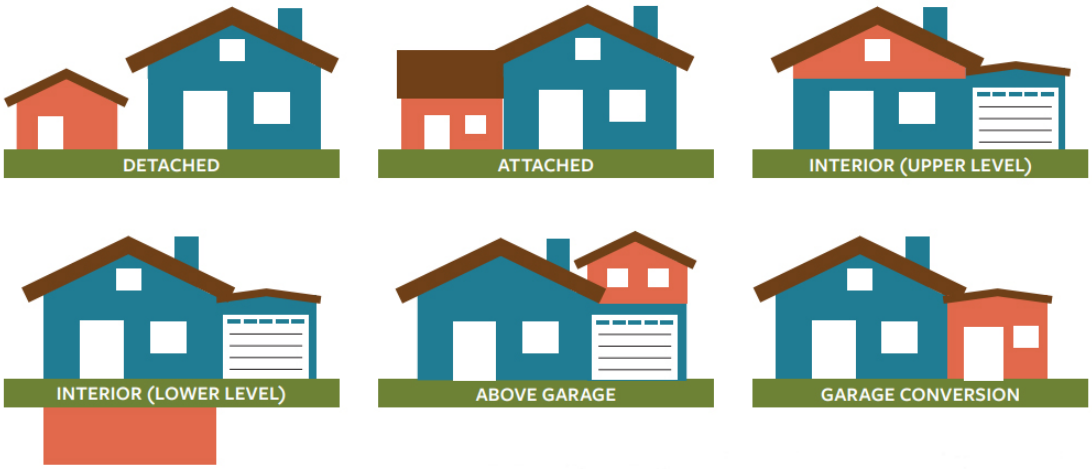
In fact, in the 2021 AARP Home and Community Preferences Survey, adults age 18 or older who would consider creating an ADU said they'd do so in order to:

- Provide a home for a loved one in need of care (86%)
- Provide housing for relatives or friends (86%)
- Have a space for guests (82%)
- Create a place for a caregiver to stay (74%)
- Increase the value of their home (69%)
- Feel safer by having someone living nearby (67%)
- Earn extra income from renting to a tenant (63%)

Since ADUs make use of the existing infrastructure and housing stock, they're also environmentally friendly and respectful of a neighborhood's pace and style. An increasing number of towns, cities, counties and entire states have been adapting their zoning or housing laws to make it easier for homeowners to create ADUs.

These preferences — coupled with the rapid aging of the United States' population overall, the decrease in households with children and the national housing shortage — will continue to boost the demand for smaller homes and affordable, quality rental housing.

As small houses or apartments that exist on the same property lot as a single-family residence, accessory dwelling units — or ADUs — play a major role in serving a national housing need. This traditional home type is reemerging as an affordable and flexible housing option that meets the needs of older adults and young families alike.



Source: AARP

Accessory dwelling units (or ADUs) come in many shapes and styles:

- Accessory apartment
- Backyard bungalow
- Basement apartment
- Casita
- Carriage house
- Coach house
- English basement
- Garage apartment
- Granny flat
- Guest cottage
- Guest house
- In-law suite
- Laneway house
- Multi-generational house
- Ohana unit
- Secondary dwelling unit

The preservation of existing neighborhoods is a critical goal of the community, which is why infill development must be carefully planned and designed to blend with the surrounding neighborhood. Well planned infill development allows the City to increase the number of housing units.

INFILL RECOMMENDATIONS

- Encourage higher density development and infill within the Mixed-Use Zone.
- All development should blend well with the existing buildings and land size.
- Development should have a similar front yard setback within 5 feet of the established structures.
- New structures should be the same proportions of existing structures in terms of height, width or massing.
- Allow single-family units conversion to duplex or triplex. This is one of the quickest and most effective ways to increase housing availability without altering the character of the neighborhood.
- Permit accessory dwelling units to offer a low-impact way of increasing housing units while preserving the character of the neighborhood. These units, often in backyards and not attached to a house, provide flexible living spaces for extended family members or produce rental income.
- Allow for smaller, affordable homes that blend into the existing neighborhood. Known as starter homes, these units provide an accessible entry point to homeownership or retirees looking to downsize.

Affordable housing, as defined by the U.S. Department of Housing and Urban Development (HUD), is a household paying no more than 30% of their monthly income on housing (rent or mortgage) and utilities. Households paying more than 30% are "housing cost burdened," and those paying over 50% are "severely cost burdened." According to US Census data, two-thirds of Doniphan renters fall into the housing cost burdened category and 28% are severely cost burdened. Nearly a third of Doniphan homeowners with a mortgage pay 30% or more of their monthly income to housing costs with 10% severely burdened.

The City of Doniphan can assist in neighborhood improvements directly by improving infrastructure in neighborhoods where conditions are deteriorating. The City can invest in street and sidewalk improvements in hopes of attracting redevelopment and it can also assist in securing state and federal funds that can be used by residents, which it has recently done. In 2024, the City helped secure $4 million in Community Development Block Grant funds for a pair of multi-family housing developments.



The only stop light in Ripley County is located at the intersection of US Highway 160 and State Highway Y / Walnut Street.

MOBILITY

Doniphan 2027 COMPREHENSIVE PLAN

MOBILITY



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.

→

MOBILITY

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

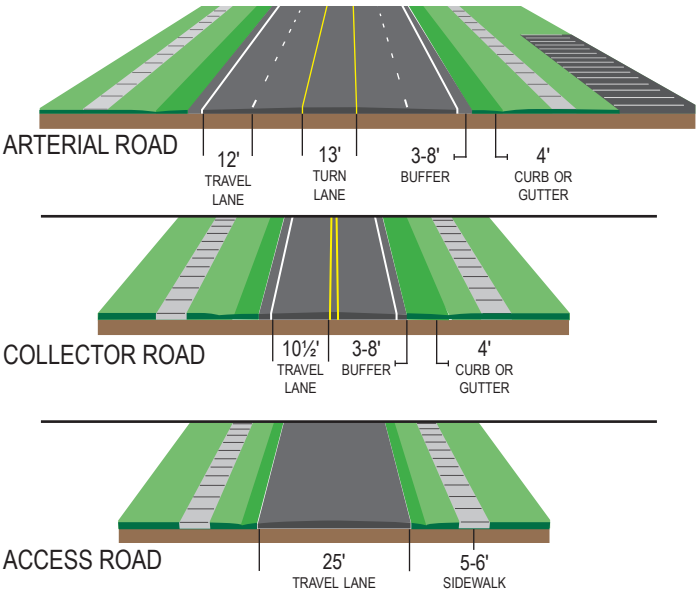
Rail service to the city ended when the depot closed in 1975 and flooding from the Current River in 1982 washed away the tracks.

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.

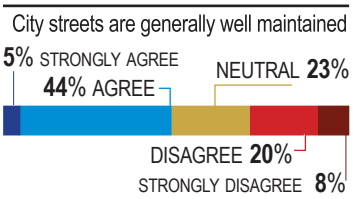
ROAD CLASSIFICATION

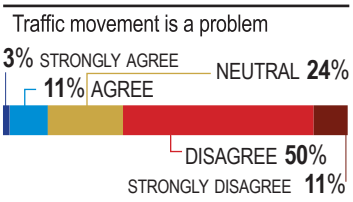


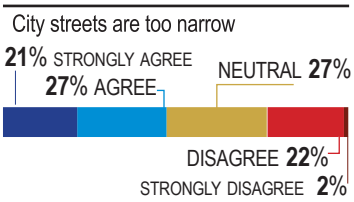
	ARTERIAL ROAD	COLLECTOR ROAD	ACCESS ROAD
Number of lanes	2-4	2	2
Width	12 feet	10 to 12 feet	8 to 10 feet
Inside shoulder width	None	None	None
Outside shoulder width	4 to 8 feet	1 to 6 feet	0 to 2 feet
AADT	1,500+	300-2,600	0-400
Design speed (mph)	35 to 40 mph	30 to 35 mph	25 to 30 mph
Parking Lanes	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.	

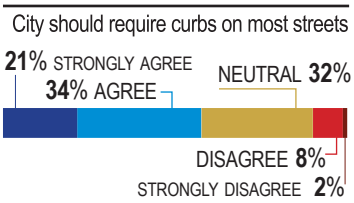
2024 SURVEY

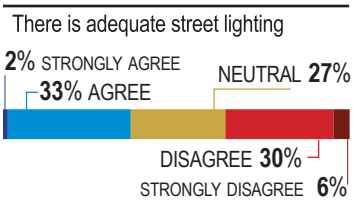
A survey conducted in the summer of 2024 of residents in Ripley County featured 306 responses from online and mailed requests, accounting for 7% of the city's population.

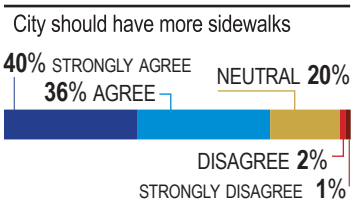


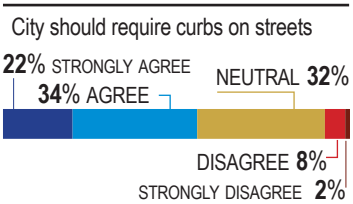












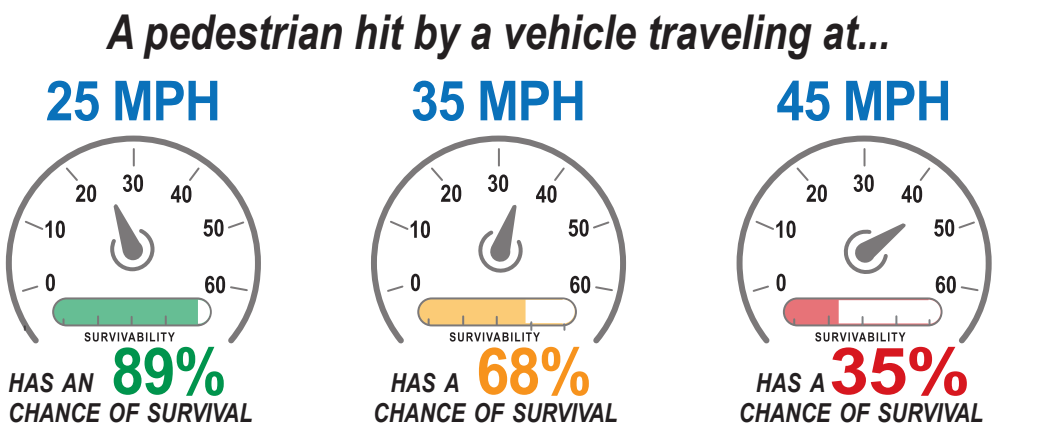
→

MOBILITY

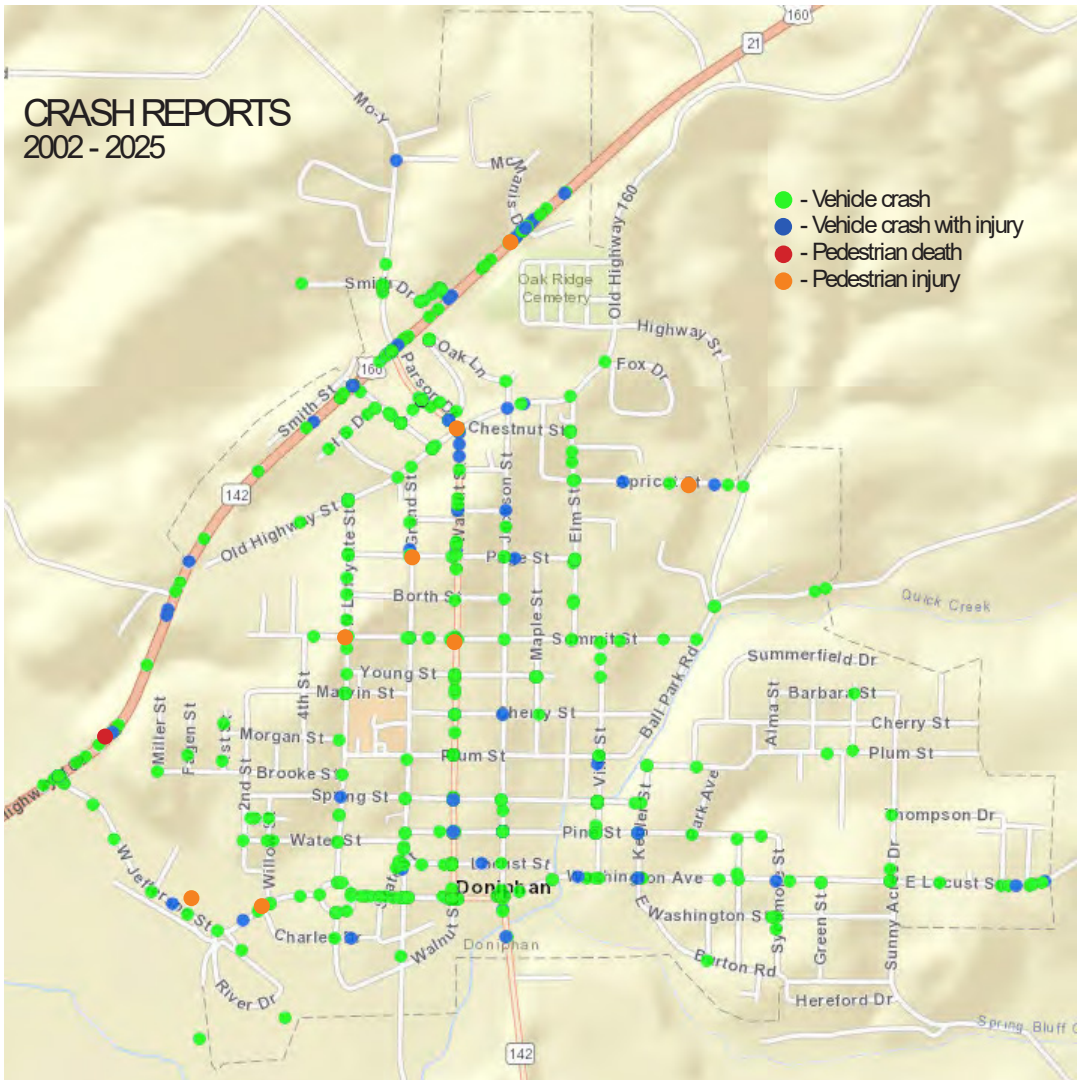
There is no direct relationship between functional classification and traffic counts or speeds, however, counts and speeds are typically higher on arterial roads while local streets, such as collectors, feature lower counts and speed. Ideally, a planned community would develop a branching network of 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.



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

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

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.

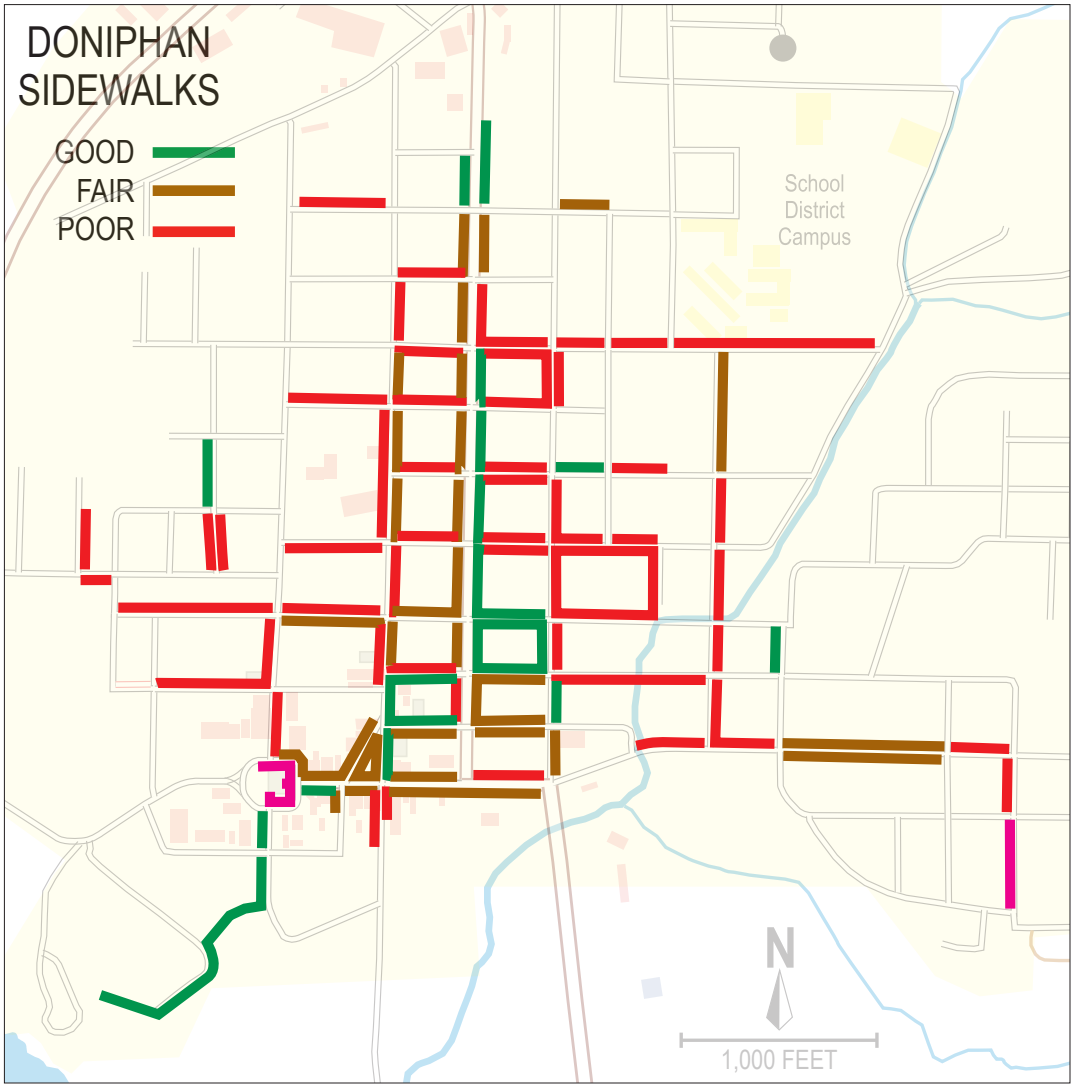
Doniphan's sidewalks connect to downtown, expanding out along North Grand and Walnut streets, with the exception of a 285-foot gap that has been disconnected from the network. All sidewalks are located next to roads except the 1,370-foot trail connecting downtown to the riverfront park.

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 this plan did not want more sidewalks within the city.

The City also started to produce an Active Transportation Plan to be included in this project. Active transportation can boost local economies, increase physical health, improve the natural environment, and provide affordable transportation access for all.

Different types of active transportation include:

- Pedestrian (walk or wheelchair)
- Bicycles
- Skateboards
- Other 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.

RECOMMENDATIONS

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 to the north or the school campus.

The current project to extend the Walnut Street sidewalk to Highway 160 is the first major step in this process. 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 the long-range plan, which focuses on areas of high traffic volume for both vehicles and pedestrians.

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.

→

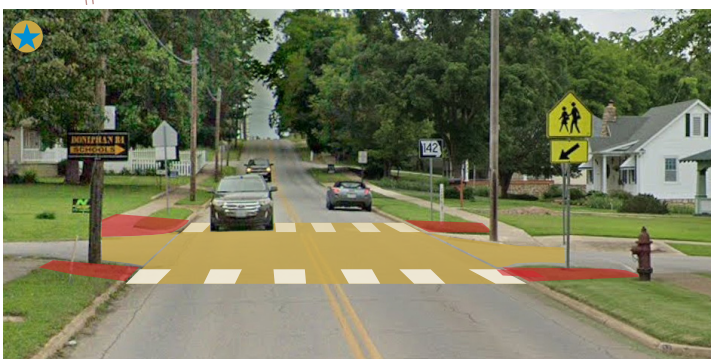
DONIPHAN SIDEWALK PLAN

PARKS
CURRENT TRAIL
SIDEWALK
CROSSWALK

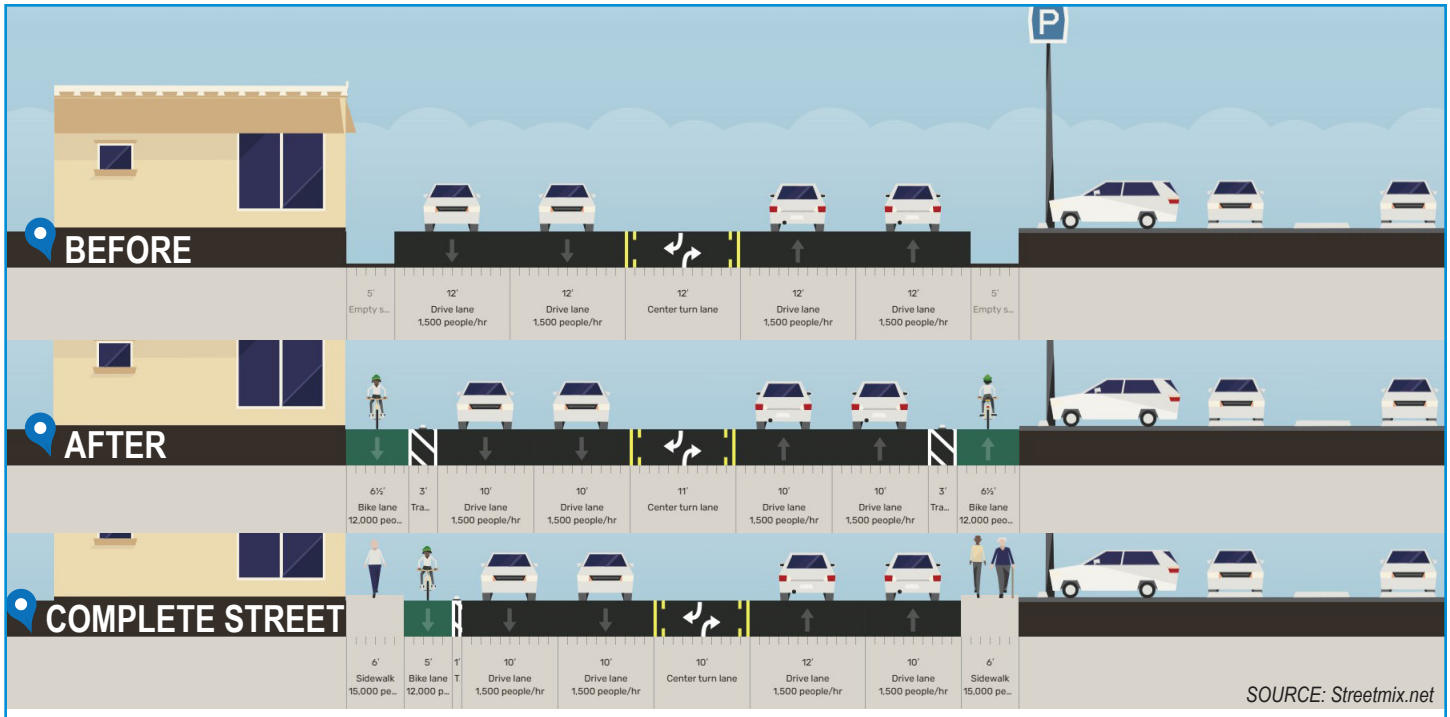
N
1/2 MILE
1,000 FEET

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.

A Current River Trail that ties Riverfront Park to a pedestrian-only bridge over the river could provide a recreation destination for cyclists and hikers to enjoy the river.



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.



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."

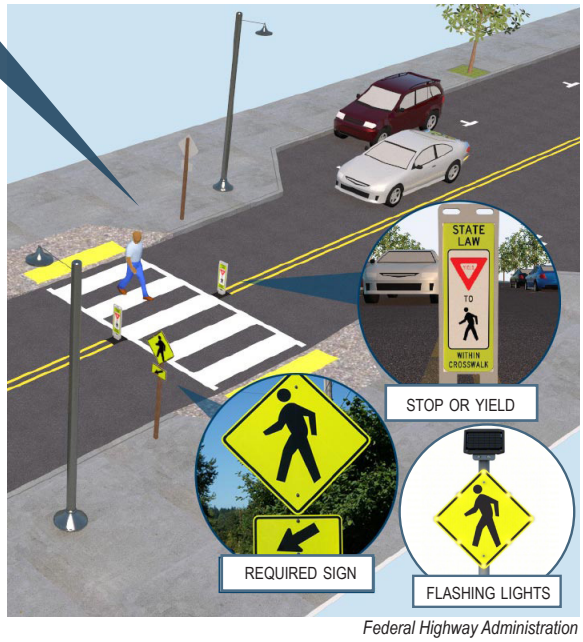
Having a **Complete Streets policy** in place can be an invaluable tool for communities planning for future growth. Grantors of community development and infrastructure grants like to see communities with an approved plan that supports development projects (i.e. sidewalks, cross walks, bike lanes, trails). 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.

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.

DONIPHAN TRANSPORTATION PLAN

PROPOSED

N

1/2 MILE

1,000 FEET



A bridge over Highway 160 north of Pumpkin Patch Road could extend Summit Street and reduce turns at the Highway 160 intersections with Y and Jefferson.

Maintaining the city's roads should remain the priority. Improving the system by widening streets, where possible, in high-traffic streets is also recommended.

Future road expansion included in this plan has been proposed since 1973. This includes extending Ball Park Road north following the old "Military Road" to Highway 160 to open up land for residential development. Extending Summit Street west to Highway 160 has also been a long-range goal. This would create an east-west connector to the school campus.

A new project under consideration connects Riverfront Park to downtown. This project is included in the development chapter.



Walnut Street turns toward downtown at the intersection of Old Highway 160.

DEVELOPMENT

Doniphan 2027 COMPREHENSIVE PLAN

DEVELOPMENT



The Heritage Museum, located across from the historic County Courthouse at 101 Washington Street in downtown Doniphan, features two floors of exhibits, artifacts, and photographs while the Community Center at 105 Washington is available for meetings or events needing space for up to to 75 people.

Modern economic development for rural towns such as Doniphan has shifted from traditional industrial recruitment to place-based and asset-based strategies. These approaches focus on leveraging existing local strengths to build long-term resilience.

Small businesses are often the lifeblood of rural economics, providing essential goods and keeping wealth within the community. Using the same techniques to attract large corporations could also be used for small local businesses who have already invested in the community. However, the community must always use these techniques carefully and determine if the benefits outweigh the drawbacks.

The City of Doniphan can only invest in infrastructure such as roads, sidewalks and utilities, to attract business along with creating vibrant public spaces like parks, plazas and community centers that foster social interaction and events to attract visitors and improve the quality of life for residents.

However, the City is not alone in this endeavor as it partners with local and regional entities.

Since 1961, the Ripley County Chamber of Commerce has served the community in taking a proactive role in the development and growth of the county. The Chamber works with the Industrial Development Authority and Industrial Development Corporation to promote Ripley County. The Chamber also works with the City and County government, Doniphan Neighborhood Assistance Program, and other local preservation and development entities.

ECONOMIC PRIORITIES

A thriving economy is important for the long-term success of Doniphan.

Priorities for economic growth fall into three categories – focus on the commercial areas, expansion of the industrial sector and leverage tourism as an economic driver. Having a robust economic development strategy with intentional planning, the City of Doniphan can expand and diversify the economy and create a more sustainable, resilient economy in the long-term.

COMMERCIAL AREAS

Doniphan features two commercial areas – downtown and Highway 160. A priority for economic development in the future should focus on bringing reinvestment and activity to these areas. Neither area has significant vacancy and the businesses that exist provide services and jobs to area residents.

INDUSTRIAL SECTOR

The City's industrial sector is anchored by the manufacturing facility currently home to the Koozie Group on the north end of Doniphan. Meanwhile, the Loyal Hood Industrial Park, located a little over a mile east of the city limits on County Road 142 E-20, or Old Highway 142, provides space for expansion and is Ripley County's enterprise zone that provides qualifying new industry and business with tax incentives administered by the state.

TOURISM

Leveraging the existing tourism potential of Doniphan will be an important component of the long-term economic development strategy. The Current River is a popular destination and the City should work with regional stakeholders to ensure they are benefiting from these visitors.

→

DEVELOPMENT

WORKFORCE DEVELOPMENT

A diverse economic environment demands a skilled workforce that continues to improve job skills, education and knowledge to compete.

Doniphan will assist the education and business communities in developing a competitive workforce. The City's main partners in education feature the Doniphan R-I School District and Three Rivers College along with the University of Missouri Extension.

Along with promoting educational services provided by these partners, the City can enhance the quality of life to retain and recruit a highly skilled workforce for the community.

STANDARD OF LIVING

The best way for the City of Doniphan to improve the local economy is to improve the standard of living for its residents.

Among the most agreed upon questions from a survey of residents for this project was the City creating more park space, sidewalks, recreation programs and restoring downtown.

In the City's 1973 Comprehensive Plan it was noted that the city did not have a single park outside the school playground. Recommendations were made and by the 1982 Plan there was approximately 1.5 acres of park space.

There is still room for improvement with approximately 8 acres of city park space and an additional 14-acre school site.

The historic 2017 flood that led to the creation of open land along Quick Creek provides an opportunity for more park development.

Doniphan can create memorable and unique public spaces to enhance community character. The community has and will continue to embrace its unique historical character and authenticity by identifying and preserving historic and cultural resources that promote the understanding of the city's history and enrich the city's sense of place.

FUTURE PROJECTS

Potential projects were identified through meetings and surveys of the public. They are included in the following pages as examples of how the City of Doniphan can develop a sense of community and improve the quality of living for residents.

These projects were developed as practical solutions to issues identified by the community.

Other suggested projects included:

- Community center with swimming pool;
- A FEMA-rated storm shelter building;
- A flood wall to protect the lower downtown area;
- An expanded riverfront area with a pier as a focal point.

Identifying solutions and creating future projects is an ongoing process that the City of Doniphan and its residents should always update as the community's needs change over the next decade and beyond.

PROJECT DEVELOPMENT

Projects thrive on community-driven initiatives, focusing on leveraging local assets, enhancing quality of life, and improving economic diversity. Key strategies include creating public spaces, boosting downtown revitalization, supporting local entrepreneurs through workshops, and improving digital infrastructure. Common projects include pop-up retail, community gardens, and creating murals or art centers.

KEY STRATEGIES:

Placemaking: Convert empty lots into pop-up retail spaces, farmers' markets, or seating areas to encourage community engagement.

Economic Diversification: Support local entrepreneurs by creating "buy local" programs, business networking events, and supporting local mentorship or pitch events.

Infrastructure Improvements: Utilize existing assets, such as upgrading community centers and libraries for, co-working spaces and high-speed internet to attract remote workers.

Cultural Enhancement: Hire local artists for live performances or public art installations to build community pride.

Recreation Development: Build or improve parks and community trails to increase quality of life and attract visitors.

ACTIONABLE STEPS:

Build Coalitions: Connect with local stakeholders—business owners, residents, and local government—before finalizing projects.

Identify Local Assets: Assess what makes the town unique (e.g., history, natural, or arts) rather than replicating larger city projects.

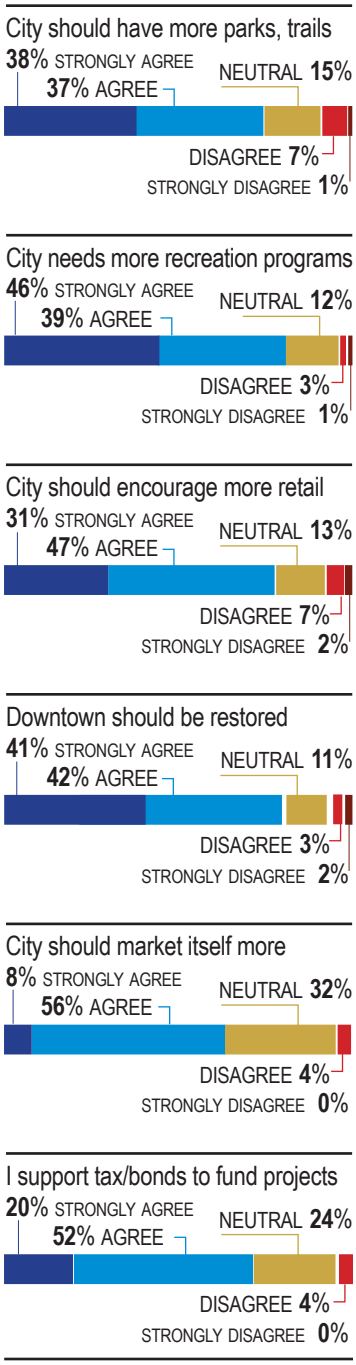
Start with Quick Wins: Use low-budget demonstrations, such as pilot programs or pop-up events, to demonstrate success and build momentum.

Seek Funding: Explore grants, such as federal, state or private grants, or raise the funds locally through a community campaign.

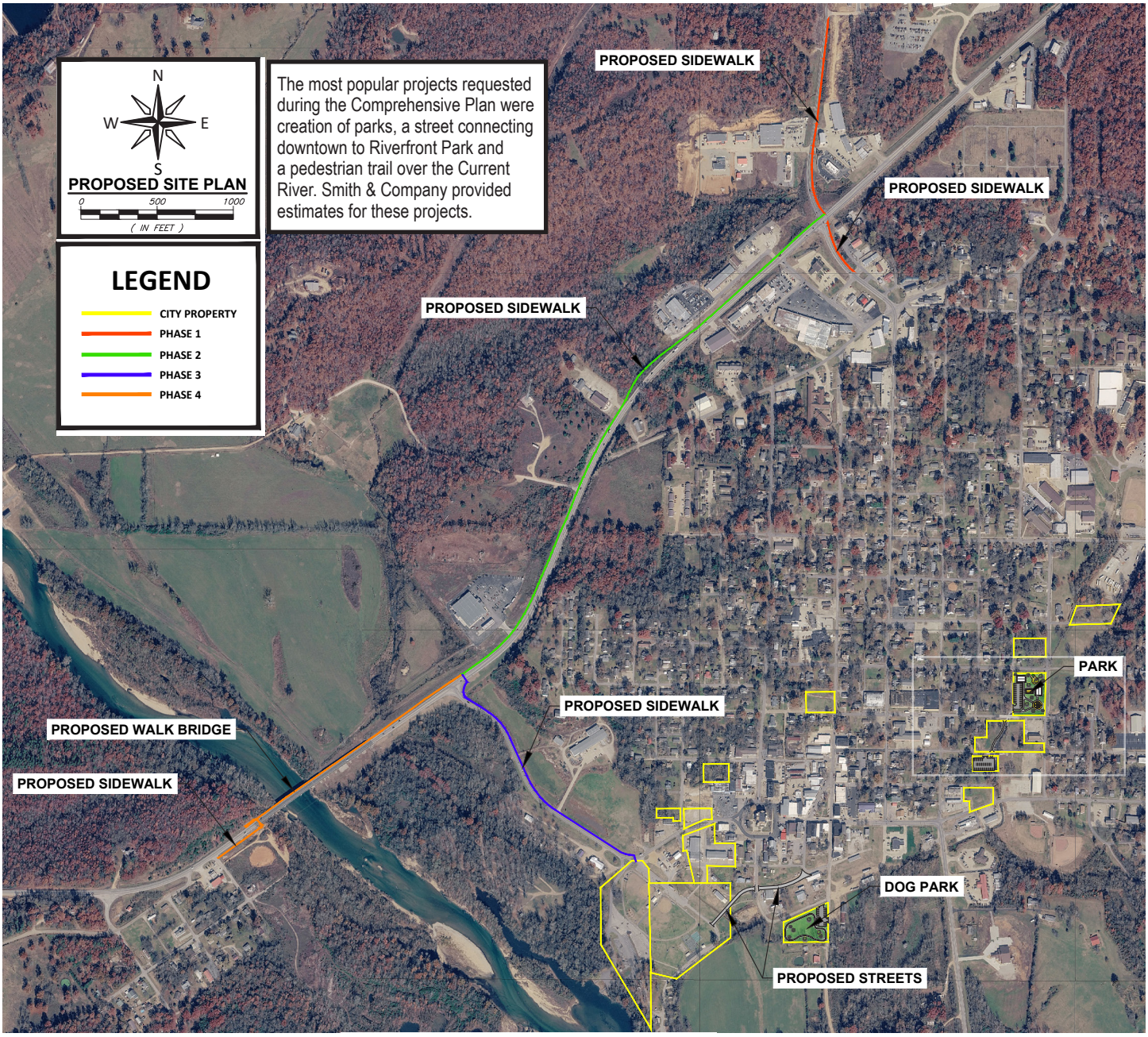
Source: U.S. Environmental Protection Agency

2024 SURVEY

A survey conducted in the summer of 2024 of residents in Ripley County featured 306 responses from online and mailed requests, accounting for 7% of the city's population.



DEVELOPMENT



Smith & Company

CURRENT RIVER TRAIL

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 any time soon.

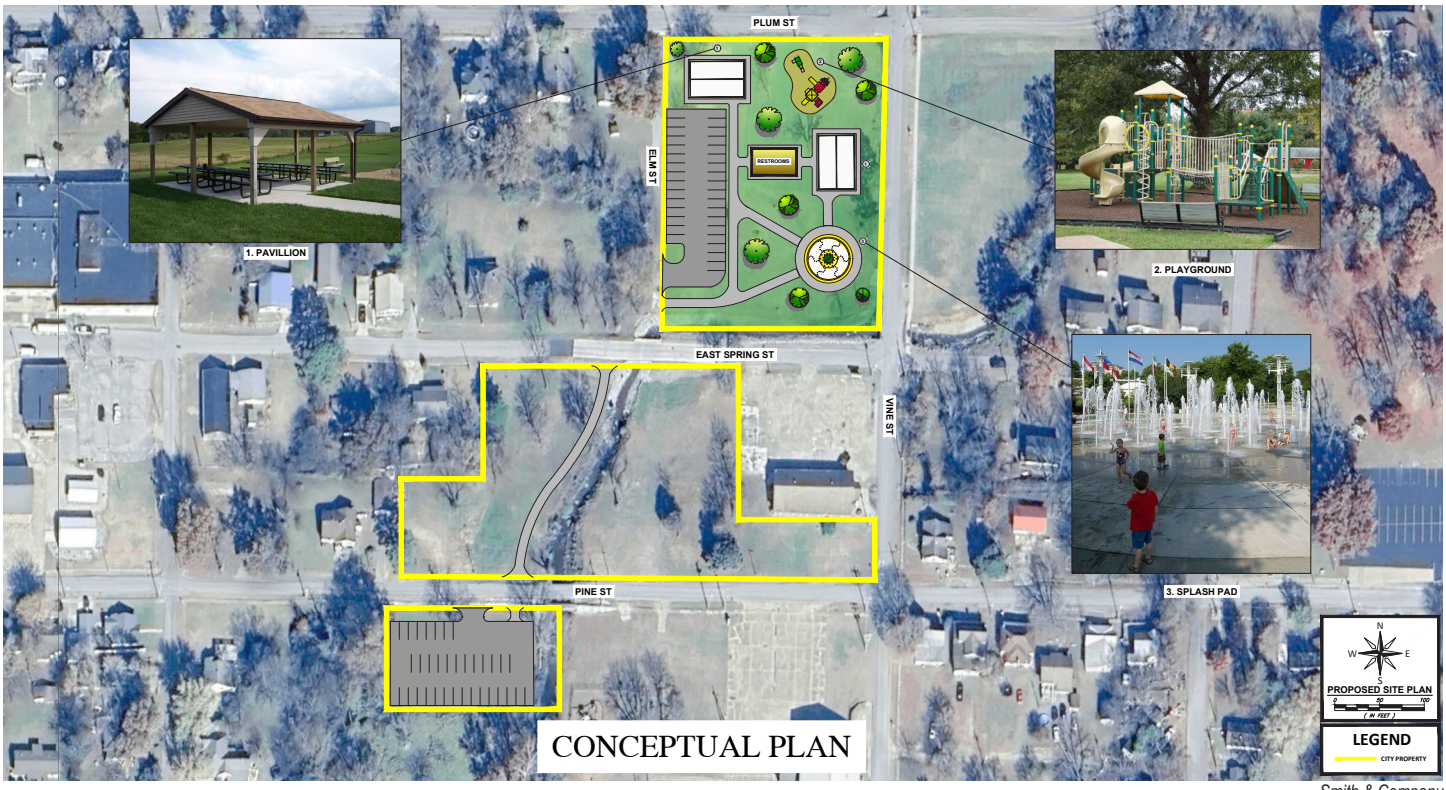
Creating a walking/biking trail from the west side of the Current River to the north end of town, and also downtown, this project would need to be completed in phases.

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.

DEVELOPMENT



Smith & Company

Quick Creek Park

More park space as 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.

DOG PARK & NEIGHBORHOOD PARKS

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.

Homestead Road

This project has been proposed to connect River Road to downtown through Franklin Street. This will give an alternate entrance to Riverfront Park, from south of the Heritage Homestead. The main concern is that visitors to Current River bypass downtown when entering and leaving using Jefferson Street to Highway 160. Having another route out of the riverfront area could alleviate traffic on Jefferson and, by shifting traffic into downtown, provide an economic impact to the area. Because this area is within the floodplain, no state or federal funds can be obtained to build the road, however, the City is able to complete the project. The Doniphan Neighborhood Assistance Program, Inc. has agreed to donate an easement through its property. The estimated cost for construction costs is approximately $135,000, not including design and inspection fees.



Smith & Company

DEVELOPMENT

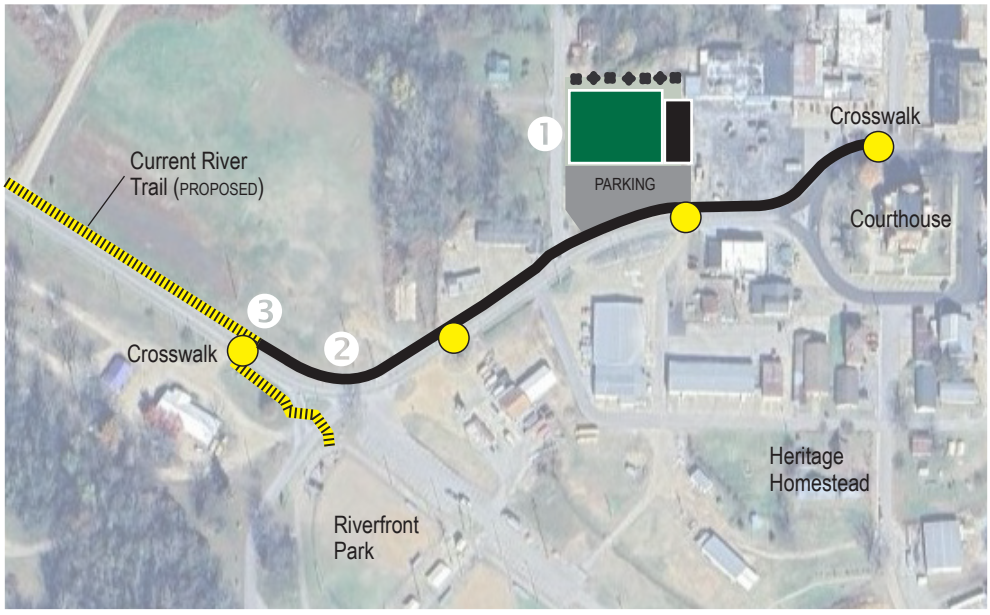
Lower Downtown Improvement Project

Many visitors coming to the Current River use Jefferson Street from Highway 160. Creating a waypoint near the entrance to Riverfront Park could bring in more traffic to downtown and Heritage Homestead while a sidewalk and crosswalk provides safety to pedestrians who need to park on the north side of Jefferson and ties into downtown. Improvements to the former Fred's site creates an open space for a farmer's market or county fair.





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 wayfinder and sign promoting the area at the entrance of Riverfront Park could help bring visitors up the hill into downtown and find the Heritage Homestead. It could also serve as a high-water mark when Current River flooding enters the area.
3. 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.

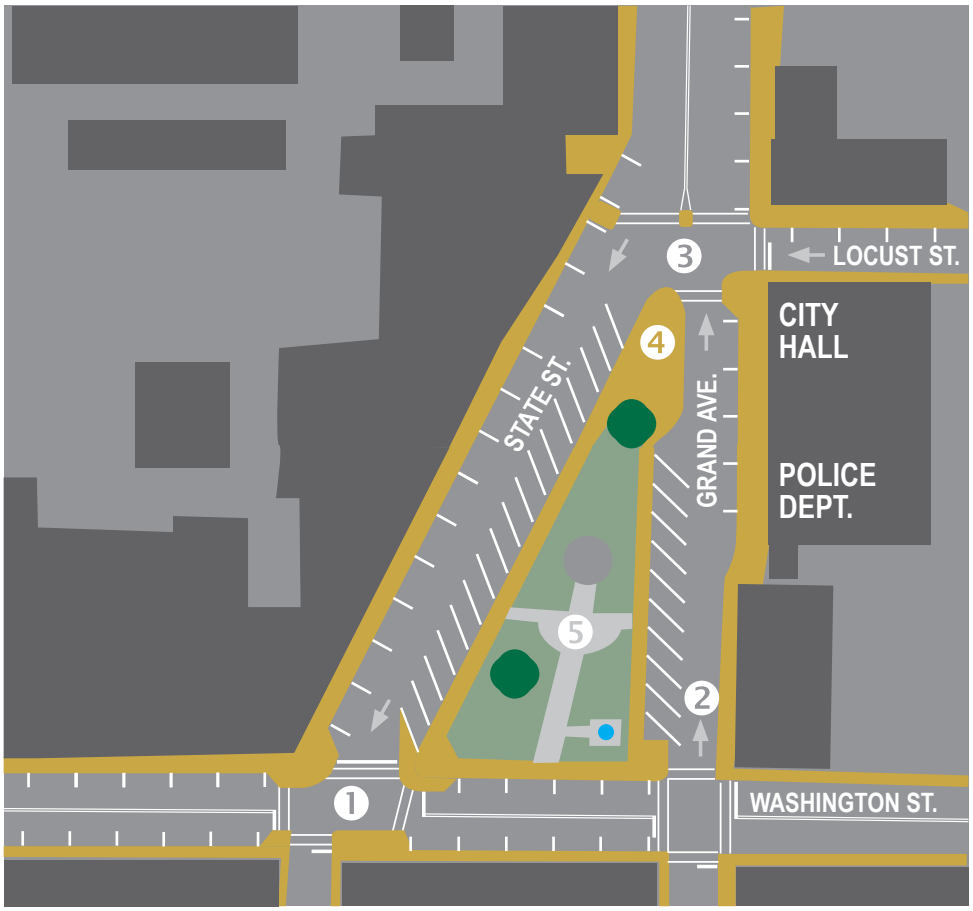


DEVELOPMENT



Upper Downtown Improvement Project

Heritage Park provides a unique space for the upper downtown area where residents can utilize the park, shop the businesses that surround it or visit City Hall or the Police Department. Improvements to roads, sidewalks and crosswalks, along with lighting improvements and public art can enhance this popular area.



1. The intersection of Washington and State streets could use a four-way stop to slow traffic through this area to make it safer for pedestrians. As an added feature, curb extensions will 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. It will also help prevent cars from going the wrong way on State Street.
2. Grand between Washington and Locust streets becomes one-way heading north. The street is already narrow here and by turning it one way it creates a circle for traffic around the park. Parking on the west side of Grand becomes a first option for vehicles entering downtown from the east along Washington.
3. A crosswalk from the north side of Locust to the west side of State could include an island in the middle of Grand. A no-turn sign will prevent vehicles from going the wrong way on Locust while a keep right sign pushes traffic onto State Street.
4. The courtyard in front of City Hall could feature some type of public art, in this example a Downtown Doniphan sign.
5. Improvements to the park could include more seating near the fountain with a chess table. String lighting around the park, or above the sidewalk along State and Grand streets could enhance the area at night.



DEVELOPMENT

Water & Sewer Improvements

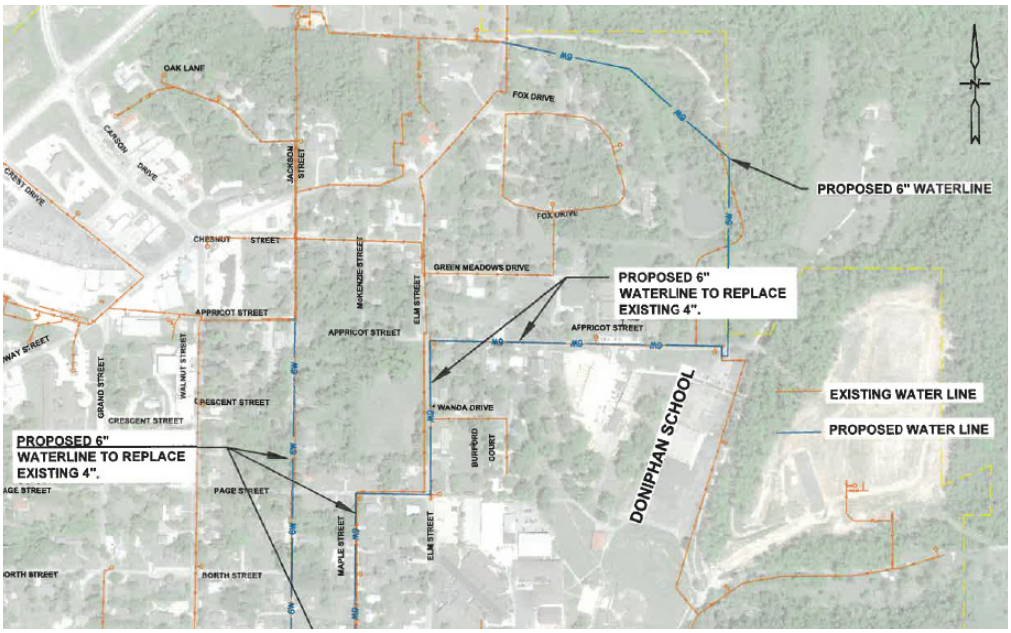
One of the largest issues facing many communities around the country, including the City of Doniphan, cannot even be seen as the aging water and sewer systems will eventually fail, even with proper maintenance. The City has modernized the water system through the years since it was started with wooden pipes in the late 1800s and the system has expanded along with the community's needs.

Among the projects on the City's to-do list is a back-up well and increasing water pressure around the Doniphan R-I School District buildings.

Currently, the majority of the system features significant pressure, however, low water pressure at school district buildings leaves toilets unable to properly flush during peak usage. If a fire were to break out at the school, the current flow of water would not be enough to adequately control a large fire resulting in serious safety concerns and possible total loss of the school. The proposed project to improve the water pressure in this area would cost an estimated $1.6 million.

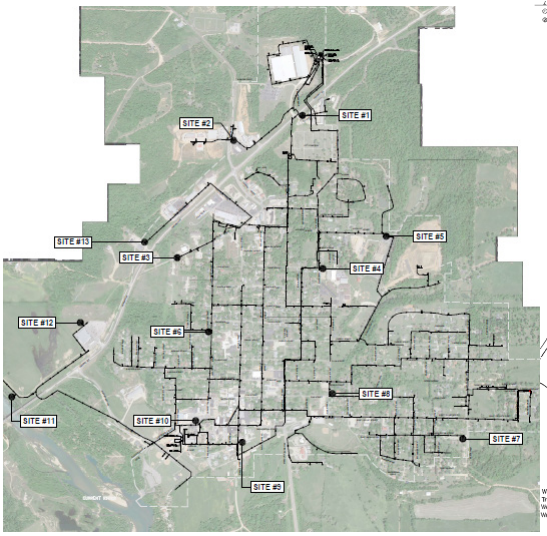
A project to create a reliable back-up well for water is estimated to cost $1.1 million. Currently the City has a well located near the fire station. This well can produce water most of the time but has flooded on multiple occasions in the past.

Creating a well south of town as a backup while also opening up development along Highway 142 south of the city limits is estimated to cost $3.5 million. It would require a well, storage tank and approximately 5,000 feet of pipe to tie into the existing system to provide a backup source and pressure. Additional funding would be required to expand the system in this area, along with additional sewer lines.

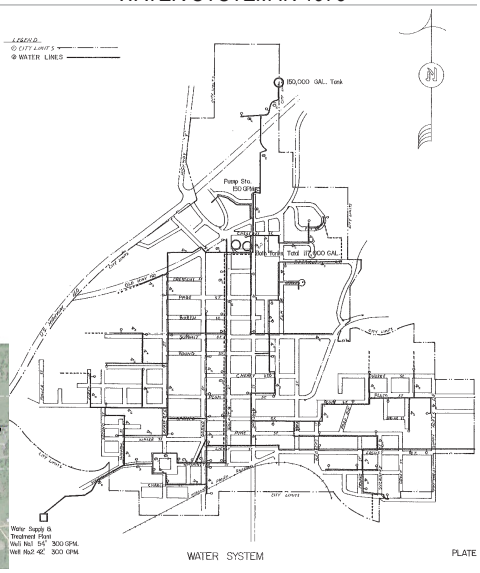


Smith & Company

CURRENT WATER SYSTEM

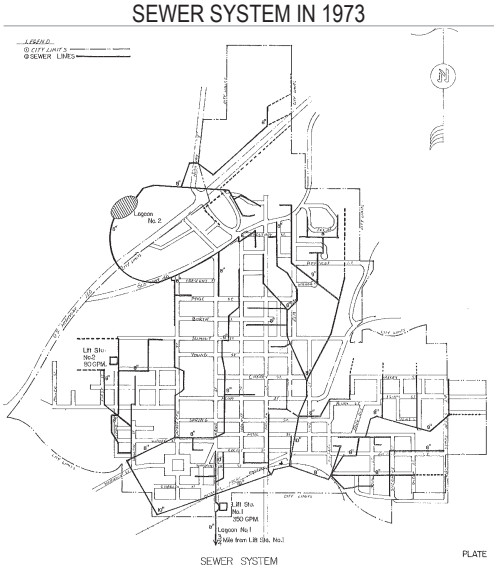


WATER SYSTEM IN 1973



CURRENT SEWER SYSTEM

SEWER SYSTEM IN 1973



RECENTLY FUNDED PROJECTS

Since the historic flood in 2017, the City of Doniphan has received nearly $16.5 million in grant funding for improvements. Among the largest projects include:

- Flood buyouts ($3,928,767)
- Wastewater improvements ($2,965,203)
- Quick Creek bank stabilization ($1,734,369)
- Ball Park Road improvements ($897,043)
- Barton St. low-water crossing ($922,814)
- Trails and sidewalks ($597,800)
- Multi-family housing ($3,597,080)
- Tornado warning sirens ($100,000)
- Comprehensive Plan update ($60,000)



Current River looking northwest toward the Highway 160 bridge.

IMPLEMENTATION

Doniphan 2027 COMPREHENSIVE PLAN

IMPLEMENTATION



"The distance between dreams and reality is called action."

Doniphan's downtown Heritage Park was developed from a block of blighted buildings into a community park by local non-profit Doniphan Neighborhood Assistance Program (DNAP). Throughout the summer, community events in the park are organized by the City of Doniphan, Ozark Vitality, Riverside Art Guild, Cruisin' the Park, Music in the Park, and others.

Whatever projects or developments the City of Doniphan and its residents determine to pursue, turning plans into progress requires an implementation strategy. This is a challenging process that requires commitment of the city's elected and appointed officials, along with residents, businesses and other organizations. The following is an outline of options which can, and will, change.

The primary vehicle of a comprehensive plan implementation is the zoning ordinance. These ensure that development fits in with existing and future needs of the community while promoting the public health, safety, morals, convenience, order, prosperity and general welfare of the community. Doniphan adopted zoning on January 6, 1976, and has updated it as needed. Once this plan is adopted, it is recommended that the city plan to undertake an overhaul of the zoning regulations to reflect the current priorities. Responsibility for drafting zoning ordinances lies with the Planning and Zoning Commission but must include staff input and legal advice.

This plan does not contradict or change the existing city processes for handling building requests, zoning changes, variances, or annexations. The plan provides the foundation through the recommendations outlined through the plan to serve as the basis to whether a request is consistent with this plan. Consistency with the plan is essential to ensure it is implemented fairly and is a significant determination during regulation and development review process.

The concepts and recommendations outlined in this Comprehensive Plan, should considered, and emphasized that this plan is a living document to be used in all aspects of land use management and development. As such, all maps and recommendations included are advisory for the Planning and Zoning Commission, City Council, City staff, appointed officials, developers, residents to ask the question is a proposal consistent with the community's plan.

RESPONSIBLE ENTITIES

Planning and Zoning Commission is the sole authority of this Comprehensive Plan, as stated by Missouri Statutes. The commission oversees requests regarding land use and zoning changes. The commission serves the city by providing recommendations for changes to the City Council. It consists of six members who are residents of the city and appointed by the City Council at the first meeting in May each year (three persons for a term of two years).

Board of Adjustment hears and decides appeals where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the enforcement of zoning. It consists of five members with four needed to reverse any order, requirement, decision or determination.

City Council the legislative policy-making body for the City of Doniphan, it has the power to pass, amend and create local law, including zoning regulations, following consideration of recommendations from the Planning and Zoning Commission.

→

IMPLEMENTATION

City Staff is responsible for the day-to-day operation of the city, which includes, but not limited to, creating, and implementing a budget, making operations and personnel decisions, and planning for maintenance and improvements to community services and infrastructure.

Partner Agencies include partnerships with other levels of government including the county and state. For example, MoDOT and the Ozark Foothills Regional Planning Commission, which can offer technical expertise and funding opportunities.

EXISTING FUNDING

While the City has maintained positive balances, funding projects remains a challenge. In order to fund new infrastructure and development projects while continuing maintenance, the city will need to secure additional funding, either through increased revenue in the form of taxes, or through outside funding, such as grants and financial programs on the local, state and federal levels.

Doniphan's revenue and expenditures can be divided into two different types of municipal funds – governmental and proprietary. Governmental funds are those used for the general, daily operation of the city, while proprietary funds have separate, dedicated revenue streams and expenditures, typically directly related to their function and are often used for services and utilities such as water and sewer.

General Fund is Doniphan's largest and most flexible fund, receiving sales and property tax revenues dedicated to city operations. The city also features special revenue funds that are either legally restricted to expenditures for specified purposes or designated to finance particular functions or activities for the City. These include:

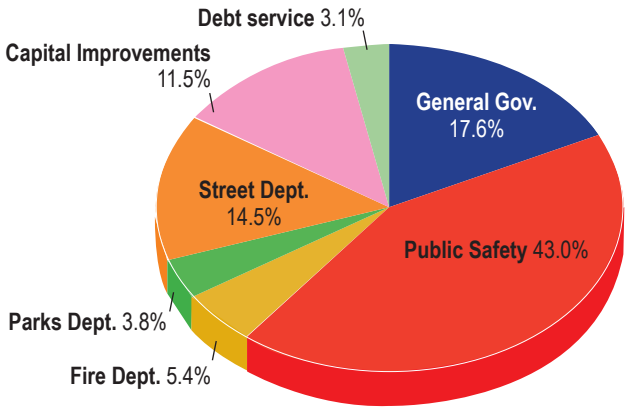
- Street Fund: Accounts for receipts of sales tax and disbursements for services provided by the street department. This fund is classified as a major fund;
- Tourism Tax Fund: Accounts for receipts of the motel tax and disbursements for tourism expenses. This fund is classified as a non-major fund;
- Airport Fund: Accounts for disbursement for the airport. This fund is classified as a non-major fund;
- Capital Improvement Fund: Accounts for receipts of sales tax and disbursements for capital improvements of the City. This fund is classified as a major fund;
- Water and Sewer Fund: Accounts for the activities of providing water and wastewater services to the public. This fund is classified as a major fund;
- Sanitation Fund; Accounts for the activities of providing sanitation services to the public. This fund is classified as a major fund.

Revenue is currently produced through property tax and sales tax within the city limits. Doniphan levies a property tax of 0.3833 per $100 of assessed property value. This provided $98,730 in 2025. Residents pay property taxes to numerous taxing entities, including Ripley County, Doniphan R-I School District, Three Rivers College and Ripley County Ambulance District.

Sales & Use Tax is the most significant source of revenue for Doniphan, accounting for 65% of all revenue for the City in 2025. The combined sales tax rate in Doniphan is 8.225%, which is below the state average in 2026 of 8.41%. The city features a 1.0% tax for general revenue, 0.5% for capital improvements and 0.5% for public transportation for a total tax of 2.0%. The general rate has been the same since 1972 while the transportation tax was added in 1988 and the capital improvement tax was last changed in 2014. Doniphan's rate is the same as Thayer while Ava (1.5%) is lower and other similar communities are higher, including Piedmont (2.5%), Houston (2.5%) and Hermann (2.875%). In 2025, the sales and use tax generated $1,339,803. Other tax generated for the City included a gasoline tax ($100,353), tourism tax ($12,741), and utilities tax ($143,609).

Expenditures for the City of Doniphan include a variety of services, programs and infrastructure. As is the case with most municipalities, Doniphan allocates a significant proportion of its budget to its police fund, 43% of all expenditures in 2025, while the street department accounted for 14.5% of the budget, meaning those two departments alone accounted for 57.5% of the total budget.

2025: EXPENDITURES vs. REVENUE



$1,737,003 EXPENDITURES

+$232,133

$1,891,271 REVENUE

SALES & USE TAX RATES

State of Missouri	4.2250%
Ripley County	1.5000%
City of Doniphan	2.0000%
Ambulance District	0.5000%
	8.2250%

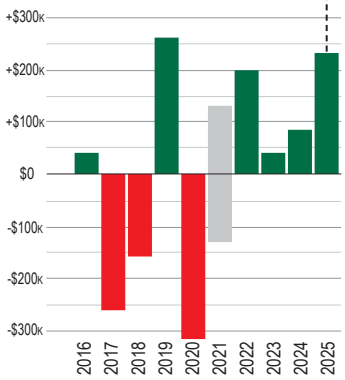
$1,339,803

PROPERTY TAX RATES

Ripley County	0.2738%
City of Doniphan	0.3833%
Ambulance District	0.0907%
R-I School District	3.4472%

$98,730

REVENUE vs. EXPENSES



IMPLEMENTATION

Potential Funding & Revenues

General Revenue Sales Tax	May be imposed at a rate of 0.5 of a cent, 0.875 or 1 cent.
Utility Tax	Tax of 1% of metered services of water, electricity, gas for domestic use.
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
Crowdfunding	Varies by program
Government Funds	Varies by program and department
Business Licensee	Municipalities may charge a fee based on a percentage of gross receipts, number of employees, square footage of a business or a flat rate depending on the type of business.
Liquor License	Municipalities may charge up to one and one-half times the rate charged by the state to license liquor providers.
Municipalities Utility Gross Receipts Taxes	Missouri municipalities may levy a utility tax based on gross receipts, but a few levy the tax by a flat fee arrangement. Five-percent is the most common rate, but many municipalities levy a higher tax. In addition, city-owned utilities often contribute either a percentage of gross receipts or a transfer from the utility fund to the general fund in lieu of taxes.
Special Assessments	Many types of special assessments are levied by boards, districts, and municipalities. Some special assessments are levied for construction or improvement projects administered by the boards, districts, or municipality and these assessments may be for a certain number of years.
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.
Impact Fees	Are payments required of new development for the purpose of providing new or expanded public capital facilities required to serve that development. The fees typically require cash payments in advance of the completion of development, are based on a methodology and calculation derived from the cost of the facility and the nature and size of the development, and are used to finance improvements offsite of, but to the benefit of the development.
Franchise Fees	A municipality can impose a fee on utility companies that use the public rights-of-way to deliver service. The village can determine the amount, structure, and use of collected franchise fees. Generally, they are structured in two ways: a flat rate per utility account or a percentage of consumption used by each utility account.
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.

IMPLEMENTATION

Grants, Loans & Bonds

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.
Section 604(b) Water Quality Management Planning Grant	The Water Quality Management Planning Grant is administered by Missouri Department of Natural Resources (DNR) and is available for Missouri Regional Planning Commissions and Councils of Governments such as OFRPC. This grant aims as sub-awards to assisting RPC and COG's with helping local governments in planning efforts for issues of identifying water pollution, developing/implementing a Source Water Protection Plan, Stormwater Compliance, and the implementation of management programs.
Missouri's Drinking Water Revolving Fund (loans and grants)	Rs MO 640.107. refers to funding opportunities for local governments with a populations less than ten thousand people and when funds are available for public water systems, with 20% available to systems serving less than 3,300 people and 15% for systems serving 3,031-9,999.
The Clean Water State Revolving Fund (CWSRF)	A federal-state partnership that provides communities a permanent, independent source of low-cost financing for a wide range of water quality infrastructure projects.
Clean Water Engineering Reports Grant - PUB2485	A program to assist small communities serving a population of 10,000 or less with engineering costs.
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.
State and Local Fiscal Recovery Funds (SLFRF)	This program can be used to replace lost public sector revenue, public health, invest in water, sewer, and broadband as well as pay for essential workers.
Assistance to Firefighters Grant Program (AFG)	The objectives of the AFG Program are to provide critically needed resources that equip and train emergency personnel to recognized standards, enhance operational efficiencies, foster interoperability, and support community resilience. Eligible applicants: Fire departments, nonaffiliated emergency medical service (EMS) organizations, and State Fire Training Academies (SFTAs)
Homeland Security	The Department of Homeland Security offers a variety of programs options including the Counter Terrorism Officer Equipment program, SHSP Protection of Soft Targets/Crowded Places, SHSP Regionalization Grant.
Federal Emergency Management Agency	FEMA offers a wide range of funding through a few of the following: Nonprofit Security Grant Program, Building Resilient Infrastructure and Communities (BRIC), Flood Mitigation Assistance (FMA), Hazard Mitigation Grant Program (HMGP), and FEMA Preparedness Grants.
MODESA	The Missouri Downtown Economic Stimulus Act (MODESA) Program can be used for to redevelop areas focused on downtown and to create jobs through essential public infrastructure.
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.
Missouri Main Street Connection (MMSC)	This organization offers matching grant programs, educational trainings, and other services. Main Street is releasing a study involving the impacts of Main Streets and historic preservation in Missouri over the past 10 years. Potential Grant opportunities: the Community Empowerment Grant, People Energizing Places (PEP) Grant, Strategic Teams Engaging Places (STEP) Grant.
Historic Preservation (State & Local)	-- CDBG Special Purpose grants and Planning grants -- MO State Parks offers grant applications and funding from federal government including the National Register and Survey Grant, Planning and Outreach Grant, Predevelopment (Preconstruction) Grant and Missouri Historic Tax Credits
Historic Preservation (Federal)	National Register of Historic Places – up 20% tax credits for rehabilitation costs Historic Preservation Easements – A voluntary legal agreement, typically in the form of a deed, which permanently protects a significant historic property. Perpetual (forever) easements assured the property owner the historic character will be preserved. Donations may allow the owner to be eligible for one or more forms of tax benefits.
America Walks Community Change Grants	Organizations can seek funding opportunities through this private sector to encourage walkability.
PeopleForBikes Grant	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.
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.
Various Foundations	Foundation grants for small towns focus on rural development, infrastructure, community, and economic revitalization. Key funders include T-Mobile Hometown Grants ($50k), the Hart Family Fund ($2.5k–$15k for preservation), among others. These grants support nonprofits, local governments, and projects in communities with populations under 50,000.



Current River looking northwest toward the Highway 160 bridge.

APPENDIX A
COMMUNITY SURVEY

Doniphan 2027 COMPREHENSIVE PLAN

APPENDIX A: COMMUNITY SURVEY

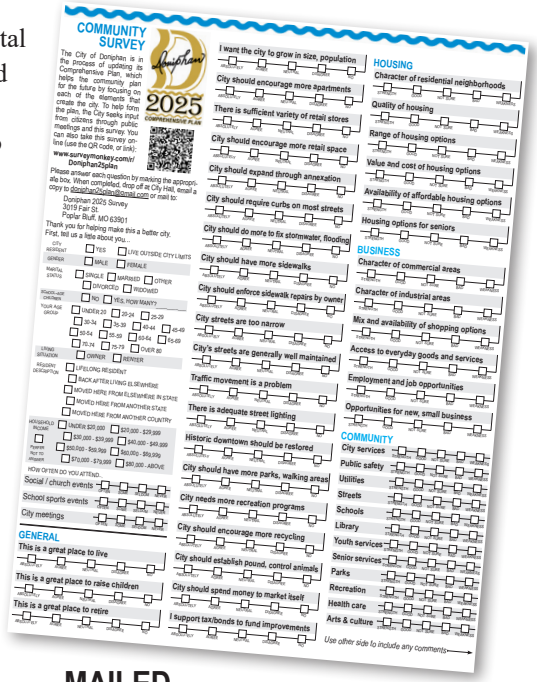
The City of Doniphan sent out surveys to citizens to get feedback on various related topics. The Ozark Foothills Regional Planning Commission collected the surveys after the Citizens Advisory Committee approved the survey questions and format (pictured at right).

Surveys were collected online using the website SurveyMonkey while 300 surveys were directly mailed to residents, who were randomly selected. Surveys could be submitted by mail, email, dropped off at City Hall or the Library, or completed online by using the QR code.

The survey starts with asking about the person filling out the survey so that it can be determined that a wide range of citizens have responded based on gender, marital status, age group, home ownership and income. The survey featured a statement, such as, "This is a great place to live" with the choices of "Absolutely; Agree; Neutral; Disagree; and No." Another section asked to rate aspects of the City as a "Strength; Good; Not Sure; Bad; Weakness" such as, "City services" or "Streets" to determine if these topics should be a focus of the Comprehensive Plan.

Additional comments could be included for consideration by including them on the opposite side of the survey, or a separate page included with the submission.

Here are the results.


COMMUNITY SURVEY

Doniphan 2025 COMPREHENSIVE PLAN

HOUSING
BUSINESS
COMMUNITY
GENERAL

TOTAL Surveys collected **306**

Percentage of population **7.4%**

ONLINE Surveys collected **279**

Completion rate: **96%**

Typical time spent: **4:51**

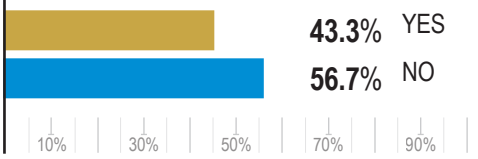
MAILED BACK Surveys collected **26**

Returned, not completed: **5**

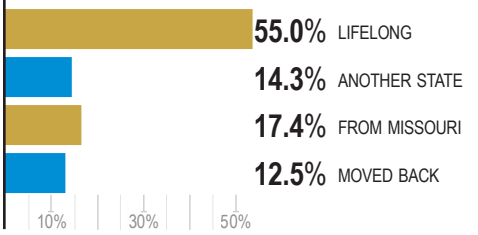
Return rate for 300 mailed: **2.6%**

DEMOGRAPHICS

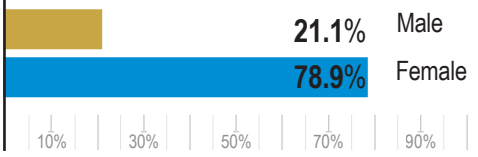
City resident?



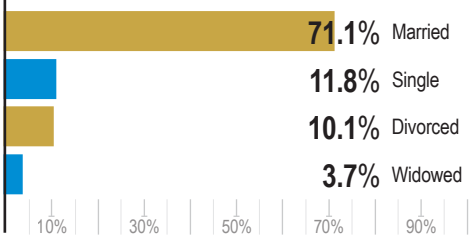
Resident Status



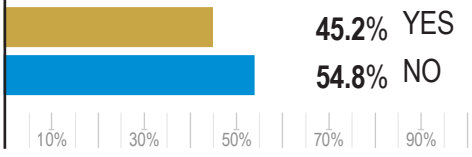
Gender



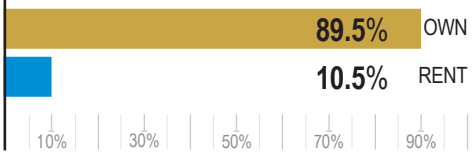
Martial Status



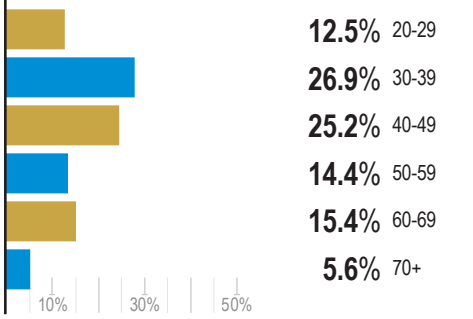
Do you have school-aged children?



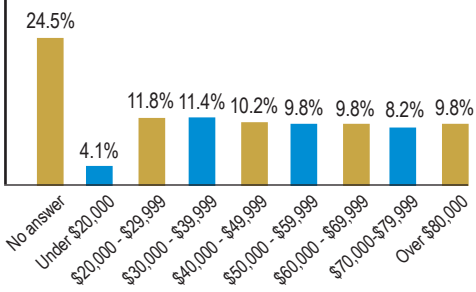
Do you own or rent your home?



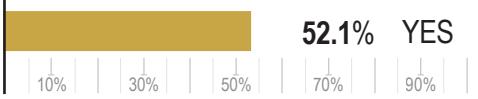
Age



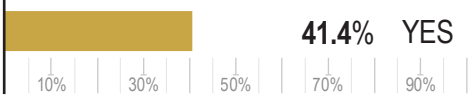
Household Income



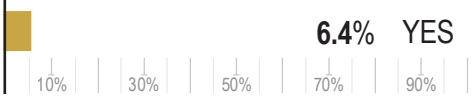
Do you attend social / church events?



Do you attend school sports / events?

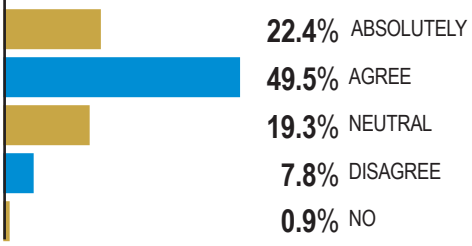


Do you attend city meetings?

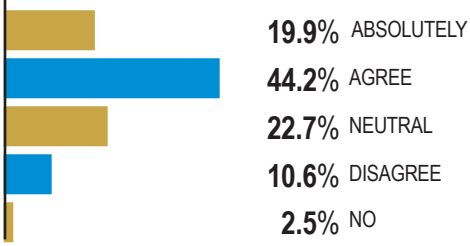


APPENDIX A: COMMUNITY SURVEY

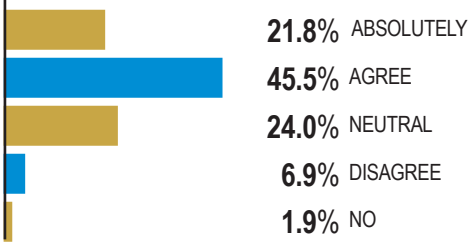
This is a great place to live



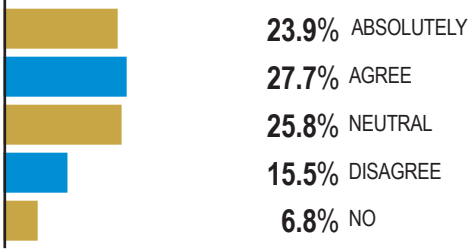
This is a great place to raise children



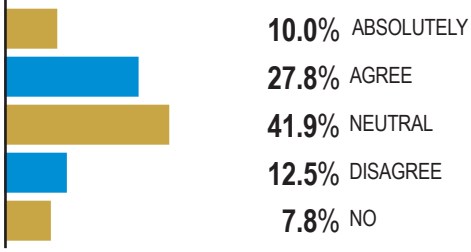
This is a great place to retire



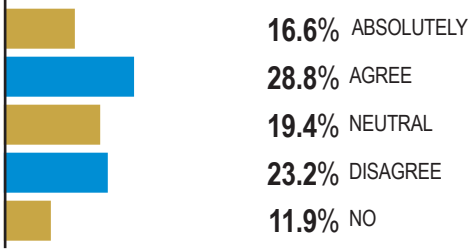
I want city to grow in size, population



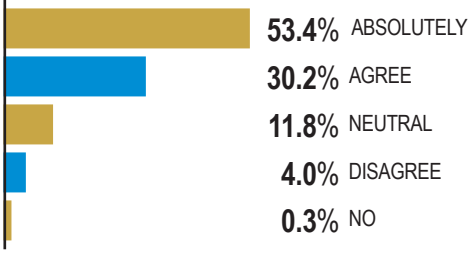
City should expand through annexation



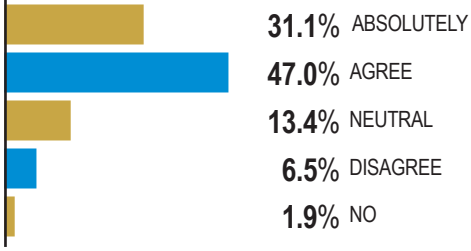
City should encourage more apartments



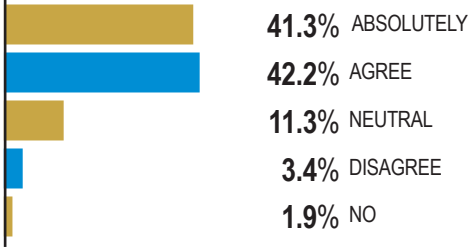
City should have pound, control animals



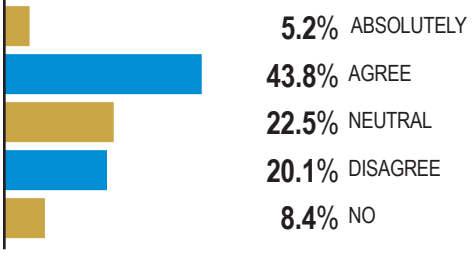
City should encourage more retail space



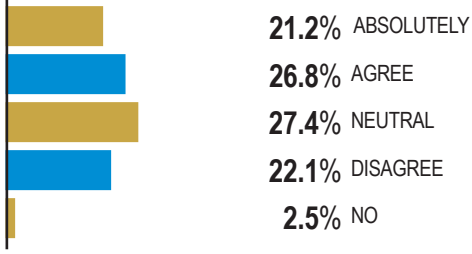
Historic downtown should be restored



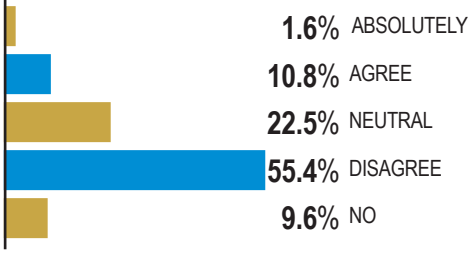
City streets are generally well maintained



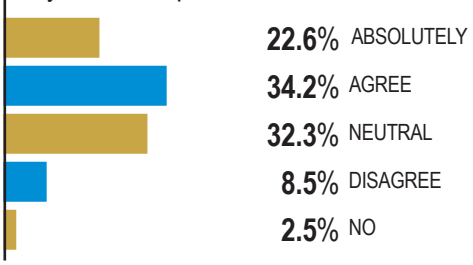
City streets are too narrow



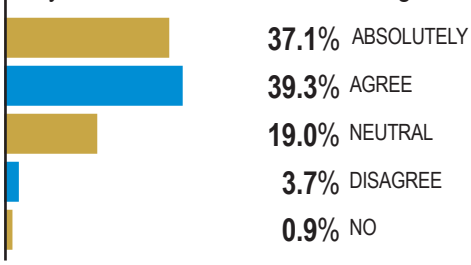
Traffic movement is a problem



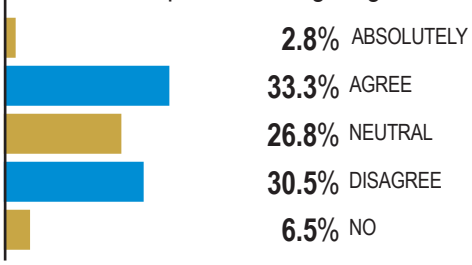
City should require curbs on most streets



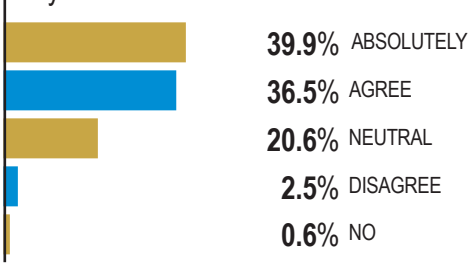
City should fix stormwater, flooding



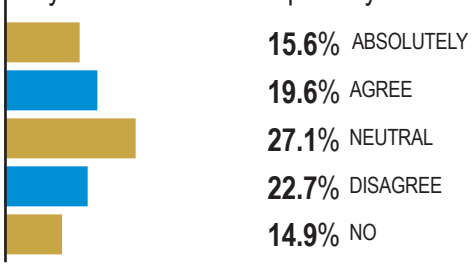
There is adequate street lighting



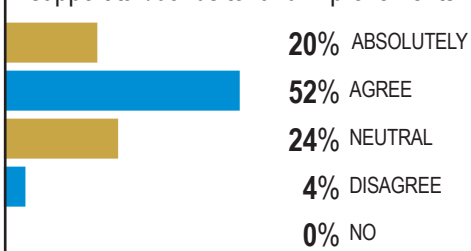
City should have more sidewalks



City enforce sidewalk repairs by owner

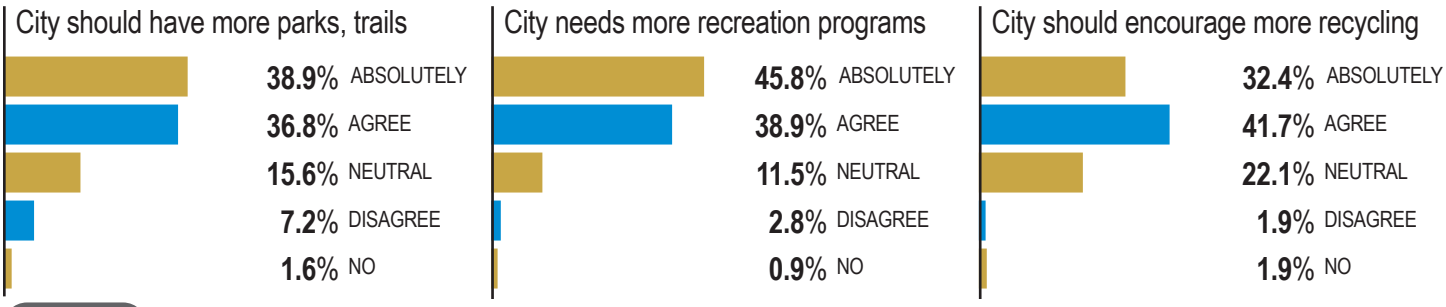


I support tax/bonds to fund improvements*

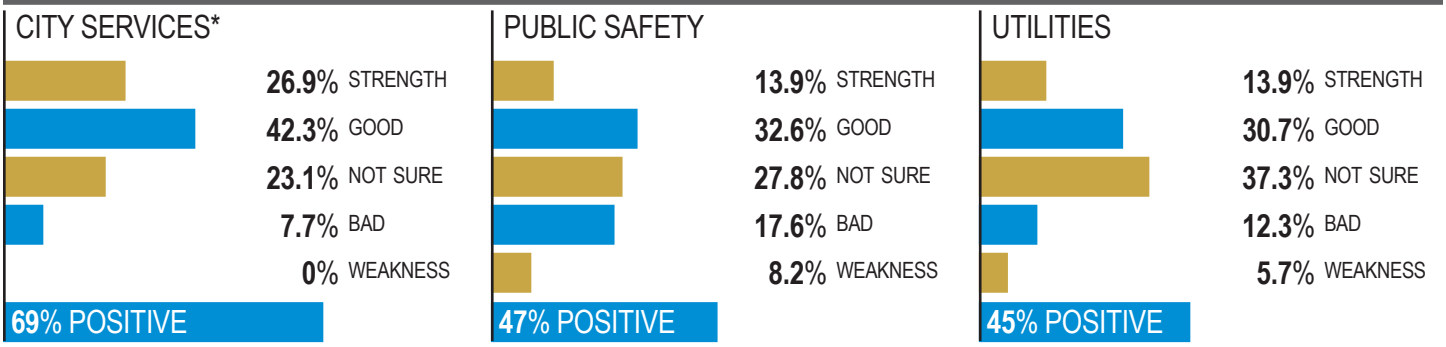


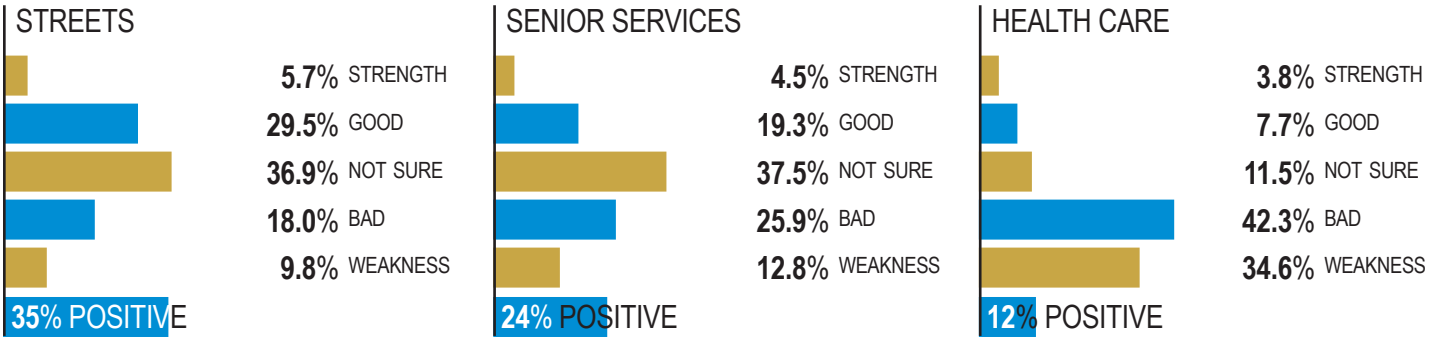
*Question only asked in mailed survey.

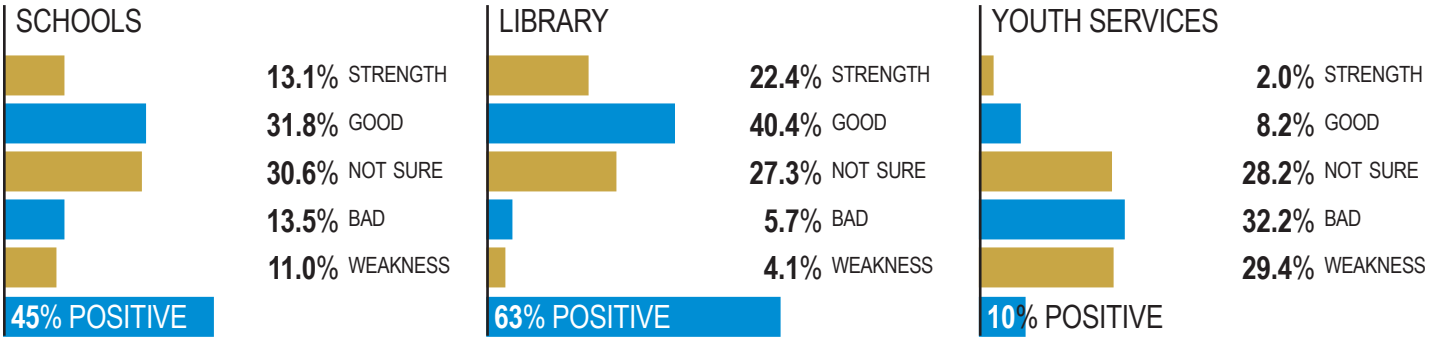
APPENDIX A: COMMUNITY SURVEY

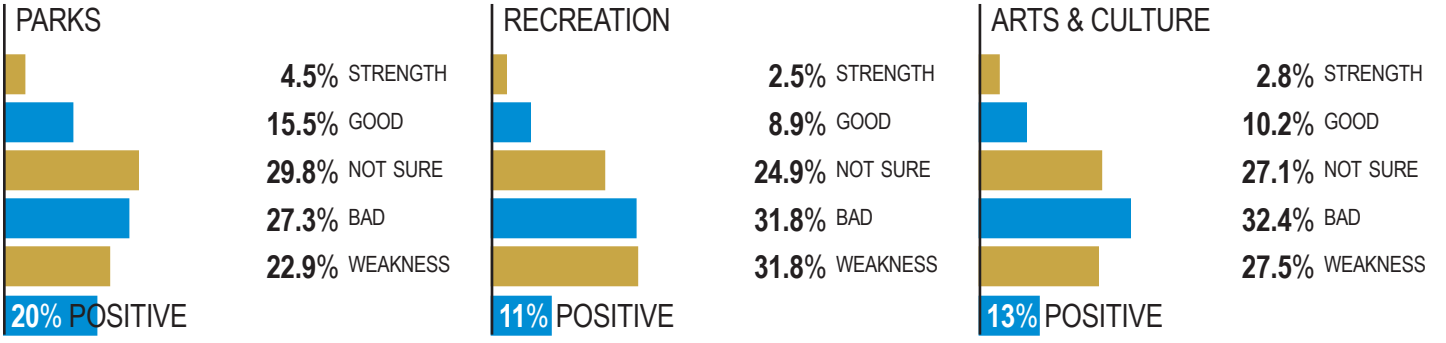


RATING









APPENDIX A: COMMUNITY SURVEY

What would make Doniphan a better place to live?

Comments left by city residents are included and edited for space.

- Grocery store.
- More grocery options, more job opportunities.
- Walkable sidewalks, an alternative grocery store to only Harps, more family friendly spaces that aren't churches.
- Another grocery store and a city pool/ splash pad/things for children to do.
- Health care.
- That's a tricky question….it's a very low income county so that brings in the people that often contributes to community issues like crime etc. Doniphan as a community has to be competitive. So with that being said what does Doniphan want to compete for? The low income often crime infested population or make this a community that offers families quality housing options and programs or recreational areas and safety.
- More grocery stores. More housing. More options for public transportation. An actual homeless shelter for the men. An actual hospital or ER. A lot of us have to travel 30 plus miles to get to a hospital.
- Clean up the town, enforce property maintenance and home maintenance. There are an abundance of dilapidated homes people live in, junk piles at homes, it's embarrassing to drive by.
- More investment in public parks / playgrounds / paved trails, revitalize downtown (more places like LHG), tear down dilapidated buildings like the one by Rocky River Inn.
- Have more available safe activities for every age so people will want to stay in Ripley County
- Increase jobs
- Fix your roads and make them where more than one vehicle can drive down them at once. The school needs to offer bus services to the people that live in town. There are too many two way stops, and there needs to be more four way stops. Enforce the town residents to trim their trees because there is so many areas in town where you can not see when making left turns, specifically anywhere turning left on Lafayette or Walnut. Have the police enforce traffic laws, everyone here drives around with one headlight and doesn't understand what a turn signal is. Have the police at the school every day, not only on the first day of school. Rebuild the school in another area outside of town or add more parking because the system they have to pick your children up is just flat out unsafe and dangerous.
- Better grocery store, a pound and animal control person who enforces the law and doesn't cave in to the local clique that lets the people slide on obeying the laws, someone that will enforce people keeping their yards maintained so the city is cleaner and looks clean, no one is going to be impressed with the trashy way it looks now
- Something for people to do like a small movie theater. Instead of having to drive for entertainment. Maybe more community events. Bi-monthly events would give people something to do. A concert or a community dance or something to bring people out to meet the neighbors!
- More than one grocery store.
- Healthier fast food options.
- More parks and walking trails by the river.
- 24-hour Urgent Care/ER.
- Indoor recreational center.
- More for the children to do especially younger kids 0 months to 5 year olds.
- More places and activities for children. More law enforcement or security to watch over our schools our campus is to big and spread out and not enough law enforcement to cover all the areas needed, better lighting and walk ways down roads. We definitely need a pound for cats and dogs and start holding people accountable for their animals and tickets for them running freely.
- A Taco Bell and more effective police training.
- If people participated more.
- If there was less crime.
- Better walking and pedestrian options, better parks, more evening programs. Make the town friendlier for the tourists that are coming to the river.
- Bike Trails and homeless facilities. No one should be left to live on the river.
- More community development.
- Another grocery store, more franchised business downtown.
- A city water park/splash pad for children similar to Pocahontas Ark., a drive inn movie theater, another grocery store to force competition in grocery prices.
- Have some type of affordable splash pad or small water park for younger children that the river may be too swift for.
- Another grocery store.
- More places for people to work outside of retail.
- Law enforcement!!!!!
- Community center, swimming pool, splash park.
- Good question!
- Another grocery store. Make people keep up (mow) their property, not just threaten to do so. There are some places where brush blocks view around corners making safe turns improbable. Enforce trash can rules.
- More things for families to do together...karaoke ...triva...Bingo are great but they are always in a bar ..I lot of people don't go to bars.
- More to do for young kids, toddler addition to park, splash pad/youth water park.
- This city desperately needs an animal shelter/control. And the most of the sides streets are too narrow and have big drop offs the will damage most vehicles.
- More things to do.
- Number one priority needs to be an animal shelter and animal control "officers". Too many animals are being dumped and others being mistreated. Our community needs a shelter to get these poor animals off the streets and the chance to find homes. Animal cruelty laws need to be enforced, this is not okay. These animals don't deserve this and crappy humans should be held accountable. We have to do better and do more. We now have Hillcrest Animal Clinic and there's the Doniphan Spay and Neuter group that could help with those needs of a shelter. After that, we need something other than Harps for our grocery/shopping needs.
- There needs to be an emphasis on "Getting with the times". It is good that Doniphan is a slower paced community, however the leaders seem to think it is stuck in 1985 and have no interest is progress. As long as everyone can "Maintain the day" then that's all that happens. It would be nice to see modernization efforts taking place in our little slice of heaven on the Current River.
- Splash pad/small water park, more river access from town, dog pound and laws against backyard breeding, dentist.
- More options for recreation for youth and families. Continue to restore downtown. Prioritize economic development to attract new industry. Lean into tourism. Hire a full time Chamber executive who actually understands the business. Potential capital campaign for economic development to put resources behind attracting higher wage jobs.
- Get rid of all the drugs.
- Another grocery store. More activities in town other than soccer and baseball/softball. Shoe store/clothing store animal control.
- More activities for the children. More low income apartments for those in need. More decorations around town during holidays, makes our little community feel warm and inviting.
- More of a variety of type of shops for instance we need at least one if not two more grocery stores Harps is not at all affordable we need other restaurants than grease selection we have from the fast food to the imitation Mexican and the chicken upon chicken restaurant there is in town now.
- More things for the kid's to enjoy which in turn keeps kids out of trouble. A fall baseball league for kids. A coed softball league for adults. More competition for grocery stores to include better pricing so residents don't opt to go to Poplar Bluff or Arkansas to buy necessities in order to save money. More parades. If the City could engage better, people would stay local for entertainment and shopping purposes. Boutiques are abundant, but middle class families want more affordable options.
- More grocery stores with better food selections, especially "health foods" I know personally my husband is lactose intolerant and has problems finding things that fit that need. I know of people who have a gluten intolerance and have to drive to the bluff to get most of their groceries. More retail stores would be nice as well. But the number one thing, is more jobs for all ages.
- More opportunities for the youth and teens, apartments, daycares so parents can work, more doctors.
- More options for our youth and more retail.
- Another grocery store and more factories.
- Recreational areas/biking trails& lanes/city pool.
- I believe Doniphan would be an excellent city if we could get rid of all the corruption. We have a huge drug problem here and to many drug lords involved. Not to mention all the unsolved murders/other crimes that are neglected.
- More opportunities, more grocery stores, lumber yard, Walmart, better restaurants, clean up the eye sores in town.
- Control of the amount of dogs in the area, a dog pound, school safety, better teachers, not allowing teachers without degrees to teach, adding police officers to the force again, a shelter for people, better advertisement of open meetings so we can attend, regular citizens on the boards of city councils, community coalitions, drug enforcement.
- Create a more pedestrian friendly structure that enables and encourages more walking and bike accessibility through town, especially a system that attracts those who live in suburbs on the edge of city limits. As a resident, I would walk or bike more places if roads have adequately maintained and spacious sidewalks as well as designated bike lanes on primary high traffic streets.
- Investing in our future which involves investing in our schools, and one vesting in having more career opportunities to retain people here, and bring new people into our community as well.

APPENDIX A: COMMUNITY SURVEY

Number of people who left comments **237**

Most words used:

ACTIVITIES, GROCERY STORE, KIDS, CHILDREN, PARK, SCHOOL, DRUG, YOUTH, RETAIL, STREETS, RESTAURANTS, STORES, JOBS, RECREATION

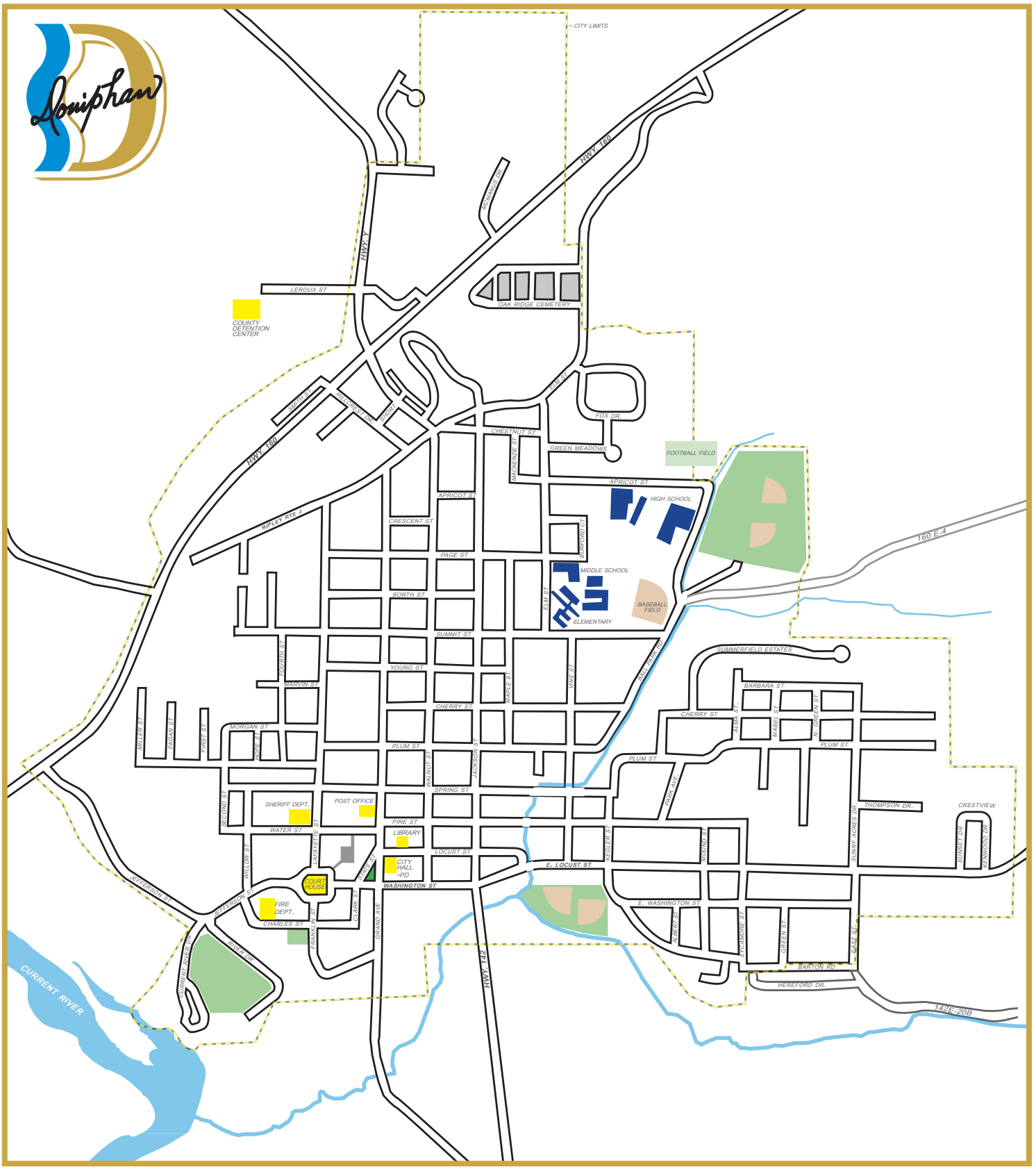
- More to do for younger school age children. The town does more for the senior community than it does for the younger generation. For example Pocahontas had a city-ran water park for summertime for entire families to spend their time. In the summer younger children are given the opportunity to play city softball in the 100 degree heat and that's about it.
- Making our town pretty and getting another grocery store that doesn't over price everything!
- Reduction of crime and keeping homes and yards in better condition.
- People that took care and respected what we have. Better/more side walks throughout the city.
- Definitely need some work on our streets and sidewalks, especially around the school. We have kids walking to school down streets with no sidewalk.
- To have more places for children to go for recreation.
- Community uniting to do more things like "Music in the Park" and farmers market.
- Less name game and small town politics shenanigans! Name/money — you can whatever you want. Without — you are not important and your kids are too — no matter how talented!
- More for the kids to do. Better parks with good playgrounds and walking paths
- More activities for the aging population as well as nice apartments and/or condos for the middle class to age in the area comfortably but who are not physically able to care for their yard, etc.
- It would also be nice to see school board members without a hidden agenda ... There definitely needs to be more transparency between the school and the community to start rebuilding trust amongst the two.
- There is an extreme lack of affordable housing that is fit to live in. There are no services for our homeless population and no empathy for helping these folks have a better life. I find this ironic in a town that is known for the number of churches it has. Also, a group I was apart of one state of community survey. I still have that survey which listed football and a swimming pool aquatic center as the top priorities. While working in the community in various aspects, it is apparent to me that this is a community that is very turf oriented. Instead of working together to provide adequate services, we have turf wars. Racism still exists here which I find unacceptable. Sidewalks are dangerous, they need to be fixed. A D.A.R.E program needs to be started to help and prevention of the rampant drug use. Since everyone knows the locations of the two main drug houses in our area they need to be shut down. More coordination of services, including mental health, social services, drug treatment, facilities, and community services. I applaud Ripley County transit as a asset to our community and used by many.
- More local retail options for residents. Developing the north end of town to include options for grocery shopping and recreation options for adults and youth. A community center/pool or gym that could be used by residents and offer programs like volleyball leagues, 3 on 3 basketball leagues, aerobics, paint classes, etc to the youth and community. Something that can be done during the fall winter months.
- More activities.
- More activities for kids.
- Animal control is a large problem. Between strays getting dumped in the city and city owners letting their dogs roam the neighborhood chasing kids and cars and attacking other animals, it's out of hand and nothing can be enforced.
- Policies and decisions are made by the same old clique of people that were making them when I was a kid. Self-centered and selfish they always question what is in it for them when new ideas are presented. If you aren't born and raised here your opinion and experience elsewhere mean nothing. I appreciate what some have done to improve our town even being fought every step of the way. City officials rely too much on the advice of the city attorney who has his own personal agenda.
- YMCA.
- Bring more live entertainment to Doniphan when weather permits like it did during the 4th of July. Bring cruising/music in the squire back. People from other area towns visited our town just for those nights.
- Those ideas wouldn't necessarily make the town better overall but they are things I'd like to see happen.
- Better retail opportunities other than dollar general, dissolve the crony deal with harps and have a cheaper option for groceries, better road maintenance.
- More to do for children, more job opportunities that pay well, and better walking areas and parks.
- Needs more and better sidewalks and more park equipment for children
- We desperately need another grocery store that is affordable for all residents. A small hospital is needed as well. The demand on our current urgent care is often so high that it has to close early or can't take more patients. Residents shouldn't have to travel 30 minutes for urgent health care needs. I also believe our town could benefit from a recreational complex similar to Pocahontas that would include additional basketball courts, indoor pickleball courts, a small water park, and a bigger community center where larger events could be held that would accommodate 250+ people. We also need to continue to support and emphasize the importance of our volunteer fire department. We have also got to stress the importance of the future of our children and provide better or new school structures for them.
- Animal control and another grocery store. More info on when I can attend city meetings and contribute input.
- Having elected officials that are not scared to stand up against the people doing the crimes and not scared of building a bigger better city.
- Doniphan, has so much potential for a good small rural thriving community. There are so many things that can be improved by a little care from the community leaders.
- We need a proper park for families, children and sports. It would be wonderful to have a walking trail by the river.
- The police appear to do little to nothing about the many drug houses and drug dealers. With the high levels of drug abuse in this town, there should not be any pot/CBD stores approved to sell in Doniphan. They only promote the use of drug addiction.
- We also need more mom and pop restaurants. Fast food does not improve the value of the community.
- The public school has an inadequate playground for the elementary grade levels and there is minimal youth recreation provided for the children.
- We definitely need better outreach from the churches. Handing out food to the poor every month does not help them improve their livelihood. I hope that something can be done to help out this town. Raising taxes does not work and improve school. I know from personal experience, we came from a high taxation state. More money is not the issue. We just need to work together as a community and Doniphan can be a wonderful town.
- Very loaded question.
- More grocery stores.
- Get rid of the drugs.
- More recreational activities, walking/biking trails, better use of park space, less stray dogs on streets.
- Get the crack heads off the streets.
- There are a few run down buildings that need to be demolished.
- Getting the drugs out.
- Removal of the drug addicts. More permanent residents and less renters who are not invested in the long term of the city. Removal or repair of dilapidated properties. Better management of the police department.
- Fix the sidewalks.
- Have more rentals make rent not three times income my mom is on disability and can't afford to live on her own.
- I would really like to see sidewalks in the Sunny Acres neighborhood as many walk for exercise in the neighborhood but have to walk in the roadway.
- I would also like to see more of an effort to clean up blighted properties.
- Another major issue I find is the lack of enforcement on animals running loose, not just stray animals. It is frustrating to take my children on a walk and have to deal with a neighborhood dog(s) unleashed nearing us even if they are friendly it makes me nervous with my two young children.
- Also, more enforcement on people moving their trash cans back to their home versus leaving at the roadside would be nice.
- A recent issue I've been discussing with friends is that in town less than two acres you cannot have chickens. I've talked with some people who want the amenities of town, but would like to have a small homestead like having chickens but they have less than two acres. I understand this could create smelly neighborhoods, but there is a big shift in America to homesteading lifestyle and I do believe this small change could help attract a few of those families who love everything else about Doniphan.
- Our family utilizes the library frequently and I would encourage the city to put more funding into the library and renovation of the facility to make story hour and the library in one facility. Adding a specific children's location that is away from the adult computer areas so kids can be kids and if one child is crying you don't feel you are being a distraction to everyone in the library.
- Better communication with residents. People can't always make Council meetings, nor would participation be largely relevant, but they can check an active website during their day.
- Enforce property codes, need dog and cat pound!
- More retail services and restaurants. More community activities.



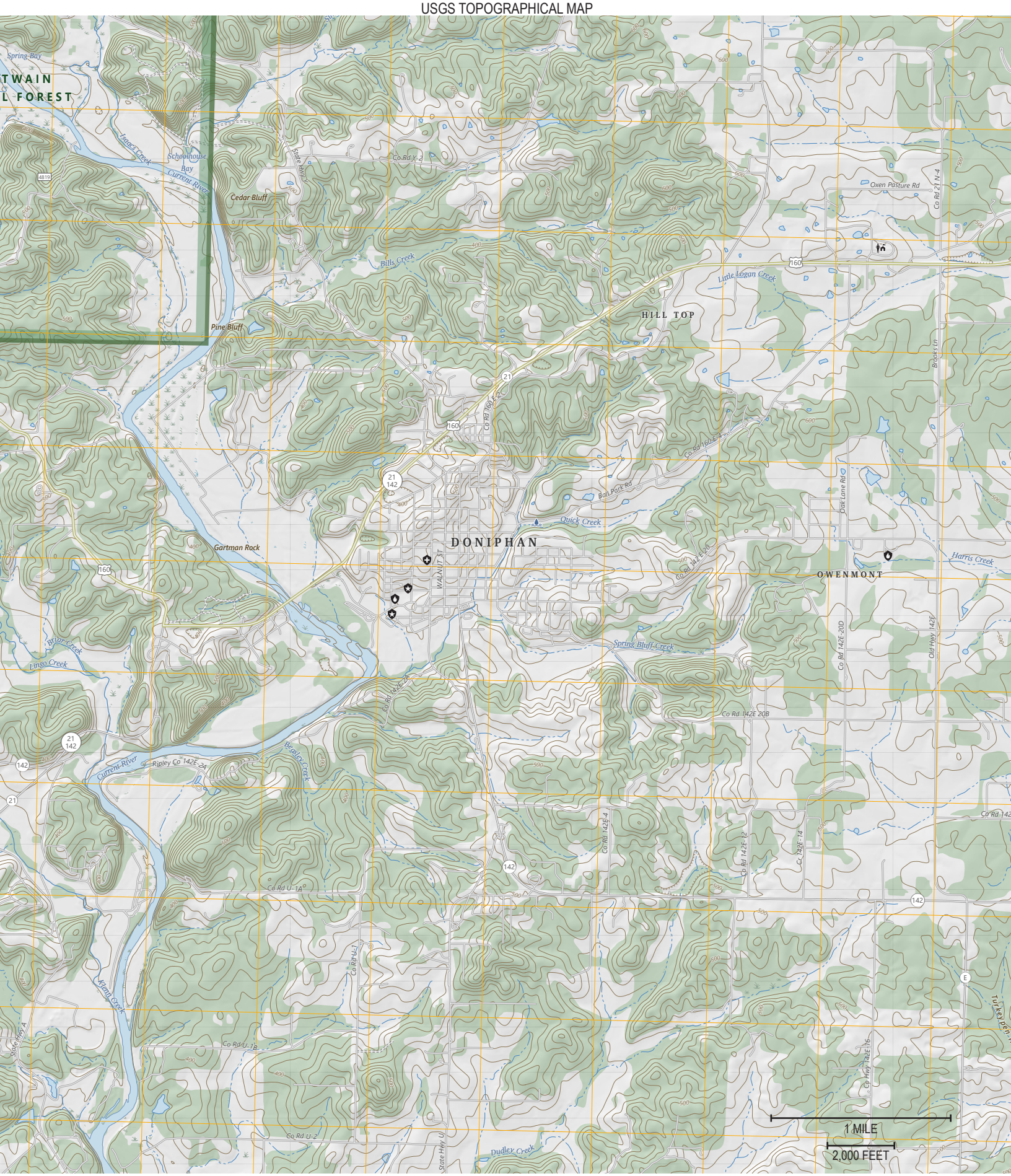
Current River looking northwest toward the Highway 160 bridge.

APPENDIX B
COMMUNITY MAPS

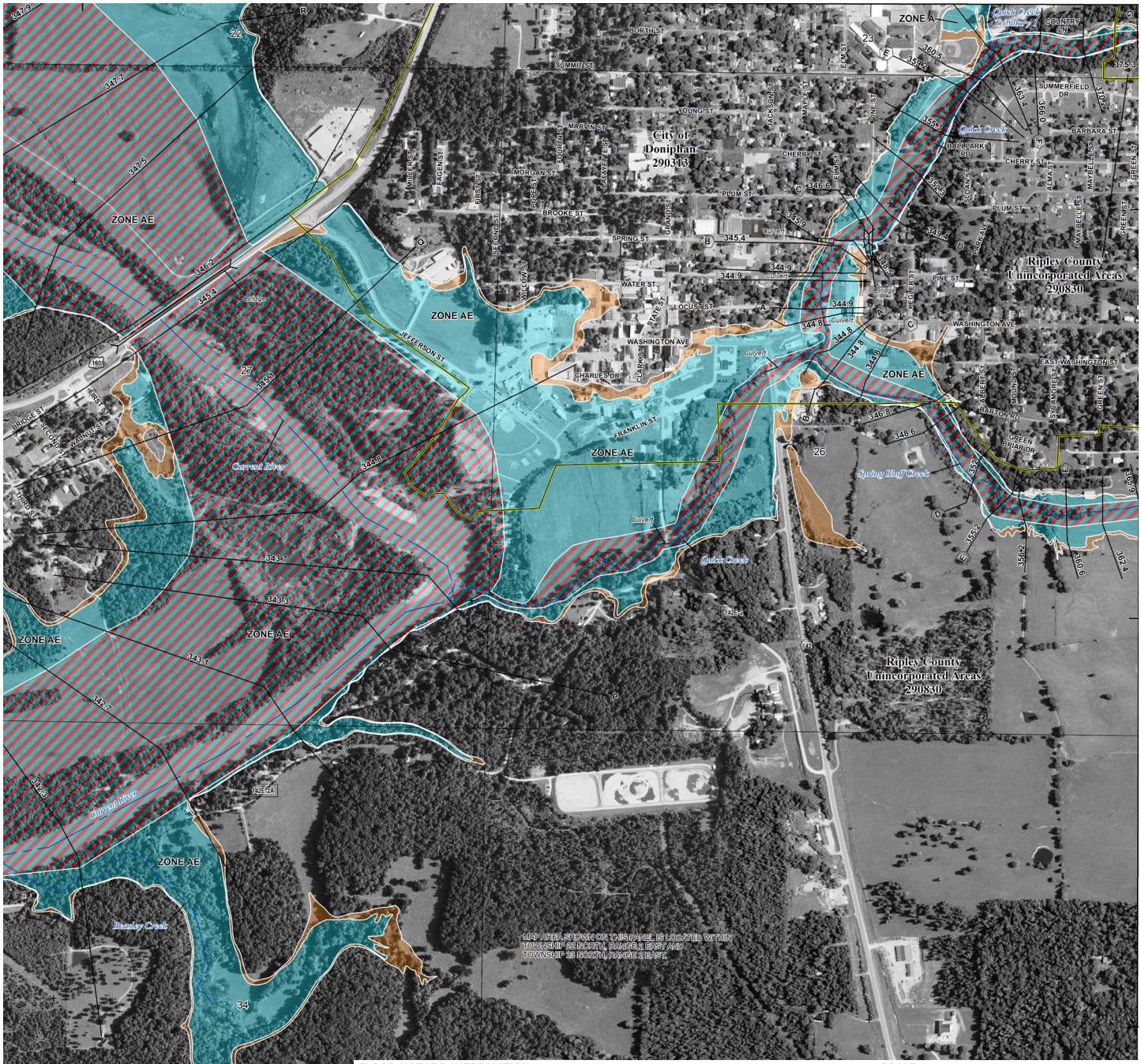
CITY STREETS MAP



USGS TOPOGRAPHICAL MAP



FEMA FLOOD MAP



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT

HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on the FIRM was provided by U.S. Farm Service Agency, National Agriculture Imagery Program (NAIP), dated 2016. For information about base, maps refer to Section 6.2 "Base Map" in this FIS Report.

SCALE

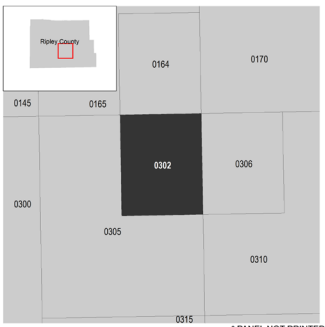
Map Projection:
NAD 1983 StatePlane Missouri East FIPS 2401 Feet;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR

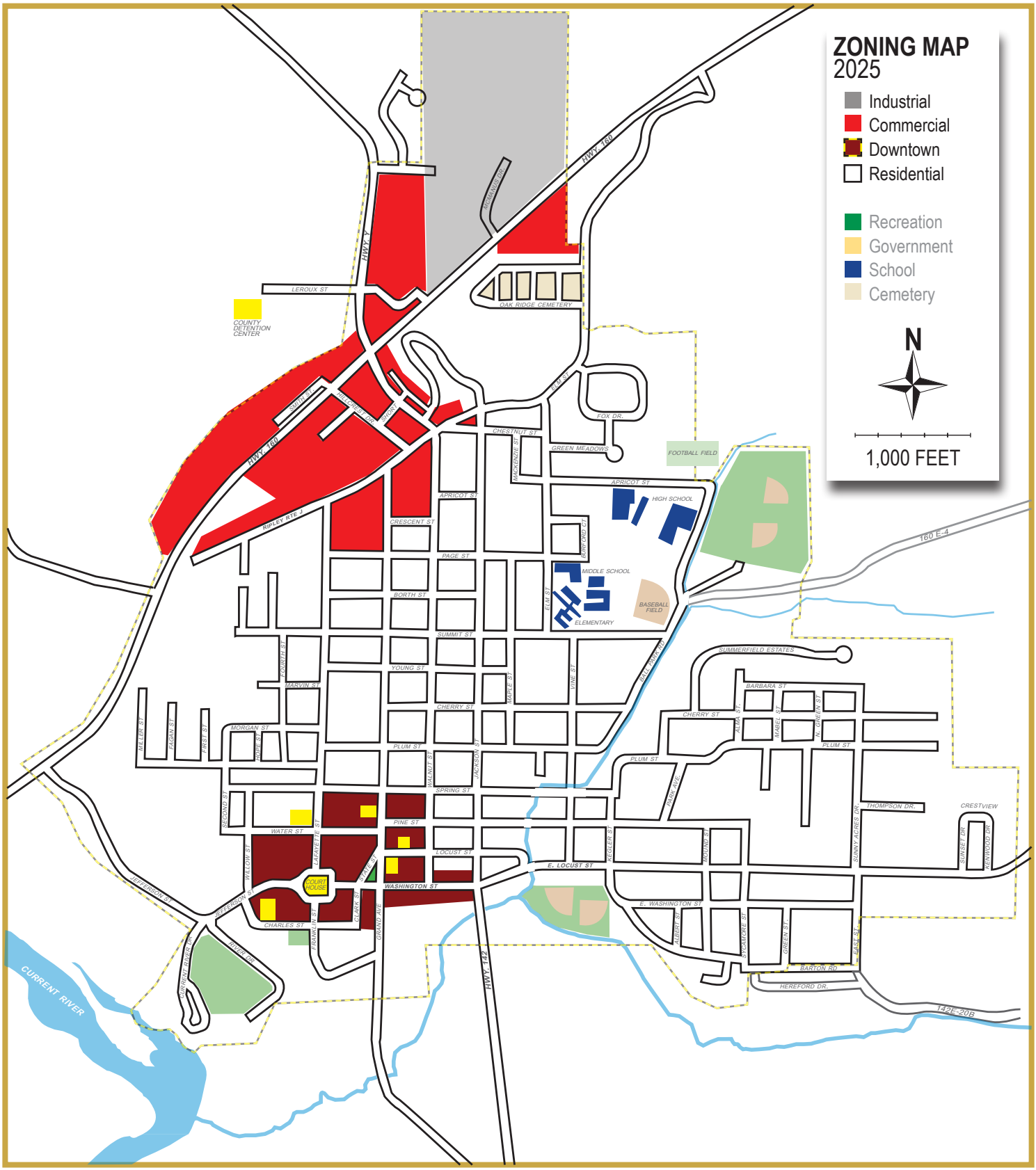


* PANEL NOT PRINTED

GOOGLE MAPS IMAGE



CURRENT ZONING MAP




Doniphan