

# NEED FOR MISSOURI'S FIRST STATEWIDE ACTIVE TRANSPORTATION PLAN

## PURPOSE

This issue brief urges the Missouri Department of Transportation [MoDOT] to adopt a Statewide Active Transportation Plan [SATP] to address critical gaps in safety, funding, connectivity, and policy for non-motorized transportation across Missouri.

## Key Indicators for SATP Need

- **1 in 3 Missourians are non-drivers**, due to age, disability, affordability, legal reasons, or personal choice.
- **Pedestrian fatalities are rising sharply**—a 120% increase since 2014—with 64% of deaths occurring on MoDOT-owned roads.
- **Missouri is one of only four states without a SATP**, despite having the 7th largest highway system and ranking among the lowest in multimodal transportation support.



## Challenges Identified

1. **Safety:** Vulnerable Road User deaths are increasing, triggering federal mandates for safety investments.
2. **Funding:** No dedicated state funding for active transportation; reliance on local or federal sources.
3. **Connectivity:** Lack of a statewide active transportation network vision, especially affecting rural and underserved areas.
4. **Policy:** Existing frameworks prioritize road expansion over multimodal safety and accessibility.

## Justification & Background

- Advocacy **groups have called for decades** for a MO SATP.
- Need is outlined through state planning documents from MoDOT and other departments, public surveys, and **112 organizations signed letters of support** for a SATP.
- MoDOT's **2026 Long-Range Transportation Plan** update will define statewide interest and need for a SATP.

## Best Practices & Benefits

1. **Safety:** Proactive crash reduction strategies and dedicated infrastructure for vulnerable road users.
2. **Funding:** Economic impact studies and integration into MoDOT's High-Priority Unfunded Needs List.
3. **Connectivity:** Statewide active transportation network vision, access in both rural and urban areas, and consistent design standards.
4. **Policy:** Institutionalize active transportation in planning and maintenance; align with land use and health policies.



## Implementation Considerations

- **Cost Range:** \$300K–\$800K+ based on scope (e.g., Kansas: \$481K; New York: \$800K+).
- **Framework Integration:** SATP could be standalone or embedded in the Long Range Transportation Plan.
- **Advisory Committee:** A cross-agency body to guide development and ensure accountability.
- **Local Support:** Provide toolkits, technical assistance, and funding guidance to communities.

## CONCLUSION

### A Missouri SATP would:

- **Improve safety and accessibility for all users**
- **Align with federal and state policy goals**
- **Provide a strategic, equitable, and cost-effective approach to transportation planning**