




# Pedestrian and Bicycle Crashes Involving Motor Vehicles 1/1/2006 - 12/31/2013

-  Bicycle Crashes
-  Pedestrian Crashes
-  CAMPO Boundary



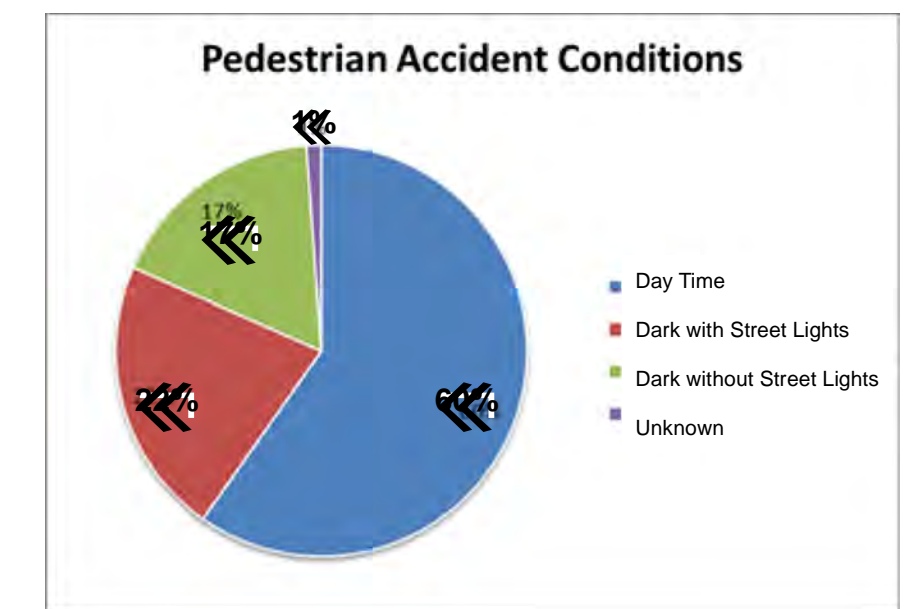
A preliminary review of crashes within the CAMPO planning area between January 1, 2006 and December 31, 2013 reveals:

A total 121 pedestrian or bicycle crashes occurred, of which 87 involved pedestrians and 34 involved bicyclist.

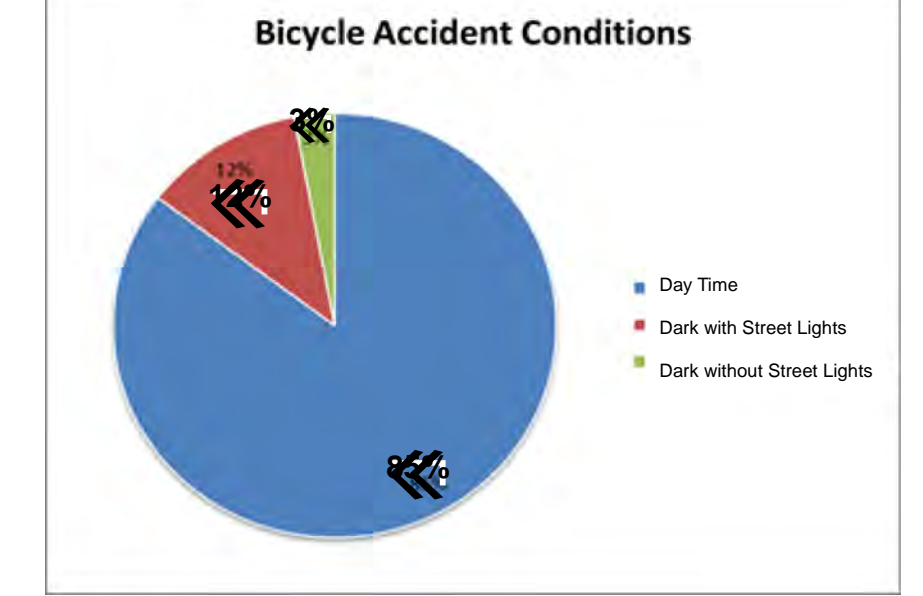
Of all 121 crashes there were 3 fatalities [2.5%]. All were pedestrian crashes, occurring in the dark with no street lights and located at different locations of US 54.

Of the 87 pedestrian crashes 18 [21%] occurred at a location with electronic signal traffic control. Fourteen of these 18 [78%] these occurred during daylight hours.


Of the 87 pedestrian crashes, 52, the majority [60%], occurred in the daylight, 19 [22%] occurred in the dark with street lights on, 15 [17%] occurred in the dark with no street lights and one [1%] had unknown light conditions.



Of the 34 bicycle crashes, 29, [85.3%] the majority occurred in the daylight, 4 [11.8%] occurred in the dark with street lights on, and 1 [2.9%] occurred in the dark with no street lights.



Source: MCDOT Transportation Management System




**CAMPO**  
Capital Area Metropolitan Planning Organization



A pedestrian dies in a car crash  
**EVERY TWO HOURS.**

Source: NHTSA 2012

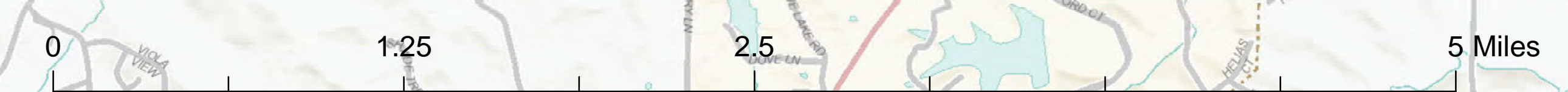
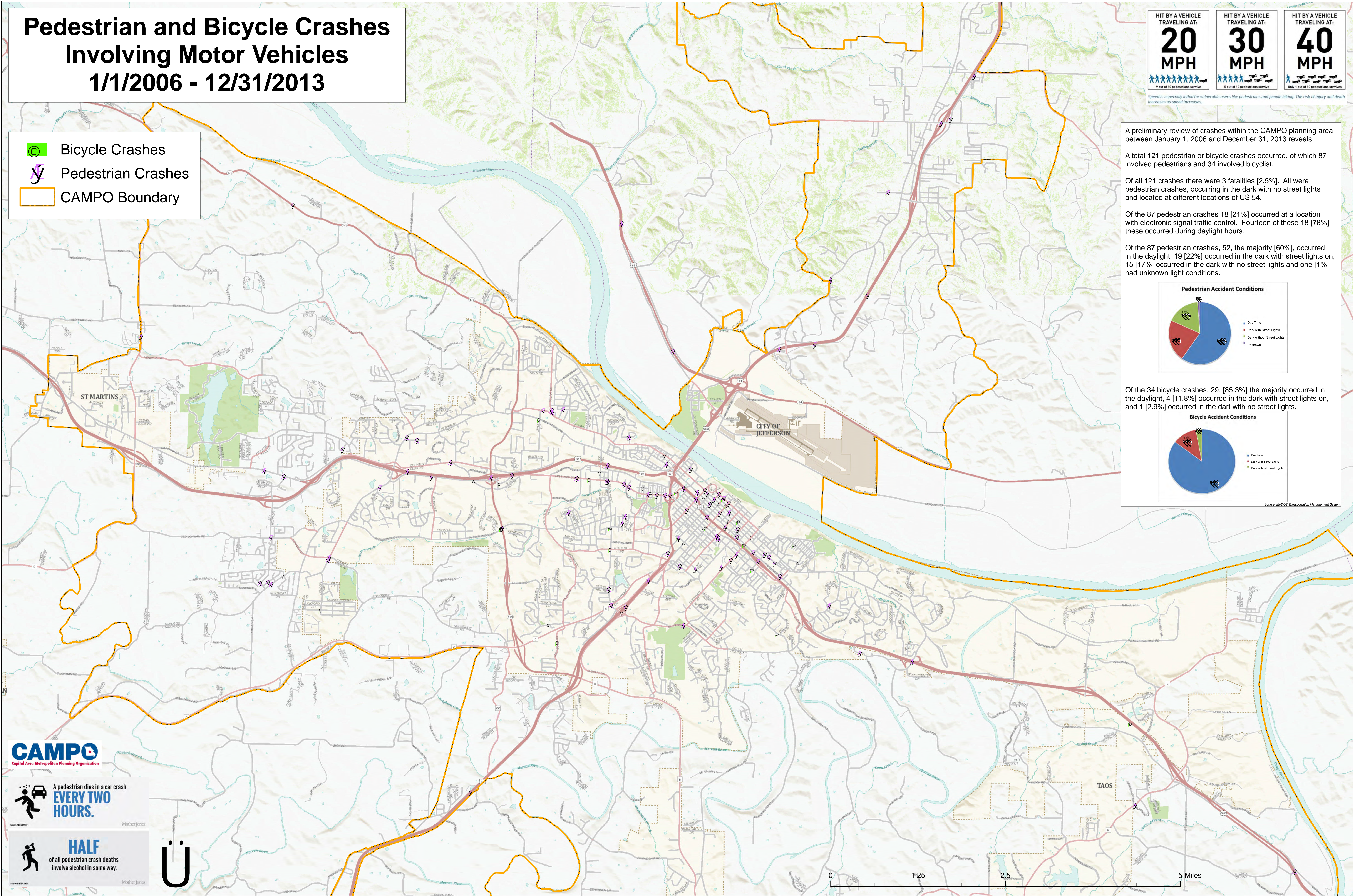


**HALF**  
of all pedestrian crash deaths  
involve alcohol in some way.

Source: NHTSA 2012

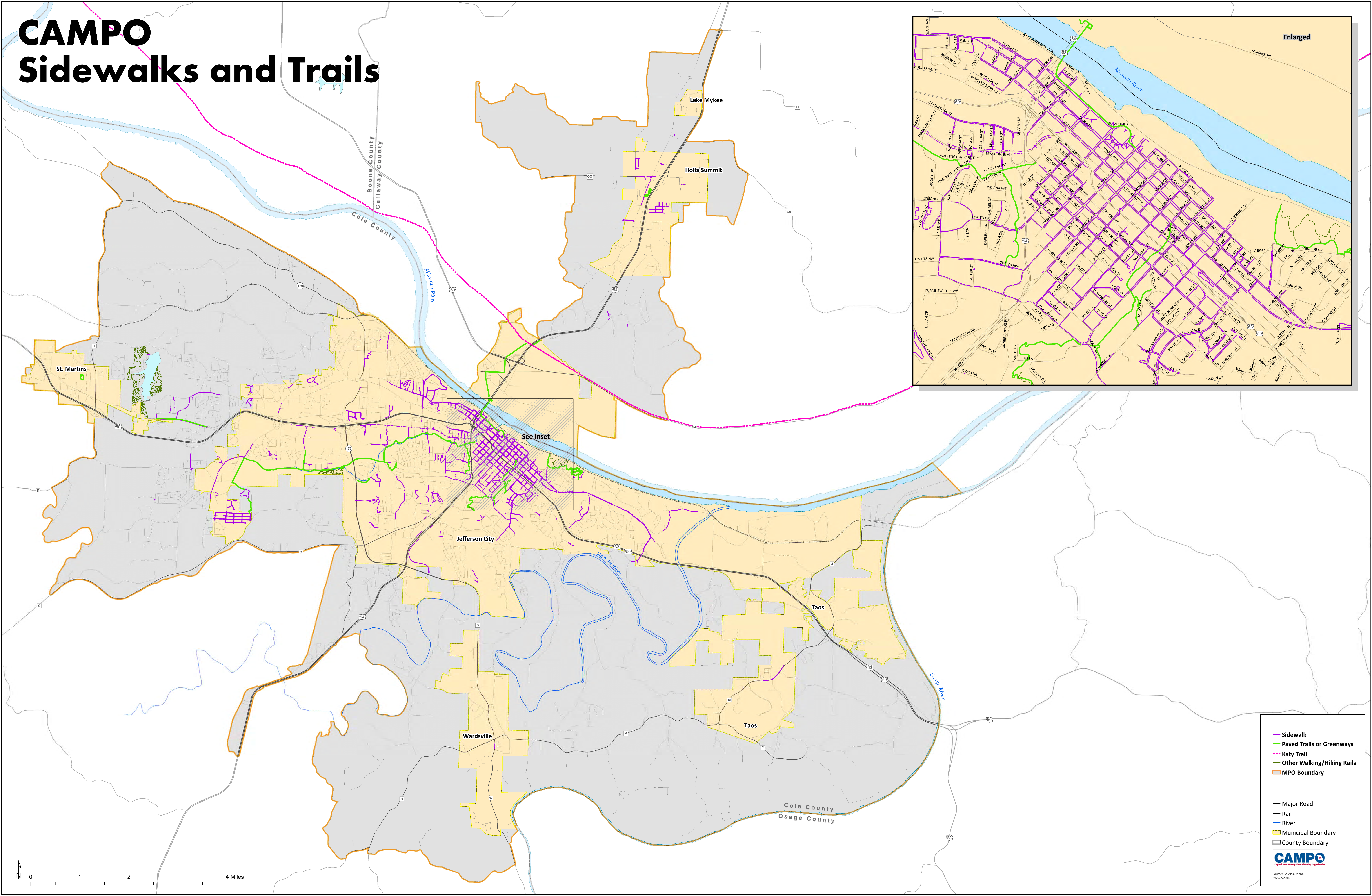


**MOTHER JONES**





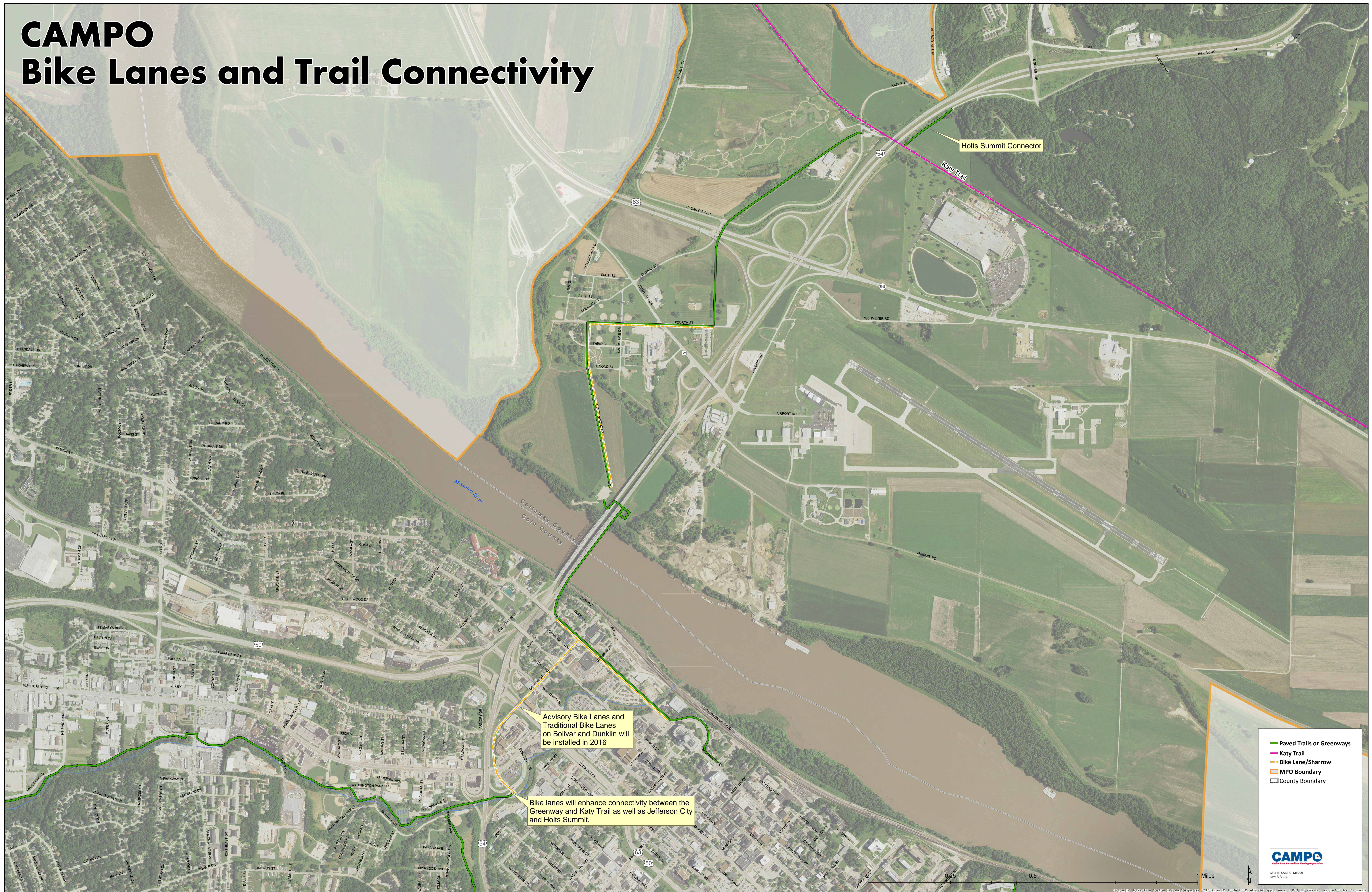
# CAMPO Sidewalks and Trails





# CAMPO

## Bike Lanes and Trail Connectivity





# Policy and Planning

Strategies	Implementation	Measures	Timeline
Participation in or support of a Pedestrian & Bicycle Committee  CAMPO staff may participate or support committee activities in making recommendations on policies and ordinances within a jurisdiction.	This would likely be formed by a jurisdiction in reviewing local projects and programs. The committee would provide a forum to review or make recommendations specific to the pedestrian, bicycle, or transit implications of a proposed project, program, or policy.	Performance measures may include tracking of membership, meetings, and public outreach.	Short Range
Cooperate with jurisdictions in the development of community specific plans, policies, ordinances, or grant applications. These activities may need to be incorporated into the UPWP depending on time and data needs.  On-Street Bicycle Plans  Livable Streets Policies  Design Guidelines  Land use and/or Zoning  Provide assistance with RFP and RFQ as needed	CAMPO staff will work with jurisdictions in the development or implementation of plans, policies, ordinances, or other pertinent documents as they relate to pedestrian or bicycle improvements. These activities may need to be incorporated into the UPWP depending on time and data needs. Assistance by other regional or state agencies may be utilized.	Performance measures may include: number of communities assisted, number of grant applications, number of documents produced.	Short Range
Encourage the adoption of the Capital Area Pedestrian and Bicycle Plan by jurisdictions.	CAMPO staff will present the plan to each jurisdiction. Staff will encourage adoption of the plan and provide assistance in the development of an individualized Implementation Strategy.	Performance measures may include number of jurisdictions that adopt the plan.	Short Range
Collaborate with or form partnerships with local, state, and national organizations.  Missouri Council on Action and Nutrition Central Missouri Ways to Enhance Children's Activity Healthy Living Alliance Association of Pedestrian Bicycling and Professionals Missouri Bicycle and Pedestrian Federation Bicycle Friendly America Program Schools and Educational Institutions Hospitals and Healthcare Agencies	CAMPO staff will actively pursue increased engagement with groups promoting active transportation and/or healthy living initiatives.	Performance measures may include partnering with these groups to hold events, serving on a board, or applying for a certification. CAMPO staff will also provide assistance to individual jurisdictions seeking similar involvement.	Medium Range



# Pedestrian and Bicycle Improvements

Strategies	Implementation	Measures	Timeline
Assist communities with identification of gaps in connectivity, including pedestrian, bicycle, and transit. Within communities Between communities	CAMPO staff will map areas where there are gaps in connectivity between pedestrian, bicycle, and transit networks.	Performance measures may include: maps depicting missing sidewalk, lack of bike lanes, lack of pedestrian or bicycle connectivity to transit stops.	Medium Range
Evaluate sidewalk condition and ADA compliance.	CAMPO staff will update existing sidewalk data to include more information regarding condition and ADA compliance.	Performance measures may include: percentage of jurisdictions mapped, identification of problem areas, identification of future needs.	Medium Range
Assist with identification and prioritization of future sidewalk locations.	CAMPO staff will update mapping of "future sidewalks", integrating data on high demand areas and current deferral areas.	Performance measures may include: creation of a "future sidewalk" map, assisting with the update of the Jefferson City Sidewalk Plan, assisting local jurisdictions with mapping sidewalk needs and connectivity gaps.	Medium Range
Encourage development of bicycle and/or walking route options linking CAMPO communities, Katy Trail, Rock Island Trail, Greenway Trail, Runge Nature Center Trail, and Clark’s Hill/Norton State Historic Site Trail.	CAMPO staff can work with Jefferson City, Cole County, and MoDOT staff to delineate multiple options that can be designated as connecting routes.	Performance measures may include: a map of suggested routes, meetings to discuss route alternatives.	Medium Range
Assist with identification of additional areas to enhance wayfinding signage.	CAMPO will work with local jurisdictions and stakeholders to develop and maintain a list of future sites for signage if and when funding is available.	Performance measures may include: a map of suggested locations, meetings to discuss location suggestions, identification of funding options.	Medium Range
Identify areas where infrastructure is needed: Bicycle parking Bicycle lanes Crosswalks Bus stop bicycle racks Bus shelters	CAMPO staff will work closely with local jurisdictions to inventory existing conditions and provide input on suggested improvements or enhancements. CAMPO staff will also assist jurisdictions with identifying funding sources and other resources to achieve these improvements.	Performance measures may include: inventory maps, improvement strategies and maps, development of design guidelines, number of facilities installed or improved.	Short Range (In Progress)
Review and update Capital Area Pedestrian and Bicycle Plan.	CAMPO staff will review and update plan at the direction of the CAMPO Board of Directors.	Performance measures include: update of sections or entirety of plan.	Long Range



# Education and Safety

Strategies	Implementation	Measures	Timeline
Assist communities with development of education campaigns that support or promote:  Pedestrian and bicycle events Pedestrian and bicycle safety Bicycle skills classes Education PSAs, events, or other media on public transit use PSAs or other media to remind motorists to “Share the Road”	CAMPO will continue to support and promote regional pedestrian and bicycle safety and education. Additionally, CAMPO staff will assist jurisdictions in promoting and hosting events or educational programs.	Performance measures may include: number of events, number of attendees at events, number of people contacted during public outreach.	Short Range (currently in progress)
Assist communities with development of a Walking School Bus Program.	CAMPO staff will provide support and/or assist with grant applications in the development of Walking School Bus Programs for any interested jurisdiction or school in the region.	Performance measures may include: number of applications submitted, number of programs created, number of volunteers, and number of children served.	Medium Range

# Tourism

Strategies	Implementation	Measures	Timeline
Provide information for mobility options for tourists and the general public.  Develop or assist with development of maps or brochures identifying bicycle or pedestrian routes	CAMPO staff will work with public transit groups, the Jefferson City Convention and Visitors Bureau, and local jurisdictions to help develop and/or support the development of maps or other media that can be disseminated to the tourists and the general public.	Performance measures may include: number of brochures or maps produced, distribution locations.	Medium Range
Assist communities or local organizations with promotion of walking and bicycling tourism events.	CAMPO will provide assistance to and/or partner with jurisdictions or organizations seeking to host walking or bicycling tourism events.	Performance measures may include number of events created, number of attendees, number of sponsors, economic impacts.	Medium Range



# Vision

*"A vibrant, comprehensive transportation network where all persons can safely walk, bike, and ride the bus efficiently and conveniently with continuous collaboration from the community."*

## Goals & Objectives

### **Goal 1. Improve user safety of all modes of transportation.**

- Objective A. Review existing laws regarding safety for people walking and biking.
- Objective B. Improve planning and engineering procedures and policies.
- Objective C. Improve enforcement and increase penalties of traffic laws.
- Objective D. Create an ongoing education program for pedestrians, bicyclists, and motorists.

### **Goal 2. Increase the number of people walking, bicycling and using transit.**

- Objective A. Encourage people to walk, bike, and ride public transit.
- Objective B. Increase walking, bicycling, and bus access to existing community events.
- Objective C. Educate people about walking, bicycling, and riding public transit.

### **Goal 3. Stimulate economic development within the community.**

- Objective A. Enhance tourism.
- Objective B. Increase access to local stores, restaurants, and other businesses.
- Objective C. Improve access to employment and commerce.

### **Goal 4. Educate the community on the benefits of well-connected transportation system that includes vehicles, walking, biking, and transit.**

- Objective A. Increase awareness regarding transportation using non-personal motor vehicles.

### **Goal 5. Improve the health and well-being of all members of the community.**

- Objective A. Incorporate a health consideration component in all policies.
- Objective B. Reduce health issues associated with sedentary lifestyles (e.g. type 2 diabetes, heart disease and obesity).

### **Goal 6. Foster a continued, collaborative, cooperative relationship with the public in the development of a well-connected transportation system.**

- Objective A. Encourage community and regional involvement.



# Plan Development & Public Involvement

In the spring of 2015, the CAMPO Board of Directors approved the creation of two committees to support the development of the plan. These two committees, the Advisory Committee and the Steering Committee, were key participants in the creation of this plan, as they were comprised of a number of public and private stakeholders. These two committees have provided invaluable input and commentary to CAMPO staff in the development of the plan.

## Advisory Committee

City of Jefferson  
Holts Summit  
St. Martins  
Cole County  
Federal Transit Administration  
Federal Highway Administration  
Missouri Dept. of Health and Senior Services  
Missouri Dept. of Transportation  
Cole County Health Department  
Missouri Bicycle and Pedestrian Federation  
Lincoln University  
Red Wheel Bike Shop  
Hartsburg Cycle Depot  
Independent Living Resource Center  
Missouri River Regional Library  
Capital Region Medical Center  
Jefferson City Convention and Visitors Bureau  
Jefferson City Area Chamber of Commerce  
Jefferson City Public Schools  
AARP – Missouri

## Steering Committee

City of Jefferson Staff (Planning and Protective Services, Public Works, Parks & Recreation., Police Department)  
Cole County Public Works  
MoDOT  
City of St. Martins  
Federal Transit Administration  
Federal Highway Administration  
Missouri Bicycle and Pedestrian Federation



## Meetings

Several meetings and public outreach events have been held to collect input, including; 12 committee meetings, two open house events, booths at local festivals, and training events. Topics at these meetings or events included identification of problem areas, opportunities for improvement, gaps in connectivity, and discussion of ordinances and policies.

Participants also looked at specific areas of concern such as transit, enforcement, safety, education, disabilities, tourism, and economic development. Additionally, surveys and open house events created a forum for direct interaction with the public.



- Steering Committee Meeting – April 2, 2015
- Advisory Committee – April 14, 2015
- Joint Committee Meeting – May 19, 2015
- Thursday Night Live – June 18, 2015
- Open House – June 25, 2015
- Joint Committee Meeting – July 14, 2015
- Joint Committee Meeting – September 17, 2015
- Joint Committee Meeting – October 27, 2015
- League of American Bicyclist Visit – Nov.10, 2015

- Livable Streets Workshop – December 1, 2015
- Joint Committee Meeting – January 27, 2016
- Steering Committee – February 4, 2016
- Steering Committee – March 3, 2016
- Open House – May 25, 2016
- Steering Committee—June 16, 2016
- Steering Committee—July 21, 2016.
- Open House—October 13, 2016

## Surveys and Public Comment

As a compliment to the public meetings and events, the public has been asked to provide comment via survey. Surveys have been provided at all public meetings and made available online. The more than 160 online and paper surveys received have been an important resource in the development of the goals and recommendations used in this plan and have guided much of the content.

Survey results have shown a great interest in:

- Improvements to trails, sidewalks, and bike lanes
- Relief of traffic congestion
- Improvements to safety
- Improvements to accessibility of natural areas and parks



# Current Progress

## Wayfinding Plan and Implementation

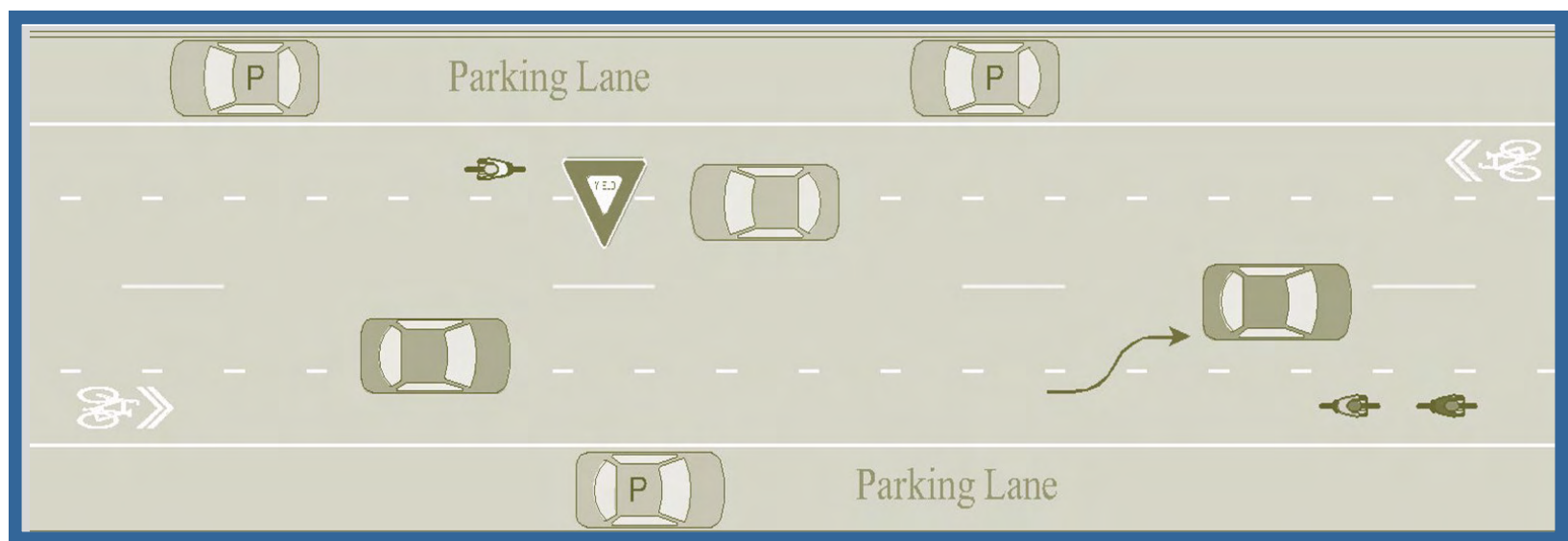
Developed in 2015, the CAMPO Wayfinding Plan includes goals and recommendations for promoting and increasing tourism and economic development through improved signage.

Current implementation activities include the installation of pedestrian, bicycle, and vehicle signage in and around downtown Jefferson City, with funding provided by a Transportation Alternatives Program (TAP) grant.

## New Bike Lanes

New bike lanes and signage have been installed on Bolivar, Dunklin, and W. Main Streets in Jefferson City in 2016, providing connectivity between the Greenway, the Missouri River Pedestrian Bridge, Downtown, and the Katy Trail. The bike lanes on Bolivar and W. Main are “shared lanes”, which are used on low-volume and narrow roadways. Shared lanes give cyclists a space to ride, but are also available to motorists if space is needed to pass oncoming traffic.

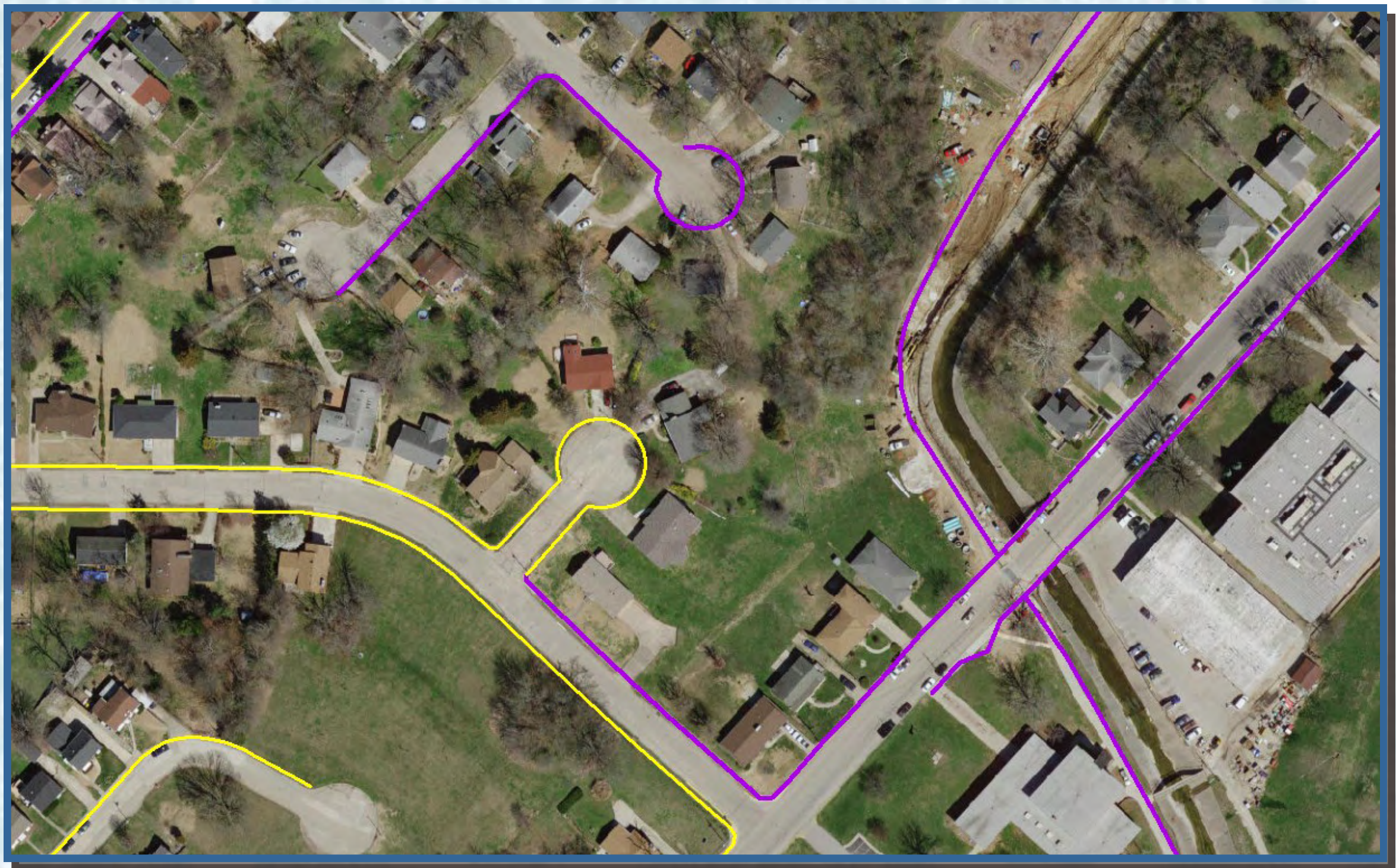
Shared Bike Lanes



## Jefferson City Employee Bike Share Program & Ordinance Updates

Jefferson City employees can now “check-out” one of three bicycles for use before, during, and after work.

City leaders have also updated city ordinances concerning bicycling to align more closely with state laws. These new ordinances include use of bike lanes, riding etiquette, motorist interaction with cyclists, and lights and reflectivity.



### 1.0 Introduction

The City of Jefferson City and the CAMPO (Capital Area Metropolitan Planning Organization) Region advocate promoting and increasing tourism and economic development. Jefferson City is the state capital and seeks to let visitors know that there is more to do in the Jefferson City region than visiting the state capitol building. A wayfinding signage system will help to identify these destinations for visitors and locals alike creating awareness of attractions and services. With increased visits to these attractions comes increased spending in the CAMPO/Jefferson City Region. The CAMPO/Jefferson City Region Wayfinding Plan serves as a framework for implementing an attractive and effective sign system that directs drivers, cyclists and pedestrians to key destinations within the CAMPO/Jefferson City region. Signage increases a visitor's comfort level guiding them clearly along their journey. A signage system also serve as a unique civic identifier enhancing the overall image of the CAMPO/Jefferson City region as a destination.

#### Project Goals

- Create awareness for visitors and locals of the sites and attractions of the region.
- Guide visitors to destinations from all modes of transportation (automobile, train, pedestrian, bicycle).
- Enhance the visitor experience - make it welcoming and easy to navigate the region and find destinations and parking.
- Develop a civic identity for the CAMPO/Jefferson City region.
- Support economic growth and development of the CAMPO/Jefferson City region.

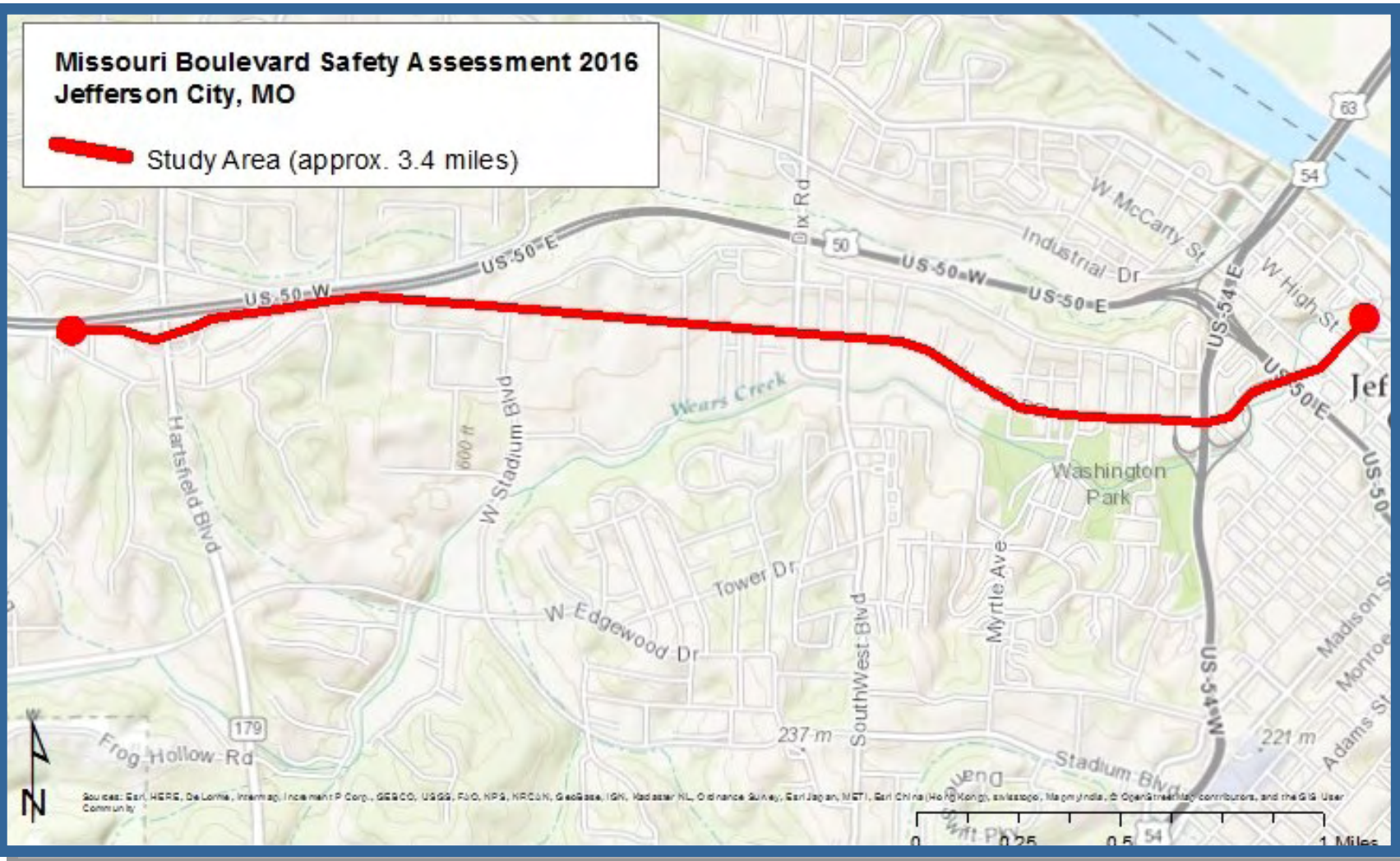


CAMPO/Jefferson City Region Wayfinding Plan 4



## 2016 Missouri Boulevard Pedestrian, Bicycle, and Transit Safety Assessment

The goal of the assessment is to look at safety conditions for pedestrian, bicycle, and transit users along Missouri Boulevard and will be conducted in partnership with several federal, state, and local agencies.



## Sidewalk Management

The City of Jefferson recently created a sidewalk management system to make construction and maintenance of sidewalks a more efficient process. CAMPO staff uses this system to manage sidewalk data across the region. The development of this system was a collaboration between the GIS Department, Public Works, and Planning & Protective Services.



# Why a Pedestrian & Bicycle Plan?

The Capital Area Pedestrian and Bicycle Plan is intended as a resource to improve:

- **Safety**
- **Connectivity**
- **Mobility**

Pedestrian and bicycle improvements support improved quality of life by making the region and communities more walkable, bikable, and accessible.

With the goal of improving safety, connectivity, and mobility, jurisdictions within the CAMPO region can use this plan to create strategies for addressing needed network or policy changes that will support pedestrian and bicycle connectivity and mobility issues.



## Benefits

The benefits associated with planning for a more bicycle and pedestrian friendly community are varied and complex. A more bikable and walkable community contributes to resolving several complex and interrelated issues, including:

### Health

Physical activity such as walking and biking can reduce the incidence of chronic health problems and improve quality of life.

### Economic Development

Walkable and bikable communities encourage the local economy through more traffic to local businesses, tourism, and increased home values.

### Safety

More people walking and biking can increase awareness of road users and reduce congestion. Creation of pedestrian and bicycle facilities can also protect non-motorized road users.

### Environmental Impacts

Fewer cars on the road means less greenhouse gas emissions and a reduction in noise pollution.

### Accessibility

Walking and biking are low cost transportation options that all members of the community can access.

By guiding the region toward bicycle and pedestrian friendly development, this plan can affect all of these areas, collectively influencing existing and future quality of life in the CAMPO region.





# Next Steps

## Fall 2016

- CAMPO board reviews and incorporates public comments and approves plan
- CAMPO staff will continue outreach to communities within the region to adopt the plan and develop a community specific implementation strategy
- Incorporation of the plan into the CAMPO Metropolitan Transportation Plan



# Implementation

The Implementation Strategy works to achieve the goals and objectives of the plan through the incorporation of public comment and committee recommendations. The Implementation Section of the plan includes strategies, performance measures, timelines, and funding options.

## Assistance to CAMPO Jurisdictions

Although the CAMPO region includes six incorporated communities and portions of two counties, it has no direct influence over any jurisdiction within its borders.

CAMPO can and will assist local jurisdictions with developing a community specific implementation strategy. An individualized implementation strategy would contain projects and policies that fit the unique needs and capabilities of each community or county.

## The “CAMPO Strategy”

The CAMPO Strategy identifies tasks that can be addressed or started within the next one to five years. As strategies are implemented and funding is made available projects may be programed into the CAMPO Transportation Improvement Program (TIP). Using the goals and recommendations as a guide, the strategies are grouped into four categories reflective of the public comments and input received.

- Policy & Planning
- Education & Safety
- Tourism
- Pedestrian & Bicycle Network Improvements





# Illustrative List of Projects

The list below includes specific projects that have been identified as part of the planning process but are not able to be implemented with current funding allocations. Additionally, the figures below depict recommended bicycle routes that have been developed as part of this planning process and coincide with other community plans. In the event that additional funding is secured, these projects may be programed into the CAMPO Transportation Improvement Program (TIP) or into an individual jurisdiction’s Capital Improvement Program.

## Pedestrian Crossing Improvements

### Holts Summit

- Route OO and US 54
- Center Street and US 54

### Jefferson City

- US 54 and Ellis Boulevard
- Missouri Boulevard and Dix Road
- US 50 and Dix Road
- US 50 and Truman Boulevard
- Construction of a pedestrian bridge over railway that links downtown Jefferson City to a river front park.
- Installation of signalized crossings where the Greenway Trail crosses roadways.

### St. Martins

- Business 50 West (at school and locations between school and Rt. T)

## Sidewalks

- Develop or purchase a sidewalk management system.
- Implement sidewalk installation as outlined in the Jefferson City Sidewalk Plan.
- Implement sidewalk installation as outlined in the Holts Summit sidewalk plan.
- Sidewalk installation in St. Martins on north side of US Business 50 West between Hillside Dr. and Binder Lake Rd.

## Trail Connectivity

- Trail connectivity between Holts Summit Greenway Park and Katy Trail.
- Create Greenway Trail connectivity between Jefferson City, Binder Lake, and St. Martins.
- Create a signed trail connection between CAMPO trail systems and Rock Island Trail.
- Create Greenway Trail connections to low-income neighborhoods and residential areas.
- Install wayfinding to help navigate greenway trail and alert them to nearby shops or services.

## Bicycle Infrastructure

- Installation of bicycle parking at transit stops, community facilities, and public housing.
- Installation of a storage locker facility for Katy Trail visitors.
- Creation of on-street signed bike routes that provide connectivity to other trails or other bike routes.

