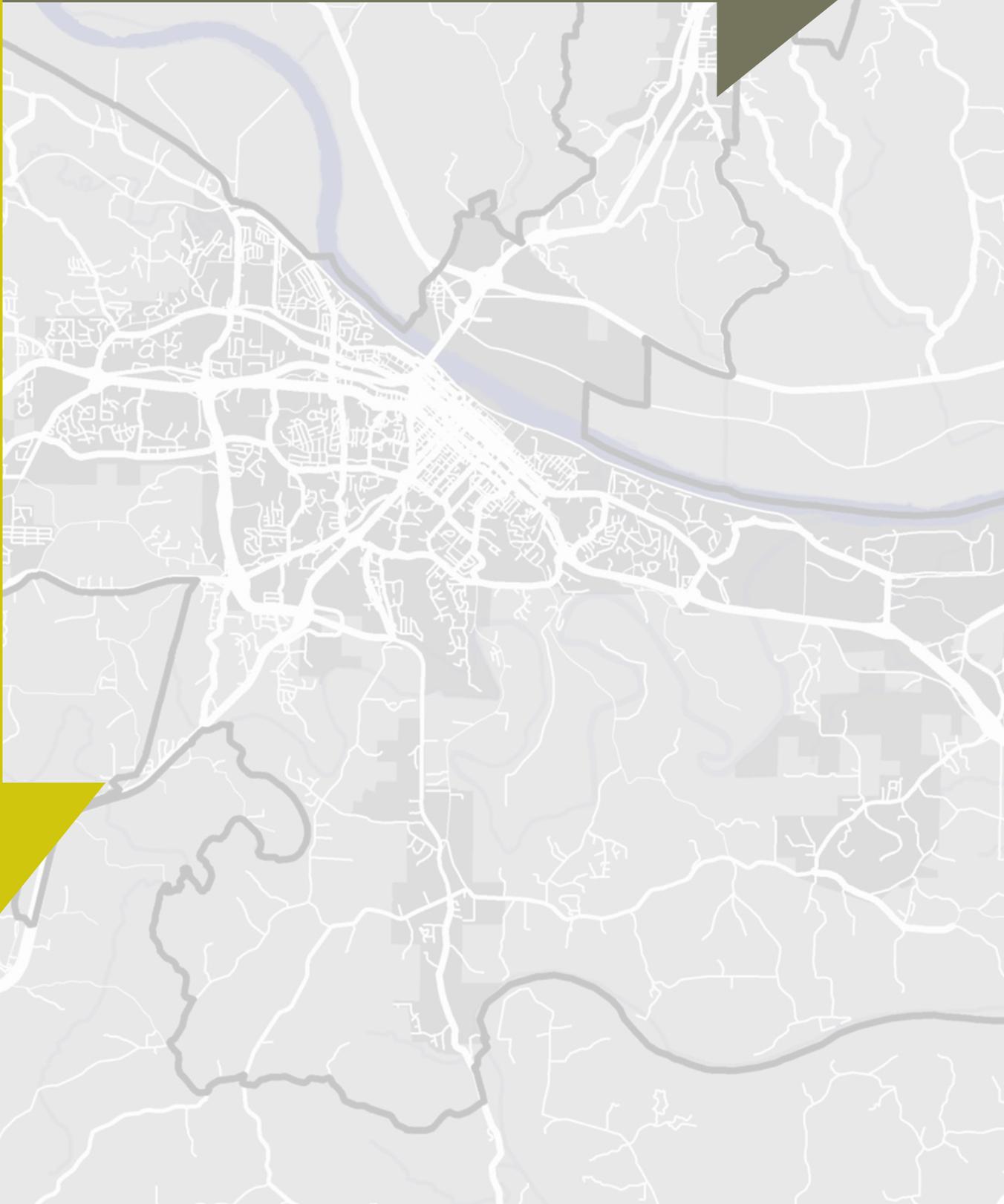


2 Planning Factors



FEDERAL PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act includes 10 planning factors that are required to be considered as part of the MTP development process. Eight original factors were defined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), originally enacted in 2005. These were carried forward by MAP-21 in 2012. The FAST Act, signed into law in 2015, included the addition of two planning factors, for a total of ten. The planning factors are reflected in the goals, strategies, and projects contained in this plan and are addressed in greater detail throughout this section.

The following sub-sections illustrate how the MTP goals align with the federal planning factors to ensure recommendations contained in the plan conform to federal guidelines.

Economic Vitality

- Support the economic vitality of the metropolitan area

Safety

- Increase the safety of the transportation system for motorized and non-motorized users

Security

- Increase the security of the transportation system for motorized and non-motorized users

Accessibility & Mobility

- Increase the accessibility and mobility of people and for freight

Environmental Protection & Quality of Life

- Protect and enhance the environment, promote energy conservation, and improve the quality of life

System Integration & Connectivity

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

System Management & Operations

- Promote efficient system management and operations

System Preservation

- Emphasize the preservation of the existing transportation system

Resiliency & Reliability

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Travel & Tourism

- Enhance travel and tourism

SAFETY & SECURITY

Planning for the safety and security of the transportation network is central to several agencies and organizations at the local, regional, state, and federal levels. The CAMPO Region is home more than 73,000 people and includes a complicated network of infrastructure, utilities, services, and employment centers. The safety and security of people and resources is addressed cooperatively and collaboratively by several planning partners throughout the region, including transportation, public safety, and emergency management. Their relevant plans and responsibilities are detailed further in this section.

SAFETY PERFORMANCE MEASURES

The FAST Act requires target setting collaboration between State DOTs and planning partners on national performance measures such as safety. Targets were required to be set in 2017 for five safety performance measures. Annual targets must be set by State DOTs, then by each MPO, with the choice of adopting state targets and/or establishing their own for:

- Number of Fatalities
- Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 Million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

More information on safety performance measures can be found in Appendix C.

FAST ACT PLANNING FACTORS:

2. INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS;
3. INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS;

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 6: Seek secure and reliable funding.

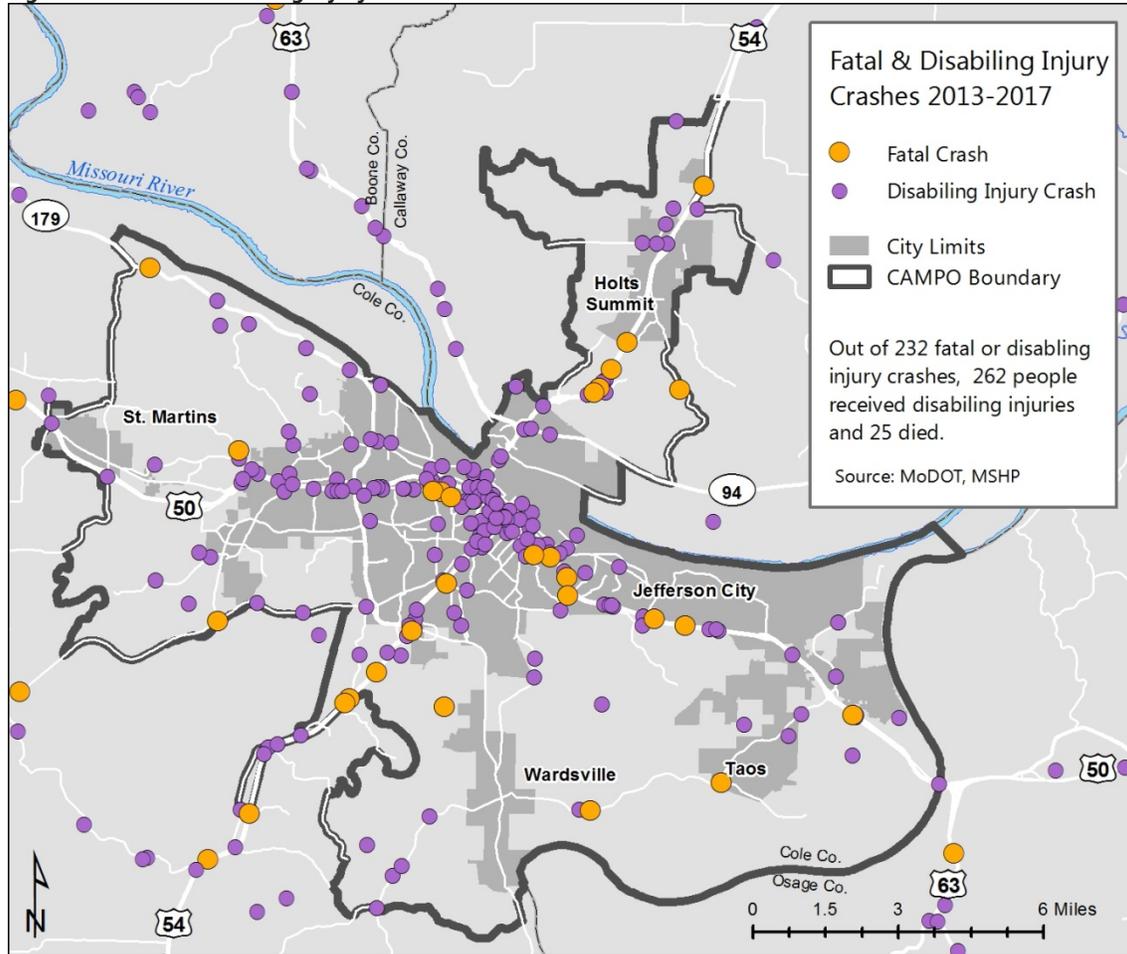
Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

CRASH STATISTICS

The Missouri State Highway Patrol and MoDOT cooperate to report state-system roadway crash statistics. Figures 4.1-4.3 provide a breakdown of crashes in the CAMPO region and compare them to state-wide numbers.

Figure 4.1 Fatal and Disabling Injury Crashes 2013-2017



Source: MoDOT, MSHP

Figure 4.2 Crashes by Type: 2013-2017

	Number of Crashes by type									
	Fatal		Disabling Injury		Minor Injury		Property Damage		Total Crashes	
	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State
2013	5	683	61	3,938	289	26,604	1,115	88,455	1,470	119,680
2014	6	696	42	3,706	329	28,343	1,130	93,490	1,507	126,235
2015	5	803	35	3,703	354	32,973	1,149	109,491	1,543	146,970
2016	7	873	37	3,894	391	35,978	1,255	116,649	1,690	157,394
2017	5	866	29	3,672	359	35,823	1,135	114,495	1,528	154,856
Total	28	3,921	204	18,913	1,722	159,721	5784	522,580	7738	705,135

Figure 4.3 Number of Injuries by Type: 2013-2017

	Number of Injuries by type							
	Total Number Killed		Total Number Disabling Injuries		Total Number Minor Injuries		Total Number Killed or Injured	
	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State
2013	5	757	76	4,937	422	39,543	503	45,237
2014	7	766	59	4,660	480	41,522	546	46,948
2015	8	870	45	4,574	506	49,049	559	54,493
2016	8	948	45	4,744	546	52,920	599	58,612
2017	6	933	42	4,882	536	52,762	584	58,577
Total	34	4,274	267	23,797	2,490	235,796	2,791	263,867

Source: MoDOT, MSHP 2017 Data

MISSOURI COALITION FOR ROADWAY SAFETY (MCRS)

The Missouri Coalition for Roadway Safety (MCRS) is a wide ranging group of safety advocates who originally came together in 2004 to create Missouri’s Blueprint for Safer Roadways. Planning partners include law enforcement, educators, emergency responders, and engineers who have launched statewide efforts to reduce fatalities and create safer roads in Missouri.

The Coalition is responsible for the implementation of several safety campaigns, including:

- Seatbelt Use
- Work Zone Awareness
- Impaired Driving
- Pedestrian Safety Awareness
- Distracted Driving
- Commercial Motor Vehicle Awareness
- Motorcycle Awareness
- Youth Alcohol Enforcement
- Child Passenger Safety

The Blueprint, Missouri’s Strategic Highway Safety Plan (HSP)

Missouri’s Blueprint – A partnership Toward Zero Deaths is a collective effort of the MCRS and safety professionals throughout the state. The MCRS leads the charge to implement the Blueprint and encourages safety partners to focus their activities and programs in support of the “Focused Five” and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven regional coalitions that develop annual safety plans. These coalitions meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort. The Blueprint is an overarching strategic highway safety plan for the State of Missouri while the state’s Highway Safety Plan serves as one of the implementation components in support of the Blueprint efforts.

According to the HSP, Missouri's ultimate Blueprint goal is that no lives are lost due to a traffic crash. However, an interim goal of 700 or fewer fatalities must be met in order to reach zero deaths.

CAMPO staff participates to MCRS meetings and provides support to planning partners as needed to assist in meeting the above goal. Staff receives crash data annually from MoDOT and uses this and other datasets to provide regional partners with maps and statistics as requested. Additionally, staff provides a quarterly crash report to the CAMPO Technical Committee and Board of Directors.

PEDESTRIAN AND BICYCLE SAFETY

There are several plans, documents, or initiatives in the CAMPO Region in addition the strategies in the MTP that address the infrastructure and safety needs of pedestrians and bicyclists:

- Capital Area Pedestrian and Bicycle Plan
- Jefferson City Area Greenway Master Plan
- Holts Summit Bicycle, Pedestrian, and Transit Plan
- Missouri Boulevard Safety Assessment
- Jefferson City Sidewalk Plan
- Healthy Schools Healthy Communities Program

Capital Area Pedestrian and Bicycle Plan

The Capital Area Pedestrian & Bicycle Plan, adopted in 2016, is intended as a resource to improve safety, connectivity, and mobility for pedestrian and bicycle users in the CAMPO planning area. The goals, recommendations, and strategies outlined in the plan can be used by jurisdictions to develop an individualized implementation strategy to fit the unique pedestrian and bicycle needs of that community. The plan is also intended to be a guide for future growth by recommending strategies, policies, and procedures to guide future development and improve existing infrastructure.

The process to develop the plan included intensive amount of public outreach that facilitate the development of goals and strategies that would improve conditions for pedestrians and bicyclists. The plan has been used by Jefferson City, Holts Summit, and St. Martins in the development of grant applications seeking to improve pedestrian and bicycle safety in their communities. Both Jefferson City and St. Martins adopted the plan.

The Capital Area Pedestrian & Bicycle Plan can be found in Appendix F.

Missouri Boulevard Safety Assessment

In September 2014, United States Department of Transportation Secretary, Anthony Foxx, launched "*Safer People, Safer Streets*" with the goal of reducing the growing number of pedestrian, transit user, and bicyclist injuries and fatalities across the United States. As part of this ongoing initiative, US Department of Transportation field offices are convened transportation agencies to conduct road safety assessments in every state, launching a Mayors' Challenge for Safer People and Safer Streets, and working with University Transportation Centers (UTCs) and other stakeholders to identify and remove barriers to improving non-motorized safety. In 2016, Jefferson City joined Kansas City in being the first two cities in the State of Missouri to have conducted this type of safety assessment as part of the *Safer People, Safer Streets* initiative.

The 3.4 mile assessment of Missouri Boulevard qualitatively estimated and reported on potential safety issues and identified opportunities for improvement. The assessment followed a model used by federal partners who had conducted similar assessments across the United States. The project was a collaborative effort by CAMPO and several planning partners, including; Jefferson City Police Department, Jefferson City Public Works, JEFFTRAN, MoDOT, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), and Capital Region Medical Center. Mid-America Regional Council, MPO for Kansas City, provided support to CAMPO staff in facilitating the event.

The Missouri Boulevard Safety Assessment has been cited by Jefferson City staff in seeking funding for or planning for improvements to the corridor. The assessment is available on the CAMPO website at www.jeffersoncitymo.gov/campo.

HAZARD MITIGATION PLANNING

Hazard mitigation is the effort to reduce loss of life and property by lessening the impact of disasters. It is most effective when implemented under a comprehensive, long-term mitigation plan. The plans identify risks and vulnerabilities associated with natural disasters, and develop long-term strategies for protecting people and property from future hazard events. Mitigation plans are key to breaking the cycle of disaster damage, reconstruction, and repeated damage.

Developing hazard mitigation plans enables state, tribal, and local governments to:

- Increase education and awareness around threats, hazards, and vulnerabilities;
- Build partnerships for risk reduction involving government, organizations, businesses, and the public;
- Identify long-term, broadly-supported strategies for risk reduction;
- Align risk reduction with other state, tribal, or community objectives;
- Identify implementation approaches that focus resources on the greatest risks and vulnerabilities; and
- Communicate priorities to potential sources of funding.

Moreover, a Federal Emergency Management Agency (FEMA)-approved hazard mitigation plan is a condition for receiving certain types of non-emergency disaster assistance, including funding for mitigation projects. Ultimately, hazard mitigation planning enables action to reduce loss of life and property, lessening the impact of disasters.

Both Callaway and Cole Counties have approved Hazard Mitigation Plans. These plans include data and strategies that address the impacts of natural and man-made disasters on the transportation system. In addition to evaluating eleven natural hazards, the plan evaluates risks associated with major rail or air transportation incidents, mass casualty events, and hazardous materials release. All of these hazards can impact the transportation network and the people and resources dependent upon that network.

The plans include a mitigation strategy that lays out prioritized actions and incorporates benefits and costs associated with implementation of those actions. The plans can be found on the Mid-Missouri Regional Planning Commission website at www.midmorpc.org.

THE STRATEGIC HIGHWAY NETWORK (STRAHNET)

The Strategic Highway Network is critical to the Department of Defense's (DoD's) domestic operations. According to FHWA, The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though DoD primarily deploys heavy equipment by rail, highways play a critical role.

The Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) is the DoD designated agent for public highway matters, including STRAHNET and STRAHNET Connectors. The SDDCTEA identified STRAHNET and the Connector routes in coordination with the Federal Highway Administration (FHWA), the State transportation departments, the military Services and installations, and the ports. Together, STRAHNET and the Connectors define the total minimum defense public highway network needed to support a defense emergency.

While the CAMPO Region does not include any STRAHNET routes or connectors, it does include the intersection of three US Highways that provide additional connectivity to these routes. Interstate 70, which lies 25 miles north, is a designated STRAHNET route. Fort Leonard Wood and Whiteman Air Force Base are both located within 80 miles of the CAMPO Region and are directly connected to the STRAHNET. Jefferson City is also home to the Missouri National Guard Headquarters, which uses the network for the movement of certain equipment and would be dependent upon it during certain types of activation.

RAIL SAFETY

There is only one Class I double track rail line and a short spur that runs through the CAMPO region, supporting both passenger and freight service. Owned by Union Pacific, the rail line connects St. Louis and Kansas City. Safety concerns in the CAMPO Region include at-grade crossings, pedestrian access to tracks, and general rail car safety. While CAMPO has minimal interaction with rail activity and safety, this mode is addressed the goals and strategies of the MTP. CAMPO may provide support to regional planning partners or member jurisdictions in accessing data or applying for grants to meet these strategies.

Missouri Highway-Rail Crossing Safety Program

Under MoDOT's Multimodal Operations Division-Railroad Section, Missouri's Highway-Railroad Crossing Safety Program aims to improve highway-rail grade crossings throughout the state. The program is funded by a combination of federal and state funds. The FHWA Section 130 Program is a Federal-Aid program authorized by United States Code Title 23, Section 130, and administered through the state by the Federal Highway Administration (FHWA). The state Grade Crossing Safety Account is funded by a 25 cent assessment on all Missouri motor vehicle registrations or renewals authorized by Section 389.612, RSMO.

According to MoDOT, Missouri receives \$6 million in Section 130 funds and another \$1.2 million per year through the state's Grade Crossing Safety Account. These funds can only be spent on improvements at public crossings for safety devices like flashing lights, gates or warning bells; pavement markings; or the closure of a crossing. Every year public crossings are reviewed, taking into account factors like train and vehicle traffic counts, speed, sight distance, and accident history to select crossings for improvements.

Missouri has seen dramatic reduction in rail related safety accidents and injuries since the late 1970's:

- Rail Collisions – reduced by 87%
- Rail Fatalities – reduced by 98%
- Rail Injuries – reduced by 82%

MoDOT's Multimodal Operations Division-Railroad Section also administers a Rail Safety Inspection Program and conducts a railroad safety outreach activities.

AIR SAFETY

Jefferson City Memorial Airport is the sole airport in the CAMPO region. It is a general aviation facility with no commercial airline passenger services. CAMPO has been only minimally involved in airport planning but is available if contacted for any type of data or planning assistance.

Jefferson City Memorial Airport began development of an updated Airport Master Plan in 2018. This plan will address a wide range of needs and opportunities including improvements to the control tower.

MoDOT's Aviation Section performs airport safety inspections at all public use general aviation airports in Missouri; inspecting them once every three years. Inspections focus on identifying safety concerns such as obstructions in the runway protection zones, nonstandard lighting and pavement markings, and poor pavement conditions.

ACCESSIBILITY, MOBILITY, & CONNECTIVITY

Increasing accessibility and mobility options in the region has been identified as a need by residents and stakeholders in the region. It is important to understand the various transportation needs of the region and acknowledge the balance necessary to provide accessibility for both people and freight. Land use and transportation policies are important tools used to create more compact development patterns at activity centers that enhance the efficient movement of people and freight through the system.

CAMPO has been involved in several projects and programs aimed at improving accessibility and mobility in the region. Many of these activities have been highlighted in other sections of the MTP. In addition to the goals set in the MTP to address these planning factors, CAMPO has been involved in the following activities:

- Capital Area Pedestrian and Bicycle Plan
- Missouri Boulevard Safety & Transit Assessment
- Support of the Heartland Port Authority
- Funding support for traffic studies and support of scoping activities to improve intersections
- Mapping and publication support to JEFFTRAN
- Staff attendance at ADA compliance training

ACCESS MANAGEMENT

According to FHWA, Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access Management encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. These techniques including; Access Spacing, Driveway Spacing, Safe Turning Lanes, Median Treatments, and Right-of-Way Management

No jurisdiction within the CAMPO region has an Access Management Plan. That being said, Jefferson City does have language in city code requiring traffic impact studies to be completed for high peak-traffic developments. Access management may also be addressed further in the development of the CAMPO thoroughfare plan.

FAST ACT PLANNING

FACTORS:

4. INCREASE ACCESSIBILITY AND MOBILITY OF PEOPLE AND FREIGHT

6. ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 6: Seek secure and reliable funding.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

Goal 9: Provide a platform for multi-modal transportation education.

ENVIRONMENT & QUALITY OF LIFE

The MTP's vision of improving quality of life is complimented by addressing the resiliency and reliability of the transportation system as it relates to the preservation and conservation of the environment. The MTP includes many goals and strategies that provide for consideration of environmental impacts such as supporting tourism, improving accessibility to recreational and cultural opportunities, improving transit, regional collaboration, congestion improvements, and providing opportunities for public engagement.



Source: USGS July, 1993 - Aerial view of the Missouri River flooding on July 30, 1993 north of Jefferson City, Missouri, looking south.

The CAMPO region and Mid-Missouri as a whole is home to several important natural resources, open spaces, outdoor recreational opportunities, and cultural and historic attractions. The transportation system should support these resources and attractions in order to improve quality of life throughout the region.

The Missouri River bisects the CAMPO region and flooding stemming from upstream dam releases and localized rainfall are a constant concern in the region. Additional issues with flash flooding also present challenges when planning for changes in land use and transportation improvements. Figure 4.4 depicts the 100 year floodplain in the CAMPO region. The 100 year floodplain represents areas with a 1% annual chance of flooding. The areas shown in the map have experienced varying amounts of flooding throughout recorded history. Major floods in 1993, 1995, 2007, and 2011 produced major impacts on the transportation system.

CAMPO invites comment from environmental agencies and groups in the region and continues to encourage comment and participation from these stakeholders.

FAST ACT PLANNING FACTORS:

5. PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, IMPROVE THE QUALITY OF LIFE, AND PROMOTE CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH AND ECONOMIC DEVELOPMENT PATTERNS

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 2: Support economic development and tourism throughout the region

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight

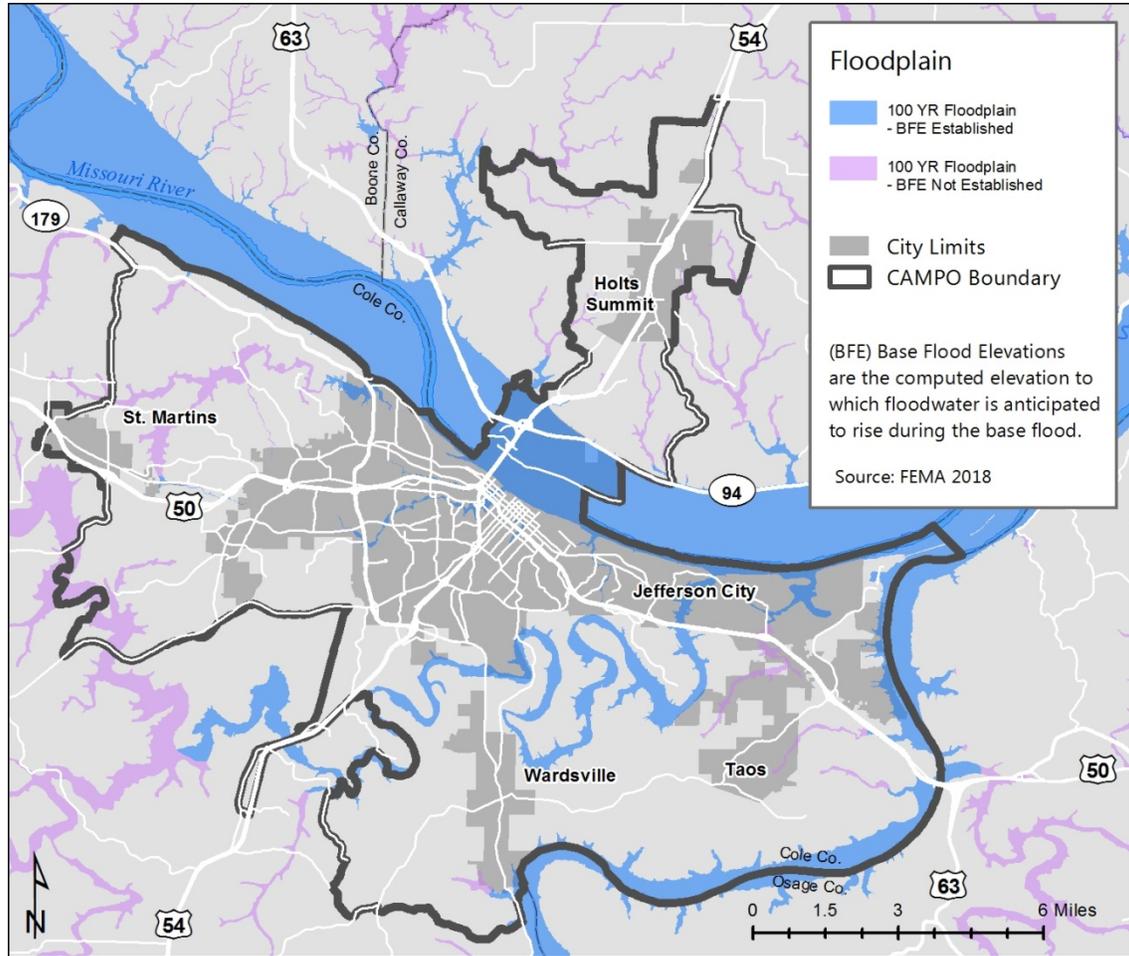
Goal 5: Support land use practices that promote quality of life and economic vitality

Goal 6: Seek secure and reliable funding.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

Figure 4.4 Population Density (Persons Per Square Mile)



Source: FEMA National Flood Hazard Data

SYSTEM MANAGEMENT, PRESERVATION, & RESILEINCY

CAMPO works closely with staff from member jurisdictions, MoDOT, and Federal Partners to develop plans and projects that seek to enhance system management, preservation, & resiliency. Efforts are made for early collaboration between CAMPO, local jurisdictions, and the state to ensure that plans and projects are implemented as efficiently as possible. While CAMPO does not have funding to implement projects at this time, staff is available to assist with facilitation, education, and planning.

MODOT'S TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)

Federal legislation has required each state to complete a Transportation Asset Management Plan that includes inventory, condition, life cycle cost, and a financial plan to maintain its system.

Transportation asset management is a strategic framework for making cost-effective decisions about allocating resources and managing infrastructure. It is based on a process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest in order to maintain or enhance the performance of assets over their useful life. MoDOT's Transportation Asset Management Plan is a crucial element in achieving MoDOT's strategic goal of keeping roads and bridges in good condition. The TAMP ensures MoDOT is using taxpayer money wisely by:

- Minimizing life cycle costs
- Maximizing system performance
- Supporting an objective decision making process
- Balancing public expectations with limited funding to create a sustainable plan

The TAMP is updated annually with the assistance of planning partners such as CAMPO. CAMPO integrates data from the TAMP into planning documents and studies.

LOCAL SYSTEM MANAGEMENT AND MONITORING

Local jurisdictions regularly collect data on system condition and track condition and capacity. This is done through collecting traffic counts on road segments, bridges, and intersections; or by conducting studies on traffic flow, pavement condition, or material strength. This locally collected data is utilized by CAMPO staff, MoDOT staff, and others to facilitate projects and program that will improve system performance and resiliency.

FAST ACT PLANNING FACTORS:

7. PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION
8. EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM
9. IMPROVE THE RESILIENCY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND REDUCE OR MITIGATE STORMWATER IMPACTS OF SURFACE TRANSPORTATION

CAMPO 2045 Goals:

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

ECONOMIC VITALITY, TRAVEL & TOURISM

According to the Missouri Division of Tourism, travel supports 3,680 tourism jobs in Cole County and visitor expenditures in Cole County's tourism-related industries were \$144,254,234 in 2018. The CAMPO region includes 88% of Cole County's population and the Missouri State Capital, Jefferson City.

An efficient transportation system is an integral part of the regional economy and, in turn, travel and tourism. CAMPO partners with member jurisdictions, state agencies, and private industry to ensure transportation is supportive of broader economic development initiatives. Annually, CAMPO coordinates with MoDOT and other regional planning partners to prioritize and program transportation projects as part of the State Transportation Improvement Program (STIP) process.

A transportation system is a crucial component of facilitating travel and tourism throughout the area and CAMPO works closely with partners such as the Jefferson City Area Chamber of Commerce, Convention and Visitors Bureau, Mid-Missouri Regional Planning Commission and other local organizations to promote awareness of regional concerns.

The CAMPO region is home to several important historic sites, annual events, and recreational opportunities that draw many visitors from around the state and the nation, including:

- Missouri State Capitol
- Missouri State Museum
- Missouri Supreme Court
- Missouri State Penitentiary Historic Site
- Governor's Mansion
- Katy Trail State Park
- Annual festivals in local communities

FAST ACT PLANNING

FACTORS:

1. SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY
10. ENHANCE TRAVEL AND TOURISM

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 2: Support economic development and tourism throughout the region.

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 5: Support land use practices that promote quality of life and economic vitality.

Goal 6: Seek secure and reliable funding.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

MISSOURI STATE PENITENTIARY REDEVELOPMENT

Authorized in 1832 and approved by the General Assembly in 1833, the Missouri State Penitentiary was the first prison built west of the Mississippi River. A portion of this historic site is owned by the Missouri State Office of Administration and another portion by the City of Jefferson. The tourist site had more than 33,000 visitors in 2016 according to the Jefferson City New Tribune.

The site is a focal point for tourism and economic development in the region. Future development of the site will likely include housing, office space, restaurants, new roads and pedestrian access that will be developed in coordination with local stakeholders.



Source: Missouri Office of Administration