

SAFETY ACTION PLAN DEXTER, MISSOURI 06/26/2025



1. 1. LEADERSHIP COMMITMENT AND GOAL SETTING

The City of Dexter has adopted the following resolution that establishes a comprehensive safety strategy that will eliminate fatalities and serious injuries through the Vision Zero principles and the Safe System approach. The resolution was adopted and approved on July 7th during the regular City Council session. A copy of the resolution is shown below.

**CITY OF DEXTER, MISSOURI
RESOLUTION NO. [2025.03]**

A RESOLUTION ADOPTING A COMPREHENSIVE SAFETY STRATEGY TO ELIMINATE FATALITIES AND SERIOUS INJURIES THROUGH VISION ZERO PRINCIPLES AND A SAFE SYSTEM APPROACH

WHEREAS, the City of Dexter recognizes that the safety and well-being of its residents, workers, and visitors are of the highest priority; and

WHEREAS, the City is committed to reducing and ultimately eliminating fatalities and serious injuries in traffic-related incidents; and

WHEREAS, the City acknowledges that a comprehensive, multi-pronged approach is essential to address safety challenges effectively, including education, enforcement, infrastructure improvements, and the promotion of a proactive safety culture;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF DEXTER, MISSOURI, AS FOLLOWS:

Section 1: Vision Zero Implementation

The City of Dexter adopts the principles of Vision Zero, committing to the goal of eliminating all traffic-related fatalities and serious injuries while promoting safe, healthy, and equitable mobility for all by 2030.

Section 2: Safe System Approach

The City shall pursue a Safe System approach that recognizes human error as inevitable and emphasizes system-level design solutions—such as reduced speed limits, safer intersections, and improved roadway design—that minimize the consequences of mistakes.

Section 3: Focus on High-Risk Activities

City departments shall prioritize safety efforts by identifying high-risk activities and scenarios, with the goal of addressing root causes and precursor behaviors that lead to severe injury or death.

Section 4: Proactive Hazard Identification

The City will implement regular safety audits, risk assessments, and near-miss analyses to proactively identify and mitigate hazards in both public infrastructure and workplace environments.

Section 5: Enforcement and Compliance

The Dexter Police Department and related enforcement agencies shall continue strict enforcement of speed limits, seatbelt usage, impaired and distracted driving laws, and other regulations essential to public safety.

Section 6: Infrastructure Improvements

The City will invest in infrastructure enhancements including but not limited to safer road designs, pedestrian crossings, sidewalks, and bike lanes to ensure a safer environment for all road users.

Section 7: Workplace Safety

City departments and contractors shall maintain rigorous workplace safety protocols, including use of personal protective equipment (PPE), regular safety training, and regular safety inspections.

Section 8: Education and Awareness

The City will collaborate with partners and support public education campaigns to raise awareness about safe driving, pedestrian behaviors, and occupational safety standards, targeting all community stakeholders.

Section 9: Data Analysis and Continuous Improvement

A framework of continuous improvement will be driven through the collection and analysis of crash and incident data, enabling data-driven policy decisions and program adjustments.

Section 10: Collaboration and Communication

The City of Dexter shall work collaboratively with state and federal agencies, school districts, community groups, and safety organizations to implement and sustain these safety measures.

BE IT FURTHER RESOLVED that the City shall review and report progress on the above initiatives annually, ensuring accountability and transparency in the pursuit of a safer Dexter for all. The target date for achieving zero roadway fatalities and serious injuries will be 2030.

PASSED AND APPROVED this 26 day of June, 2025.

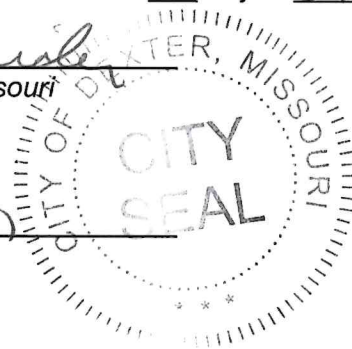


Mayor of Dexter, Missouri

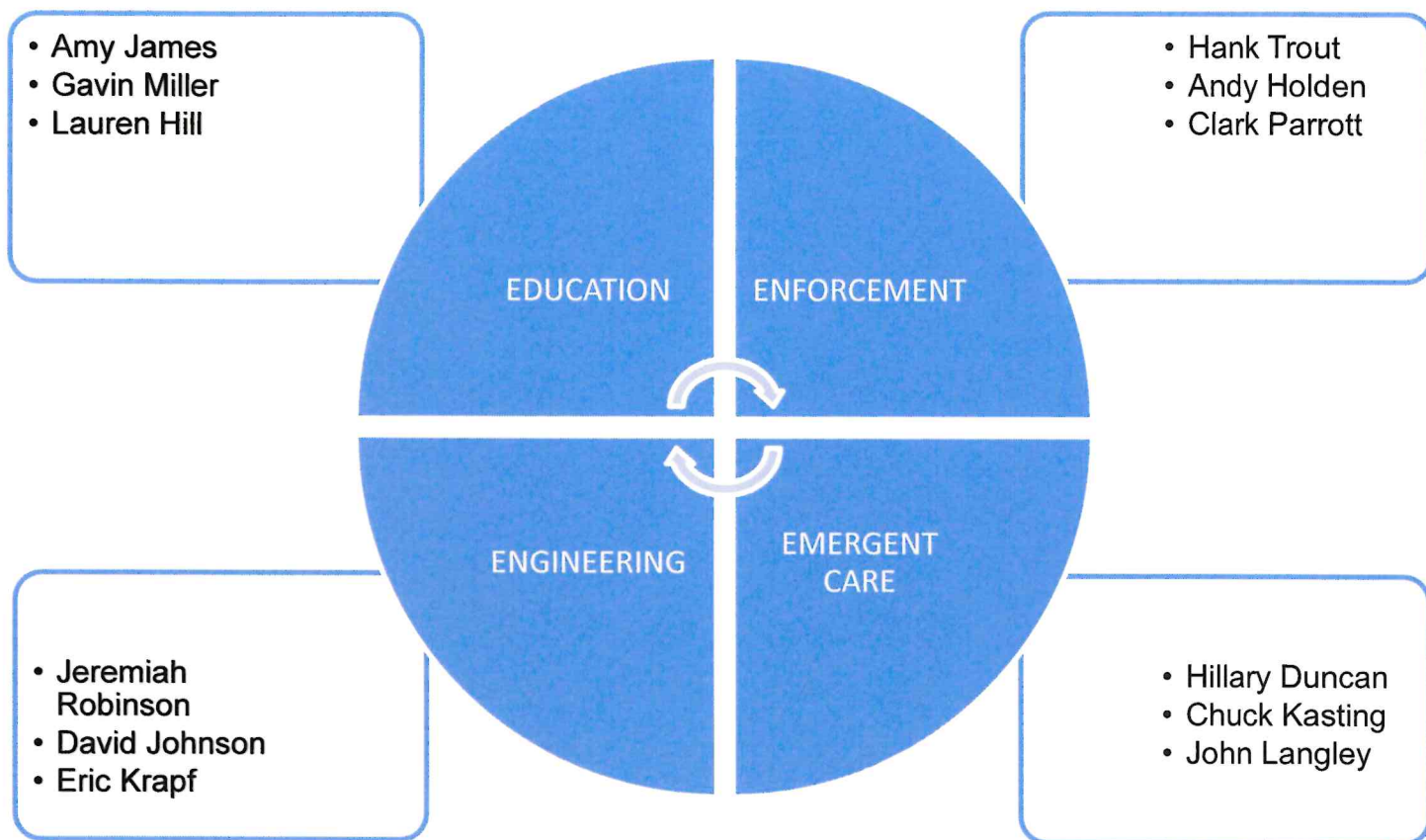
ATTEST:



City Clerk



2. PLANNING STRUCTURE



The following individuals would help the City of Dexter to develop, implement, and monitor the proposed Safety Action Plan.

3. SAFETY ANALYSIS

A 10-year crash data analysis was performed at three intersections in Dexter, MO as part of the Dexter SS4A study grant. Crash data was obtained from Missouri Department of Transportation's [MoDOT Data Zone](#) website.

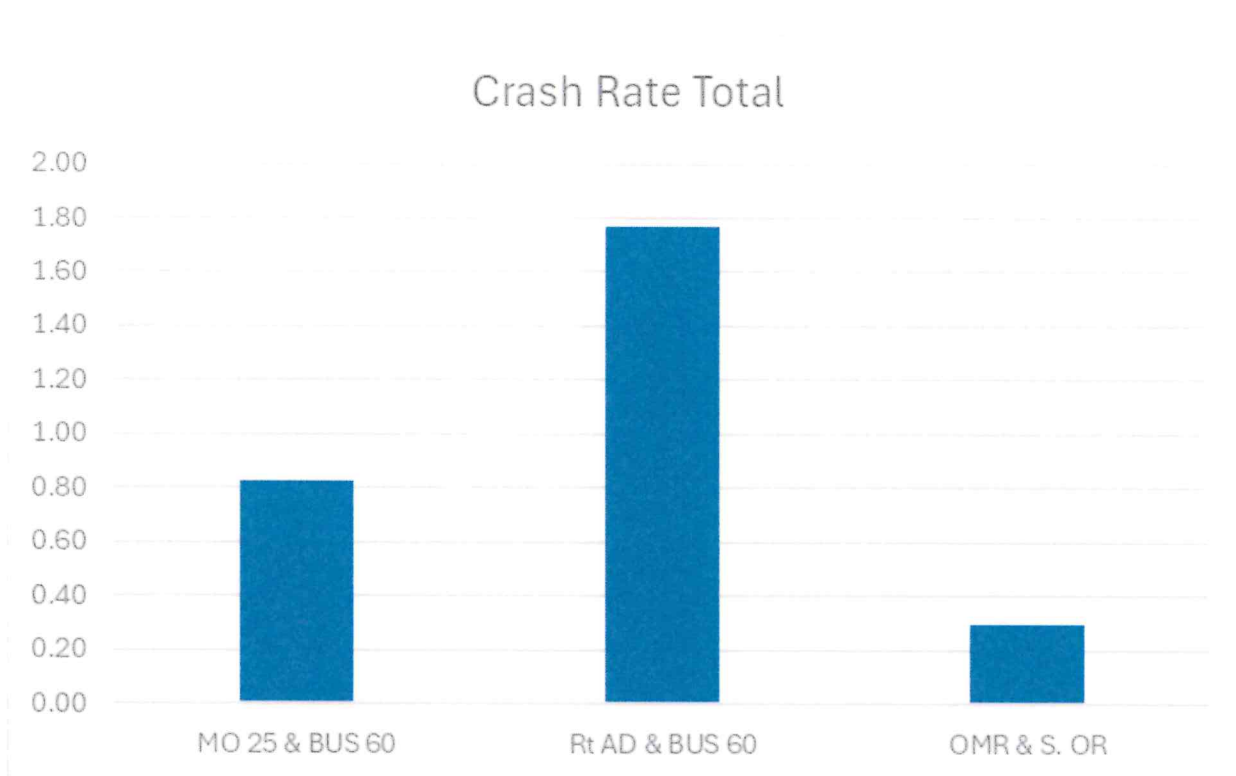
3.1 NETWORK SCREENING

Network screening was performed to provide a baseline level for crash rates. Missouri Route AD (Rt. AD) and Business 60 (BUS 60) intersection had 39 total crashes during the study period with 12 crashes resulting in injuries. Notable crash types at Rt. AD/BUS 60 intersection include angle type crashes (94% of total crashes). Traffic trends at this intersection include higher turning movements in recent years. A three-year crash assessment at Rt. AD/BUS 60 showed 44% of total crashes resulted in injuries and were all the angle crash type. One Mile Road (OMR) and South Outer Rd. (S. OR) intersection, in Dexter, MO was found to have 12 total crashes in a 10-year review. One crash at OMR/S. OR intersection resulted in an injury during the study period. During Network Screening, data collection was performed at this intersection. It was notable that during the study period, vehicles were observed and recorded driving the wrong way down nearby US 60/OMR Ramp Terminal. The observation was recorded as a daily occurrence in June 2024. A 10-year crash review was performed at Missouri Route 25 (MO 25) and BUS 60 intersection. 42 total crashes and 6 injuries were reported during the study period. A review of crash types at MO 25/BUS 60 showed 55% of total crashes were angle type crashes. The results of network screening are provided in the figures below.

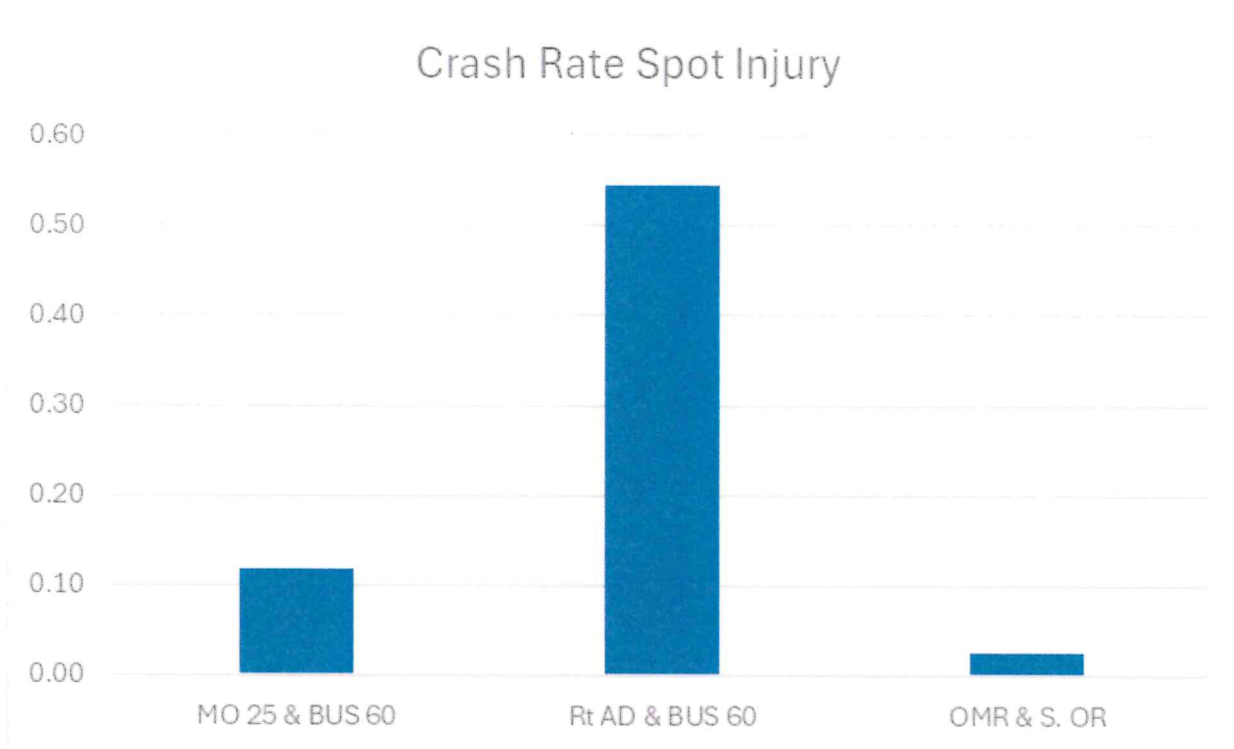
Network Screening (10 Year Crash History)

Intersection	Fatal	Disabling Injury/Suspected Serious Injury	Minor Injury	Property Damage Only	Total
MO 25 & BUS 60	0	1	5	36	42
Rt AD & BUS 60	0	0	12	27	39
OMR & S. OR	0	0	1	11	12

Network Screening (10 Year Crash Rate Total)



Network Screening (10 Year Crash Rate Injury)



4. ENGAGEMENT AND COLLABORATION

A public meeting with proposed roadway safety improvements was held on March 17, 2025. A Road Safety Audit was performed on November 11, 2024. The independent multidisciplinary audit team included:

Name	Agency	Role
Hank Trout	City Of Dexter	Chief of Police
Sheryl Wunderlich	MoDOT	Highway Designer
Matthew Wilkerson	MoDOT	Resident Engineer
Chuck Kasting	City of Dexter	EMS
Eric Krapf	BFW Engineering	Project Manager
Tim Fowler	City of Dexter	School Transportation Manager
Jeremiah Robinson	City of Dexter	Street Department Superintendent
Mark Croarkin	MoDOT	District Engineer

The RSA team members were provided instructions in Road Safety Audit practice, traffic and crash history at each location, collision diagrams, and information from the Dexter SS4A Traffic Study. In accordance with FHWA's recommendations, the team used the local agency's (MoDOT) safety assessment tool, SAFER, for the assessment. The results of the assessment are summarized in the table on pages (3-7) in the Road Safety Audit report provided on November 27, 2024.

The City of Dexter will also collaborate with the community to engage and revise the priorities and strategies of the Safety Action Plan as we receive comments through the Council, the Oversight Committee, and other engagement with city employees.

Collaboration with all the departments of city government, executives and law enforcement of Stoddard County and the state of Missouri will also be critical members of our process.

5. POLICY AND PROCESS CHANGES

The process of working through the Safe Streets for All program has been beneficial to the community of Dexter.

Prior to being selected by the program, the City of Dexter started to solicit issues from our community members regarding traffic safety concerns in the community. This process was largely informal, primarily consisting of the Mayor, City Administrator, and Council members actively asking members of the community, "What traffic concerns do you have here in Dexter?" In addition, during the annual Stoddard County Fair, the City opened a comment booth to solicit comments on any concerns involving traffic safety within our community. Asking these questions and listening to the responses constitutes one of the primary benefits of this program. The primary concerns involved three intersections and the need for a grade-separated railroad crossing. Our initial application for SS4A focused on these needs.

In addition to these specific concerns, the City also actively began making observations about traffic safety concerns. One of these concerns was the condition of roadway striping within the city street system. We have worked to address this concern and now have a plan in place to regularly update the condition of the roadway striping within the city system.

Another concern involved pedestrian safety around the school campus. We have already implemented two upgrades consisting of push button activated rectangular rapid flashing beacons (RRFB's) at two pedestrian crossings. These are recommended by FHWA as a best practice and a proven safety countermeasure. In addition, we have been working to finalize an ADA transition plan to address deficiencies in our city sidewalks, as well as adding several bicycle/pedestrian trails through the Transportation Alternatives Program.

To help lead by example, our city employees now participate in the City of Dexter Safety Day. We set aside one day, usually in the fall, where all city employees gather and we review our safety policies and procedures. We also bring in outside experts to discuss safety in differing fields. To date we have had experts speak from MoDOT, AGC, Coalition for Roadway Safety, Crader Distributing about chainsaw safety, Ameren about utility safety, and our insurance representatives speaking about workplace safety.

We have also formed a group that evaluates requests for additional signs. This group consists of the Streets Superintendent, the Police Chief, and the City Administrator. This group then makes a recommendation to the Council regarding the request.

The City of Dexter also passed an ordinance in August 2013 establishing the primary seat belt law. Although this occurred well in advance of the SS4A program, there were several that were not aware that this ordinance had been passed and should be enforced.

6. STRATEGY AND PROJECT SELECTIONS

Engineering studies were performed at three intersections and an at-grade railroad crossing in Dexter, MO. This narrative is provided in accordance with the Dexter SS4A Traffic Study and the Dexter SS4A Traffic Study Addendum A. The results of the traffic study recommend the following improvements:

Major Route	Minor Route	Improvement Description
One Mile Road	South Outer Road	Widen One Mile Road and extend Two-Way-Left-Turn-Lane through South Outer Rd. Intersection
MO 25	BUS 60	Provide access control at commercial entrances on the east side of MO 25 and construct a traffic signal at the intersection
Rt. AD	BUS 60	Construct a single lane, 4-leg roundabout at the intersection
One Mile Road	N/A	Construct a grade crossing

7. PROGRESS AND TRANSPARENCY

Missouri Department of Transportation's Data Zone will be accessed to obtain crash data. Crash Data will be reviewed annually to report progress made in reducing crashes at intersections studied in the Dexter SS4A Project. The Safety Action Plan and data will be provided online at www.cityofdexter.org

Our process will include an annual review of the traffic data by the oversight committee. They will generate a report that will be posted online for review.