Dexter
Safe Streets for All
Safety Action Plan

Dexter – Safe Streets for All

In Dexter, serious traffic injuries are not random—they happen in **predictable places**, especially where **high-speed roads and ramp terminals intersect with lower-speed local streets** that serve neighborhoods, schools, parks, and businesses.

Our Safe Streets and Roads for All Action Plan applies a **Safe System approach** to focus on the highest risk locations while also addressing system-wide gaps. The plan prioritizes protecting **vulnerable road users—children traveling to school, seniors, people with disabilities, pedestrians, and bicyclists**—by separating them from traffic where possible, slowing vehicles where conflicts occur, and providing **clear, visible, and predictable crossings**.

Special emphasis is placed on **ramp terminals and transition zones**, where fast-moving traffic meets community streets and the risk of severe injury is greatest. By redesigning these intersections, closing sidewalk gaps, and improving crossings, the plan reduces crash severity and improves access to schools, healthcare, and everyday destinations. This plan is about using Safe System Approach and designing streets that anticipate human error and **save lives**.

The SS4A Action Plan gives Dexter a **data-driven roadmap** to reduce serious injuries, leverage federal investment, and create safer, more connected streets for everyone. Proposed strategies emphasize **predictable and visible crossings, pedestrian signal phasing, improved lighting, traffic calming, intersection improvement, and continuous pedestrian facilities** that connect neighborhoods to schools, parks, and essential services. By strengthening transitions between regional roadways and local streets, the plan reduces conflict points that currently amplify risk for both drivers and vulnerable road users.

At its core, Dexter's safety story is about **people**. It is about making sure a child can walk to school safely, an older adult can cross the street with confidence, and a person using a mobility device can reach healthcare or a park without being forced into traffic. It is also about supporting drivers by creating street environments that are easier to understand, more forgiving, and designed to encourage safe speeds.

The SS4A Action Plan provides Dexter with a **clear, implementable roadmap** to reduce serious injuries and fatalities by 2030, prioritize investments where they will have the greatest impact, and leverage federal funding to build safer streets. By aligning engineering, planning, and community values, Dexter is committing to a transportation system that supports **safety, accessibility, and quality of life for everyone who lives in, works in, or visits the city**.

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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATC	Advanced Traffic Controller
ATIS	Advanced Traveler Information System
ATMS	Advanced Traffic Management System
AV	Autonomous Vehicle
AWSC	All-Way Stop-Control
BFW	Bacon Farmer Workman Engineering & Testing, Inc.
B-C	Benefit Cost Ratio
BRT	Bus Rapid Transit
CT	Cycle Time
CV	Connected Vehicle
D-Factor	Directional Proportion of Traffic
DI	Disabling Injury Crash
D/T	Delay per Vehicle
DDI	Diverging Diamond Interchange
DHV	Design Hourly Volume
FI	Fatal + Injury Crash
G/C	Green Interval-to-Cycle Length Ratio
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HMVMT	Hundred Million Vehicle Miles Traveled
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HSM	Highway Safety Manual
ICE	Intersection Control Evaluation
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
K-Factor	Peak Hour Proportion of Traffic
LOS	Level of Service
LRT	Light Rail Transit
LTO	Left-Turn Overlap
LTOR	Left Turn on Red
MI	Minor Injury Crash
MOE	Method of Evaluation
MUT	Median U-Turn

MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program Publications
NMT	Non-Motorized Transportation
PDO	Property Damage Only Crashes
PHF	Peak Hour Factor
PHV	Peak Hourly Volume
RCUT	Restricted Crossing U-Turn
ROW	Right-of-Way
RTO	Right-Turn Overlap
RTOR	Right Turn on Red
SPF	Safety Performance Function
SPICE	Safety Performance for Intersection Control Evaluation
SPUI	Single Point Urban Interchange
SSI	Suspected Serious Injury Crash
TIS	Traffic Impact Study
TDM	Transportation Demand Management
TDP	Transportation Development Plan
TRB	Transportation Research Board
TSP	Transit Signal Priority
TWSC	Two-Way Stop-Control
V/C	Volume-to-Capacity Ratio
V2I	Vehicle-to-Infrastructure
V2V	Vehicle-to-Vehicle
V2X	Vehicle-to-Everything
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
WADT	Weighted Average Daily Traffic

1. LEADERSHIP

1.1 DEXTER'S SAFETY STORY

Dexter is a growing regional community where local streets, high-speed highways, and ramp terminals intersect. Residents rely on this transportation system to reach schools, jobs, parks, healthcare, and local businesses. At the same time, the city's street network includes corridors where **high-speed roadways transition directly into lower-speed neighborhood streets**, creating conditions that increase crash risk and severity—particularly for those outside a vehicle.

Over the past decade, traffic crash data has shown that **serious injuries in Dexter are not random events**. They occur in predictable locations, at predictable times, and under predictable roadway conditions. Severe crashes are concentrated along **Business US-60, MO-25, One Mile Road, and at key intersections and US 60 ramp terminals**, where fast-moving regional traffic meets local streets serving neighborhoods, schools, parks, and community destinations. While many crashes result only in property damage, **96% of crashes involving a vulnerable road user have resulted in injury or worse**, underscoring the disproportional risk faced by pedestrians and bicyclists. **Angle crashes are the most frequent cause of serious injury and fatal motor vehicle crashes in Dexter.**

Dexter's most vulnerable road users—**children walking or biking to school, older adults, people with disabilities, pedestrians, and cyclists**—often travel along corridors that were not designed to safely accommodate them. In several locations, sidewalks are incomplete or missing altogether, crossings are long or poorly defined, and pedestrians are required to navigate high-speed traffic environments without refuge or protection. These conditions are especially evident near **schools, parks, libraries, healthcare facilities, and along routes that function as north–south or east–west connectors through the city**.

Recognizing these challenges, Dexter has chosen to adopt a **Safe System approach**, which acknowledges that human mistakes are inevitable but serious injuries and fatalities are not. Rather than placing responsibility solely on individual behavior, the Safe System approach focuses on designing streets that **reduce speeds where conflicts occur, separate vulnerable users from traffic where possible, and minimize the severity of crashes when they do happen**.

Dexter's Safe Streets and Roads for All (SS4A) Action Plan builds on this foundation by combining **data-driven crash analysis** with a **systemic review of infrastructure gaps**. The plan prioritizes improvements at locations with the greatest risk—such as **ramp terminals, intersections where high-speed roads intersect with low-speed streets, and corridors with recurring injury crashes**—while also addressing broader sidewalk, crossing, and connectivity deficiencies throughout the community. This dual approach ensures that the city is not only responding to past crashes but also **preventing future tragedies before they occur**.

1.2 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 June 26th, 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 1 O: 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. DEXTER GUIDING PRINCIPLES

2.1 PRIORITIZE THE REDUCTION OF FATAL AND SERIOUS INJURY CRASHES

Dexter's highest transportation priority is the prevention of traffic fatalities and serious injuries. The Safety Action Plan focuses first on locations and conditions that pose the greatest risk of severe harm, using data-driven analysis to identify and prioritize corridors, intersections, and ramp terminals where injury patterns are concentrated. Success is measured not by traffic throughput alone, but by meaningful reductions in lives lost and injuries sustained.

2.2 ADDRESS HIGH-RISK TRANSITIONS

Special emphasis will be placed on **high-risk transition zones**, including ramp terminals and locations where high-speed roadways meet lower-speed local streets. These locations are disproportionately associated with injury crashes due to speed differentials and complex vehicle movements. The SS4A Plan prioritizes redesigning these areas to slow traffic, improve visibility, and protect people crossing or traveling along local streets.

2.3 MANAGE SPEED TO REDUCE CRASH SEVERITY

Speed is the single most consequential factor in whether a crash results in injury or death. Dexter will work to reduce vehicle speeds —particularly where high-speed roads, ramp terminals, and regional corridors intersect with lower-speed local streets. Street designs, operations, and policies will reinforce safe and appropriate speeds that reflect the surrounding land use and the presence of people walking, biking, or accessing community destinations.

2.4 PROMOTE A COMMUNITY CULTURE OF SAFETY

Creating safer streets requires shared responsibility. Dexter will support education, outreach, and partnerships that promote safe behavior among all road users while reinforcing the City's commitment to safety outcomes. This includes collaboration with schools, emergency services, law enforcement, public health partners, and community organizations to ensure safety is understood as a shared community value.

2.5 PROTECT VULNERABLE ROAD USERS

Children walking or biking to school, older adults, people with disabilities, pedestrians, and bicyclists face the greatest risk of serious injury in crashes. Dexter's SS4A Plan places vulnerable road users at the center of decision-making by separating them from traffic where possible, providing safe and predictable crossings, and ensuring that roadway improvements reflect the needs of people outside a vehicle—not just those driving through.

3. SAFE SYSTEMS APPROACH INTEGRATION

Consistent with FHWA's Safe Streets and Roads for All (SS4A) Program, Dexter's Guiding Principles are implemented through a **Safe System approach** that recognizes human error as inevitable and prioritizes roadway designs and operational strategies that prevent errors from resulting in fatal or serious injuries. The SS4A Plan treats safety as a **core system objective**, embedding these principles across **policy, planning, design, project development, implementation, and evaluation**, rather than limiting safety to isolated projects or programs.

This approach aligns with SS4A's emphasis on **safe roads and safe speeds**, where local governments have the greatest ability to influence outcomes.

Dexter's plan prioritizes roadway design strategies that are **self-enforcing, predictable, and forgiving**, particularly at:

- Intersections where high-speed roadways intersect with lower-speed community streets
- Locations with high pedestrian and bicycle activity near community destinations

By addressing systemic risk factors rather than relying solely on individual behavior, the Action Plan meets SS4A expectations for **proactive and preventive safety strategies**.

Data-Driven Identification of Safety Needs

In alignment with SS4A NOFO requirements for **evidence-based decision-making**, Dexter uses crash data, severity analysis, network screening, and systemic risk assessment to operationalize its Guiding Principles. The SS4A Plan prioritizes locations based on **injury severity and exposure risk**, not just crash frequency.

Key data-driven practices include:
Identifying corridors, intersections, and ramp terminals with **recurring fatal and serious injury crashes**

- Weighting **fatal and injury crashes more heavily than property-damage-only crashes**, consistent with SS4A guidance
- Identifying locations with elevated risk due to **speed differentials, missing infrastructure, or complex traffic patterns**, even where severe crashes have not yet occurred
- Combining crash data with **infrastructure gap and accessibility analysis** to identify locations where vulnerable road users are exposed to elevated risk

This process ensures that the Action Plan addresses both **documented injury patterns and systemic safety deficiencies**, meeting SS4A's requirement for a comprehensive safety analysis. Project Selection and Implementation Prioritization.

Dexter's Guiding Principles are embedded into **project selection, prioritization, and design**, directly supporting SS4A goals related to implementation readiness and measurable safety benefits. Each proposed strategy and project is evaluated based on its ability to:

- Reduce the risk or severity of fatal and serious injury crashes
- Manage vehicle speeds where conflict potential is greatest
- Improve safety at high-risk intersections, ramp terminals, and roadway transition zones
- Close gaps in pedestrian, bicycle, and ADA-compliant infrastructure
- Improve safe access to schools, parks, healthcare facilities, libraries, and employment centers

Projects are selected as part of a coordinated safety network, ensuring investments reinforce one another and advance citywide safety outcomes rather than standalone improvements.

Focus on Vulnerable Road Users and Equity

Consistent with SS4A priorities, Dexter's Action Plan places **vulnerable road users**—including pedestrians, bicyclists, children, older adults, and people with disabilities—at the center of safety decision-making. The Guiding Principles prioritize:

- Separation of vulnerable users from high-speed traffic where feasible
- Safe, visible, and predictable crossings
- Closure of infrastructure gaps that force pedestrians and bicyclists into travel lanes
- Improved access to essential community destinations regardless of age, ability, or transportation mode

This approach supports SS4A's emphasis on **equitable safety improvements** and improved access for populations disproportionately affected by traffic injuries.

Performance Measurement, Accountability, and Continuous Improvement

Dexter's SS4A Plan aligns with NOFO requirements for **monitoring, evaluation, and transparency** by committing to regular data review and performance tracking. Crash trends, injury outcomes, and community input are reviewed to:

- Measure progress toward reducing fatal and serious injury crashes
- Identify emerging safety risks
- Adjust priorities and implementation strategies as conditions evolve

By continuously linking project outcomes to the Guiding Principles and Safe System objectives, the Action Plan functions as a **living document** that supports continuous improvement and long-term safety outcomes.

Unified Framework Supporting SS4A Program Goals

Together, the Safe System approach and data-driven methodology ensure that Dexter's Guiding Principles align directly with SS4A program goals and NOFO evaluation criteria. The Action Plan moves beyond reactive fixes to establish a **systematic, scalable framework** for reducing fatal and serious injury crashes, protecting vulnerable road users, and supporting safe access to community destinations throughout Dexter.

4. EQUITY AND VULNERABLE ROAD USER CONSIDERATIONS

4.1 DEMOGRAPHIC SENSITIVITIES

Dexter exhibits several characteristics associated with **elevated transportation safety vulnerability**:

- Approximately **25% of residents are under age 18**
- Approximately **21% of residents are age 65 or older**
- Approximately **17% of residents live below the federal poverty level**
- Over **40% of workers commute daily by private vehicle**, with limited alternatives.

These demographics align with USDOT-identified **overrepresented populations in serious injury and fatal crashes**, reinforcing the need for targeted Safe System interventions.

4.2 ACCESS TO ESSENTIAL SERVICES

The City of Dexter serves as a critical service hub for central Stoddard County, providing essential public safety, healthcare, utilities, and daily needs to residents, surrounding rural communities, and highway users. Core essential services—including the Dexter Police Department, Fire Department, Emergency Medical Services, City Hall, and utility operations—are centrally located within the city and rely on a limited number of primary corridors for access. Healthcare services include primary and urgent care clinics, pharmacies, and nearby hospital services, all of which require reliable and safe roadway access for emergency response, staff, and patients.

Essential daily needs such as grocery retail, pharmacies, fuel, postal services, and social support services are concentrated primarily along Business U.S. Highway 60 and adjacent local streets. These corridors also serve commercial traffic, school transportation, freight movement, and regional through-traffic, creating conflicts between high-speed vehicles, turning movements, pedestrians, and cyclists. Disruptions or safety concerns along these routes can directly impact emergency response times, access to healthcare, and residents' ability to meet basic needs. Improving roadway safety, multimodal connectivity, and access to essential services is therefore critical to community resilience, public health, and economic stability. Investments supported by the SS4A program would enhance safe access to life-saving services, reduce crash risk along primary service corridors, and support equitable mobility for residents without access to personal vehicles—especially older adults, individuals with disabilities, and low-income households.

4.2.1 Gaps in the Transportation System Affecting Access to Essential Services

- **Dependence on Limited Primary Corridors**

Access to most essential services in Dexter is concentrated along a small number of primary corridors, particularly **Business U.S. Highway 60** and adjoining local streets. These corridors serve multiple and competing functions—regional through-traffic, commercial freight movement, local access, school transportation, pedestrians, and emergency vehicles. This lack of route redundancy means that when crashes, congestion, weather events, or rail blockages occur, access to essential services can be significantly delayed or restricted.

- **At-Grade Railroad Crossings as a System Bottleneck**

The Union Pacific rail line runs through Dexter and intersects key city streets at grade. When freight trains stop or move slowly through the city, crossings can be blocked for extended periods, creating physical barriers between residents and essential services. These blockages can delay emergency response vehicles, residents accessing medical care or pharmacies, and daily travel to grocery or social services. The absence of grade separations or alternative uninterrupted routes represents a major resiliency gap in the transportation network.

- **Limited Multimodal Infrastructure**

Dexter's transportation system is heavily automobile-oriented. Sidewalk gaps, limited pedestrian crossings, minimal bicycle infrastructure, and a lack of separated facilities reduce safe access for individuals who do not drive. Older adults, people with disabilities, low-income residents, and those without access to a personal vehicle may have difficulty reaching healthcare, pharmacies, food retail, and government services safely—especially along higher-speed corridors where essential services are located.

- **Safety Challenges Along Service Corridors**

Roadways that provide access to essential services often lack consistent safety features such as traffic calming, clearly marked crosswalks, pedestrian refuge areas, adequate lighting, and safe bus or drop-off areas. The mix of higher-speed traffic, turning movements, freight vehicles, and pedestrians increases crash risk near service locations. These conditions discourage on-vehicular travel and heighten the consequences of crashes near critical facilities.

- **Emergency Access and Response Delays**

Emergency services—including police, fire, EMS, and healthcare providers—must navigate the same constrained roadway network as the general public. Rail blockages, congestion along Business Highway 60, and limited alternate routes can delay response times during critical incidents. The transportation system currently lacks redundancy and real-time mitigation strategies to ensure reliable emergency access across all parts of the city.

- **Equity and Access Gaps**

Transportation gaps disproportionately affect residents who rely on walking, limited mobility devices, informal rides, or shared transportation. Without safe, convenient, and connected multimodal options, access to essential services is uneven across the community. These gaps can exacerbate health, safety, and economic inequities, particularly for seniors and lower-income households.

- **Summary**

Overall, Dexter's transportation system does not consistently provide **safe, reliable, and equitable access to essential services** under everyday conditions or during disruptions. Key gaps include dependence on a small number of corridors, at-grade rail crossings, limited multimodal infrastructure, and insufficient safety treatments near service locations. Addressing these gaps through SS4A-supported investments would improve emergency response reliability, reduce crash risk, enhance access for vulnerable populations, and strengthen community resilience.

5. DEXTER SS4A PLANNING STRUCTURE

Dexter's SS4A Team includes **city leadership, municipal staff, local business owners, school officials, engineering consultants, state emergency personnel, state highway partners, and local emergency responders**. As the City advances its commitment to **Vision Zero**, the SS4A Team will continue to expand to include **additional members of the public**, ensuring broad community representation and shared ownership of traffic safety outcomes.

The SS4A Team is intentionally structured to advance all elements of the **Safe System Approach**, including **safer roads, safer vehicles, safer road users, and high-quality post-crash care**. Through coordinated collaboration across disciplines, the City ensures that roadway design, education, enforcement, emergency response, and recovery efforts work together to reduce the likelihood and severity of crashes.

This multidisciplinary structure allows Dexter to proactively address traffic safety risks, respond effectively when crashes occur, and continuously improve safety outcomes for everyone who lives in, works in, or travels through the community.

5.1 EDUCATION

Education is a core component of Dexter's Safe Streets and Roads for All (SS4A) implementation framework. While infrastructure improvements and speed management are the primary tools for reducing fatal and serious injury crashes, education ensures that **roadway changes are understood, used correctly, and supported by the community**. Dexter's education strategy complements engineering and enforcement efforts by reinforcing Safe System principles and promoting consistent, predictable behavior among all road users.

Supporting the Safe System Through Education

Consistent with the USDOT Safe System approach, Dexter uses education to support a shared understanding that **human error is inevitable**, and that safety improvements are designed to reduce the severity of crashes when mistakes occur. Educational efforts focus on clearly communicating:

- The purpose of speed-reducing design features and why lower speeds are essential to reducing severe injuries
- How new intersection designs, pedestrian crossings, RRFBs, and ramp terminal treatments improve safety for all users
- How predictable, self-enforcing roadway designs benefit drivers, pedestrians, and bicyclists alike

By aligning education with physical roadway changes, Dexter improves compliance and enhances the effectiveness of SS4A investments.

Education for Vulnerable Road Users

Dexter's education strategy prioritizes **vulnerable road users**, including children, older adults, people with disabilities, pedestrians, and bicyclists—groups disproportionately impacted by serious traffic injuries. Educational initiatives include:

- **School-based safety education** coordinated with Dexter Public Schools, focusing on safe walking and bicycling behaviors, proper use of crossings, and awareness of school-area safety improvements
- Outreach to **older adults and mobility-impaired residents** through community organizations and service providers, emphasizing safe crossing locations, visibility features, and accessibility improvements
- Clear communication and wayfinding for new or improved pedestrian and bicycle facilities to ensure users understand how to safely navigate the system

These efforts align with SS4A priorities related to **equity, accessibility, and protection of high-risk populations**.

Driver Education and Speed Awareness

Education plays a critical role at locations where **high-speed roadways, ramp terminals, and regional routes transition to lower-speed local streets**. Dexter's SS4A education efforts will focus on:

- Increasing driver awareness of appropriate speeds and why speed management is necessary in specific locations
- Explaining new intersection configurations, pedestrian signal phasing, and warning devices to reduce driver confusion
- Reinforcing driver awareness of pedestrians and bicyclists near **schools, parks, libraries, healthcare facilities, and neighborhood connectors**

Educational messaging is coordinated with engineering and enforcement to ensure **consistent expectations and behavior** across the transportation system.

Community Engagement and Two-Way Communication

Education within Dexter's SS4A Plan emphasizes **ongoing community engagement** rather than one-time outreach. Educational activities also serve as tools for gathering public input and refining priorities. These efforts include:

- Public meetings and open houses focused on explaining safety improvements and anticipated outcomes
- Use of City communication channels to share project updates, safety data, and explanations of design changes
- Integration of SS4A messaging into existing City events and outreach activities

This two-way approach strengthens public trust, increases understanding, and builds long-term support for safety initiatives.

Education as Part of a Coordinated Safety Strategy

Education in Dexter's SS4A Plan is explicitly coordinated with **engineering, enforcement, and emergency response**, consistent with USDOT SS4A guidance on multidisciplinary safety strategies. Educational efforts:

- Reinforce engineering improvements by explaining how new designs reduce crash risk
- Support enforcement by helping road users understand safety expectations
- Promote a broader **culture of safety** among residents, visitors, and City staff

City employee safety training and annual safety education events further support consistent implementation of SS4A principles across City operations.

Monitoring, Evaluation, and Continuous Improvement
The effectiveness of education strategies will be evaluated as part of Dexter's SS4A monitoring framework. The City will review:

- Crash and injury trends
- Observed changes in behavior at improved locations
- Community feedback related to understanding and usability of safety improvements

Education strategies will be refined over time to ensure continued alignment with **fatal and serious injury reduction goals** and evolving community needs.

Role of Education in Achieving SS4A Outcomes
Through targeted, coordinated, and data-informed education, Dexter uses education as a **supporting implementation tool** that enhances the effectiveness of roadway design and speed management strategies. Education helps ensure that safety investments achieve their intended outcomes by improving understanding, compliance, and community support—advancing Dexter's commitment to reducing fatal and serious injury crashes and creating safer streets for all.

5.2 DEXTER'S SS4A EDUCATION PROJECT TEAM

Dexter's SS4A education project team brings together experienced leadership from **City operations, public education, and community engagement**, creating a coordinated and implementation-ready approach to advancing Safe System principles. The team's strength lies in its ability to connect **infrastructure-based safety improvements with meaningful education and outreach**, ensuring that safety investments are understood, used correctly, and reinforced through daily behavior.

The education team includes senior City leadership, school district administration, and community engagement partners who collectively reach residents across all ages and travel modes. This structure allows Dexter to deliver **targeted, context-specific safety education**—from school-area pedestrian safety and family outreach, to driver awareness at high-risk corridors, to community-wide communication around speed management and Safe System objectives. Each team member brings distinct, complementary responsibilities, enabling education strategies to be tailored rather than generic.

Dexter's education team is particularly well-positioned to support SS4A implementation because it maintains **direct, ongoing relationships with the institutions most critical to long-term safety outcomes**, including schools, City departments, public-facing community services, and local organizations. This allows safety education to be embedded into existing communication channels and trusted networks, improving reach and effectiveness without duplicating effort. Education messaging is coordinated with engineering and enforcement activities so that roadway changes, speed management measures, and pedestrian safety treatments are accompanied by clear explanations and consistent expectations for all users.

The team also supports SS4A goals by emphasizing education that complements design-based speed management and self-enforcing streets. Rather than relying on education as a standalone solution, the project team uses it as a **supporting implementation tool** that improves understanding of why changes are occurring, how new facilities should be used, and how shared responsibility for safety benefits the entire community. This alignment strengthens compliance, reduces confusion, and increases public acceptance of safety improvements.

Through strong coordination, role clarity, and alignment with Safe System principles, Dexter's education project team provides the capacity needed to translate the SS4A Action Plan into measurable safety outcomes. The team's integrated approach ensures that education is not an afterthought, but a core component of implementation—supporting behavior change, reinforcing infrastructure investments, and advancing the City's goal of **reducing fatal and serious injury crashes across the transportation system**.

Amy James – City Education Coordination and Safety Leadership
Amy James serves as Superintendent for the City of Dexter, Missouri, and supports the SS4A Project Team by coordinating education-based safety efforts that reinforce the City's Safe System approach. In this role, she ensures that public education related to roadway safety improvements, speed management strategies, and pedestrian protections is consistent, accurate, and aligned with City policy. Ms. James works across City departments and with community partners to support public understanding of how and why transportation changes are implemented, particularly near schools, parks, healthcare facilities, libraries, and neighborhood connectors. Her role focuses on integrating education into day-to-day City operations so safety investments are understood, used correctly, and sustained over time in support of fatal and serious injury reduction goals.

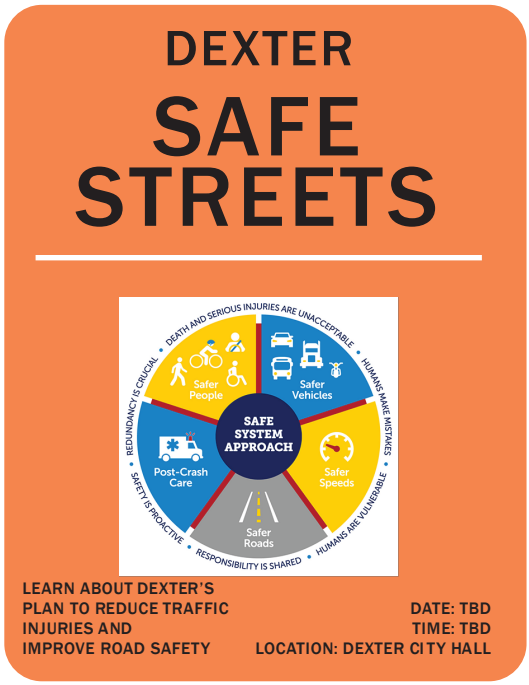
Gavin Miller – School-Based Safety Education and Coordination
Gavin Miller serves as the school district representative on the City of Dexter's SS4A Project Team, bringing direct experience from Dexter Public Schools into safety education and implementation efforts. In this role, he supports coordination between the City and the school district to align SS4A strategies with student travel patterns, school operations, and family communication. Mr. Miller contributes to education efforts that promote safe walking and bicycling behaviors, appropriate driver expectations in school zones, and awareness of vulnerable road users. His involvement ensures that SS4A investments near school campuses and student routes are supported by targeted education and outreach that reflects the needs of students, staff, and families, advancing the City's commitment to reducing fatal and serious injury crashes.

Lauren Hill – Community Engagement and Public Understanding
Lauren Hill supports the City of Dexter's SS4A Project Team by strengthening the connection between safety planning efforts and the broader community. Her role focuses on facilitating communication, outreach, and public understanding of traffic safety priorities, helping translate

technical SS4A concepts into messaging that resonates with residents. Ms. Hill contributes local insight that supports engagement with families, community organizations, and public-facing institutions, ensuring safety improvements such as speed management measures and pedestrian enhancements are accessible and responsive to community needs. By supporting two-way communication and relationship-building, she helps build awareness, trust, and shared responsibility for advancing Dexter's goal of reducing fatal and serious injury crashes.

5.2.1 Dexter SS4A Action Plan – Crash Performance Updates

Each year, **Dexter's SS4A team** will provide **public crash performance updates** to share progress toward **Vision Zero by 2030** and demonstrate how traffic speeds and crash patterns are changing over time. These updates will be presented at community events and will reflect coordinated efforts across **Education, Engineering, and Enforcement**.



Annual updates will place special emphasis on **high-speed corridors**, including **One Mile Road, MO 25, and Business US 60**, where speeding and severe crashes are most likely to occur. By sharing transparent, data-driven information with the public, Dexter will reinforce the connection between speed management, street design, enforcement strategies, and improved safety outcomes.

As part of this commitment, **Road Safety Audits (RSAs)** will become a **routine, ongoing practice**, rather than being limited to individual projects. This ensures that safety issues are identified proactively and addressed systematically across the transportation network.

Each yearly update will include:

1. **Prevailing speed trends in Dexter**, with emphasis on high-speed corridors and transition zones
2. **Year-over-year crash performance**, including changes in crash frequency and severity
3. **Road Safety Audit findings**, highlighting identified risks, implemented countermeasures, and next steps

This recurring performance-tracking process strengthens accountability, supports data-driven decision-making, and keeps the community engaged in Dexter's ongoing efforts to reduce serious injuries and save lives.

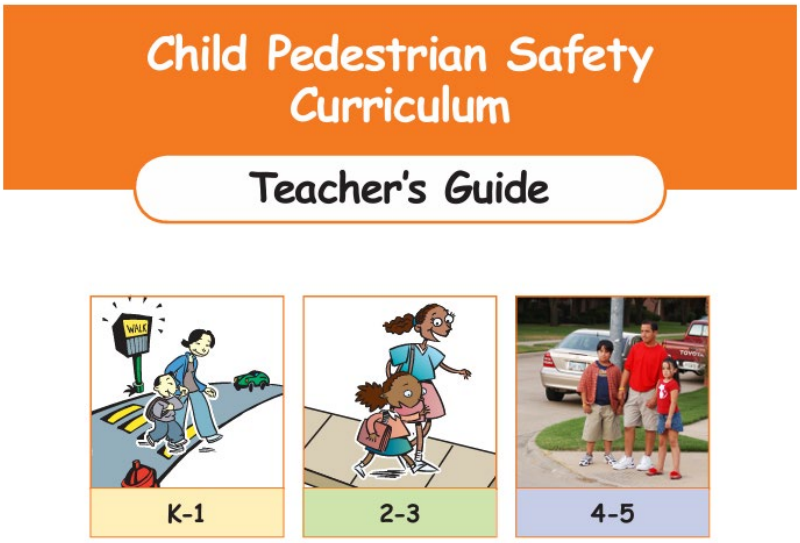
5.2.2 Implement Child Pedestrian Safety Curriculum Instruction (K-5)

[Child Pedestrian Safety Curriculum | NHTSA]

The City of Dexter will provide **bi-annual Child Pedestrian Safety training** at **Dexter Public Schools** to improve safety awareness and reduce risk for children traveling to and from school and other community destinations. These trainings will be delivered using an **established, age-appropriate pedestrian safety curriculum** designed to address common crash risks involving children.

Each training seminar will include instruction on the following core topics:

1. **Walking safely near traffic**, including recognizing safe walking paths and avoiding hazardous areas
2. **Crossing streets safely**, with emphasis on looking for vehicles, understanding right-of-way, and using crosswalks
3. **Crossing intersections safely**, including signal awareness and driver expectations
4. **Parking lot safety**, where vehicle movements are less predictable
5. **School bus safety**, including safe behavior near buses and loading zones



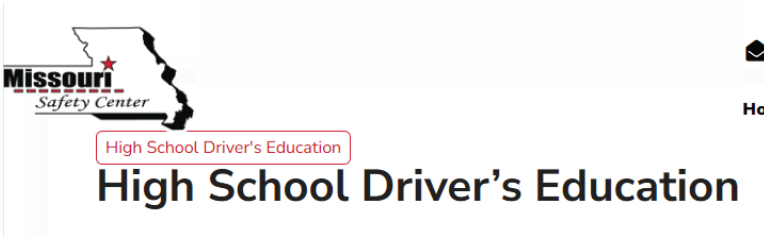
By offering training **twice per year**, the City ensures consistent reinforcement of safe behaviors as students grow and travel patterns change. This program directly supports the **Safe System Approach** by equipping children with the knowledge and skills needed to navigate traffic environments while complementary engineering and enforcement strategies address vehicle speeds and roadway design.

The Child Pedestrian Safety program advances Dexter's Vision Zero goal by focusing on one of the most vulnerable populations and strengthening a **culture of safety from an early age**.

5.2.3 Teen Drivers

Teen drivers were involved in **470 crashes**, representing **25 percent of all reported crashes** during the 10-year analysis period. This level of involvement is **significantly disproportionate** to their share of the population, indicating that teen drivers are **over-represented in crash statistics by a factor of 3.6 compared to all other drivers**.
This over-representation reflects the heightened risk associated with **new and inexperienced drivers**, particularly on high-speed corridors and at complex intersections. These findings underscore the need for **targeted education, speed management, and enforcement strategies** focused on teen drivers as part of Dexter's Safe System Approach.
Addressing teen driver safety through education, engineering, and enforcement coordination is essential to reducing overall crash frequency and achieving **Vision Zero by 2030**.

Dexter SS4A Action Plan – Drivers Education



Driver education is **not mandatory in Missouri high schools**, creating a gap in formal safety training for new drivers. To address this gap, the City of Dexter will partner with the **Missouri Safety Center** to expand access to the **48-Hour High School Driver's Education Course**, a nationally recognized program that combines classroom instruction with behind-the-wheel training.
The High School Driver's Education Course includes **48 hours of classroom instruction** and **16 hours of supervised driving**, covering critical safety topics such as:

1. Traffic laws and responsibilities
2. Defensive driving techniques
3. Road signs and signals
4. Driving in varied and adverse road conditions
5. Risks and consequences of distracted driving
6. Parking techniques
7. Confined-space and low-speed maneuvering
8. Driving on public roads

The current cost of the course is **$375 per student**, which presents a financial barrier for many families. As part of the **Dexter SS4A Grant Application**, the City proposes providing **cost-share assistance** to increase participation among local teen drivers.
Dexter High School enrolls approximately **120 students per year**, and the City estimates that **more than 90 percent of eligible students annually** could participate in the program if financial assistance is available through SS4A funding. Expanded access to this course through **2030** would allow the City to reach the majority of new drivers before they enter high-risk driving environments.

By implementing this program at scale, Dexter will help establish **driver safety as a community norm**, reinforcing the Safe System principle that **education, infrastructure, and enforcement must work together**. Over time, widespread participation in formal driver education is expected

to contribute to safer driving behaviors, reduced crash risk, and a stronger culture of traffic safety across the community.

This investment directly supports the SS4A goal of **preventing serious injuries and fatalities** by equipping new drivers with the knowledge, skills, and decision-making tools necessary to safely navigate Dexter's streets—particularly high-speed corridors and transition zones identified as priority safety areas.

5.3 POST CRASH CARE

Emergency and post-crash care are essential components of Dexter's Safe Streets and Roads for All (SS4A) Safety Action Plan and the City's broader **Safe System approach**. While the City's primary objective is to prevent fatal and serious injury crashes, Dexter recognizes that **effective, coordinated emergency response and post-crash management** are critical to reducing injury severity, saving lives, and improving outcomes when crashes occur.
Dexter's SS4A Planning Structure for Emergency and Post-Crash Care integrates **local, regional, and state partners**, ensuring post-crash considerations are embedded throughout safety analysis, project development, implementation, and evaluation.

Emergency and Post-Crash Care Agencies and Key Personnel
Dexter's Emergency Care planning structure includes the following agencies and named representatives:

- **Dexter Police Department**
  - **Hank Trout**, Chief of Police – *Law Enforcement Leadership and Traffic Incident Response*
  - **John Moore**, Law Enforcement Representative – *Crash Response and Scene Safety*
- **Dexter Fire Department**
  - **Beau Bishop**, Fire Department Representative – *Fire Suppression, Rescue, and Incident Command*
- **Dexter Emergency Medical Services (EMS)**
  - **Chuck Kasting**, EMS Representative – *Medical Response and Patient Care*
- **Emergency Management and Coordination**
  - **Hillary Duncan**, Mercy Stoddard – *Emergency Coordination and Interagency Communication*
- **Missouri State Highway Patrol (MSHP)**
  - **Clark Parrott**, MSHP – *State Route Incident Response and Post-Crash Coordination*
- **Missouri Department of Transportation (MoDOT)**
  - **Donnie Brown, PE –** *SE District Engineer*

Together, these partners provide comprehensive post-crash coverage including **medical response, traffic control, fire and rescue operations, incident command, emergency coordination, and state highway incident management**, across both local streets and state-regulated facilities.

Roles and Responsibilities within the SS4A Framework

Consistent with SS4A guidance, Dexter formally integrates **post-crash care** as a core Safe System element. Emergency and post-crash care partners contribute operational expertise that supports:

- **Rapid medical treatment and patient stabilization**
- **Traffic control and scene safety** to protect responders and road users
- **Fire suppression and rescue operations** at crash locations
- **Emergency coordination and dispatch efficiency**
- **State highway incident management**, including high-speed corridors and ramp terminals
- **Identification of access, visibility, and operational constraints** that influence injury severity

Leadership from Chief Hank Trout ensures alignment between enforcement, emergency response, and SS4A priorities, while Fire, EMS, MSHP, and emergency coordination partners provide direct insight into on-scene and post-crash needs.

Integration into Safety Analysis and Project Development

Emergency and post-crash care partners—including **Hank Trout, Beau Bishop, Chuck Kasting, Hillary Duncan, John Moore, and Clark Parrott**—are actively engaged in the SS4A planning process by:

- Participating in **Road Safety Audits (RSAs)** and multidisciplinary safety reviews
- Identifying locations with recurring severe injury crashes or response challenges
- Highlighting roadway features that complicate emergency response, such as limited shoulders, poor lighting, unclear access, or complex intersection geometry
- Informing project design considerations related to responder access, staging areas, visibility, and secondary crash prevention

MoDOT and MSHP coordination ensures consistent post-crash response considerations on **state routes, high-speed corridors, and ramp terminals**, supporting jurisdictional continuity.

Coordination with Engineering, Education, and Enforcement

Post-crash care planning is fully integrated into Dexter's multidisciplinary SS4A framework:

- **Engineering:** Projects incorporate features to improve emergency access, responder safety, and visibility
- **Education:** Outreach reinforces driver awareness around emergency scenes, yielding behavior, and safe speeds
- **Enforcement:** Law enforcement supports traffic control, scene security, and crash investigation coordination

This ensures post-crash care considerations are addressed as part of a **single, cohesive safety system**, not as standalone functions.

Table 1: Emergency and Post-Crash Care Roles

Role	Agency / Personnel	Safe System Element	Contribution to Safety Outcomes
Law enforcement leadership & incident response	Dexter PD – *Hank Trout; John Moore*	Safe Users / Post-Crash Care	Scene security, traffic control, secondary crash prevention
Fire suppression & rescue	Dexter Fire Dept. – *Beau Bishop*	Post-Crash Care	Rapid rescue and scene stabilization
Medical response & patient care	Dexter EMS – *Chuck Kasting*	Post-Crash Care	Reduced injury severity and improved survivability
Emergency coordination	Mercy Stoddard – *Hillary Duncan*	System Integration	Efficient multi-agency response
State route incident response	MSHP – *Clark Parrott*	Safe Roads / Post-Crash Care	Crash response and scene safety on high-speed facilities
Traffic operations and roadway management	MoDOT	Safe Roads / Safe Speeds	Incident management and traffic control on state routes

Advancing SS4A Outcomes Through Post-Crash Care
By formally integrating local emergency responders, City coordination staff, **Missouri State Highway Patrol**, and **MoDOT** into SS4A planning, Dexter ensures that post-crash care expertise directly informs safety decisions. This structure strengthens response effectiveness, protects responders, and supports continuous improvement—advancing the City's goal of **eliminating fatal and serious injury crashes through a complete Safe System approach**.

5.3.1 MUTCD Training for EMS Personnel

As part of Dexter's SS4A Action Plan, **Emergency Medical Services (EMS) personnel will receive training consistent with the updated Manual on Uniform Traffic Control Devices (MUTCD)** to enhance safety during incident response on public roadways. This training will focus on proper **temporary traffic control practices**, including safe vehicle positioning, use of warning devices, scene lighting, lane closures, and coordination with law enforcement and transportation agencies. By ensuring EMS responders understand MUTCD standards, Dexter will reduce secondary crashes, protect responders and road users, and improve the safety and efficiency of post-crash care. Integrating MUTCD principles into EMS operations supports the Safe System Approach by strengthening **post-crash response**, improving roadway safety during emergencies, and minimizing risks at high-speed corridors and complex intersections.

5.3.2 UPRR Grade Crossing

Impact of Union Pacific Railroad Operations on Emergency Medical Services Response Times in Dexter, Missouri

The Union Pacific Railroad (UPRR) rail line intersects the City of Dexter, Missouri, with a rail terminal located at **15399 County Road 527**, approximately **one mile northeast of the city center**. Rail activities at this terminal routinely result in **trains stopping within city limits for extended durations**, during which **all at-grade crossings within Dexter are blocked**. When trains are stopped, the **north and south portions of the city become physically inaccessible to one another**. This division has direct and measurable consequences for public safety, particularly emergency medical response.

EMS Station Location and Accessibility Constraints

Dexter's Emergency Medical Services (EMS) station is located **north of the UPRR rail corridor**. When trains block the at-grade crossings, EMS units responding to emergencies in the **southern portion of Dexter** are unable to take direct routes to incidents.

According to statements provided by Dexter EMS personnel, this situation has occurred **on numerous occasions**. When blocked, emergency vehicles must travel **eastward to Missouri Route 25**, utilize the **grade-separated underpass**, and then loop back south into Dexter. This detour significantly increases travel distance and response time. The longer response time is most impactful for emergencies in the southwest region of Dexter, MO.

Documented EMS Response Delays

Under normal conditions, EMS response times from the station to southern Dexter are **less than eight (8) minutes**. However, when rail crossings are blocked:

- **Response times routinely exceed 10 minutes during light-traffic conditions**
- **Response times can exceed 15 minutes during peak hourly traffic**

These delays are directly attributable to the **blocking of all at-grade crossings by stopped trains**, rather than to traffic congestion, staffing shortages, or EMS operational limitations.

Observed Train Blocking Behavior

Data collection conducted in **May 2024** at UPRR at-grade crossings in Dexter documented a recurring operational pattern. Trains frequently **slow while entering the city and then come to a stop**, often without sufficient visual or audible warning. As a result:

- Motorists initially continue toward crossings
- Local drivers familiar with railroad behavior begin reversing direction
- Traffic diverts through adjacent parking lots and local streets
- Vehicles must loop around using **MO-25**, significantly increasing congestion and travel times

Figure 1 (referenced below) illustrates a typical blockage scenario at **One Mile Road**, showing complete roadway obstruction by a stationary train.

Medical Consequences of Delayed EMS Response

Out-of-hospital cardiac arrest (OHCA) is recognized as **one of the most common causes of sudden death**, and **ambulance response time is a critical determinant of survival**. A large retrospective cohort study published in *Deutsches Ärzteblatt International* and available via

PubMed Central, titled *"The Effect of Ambulance Response Time on Survival Following Out-of-Hospital Cardiac Arrest,"* analyzed OHCA outcomes using data from over 10,800 patients.
The study found that:

- **EMS response time is an independent predictor of survival**
- Neurologically intact survival declines progressively as response times increase
- **EMS systems achieving response times under 8 minutes save an additional 2.1 lives per 100,000 population per year** compared with slower systems

Relevance to Dexter, Missouri
The rail-induced delays documented in Dexter routinely push EMS response times:

- **From under 8 minutes to well beyond the 8-minute threshold**
- Frequently into the **10–15-minute range**, which the medical literature associates with substantially poorer survival outcomes

Because these delays occur **systematically and repeatedly**, rather than as rare anomalies, they represent a **structural impairment of emergency medical access** for residents south of the railroad.

Based on the PubMedCentral study's findings, **preventing these rail-related delays would be expected to save lives** by restoring EMS response capability to within the optimal survival window. Even modest reductions in response times toward the <8-minute benchmark translate into **measurable, preventable loss of life when delays persist**.

Summary

- UPRR train stoppages regularly sever north–south access in Dexter
- EMS units are forced into lengthy detours during emergencies
- Response times increase by **100–300%** during blockages
- Peer-reviewed medical evidence demonstrates that such delays **directly reduce survival**
- The impact is not theoretical—it is **quantifiable in lives lost per year**

Table 2: Train Crossing Data in Dexter

Date	Number of Train Crossings	Number of Times Train Stopped
5/14/2024	16	2
5/15/2024	16	3
5/16/2024	23	4

Figure 1: Train Stopped on One Mile Road

5.3.2.1 Proposed Improvement: West-Side Grade Separation to Maintain Connectivity During Stopped Trains

The proposed improvement to increase connectivity during stopped trains in Dexter, Missouri, is the construction of a **grade-separated crossing on the west side of the city**. This facility would provide continuous north–south access when Union Pacific Railroad trains block the existing at-grade crossings within city limits.

A total of **six potential locations** for a west-side grade separation were evaluated in Dexter, Missouri. The site shown in **Figure 2** was selected through a collaborative process involving local leadership, technical analysis focused on **optimizing EMS response time to southwest Dexter**, and public input. The selected location provides the most effective balance between emergency response efficiency, constructability, and community acceptance.

Currently, when trains block at-grade crossings in Dexter, the **eastern portion of the city can be accessed via the Missouri Route 25 underpass**, which provides a grade-separated route around the railroad. However, **access to the western and southwestern portions of Dexter is significantly more limited**, requiring longer and less direct detours. These detours increase travel distance, exacerbate congestion during peak periods, and substantially lengthen emergency response times.

The proposed west-side grade separation would **eliminate the need for extended detours when trains are stopped**, restoring direct connectivity to the west and southwest areas of Dexter. This improvement would **reduce pre-hospital EMS response times** to those areas during rail blockages, enhancing the city's ability to provide timely emergency medical care. By maintaining reliable access regardless of train activity, the project directly addresses a documented public-safety concern and improves resilience of the local transportation and emergency response network.

Figure 2: Project ID: PCC-A1

5.4 ENGINEERING

Engineering is a cornerstone of Dexter's Safe Streets and Roads for All (SS4A) Safety Action Plan and the City's adoption of a **Safe System approach**. While education, enforcement, and emergency response are essential, engineering provides the **mechanism for preventing fatal and serious injury crashes** by designing streets, intersections, and corridors that anticipate human error and reduce crash severity when errors occur.

Dexter's SS4A engineering planning structure integrates **City staff and professional engineering consultants**, ensuring that safety strategies move efficiently from analysis to design and implementation while remaining grounded in data, best practices, and local context.

Engineering Agencies and Key Personnel

Dexter's SS4A engineering planning structure includes the following personnel and partners:

- **City of Dexter – Public Works**
  - **Jeremiah Robinson**, Public Works Superintendent – *Operations, Maintenance, and Constructability*
- **BFW Engineering**
  - **Andrew Meyer,** Project Manager – *Engineering Oversight, SS4A Strategy, Development, & Engineering Education*
  - **Eric Krapf**, Project Engineer – *Technical Engineering Expert, Engineering Analysis, and Project Development*
  - **David Johnson**, Traffic Engineer – *Safety Analysis, Traffic Engineering, and Project Design*

Together, these partners provide the technical capacity needed to **identify safety risks, develop effective countermeasures, and deliver implementable projects** consistent with SS4A goals and Safe System principles.

Role of Engineering in the SS4A Framework

Engineering within Dexter's SS4A framework focuses on the Safe System elements of **safe roads and safe speeds**, where local agencies have the greatest influence on outcomes. Engineering strategies are designed to:

- Reduce the likelihood of crashes through simplified, predictable layouts
- Reduce crash severity by managing speed and conflict angles
- Protect vulnerable road users through separation, visibility, and access control
- Address high-risk transition zones where high-speed facilities intersect local streets
- Provide continued data collection (speed data) for measuring the effectiveness of the implemented speed reduction measures

Rather than relying on driver behavior alone, Dexter's engineering approach prioritizes **self-enforcing roadway designs** that align with human capabilities and limitations.

Engineering Integration into Safety Analysis and Prioritization

Engineering partners play a central role in Dexter's data-driven SS4A process by:

- Conducting **crash analysis, network screening, and severity-based prioritization**
- Identifying systemic risk factors such as speed differentials, turning conflicts, and access density
- Evaluating safety risks at **high-injury intersections, ramp terminals, and corridor transitions**
- Integrating crash data with infrastructure gap analysis for pedestrians and bicyclists

David Johnson and Eric Krapf provide technical leadership in translating crash patterns into **targeted, evidence-based engineering strategies** that align with SS4A eligibility and implementation requirements.

Project Development, Design, and Implementation

Engineering responsibilities extend through all phases of SS4A project delivery:

- **Concept Development:** Identifying appropriate countermeasures such as access management, traffic calming, signalization, roundabouts, and crossing improvements
- **Design:** Developing plans that balance safety performance, operational function, accessibility, and constructability
- **Implementation:** Coordinating with Public Works to ensure projects can be built, operated, and maintained effectively

Jeremiah Robinson ensures that SS4A engineering solutions are **practical, maintainable, and compatible with City operations**, strengthening long-term sustainability.

Integration with Education, Enforcement, and Emergency Care

Engineering efforts are coordinated with the other SS4A emphasis areas to form a **complete, multidisciplinary safety strategy**:

- **Education:** Engineering designs inform public messaging on how new facilities function and why changes were made

- **Enforcement:** Roadway geometry and traffic control support appropriate speeds and predictable behavior
- **Emergency Care:** Designs consider responder access, visibility, and secondary crash prevention

This coordination ensures engineering solutions reinforce, rather than conflict with, other safety efforts.

Table 3: Engineering Roles

Engineering Role	Primary Personnel	Safe System Element	Contribution to Safety Outcomes
Crash analysis and safety prioritization	Andy Meyer; Eric Krapf; David Johnson	Safe Roads / Safe Speeds	Identifies high-injury risks and appropriate countermeasures
Traffic engineering and design	David Johnson; BFW Engineering	Safe Roads	Highway Safety & Control Evaluation
Engineering oversight and SS4A strategy	Andy Meyer; Eric Krapf	System Integration	Ensures SS4A alignment and implementation readiness
Operations and constructability	Jeremiah Robinson	Safe Roads	Ensures projects are buildable and maintainable
Speed management through design	BFW Engineering; Public Works	Safe Speeds	Reduces crash severity through self-enforcing design
Multidisciplinary coordination	All engineering partners	System-Wide Integration	Aligns engineering with education, enforcement, and EMS

Advancing SS4A Outcomes Through Engineering

Through strong collaboration between City staff and engineering consultants, Dexter's engineering planning structure provides the **technical foundation necessary to achieve SS4A outcomes**. By prioritizing self-enforcing designs, data-driven project selection, and coordination across disciplines, engineering partners help ensure that SS4A investments lead to **measurable reductions in fatal and serious injury crashes** and create streets that are safer for all users.

6. FUNCTIONAL CLASSIFICATION AND TRAFFIC MIX

Dexter's transportation network includes:

- **Principal and minor arterials** (BUS 60, U.S. 60, Missouri Route 25)
- **Urban collectors** serving schools, healthcare, and downtown
- **Local residential streets** with limited access control

These facilities serve regional freight, agricultural equipment, commuter traffic, school buses, emergency response vehicles, and pedestrians, often within the same corridors. The mix of vehicle speeds, turning movements, and non-motorized users presents a heightened risk profile consistent with SS4A's focus on arterial roadway safety in small and mid-sized communities.

6.1 US 60 CHARACTERISTICS

6.1.1 US 60 Functional Role and Regional Importance

U.S. Route 60 (US 60) is a **principal east–west arterial highway** and part of the **National Highway System (NHS)** that traverses the southern tier of Missouri from the Oklahoma state line to the Illinois state line. In Southeast Missouri, US 60 provides regional connectivity between **Springfield, Poplar Bluff, Sikeston, and Charleston**, serving long-distance travel, freight movement, and intercity commuting.

Within **Stoddard County**, US 60 functions as a **key regional connector** linking **Interstate 55 (via Sikeston)** with interior Bootheel communities and agricultural production areas. As a result, traffic volumes along US 60 include a mix of **through-traffic, commercial vehicles, agricultural equipment, and local trips** destined for Dexter's schools, healthcare facilities, and commercial services.

6.1.2 US 60 Corridor Configuration in Dexter

Freeway Bypass and Business Route
US 60 is configured as:

- A **four-lane divided freeway bypass** located just north of the City of Dexter, providing high-speed regional travel with controlled access.
- A **Business U.S. Route 60 (Business Loop 60)** that enters the city and serves as a **principal urban arterial**, carrying local and regional traffic through Dexter's developed areas.

6.1.3 US 60 Traffic and Safety Context

Traffic Mix and Speed Environment
Traffic on US 60 in Dexter consists of:

- Regional passenger vehicles transitioning between freeway and local conditions
- Freight trucks and agricultural vehicles
- Local passenger traffic accessing businesses, schools, and healthcare facilities

Speed differentials occur where **higher-speed regional traffic** intersects with **lower-speed urban activity**, particularly along the Business US 60 corridor. These transitions are a recognized **systemic safety risk factor** in small communities with highway-oriented development.

6.2 BUS 60 CHARACTERISTICS

Functional Role and Community Importance
Business U.S. Route 60 (BUS 60) functions as the **primary urban arterial corridor (E-W) through the City of Dexter**, providing direct access between regional highway facilities and the city's commercial, institutional, and residential areas. While the US 60 freeway bypass accommodates high-speed regional traffic north of the city, BUS 60 serves as the **main route for local circulation and destination access**, making it one of Dexter's most heavily used and safety-critical corridors.
BUS 60 links:

- Downtown Dexter
- Major commercial and service establishments
- Schools and civic facilities
- Neighborhood access points
- Missouri Route 25 (north–south connectivity)

As such, BUS 60 operates at the interface of **regional mobility and community activity**, a corridor type frequently associated with heightened crash severity.

6.2.1 BUS 60 Corridor Alignment and Physical Context

Within Dexter, BUS 60 generally runs **east–west through the developed portions of the city**, transitioning from higher-speed highway conditions to an urban arterial environment characterized by:

- Close-spaced intersections
- Frequent commercial driveways
- On-street turning movements
- Adjacent pedestrian activity

Land uses along BUS 60 are predominantly **commercial and institutional**, with retail services, restaurants, medical offices, government buildings, and event-related destinations generating continuous turning movements and pedestrian crossings throughout the day.

6.2.2 BUS 60 Roadway

Typical characteristics of BUS 60 through Dexter include:

- **Two to four travel lanes**, with turn lanes or median treatments in select segments
- **Signalized intersections** at major cross streets
- **Unsignalized access points** serving commercial properties
- Limited or **discontinuous sidewalks** in some segments
- Variable streetscape treatments reflective of incremental development over time

The corridor exhibits **high access density**, a defining feature of business routes that increases conflict points between through-traffic and vehicles entering or exiting adjacent properties.

6.2.3 BUS 60 Traffic and Safety Context

BUS 60 accommodates a diverse and complex traffic mix, including:

- Local passenger vehicles
- Regional traffic transitioning between the freeway bypass and city destinations
- Freight and delivery vehicles
- School buses and transit or demand-response vehicles

- Pedestrians crossing to reach businesses, schools, and community services

This mix results in **frequent speed differentials**, particularly where drivers exiting the US 60 freeway encounter urban traffic conditions with limited visual or geometric cues to reduce speed.

6.2.4 BUS 60 Safety Risk Profile

Business routes such as BUS 60 are prone to **systemic safety challenges**, including:

- Rear-end and angle crashes related to turning movements
- Midblock pedestrian crossings in areas without marked crosswalks
- Conflicts between vehicles and pedestrians at unsignalized intersections
- Reduced sight distance caused by parking, signage, or driveway spacing

These risks are magnified during peak activity periods and during community events that draw visitors from across Stoddard County.

6.2.5 BUS 60 Multimodal and Vulnerable Road User Context

BUS 60 serves multiple **high-priority community destinations**, including:

- Schools within walking distance of the corridor
- Downtown businesses and civic facilities
- Healthcare and professional services
- Event venues associated with festivals and seasonal gatherings

Pedestrians using BUS 60 include:

- Children and youth
- Older adults
- Individuals with limited mobility
- Residents without access to private vehicles

Sidewalk continuity, crossing frequency, and exposure to turning traffic are key safety concerns for these users, placing BUS 60 squarely within SS4A's focus on **urban arterials with vulnerable road user exposure**.

6.2.6 BUS 60 Event-Driven and Temporal Safety Conditions

BUS 60 experiences **temporary but significant increases in pedestrian and traffic activity** during:

- Downtown festivals
- Seasonal events
- Countywide gatherings

During these periods, the corridor must function simultaneously as:

- A through route
- A pedestrian-oriented main street
- An access corridor for parking and event logistics

Without temporary or permanent traffic calming measures, these conditions increase the risk of serious injury crashes and reinforce the need for **context-sensitive safety strategies**.

BUS 60 Summary
In Dexter, Missouri, **Business U.S. Route 60 functions as the city's primary commercial and activity corridor**, balancing local access needs with residual regional traffic demands. Its urban context, traffic mix, and pedestrian exposure make it a **critical focus area for the City's SS4A Action Plan**. Targeted safety improvements along BUS 60 offer strong potential to reduce crash severity, improve multimodal access, and enhance overall community safety while preserving essential regional connectivity.

6.3 MISSOURI ROUTE 25 (MO 25) CHARACTERISTICS

6.3.1 Functional Role and Regional Importance

Missouri Route 25 (MO 25) is a **principal north–south state highway** and one of the most significant transportation corridors in **Southeast Missouri and the Missouri Bootheel**. The route extends approximately **86 miles** from **Business Interstate 55/U.S. 61 in Jackson** to **U.S. 412/Route 84 in Kennett**, providing a continuous north–south connection through multiple counties, including Stoddard County.
Within Dexter, MO 25 serves as:

- The **primary north–south arterial** through the city
- A critical connector between **rural agricultural areas**, county seats, and regional transportation facilities
- A key access route linking Dexter to **Bloomfield, Advance, Bernie, Malden, and Kennett**

Because of this role, MO 25 carries a **diverse mix of local, regional, freight, and agricultural traffic**, making it one of the city's most operationally and safety-sensitive corridors.

6.3.2 MO 25 Corridor Alignment and Context in Dexter

MO 25 enters Dexter from the **north through Stoddard County's agricultural areas**, transitioning from a higher-speed rural facility into an **urban arterial corridor** as it approaches developed portions of the city. Within Dexter, MO 25 intersects and briefly overlaps with **Business U.S. Route 60 (BUS 60)** before continuing southward toward Bloomfield and the southern Bootheel.
Land uses adjacent to MO 25 within Dexter include:

- Residential neighborhoods
- Commercial and service establishments
- Civic and institutional facilities
- Access to downtown and regional routes

This transition from rural to urban context occurs over a relatively short distance, creating **speed differential and access-management challenges** typical of state highways passing through small cities.

6.3.3 MO 25 Roadway

Typical characteristics of MO 25 within and near Dexter include:

- **Four-lane divided segments** north and south of the city, transitioning to **urban arterial configurations** within developed areas
- Signalized intersections at major cross streets

- Unsignalized intersections and driveways serving adjacent properties
- Limited shoulders or constrained roadside conditions in urban segments

MoDOT maintenance activities—such as pavement repair, shoulder work, lighting replacement, and culvert upgrades—documented along MO 25 in Dexter reflect both the corridor's importance and the challenges of maintaining safety and operations on an aging, high-use facility.

6.3.4 MO 25 Traffic Operations and Safety Environment

Traffic Mix and Operations

MO 25 in Dexter accommodates:

- Local passenger vehicles
- Long-distance regional traffic
- Freight and agricultural vehicles
- School buses and local service vehicles
- Pedestrians accessing adjacent neighborhoods and destinations

The corridor serves as a **primary commuter route** within Stoddard County and a **freight connector** supporting regional agriculture, increasing exposure to higher-mass vehicles and speed variability.

6.3.5 MO 25 Safety Risk Profile

Safety challenges along MO 25 are typical of **multi-lane state highways in small urban settings**, including:

- High operating speeds persisting into developed areas
- Conflict points at intersections and driveways
- Pedestrian exposure near residential and commercial land uses
- Changing cross-section and roadside conditions through the corridor

Documented lane reductions and work zones along MO 25 within Dexter further indicate operational constraints that can contribute to crash risk without appropriate geometric design, speed management, and access control.

6.3.6 MO 25 Multimodal and Vulnerable Road User Context

Within Dexter, MO 25 provides access to:

- Residential neighborhoods
- Local businesses and services
- Connections to BUS 60 and downtown destinations

Pedestrians using MO 25 may include:

- Residents walking to nearby destinations
- Older adults and individuals with mobility limitations
- Students moving between neighborhoods and schools

Sidewalk presence, crossing frequency, and the ability to safely traverse multi-lane conditions vary by segment, placing MO 25 squarely within SS4A's focus on **high-risk urban arterials with vulnerable road user exposure**.

6.3.7 Relationship with Other Key Corridors

MO 25 is functionally and operationally linked to:

- **U.S. Route 60** (regional east–west travel)
- **Business U.S. Route 60** (city access and commercial activity)

- Local collector streets serving neighborhoods and schools

The intersection and overlap of MO 25 with BUS 60 creates a **complex traffic environment**, where north–south movements intersect with east–west commercial access and downtown circulation—conditions that warrant special consideration in corridor safety planning.

6.3.8 MO 25 Relevance to SS4A Action Planning

From Safe Streets and Roads for All perspective, MO 25 in Dexter represents a **priority corridor** due to:

- Its role as the primary north–south arterial serving the city
- The interface between rural highway speeds and urban activity
- Freight and agricultural vehicle presence
- Pedestrian exposure near developed areas

MO 25 is well suited for **Safe System–aligned countermeasures**, including:

- Speed management and gateway treatments
- Intersection safety and access management improvements
- Pedestrian crossing enhancements
- Roadway lighting and visibility upgrades
- Context-sensitive design adjustments through urban segments

6.3.9 MO 25 Summary

In Dexter, Missouri, **Missouri Route 25 functions as the city's primary north–south transportation spine**, balancing regional mobility, freight movement, and local access demands. The corridor's transition from rural highway to urban arterial, combined with its interaction with BUS 60 and nearby neighborhoods, makes MO 25 a **key focus for the City's SS4A Action Plan**. Targeted safety strategies along MO 25 offer strong potential to reduce crash risk and severity while supporting safe, efficient movement for all roadway users.

6.4 ONE MILE ROAD (OMR) CORRIDOR SUMMARY (DEXTER, MISSOURI)

One Mile Road is a **north–south arterial roadway running through the central part of the City of Dexter**, serving as one of the community's primary internal connectors. Unlike Missouri Route 25, which functions as a regional highway, One Mile Road primarily supports **local circulation**, providing access between residential neighborhoods, schools, commercial areas, and key community destinations while also linking directly to **U.S. Route 60**.
Because of this role, One Mile Road carries a mix of **local passenger traffic, school transportation, emergency response vehicles, and turning traffic associated with U.S. 60 access**, all within a developed urban context.

6.4.1 OMR Corridor Context and Function

One Mile Road traverses established residential and mixed-use areas and serves as a critical north–south route for daily trips within Dexter. It connects neighborhoods to:

- Local commercial and service uses
- Schools and civic facilities
- U.S. Route 60, one of the region's primary east–west highways

This combination places One Mile Road at the intersection of **local activity and higher-speed regional traffic**, particularly near its U.S. 60 connections.

6.4.2 OMR Safety Environment and Challenges

As a centrally located arterial, One Mile Road experiences conditions common to urban corridors with strong access and connectivity functions, including:

- **Frequent turning movements** at intersections and driveways
- **Speed variability**, particularly near U.S. 60 connections
- **Pedestrian activity** associated with nearby neighborhoods and destinations
- **UPRR At-Grade Crossing** and frequent stopped trains that block One Mile Road
- Limited opportunities for pedestrians to safely cross multi-lane traffic in some locations

The roadway's configuration reflects incremental development over time rather than a single, context-sensitive design, creating challenges related to speed management, pedestrian safety, and intersection operations.

6.4.3 OMR Multimodal and Vulnerable Road User Context

One Mile Road provides important access for:

- Residents walking between neighborhoods and destinations
- Students traveling to and from schools
- Older adults and individuals with mobility limitations

Sidewalk continuity, pedestrian crossings, and roadway design vary along the corridor, contributing to **elevated exposure for vulnerable road users**, particularly where pedestrian desire lines intersect with vehicle movements linked to U.S. 60.

6.4.4 OMR Relevance to SS4A Action Planning

From a Safe Streets and Roads for All perspective, One Mile Road represents a **key priority corridor** due to:

- Its role as a **central north–south arterial** serving local trips
- Direct interaction with **U.S. 60 traffic and access points**
- Pedestrian exposure within a developed, walkable context
- The opportunity to apply **Safe System–aligned treatments** that manage speed and reduce conflict severity

6.4.5 Appropriate SS4A strategies for One Mile Road include:

- Speed management and corridor-wide consistency measures
- Intersection safety improvements at U.S. 60 connections
- Safer pedestrian crossings and sidewalk continuity
- Access management and clear turning controls
- Context-sensitive design reflecting surrounding land uses

6.4.6 One Mile Road Summary

In Dexter, Missouri, One Mile Road functions as a **core north–south urban arterial**, supporting daily local mobility while interfacing directly with U.S. 60. Its central location, pedestrian presence, and connection to higher-speed facilities make it a critical focus of the City's SS4A Safety Action Plan. Targeted improvements along One Mile Road offer strong potential to

reduce crash risk, manage speeds, and improve safety for all roadway users—particularly pedestrians and other vulnerable groups.

6.5 URBAN COLLECTORS IN DEXTER, MO

Definition and Planning Context
Under **Missouri Department of Transportation (MoDOT)** and **FHWA functional classification guidance**, **urban collector streets** serve to:

- Collect traffic from local streets and neighborhoods
- Distribute traffic to principal and minor arterials (e.g., US 60, BUS 60, MO 25)
- Provide access to schools, parks, neighborhoods, and community facilities
- Balance mobility and land access, often within residential or mixed-use areas

In Dexter, urban collectors play a **critical safety role** by managing traffic transitioning between high-speed state highways and pedestrian-oriented local streets—an area of emphasis under the **Safe Streets and Roads for All (SS4A)** program.

Primary Urban Collector Corridors in Dexter:

Grant Street (East–West)
Functional Role: Grant Street functions as one of Dexter's **primary east–west urban collectors**, linking residential neighborhoods with schools, downtown services, and business districts while connecting to **BUS 60** and other arterials.
Characteristics:

- Serves schools, parks, and residential areas
- Moderate traffic volumes relative to arterials
- Frequent intersections with local streets
- Pedestrian activity from adjacent neighborhoods

Safety Relevance: Grant Street is representative of corridors where **school-age pedestrians, local traffic, and turning movements overlap**, making it a high-priority street for SS4A strategies such as speed management, crossing improvements, and traffic calming.

Stoddard Street (North–South / Downtown Interface)
Functional Role: Stoddard Street functions as a **north–south urban collector**, supporting downtown circulation and providing access between residential areas, civic facilities, and regional routes including **MO 25** and **BUS 60**.
Characteristics:

- Mixed land uses (downtown commercial, civic, residential)
- Lower speeds than arterials but higher access density
- On-street parking in some segments
- High pedestrian presence during business hours and events

Safety Relevance: Stoddard Street operates in a **pedestrian-priority context** during festivals and daily downtown activity, increasing vehicle-pedestrian conflict risk without context-sensitive safety treatments.

Smith Avenue (North–South)
Functional Role: Smith Avenue acts as a **neighborhood-serving north–south collector**, linking residential areas to community amenities and regional corridors.
Characteristics:

- Direct access to neighborhoods
- School bus and service vehicle usage
- Intersects arterials and collectors
- Residential driveway access

Safety Relevance: Smith Avenue reflects typical **urban collector safety challenges**, including speed creep, inconsistent sidewalks, and crossings used by children and older adults.

Hickory Street / Hickory Hills Road (East–West Transition)
Functional Role: Hickory Street and Hickory Hills Road collectively function as an **east–west collector** connecting neighborhoods on the west side of Dexter to commercial and arterial corridors.
Characteristics:

- Transitions from residential to semi-commercial context
- Connects to BUS 60 and MO 25
- Limited access control
- Varying pedestrian infrastructure

Safety Relevance: Speed transitions and driveway density create an elevated risk environment commonly associated with **urban collectors in small cities**.

East Stoddard Street / West Stoddard Street (Civic Connector)
Functional Role: This corridor acts as a **civic and government collector**, providing access to City Hall, downtown services, and community facilities.
Characteristics:

- Short block lengths
- Event-driven pedestrian surges
- Parking maneuvers and turning movements
- Downtown traffic calming potential

Safety Relevance: High pedestrian volumes during civic events reinforce the corridor's importance for **low-speed, multimodal safety strategies**.

Relationship to Arterials and Local Streets
Dexter's urban collectors provide critical links between:

- **Principal arterials** (US 60 freeway bypass)
- **Minor arterials** (BUS 60, MO 25)
- **Local residential streets**

Without properly functioning collectors, traffic is forced either onto **high-speed arterials** (increasing crash severity) or through local streets (reducing neighborhood safety). This reinforces the importance of collectors within a **Safe System network approach**.

SS4A Relevance of Urban Collectors
From an SS4A perspective, urban collectors in Dexter:

- Carry **higher crash exposure** than local streets

- Serve **vulnerable road users**, especially children and older adults
- Provide access to **schools, parks, downtown, and healthcare**
- Often lack modern safety design elements

These corridors are well suited for:

- Speed management
- Safer intersections
- Pedestrian crossings
- Visibility and lighting improvements
- Neighborhood-scale traffic calming

Urban Collectors Summary

Urban collector streets in Dexter—including **Grant Street, Stoddard Street, Smith Avenue, and Hickory Street**—form the **backbone of neighborhood mobility and safety**. They connect residential areas to Dexter's principal corridors while supporting walkability and access to essential services. Because they operate at the intersection of local access and through movement, these corridors should be a **core focus of Dexter's SS4A Action Plan**.

6.6 LOCAL STREETS IN DEXTER, MISSOURI

Local Streets Functional Description and Safety Context

Role of Local Streets in Dexter's Transportation Network

Local streets represent the **largest portion of the roadway network in Dexter** and serve as the **foundation of neighborhood mobility**. Unlike arterials and collectors, local streets are designed primarily to:

- Provide **direct access to residential properties**
- Serve short, low-speed trips
- Support walking, cycling, and neighborhood activity
- Connect homes to nearby urban collectors and community destinations

In Dexter, local streets are essential to **daily life**, supporting school travel, neighborhood access, emergency services, and access to parks, churches, and small businesses.

Typical Characteristics of Local Streets in Dexter

Local streets in Dexter generally share the following characteristics:

- **Low posted speeds**, reflecting residential and neighborhood context
- **Short block lengths**, especially in older parts of the city
- **Driveway-oriented access** to single-family and small multi-family homes
- **Two-lane undivided cross-sections**
- **On-street parking** common on many residential streets
- **Limited or inconsistent sidewalks**, depending on the age of the neighborhood
- Minimal signage and traffic control devices compared to collectors

These features support local access but also make local streets sensitive to **cut-through traffic**, speeding, and pedestrian safety concerns when traffic volumes exceed intended levels.

Land-Use and Neighborhood Context Local Streets

Local streets in Dexter primarily serve:

- Single-family residential neighborhoods

- Older residential areas near downtown
- Transitional areas between neighborhoods and urban collectors
- Small churches, neighborhood parks, and community facilities

In many cases, local streets are located within **walking distance of schools, downtown businesses, and civic buildings**, meaning they carry a high proportion of **pedestrian and bicycle trips**, especially among children and older adults.

Local Streets Traffic Patterns and Operations

Traffic volumes on local streets are generally low; however, they can increase due to:

- Congestion or perceived delay on arterials (US 60, BUS 60, MO 25)
- Lack of direct collector routes in some areas
- School arrival and dismissal periods
- Special events drawing visitors into nearby neighborhoods

When local streets are used for unintended through-movement, safety risks increase due to **speed noncompliance, sight-distance limitations, and frequent driveway and intersection conflicts**.

Local Streets Multimodal and Vulnerable Road User Considerations

Local streets in Dexter are heavily relied upon by **vulnerable road users**, including:

- Children walking or biking to school or parks
- Older adults walking for daily activities
- Residents with limited access to private vehicles
- Individuals using mobility devices or assisted transportation

Because local streets often lack sidewalks, marked crossings, or lighting, particularly in older neighborhoods—pedestrians frequently share the roadway with vehicles. This condition elevates risk even at relatively low traffic speeds and is a core focus of **Safe Streets and Roads for All (SS4A)** principles.

Local Streets and the Safe System Approach

From a Safe System perspective, local streets in Dexter are well suited for:

- **Very low operating speeds**
- Self-enforcing roadway design
- Reduced traffic volumes
- Priority for walking and neighborhood activity

Local streets are often where residents expect the **highest level of safety**, especially for children and older adults. Ensuring these streets function as intended—rather than as informal collectors or bypass routes—is critical to reducing crashes neighborhood-wide.

Local Streets Relationship to Urban Collectors and Arterials

Local streets connect directly to Dexter's network of **urban collectors**, which in turn link to **BUS 60 and MO 25**. The effectiveness of the local street network depends on:

- Clear functional separation between street types
- Proper speed and volume management on collectors
- Minimizing non-local traffic infiltration into residential areas

When this hierarchy functions correctly, local streets remain **quiet, low-stress environments**, and higher-speed traffic is concentrated on facilities designed to handle it.

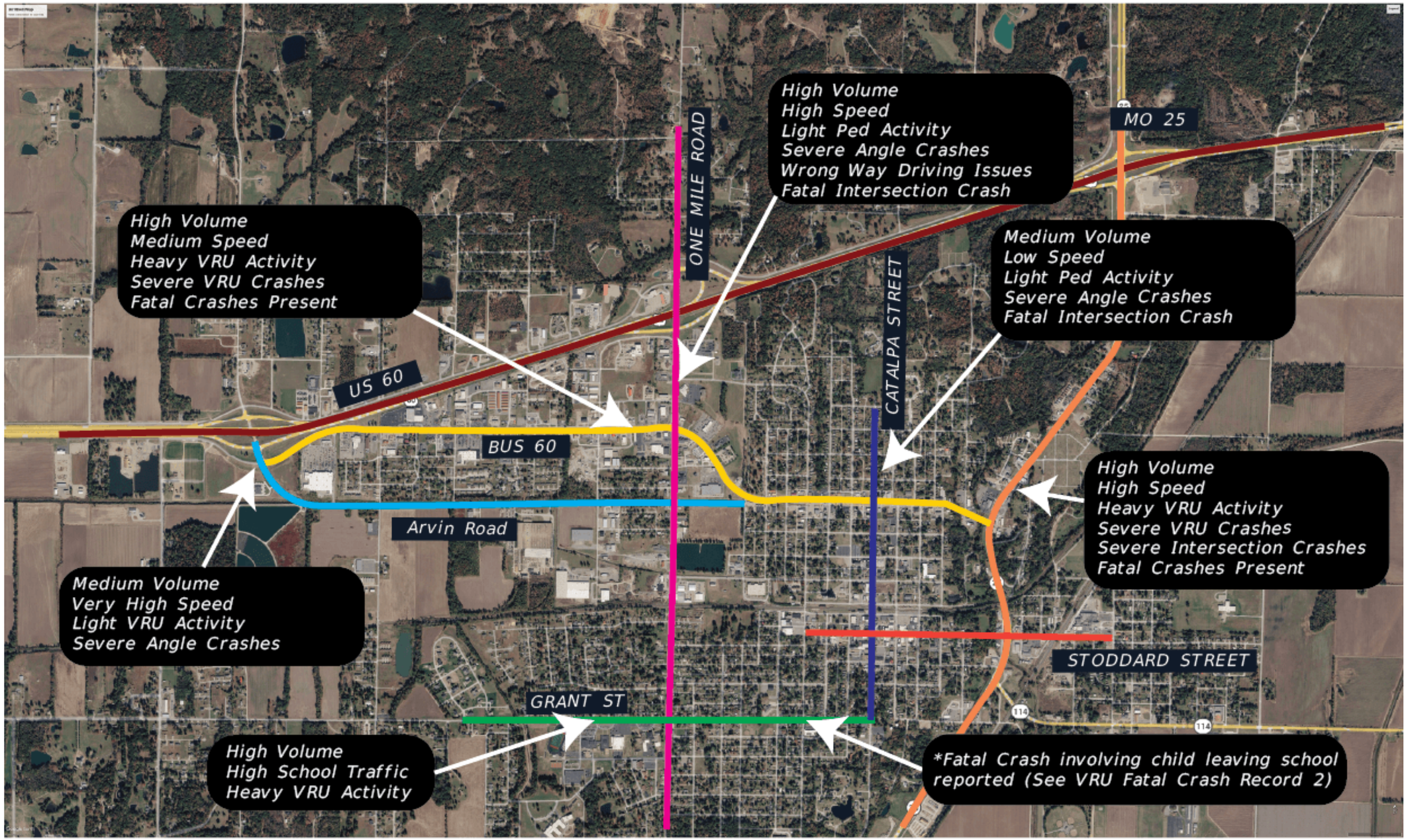
Local Streets Relevance to SS4A Action Planning
Within an SS4A Action Plan, Dexter's local streets should be recognized as:

- **Priority environments for fatal and serious injury prevention**
- Key corridors for Safe Routes to School and neighborhood mobility
- Appropriate candidates for traffic calming and speed management
- Essential to achieving system-wide safety, not just corridor-based improvements

Improvements on arterials and collectors can reduce risk, but **true safety outcomes depend on protecting local streets**, where daily neighborhood activity occurs.

Local Street Summary
Local streets in Dexter, Missouri function as **community-scale mobility corridors**, providing access to homes and supporting walking, cycling, and neighborhood interaction. Their residential context, high pedestrian presence, and reliance by vulnerable road users make them a **central component of Dexter's transportation safety system**. Maintaining low speeds, discouraging cut-through traffic, and prioritizing neighborhood safety on local streets will be essential to the success of Dexter's **Safe Streets and Roads for All Action Plan**.

Figure 3: Description of Main Roadways in Dexter, MO



7. DEXTER SCHOOLS & SPECIAL TRAFFIC

7.1 COMMUNITY AND TRANSPORTATION CONTEXT DESCRIPTION

Governing Structure and Service Area
Public education in Dexter is provided by the **Dexter R-XI School District**, a locally governed public school district serving the City of Dexter and portions of surrounding Stoddard County. The district functions as the **primary educational provider** for the community and is a major institutional presence within the city, influencing daily travel patterns, land use, and transportation demand.

The Dexter R-XI School District serves a **predominantly residential and rural mixed population**, with students drawn both from within the city limits and from nearby unincorporated areas. As a result, the district relies on a combination of **school bus transportation, parent drop-off/pick-up, and student pedestrian travel**.

7.2 SCHOOLS AND FACILITIES

The Dexter R-XI School District operates a **traditional K–12 configuration**, including:

- **Dexter Elementary School**
- **Dexter Middle School**
- **Dexter High School**

These facilities are located within or immediately adjacent to developed portions of Dexter, placing them near **urban collectors, local streets, and arterial corridors**. The co-location of school facilities within the urban fabric creates recurring daily peaks in vehicular and pedestrian activity that are highly relevant to transportation safety planning.

7.2.1 Student Population and Community Demographics

The school district serves a student population reflective of Dexter's community profile. Key characteristics of the surrounding population include:

- A relatively **young age distribution**, with approximately one-quarter of Dexter residents under age 18
- A mix of **city and rural households**
- Moderate household incomes, with a significant share of families qualifying for educational and nutrition assistance programs.

This demographic context increases dependence on **safe, reliable school transportation and walkable routes**, particularly for families with limited access to multiple vehicles.

7.3 TRANSPORTATION AND ACCESS CHARACTERISTICS

School Transportation

The Dexter R-XI School District operates school bus services to accommodate students traveling from both urban neighborhoods and rural areas of the district. Bus routes interact with:

- **Local residential streets**
- **Urban collectors**
- **State highways**, including MO 25 and access routes connecting to BUS 60

These interactions create safety considerations related to:

- Bus stop placement
- Turning movements at collectors and arterials
- Speed transitions near school zones.

7.3.1 Pedestrian and Bicycle Access

Because school facilities are located within the city, a portion of students access schools by:

- Walking
- Biking
- Being dropped off along nearby streets

However, as is common in small cities, sidewalk coverage and pedestrian crossing infrastructure are **inconsistent**, particularly on routes leading from residential neighborhoods to schools. This condition elevates exposure to traffic risk for children—a priority population under USDOT safety policy and SS4A guidance.

7.3.2 Traffic Patterns and Temporal Effects

The school system generates predictable, recurring traffic patterns, including:

- **Morning arrival peaks**
- **Afternoon dismissal peaks**
- Midday activity related to athletics, special programs, and community use of facilities

During these periods, localized congestion and conflicts increase along:

- Adjacent urban collectors
- Local neighborhood streets
- School frontage roads and parking access points

These conditions are central considerations for **Safe Routes to School planning**, school zone speed management, and intersection safety improvements.

7.3.3 Role in Community Life

Beyond education, schools in Dexter function as:

- **Community gathering spaces**
- Athletic and event venues
- Emergency shelters during severe weather events

This expanded role further increases the importance of safe, reliable, all-hours access to school facilities for students, families, and the broader community.

7.3.4 Relevance to Transportation Safety and SS4A Planning

From a transportation safety perspective, the Dexter school system represents:

- A **concentration of vulnerable road users**, particularly children and youth
- A generator of daily pedestrian, bicycle, bus, and automobile trips
- A focal point for Safe System strategies addressing speed, visibility, and conflict reduction

Within an **SS4A Action Plan**, the school system provides a clear rationale for:

- Safe Routes to School initiatives
- School zone speed management
- Pedestrian crossing enhancements
- Targeted traffic calming on nearby collectors and local streets

7.3.5 Dexter School Schedule and Influence

Table 4: Dexter School Schedule

School Level	School Name	Grades Served	Daily Start Time	Daily Dismissal Time	Safety-Relevant Notes
Elementary	Central Elementary School / Southwest Elementary School	K–5	8:00 AM	3:00 PM	Morning and afternoon peaks generate high parent drop-off activity, pedestrian crossings, and school bus movements on nearby local and collector streets.
Middle School	T.S. Hill Middle School	6–8	8:00 AM	3:00 PM	Similar peak times to elementary schools; increased walking and biking by students from nearby neighborhoods.
High School	Dexter High School	9–12	8:00 AM	3:00 PM	Early dismissal creates a distinct afternoon traffic peak that overlaps with general commuter volumes and BUS 60 / MO 25 activity.

Table 5 Typical Alternative School Schedules

School Level	Typical Early Dismissal Time	Common Occurrences
Elementary & Middle	~11:40 AM – 12:00 PM	Parent-teacher conferences, pre-holiday dismissals, weather-related adjustments
High School	11:25 AM	District-scheduled half days and end-of-semester dismissals

Table 6 School-Influenced Safety Matrix

Time Period	School Activity	Schools Generating Influence	Traffic & User Conditions	Safety Risk Level	Primary Safety Focus
7:00 – 7:30 AM	Pre-arrival	All schools	School buses begin routes; parent drop-off traffic increases on local and collector streets.	Moderate	Advance school-zone signage, speed compliance, bus maneuver safety.
7:30 – 8:00 AM	**Student Arrival peak**	Elementary, Middle, High	High pedestrian presence; crossings used by children; heavy turning movements near schools.	**High**	School-zone speed management, crossing guards, visibility, enforcement.
8:00 – 8:15 AM	Late arrivals	All schools	Residual drop-off traffic; reduced but continuing pedestrian activity.	Moderate	Continued speed compliance and intersection control.
8:15 AM – 2:30 PM	Mid-day school hours	All schools	Lower volumes; occasional bus and service traffic; limited pedestrian crossings.	Low	Maintain baseline safety; signage and roadway self-enforcement.
2:30 – 3:00 PM	**High school dismissal**	Dexter High School	Early student release overlaps with commuter traffic; increased pedestrian crossings and parking maneuvers.	**High**	Speed control, crossing safety, separation from through traffic.

3:00 – 3:15 PM	**Elementary and middle school dismissal**	Elementary & Middle Schools	Peak pedestrian activity; school buses loading; parent pick-up congestion on local streets.	**High**	Temporary traffic control, school-zone enforcement, pedestrian priority.
3:15 – 3:45 PM	Post-dismissal dispersal	All schools	Students walking home; bus departures; traffic shifting from school areas to arterials.	Moderate	Neighborhood traffic calming, visibility, speed transition control.
Evenings (varies)	Activities & events	Middle & High School	Event-driven pedestrian surges; nighttime visibility issues.	Variable	Lighting, event-specific traffic management, flashing beacons if applicable.

Table 7: School Influence by Functional Classification

Street Type	Vulnerability During School Times	Key Risk Factors
Local streets	High (arrival & dismissal)	Children walking in roadways, limited sidewalks, driveway conflicts.
Urban collectors	High	Turning movements, school bus operations, speed creep.
Expressway	Low (direct)	Indirect influence via ramps and access roads only.

Table 8: School Influence by Route

Route / Street	Functional Classification	School(s) Influenced	Time Period of Impact	Primary School-Related Traffic	Safety & Operations Notes
Business US 60	Minor arterial	All (Indirect)	7:00–8:00 AM; 2:30–3:30 PM	Parent trips, staff commuting, event traffic	Higher-speed traffic interacting with school-bound vehicles; turning conflicts at signalized intersections and commercial driveways; influences collector access rather than direct school frontage.
MO 25	Minor arterial	All (Indirect)	7:00–8:00 AM; 2:30–3:15 PM	Bus routing, parent trips, commuter overlap	Speed transitions entering city; interactions with collectors serving schools; limited pedestrian crossing.
One Mile Road	Urban collector / minor arterial transition	All (Direct)	7:00–8:00 AM; 2:30–3:30 PM	School bus movements, parent access from fringe neighborhoods	Carries school traffic from residential areas outside the core street grid; higher operating speeds than typical collectors; limited sidewalk presence; key speed-management and gateway-treatment candidate.
Grant Street	Urban collector	All (Direct)	7:30–8:00 AM; 3:00–3:30 PM	Parent drop-off/pick-up, student walking	School-age pedestrians present; frequent turning movements; localized congestion; strong candidate for crossing enhancements and speed control.

Stoddard Street (Downtown)	Urban collector	Elementary, Middle, High (Events)	7:30–8:00 AM; 2:30–3:30 PM; evenings	Student walking, parent trips, event access	Mixed-use, pedestrian-oriented corridor; parking maneuvers and festivals increase conflict risk during peaks.
Smith Avenue	Urban collector	Elementary, Middle	7:30–8:00 AM; 3:00–3:30 PM	Neighborhood access, bus travel	Residential frontage with driveway density; speed creep common; sidewalks vary by segment.
Hickory Street / Hickory Hills Road	Urban collector	Elementary, Middle	7:30–8:00 AM; 3:00–3:30 PM	Parent trips, student walking	Transitional land use encourages through-traffic; inconsistent pedestrian infrastructure; turning conflicts near intersections.
School frontage streets (immediate access roads)	Local street	Elementary, Middle, High	Arrival & dismissal	Bus loading, parent queuing	Short-term congestion, backing and door-opening maneuver risks; requires curb management and school-zone controls.
Residential local streets near schools	Local street	All (Direct & Indirect)	7:30–8:15 AM; 2:45–3:45 PM	Student walking, biking, bus stops	Children walking in travel lanes where sidewalks are absent; very sensitive to speed and cut-through traffic.
Neighborhood connectors to One Mile Road	Local → Collector	All (Direct & Indirect)	Arrival & dismissal	Bus and family access	Speed transitions and limited intersection visibility; opportunities for neighborhood traffic calming and wayfinding.

7.3.6 Dexter School Summary

The Dexter R-XI School District is a **central institutional component of Dexter, Missouri**, serving as both an educational provider and a major generator of daily multimodal travel. The location of school facilities within the urban fabric creates significant interaction between students, vehicles, and roadway infrastructure. As such, the school system is a **key consideration for transportation safety planning**, particularly in efforts aligned with **Safe Streets and Roads for All**, Vision Zero principles, and equitable community access.

Transportation and Safety Planning Relevance

- **Peak traffic conditions** occur between **7:30–8:00 AM** and **2:30–3:15 PM**, varying slightly by school level.
- **High-risk periods for pedestrians** include morning arrival and afternoon dismissal, especially for elementary and middle schools.
- High school dismissal precedes elementary dismissal, creating **staggered but overlapping corridors demand**.
- These schedules support justification for:
    - School zone speed management
    - Safe Routes to School improvements
    - Targeted enforcement and traffic control during peak times
    - Closing gaps in VRU facilities on urban collectors

7.4 EVENT BASED TRAFFIC PATTERNS

Stoddard County Fair (Annual – September)
Location: Stoddard County Fairgrounds, 500 Fairgrounds Drive
Duration: Typically Tuesday–Saturday, third week of September
Traffic Impact Level: High
The **Stoddard County Fair** is the largest recurring traffic-generating event in Dexter. It attracts visitors from across Stoddard County and neighboring counties and includes nightly entertainment, livestock events, and demolition derbies.
Traffic Characteristics

- Substantial **evening traffic surges**, especially between 5:00–7:00 PM.
- High volumes on **MO 25, BUS 60, and Fairgrounds Drive**.
- Increased **pedestrian crossings**, including families and children.
- Temporary congestion and parking overflow into nearby roadways.

Safety Relevance

- Heightened pedestrian exposure near uncontrolled crossings.
- Increased conflict between through traffic and turning/parking movements.
- Event-related traffic creates predictable but **repeated high-risk periods** suitable for SS4A countermeasures.

Stoddard County Fair Parade (Annual – September)

Location: Downtown Dexter
Duration: One evening, typically Tuesday before fair week
Traffic Impact Level: High (Short-Duration)
The fair parade launches fair week and includes floats, marching bands, and large spectator crowds in **downtown Dexter**.
Traffic Characteristics

- **Temporary street closures** in the downtown grid.
- Elevated pedestrian density along **Stoddard Street and adjacent collectors**.
- Detours onto residential and local streets.

Safety Relevance

- High pedestrian-vehicle interaction.
- Increased wrong-way and illegal maneuvers by drivers navigating detours.
- Demonstrates need for **temporary traffic control planning**.

Downtown Dexter Fall Fest (Annual – October)
Location: Downtown Dexter (Stoddard Street area)
Traffic Impact Level: Moderate to High
Downtown Fall Fest draws local and regional visitors for food vendors, children's activities, and live entertainment.
Traffic Characteristics

- Partial roadway closures or lane restrictions.
- On-street parking turnover and mid-block pedestrian crossings.
- Increased bicycle and stroller activity.

Safety Relevance

- Amplifies pedestrian exposure in a historically vehicle-oriented downtown.
- Creates conflict between event access traffic and pass-through traffic.
- Highlights need for **low-speed event-zone design** and pedestrian prioritization.

Grille It Up Festival (Annual – Summer)
Location: East Park, near Highway 114
Traffic Impact Level: Moderate
This family-oriented event includes food competitions, car shows, and outdoor activities.
Traffic Characteristics

- Increased parking demand near park entrances.
- Short-duration congestion around East Park access points.
- Limited pedestrian crossings between parking areas and event space.

Safety Relevance

- Pedestrian conflict focused near park driveways.
- Event traffic overlaps with **normal weekend recreation traffic**.

Holiday and Seasonal Downtown Events (Recurring)
Examples include:

- **Polar Express events at the train depot**
- **Cocoa Crawl**
- **Christmas Lights at East Park**

These events create repeated seasonal traffic patterns in both downtown and park areas.

Traffic Characteristics

- Evening traffic surges.
- Pedestrians moving unpredictably between businesses.
- Increased demand on downtown curbside parking.

Safety Relevance

- Nighttime visibility concerns.
- Higher crash risk due to darkness and distracted driving.
- Supports need for **lighting, speed management, and pedestrian warning treatments**.

7.5 SEASONAL TRAFFIC PATTERNS IN DEXTER, MO

Dexter experiences **distinct and predictable seasonal traffic variations** driven by school schedules, community events, agricultural activity, weather conditions, and recreational travel. These patterns influence **traffic volumes, turning behavior, pedestrian activity, and crash risk** on key corridors such as **US 60, Business US 60, MO 25, One Mile Road, urban collectors, and local streets**.

Winter (December – February)

Overall Traffic Level: Low to Moderate

Primary Drivers: Weather, holidays, school schedule variability

Traffic Characteristics

- Reduced commuter and discretionary travel during colder months.
- Short-duration traffic surges associated with **holiday shopping**, seasonal downtown events, and school schedules.
- Increased emphasis on **vehicle access to downtown and park areas** during holiday-themed events such as Christmas lights displays and depot-focused activities.

Safety Considerations

- **Reduced daylight hours** increase pedestrian crash risk in the late afternoon and evening.
- Wet, icy, or snow-covered pavement increases stopping distances and wrong-way risk near ramps and channelized intersections.
- Lower volumes can increase average speeds, particularly on **MO 25 and One Mile Road**.

Spring (March – May)

Overall Traffic Level: Moderate and Increasing

Primary Drivers: School activities, weather improvement, community events

Traffic Characteristics

- Gradual traffic increase as weather improves.
- **School-related travel peaks** resurface consistently on weekdays.
- Increased evening and weekend traffic tied to **school events, sports, and community gatherings**.
- Beginning of seasonal road maintenance and drainage work can lead to **temporary lane reductions** and localized congestion.

Safety Considerations

- Pedestrian activity increases while corridor speeds remain high
- Turning movements and mid-block crossings increase near schools and downtown.
- Construction and detours may increase driver confusion.

Summer (June – August)

Overall Traffic Level: Moderate, with localized spikes
Primary Drivers: School out of session, recreation, festivals
Traffic Characteristics

- Reduction in weekday school traffic.
- Increased **midday and evening traffic** related to parks, recreation, and summer events.
- Localized spikes during community festivals such as **Grille It Up** and other park-based events.
- Recreational travel toward Lake Wappapello and surrounding areas contributes to through-traffic on **US 60 and MO 25**.

Safety Considerations

- Higher pedestrian exposure at parks and event venues.
- More bikes, strollers, and families crossing roadways.
- Heat, glare, and distraction can affect driver performance.

Fall (September – November)

Overall Traffic Level: High
Primary Drivers: School resumed, major events, agricultural activity
Traffic Characteristics

- Peak annual traffic volumes occur during fall.
- Full **weekday school traffic** overlaps with increases in regional travel.
- **Stoddard County Fair** generates sustained evening congestion and high pedestrian activity over multiple days, especially on **MO 25, Business US 60, and Fairgrounds Drive**.
- Downtown traffic increases during events such as **Fall Fest**, with temporary street closures and rerouting.
- Increased **farm equipment movement** on rural approaches to Dexter.

Safety Considerations

- High conflict density from overlapping traffic generators.
- Pedestrian crossings increase during evening hours.
- Greater likelihood of near-miss events and wrong-way maneuvers during detours or congested conditions.

Table 9: Seasonal Impact and Traffic in Dexter, MO

Season	Traffic Volume	Key Impacts	Primary Safety Concerns
Winter	Low–Moderate	Holidays, weather	Nighttime visibility, surface conditions
Spring	Moderate	School + events	Pedestrian exposure, construction
Summer	High	Recreation, festivals	Event traffic, park access conflicts
Fall	High	School + fair + agriculture	Congestion, pedestrian risk, detours

8. MOTORIST SAFETY PERFORMANCE

Motor vehicle safety performance within the project area was evaluated with a particular focus on **crashes resulting in serious injury or fatal outcomes**. Consistent with **SS4A methodology**, the analysis prioritized review of the most severe events, often referred to as **"Worst-of-the-Worst" crashes**, to better understand the circumstances and locations where the greatest harm is occurring. In addition, **overall crash patterns and trends were analyzed comprehensively**, recognizing that locations with high crash frequency may also reveal underlying safety deficiencies suitable for improvement.

While **Fatal and Injury (FI) crashes frequently occur at locations with elevated crash volumes**, the analysis also acknowledged that severe crashes may occur at **isolated or lower-frequency locations**. As such, this study incorporates both crash severity and frequency to ensure that high-risk locations are not overlooked due solely to a lower total number of crashes.

The crash analysis for **Dexter, Missouri** captures these patterns through the application of a **weighted evaluation framework** designed to emphasize locations with recurring injury outcomes. This approach enables identification of priority locations where safety improvements are most likely to reduce serious harm. The resulting recommendations focus on **targeted, data-driven countermeasures** intended to address the specific conditions contributing to injury severity while supporting a broader Safe System strategy across the community.

David Ederer's Safe System Pyramid

8.1 TOTAL CRASH HISTORY (10-YEAR)

8.1.1 Total Crashes

Crash history was studied in the city limits of Dexter for a 10-year .1 period (1/1/2016 – 1/1/2026). This analysis includes a review of 1,846 crash records in the city of Dexter, MO.

Table 10: Total Crashes by Day of Week

Day of Week	Crashes	Percent of Total (%)
Friday	360	19.5
Thursday	297	16.1
Tuesday	288	15.6
Wednesday	286	15.5
Monday	274	14.8
Saturday	178	9.6
Sunday	163	8.8

SS4A Insight:
Over **80% of crashes occur on weekdays**, with **Thursday and Friday alone accounting for more than one-third**—supporting SS4A strategies focused on commuter periods, freight movement, and weekday speed management.

Table 11: Crashes by Lighting Condition

Lighting Condition	Crashes	Percent of Total (%)
Daylight	1,419	76.9
Dark – Street Lights On	206	11.2
Dark – Street Lights Off	188	10.2
Dawn / Dusk	18	1.0
Dark – Unknown	9	0.5
Not Stated / Unknown	4	0.2
Other	2	0.1

SS4A Insight:
While daylight crashes dominate due to exposure, **over 21% of crashes occur in dark conditions**, reinforcing SS4A-aligned needs for:

- Corridor lighting
- High-visibility crossings
- Reflective markings
- Nighttime speed reduction strategies

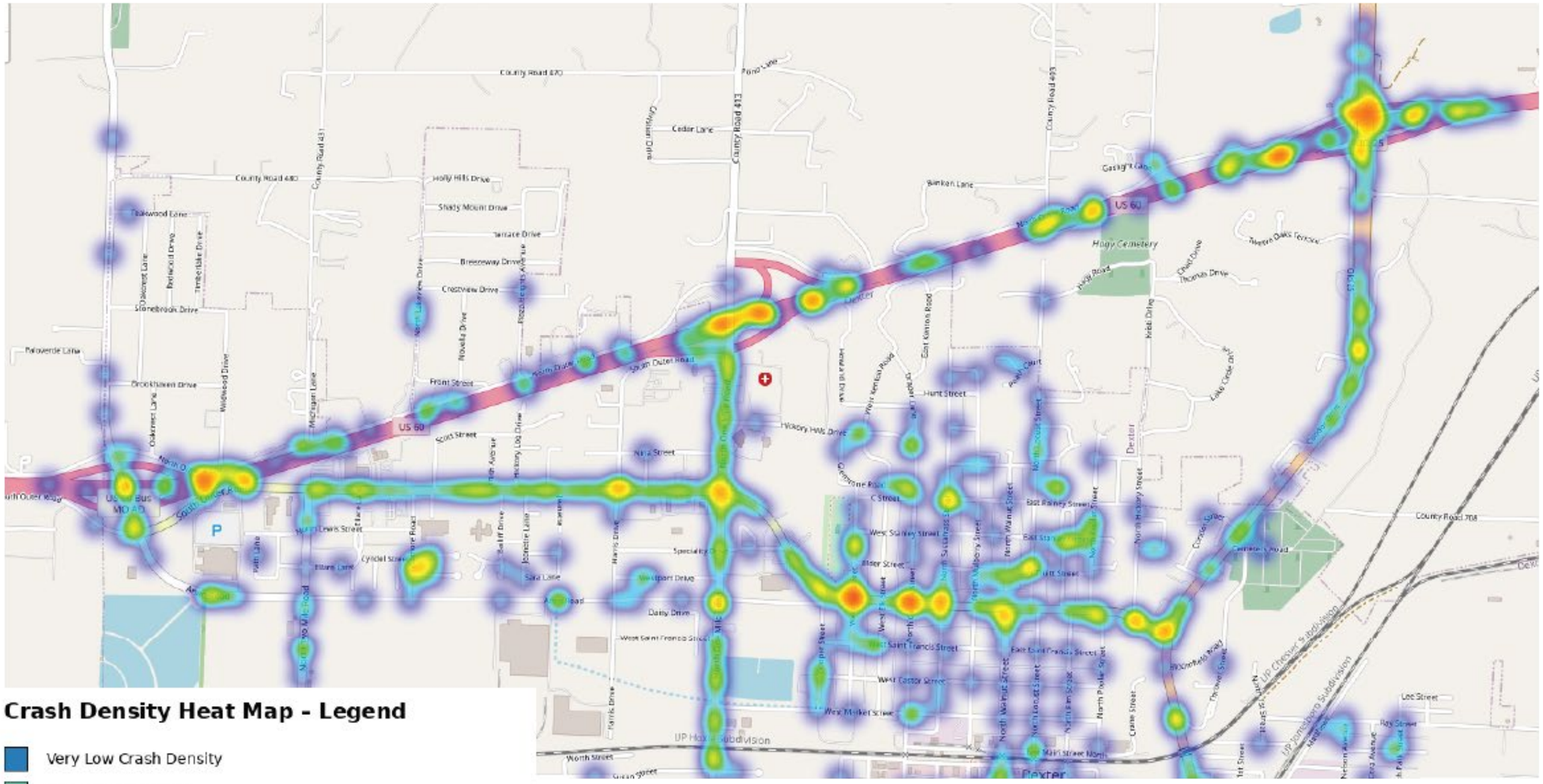
Table 12: Crashes by Weather Condition

Weather Condition	Crashes	Percent of Total (%)
Clear	1,298	70.3
Cloudy	373	20.2
Rain	138	7.5
Snow	19	1.0
Fog / Mist	9	0.5
Unknown	3	0.2
Freezing	3	0.2
Sleet	2	0.1
Crosswind	1	0.1

SS4A Insight:
More than 90% of crashes occur in clear or cloudy conditions, strongly supporting the SS4A Safe System principle that roadway design, speed, and conflict management—rather than weather—drive crash risk.

Figure 4: Total Crash Map – North Dexter

Crash Density Map – North Dexter

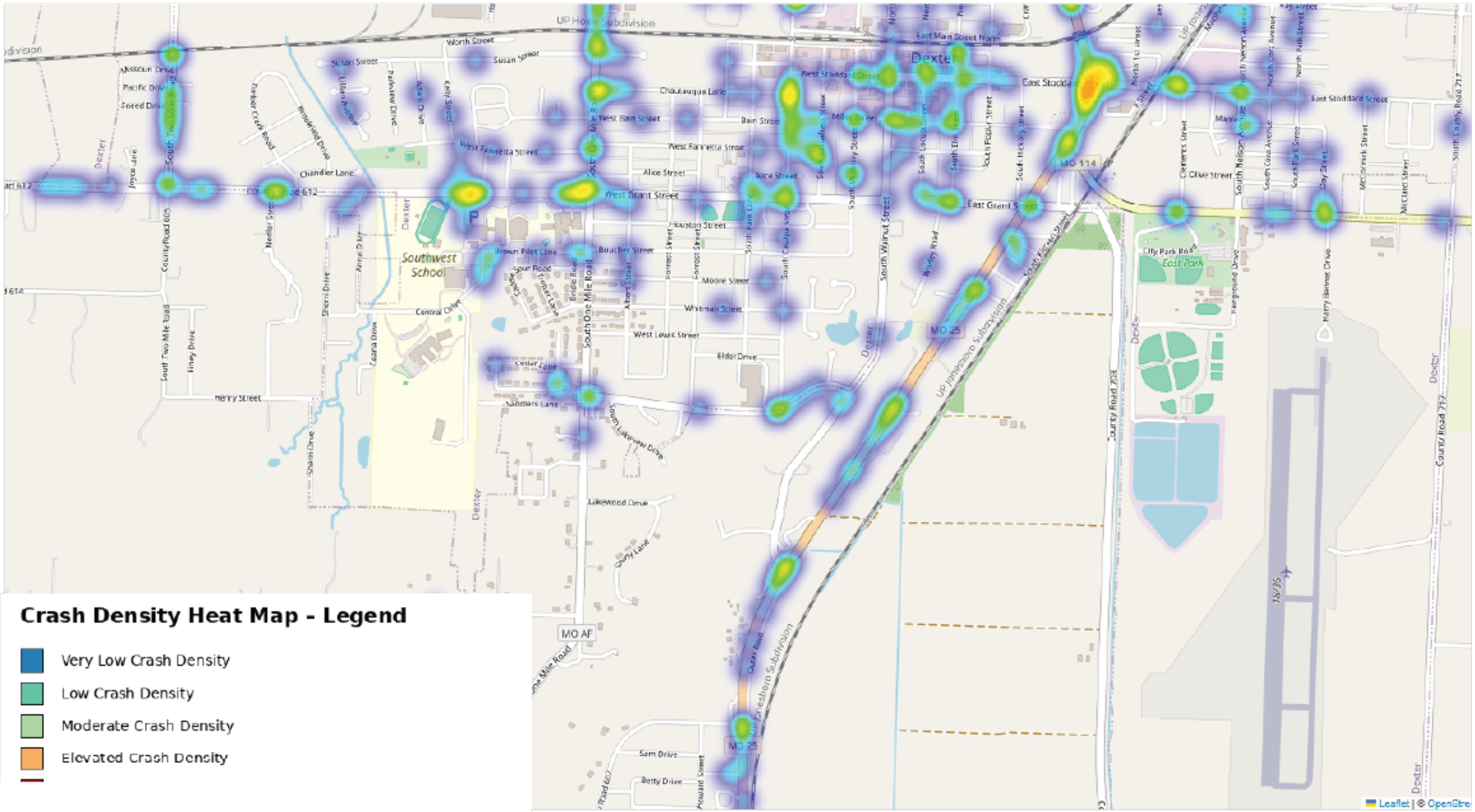


Crash Density Heat Map - Legend

- Very Low Crash Density
- Low Crash Density
- Moderate Crash Density
- Elevated Crash Density
- High / Very High Density

Figure 5: Total Crash Map – South Dexter

Crash Density Map – South Dexter



8.2 FI CRASHES "WORST OF THE WORST" (MOTOR VEHICLE ONLY)

Fatal and Injury Crashes were analyzed for the same 10-Year Period in Dexter, MO. For this analysis, Vulnerable Road Users (VRU's) were removed from the data set. VRU crashes are thoroughly examined on their own, in Chapter 12. During the study period, 365 Fatal and Injury Crashes occurred in Dexter, MO.

Table 13: FI Crashes by Day of Week

Day of Week	Crashes	Percent of Total (%)
Thursday	62	17.0
Friday	56	15.3
Tuesday	56	15.3
Wednesday	56	15.3
Monday	53	14.5
Saturday	45	12.3
Sunday	37	10.1

SS4A Interpretation:
Nearly 78% of motor-vehicle injury crashes occur on weekdays, with the largest share on Thursday and Friday, underscoring the role of daily travel patterns, speed, and intersection conflicts rather than weekend-only activity.

Table 14: FI Crashes by Lighting Condition

Lighting Condition	Crashes	Percent of Total (%)
Daylight	267	73.2
Dark – Street Lights On	52	14.2
Dark – Street Lights Off	37	10.1
Dawn / Dusk	7	1.9
Dark – Unknown	2	0.5

SS4A Interpretation:
More than **one-quarter (26.8%) of motor-vehicle injury crashes occur under dark conditions**, supporting countermeasures such as:

- Intersection and corridor lighting
- Retroreflective pavement markings
- Nighttime speed management
- Improved delineation at intersections and curves

Table 15: FI Crashes by Weather Condition

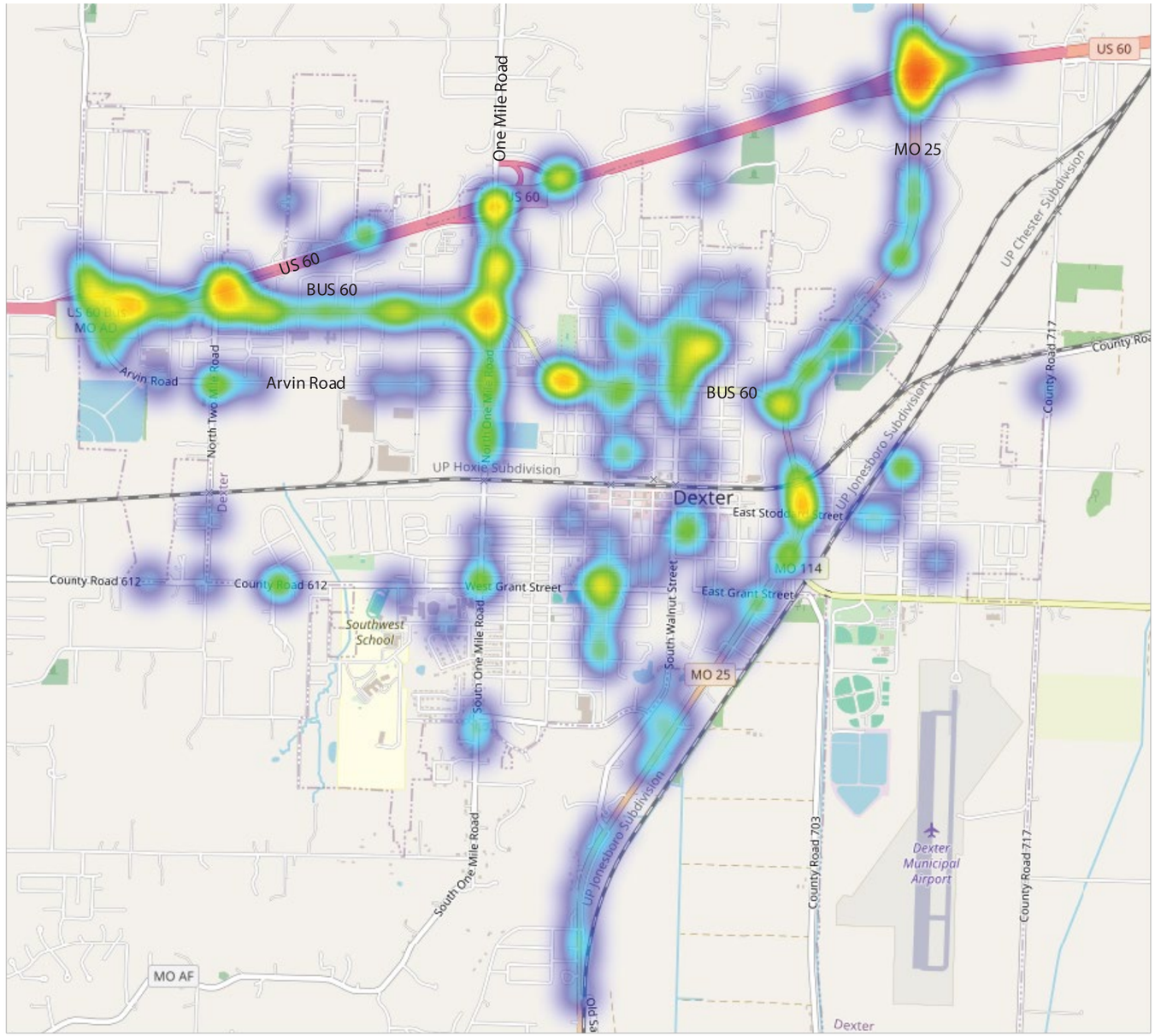
Weather Condition	Crashes	Percent of Total (%)
Clear	256	70.1
Cloudy	81	22.2
Rain	22	6.0
Snow	3	0.8
Fog / Mist	2	0.5
Freezing	1	0.3

SS4A Interpretation:
Over 92% of motor-vehicle injury crashes occur during clear or cloudy conditions.

Severe motor-vehicle crashes are primarily driven by speed, conflict geometry, and roadway design — not adverse weather.

8.3 HIGH SEVERITY NETWORK

Figure 6: FI - High Severity Network - "Worst of the Worst" (Weighting includes Fatal & ALL INJURY Crashes)



Crash Density Heat Map – Legend

- Very Low Crash Density
- Low Crash Density
- Moderate Crash Density
- Elevated Crash Density
- High / Very High Density

HTML - Coded Crash Heat Map
Injury crashes only (no PDO crashes)
Motor-vehicle crashes only (no pedestrian or bicycle crashes)
Geocoded using latitude/longitude
Interactive map background showing Dexter streets

Severity Weighting
Each crash contributes to the heat map based on injury severity:
Fatal crash = weight 3
Serious / Disabling injury = weight 2
Other injury = weight 1

This means locations with fewer but more severe crashes appear hotter than locations with many low-severity crashes

8.4 CRASH TYPES IN DEXTER

Crash types are analyzed by severity in a separate context from the high-level, citywide crash trends presented earlier in this section. This approach is intended to provide a **corridor-by-corridor understanding of crash type patterns**, recognizing that crash characteristics and contributing factors vary by roadway.

The purpose of separating crash type analysis from overall crash trends in Dexter is to **align specific crash types with individual roadway segments**, ensuring that proposed safety treatments directly address the predominant crash mechanisms occurring on each corridor. This represents a best practice in transportation safety planning, as it allows the City to apply the **most appropriate and effective countermeasures** to each corridor rather than relying on generalized solutions.

Crash type totals are provided in the sections below for informational purposes; however, **proposed safety improvements are based on weighted crash types evaluated on a corridor-specific basis**. This methodology prioritizes locations and treatments with the greatest potential to reduce fatal and serious injury crashes. **Systemic safety improvements** are discussed in Section 8.3, while **site-specific improvements** addressing crashes identified in Section 8.3 are presented in Section 10.

Table 16: Crash Types in Dexter, MO (10-Year Analysis)

Crash Type	Total Crashes	Percent of Total (%)
Rear End	539	29.2
Out of Control	286	15.5
Right Angle	256	13.9
Left Turn Right Angle Collision	129	7.0
Parking or Parked Car	90	4.9
Left Turn	87	4.7
Passing	80	4.3
Head On	67	3.6
Deer	61	3.3
Backing	51	2.8
Right Turn Right Angle Collision	40	2.2
Other	34	1.8
Sideswipe	31	1.7
Fixed Object	21	1.1
Changing Lane	14	0.8
Pedalcycle	13	0.7

Crash Type	Total Crashes	% Total
Avoiding	12	0.6
Pedestrian	11	0.6
Right Turn	7	0.4
U-Turn	6	0.3
Dog	3	0.2
Debris	2	0.1
Cross Median	1	0.1
Jackknife	1	0.1
Animal (Not Deer/Dog/Farm)	1	0.1
Wrong Way on Divided Highway	1	0.1
Dual Lefts Collide	1	0.1
Angle (Other)	1	0.1
Unknown	1	0.1

Table 17: Noteworthy Crash Types & Severities

Crash Type	Fatal	Serious Injury	Minor Injury	Property Damage Only	Total Crashes
Rear End	0	8	78	453	**539**
Out of Control	2	14	58	212	**286**
Right Angle	1	2	68	185	**256**
Left Turn Right Angle Collision	1	3	26	99	**129**
Parking / Parked Car	0	0	4	86	**90**
Left Turn	0	3	23	61	**87**
Passing	0	0	1	79	**80**
Head On	0	3	16	48	**67**
Deer	0	0	2	59	**61**
Backing	0	0	2	49	**51**
Right-Turn Right-Angle Collision	0	0	2	38	**40**
Sideswipe	0	1	4	26	**31**
Fixed Object	0	1	2	18	**21**
Other / Miscellaneous	0	1	4	29	**34**

Crash Type	Fatal	Serious Injury	Minor Injury	Property Damage Only	Total Crashes
Pedalcycle	2	2	8	1	**13**
Pedestrian	0	5	6	0	**11**
Non-Specified	0	≤2	≤6	predominately PDO	**≤14 each**

8.5 IN – DEPTH ANALYSIS AT HIGH RISK CORRIDORS IN DEXTER, MO

Table 18: Crash Type & Severity for MO 25

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Rear End	0	3	21	86	110
Out of Control	1	3	18	62	84
Right Angle	0	0	14	51	65
Left Turn Right AngleCollision	1	2	11	30	44
Head On	0	1	5	9	15
Left Turn	0	0	4	12	16
Passing	0	0	2	8	10
Sideswipe	0	0	1	6	7
Fixed Object	0	0	1	5	6
Other / Miscellaneous	0	0	1	6	7

Table 19: Crash Type & Severity for BUS 60

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Rear End	0	8	42	211	261
Right Angle	1	2	19	61	83
Left Turn Right AngleCollision	0	0	7	35	42
Out of Control	0	1	10	24	35
Head On	0	0	6	0	6
Fixed Object	0	0	0	3	3

Table 20: Crash Type & Severity for One Mile Road

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Rear End	0	0	9	76	85
Out of Control	0	0	1	17	18
Right Angle	1	0	2	12	14
Left Turn Right AngleCollision	0	0	2	9	11
Head On	0	0	4	5	9
Passing	0	0	0	7	7
Left Turn	0	0	2	5	7
Deer	0	0	0	6	6
Changing Lane	0	0	0	4	4
Backing	0	0	0	4	4
Sideswipe	0	0	1	3	4
Right Turn Right AngleCollision	0	0	0	2	2
Other	0	0	0	2	2
Right Turn	0	0	0	2	2
Debris	0	0	0	1	1
Fixed Object	0	0	1	0	1
Pedestrian	0	0	1	0	1
U-Turn	0	0	0	1	1

8.6 IN – DEPTH ANALYSIS AT HIGH RISK URBAN COLLECTORS

Table 21: Arvin Road Crash History

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Right Angle	0	0	4	17	21
Out of Control	0	1	0	9	10
Rear End	0	0	2	4	6
Left Turn Right Angle Collision	0	0	0	4	4
Left Turn	0	0	0	3	3
Avoiding	0	0	1	2	3
Pedalcycle	1	0	1	0	2
Head On	0	0	0	2	2
Backing	0	0	0	1	1
Deer	0	0	0	1	1

Table 22: Walnut Street Crash History

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Rear End	0	0	0	9	9
Left Turn Right Angle Collision	0	1	1	4	6
Out of Control	0	0	1	3	4
Right Angle	0	0	1	1	2
Right Turn Right Angle Collision	0	0	0	2	2
Head On	0	0	0	1	1
Backing	0	0	0	1	1
Passing	0	0	0	1	1

Table 23: Main Street

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Parking or Parked Car	0	0	0	5	5
Right Angle	0	0	0	3	3
Rear End	0	0	0	1	1
Backing	0	0	0	1	1

Left Turn	0	0	0	1	1
Fixed Object	0	0	0	1	1
Pedalcycle	0	0	1	0	1

Table 24: Stoddard Street Crash History

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Rear End	0	0	1	10	11
Right Angle	1	0	2	8	11
Left Turn	0	0	3	6	9
Parking or Parked Car	0	0	0	8	8
Out of Control	0	0	0	6	6
Left Turn Right Angle Collision	0	0	2	2	4
Passing	0	0	0	4	4
Head On	0	0	1	2	3
Fixed Object	0	0	0	2	2
Pedestrian	0	2	0	0	2
Right Turn Right Angle Collision	0	0	0	2	2
Backing	0	0	0	1	1
Avoiding	0	0	0	1	1
Other / Miscellaneous	0	1	0	0	1

Table 25: Market Street Crash History

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Right Angle	0	0	4	11	15
Rear End	0	0	1	10	11
Sideswipe	0	0	0	2	2
Head On	0	0	0	2	2
Left Turn Right Angle Collision	0	0	1	1	2
Out of Control	0	0	0	2	2
Backing	0	0	1	0	1
Left Turn	0	0	1	0	1
Parking or Parked Car	0	0	0	1	1

Table 26: Grant Street Crash History

Crash Class	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Property Damage Only	Total Crashes
Right Angle	0	0	4	17	21
Out of Control	0	1	0	9	10
Rear End	0	0	2	4	6
Left Turn Right Angle Collision	0	0	0	4	4
Left Turn	0	0	0	3	3
Avoiding	0	0	1	2	3
Head On	0	0	0	2	2
Backing	0	0	0	1	1
Deer	0	0	0	1	1

8.7 KEY SS4A & VISION ZERO TAKEAWAYS

- **Frequency vs. Severity Matters**
  - **Rear-end crashes (29% of all crashes)** dominate by volume but are **rarely fatal or serious**, indicating **speed differentials and queueing issues** rather than extreme severity.
  - **Angle and left-turn angle crashes** produce a **disproportionate share of fatal and serious injuries** relative to their frequency—these are top **Safe System priority crash types**.
  - **Head-on and out-of-control crashes**, while less common, carry **elevated injury severity**, often associated with speed and loss of control.
    - **Vision Zero Implications**
  - The crashes most likely to kill or seriously injure are tied to **intersection conflicts and speed**, not parking or low-speed maneuvers.
  - This directly supports:
    - Intersection Redesign
      - Access control
      - Protected turning movements
  - Crash-type analysis using the Crash Class field shows that rear-end crashes dominate overall crash frequency, but angle, left-turn, head-on, and out-of-control crashes account for a disproportionate share of fatal and serious injuries. These patterns underscore the need for Safe System–aligned countermeasures focused on speed management and conflict reduction, particularly at intersections and high-speed arterial corridors.

8.8 SYSTEMIC COUNTERMEASURES TO THE MOST SERIOUS CRASHES

Table 27: Systemic Countermeasures

Corridor	Functional Context	Predominant Systemic Risk	Systemic Safety Countermeasures	Analyst Notes
Business 60	Multi-lane urban arterial	High volumes, speed differentials, frequent rear-end and angle crashes	• Signal coordination and progression • Protected turn phasing • Access management (driveway consolidation) • High-visibility markings and advance warning	BUS 60's high volumes and stop-and-go patterns create rear-end and angle crash risk at intersections. Systemic signal and access management measures reduce unexpected stopping and conflict exposure without corridor reconstruction. Intersection improvement needed.
MO 25	Regional arterial through city	Angle, left-turn, head-on, and loss-of-control crashes	• Signal coordination and progression • Protected turn phasing • Speed-managing roadway design (lane narrowing, gateways) • Corridor lighting upgrades	Severe crashes on MO 25 are driven by turning conflicts and speed. Systemic turn protection and geometric speed management directly reduce the most severe crash mechanisms along the corridor. Access Management & Signalization is Key. Intersection improvement needed.
One Mile Road	Urban collector / connector	Turning, rear-end, and speed-related crashes	• Intersection turn simplification • Enhanced signing and markings • Traffic calming at transitions • Lighting and visibility improvements	One Mile Road connects neighborhoods to arterials. Systemic improvements focus on reducing conflict points and improving driver expectancy rather than isolated enforcement actions. Roadway improvement needed.
Arvin Road	Collector with regional access	Out-of-control and right-angle crashes	• Speed management treatments • Curve and transition zone delineation • Access spacing improvements • Intersection warning and control	Out-of-control crashes suggest excessive or inconsistent speeds. Systemic design-based speed management reduces loss-of-control risk across the corridor.
Walnut Street	Downtown north–south spine	Turning and crossing conflicts with pedestrian activity	• Turn calming and channelization • Pedestrian visibility enhancements • Speed-reducing context design • Short crossing distances	Walnut Street's downtown role creates frequent low-speed conflicts. Systemic pedestrian-focused and turning control measures reduce injury risk without impeding access.
Main Street	Downtown commercial street	Parking-related and low-speed conflicts	• Curb management strategies • Improved parking access design • Clear signing and striping • Speed expectation cues	Main Street crashes are predominantly access and parking related. Systemic curb and access management reduces minor conflicts and improves predictability.
Stoddard Street	East–west arterial	Angle and turning crashes at intersections	• Protected turning movements • Intersection simplification • Signal timing improvements • Enhanced approach visibility	Stoddard Street crashes stem from intersection complexity. Systemic turn protection and clearer signal operations reduce severe crossing conflicts.
Market Street	Downtown connector	Right-angle and rear-end crashes	• Intersection visibility treatments • Signing and lane assignment clarity	Market Street's role as a connector leads to frequent intersection decisions. Systemic clarity and predictability reduce conflict-related crashes.
Grant Street	Neighborhood collector	Serious injuries from localized conflicts	• Speed-management design treatments • Intersection control upgrades • Marking and signing enhancements	Grant Street serves neighborhoods with moderate volumes. Systemic treatments address recurring risk patterns without requiring corridor-wide reconstruction.

9. VRU FACILITIES IN DEXTER, MO

Dexter's land use pattern places schools, parks, healthcare facilities, downtown businesses, and civic buildings within walking distance of residential neighborhoods. However, many arterial and collector roadways within the city:

- Lack continuous sidewalks or buffered pedestrian facilities
- Provide limited controlled or protected crossing opportunities
- Were designed primarily to accommodate vehicle throughput rather than multimodal safety

These conditions increase crash exposure for **Vulnerable Road Users (VRUs)**—including pedestrians, bicyclists, children, older adults, and individuals with disabilities—who are identified as priority populations under the SS4A program. Improving safety outcomes for these users requires roadway designs and operational strategies that better balance vehicular mobility with safe and accessible multimodal travel.

9.1 VRU FACILITY GAPS

The following **Vulnerable Road User (VRU) facility gaps** summarize findings that are discussed in greater detail in **Section 12**. Access to civic institutions, schools, parks, and other key community destinations in Dexter was evaluated relative to pedestrian origins, including nearby residential neighborhoods. This analysis identifies gaps in pedestrian and other VRU facilities that limit safe and accessible travel between origins and destinations. The summary below highlights these connectivity and safety gaps, while detailed, location-specific deficiencies are documented in the subsections that follow.

Business 60

- Discontinuous or missing sidewalks
- High-speed, high-volume arterial
- Barrier between neighborhoods and destinations
- **High Injury Corridor**

MO-25

- No dedicated bicycle facilities
- Narrow shoulders and higher operating speeds
- Key spine route with poor non-motorized accommodation
- **High Injury Corridor**

One Mile Road

- Incomplete sidewalks
- Limited safe bicycle space
- Important connector between residential areas and services

- **High Injury Corridor**

4. Downtown ↔ East-Side Neighborhood Connection

- Sidewalk gaps and substandard crossings
- Weak connectivity between housing and downtown jobs/services
- Equity and access concern

5. School Access Areas

- **Grant Street Improvement Needed**
- Missing sidewalks and crossings near schools
- Inconsistent pedestrian infrastructure where demand is high
- Priority location under SS4A and Safe Routes to School

9.2 PRIMARY VRU SAFETY ISSUES IDENTIFIED

Gaps in **Vulnerable Road User (VRU) facilities** contribute to safety risks by exposing pedestrians, bicyclists, and other non-motorized users to **high-speed traffic and large-vehicle operations** within Dexter's roadway system. These conditions increase crash exposure where VRUs must interact directly with arterial and collector roadways that were not designed to safely accommodate multimodal travel. The key generalized areas where VRUs are exposed to unsafe roadway conditions are summarized below.

1. Incomplete Pedestrian Network

- Missing or discontinuous sidewalks along arterial corridors
- Long crossing distances without refuge
- Gaps between neighborhoods and destinations

2. Lack of Bicycle Accommodations

- No dedicated or buffered bicycle facilities on key corridors
- High speed differentials between vehicles and cyclists
- Limited shoulder width and poor delineation

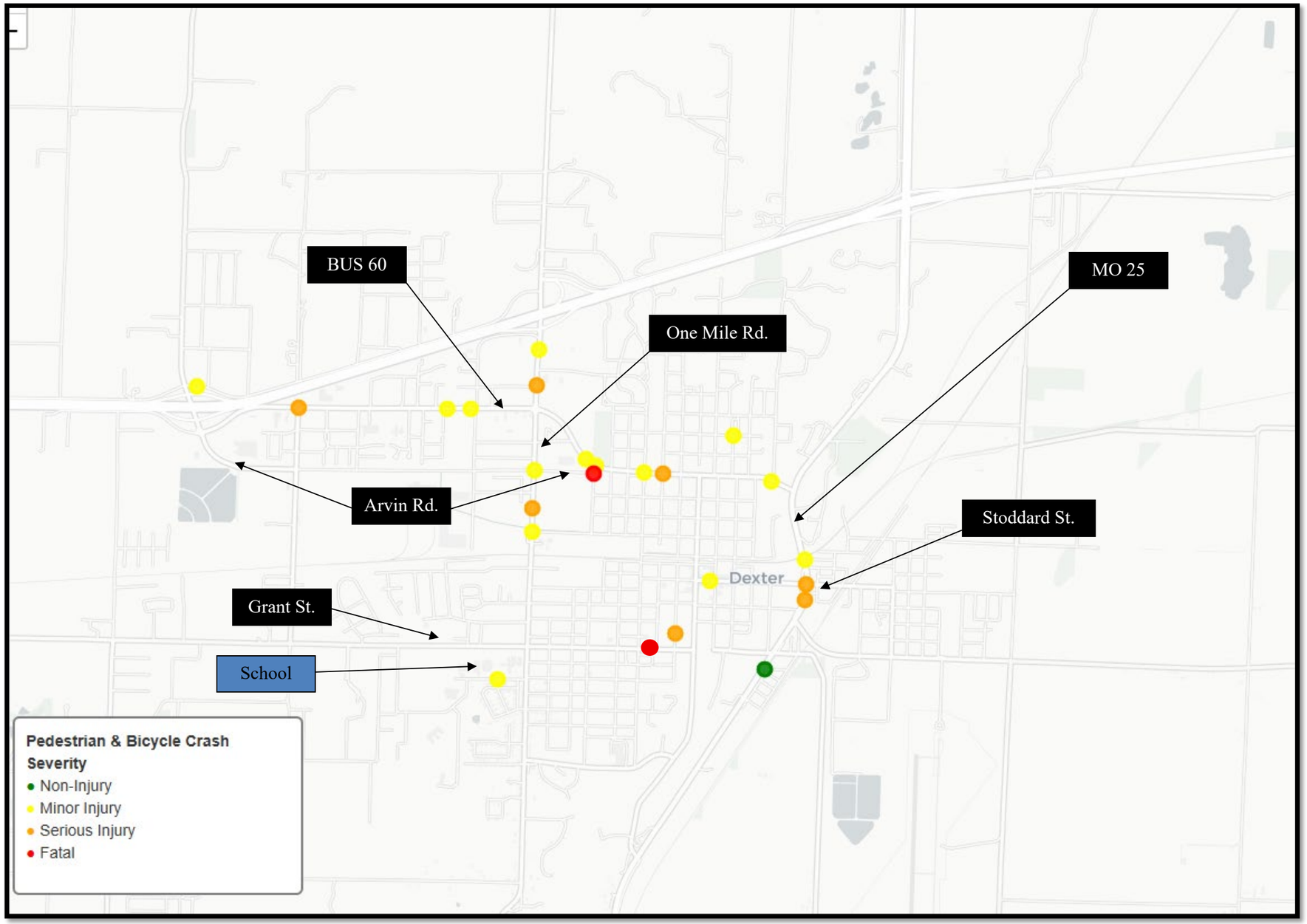
3. High-Risk Access to Daily Destinations

- Unsafe walking routes to **schools, parks, grocery stores, and medical facilities**
- VRU crashes occurring at or near destination access points
- Inadequate crossing visibility and driver yielding behavior

4. Speed and Visibility Factors

- Vehicle speeds inconsistent with pedestrian and bicycle activity
- Insufficient lighting at pedestrian crossings
- Poor nighttime detection of crossing users

Figure 7: 10-Year Bicycle & Pedestrian 10-Year Crash History

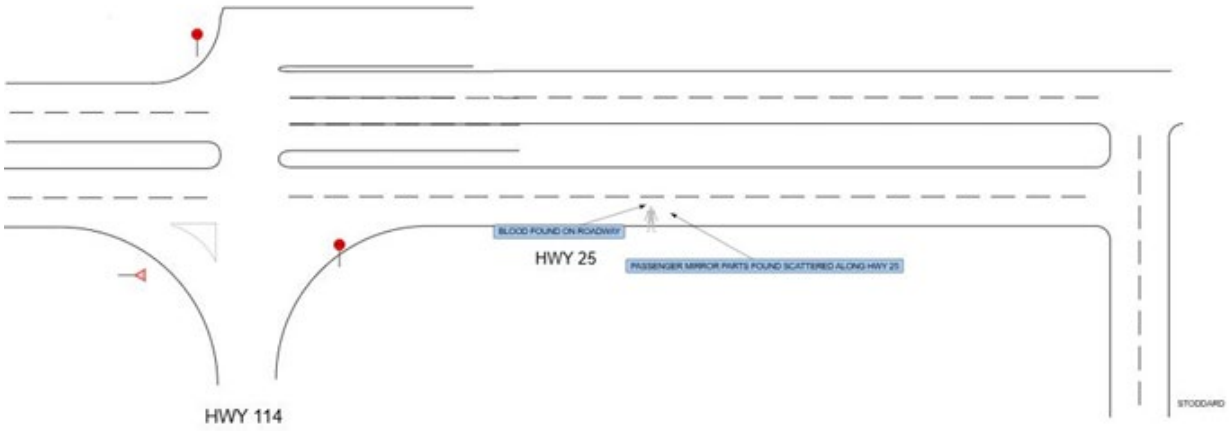


9.3 NOTABLE VRU CRASH RECORDS IN DEXTER, MO

9.3.1 VRU Serious Injury Record 1

- Crash Date: 10/4/2024
- Crash ID No.: 2240079479
- Type: Pedestrian
- Location: MO 25
- Injury Classification: Serious Injury Crash

Figure 8: VRU Serious Injury Record 1 – Police Diagram

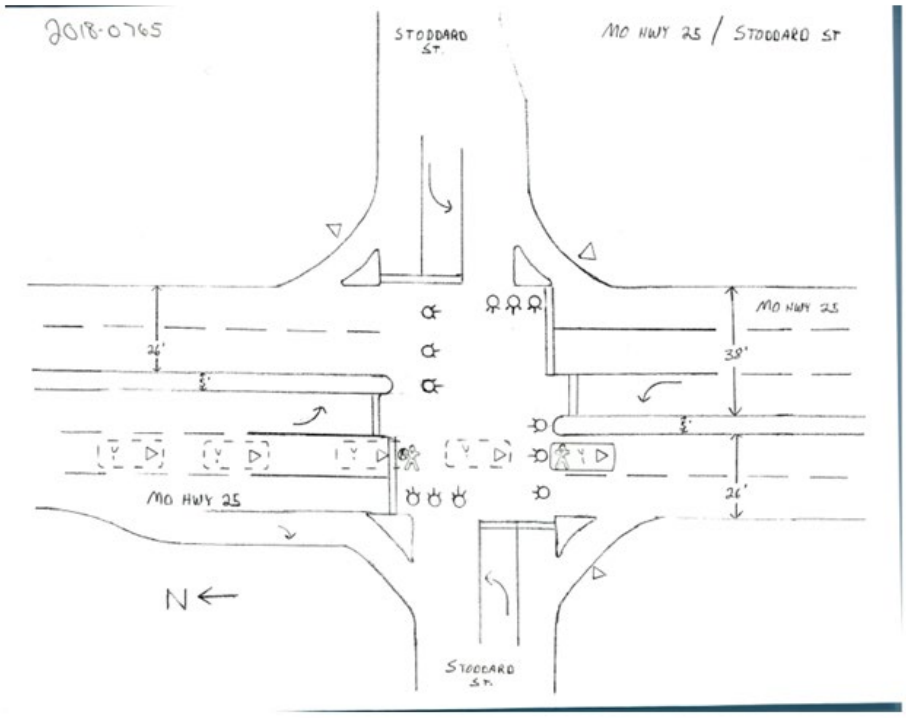


VRU Record 1 Police Report Description: A pedestrian arrived at the Dollar Store near the MO 25 / MO 114 intersection in a confused state. The Police arrived at the store and determined the pedestrian had been struck due to them bleeding from their head and finding a blood trail next to MO 25 with a shattered vehicle mirror.

9.3.2 VRU Serious Injury Record 2

- Crash Date: 5/29/2018
- Crash ID No.: 2180031204
- Type: Pedestrian
- Location: MO 25
- Injury Classification: Serious Injury Crash

Figure 9: VRU Serious Injury Record 2 – Police Diagram



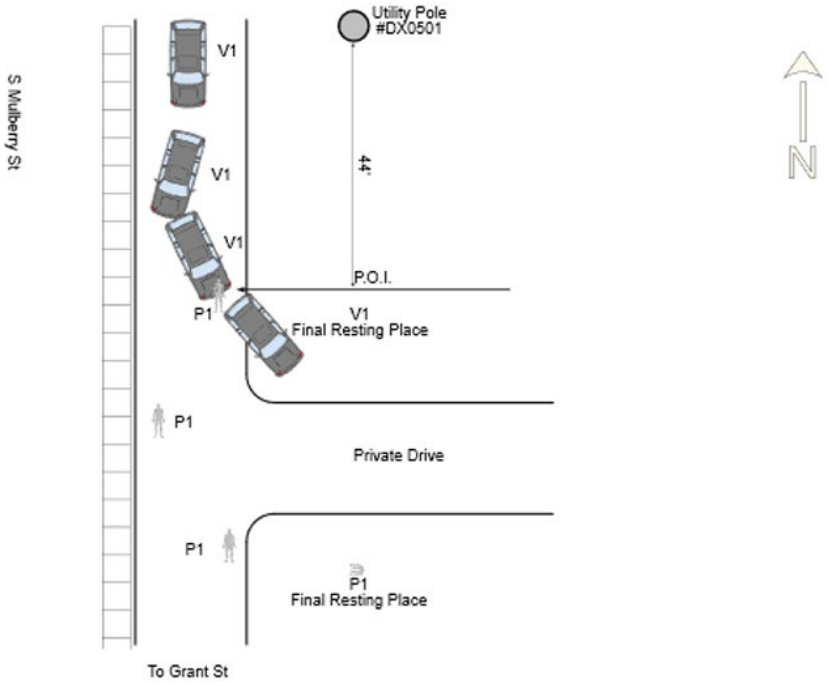
VRU Record 2 Police Report Description: A pedestrian was attempting to cross MO 25 at the MO 25 / Stoddard Street Signalized Intersection.

According to driver testimony in the police report, *"I was driving my Mazda b2200 southbound on highway 25 headed home. I was going 35 mph and saw I had a green light. I have no cup holders, so I have to keep my soda between my legs. I grabbed it to get a drink and sat it back in my lap. It was dark I drove under the stop light in the left lane, and in the blink of an eye someone was on my windshield screaming."*

9.3.3 VRU Serious Injury Crash 3

- Crash Date: 5/22/2020
- Crash ID No.: 2200034333
- Type: Pedestrian
- Location: Mulberry Street
- Injury Classification: Serious Injury Crash

Figure 10: VRU Serious Injury Record 3 – Police Diagram

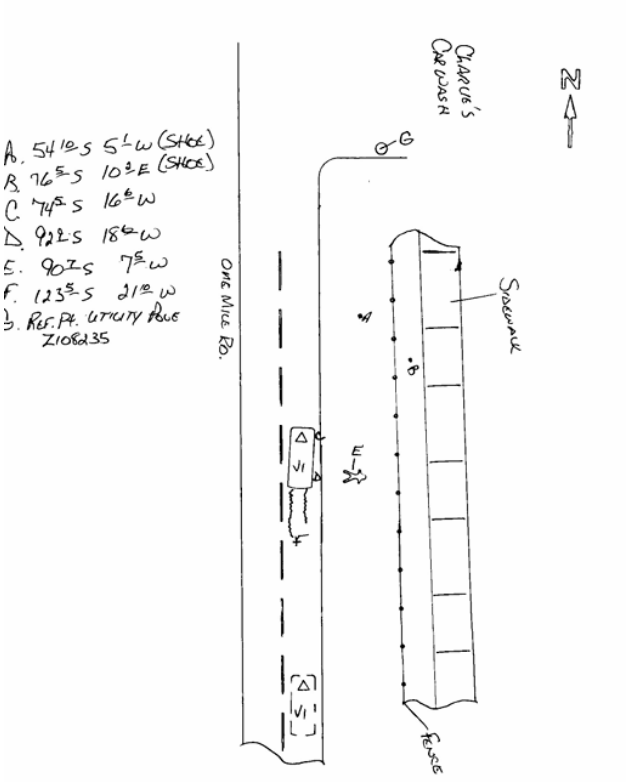


VRU Police Report 3 Description: A pedestrian was running north in the southbound lane of Mullberry Street. The pedestrian noticed a southbound travelling vehicle was on the roadway driving directly at him. The pedestrian attempted to run into the northbound lane. The southbound vehicle swerved into the northbound lane striking the pedestrian and resulting in a Serious Injury.

9.3.4 VRU Serious Injury Crash 4

- Crash Date: 3/5/2021
- Crash ID No.: 2210018258
- Type: Pedestrian
- Location: One Mile Road
- Injury Classification: Serious Injury Crash

Figure 11: VRU Serious Injury Record 4 – Police Diagram



VRU Police Record 4 Description: A pedestrian was walking in the northbound lane of One Mile Road near St. Francis Drive. A 2002 GMC hauling a load struck a pedestrian in the roadway causing the pedestrian to deflect off the vehicle into the ditch and resulted in a Serious Injury Crash.

9.3.5 VRU Serious Injury Crash 5

- Crash Date: 10/30/2023
- Crash ID No.: 2230101710
- Type: Pedestrian
- Location: One Mile Road
- Injury Classification: Serious Injury Crash

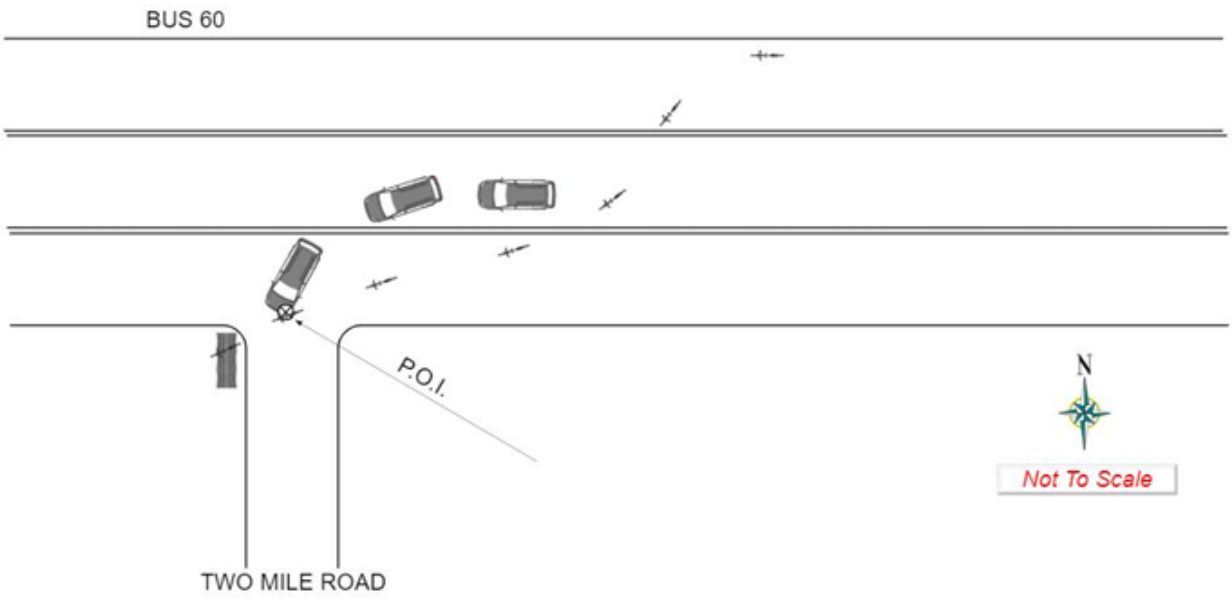
Figure 12: VRU Serious Injury Record 5 – Police Diagram

VRU Police Record 5 Description: A pedestrian attempting to cross One Mile Road near the Church of Christ. A vehicle entering One Mile Road from Nina Drive struck the pedestrian in the northbound lane of One Mile Road and resulted in a Serious Injury Crash.

9.3.6 VRU Serious Injury Crash 6

- Crash Date: 10/2/2024
- Crash ID No.: 224078220
- Type: Cyclist
- Location: BUS 60
- Injury Classification: Serious Injury Crash

Figure 13: VRU Serious Injury Record 6 – Police Diagram

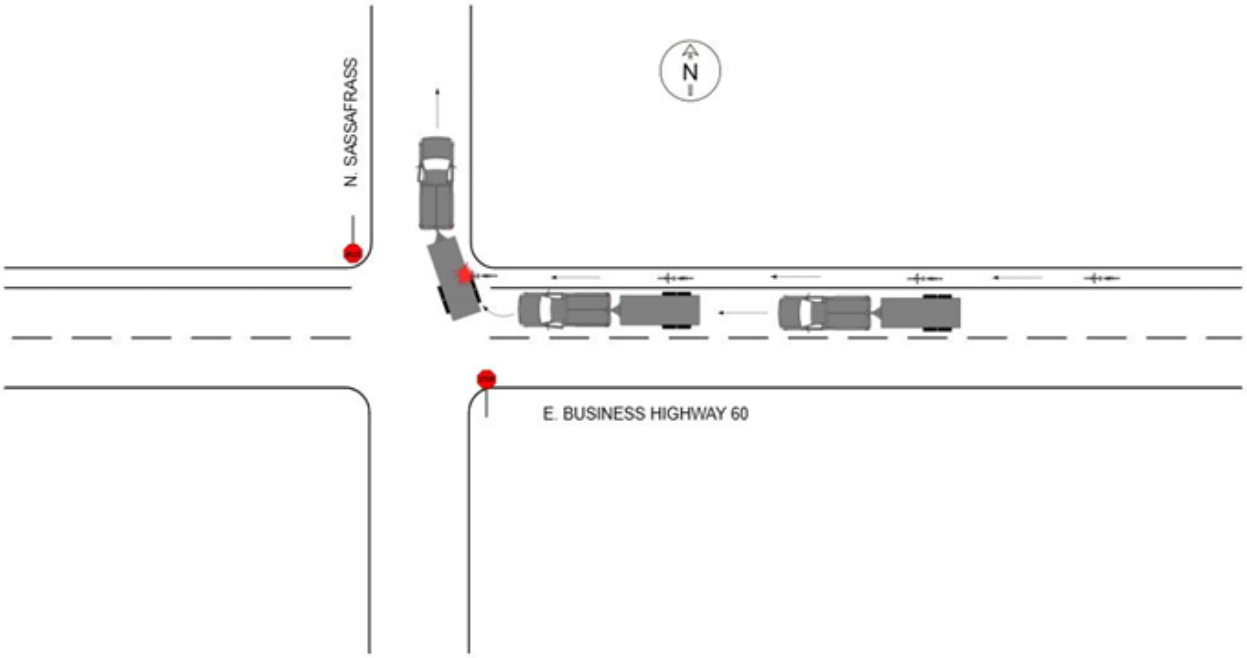


VRU Police Record 6 Description: A bicyclist traveling west in the BUS 60 shoulder attempted to turn left onto Two Mile Road. A westbound travelling vehicle, also turning left collided with the bicyclist. The crash caused the bicyclist to fall into the ditch along Two Mile Road and resulted in a Serious Injury Crash.

9.3.7 VRU Serious Injury Crash 7

- Crash Date: 7/27/2024
- Crash ID No.: 2240063322
- Type: Cyclist
- Location: BUS 60
- Injury Classification: Serious Injury Crash

Figure 14: VRU Serious Injury Record 7 – Police Diagram

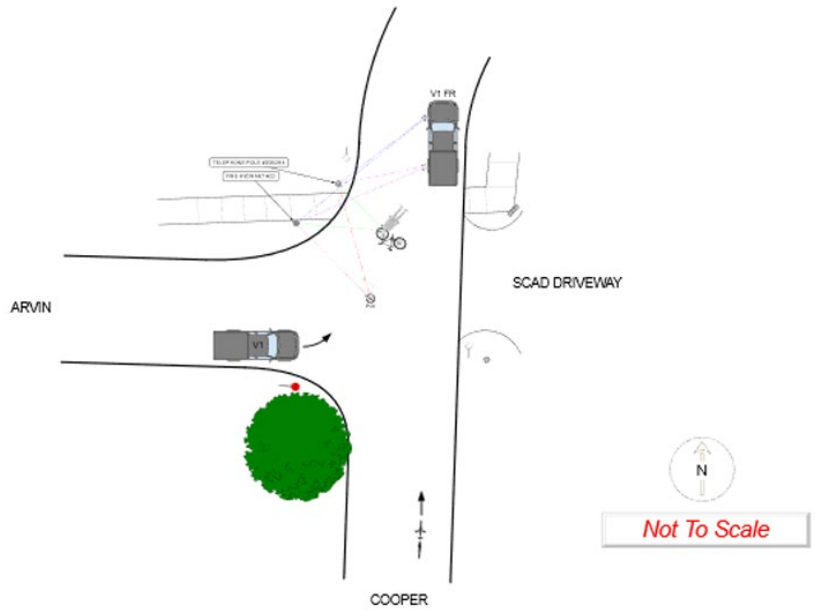


VRU Police Record 7 Description: A driver hauling a trailer travelling west on BUS 60 made a right turn at Sassafrass St. in front of a cyclist also travelling west on BUS 60. The trailer struck the cyclist. The bicyclist was deaf and unable to speak but provide the police officer with information that the bicycle and trailer collided. This resulted in a serious injury crash.

9.3.8 VRU Fatal Injury Crash 1

- Crash Date: 12/22/2021
- Crash ID No.: 2210114684
- Type: Cyclist
- Location: Arvin Road / Cooper Street Intersection
- Injury Classification: Fatal

Figure 15: VRU Fatal Crash Record 1 – Police Diagram

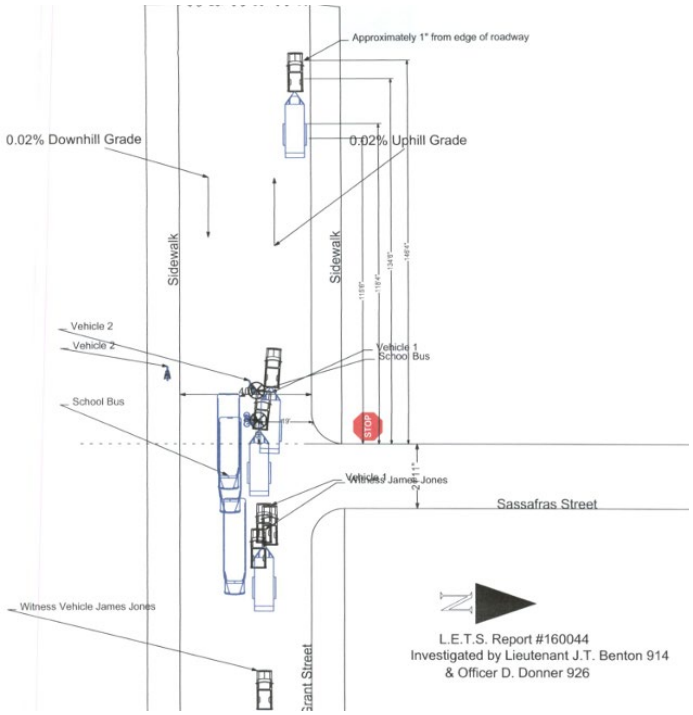


VRU Fatal Crash Report 1: A cyclist was travelling east in the bicycle trail along Arvin Road and attempted to cross Cooper Street at the marked crossing. The driver of a Ford F150 travelling east on Arvin Road made a left turn at Cooper Street and struck the bicyclist in the crossing. The cyclist was conscious upon arrival but unable to provide a statement due to injuries. EMS arrived and administered aid to the cyclist and transported them to Southeast Health of Dexter. The bicyclist died as a result of the injuries sustained in the crash. Lighting was noted as present but dim and poor at the crossing in the police report.

9.3.9 VRU Fatal Crash 2 (School Child Cyclist Fatality)

- Crash Date: 5/2/2016
- Crash ID No.: 2160016005
- Type: Cyclist
- Location: Grant Street
- Injury Classification: Fatal

Figure 16: VRU Fatal Crash Report 2 – Police Diagram



VRU Fatal Crash Report 2: This fatal crash occurred at 1536 hours when a 13-year-old cyclist was travelling east, from Dexter School and attempted to make a left turn onto Sassafras Street. The cyclist stopped to allow an eastbound school bus to pass him prior to attempting to crossing Grant Street towards Sassafras Street. While crossing Grant Street, a westbound Dodge Ram 1500 Truck hauling a trailer stuck the cyclist on Grant St. The police reports states that if the cyclist had waited until the bus was further east on Grant St. before crossing, the cyclist would have been able to see the westbound travelling Dodge Truck.

The report states that when the truck struck the cyclist the child became tangled up in his bicycle and the trailer. The report states that the child went under the trailer and the trailer tires drove over his head. The child died of injuries sustained during this crash, but the report does not state if he died on the scene or after transport to a medical facility.

9.4 PLANNING LEVEL ORIGIN-DESTINATION (O-G) MATRIX & VRU ROUTE TIER

A planning level O-G Matrix was developed and applicable routes are highlighted for a systematic review of VRU Facility Improvements and cross-analysis with remedies to site specific issues.

Table 28: VRU Origin – Destination Matrix (Relative Density)

Origin \ Destination	Residential	Schools	Downtown	Parks	Retail	Healthcare	Civic	Fairgrounds
Residential Neighborhoods	–	High	Very High	Moderate	High	Low	Low	Moderate
Schools	Very High	–	High	Moderate	Moderate	Low	Low	Low
Downtown / Main Street	High	Moderate	–	Moderate	High	Moderate	Moderate	High
Parks & Recreation	Moderate	Low	Moderate	–	Low	Low	Low	Moderate
Retail / Grocery	High	Moderate	High	Low	–	Low	Low	Low
Healthcare & Social Services	Low	Very Low	Moderate	Low	Low	–	Moderate	Very Low
Government & Civic	Low	Very Low	Moderate	Low	Low	Moderate	–	Low
Fairgrounds / Event Venues	Moderate	Low	High	High	Low	Very Low	Very Low	–

9.4.1 Risk Based VRU Corridor Priority & Tier Structure

Corridors in Dexter, Missouri were categorized using a data-driven analysis of crash history, pedestrian and bicycle activity, vehicular traffic volumes, and the presence or absence of facilities serving Vulnerable Road Users (VRUs).

Tier 1 VRU Corridors – Highest Priority
What Tier 1 Means
Tier 1 corridors represent **Dexter's highest-risk pedestrian environments**. These corridors are where:

- Fatal or Severe Injury VRU Crash History
- Large numbers of pedestrians **must interact with traffic**
- Vehicle speeds and volumes are higher
- Crossing distances are longer
- Crash severity risk is greatest
- Near-miss behavior and public safety concerns have been documented

Characteristics of Tier 1 Corridors
Tier 1 corridors typically exhibit **multiple overlapping risk factors**, such as:

- School access routes
- Downtown activity and events
- Major arterial traffic
- Limited crossing opportunities
- Barrier effects that pedestrians must overcome to reach destinations

Why Tier 1 Gets Priority
Improvements on Tier 1 corridors:

- Protect the **highest number of vulnerable road users**
- Address locations with the **highest likelihood of severe outcomes**
- Deliver the **largest safety return on investment**
- Form the backbone of an SS4A implementation strategy

Tier 2 VRU Corridors – High Priority
What Tier 2 Means
Tier 2 corridors are **important connectors and transition routes** that support pedestrian movement but generally have **slightly lower risk or intensity** than Tier 1 corridors.
These corridors:

- Non-Injury VRU Crash History
- Feed pedestrian traffic into Tier 1 corridors
- Act as barriers or connectors between neighborhoods and key destinations
- Often experience pedestrian exposure at specific locations or times

Characteristics of Tier 2 Corridors

- Moderate to high pedestrian demand
- Variable speeds and volumes
- Risk concentrated at intersections or crossings
- Often good candidates for **targeted safety improvements**

Why Tier 2 Still Matters
Tier 2 corridors:

- Directly influence safety outcomes on Tier 1 corridors
- Serve as logical **next-phase implementation candidates**
- Benefit from focused interventions such as crossing enhancements or speed management

Supporting / Local Roads – Network Support Tier 3
What Tier 3 Means
Supporting / Local Roads include **neighborhood streets** that:

- Generate pedestrian trips
- Funnel pedestrians toward higher-priority corridors
- Have lower speeds and volumes but still carry vulnerable users

Rather than ranking each local street independently, they are **grouped as a system** to reflect their collective role in the pedestrian network.
Characteristics

- Low to moderate traffic volumes
- Frequent use by children, seniors, and families
- Serve as access routes rather than destinations
- Safety issues are typically localized rather than corridor-wide

9.4.2 Tier 1 VRU Routes

Table 29: Grant Street (Tier 1)

Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Schools	Very High	Primary walk-to-school corridor
Residential Areas	Downtown	Very High	Direct east–west pedestrian spine
Schools	Downtown	High	Students accessing services/events
Residential Areas	Parks	Moderate	Seasonal afternoon and weekend use

Table 30: Stoddard Street (Tier 1)

Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Downtown	Very High	Core downtown pedestrian route
Downtown	Retail / Dining	Very High	Short, frequent trips
Downtown	Civic / Government	High	Daily weekday access
Downtown	Events / Festivals	Very High	Large surges during events

Table 31: MO 25 (Tier 1)

Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Downtown	High	Frequent crossing demand, limited comfort
Residential Areas	Schools	High	Cross-corridor school routes
Residential Areas	Fairgrounds	High (seasonal)	Event-driven pedestrian crossings
Parks	Downtown	Moderate	Seasonal leisure walking

Table 32: BUS 60 (Tier 1)

Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Downtown	High	Crossing and edge-walking activity
Residential Areas	Retail / Restaurants	High	Daily-needs walking trips
Downtown	Event Venues	High	Evening and weekend surges
Residential Areas	Schools	Moderate	Indirect school access

9.4.3 Tier 2 VRU Routes

Table 33: One Mile Road (Tier 2)

Origin	Destination	Pedestrian Intensity	Notes
Outer Residential Areas	Schools	High	Collector of school trips from fringe neighborhoods
Outer Residential Areas	Downtown	High	Longer pedestrian trips, higher speed risk
Residential Areas	Retail	Moderate	Fewer crossings, higher severity exposure

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Table 34: Urban Collector (Tier 2) (Ex. Mulberry St.)

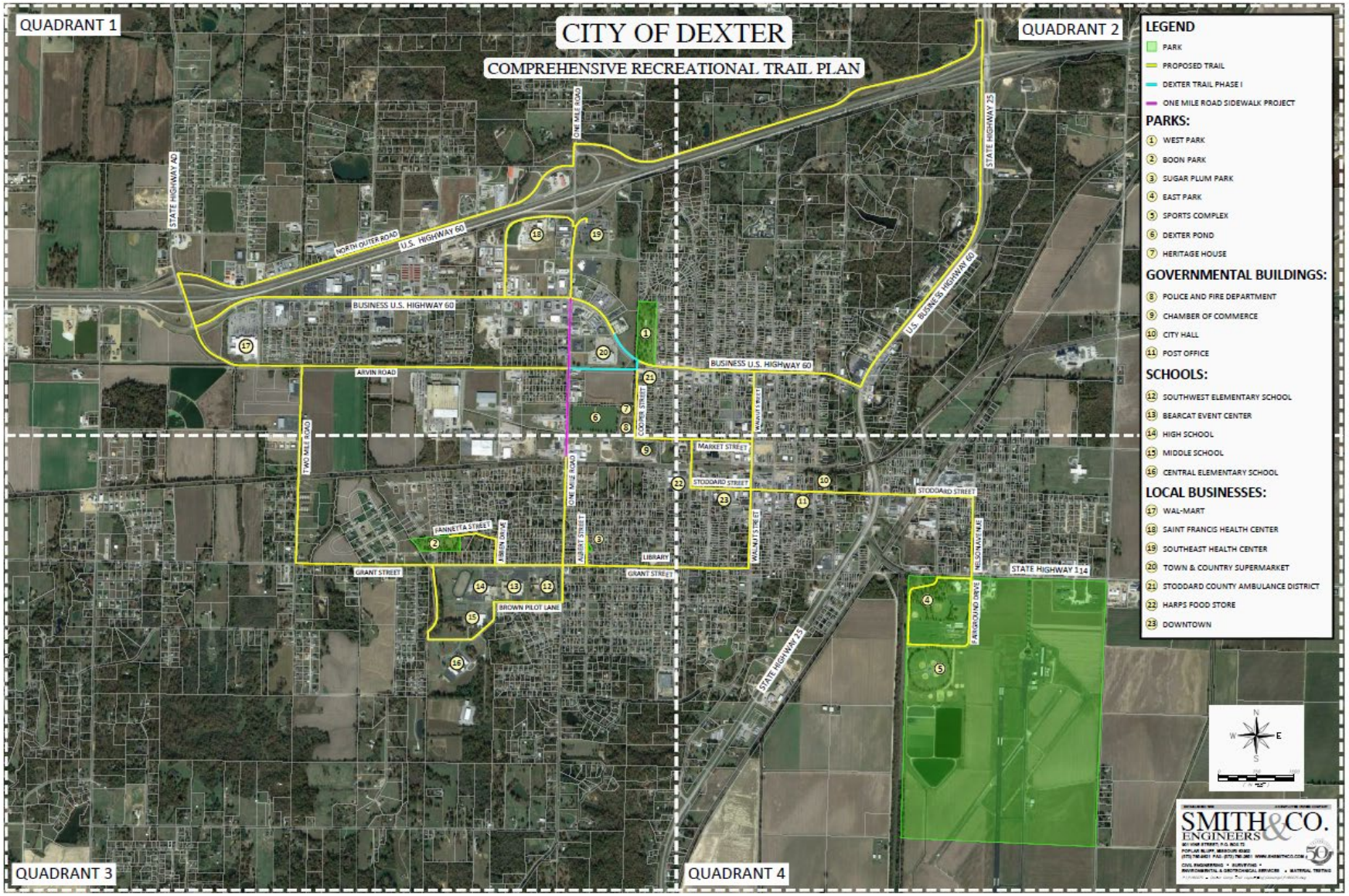
Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Downtown	High	Short-trip walking street
Downtown	Event Areas	High (periodic)	Fair and festival influence
Residential Areas	Retail	Moderate	Daily-needs trips

9.4.4 Tier 3 VRU Routes (Supporting / Local Roads (Grouped))

Table 35: Local Roads (Tier 3)

Origin	Destination	Pedestrian Intensity	Notes
Residential Areas	Grant St / Stoddard St (ex)	High (feeder)	Funnel pedestrians into Tier 1 & 2 corridors
Residential Areas	Schools	Moderate	Child pedestrian activity
Residential Areas	Downtown	Moderate	Neighborhood walk routes
Residential Areas	Fairgrounds	Moderate (seasonal)	Event-related walking

Figure 17: Dexter Trail Plan



10. PRIORITY BY SEVERITY (MOTORIST & VRU CRASH HISTORY BASED)

Tier Definitions

- **Tier 1**: Streets fatal crashes or very serious injuries, recognized high-risk patterns; strongest candidates for safety improvements. VRU adverse
- **Tier 2:** Streets with recurring serious injuries or high-risk operational patterns; strong candidates for corridor-scale safety improvements. VRU adverse
- **Tier 3:** Predominantly residential or mixed-use streets with minor injury or PDO-dominant histories; appropriate for area-wide and systemic treatments. Some VRU adverse areas

Table 36: Priority Major Arterial

Priority Tier	Corridor	Fatal Crashes	Serious Injury Crashes	Injury Crash Characteristics	Overall Severity Risk	SS4A Priority	VRU Crash Observations
Tier 1	**MO 25 (Missouri Route 25)**	✅ Present	✅ High concentration	Angle, left-turn angle, out-of-control, head-on	**Very High**	**Highest**	**Serious Injuries**
Tier 1	**Business 60**	✅ Present	✅ High concentration	Rear-end, angle, left-turn conflicts, multi-lane exposures	**Very High**	**Highest**	**Serious Injuries**
Tier 1	**One Mile Road**	✅ Present	✅ High concentration	Turning, rear-end, out-of-control, speed-related conflicts	**High**	**Highest**	**Serious Injuries**

Based on crash severity analysis, including the occurrence of fatal and serious injury crashes, the City has identified Missouri Route 25, Business U.S. 60, and One Mile Road as its highest-priority safety corridors. Each corridor has experienced fatal crashes and a concentration of severe injuries associated with speed, turning conflicts, and loss-of-control conditions, aligning them with Safe System–based interventions under the SS4A program.

Table 37: Priority Urban Collector

Priority Tier	Corridor	Fatal Crashes	Serious Injury Crashes	Injury Crash Characteristics	Overall Severity Risk	SS4A Priority	VRU Crash Observations
Tier 1	**Arvin Road**	✅ Present	✅ Present	Angle, out-of-control, speed-related crashes, Fatal VRU	**High**	**Highest**	**Fatal**
Tier 1	**Catalpa St**	✅ Present	✅ High concentration	Turning, crossing, downtown pedestrian exposure	**High**	**Highest**	**N/A**
Tier 1	**Main Street**	❌ None	✅ High concentration	Turning conflicts, rear-end near signals, pedestrian exposure	**High**	**Highest**	**Minor Injury**
Tier 1	**Stoddard Street**	✅ Present	✅ High concentration	Intersection and crossing conflicts, speed transitions	**High**	**Highest**	**Fatal**
Tier 1	**Market Street**	❌ None	✅ Present	Downtown turning and rear-end crashes	**High**	**Highest**	**Minor Injury**
Tier 1	**Grant Street**	✅ Present	✅ Present	Fatal VRU, neighborhood connector, major school route	**Highest**	**Highest**	**Fatal**

Urban collector streets were evaluated based on crash severity, functional role, and exposure to turning, crossing, and speed-related conflicts. One Mile Road and Arvin Road were elevated to Tier 1 due to the presence of fatal crashes, while Walnut Street, Main Street, Stoddard Street, Market Street, and Grant Street show recurring serious injury crashes within active downtown and neighborhood contexts.

Table 38: High Tier Local Streets

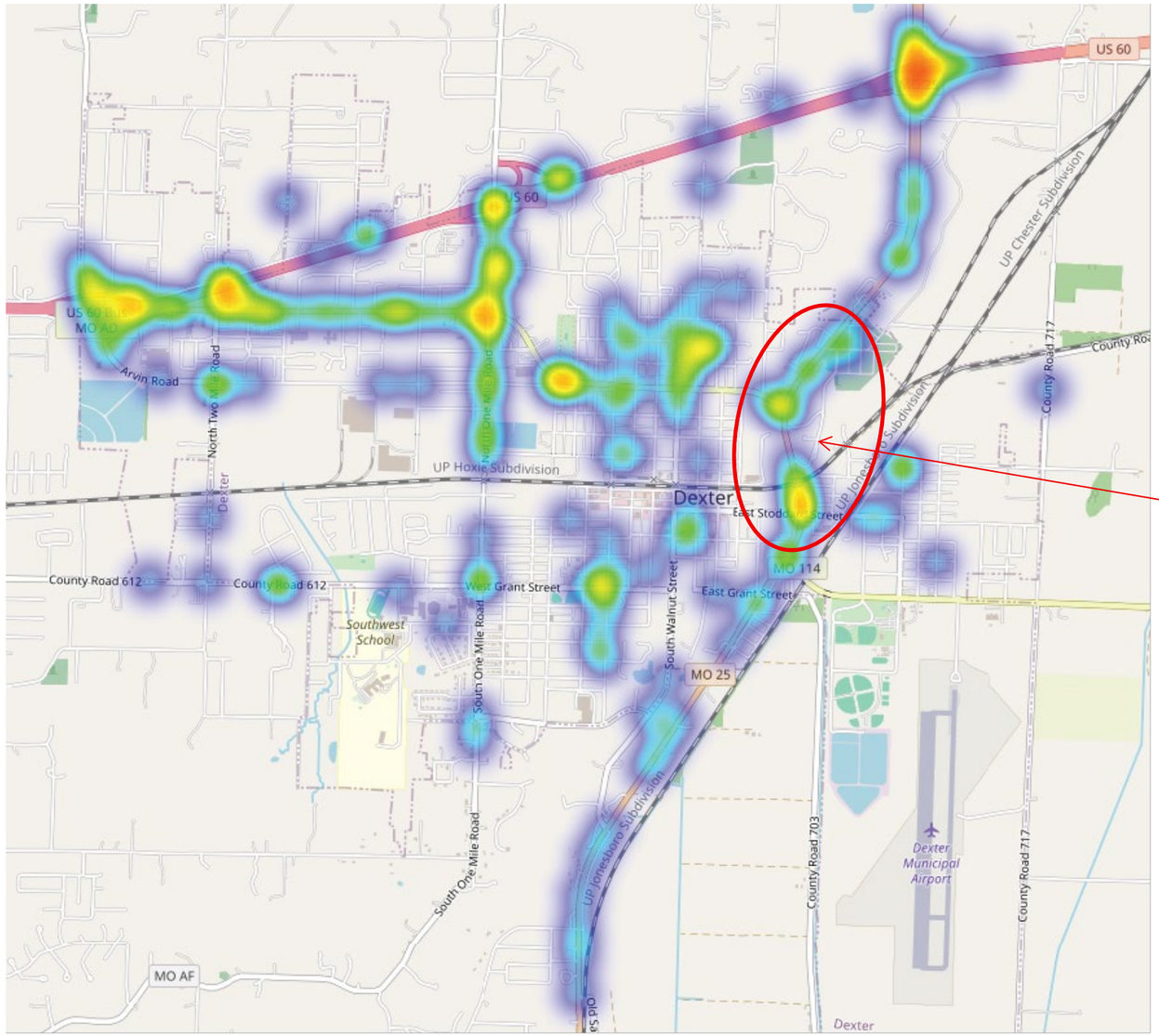
Priority Tier	Corridor	Functional Role	Observable Characteristics	Overall Severity Risk	SS4A Priority
Tier 2	Locust Street	Parallel north–south spine	Turning conflicts, access density	**Moderate–High**	**High**
Tier 2	Elm Street	North–south collector	Rear-end and crossing movements	**Moderate–High**	**High**
Tier 2	Poplar Street	Collector	Frequent access points	**Moderate–High**	**High**
Tier 2	Mulberry Street	Collector	Speed variability	**Moderate–High**	**High**
Tier 2	Catalpa Street	Collector	Crossing and driveway conflicts	**Moderate–High**	**High**
Tier 2	Castor Street	East–west connector	Turning and queue conflicts	**Moderate–High**	**High**
Tier 2	St. Francois Street	East–west collector	Serious injury exposure	**Moderate–High**	**High**
Tier 2	Broadway Street	Downtown access	Pedestrian exposure	**Moderate–High**	**High**
Tier 2	Cooper Street	Collector	Conflict density	**Moderate–High**	**High**
Tier 2	Central Drive	Collector	Speed transitions, access	**Moderate–High**	**High**
Tier 2	Boucher Street	Collector	Intersection friction	**Moderate–High**	**High**

Table 39: Medium/Low Tier Local Streets

Priority Tier	Corridor	Functional Role	Observable Characteristics	Overall Severity Risk	SS4A Priority
Tier 3	Adams Drive	Residential collector	Rear-end / backing	Moderate	Low
Tier 3	Albert Street	Local street	Low-severity turning	Moderate	Low
Tier 3	Alice Street	Residential	PDO	Moderate	Low
Tier 3	Anna Drive	Local street	Low-speed conflicts	Moderate	Low
Tier 3	Arrowhead Drive / Lane	Residential collector	Lane-change incidents	Moderate	Low
Tier 3	Bailiff Drive	Commercial access	Parking-related	Moderate	Low
Tier 3	Bain Street / Circle	Neighborhood connector	Low-severity rear-end	Moderate	Low
Tier 3	Bay Hills Drive / Circle	Residential	PDO	Moderate	Low
Tier 3	Breezeway Drive	Collector	Access friction	Moderate	Low
Tier 3	Briarcliff Drive	Residential	Curve / speed	Moderate	Low
Tier 3	Briarwood Lane	Residential	Isolated crashes	Moderate	Low
Tier 3	Brown Pilot Lane / Street	Residential	Minor injury	Moderate	Medium
Tier 3	Buckskin Lane	Residential	PDO	Moderate	Low
Tier 3	Cabin Lane	Residential	Low volume	Moderate	Low
Tier 3	Carrie Street	Local	Minor injury	Moderate	Medium
Tier 3	Cedar Lane / Cedar Hills Drive	Residential collector	Speed variability	Moderate	Low
Tier 3	Cemetery Drive / Road	Peripheral collector	Out-of-control	Moderate	Medium
Tier 3	Circle Drive / Hills Drive	Residential	Low speed	Moderate	Low
Tier 3	Colonial Lane / Ridge	Residential	PDO	Moderate	Low
Tier 3	Condor Drive / Street	Residential	Minor injury	Moderate	Medium
Tier 3	Country Drive / Lane	Residential	PDO	Moderate	Low
Tier 3	Corporate Drive	Commercial	Parking and backing	Moderate	Low

11. SAFETY SOLUTIONS FOR VEHICLE BASED CRASHES

Figure 18: High Severity Network MO 25 & BUS 60

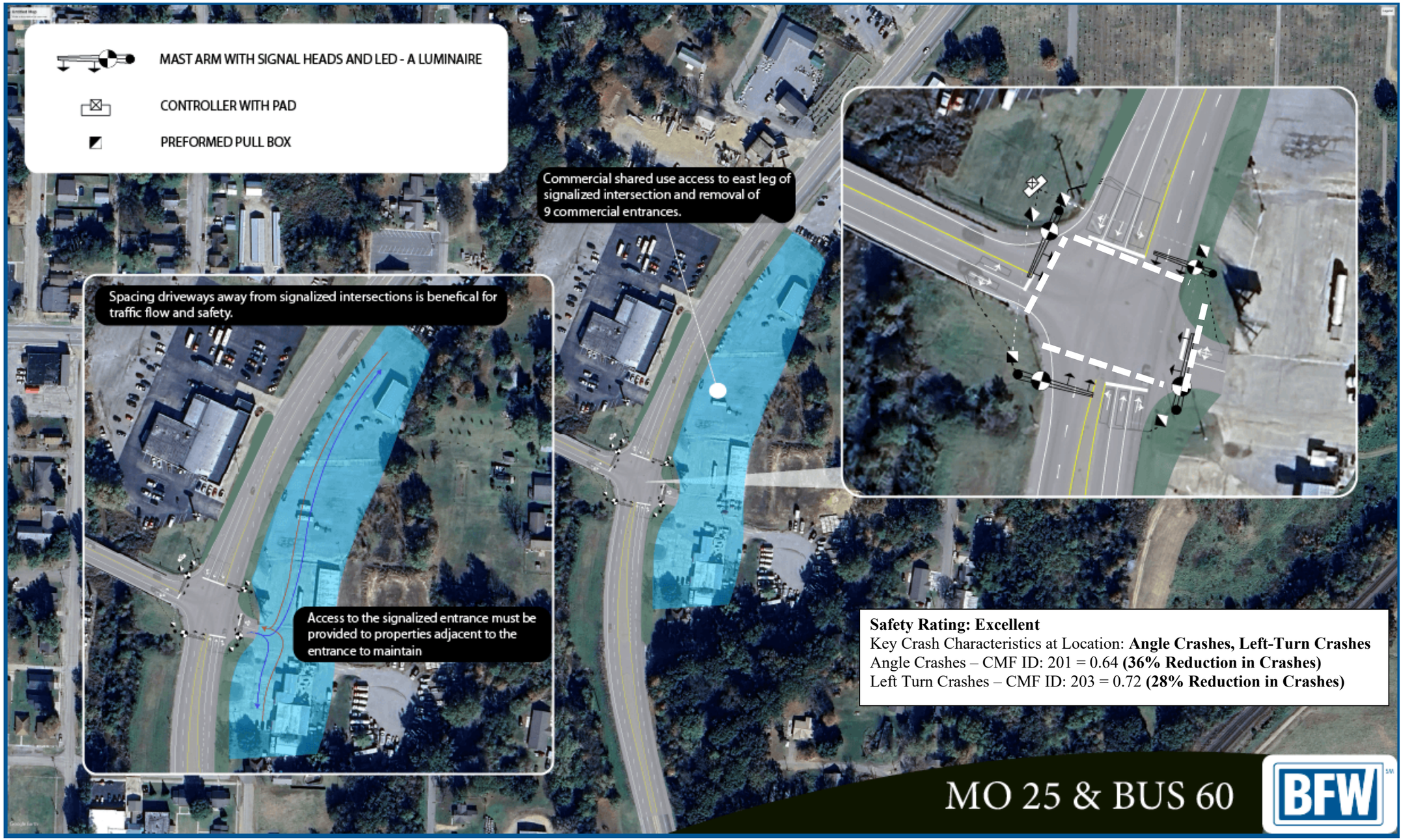


11.1.1 Project ID: ED_MO25_A1 (A1.1 – A1.3)

Figure 19: Improvement Option MO 25 / BUS 60

11.1.2 ED_MO25_A1 – Traffic Signal MO 25 & BUS US 60

Figure 20: Improvement Option MO 25 / BUS 60 Intersection



Dexter SS4A

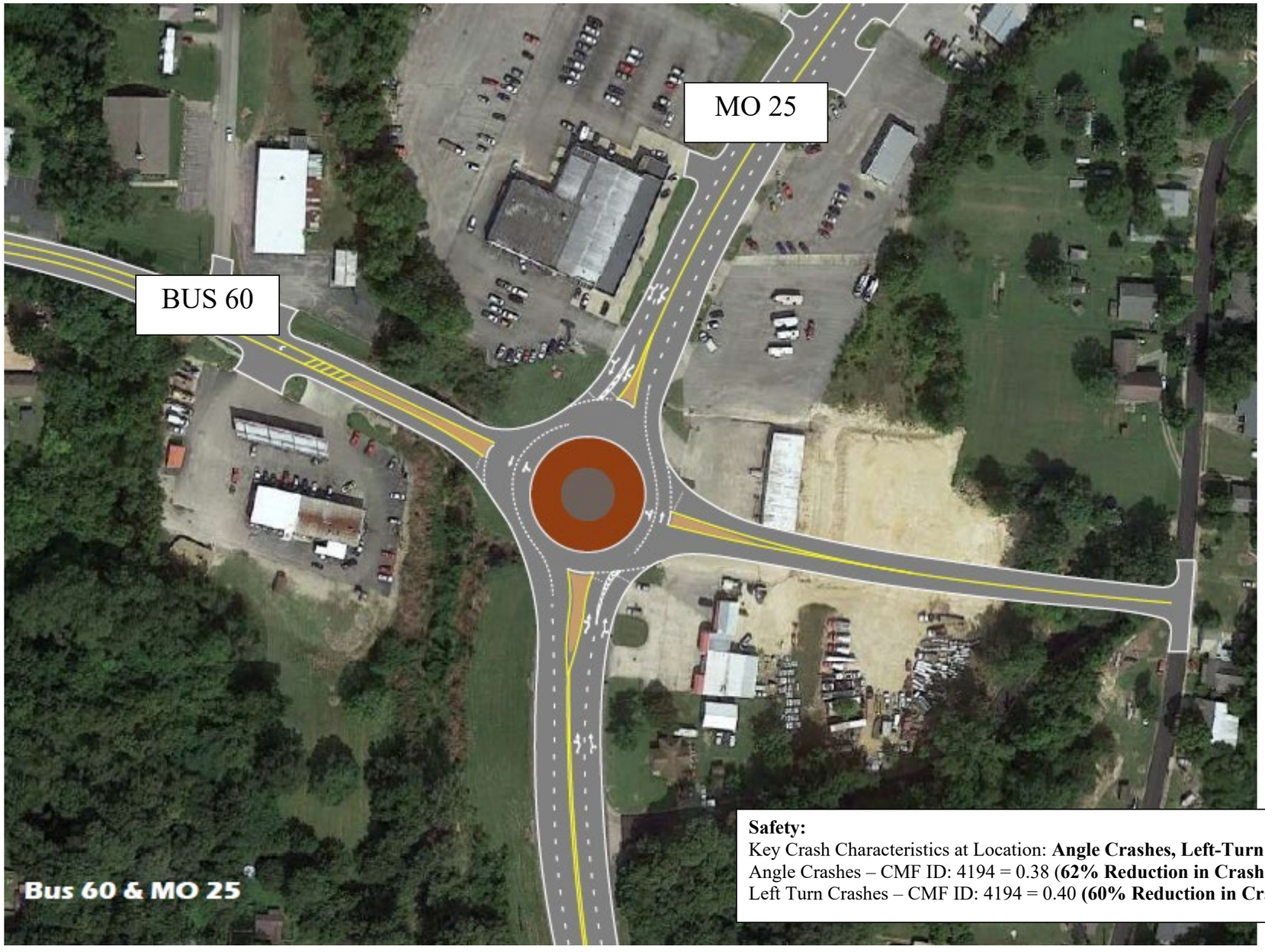
11.1.3 ED_MO25_A2 Single Lane Roundabout

Figure 21: Improvement Option MO 25 / Bus 60

Safety:
Key Crash Characteristics at Location: **Angle Crashes, Left-Turn Crashes**
Angle Crashes – CMF ID: 207 = 0.25 (**75% Reduction in Crashes**)
Left Turn Crashes – CMF ID: 203 = 0.30 **(70% Reduction in Crashes)**

11.1.4 ED_MO25_A3 Multilane Roundabout

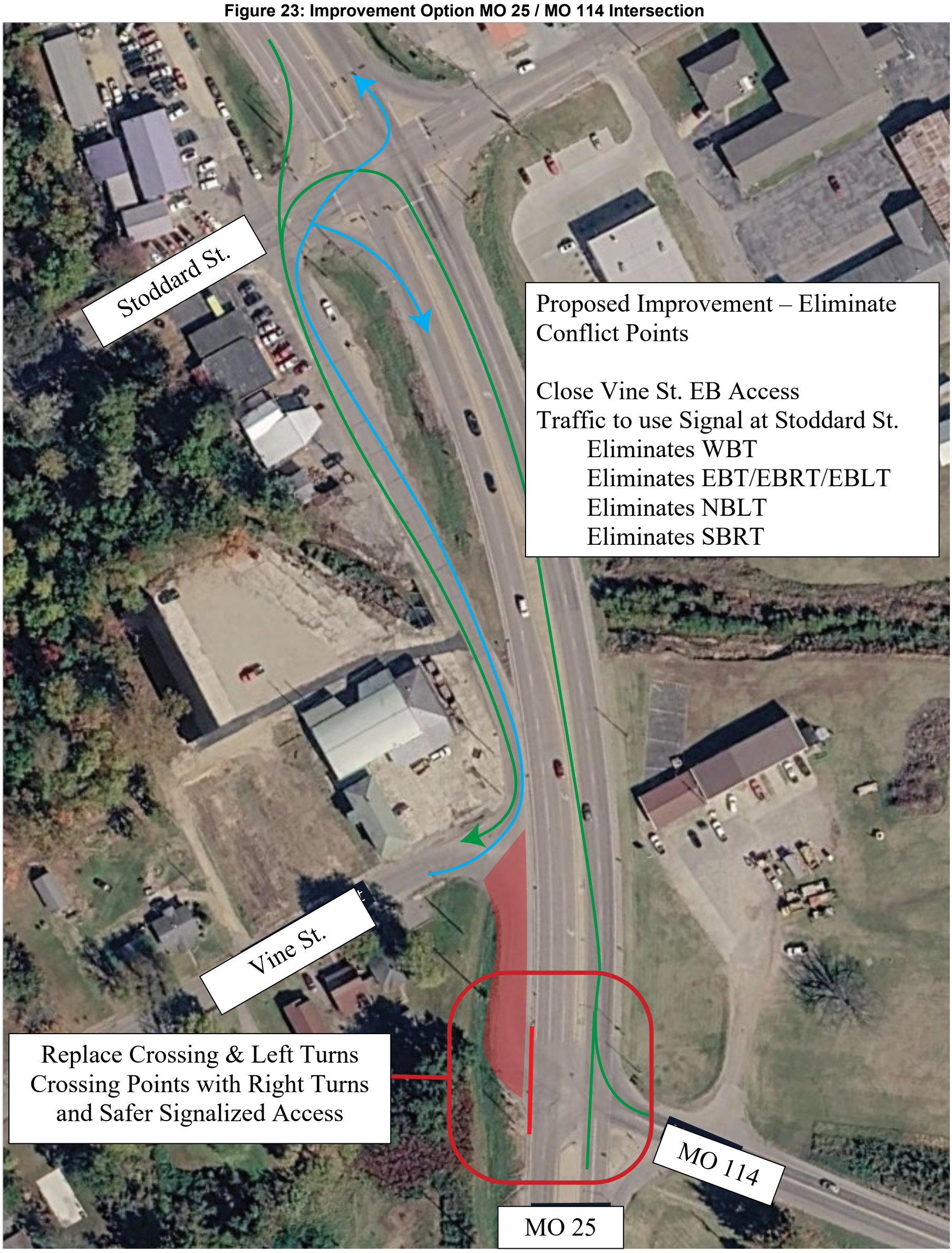
Figure 22: Improvement Option MO 25 / BUS 60 Intersection



Safety:
Key Crash Characteristics at Location: **Angle Crashes, Left-Turn Crashes**
Angle Crashes – CMF ID: 4194 = 0.38 (**62% Reduction in Crashes**)
Left Turn Crashes – CMF ID: 4194 = 0.40 **(60% Reduction in Crashes)**

11.1.5 MO 25 & MO 114 – Solution ID ED_MO25_A4

Figure 23: Improvement Option MO 25 / MO 114 Intersection



Safety:
Key Crash Characteristics at Location: **Angle Crashes**
Angle Crashes – CMF 549 = 0.32 **(68% Reduction)**

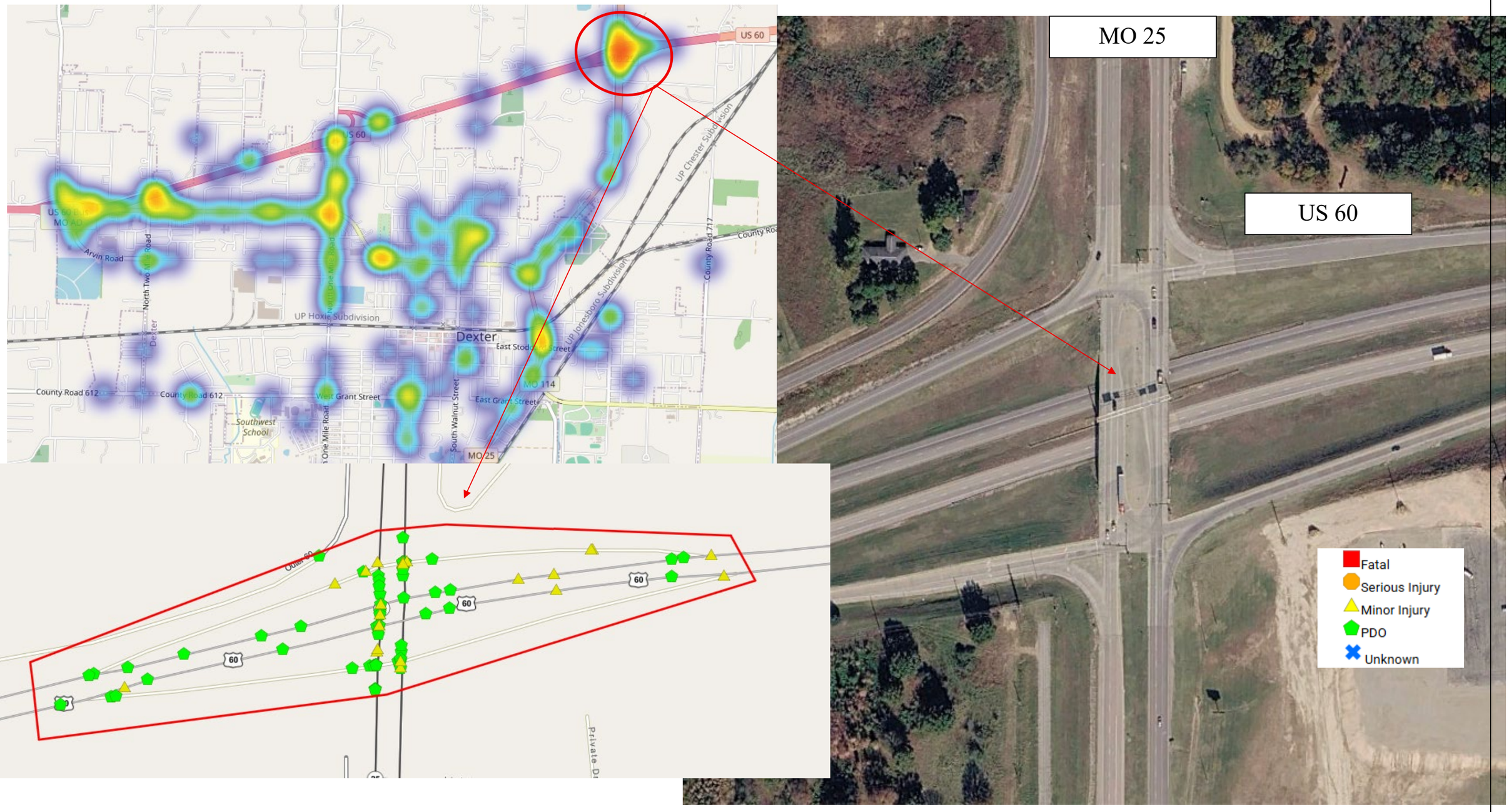
11.1.6 MO 25 Access Control Solution – Project ID: ED_MO25_A5

Figure 24: Improvement Option MO 25 (East Dexter)

Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 5452 Access Control = 0.76 **(24% Reduction in Crashes)**

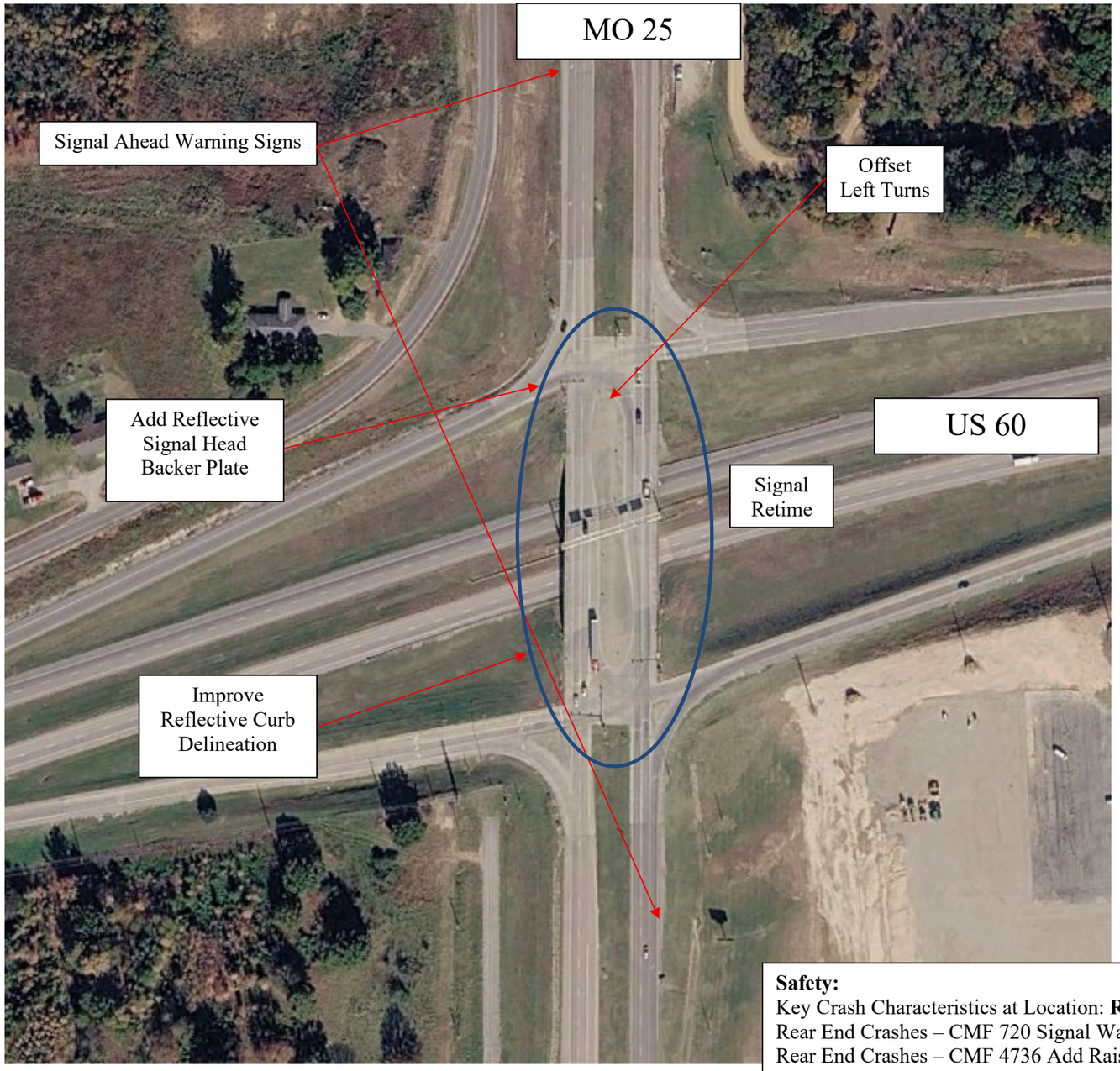
11.2 MO 25 & BUS 60

Figure 25: High Severity Network and MO 25 / US 60 Aerial



11.2.1 MO 25 / BUS 60 Signal Improvements - – Project ID: ED_MO25_A6

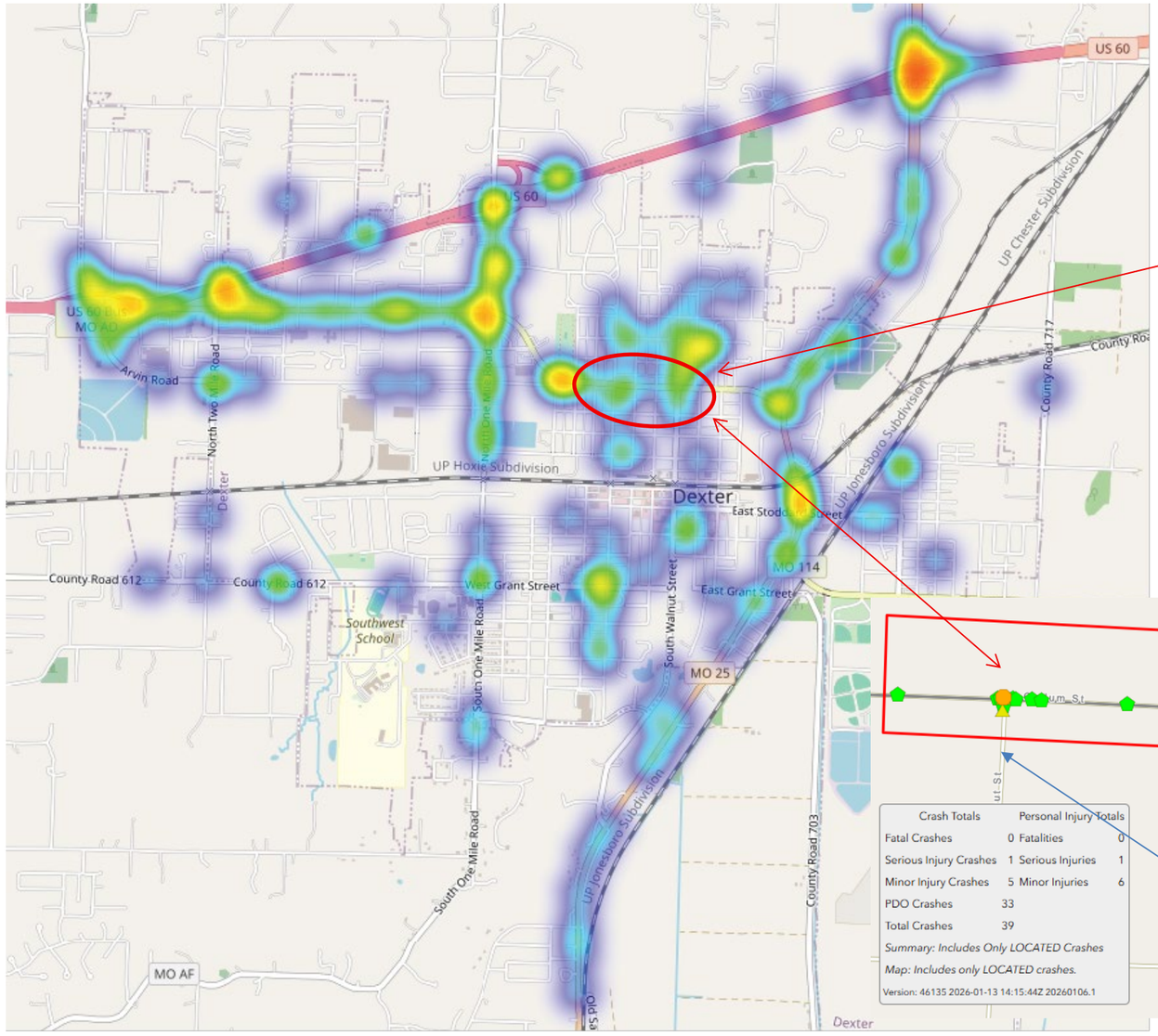
Figure 26: Improvement Option MO 25 / US 60 Interchange

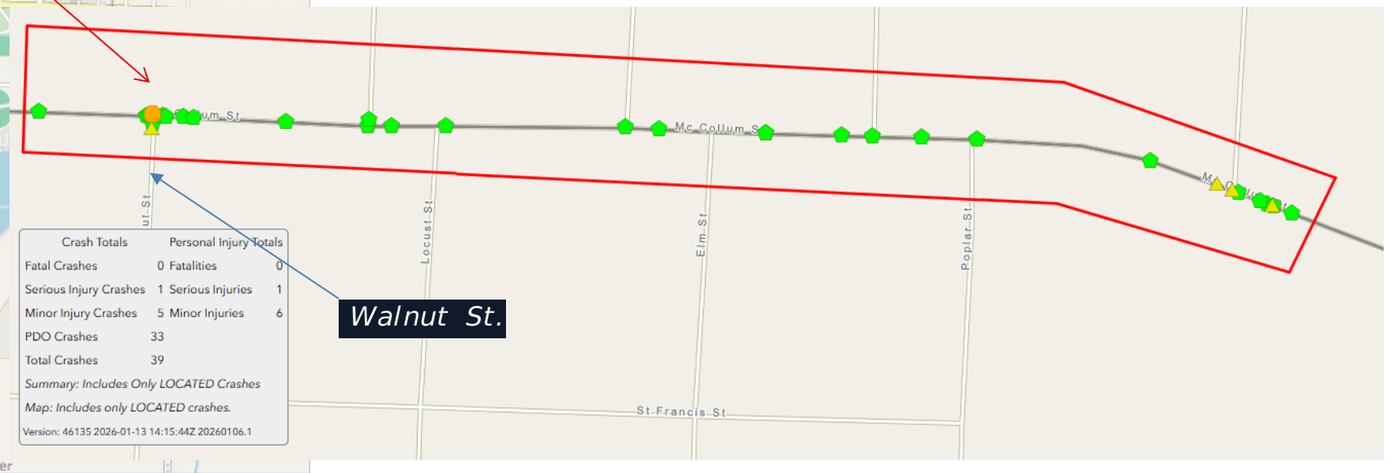


Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 720 Signal Warning Signs = 0.78 **(22% Reduction in Crashes)**
Rear End Crashes – CMF 4736 Add Raised Pavement Markers = 0.83 (**17% Reduction in Crashes)**
Rear End Crashes – CMF 721 Signal Retime = 0.85 (**15% Reduction in Crashes)**

11.3 BUS 60 EAST DEXTER

Figure 27: High Severity Network and BUS 60 Aerial





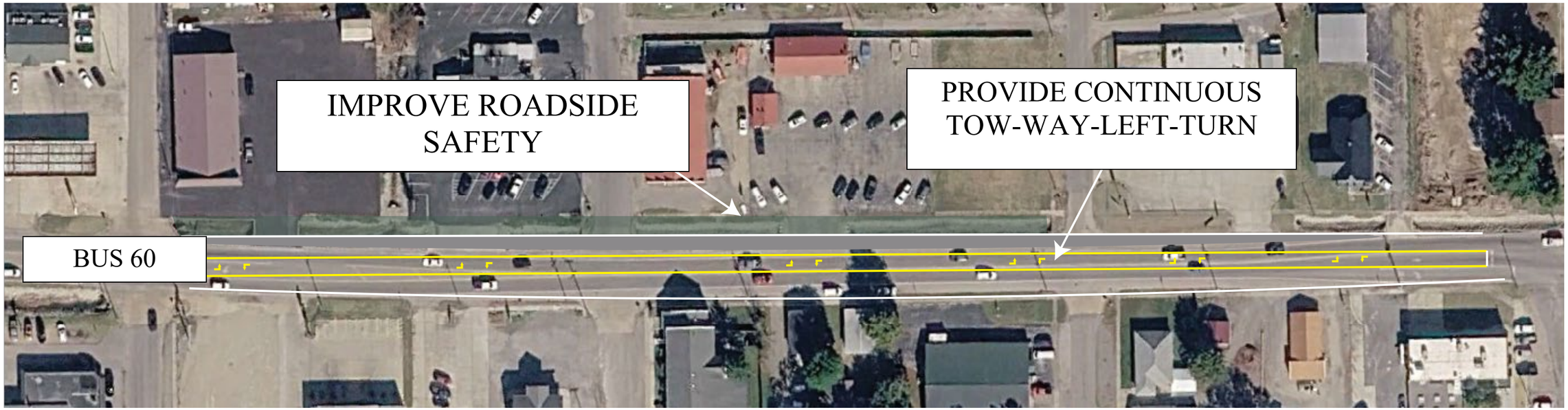
11.3.1 BUS 60 Access Control Improvement – Project ID: CD_BUS60_A1

Figure 28: Improvement Option BUS 60 (East Dexter)

Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 5452 Access Control = 0.76 **(24% Reduction in Crashes)**

11.3.1 BUS 60 Close Sewer Widen for TWLTL – Project ID: CD_BUS60_A2

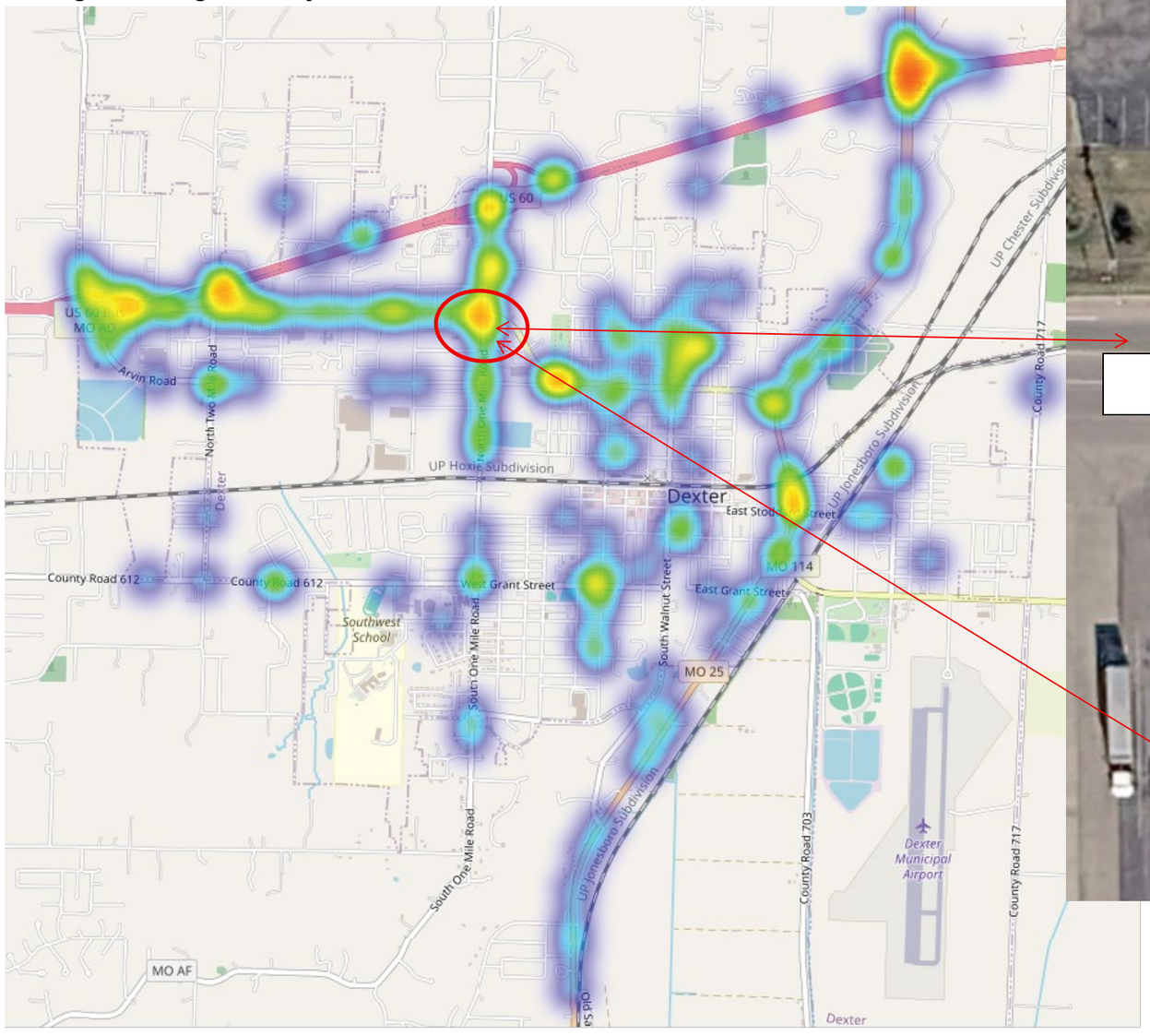
Figure 29: Improvement Option BUS 60 (East Dexter)

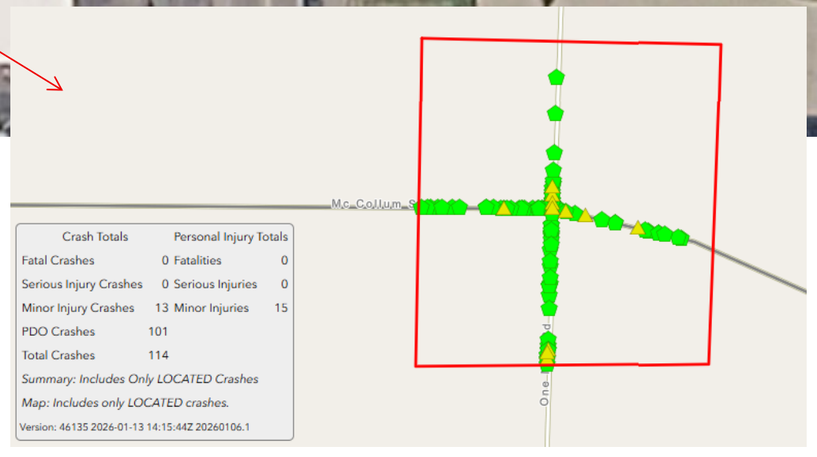


Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 179 Add TWLTL = 0.80 **(20% Reduction in Crashes)**

11.4 BUS 60 & MO 25 INTERSECTION

Figure 30: High Severity Network and BUS 60 / One Mile Road Intersection





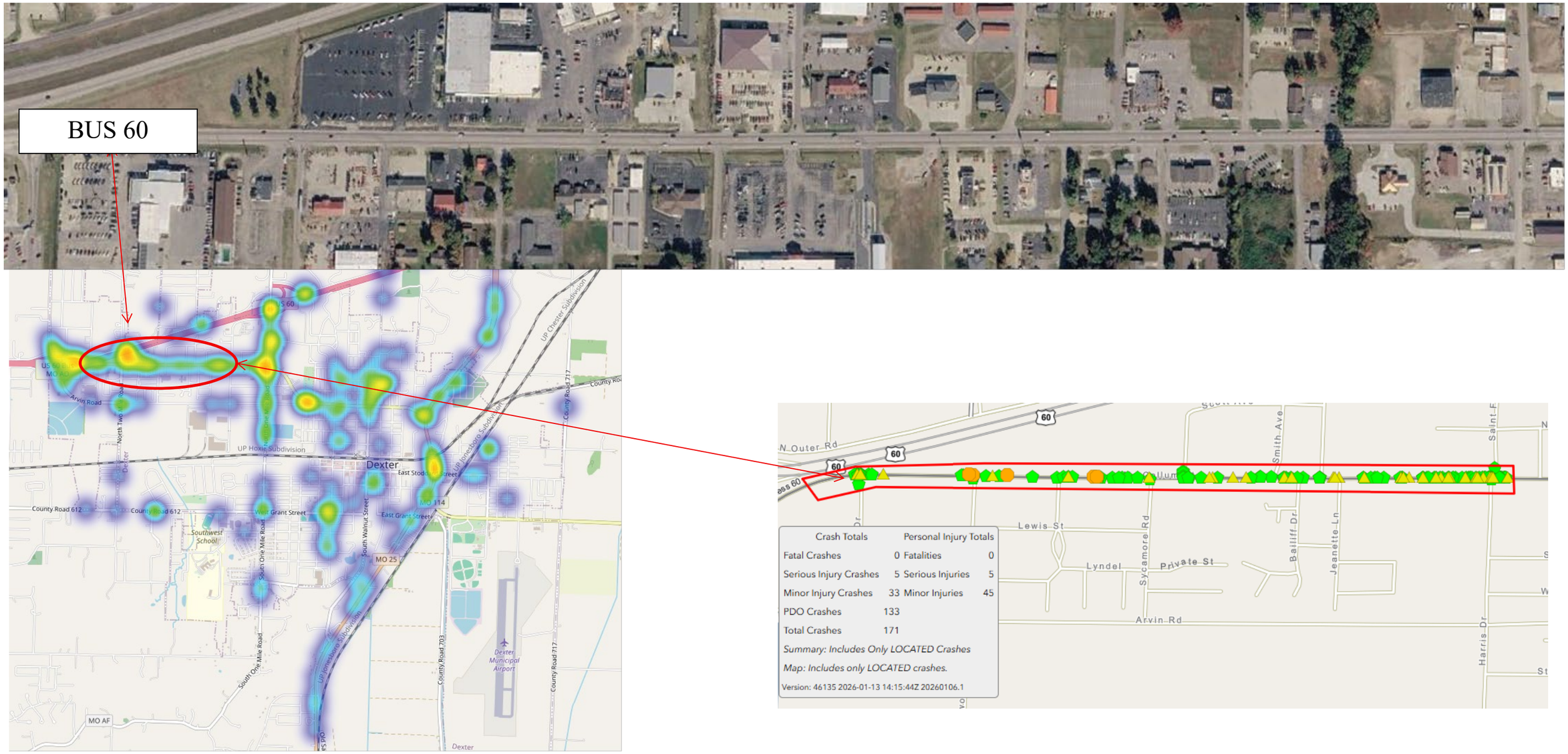
11.4.1 BUS 60 & MO 25 Intersection – Project ID: CD_Bus60/MO25_A3

Figure 31: Improvement Option BUS 60 / One Mile Road Intersection

Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 720 Signal Warning Signs = 0.78 **(22% Reduction in Crashes)**
Rear End Crashes – CMF 4736 Add Raised Pavement Markers = 0.83 (**17% Reduction in Crashes)**
Rear End Crashes – CMF 721 Signal Retime = 0.85 (**15% Reduction in Crashes)**

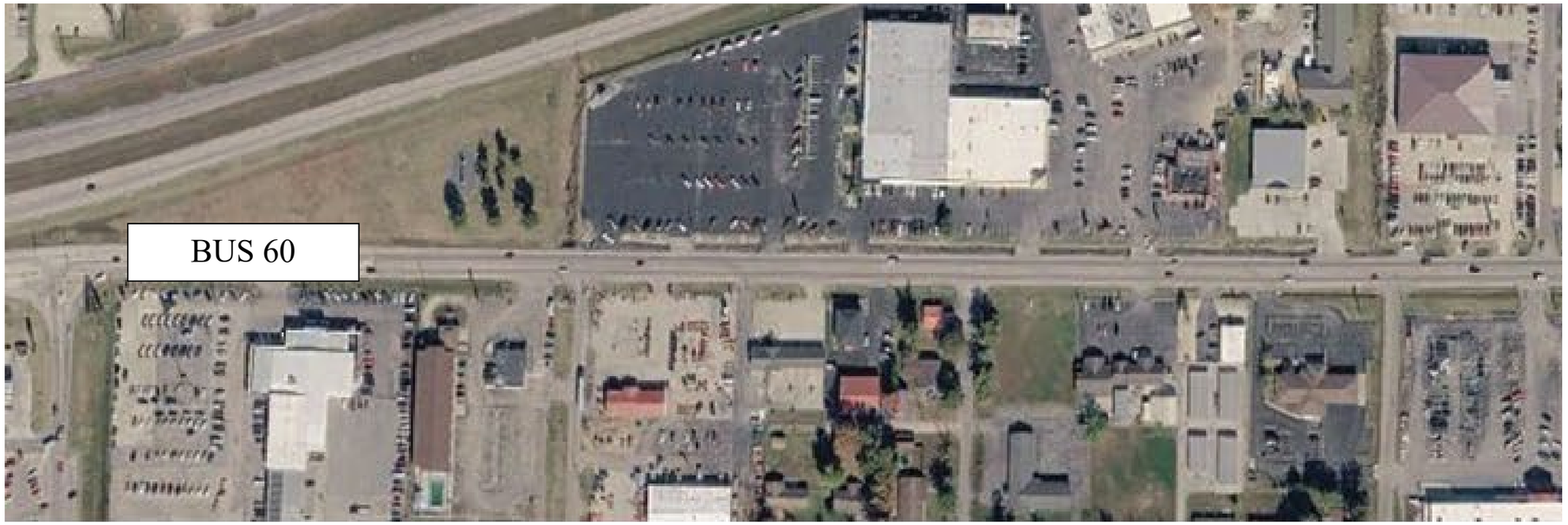
11.5 BUS 60 WEST DEXTER

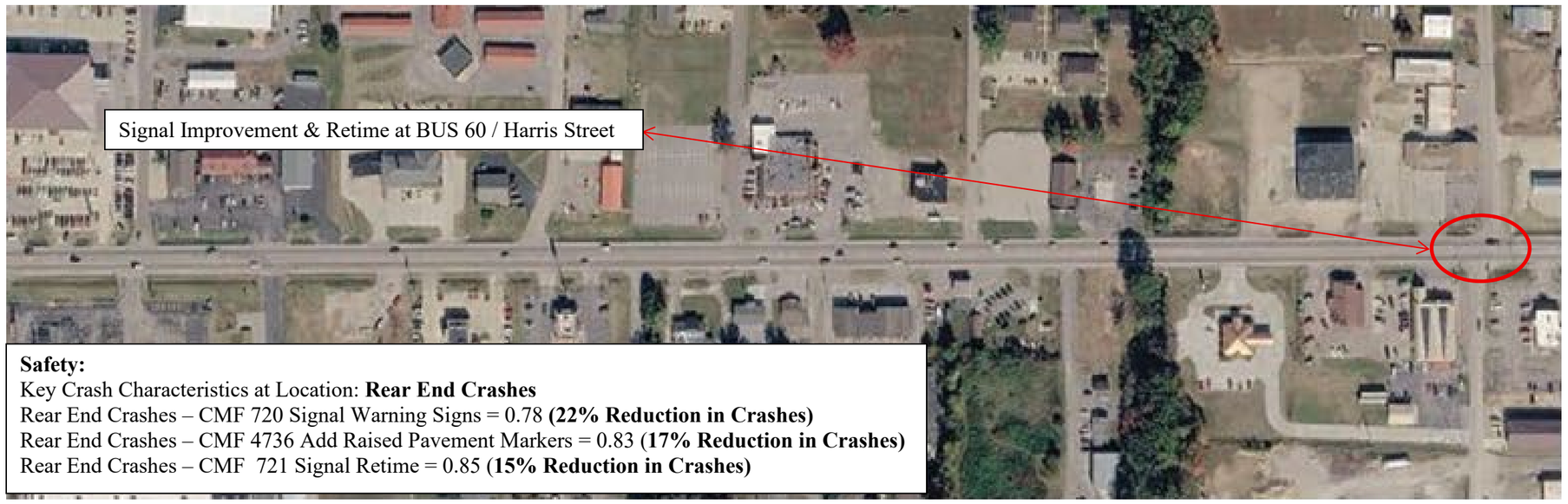
Figure 32: High Severity Network & BUS 60 Aerial



11.5.1 Signal Improvements Project ID: WD_BUS60_A4

Figure 33: Improvement Option BUS 60 (West Dexter)





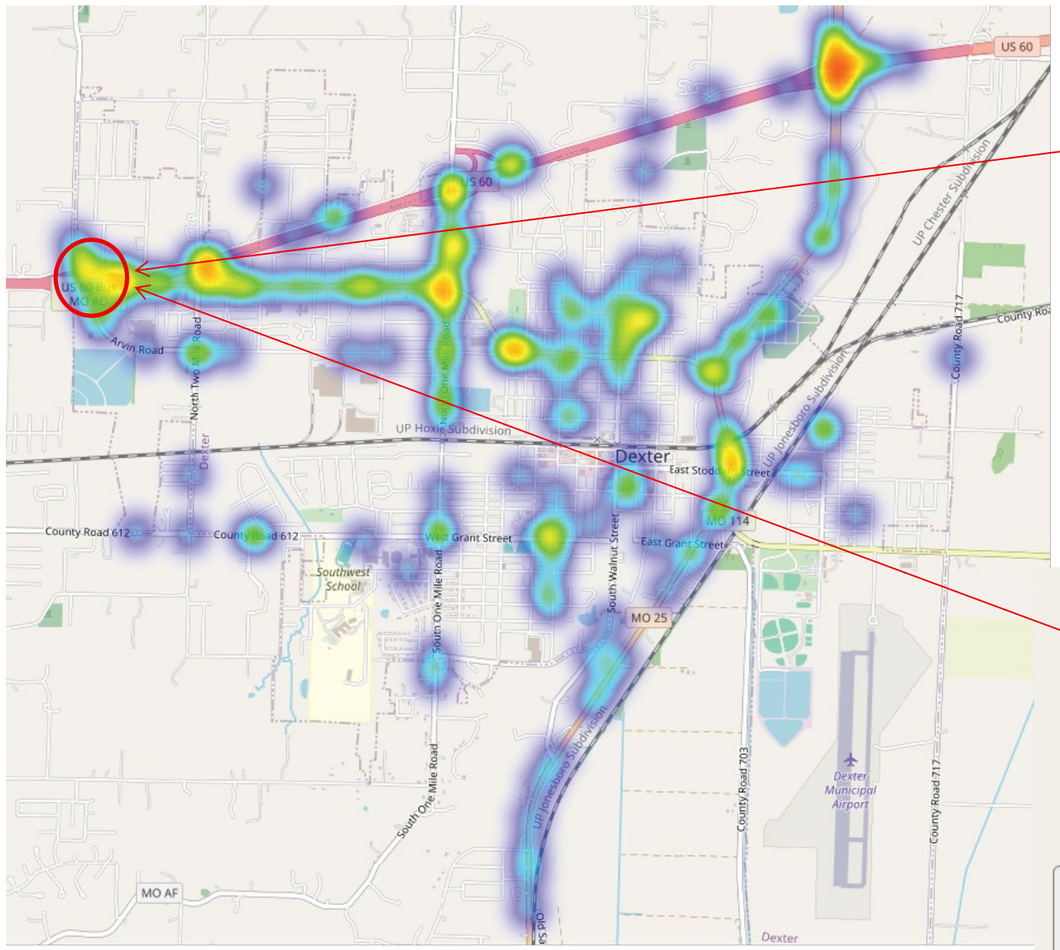
Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 720 Signal Warning Signs = 0.78 **(22% Reduction in Crashes)**
Rear End Crashes – CMF 4736 Add Raised Pavement Markers = 0.83 (**17% Reduction in Crashes)**
Rear End Crashes – CMF 721 Signal Retime = 0.85 (**15% Reduction in Crashes)**

11.5.2 Access Management - Project ID: WD_BUS60_A5

Figure 34: Improvement Option BUS 60 (West Dexter)

11.6 BUS 60 AT ARVIN RD.

Figure 35: High Severity Network & BUS 60/Arvin Rd. High Severity Location



Crash Totals		Personal Injury Totals	
Fatal Crashes	0	Fatalities	0
Serious Injury Crashes	0	Serious Injuries	0
Minor Injury Crashes	11	Minor Injuries	15
PDO Crashes	34		
Total Crashes	45		

Summary: Includes Only LOCATED Crashes

Map: Includes only LOCATED crashes.

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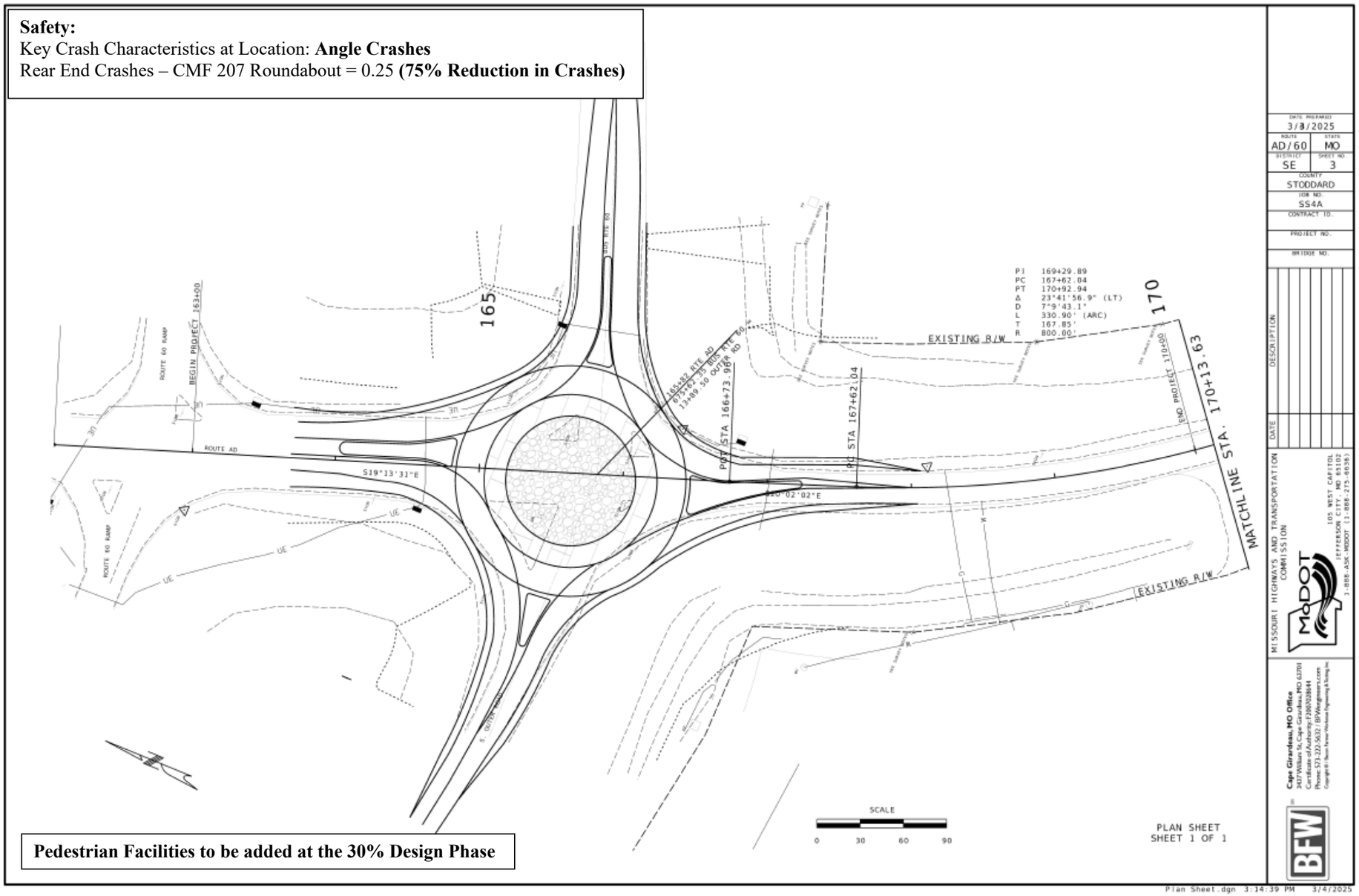
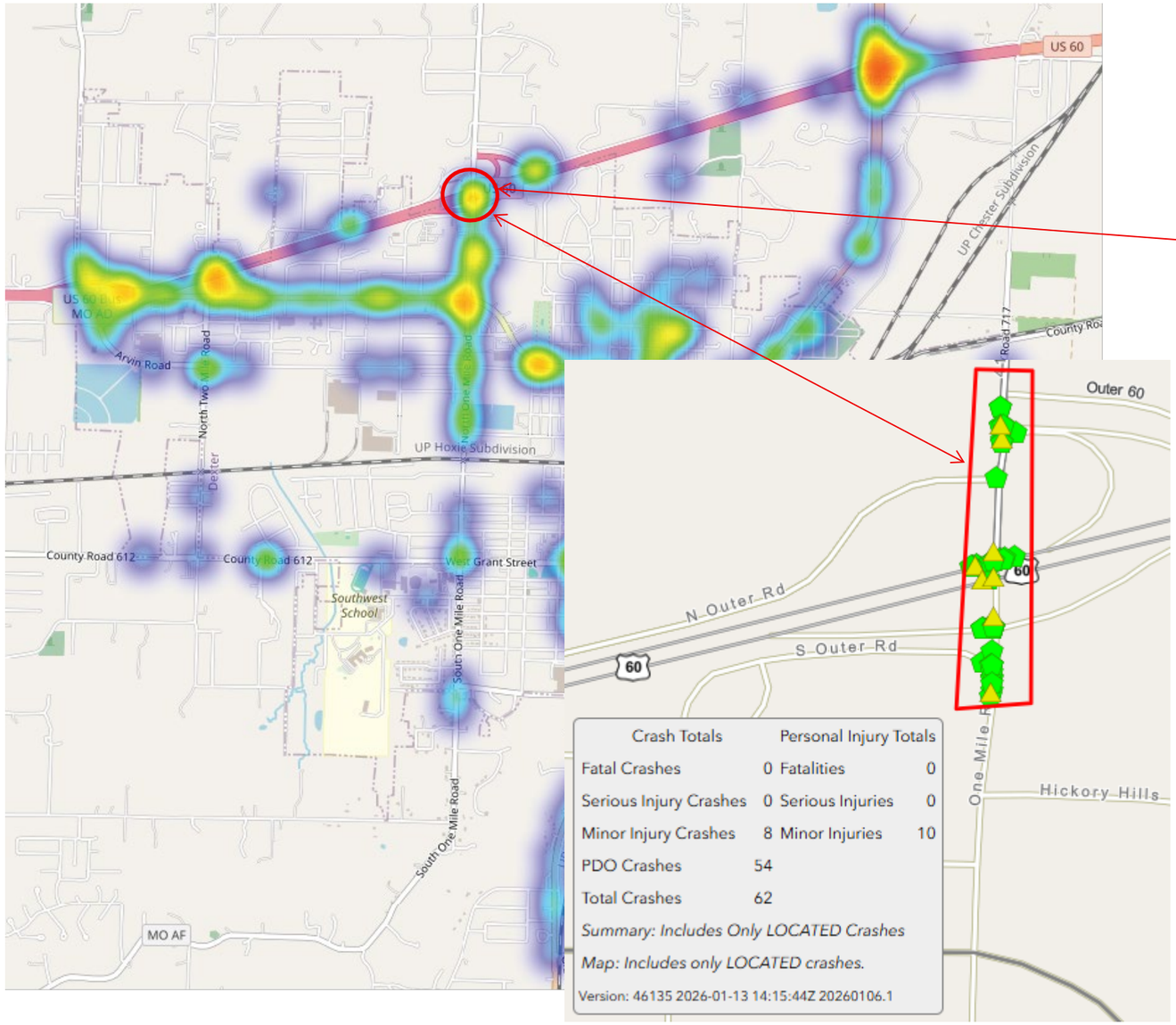
11.6.1 Project ID: WD_BUS60/Arvin.A6

Figure 36: Roundabout BUS 60 / Arvin Road



11.7 ONE MILE ROAD

Figure 37: High Severity Network & Aerial One Mile Road (North Dexter)



US 60 WB Ramp

N Outer Rd.

One Mile Road

Data Collection showed 1.7 vehicles per day driving The wrong way down the US 60 EB Off Ramp

US 60 EB Off Ramp

US 60 EB On Ramp

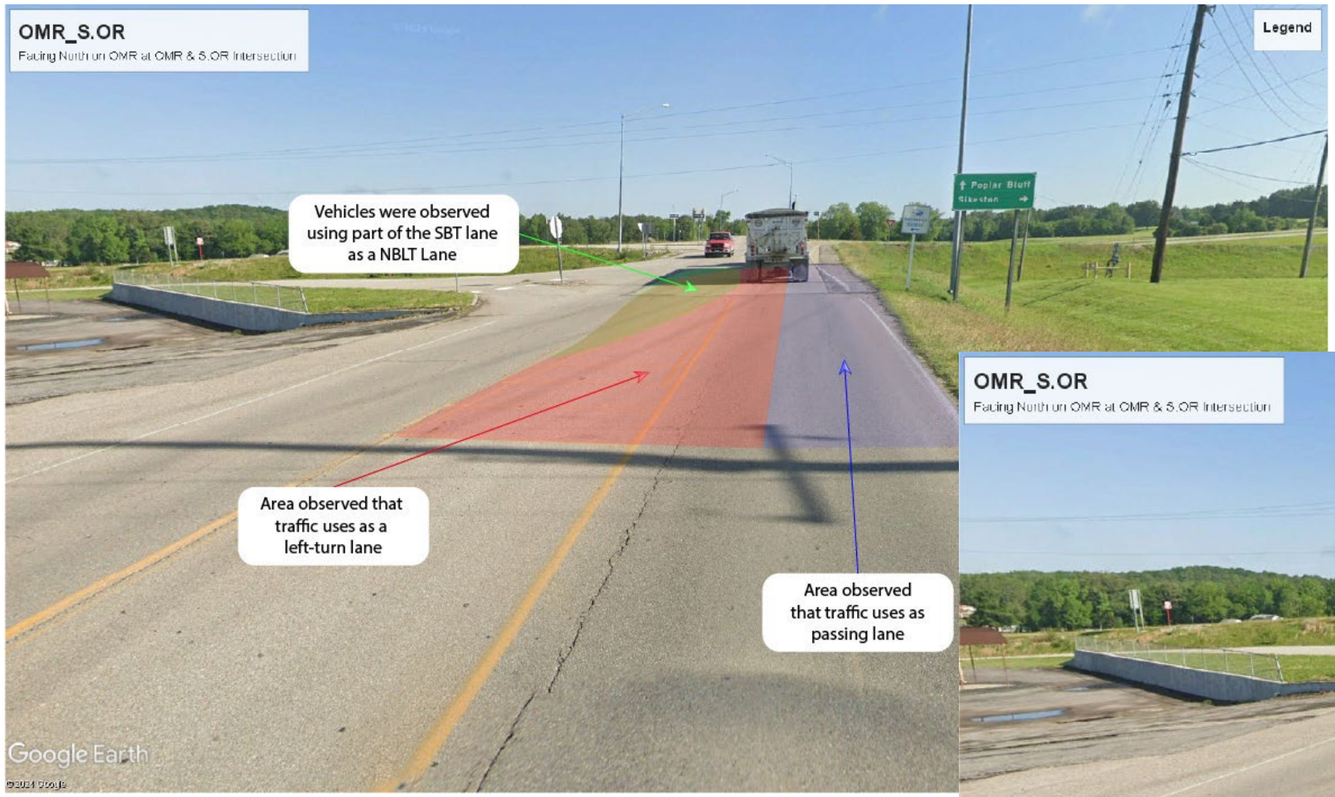
S Outer Road

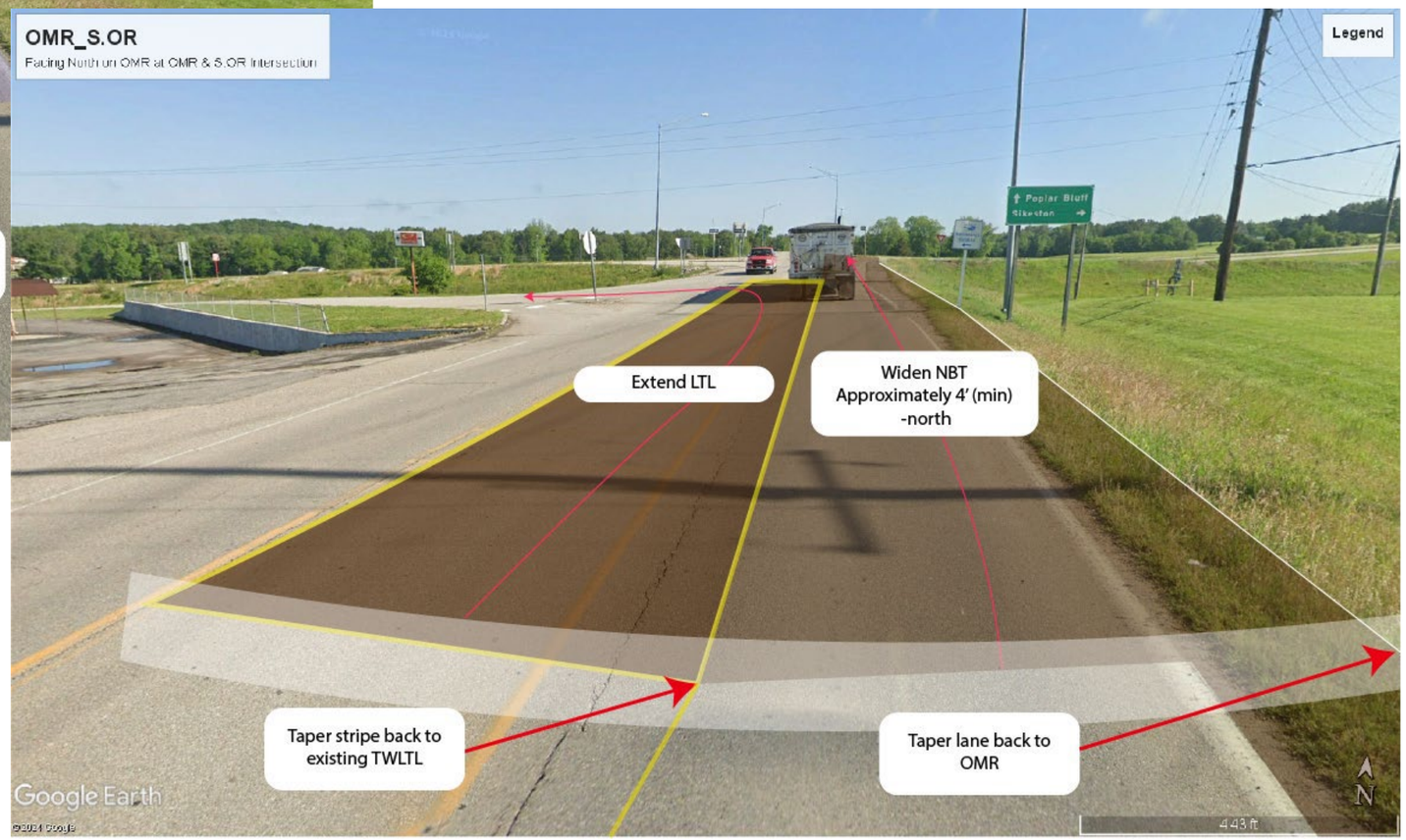
11.7.1 Near Misses

Figure 38: Near Miss Footage One Mile Road / US 60 Interchange

11.8 PROJECT ID: ND_OMR_A1

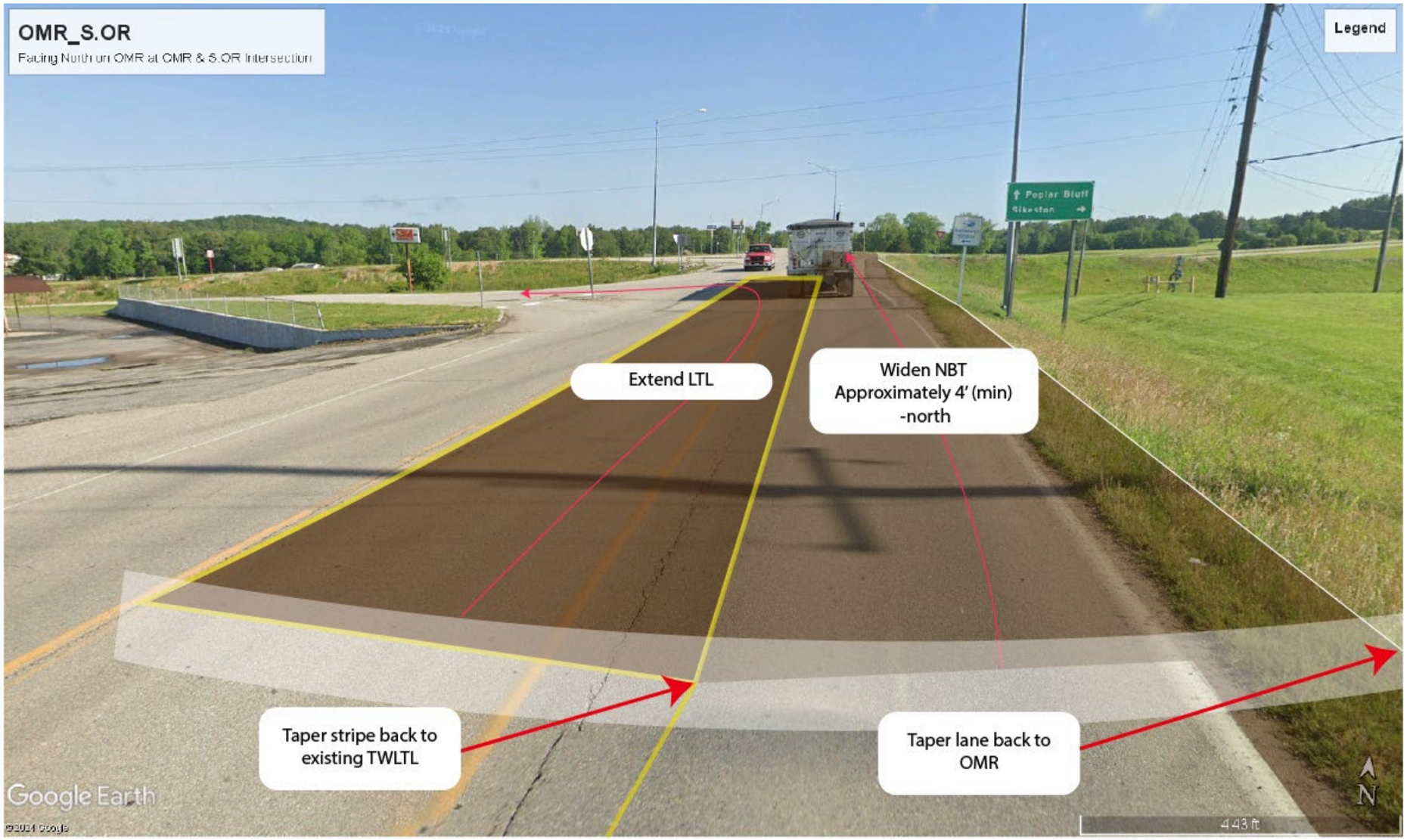
Figure 39: Background Information One Mile Road (North Dexter)





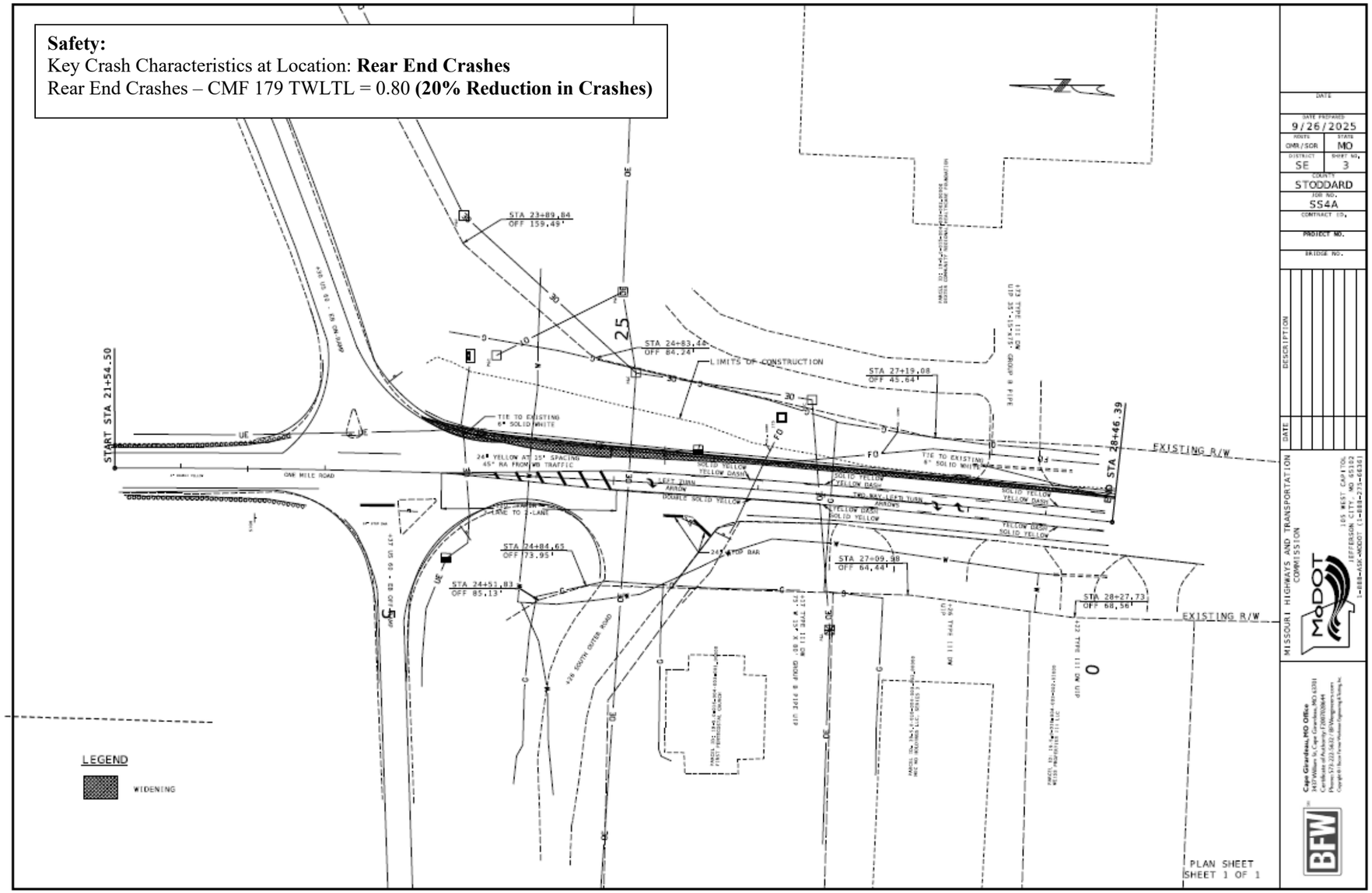
11.9 PROJECT ID: ND_OMR_A1 CONTINUED

Figure 40: Background Data for One Mile Road (North Dexter)



11.9.1 Project ID: ND_OMR_A1 Continued

Figure 41: TWLTL Correction (North Dexter)

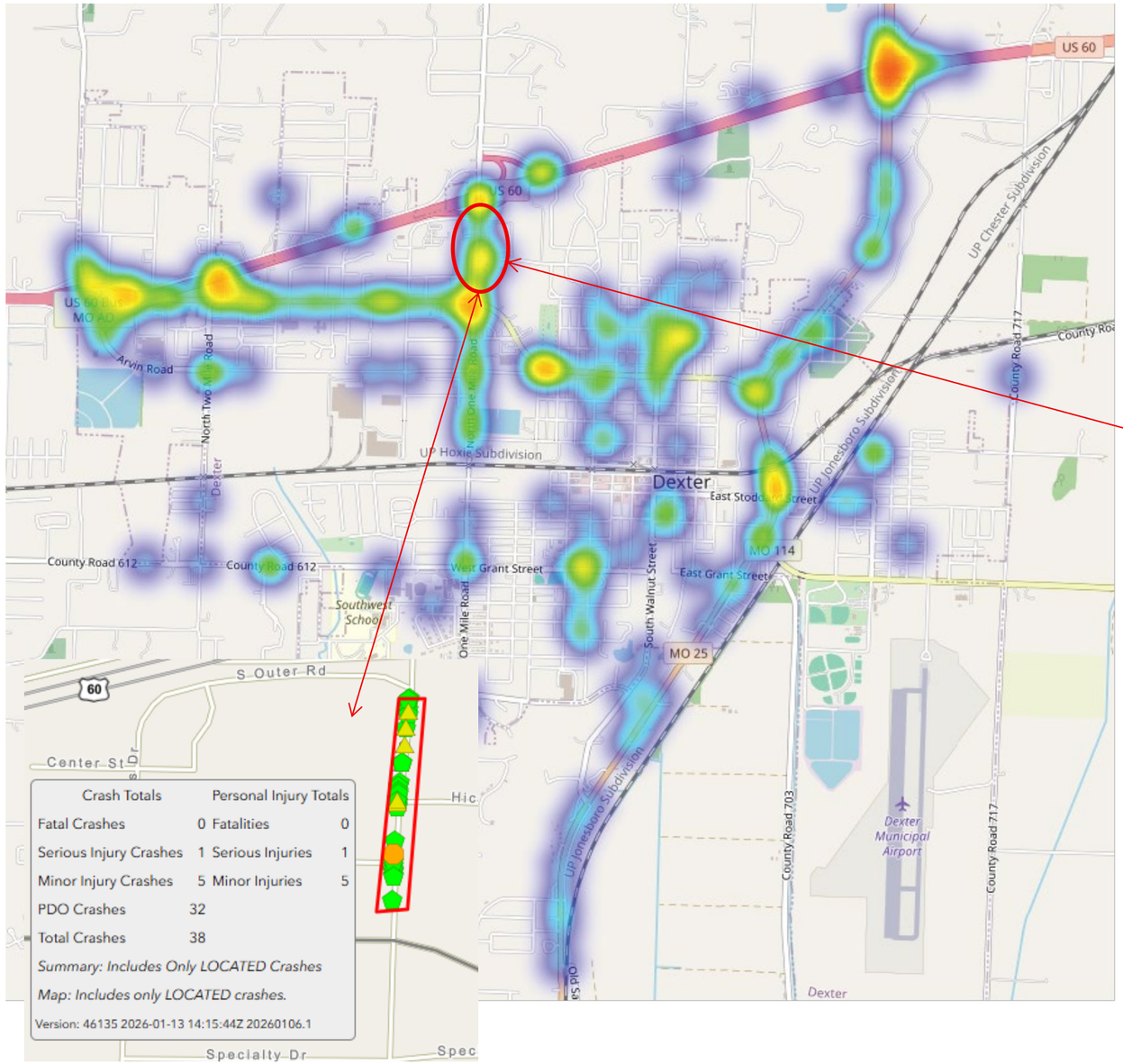


11.10 PROJECT ID: ND_OMR_A2

Figure 42: One Mile Road / S. Outer Rd. Roundabout

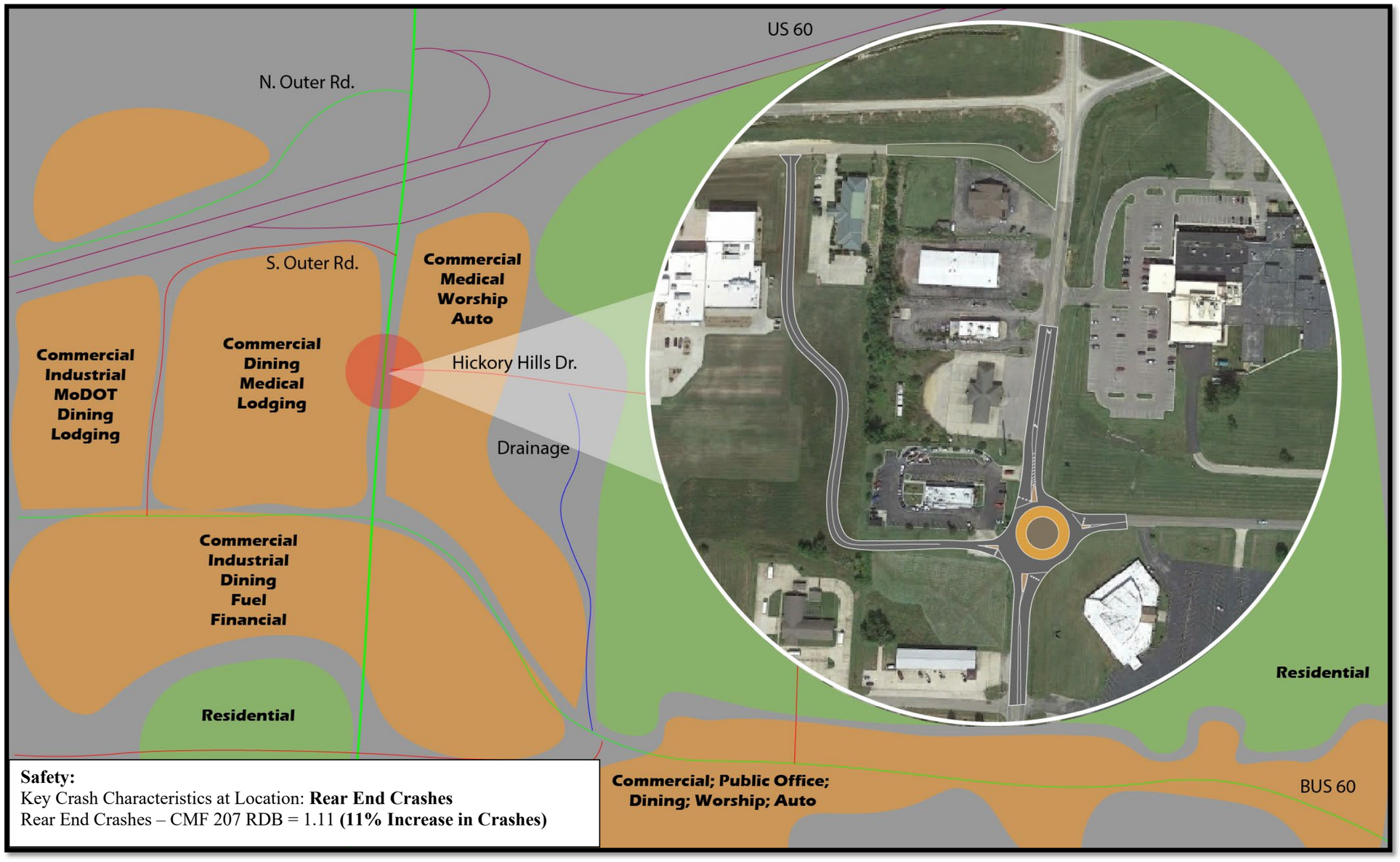
11.11 ONE MILE ROAD NORTH DEXTER

Figure 43: High Severity Network & Aerial One Mile Road (North Dexter)



11.11.1 Project ID: ND_OMR_A3

Figure 44: One Mile Road / Hickory Hills Dr. RDB & Backer Road



Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 207 RDB = 1.11 **(11% Increase in Crashes)**

11.11.2 Project ID: ND_OMR_A4

Figure 45: Access Control One Mile Road (North Dexter)

CONSOLIDATE ENTRANCES
SHARED – USE ENTRANCES
INTERSECTION IMPROVEMENTS
SOUTHBOUND RIGHT TURN LANES

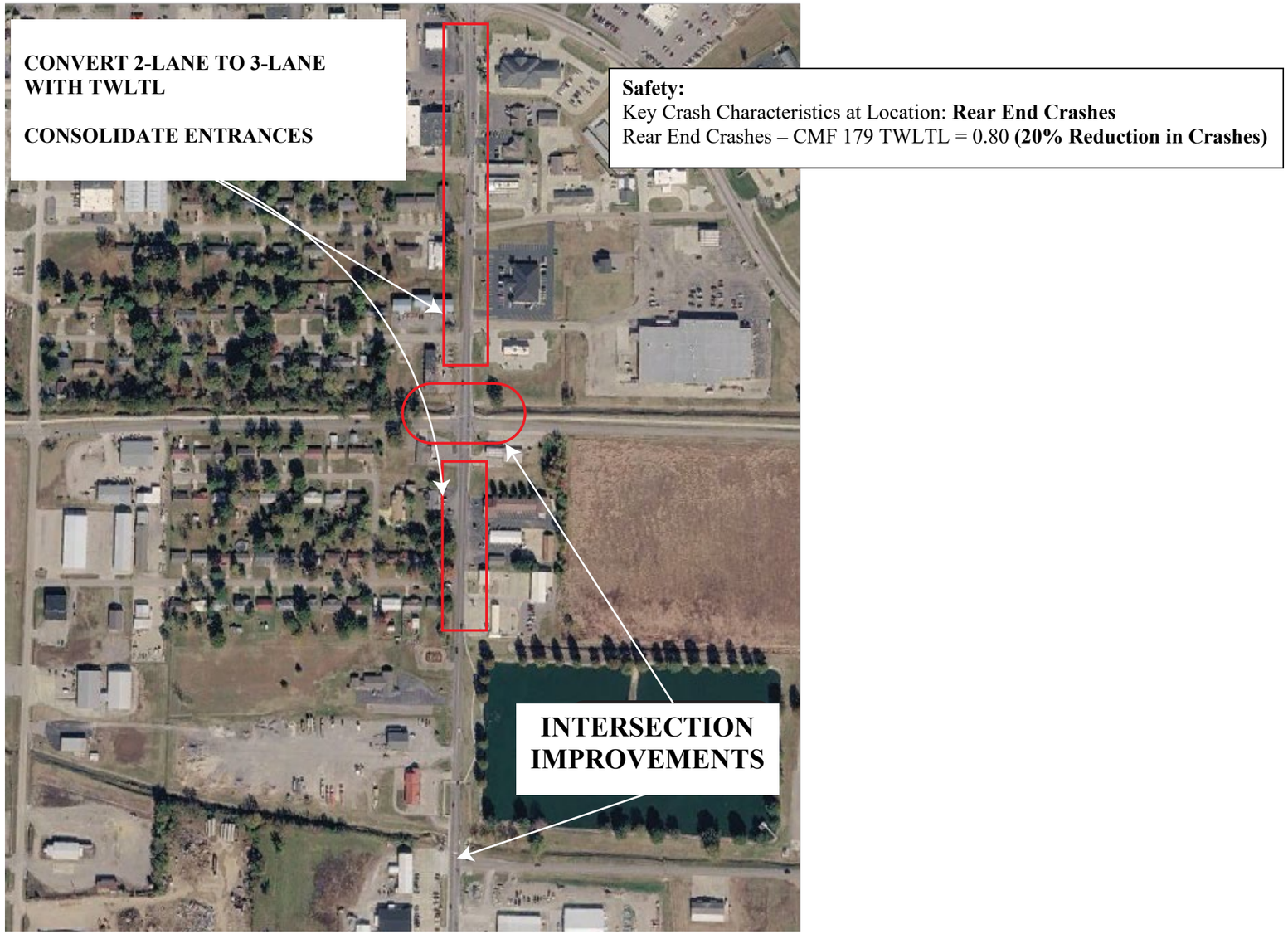
Safety:
Key Crash Characteristics at Location: **Rear End Crashes**
Rear End Crashes – CMF 5452 Access Control = 0.76 **(24% Reduction in Crashes)**
Rear End Crashes – CMF 4736 Add Raised Pavement Markers = 0.83 (**17% Reduction in Crashes)**

11.12 ONE MILE ROAD CENTRAL DEXTER

Figure 46: High Severity Network and Aerial One Mile Road (Central Dexter)

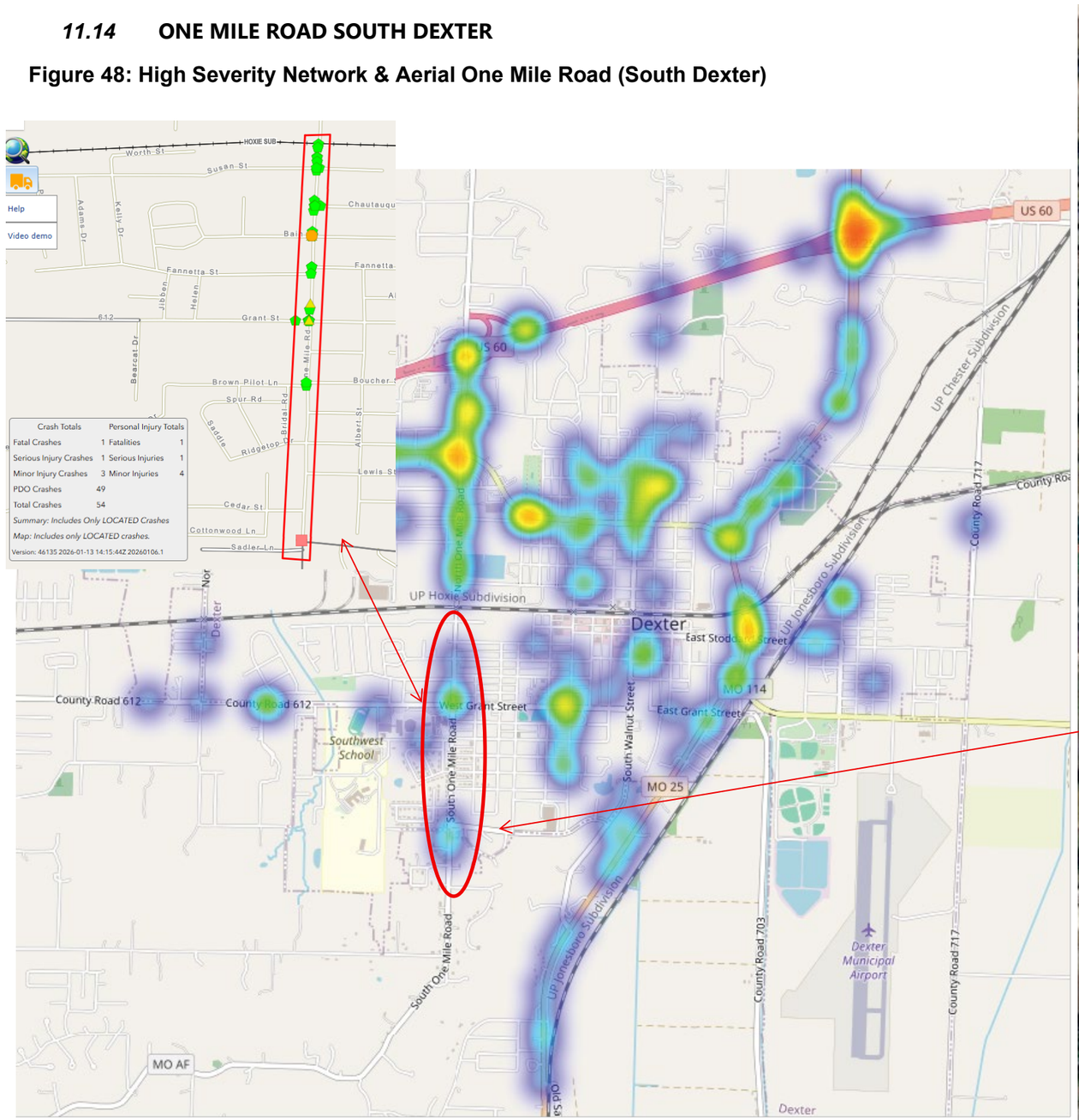
11.13 PROJECT ID: CD_OMR_A1

Figure 47: TWLTL & Intersection Improvements One Mile Road (Central Dexter)



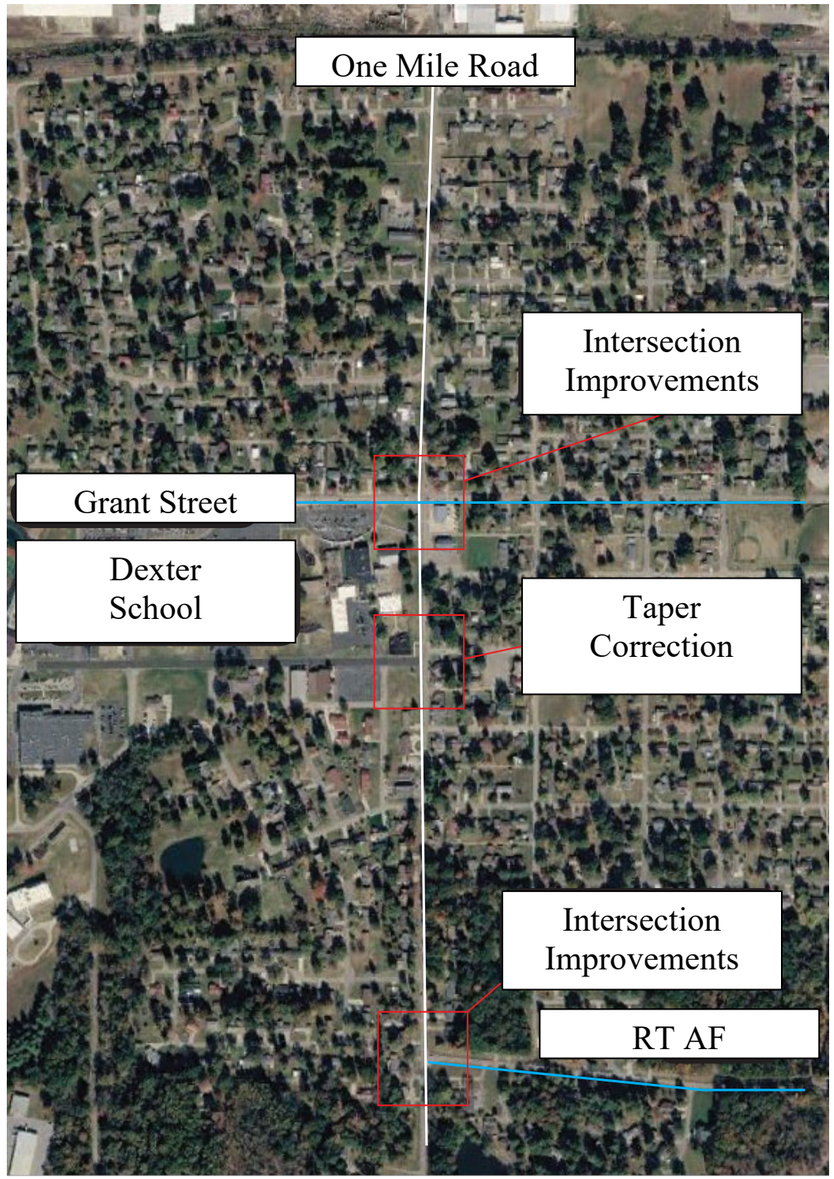
11.14 ONE MILE ROAD SOUTH DEXTER

Figure 48: High Severity Network & Aerial One Mile Road (South Dexter)



11.14.1 Project ID No.: SD_OMR_A1

Figure 49: Intersection Improvement Locations One Mile Road (South Section)



11.15 GRANT STREET

Figure 50: Crash Map & Aerial – Grant Street

11.15.1 Project ID No.: CD_GrantSt_A1

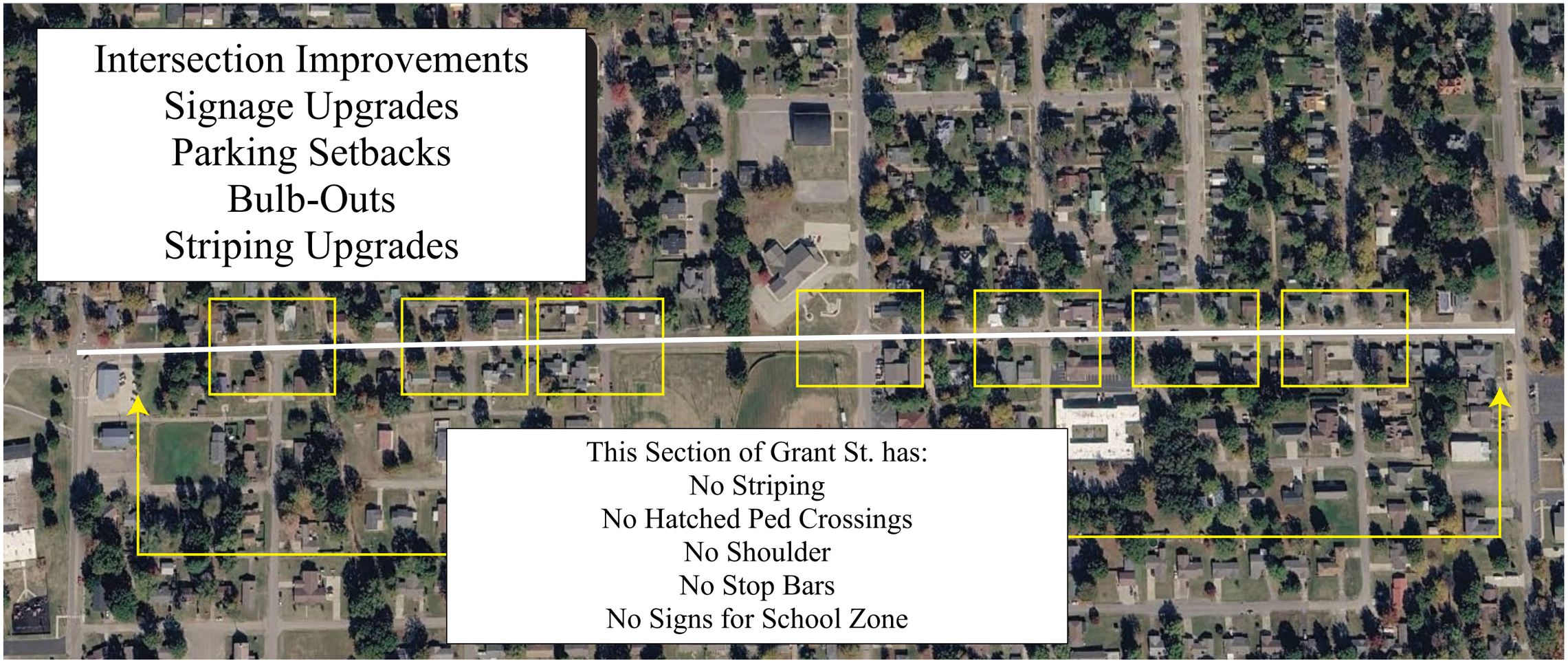
Figure 51: Roadside Protection Improvement – Grant Street

11.15.2 Project ID No.: CD_GrantSt_A2

Figure 52: TWLTL Improvement – Grant Street

11.15.3 Project ID.: CD_GranSt_A3

Figure 53: Corridor Upgrades Grant Street (East of Dexter School)



12. SAFETY SOLUTIONS FOR VRU CRASH HISTORY

Section 12 of Dexter SS4A Document highlights sites where VRU crash records exist and blends site specific and systemic improvements to address both gaps in facilities and improve locations where VRU's are being hurt or killed on public roadways in Dexter, MO.

Safety Improvements shown in Section 12 focus on:

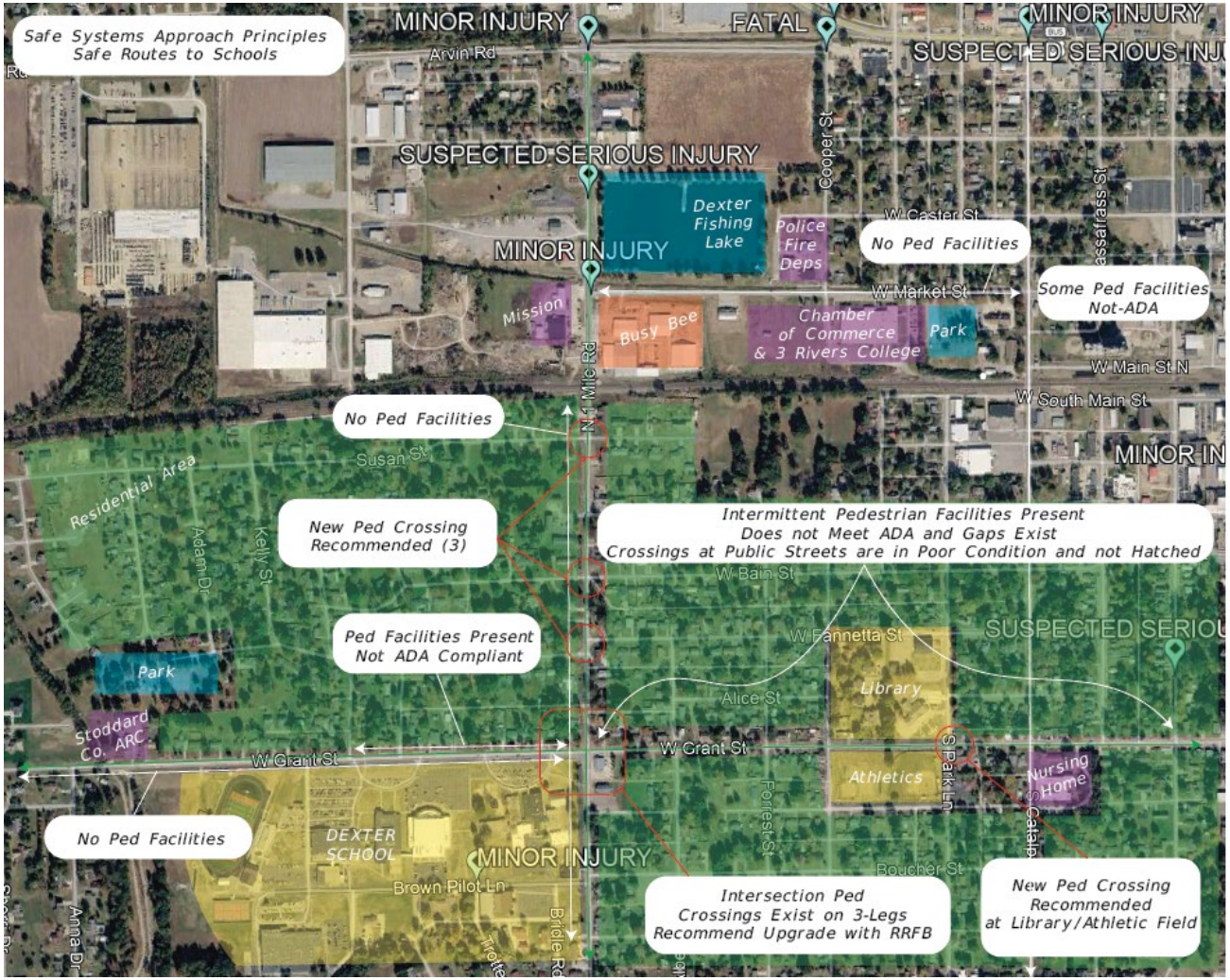
1. Safe Speeds
2. Pedestrian – Focused Infrastructure
3. Protected Bicyclist Infastructure
4. Safer Intersections (High-Injury Network Focus)
5. Traffic Calming in Neighborhoods
6. Nighttime & Visibility Improvements

12.1 NORTH DEXTER

Figure 54: BUS 60 & One Mile Road VRU Facilities

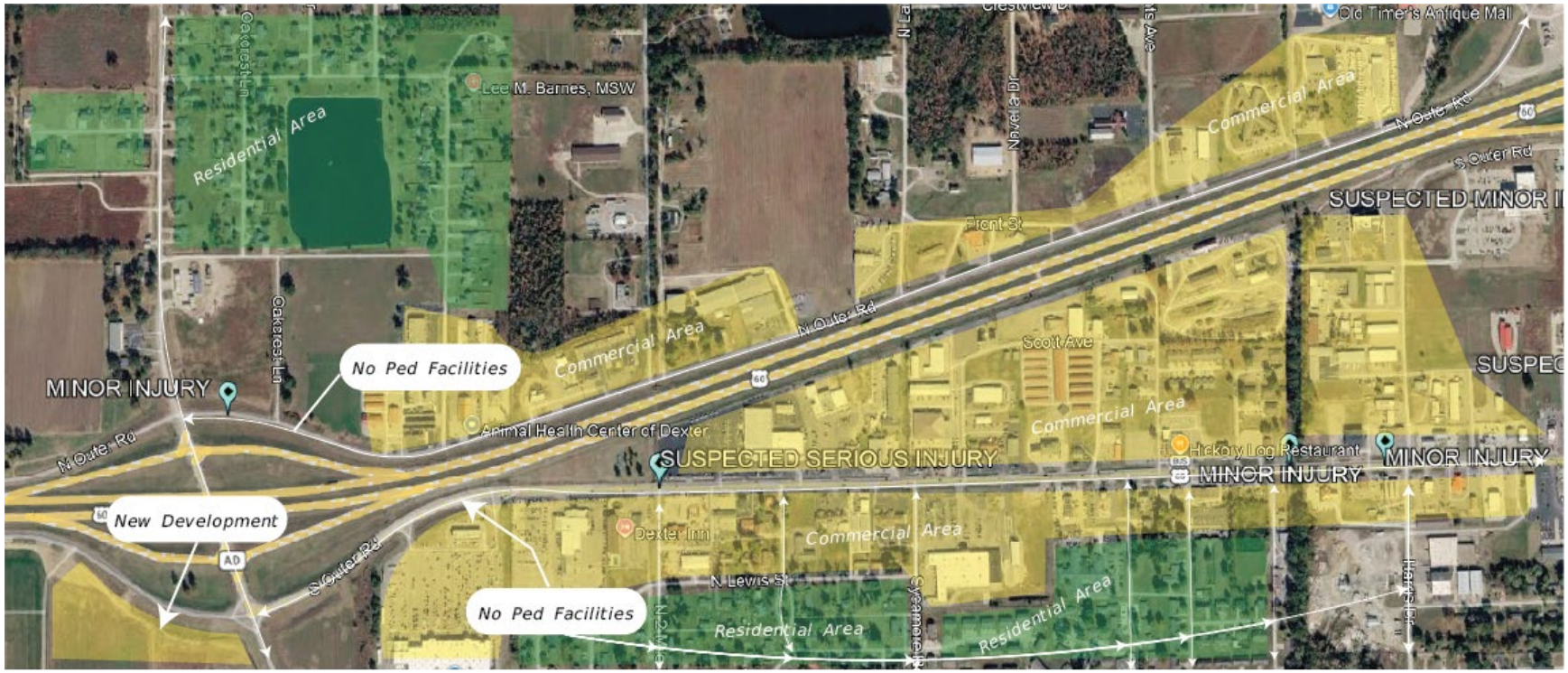
12.2 CENTRAL/SOUTH DEXTER

Figure 55: One Mile Road VRU Facilities



12.3 WEST DEXTER

Figure 56: BUS 60 West VRU Facilities



12.1 EAST DEXTER

Figure 57: MO 25 / BUS 60 VRU Facilities

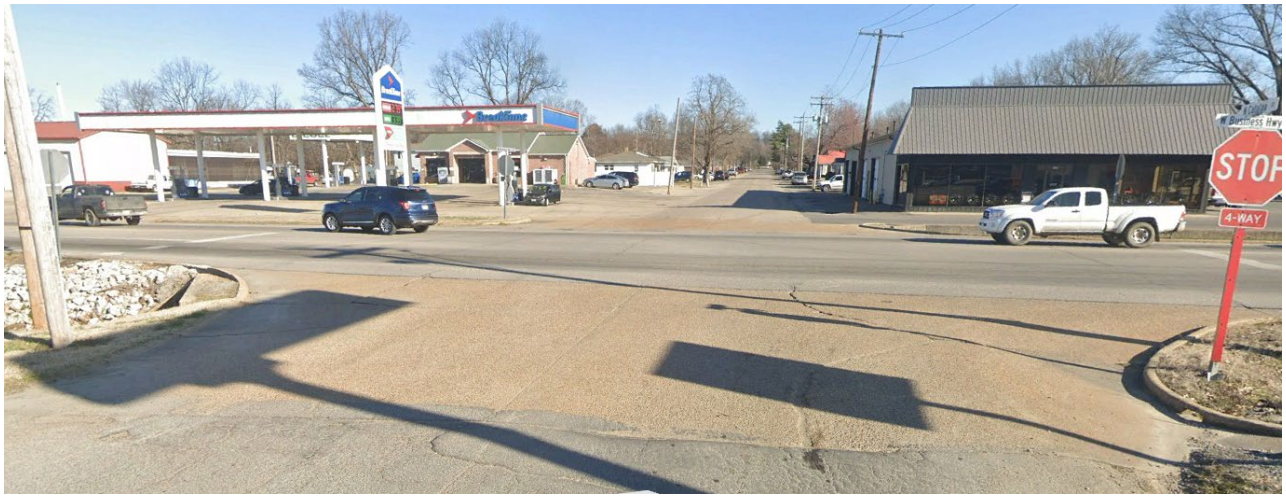
12.2 CORRECTIVE ACTION FOR SITE SPECIFIC AND SYSTEMATIC VRU IMPROVEMENTS IN EAST DEXTER

Figure 58: VRU Improvements East Dexter

Figure 59: BUS 60 Disconnected VRU Facilities (VRU1.1)

Limited pedestrian and VRU infrastructure along Business US-60 forces residents to navigate corridors designed primarily for vehicles, creating unsafe conditions and discouraging non-motorized travel. This lack of connectivity separates east-side residential neighborhoods from central Dexter's public services, schools, and destinations, disproportionately impacting pedestrians, seniors, individuals with disabilities, and people without access to private vehicles.

Figure 60: BUS 60 N/S Crossings (ED.1.2)

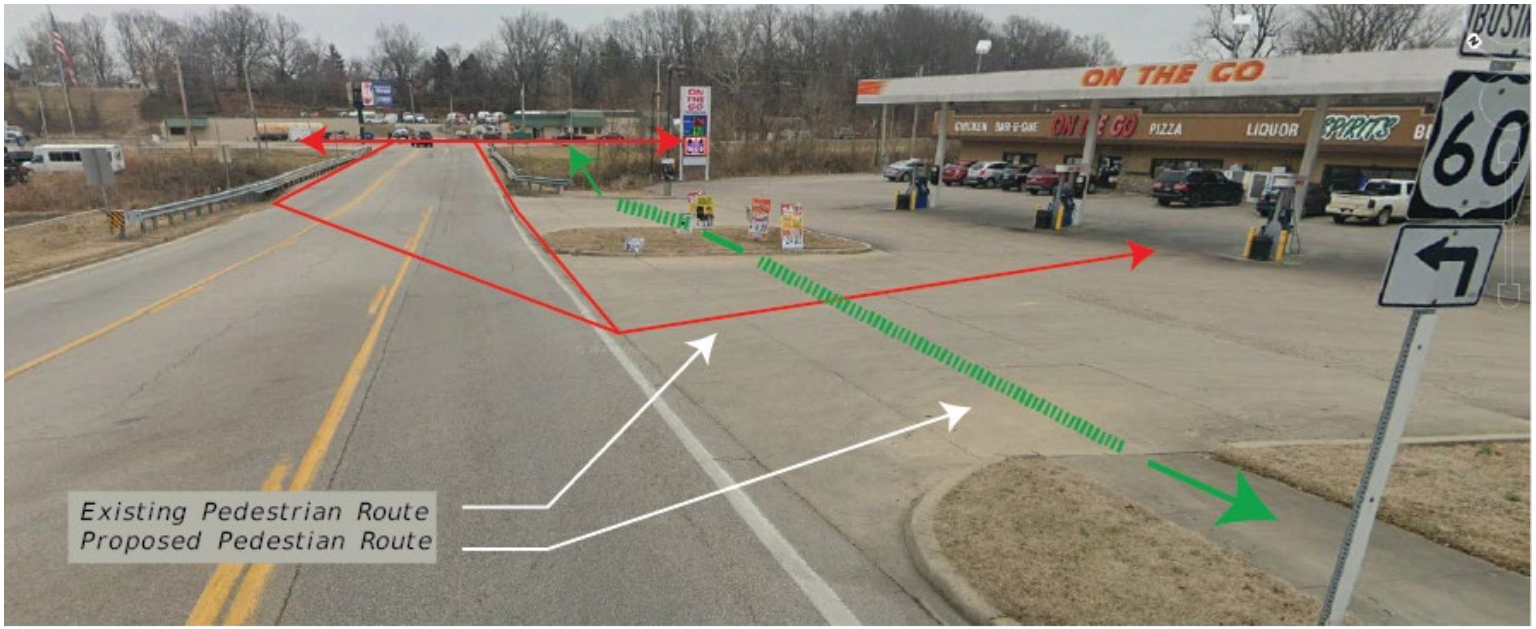


The lack of continuous pedestrian facilities and safe north–south crossing opportunities along Business US-60 creates a significant disconnect between residential neighborhoods and key community destinations, including city services and the school district located south along Grant Street. Existing conditions prioritize vehicular movement while limiting safe and accessible travel for pedestrians, particularly vulnerable road users (VRUs), individuals with disabilities, seniors, and students.

Large open drainage channels adjacent to Business US-60 further complicate access by creating costly and technically challenging constraints at roadway entrances and intersections, preventing the installation of ADA-compliant pedestrian facilities under current conditions. These barriers result in incomplete sidewalk connections, uncontrolled crossing locations, and limited access to adjacent neighborhoods and commercial areas.

The proposed improvements will implement access control measures and construct ADA-compliant pedestrian facilities on both sides of Business US-60, improving continuity and safety along the corridor. Approximately 50 feet of sidewalk will be stubbed out at each public street intersecting Business US-60 to ensure future connectivity and compliance. New marked pedestrian crossings are recommended at Catalpa Street, Locust Street, Sassafras Street, Elm Street, and near the On the Go Refueling Station at the MO-25 / Business US-60 intersection, strengthening east-west and north-south pedestrian mobility, enhancing safety, and reconnecting residential areas to essential community services.

Figure 61: BUS 60 /MO 25 Pedestrian Bridge



A critical gap in Vulnerable Road User (VRU) facilities exists at the MO-25 and Business US-60 intersection. While signalized intersection improvements are already proposed at this location, additional connectivity gaps remain further west along Business US-60. To address these deficiencies, the installation of a dedicated pedestrian bridge is proposed to connect pedestrian facilities along Business US-60 with existing and planned facilities along MO-25.

Currently, pedestrians and cyclists must use a shoulder approximately one foot wide on the Business US-60 bridge, providing no buffer or physical separation from motorized traffic. This condition exposes VRUs to significant safety risks and discourages non-motorized travel. The proposed pedestrian bridge would eliminate this hazardous condition by providing a safe, ADA-compliant crossing that physically separates pedestrians and cyclists from vehicular traffic.

Completion of this improvement would close a critical gap in the city's pedestrian network, improving access between residential neighborhoods and key destinations, including downtown Dexter, city facilities, healthcare services, and schools. By enhancing safety and continuity for non-motorized travel, the project directly supports accessibility, equity, and community connectivity goals.

Table 62: Planning Level Cost Estimate for East Dexter VRU Safety Improvements

Project Phase	Description	Unit Type	Units	Unit Cost	Total Cost
VRU_ED.1	BUS 60 South Side Sidewalk (5’)	LF	3,350	$75.00	$251,250
VRU_ED.2	BUS 60 Side Roads – South Side Sidewalk (5’)	LF	850	$60.00	$51,000
VRU_ED.3	BUS 60 North Side Sidewalk (5’)	LF	2,875	$75.00	$215,625
VRU_ED.4	BUS 60 Side Roads – North Side Sidewalk (5’)	LF	780	$60.00	$46,800
VRU_ED.5	Pedestrian Creek Crossing (near MO 25 / BUS 60) – 8’	EA	1	$383,000	$383,000
VRU_ED.6	RRFB Crossings	EA	5	$22,250	$111,250
VRU_ED.7	Culvert Extensions (10’ extension anticipated)	EA	4	$16,500	$66,000
VRU_ED.8	High-Visibility Hatched / Ladder Crosswalks	EA	9	$1,850	$16,650
VRU_ED.9	MO 25 East Side Sidewalk (5’)	LF	1,995	$60.00	$119,700
VRU_ED.10	MO 25 / Stoddard St. – Add Pedestrian Facilities & Signal Phasing	EA	1	$100,000	$100,000
	TOTAL ESTIMATED PROJECT COST for East Dexter				**$1,361,275**

12.3 CORRECTIVE ACTIONS FOR SITE SPECIFIC AND SYSTEMATIC VRU IMPROVEMENTS (TO ADDRESS SITE SPECIFIC 2 & CENTRAL/NORTH DEXTER SYSTEMATICALLY)

Figure 63: VRU Improvements Central Dexter

Figure 64: High Severity Site 2 – Serious Injury VRU Location (BUS 60 CD.1)

A high-visibility hatched pedestrian crossing is present on Business US-60 connecting Cooper Street from the south side of Dexter to Dexter's West Park on the north side of the corridor. While this crossing provides an important pedestrian connection, existing conditions lack adequate refuge, visibility, and nighttime illumination. Recommended improvements at this location include construction of a **center median refuge**, installation of an **enhanced pedestrian signing package**, and **supplemental crossing lighting** to improve driver awareness and reduce pedestrian exposure.

Immediately south of this location is a secondary pedestrian crossing at **Arvin Road and Cooper Street**, where pedestrian and bicycle activity also occurs. A **fatal pedestrian crash** has occurred at this crossing, underscoring the need for targeted safety improvements. Recommended enhancements at the Arvin Road / Cooper Street crossing include **upgraded high-visibility hatching**, **improved pedestrian warning signage**, and **dedicated pedestrian lighting**. Together, these improvements are intended to reduce conflict risk, improve crossing conspicuity, and directly address documented safety concerns along this segment of Business US-60.

Figure 65: Central Dexter – BUS 60 / One Mile Road Intersection (CD.1)

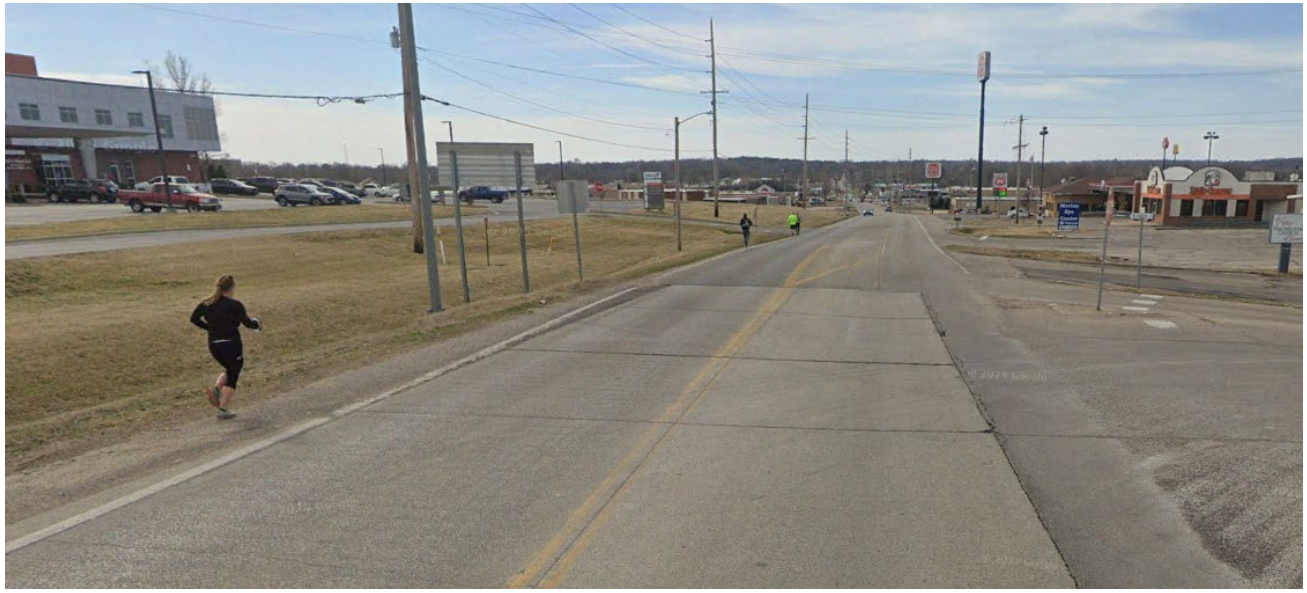
Business US-60 has **intermittent and discontinuous pedestrian facilities** between its western limit at **Route AD** and the eastern terminus of the Central Dexter study area at **Catalpa Street**. Major signalized intersections along this corridor include **Business US-60 at One Mile Road** and **Business US-60 at Harris Street**. Despite the presence of these signalized intersections, **no pedestrian facilities or pedestrian signal phasing are currently provided**, and pedestrian use at these locations is limited by the absence of safe, designated crossing opportunities.

West of **Dexter's West Park**, there are **no marked pedestrian crossings** along Business US-60, creating a substantial barrier to north–south pedestrian connectivity. Recorded crash data indicates that **all Vulnerable Road User (VRU) crashes on Business US-60 have resulted in minor or serious injuries**. This outcome is consistent with corridor conditions, as Business US-60 operates at approximately **40 miles per hour** and accommodates a high volume of **large motorized vehicles intermixed with pedestrian and bicycle activity**, substantially increasing crash severity risk for non-motorized users.

Figure 66: Central Dexter – Typical Conditions on BUS 60 (CD.1)

Pedestrians currently use the paved shoulder to walk along BUS 60. The recommended improvements focus on **removing pedestrians from the travel way**, reducing exposure to high-speed traffic, and providing **predictable, protected crossing opportunities**. Proposed enhancements include the construction of **continuous pedestrian facilities separated from the roadway**, as well as the installation of **high-visibility pedestrian crossings and pedestrian signal phasing at signalized intersections**. These improvements are intended to address documented safety risks, improve accessibility, and align the corridor with Safe System principles by reducing the likelihood and severity of pedestrian-vehicle conflicts.

Figure 67: Central Dexter – Typical Conditions on One Mile Rd (CD.2)



One Mile Road serves as a major **north–south gateway into the City of Dexter**, carrying substantial vehicular traffic connecting residential areas, commercial destinations, and public service facilities. Land uses along the corridor include commercial businesses and civic services, which generate regular pedestrian activity. The roadway also serves as a key pedestrian route for residents traveling east from the **Hickory Hills Street** neighborhood.

One Mile Road continues south to **Grant Street**, where it intersects near the **Dexter School District**, resulting in significant school-related traffic during peak arrival and dismissal periods. As a result, the corridor experiences a mix of commuter traffic, school-related activity, and pedestrian travel, increasing conflict potential between motorized vehicles and vulnerable road users (VRUs).

Documented safety concerns on One Mile Road include **multiple serious VRU injury crashes**, and existing conditions do not provide continuous or protected pedestrian facilities. Pedestrians currently travel along the **edge of the roadway**, exposing them to high-risk conditions in close proximity to vehicular traffic. The absence of dedicated pedestrian infrastructure and controlled crossing opportunities contributes to increased exposure and unpredictable pedestrian movements.

Recommended improvements for One Mile Road focus on **moving pedestrians out of the travelway** and creating **safe, visible, and predictable pedestrian routes**. Proposed countermeasures include construction of **continuous pedestrian facilities separated from vehicular traffic** and the installation of **clearly defined pedestrian crossings** at appropriate locations. These improvements are intended to reduce pedestrian exposure, enhance access to schools and community destinations, and align the corridor with **Safe System principles** by lowering the risk and severity of pedestrian-vehicle conflicts.

Figure 68: Central Dexter – Typical Conditions on Hickory Hills Dr. (CD.3)

Hickory Hills Drive is a low-speed collector roadway that provides access from a large residential neighborhood in north Dexter to One Mile Road, a local worship center, and Mercy Hospital. Due to its neighborhood context and operating characteristics, Hickory Hills Drive generally experiences lower vehicle speeds and fewer conflicts than higher-volume corridors elsewhere in central Dexter, where pedestrian improvements may address broader system needs.

However, this location serves as a **critical pedestrian connection point**, enabling residents east of One Mile Road to access Mercy Hospital and destinations on the west side of the corridor. The absence of dedicated pedestrian crossing facilities at this connection limits safe and predictable pedestrian movement across One Mile Road. Improvements at this location would support essential east–west pedestrian travel, enhance access to healthcare services, and reduce pedestrian exposure to higher-speed traffic by providing a safer, more visible crossing opportunity.

Figure 69: Central Dexter – Typical Conditions on South Outer Rd. (CD.4)

The **South Outer Road** in the **north/central portion of Dexter** provides access to a hotel and an **Urgent Care Center**, generating pedestrian activity related to healthcare access, employment, and lodging. While available VRU crash history does not identify this segment as a high-crash location, the corridor functions as an important **origin–destination connection** for vulnerable road users traveling between these facilities and surrounding areas.

Although crash history alone does not indicate a concentrated safety issue on South Outer Road, **connectivity improvements may provide preventative safety benefits**. Linking these destinations to planned pedestrian facilities along **One Mile Road** and **Business US-60**, if constructed, would improve network continuity and reduce the need for pedestrians to travel within or near higher-speed roadways.

The **primary VRU safety needs on South Outer Road are concentrated at key crossing locations**, particularly at **One Mile Road / South Outer Road** and **Business US-60 / Harris Street**. Improvements at these intersections would provide safer, more predictable crossing opportunities and support a proactive approach to reducing pedestrian exposure to higher-volume traffic while improving access to essential services.

Table 63: Planning Level Cost Estimate for Central/North Dexter VRU Safety Improvements

Project Phase	Description	Unit Type	Units	Unit Cost	Total Cost
CD1.1	RRFB at Cooper & Sassafras Street *(High-Severity Locations)*	EA	2	$22,250	$44,500
CD1.2	Lighting at BUS 60 / Cooper Street *(High-Severity Location)*	EA	1	$33,200	$33,200
CD1.3	Updated Hatched Crosswalk – BUS 60 / Cooper Street *(High-Severity Location)*	EA	1	$1,850	$1,850
CD1.4	BUS 60 North Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	LF	8,750	$60	$525,000
CD1.5	BUS 60 South Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	LF	9,789	$60	$587,340
CD1.6	BUS 60 North / South Side Hatched Crossings	EA	28	$1,850	$51,800
CD1.7	Add Pedestrian Signal Phasing – BUS 60 / One Mile Rd.	EA	1	$125,000	$125,000
CD1.8	Add Pedestrian Signal Phasing – BUS 60 / Harris St.	EA	1	$100,000	$100,000
CD2.1	One Mile Rd. East Side Sidewalk (Midwest Bank – S. Outer Rd.)	LF	1,890	$60	$113,400
CD2.2	One Mile Rd. West Side Sidewalk (Arvin Rd. – S. Outer Rd.)	LF	2,890	$60	$173,400
CD2.3	Crosswalk & Hatched Markings	EA	3	$1,850	$5,550
CD2.4	Lighting at Crossings	EA	3	$33,200	$99,600
CD2.5	RRFBs at 3 Crossings	EA	3	$22,250	$66,750
CD3.1	Hickory Hills Dr. North Side Sidewalk (One Mile Rd. – Girl Scout Way)	LF	1,344	$60	$80,640
CD4.1	South Outer Rd. South Side Sidewalk (BUS 60 – One Mile Rd.)	LF	2,852	$60	$171,120
CD4.2	Crosswalk & Hatched Markings	EA	1	$1,850	$1,850
CD4.3	Lighting at Crossing	EA	1	$33,200	$33,200
CD4.4	RRFB at Crossing	EA	1	$22,250	$22,250
	TOTAL ESTIMATED VRU PROJECT COST FOR North/Central Dexter				**$2,223,6450**

12.4 CORRECTIVE ACTIONS FOR SYSTEMATIC VRU IMPROVEMENTS IN CENTRAL/SOUTH DEXTER

Figure 70: Central Dexter VRU

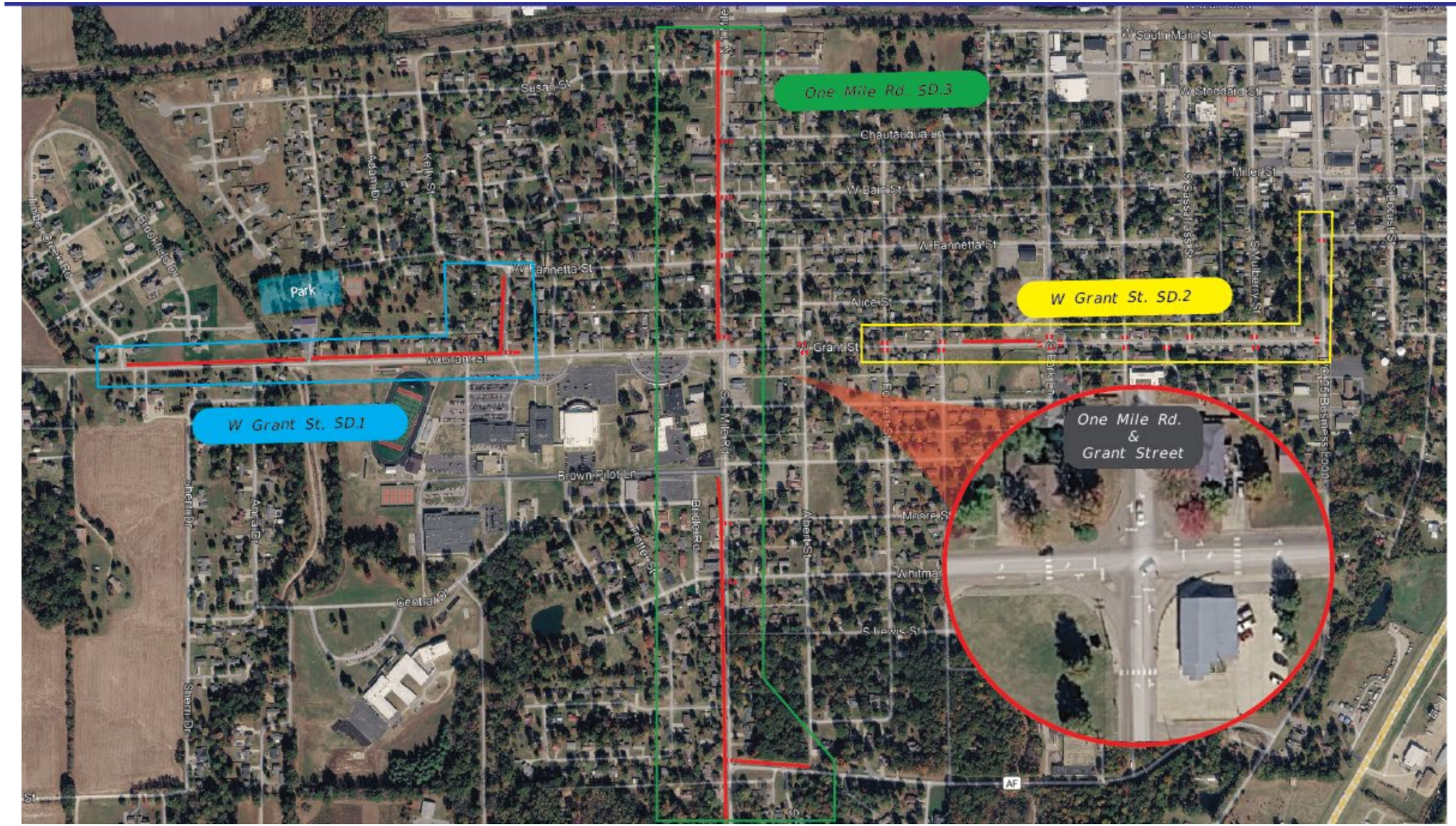


Figure 71: South Dexter – Typical Conditions on West Grant St (SD.1)

Traffic crash data does not indicate a concentration or pattern of Vulnerable Road User (VRU) crashes along **West Grant Street between Timber Creek Road and One Mile Road**. However, this segment contains **documented gaps in pedestrian and bicycle infrastructure** and functions as an urban collector that experiences regular use by **youth, individuals with disabilities, and bicyclists**. Existing conditions require VRUs to navigate discontinuous or substandard facilities, increasing exposure and reducing predictability.
Although this corridor is not identified as a high-crash location based on historical data, it represents a **systemic safety opportunity** consistent with the Safe System approach. Improvements in this segment would proactively address infrastructure deficiencies before severe crashes occur and improve access for vulnerable populations.

As part of the SS4A project, this section is recommended for inclusion as a **gap-closure and network-connectivity improvement**. Proposed enhancements focus on strengthening pedestrian and bicyclist connections between the **school district**, **Boone Park**, the **Stoddard County Arc**, and adjacent **residential neighborhoods**. These improvements would improve accessibility, reduce exposure to vehicular traffic, and support a safer, more connected active transportation network along West Grant Street.

Figure 72: South Dexter – Typical Conditions on West Grant St. (SD.2)

The segment of **West Grant Street east of One Mile Road** exhibits multiple deficiencies related to pedestrian safety and accessibility. Existing conditions include **non-ADA-compliant sidewalks**, **unsafe and uncontrolled street crossings**, and **routine vehicle parking that encroaches onto sidewalk areas**, forcing pedestrians into the roadway. In several locations, **sidewalk gaps are present where no pedestrian facilities exist**, further disrupting continuity and increasing exposure for vulnerable road users.

These challenges are particularly evident near the **Keller Public Library**, where pedestrian activity is higher and conflicts are more frequent due to inadequate facilities and obstructed sidewalk space. Current conditions limit safe and accessible travel for pedestrians, including individuals with disabilities, older adults, and families with children.

Recommended improvements for this section of West Grant Street include **closing existing sidewalk gaps**, installing **ADA-compliant curb ramps and marked pedestrian crossings**, and conducting a **policy review regarding on-street parking practices** to prevent obstruction of pedestrian facilities. Together, these actions would improve accessibility, enhance compliance with ADA requirements, and support a safer, more predictable pedestrian environment consistent with SS4A and Safe System principles.

Figure 73: Typical Conditions on One Mile Rd. SD.3 (1 of 3) North of Grant St.

One Mile Road between Arvin Road and Grant Avenue currently lacks dedicated facilities for vulnerable road users, including pedestrians and bicyclists. Despite this deficiency, the corridor serves as a **primary north–south route for pedestrian and bicycle travel** in the central and southern portions of Dexter, Missouri. The roadway is particularly important for **school-related travel**, carrying significant pedestrian and bicycle traffic to **Dexter Public Schools located along Grant Avenue**. Crash history within this segment includes **one serious injury and two minor injury crashes involving vulnerable road users**, indicating elevated risk associated with the absence of protected infrastructure. Existing conditions require pedestrians and bicyclists to share space with vehicular traffic, increasing exposure to higher-speed vehicles and limiting safe, predictable travel.

Recommended improvements for this segment of One Mile Road include the construction of **dedicated, off-roadway pedestrian and bicycle facilities** to separate vulnerable road users from vehicular traffic. These enhancements would reduce exposure risk, support safer school access, and align the corridor with **Safe System principles** by addressing known infrastructure gaps along a high-use VRU corridor.

Figure 74: One Mile Rd. SD.3 (2 of 3) Intersection with Grant St.

The **One Mile Road and West Grant Street intersection** currently includes **pedestrian crossings and partial pedestrian facilities on the east, south, and west approaches**. However, the **north leg of the intersection lacks both a marked pedestrian crossing and any pedestrian facilities extending north along One Mile Road**. As a result, a **large residential neighborhood located north of the intersection is unserved**, limiting safe and accessible pedestrian travel to key destinations. This infrastructure gap creates a significant barrier for pedestrians, particularly **school-age children traveling between neighborhoods north of One Mile Road and schools located along Grant Street**. Existing conditions require pedestrians to navigate an intersection without continuous facilities, increasing exposure to vehicular traffic and reducing crossing predictability. This study recommends **reconstruction of the retaining wall in the northwest quadrant of the intersection** to accommodate a **dedicated pedestrian sidewalk on the west side of One Mile Road extending north**. In addition, a **new marked pedestrian crossing at the north leg of the intersection** is recommended to complete the pedestrian network and provide a **safe, ADA-compliant route for school children and other vulnerable road users traveling to and from the residential area north of the intersection**.

Figure 75: One Mile Rd. SD.3 (3 of 3) South of Grand St.

South of **West Grant Street**, **One Mile Road** includes a mix of roadway segments with and without pedestrian facilities, resulting in **inconsistent and discontinuous pedestrian access**. While a high-quality pedestrian crossing is present in this area of One Mile Road, the crossing currently connects to a **sidewalk on the east side of the roadway that terminates without providing access to neighborhoods to the north or south**. This condition limits the effectiveness of the crossing and creates a gap in the pedestrian network. Additionally, the segment of One Mile Road near **Brown Pilot Lane** includes an **abrupt southbound lane drop without a taper**, requiring vehicles to merge suddenly in the vicinity of an existing pedestrian crossing. This configuration increases driver workload and introduces additional conflict potential between vehicles and pedestrians. Proposed roadway geometry changes to address this issue are discussed in greater detail in the **Roadway Improvements** section of this study.

Recommended improvements to support vulnerable road users along this portion of One Mile Road include **closing sidewalk gaps south of the school**, extending pedestrian facilities to provide continuous access, and **adding additional safe pedestrian crossings** to connect residential neighborhoods on the east side of One Mile Road with sidewalk facilities on the west side. These improvements would enhance network continuity, reduce pedestrian exposure to traffic, and provide safer, more predictable routes for school-related and daily pedestrian travel consistent with **SS4A and Safe System principles**.

Table 64: Planning Level Cost Estimate for South Dexter Improvements

Project Phase	Improvement Description	Unit	Quantity	Unit Cost	Extended Cost
SD1.1	W Grant Street Sidewalk – North Side	LF	2,825	$60	$169,500
SD1.2	High-Visibility Crosswalks & Hatching	EA	5	$1,850	$9,250
SD1.3	Pedestrian Lighting at Crossings	EA	2	$33,200	$66,400
SD1.4	RRFBs at Crossings	EA	2	$22,250	$44,500
SD2.1	Improved Pedestrian Crossings (Hatching)	EA	19	$1,850	$35,150
SD2.2	W Grant Street Sidewalk – North Side (Gap Closure)	LF	650	$60	$39,000
SD3.1	One Mile Road West Sidewalk (Railroad – Grant Ave.)	LF	1,890	$75	$141,750
SD3.2	One Mile Road West Sidewalk (Brown Pilot Ave. – Route AF)	LF	1,770	$65	$115,050
SD3.3	High-Visibility Crosswalks & Hatching	EA	4	$1,850	$7,400
SD3.4	RRFBs at Crossings	EA	2	$22,250	$44,500
	TOTAL ESTIMATED SD PROJECT COST				**$672,500**

13. PROJECT PRIORITIZATION

The **Dexter SS4A Project Prioritization Matrix** was developed using a transparent, data-driven scoring framework to ensure that recommended projects are evaluated consistently and prioritized based on safety benefit, equity, and community support. Each project was scored using the following criteria:

1. **Safety Impact**
   Projects were evaluated based on their anticipated ability to reduce fatal and serious injury crashes. Safety impact was scored as **high (5 points)**, **medium (2–4 points)**, or **low (1 point)** depending on the expected reduction in crash severity and frequency.
2. **Distribution of Improvement**
   Each project was assessed for its benefits across the community, including impacts to **vulnerable road users (VRUs)** and improvements to accessibility. Projects were scored based on **high (5 points)**, **medium (2-4 points)**, or **low (0–1 points)** distribution of benefits.
3. **Public Priority**
   Public priority was determined based on the **frequency and consistency of community input** received during outreach and engagement activities. Projects were scored as **high (5 points)**, **medium (2-4 points)**, or **low (0–1 points)** based on the level of public support. Public Priority was determined using a Public Survey of Dexter Residents.

13.1 PROJECT PRIORITIZATION EAST DEXTER (MO 25)

Table 65: Project Prioritization 1

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
ED_MO25_A1	MO 25 & BUS 60 Intersection	Traffic Signal & Pedestrian Improvements	5	5	5	15
ED_MO25_A1.1	MO 25 (BUS 60 - Stoddard St.)	Access Control Improvements (2 Locations)	2	1	0	3
ED_MO25_A1.2	MO 25 & Stoddard St. Intersection	Traffic Signal Study & Retime	4	5	2	11
ED_MO25_A2	MO 25 & BUS 60	Single Lane Roundabout	5	5	0	10
ED_MO25_A3	MO 25 & BUS 60	Multilane Roundabout	5	5	0	10
ED_MO25_A4	MO 25 / MO 114	Access Control at Vine Street	2	1	0	3
ED_MO25_A5	MO 25 (BUS 60 - US 60)	Access Control at 13 Locations, Reconstruct Curb and Establish Drainage	2	1	0	3
ED_MO25_A6	MO 25 & US 60 Interchange	Traffic Signal Study & Retime	4	5	3	9
ED_MO25_A6.1	MO 25 & US 60 Interchange	Add Signal Ahead Warning Signs with flashing beacon	3	2	1	6
ED_MO25_A6.2	MO 25 & US 60 Interchange	Add Reflective Tubular Markers to Delineate Intersection	2	2	1	5
ED_MO25_A6.3	MO 25 & US 60 Interchange	Add Retroreflective Signal Head Backer Plates	2	2	1	5
ED_MO25_A6.3	MO 25 & US 60 Interchange	Add raised pavement markers at intersection	2	2	1	5
ED_MO25_A6.4	MO 25 & US 60 Interchange	Reconfigure Bridge with Offset Left Turns	4	2	1	7
ED_MO25_FT	City Limits	Add High Friction Surface Treatment to 3 Multilane Curves	3	4	1	8
ED_MO25_LT1	MO 25 (BUS 60 - MO 114)	Add 3,000 LF Roadway Lighting	2	5	1	8
ED_MO25_LT2	MO 25 (BUS 60 - US 60)	Add 6,921 LF Roadway Lighting	2	5	1	8

13.2 PROJECT PRIORITIZATION CENTRAL DEXTER (BUS 60)

Table 66: Project Prioritization 2

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
CD_BUS60_A1	BUS 60 (Catalpa St. - Poplar St.)	Access Control (28 Locations), Reconstruct Curb, Re-establish Major Drainage channel)	2	1	0	3
CD_BUS60_A2	BUS 60 (Catalpa St. - Poplar St.)	Address Lane issue by connecting gap in TWLTL	5	4	5	14
CD_BUS60_A3	BUS 60 & One Mile Rd. Intersection	Traffic Signal Study & Retime	4	3	3	10
CD_BUS60_A3.1	BUS 60 & One Mile Rd. Intersection	Access Control Near Intersection (3), Re-establish Curb & Drainage	2	1	0	3
CD_BUS60_A3.2	BUS 60 & One Mile Rd. Intersection	Add Reflective Tubular Markers to Delineate Intersection	2	2	2	6
CD_BUS60_A3.3	BUS 60 & One Mile Rd. Intersection	Add Retroreflective Signal Head Backer Plates	2	2	2	6
CD_BUS60_A3.4	BUS 60 & One Mile Rd. Intersection	Add raised pavement markers at intersection	2	2	2	6
CD_BUS60_A3.5	BUS 60 & One Mile Rd. Intersection	Coordinate Intersection with BUS 60/Harris St. Signalized Intersection	5	2	2	9
CD_BUS60_A4	BUS 60 & Harris St. Intersection	Traffic Signal Study & Retime	5	2	3	10
CD_BUS60_A5	BUS 60 (Walmart Dr - Harris St.)	Access Control (20 Locations), Reconstruct Curb, Re-establish Major Drainage channel)	2	1	0	3
CD_BUS60_A6	BUS 60 / Arvin St.	Construct Roundabout	5	5	5	15
CD_BUS60_A6.1	BUS 60 / Arvin St.	Construct Signal	5	2	2	9
CD_BUS60_LT1	BUS 60 (OMR - MO25)	Add 6,460 LF Roadway Lighting	2	2	1	5
CD_BUS60_LT2	BUS 60 (Walmart Dr. - OMR)	Add 6,202 LF Roadway Lighting	2	2	1	5
CD_BUS60_FT	BUS 60	Add High Friction Surface Treatment to 3 Multilane Curves	4	2	1	7

13.3 PROJECT PRIORITIZATION NORTH DEXTER (ONE MILE ROAD)

Table 67: Project Prioritization 3

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
ND_OMR_A1	One Mile Rd. / US 60 Interchange	Fix deficient intersection configuration with base widening and TWLTL Extension	5	5	5	15
ND_OMR_A2	One Mile Rd. / US 60 Interchange	Construction Roundabout	5	5	1	11
ND_OMR_A3	One Mile Rd. / Hickory Hills Dr.	Construct Roundabout and Backer Road	5	3	1	9
ND_OMR_A4	One Mile Rd. (US 60 - BUS 60)	Access Control (6 Locations), reconstruct Curb, Re-Establish Drainage)	2	1	0	3
ND_OMR_A4.1	One Mile Rd. / Hickory Hills Dr.	Reconfigure Entrance to Type V Std Entrance with Concrete Channelizers	3	2	2	7
ND_OMR_A4.2	One Mile Rd.	Provide a Northbound RT Lane at Hickory Hills and SB RT Lane at Nina St. & Walgreens	4	3	3	10
ND_OMR_LT	One Mile Rd.	Provide 1,791 LF Roadway Lighting	2	2	1	5

13.4 PROJECT PRIORITIZATION CENTRAL DEXTER (ONE MILE ROAD)

Table 68: Project Prioritization 4

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
CD_OMR_A1	One Mile Rd. (BUS 60 - UPRR)	Base Widen and Convert to 3-Lane with TWLTL	3	3	2	8
CD_OMR_A1.1	One Mile Rd. / Arvin Rd. Intersection	Improve intersection with Traffic Signal	3	3	1	7
CD_OMR_A1.2	One Mile Rd. / Arvin Rd. Intersection	Correct Geometry, Add Turn Lanes, Major Chanel Work Required	3	3	0	6
CD_OMR_A1.3	One Mile Rd. / Market St.	Correct Deficient Geometry and Turn Bays on Market St.	3	2	1	6
CD_OMR_LT	One Mile Rd.	Provide 3095 LF Roadway Lighting	2	2	1	5

13.5 PROJECT PRIORITIZATION SOUTH DEXTER (ONE MILE ROAD)

Table 69: Project Prioritization 5

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
SD_OMR_A1	One Mile Road / Grant St. Intersection	Warning & School Zone Sign Improvement (4 signs)	2	2	4	8
SD_OMR_A1.1	One Mile Road / Brown Pilot Ln	Fix the SB Lane Drop that ends sharply into a Box Culvert by Base Widening and Taper with Flush Culvert	2	2	3	7
SD_OMR_A1.2	One Mile Rd. / Rt. AF	Reconfigure State Route to Type V Standard	4	2	2	8
SD_OMR_A1.3	One Mile Rd. / Rt. AF	Add Intersection Warning Signs with Flashing Beacon on the north side of Rt. AF in the SB lane of One Mile Road.	3	2	2	7
SD_OMR_LT	One Mile Rd. (UPRR - Rt AF)	Provide 4588 LF Roadway Lighting	2	2	1	5

13.6 PROJECT PRIORITIZATION SOUTH DEXTER (GRANT STREET)

Table 70: Project Prioritization 6

Project	Location	Improvement Description	Safety Impact	Distribution	Public Priority	Total
CD_GrantSt_A1	Grant St. & School Creek	Provide Run off the Road Safety Improvement at Culvert	4	1	1	6
CD_GrantSt_A2	Grant St. (School to Timber Creek Rd.)	Base Widen and Extend TWLTL	3	3	3	9
CD_GrantST_A3	Grant St. (One Mile Rd. - MO25 Bus Lp)	Install Centerline and Edgelines	2	4	3	9
CD_GrantST_A3.1	Grant St. (7 Intersections)	Add Stop Bars	3	2	3	8
CD_GrantST_A3.2	Grant St. at School Zone	Add School Zone Signs with Flashing Beacon	4	4	4	12
CD_GrantST_A3.3	Grant St. (7 Intersection)	Install Pedestrian Curb-Out Extensions	2	3	2	7

13.7 VULNERABLE ROAD USER PROJECT PRIORITIZATION (EAST DEXTER)

Table 71: Project Prioritization 7

Project	Description	Safety Impact	Distribution	Public Priority	Total
VRU_ED.1	BUS 60 (Walnut – MO25) South Side Sidewalk (5’)	3	3	2	8
VRU_ED.2	BUS 60 (Walnut – MO25) Side Roads – South Side Sidewalk (5’)	3	1	2	6
VRU_ED.3	BUS 60 (Walnut – MO25) North Side Sidewalk (5’)	3	3	2	8
VRU_ED.4	BUS 60 (Walnut – MO25) Side Roads – North Side Sidewalk (5’)	3	1	2	6
VRU_ED.5	(Walnut – MO25) Pedestrian Creek Crossing (near MO 25 / BUS 60) – 8’	4	2	3	9
VRU_ED.6	(Walnut – MO25) RRFB Crossings	4	2	2	8
VRU_ED.7	(Walnut – MO25) Culvert Extensions (10’ extension anticipated)	2	2	2	6
VRU_ED.8	(Walnut – MO25) High-Visibility Hatched / Ladder Crosswalks	3	3	2	8
VRU_ED.9	(Walnut – MO25) MO 25 East Side Sidewalk (5’)	3	3	3	9
VRU_ED.10	(Walnut – MO25) MO 25 / Stoddard St. – Add Pedestrian Facilities & Signal Phasing	5	2	3	10

13.8 VULNERABLE ROAD USER PROJECT PRIORITIZATION (CENTRAL DEXTER)

Table 72: Project Prioritization 8

Project Phase	Description	Safety Impact	Distribution	Public Priority	Total
CD1.1	RRFB at Cooper & Sassafras Street *(High-Severity Locations)*	5	2	5	11
CD1.2	Lighting at BUS 60 / Cooper Street *(High-Severity Location)*	5	2	5	11
CD1.3	Updated Hatched Crosswalk – BUS 60 / Cooper Street *(High-Severity Location)*	5	2	5	11
CD1.4	BUS 60 North Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	3	3	2	8
CD1.5	BUS 60 South Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	3	3	2	8
CD1.6	BUS 60 North / South Side Hatched Crossings	3	1	2	6
CD1.7	Add Pedestrian Signal Phasing – BUS 60 / One Mile Rd.	5	3	3	11
CD1.8	Add Pedestrian Signal Phasing – BUS 60 / Harris St.	5	3	3	11
CD2.1	One Mile Rd. East Side Sidewalk (Midwest Bank – S. Outer Rd.)	3	2	2	7
CD2.2	One Mile Rd. West Side Sidewalk (Arvin Rd. – S. Outer Rd.)	3	2	2	7
CD2.3	Crosswalk & Hatched Markings	2	1	2	5
CD2.4	Add Lighting at 3 Crossings	2	2	2	6
CD2.5	Add RRFBs at 3 Crossings	2	2	2	6
CD3.1	Hickory Hills Dr. North Side Sidewalk (One Mile Rd. – Girl Scout Way)	3	2	2	7
CD4.1	South Outer Rd. South Side Sidewalk (BUS 60 – One Mile Rd.)	3	2	2	7
CD4.2	Crosswalk & Hatched Markings	2	1	2	5
CD4.3	Add Lighting at Crossing	2	2	2	6
CD4.4	Add RRFB at Crossing	2	1	3	6

13.9 VULNERABLE ROAD USER PROJECT PRIORITIZATION (SOUTH DEXTER)

Table 73: Project Prioritization 9

Project Phase	Description	Safety Impact	Distribution	Public Priority	Total
SD1.1	W Grant Street Sidewalk – North Side	5	4	4	13
SD1.2	High-Visibility Crosswalks & Hatching	5	4	4	13
SD1.3	Pedestrian Lighting at Crossings	5	3	4	12
SD1.4	RRFBs at Crossings (See VRU Sec.)	5	4	4	13
SD2.1	Improved Pedestrian Crossings (Hatching)	5	4	4	13
SD2.2	W Grant Street Sidewalk – North Side (Gap Closure)	5	4	4	13
SD3.1	One Mile Road West Sidewalk (Railroad – Grant Ave.)	4	4	3	11
SD3.2	One Mile Road West Sidewalk (Brown Pilot Ave. – Route AF)	3	4	3	10
SD3.3	High-Visibility Crosswalks & Hatching	4	2	3	9
SD3.4	RRFBs at Crossings (See VRU Sec.)	4	2	2	8

14. PROJECT PRIORITIZATION & FUNDING

Table 74: Project List and Available Funding

Project	Location	Cost	Prioritization Score	Alternative Funding Sources
ED_MO25_A1	Traffic Signal & Pedestrian Improvements	$ 2,105,000.00	15	MoDOT Cost Share Supported
ED_MO25_A1.1	Access Control Improvements (2 Locations)	$ 30,000.00	3	No Alternative Funding
ED_MO25_A1.2	Traffic Signal Study & Retime	$ 22,000.00	11	No Alternative Funding
ED_MO25_A2	Single Lane Roundabout	$ 4,305,000.00	10	No Alternative Funding
ED_MO25_A3	Multilane Roundabout	$ 5,496,000.00	10	No Alternative Funding
ED_MO25_A4	Access Control at Vine Street	$ 49,000.00	3	No Alternative Funding
ED_MO25_A5	Access Control at 13 Locations, Reconstruct Curb and Establish Drainage	$ 195,000.00	3	No Alternative Funding
ED_MO25_A6	Traffic Signal Study & Retime	$ 32,000.00	9	No Alternative Funding
ED_MO25_A6.1	Add Signal Ahead Warning Signs with flashing beacon	$ 20,000.00	6	No Alternative Funding
ED_MO25_A6.2	Add Reflective Tubular Markers to Delineate Intersection	$ 8,000.00	5	No Alternative Funding
ED_MO25_A6.3	Add Retroreflective Signal Head Backer Plates	$ 3,200.00	5	No Alternative Funding
ED_MO25_A6.3	Add raised pavement markers at intersection	$ 4,000.00	5	No Alternative Funding
ED_MO25_A6.4	Reconfigure Bridge with Offset Left Turns	$ 600,000.00	7	No Alternative Funding
ED_MO25_FT	Add High Friction Surface Treatment to 3 Multilane Curves	$ 300,000.00	8	No Alternative Funding
ED_MO25_LT1	Add 3,000 LF Roadway Lighting	$ 227,272.00	8	No Alternative Funding
ED_MO25_LT2	Add 6,921 LF Roadway Lighting	$ 524,318.00	8	No Alternative Funding
CD_BUS60_A1	Access Control (28 Locations), Reconstruct Curb, Re-establish Major Drainage channel)	$ 616,000.00	3	No Alternative Funding
CD_BUS60_A2	Fix Lane Issue, Construct TWLTL	$ 319,000.00	14	No Alternative Funding
CD_BUS60_A3	Traffic Signal Study & Retime	$ 22,000.00	10	No Alternative Funding
CD_BUS60_A3.1	Access Control Near Intersection (3), Re-establish Curb & Drainage	$ 53,000.00	3	No Alternative Funding
CD_BUS60_A3.2	Add Reflective Tubular Markers to Delineate Intersection	$ 6,000.00	6	No Alternative Funding
CD_BUS60_A3.3	Add Retroreflective Signal Head Backer Plates	$ 3,200.00	6	No Alternative Funding
CD_BUS60_A3.4	Add raised pavement markers at intersection	$ 4,000.00	6	No Alternative Funding
CD_BUS60_A3.5	Coordinate Intersection with BUS 60/Harris St. Signalized Intersection	$ 22,000.00	9	No Alternative Funding
CD_BUS60_A4	Traffic Signal Study & Retime	$ 22,000.00	10	No Alternative Funding
CD_BUS60_A5	Access Control (20 Locations), Reconstruct Curb, Re-establish Major Drainage channel)	$ 440,000.00	3	No Alternative Funding
CD_BUS60_A6	Construct Roundabout & Pedestrian Crossing	$ 3,017,000.00	15	MoDOT Cost Share Supported
CD_BUS60_A6.1	Construct Signal	$ 1,805,000.00	9	No Alternative Funding
CD_BUS60_LT1	Add 6,460 LF Roadway Lighting	$ 484,500.00	5	No Alternative Funding
CD_BUS60_LT2	Add 6,202 LF Roadway Lighting	$ 465,150.00	5	No Alternative Funding
CD_BUS60_FT	Add High Friction Surface Treatment to 3 Multilane Curves	$ 300,000.00	7	No Alternative Funding
ND_OMR_A1	Fix deficient lane width, with base widening and TWLTL Extension	$ 295,000.00	15	MoDOT Cost Share Supported

Project	Location	Cost	Prioritization Score	Alternative Funding Sources
ND_OMR_A2	Construction Roundabout	$ 3,917,000.00	11	No Alternative Funding
ND_OMR_A3	Construct Roundabout and Backer Road	$ 4,667,000.00	9	No Alternative Funding
ND_OMR_A4	Access Control (6 Locations), reconstruct Curb, Re-Establish Drainage)	$ 132,000.00	3	No Alternative Funding
ND_OMR_A4.1	Reconfigure Entrance to Type V Std Entrance with Concrete Channelizers	$ 60,000.00	7	No Alternative Funding
ND_OMR_A4.2	Provide a Northbound RT Lane at Hickory Hills and SB RT Lane at Nina St. & Walgreens	$ 400,000.00	10	No Alternative Funding
ND_OMR_LT	Provide 1,791 LF Roadway Lighting	$ 134,325.00	5	No Alternative Funding
CD_OMR_A1	Base Widen and Convert to 3-Lane with TWLTL	$ 1,180,000.00	8	No Alternative Funding
CD_OMR_A1.1	Improve intersection with Traffic Signal	$ 1,302,000.00	7	No Alternative Funding
CD_OMR_A1.2	Correct Geometry, Add Turn Lanes, Major Chanel Work Required	$ 683,000.00	6	No Alternative Funding
CD_OMR_A1.3	Correct Deficient Geometry and Turn Bays on Market St.	$ 96,300.00	6	No Alternative Funding
CD_OMR_LT	Provide 3095 LF Roadway Lighting	$ 232,125.00	5	No Alternative Funding
SD_OMR_A1	Warning & School Zone Sign Improvement (4 signs)	$ 15,000.00	8	No Alternative Funding
SD_OMR_A1.1	Fix the SB Lane Drop that ends sharply into a Box Culvert by Base Widening and Taper with Flush Culvert	$ 78,000.00	7	No Alternative Funding
SD_OMR_A1.2	Reconfigure State Route to Type V Standard	$ 60,000.00	8	No Alternative Funding
SD_OMR_A1.3	Add Intersection Warning Signs with Flashing Beacon on the north side of Rt. AF in the SB lane of One Mile Road.	$ 8,500.00	7	No Alternative Funding
SD_OMR_LT	Provide 4588 LF Roadway Lighting	$ 344,100.00	5	No Alternative Funding
CD_GrantSt_A1	Provide Run off the Road Safety Improvement at Culvert	$ 30,000.00	6	No Alternative Funding
CD_GrantSt_A2	Base Widen and Extend TWLTL	$ 430,000.00	9	No Alternative Funding
CD_GrantST_A3	Install Centerline and Edgelines	$ 2,986.40	9	No Alternative Funding
CD_GrantST_A3.1	Add Stop Bars	$ 420.00	8	No Alternative Funding
CD_GrantST_A3.2	Add School Zone Signs with Flashing Beacon	$ 8,500.00	12	No Alternative Funding
CD_GrantST_A3.3	Install Pedestrian Curb-Out Extensions	$ 350,000.00	7	No Alternative Funding
VRU_ED.1	BUS 60 South Side Sidewalk (5’)	$ 251,250.00	8	No Alternative Funding
VRU_ED.2	BUS 60 Side Roads – South Side Sidewalk (5’)	$ 51,000.00	6	No Alternative Funding
VRU_ED.3	BUS 60 North Side Sidewalk (5’)	$ 215,625.00	8	No Alternative Funding
VRU_ED.4	BUS 60 Side Roads – North Side Sidewalk (5’)	$ 46,800.00	6	No Alternative Funding
VRU_ED.5	Pedestrian Creek Crossing (near MO 25 / BUS 60) – 8’	$ 383,000.00	9	No Alternative Funding
VRU_ED.6	RRFB Crossings	$ 111,250.00	8	No Alternative Funding
VRU_ED.7	Culvert Extensions (10’ extension anticipated)	$ 66,000.00	6	No Alternative Funding
VRU_ED.8	High-Visibility Hatched / Ladder Crosswalks	$ 16,650.00	8	No Alternative Funding
VRU_ED.9	MO 25 East Side Sidewalk (5’)	$ 119,700.00	9	No Alternative Funding
VRU_ED.10	MO 25 / Stoddard St. – Add Pedestrian Facilities & Signal Phasing	$ 100,000.00	10	No Alternative Funding
CD1.1	RRFB at Cooper & Sassafras Street *(High-Severity Locations)*	$ 44,500.00	11	No Alternative Funding
CD1.2	Lighting at BUS 60 / Cooper Street *(High-Severity Location)*	$ 33,200.00	11	No Alternative Funding
CD1.3	Updated Hatched Crosswalk – BUS 60 / Cooper Street *(High-Severity Location)*	$ 1,850.00	11	No Alternative Funding
CD1.4	BUS 60 North Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	$ 525,000.00	8	No Alternative Funding

Project	Location	Cost	Prioritization Score	Alternative Funding Sources
CD1.5	BUS 60 South Side Sidewalk (RT AD – Catalpa St.) – Fill Facility Gaps	$ 587,340.00	8	No Alternative Funding
CD1.6	BUS 60 North / South Side Hatched Crossings	$ 51,800.00	6	No Alternative Funding
CD1.7	Add Pedestrian Signal Phasing – BUS 60 / One Mile Rd.	$ 125,000.00	11	No Alternative Funding
CD1.8	Add Pedestrian Signal Phasing – BUS 60 / Harris St.	$ 100,000.00	11	No Alternative Funding
CD2.1	One Mile Rd. East Side Sidewalk (Midwest Bank – S. Outer Rd.)	$ 113,400.00	7	No Alternative Funding
CD2.2	One Mile Rd. West Side Sidewalk (Arvin Rd. – S. Outer Rd.)	$ 173,400.00	7	No Alternative Funding
CD2.3	Crosswalk & Hatched Markings	$ 5,550.00	5	No Alternative Funding
CD2.4	Lighting at Crossings	$ 99,600.00	6	No Alternative Funding
CD2.5	RRFBs at 3 Crossings	$ 66,750.00	6	No Alternative Funding
CD3.1	Hickory Hills Dr. North Side Sidewalk (One Mile Rd. – Girl Scout Way)	$ 80,640.00	7	No Alternative Funding
CD4.1	South Outer Rd. South Side Sidewalk (BUS 60 – One Mile Rd.)	$ 171,120.00	7	No Alternative Funding
CD4.2	Crosswalk & Hatched Markings	$ 1,850.00	5	No Alternative Funding
CD4.3	Lighting at Crossing	$ 33,200.00	6	No Alternative Funding
CD4.4	RRFB at Crossing	$ 22,250.00	6	No Alternative Funding
SD1.1	W Grant Street Sidewalk – North Side	$ 169,500.00	13	No Alternative Funding
SD1.2	High-Visibility Crosswalks & Hatching	$ 9,250.00	13	No Alternative Funding
SD1.3	Pedestrian Lighting at Crossings	$ 66,400.00	12	No Alternative Funding
SD1.4	RRFBs at Crossings	$ 44,500.00	13	No Alternative Funding
SD2.1	Improved Pedestrian Crossings (Hatching)	$ 35,150.00	13	No Alternative Funding
SD2.2	W Grant Street Sidewalk – North Side (Gap Closure)	$ 39,000.00	13	No Alternative Funding
SD3.1	One Mile Road West Sidewalk (Railroad – Grant Ave.)	$ 141,750.00	1	No Alternative Funding
SD3.2	One Mile Road West Sidewalk (Brown Pilot Ave. – Route AF)	$ 115,050.00	10	No Alternative Funding
SD3.3	High-Visibility Crosswalks & Hatching	$ 7,400.00	9	No Alternative Funding
SD3.4	RRFBs at Crossings	$ 44,500.00	8	No Alternative Funding
ED-1	Provide Drivers Education Course (2027 – 2030) Parent Cost share	$ 117,000.00	15	Cost Share with 50$ Parent Share
ED-2	Provide K-5 Traffic Safety Curriculum (2027 – 2030) Bi-Annual 1 Week Course	$ 60.000.00	15	No Alternative Funding
ED-3	Provide Annual Engineering Updates (Speed Data Update & Crash Data at Community Events)	$ 88,000.00	15	No Alternative Funding
PCC-A1	Railroad Grade Crossing – Post Crash Care Based Project	$ 6,600,000.00	15	Pending (RTA) Program

15. POLICY & PROCESS CHANGES

Community Engagement and Safety Improvements through the Safe Streets for All Program

The process of working through the **Safe Streets for All (SS4A)** program has been highly beneficial to the City of Dexter and its residents. Even prior to being selected for the program, the City proactively solicited input from community members to identify traffic safety concerns. This outreach effort was largely informal but intentional. The Mayor, City Administrator, and City Council members regularly engaged residents by asking, *"What traffic concerns do you have here in Dexter?"* Additionally, during the annual **Stoddard County Fair**, the City established a public comment booth to gather feedback on traffic safety issues. Asking these questions and actively listening to community responses has been one of the most valuable aspects of the SS4A process.

Through this engagement, residents consistently identified concerns related to **three key intersections** and the **need for a grade-separated railroad crossing**. These issues became the primary focus of the City's initial SS4A application.

Beyond community input, the City also began conducting its own assessments of traffic safety conditions. One notable concern was the **condition of roadway striping** throughout the city street system. As a result, the City has now implemented a plan to ensure **regular evaluation and maintenance of roadway striping** to improve visibility and safety.

Another significant concern involved **pedestrian safety near the school campus**. In response, the City has already implemented two safety upgrades, installing **push-button-activated Rectangular Rapid Flashing Beacons (RRFBs)** at two pedestrian crossings. These devices are recommended by the Federal Highway Administration (FHWA) as a best practice and recognized as a proven safety countermeasure. Additionally, the City is finalizing an **ADA Transition Plan** to address sidewalk deficiencies and has added several **bicycle and pedestrian trails** through the Transportation Alternatives Program.

To further demonstrate its commitment to safety, the City established an annual **City of Dexter Safety Day** for all municipal employees. Typically held in the fall, this event provides an opportunity to review safety policies and procedures while learning from outside experts. Past speakers have included representatives from **MoDOT**, the **Associated General Contractors (AGC)**, the **Coalition for Roadway Safety**, **Crader Distributing** (chainsaw safety), **Ameren** (utility safety), and the City's insurance providers (workplace safety).

The City has also formed a **sign review committee** to evaluate requests for additional traffic signage. This committee—comprised of the Streets Superintendent, Police Chief, and City Administrator—reviews requests and provides formal recommendations to the City Council. Finally, the City reinforced its dedication to traffic safety by passing an ordinance in **August 2013** establishing a **primary seat belt law**. While adopted prior to the SS4A program, the SS4A process highlighted the importance of continued education and enforcement, as some residents were not aware the ordinance was in effect.

Key city policies and ordinances will be reviewed by the Dexter SS4A Task Force to ensure alignment with Vision Zero and the Safe Streets For All – Approach.

Title III of the City of Dexter Code of Ordinances serves as the b**ackbone of the City's traffic safety regulatory framework** and aligns directly with key Safe Streets for All (SS4A) focus areas, including speed management, pedestrian safety, safe intersections, and the protection of vulnerable road users. Members of Dexter's SS4A Safety Task Force—identified in the Education, Engineering, and Emergency Management Services section of this Action Plan—will conduct a comprehensive review of these policies to ensure continued alignment with Vision Zero principles and the Safe System approach.

1. Title III – Traffic Code (Core SS4A Relevant Ordinances)

Key Chapters Relevant to SS4A

- **Chapter 300 – General Provisions** (traffic applicability, definitions)
- **Chapter 305 – Traffic Administration** (authority to regulate traffic, traffic studies)
- **Chapter 310 – Enforcement and Obedience to Traffic Regulations**
- **Chapter 315 – Traffic Control Devices** (signs, pavement markings, signals)
- **Chapter 320 – Speed Regulations** and **Schedule I (Speed Limits)**
- **Chapter 325 – Turning Movements** and **Schedule XI (Prohibited Turns)**
- **Chapter 335 – Stop and Yield Intersections & Railroad Crossings**
- **Chapter 340 – Miscellaneous Driving Rules** (careless driving, following distance)
- **Chapter 345 – Pedestrians' Rights and Duties** (crosswalk use, yielding)
- **Chapter 350–365 – Parking Regulations** (sight distance and curbside safety)
- **Chapter 380 – Vehicle Equipment Requirements** (lighting, brakes, visibility)
- **Chapter 385 – Bicycles, Motorized Bicycles, Scooters & Micromobility**

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2. Seat Belt & Occupant Protection Ordinances
Local Primary Seat Belt Ordinance (Adopted August 2013)
The City of Dexter adopted a **primary seat belt ordinance**, allowing law enforcement to stop a vehicle solely for a seat belt violation. This exceeded Missouri state law at the time and remains an important occupant protection policy.

- Supports **Zero Fatalities** principles
- Reinforces **behavioral safety and enforcement**

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3. Pedestrian & ADA-Related Infrastructure Regulations
Title V – Building and Construction
Chapter 510 – Streets, Sidewalks, and Other Public Places

- Street construction and resurfacing standards
- Sidewalk construction and maintenance authority
- Basis for ADA compliance in public rights-of-way

ADA Compliance Framework
While ADA standards originate federally, Dexter's sidewalk and public ROW improvements are governed locally via Title V and implemented through an **ADA Transition Plan**, consistent with Missouri and federal requirements.

4. Railroad & Crossing Safety

- **Chapter 335 – Stop and Yield Intersections and Railroad Crossings**
- Provides regulatory authority for warning devices and compliance near rail corridors

This chapter directly supports the community-identified need for a **grade-separated railroad crossing**, a recurring concern cited during SS4A engagement.

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5. Traffic Control, Signs, and Pavement Markings

- Authority for installation and maintenance of signs and markings is established in **Chapter 315** and supported by **Schedules II–VII** (stop signs, signals, yield signs, snow routes, weight limits)
- Supports the City's formal **sign review process** involving City staff

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6. Vision Zero & SS4A Policy Commitment

City of Dexter SS4A / Vision Zero Resolution (Adopted July 2025)

The City formally adopted a **Vision Zero and Safe System Resolution**, committing to eliminating traffic fatalities and serious injuries through engineering, enforcement, education, and evaluation.

Key elements include:

- Safe speed management
- Enforcement of seat belts, impaired driving, and speed laws
- Infrastructure investment in crossings, sidewalks, and multimodal facilities
- Regular safety audits

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7. Enforcement & Administrative Policies (Supporting SS4A)

- **Traffic violations bureau and procedures** (Title III, Chapters 370–375)
- Police authority to enforce traffic and safety ordinances
- City employee safety regulations (via internal policy and Safety Day programming)

16. CONCLUSION

The City of Dexter's Safe Streets and Roads for All (SS4A) Safety Action Plan provides a **clear, data-driven, and implementable roadmap** to eliminate fatal and serious injury crashes and achieve **Vision Zero by 2030**. Grounded in a comprehensive analysis of crash history, roadway conditions, community demographics, and public input, the plan identifies where the greatest risks exist and prioritizes solutions that address those risks directly through the **Safe System Approach**.

This Action Plan moves beyond reactive, isolated fixes and establishes a **system-wide strategy** that integrates engineering, education, enforcement, and post-crash care. By focusing on high-risk corridors, intersections, and transition zones—particularly along **Missouri Route 25, Business U.S. 60, One Mile Road, urban collectors, and school access routes**—Dexter is targeting investments where they will produce the greatest reductions in crash severity and save the most lives. The plan places **vulnerable road users** at the center of decision-making, ensuring that children, older adults, people with disabilities, pedestrians, and bicyclists are protected through safer designs, predictable crossings, and improved accessibility.

Importantly, the SS4A Action Plan establishes a **transparent prioritization framework**, clear performance measures, and a commitment to annual crash performance reporting and routine Road Safety Audits. These elements ensure accountability, continuous improvement, and the ability to adapt as conditions change. The City's multidisciplinary SS4A Team, strong leadership commitment, and coordination with state and regional partners demonstrate that Dexter is **ready to implement** the recommended projects and leverage federal investment effectively.

At its core, this plan reflects Dexter's commitment to people—not just traffic movement. It is about ensuring that a child can safely walk to school, a senior can cross the street with confidence, and every resident can access daily destinations without unnecessary risk. Through this SS4A Action Plan, the City of Dexter is taking decisive, evidence-based action to build safer streets, strengthen community connectivity, and improve quality of life for everyone who lives in, works in, or visits the city.

16.1 PROJECT SELECTION

Section 13 identifies a range of projects with the potential to significantly reduce fatalities and serious injuries for all roadway users throughout the City of Dexter. Recognizing that SS4A funding is competitive and may not support implementation of every identified improvement, the City applied a data-driven, performance-based evaluation process to prioritize projects with the greatest anticipated safety impact and strongest alignment with the Safe System approach. The highest-scoring projects, identified through this process, represent near-term, actionable investments and are advanced herein for final submittal under the SS4A Implementation Grant program.

Table 75: Project Selection

Project	Location	Cost	Prioritization Score	Alternative Funding Sources
CD_BUS60_A6	Construct Roundabout with Pedestrian Crossings	$ 3,017,000.00	15	MoDOT Cost Share Supported
ND_OMR_A1	Fix unsafe lane configuration & width, with base widening and TWLTL Extension	$ 295,000.00	15	MoDOT Cost Share Supported
ED_MO25_A1	Traffic Signal & Pedestrian Crossings	$ 2,105,000.00	15	MoDOT Cost Share Supported
ED-1	Provide Drivers Education Course (2027 – 2030) Parent Cost share	$ 117,000.00	15	Cost Share with 50$ Parent Share
ED-2	Provide K-5 Traffic Safety Curriculum (2027 – 2030) Bi-Annual 1 Week Course	$ 60.000.00	15	No Alternative Funding
ED-3	Provide Annual Engineering Updates (Data Collection (Speed) & Crash Data at Community Events)	$ 88,000.00	15	No Alternative Funding
PCC-A1	Railroad Grade Crossing – Post Crash Care Based Project	$ 9,015,421.00	15	Pending (RTA) Program