Complete Streets Report for the period

November 1,2022-October 31, 2024

Joplin's Complete Streets Ordinance established five categories of performance measures (Policy, Personnel, Safety, Infrastructure, and Usage) to be collected, analyzed, and reported to the public every two years. The Complete Streets Committee, in collaboration with appropriate staff, collects and publicizes the performance measures established in the policy. The committee also uses community engagement to educate the public about the principles of Complete Streets. This report lists the data metrics collected for each performance measure, analyzes how the metrics change from year to year, and reports Joplin's Complete Streets projects & training activities.

Policy

The metrics monitored, for the policy category, are the number of polices updated to comply with Complete Streets, and the number of Complete Streets policy exemptions granted during the period.

During this initial reporting period, Complete Streets requirements were added to the Joplin Municipal Code Appendix B and the Joplin Development Code Article 3, Sub-Division Requirements. These sections of the codes provide design and construction requirements (i.e. lane widths, sidewalks, bicycle lanes, green space/landscape amenity area, and parking) that encompass a Complete Street Design. A Complete Streets Applicability Determination was added to the Consult Phase of the Engineering Standard Scope of Services. The Scope of Services document is used during the project design phase of City Projects. Complete Streets design elements must be incorporated into the design and construction of applicable projects.

The Complete Streets Committee approved one applicable project during the reporting period. This project, widening 20th street between Central City Road and Maiden Lane, is scheduled to begin construction in the Spring of 2025. There were zero Complete Streets policy exemptions requested, and zero exemptions granted during the reporting period.

Personnel

The metrics monitored, for the personnel category, are the number of staff trainings completed, and the number of community engagement activities held during the reporting period.

During this initial reporting period, four committee meetings were dedicated to Complete Streets training for committee members. Two sessions of Complete Streets 101 were provided to new and current members of the committee. This training provides members with an introduction to Complete Streets concepts and explains the role members perform while serving on the Complete Streets Committee. One training session discussed the Safe Roads & Bridges for All (SS4A) Safety Plan and how this plan directly relates to the goals of Complete Streets. The fourth training session was used to draft committee policy for collecting each performance measure, analyzing how the metrics change from year to year, and reporting Joplin's Complete Streets projects & training activities.

The Complete Streets Committee performed several different types of Community Engagement Activities. A Complete Streets Committee webpage was added to the Planning, Development, and Neighborhood Services section of the City of Joplin website. A Complete Streets News Flash Notification option was added to the City's website. Users can now elect to receive Complete Streets email or text notifications. Complete Street initiatives, planning activities, and project promotion are published to JATSO's Facebook page to build community engagement for Complete Streets projects and training activities. A SS4A Open House was held at the Joplin Library and an On-Line Survey was conducted so residents could voice their opinions and help Identify safety concerns for all users-whether they walk, bike, or drive. 362 individuals participated in the SS4A engagement activities. A map of Joplin's bike trails and on-street bike lanes was added to www.joplingis.org. This map will be expanded to include future trails under construction and updated as the construction is completed.

Safety

The metrics monitored, for the safety category, are the number of fatality vehicle collisions, number of injury vehicle collisions, number of fatality pedestrian collisions, number of injury pedestrian collisions, and crash location maps for vehicle collisions and pedestrian collisions that occurred during the reporting period. By analyzing these metrics, the Complete Street Committee hopes to identify collision patterns and make recommendations to improve vehicle and pedestrian safety.

Fatality Vehicle Collisions are defined as -An unintended event involving a motor vehicle resulting in death.

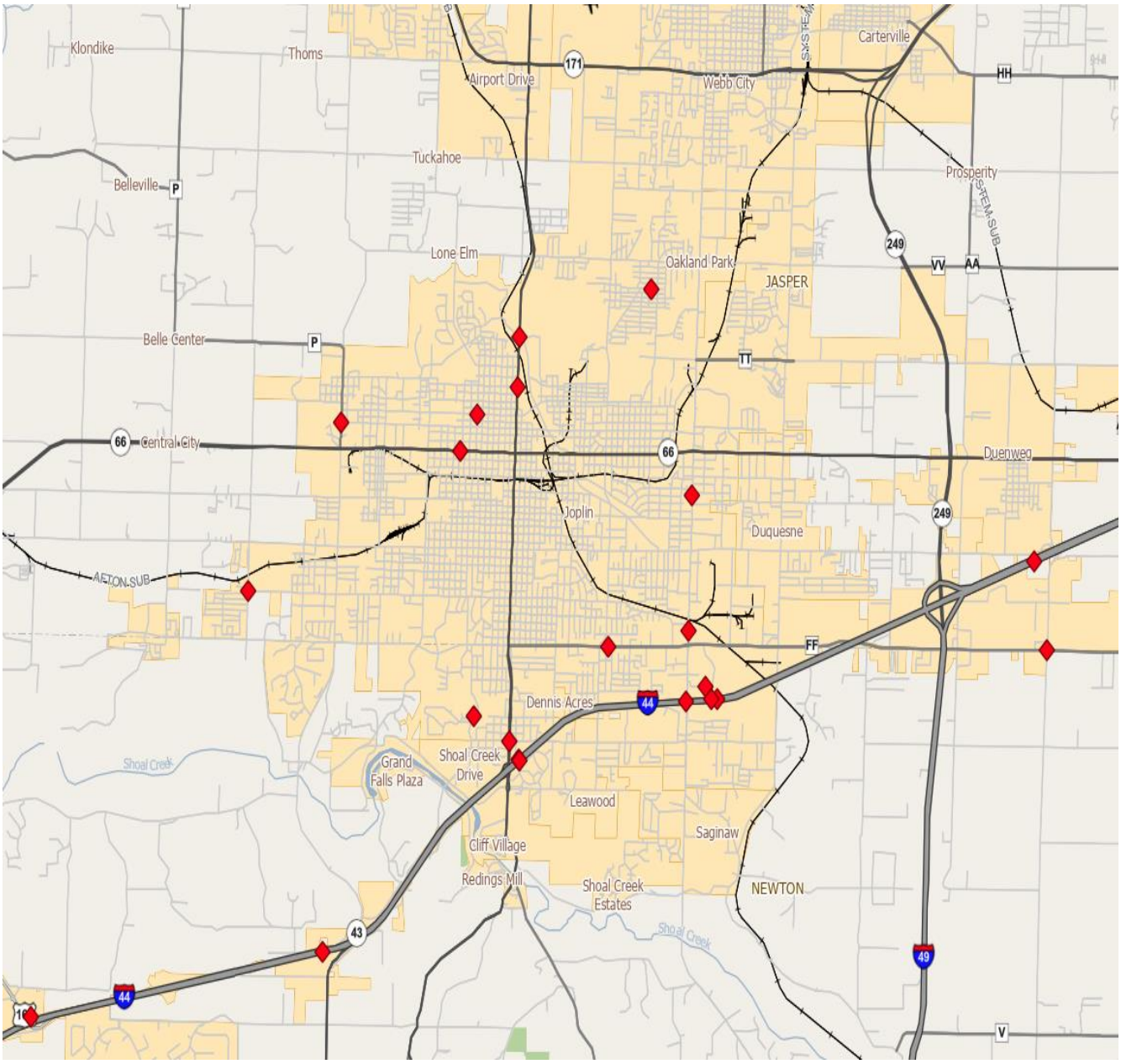
Injury Vehicle Collisions are defined as -An unintended event involving a motor vehicle resulting in bodily injury. The injuries sustained during these types of collisions include serious life-threatening injuries, and minor visible injuries.

Fatality Pedestrian Collision- An unintended event involving a motor vehicle and a pedestrian resulting in death to a pedestrian.

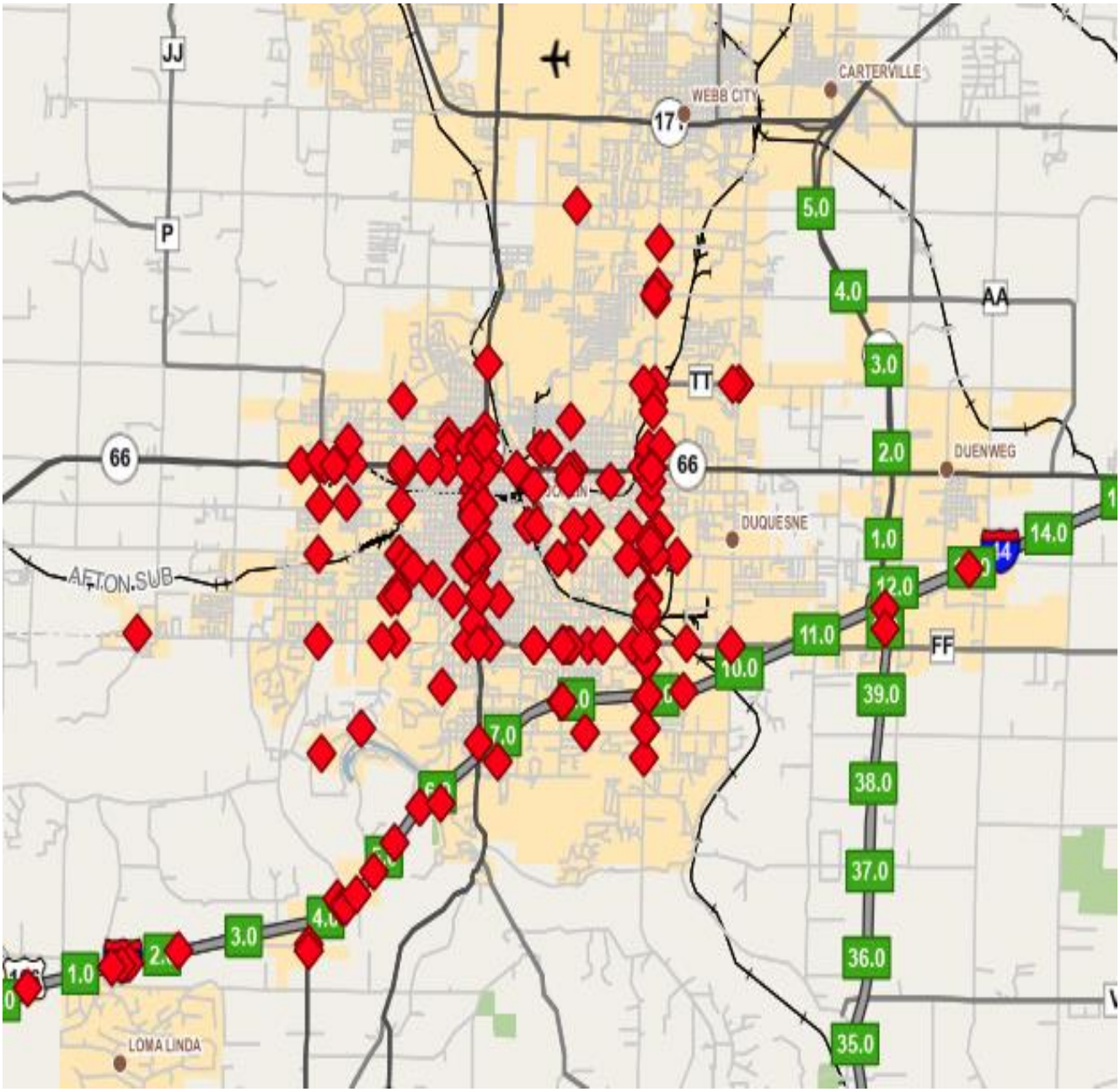
Injury Pedestrian Collision- An unintended event involving a motor vehicle and a pedestrian resulting in bodily injury to a pedestrian.

Joplin Police reported 23 Fatality Vehicle Collisions and 562 Injury Vehicle Collisions during the reporting period. The locations of these collisions are presented on the graphics below.

2022-2024 Fatality Vehicle Collisions

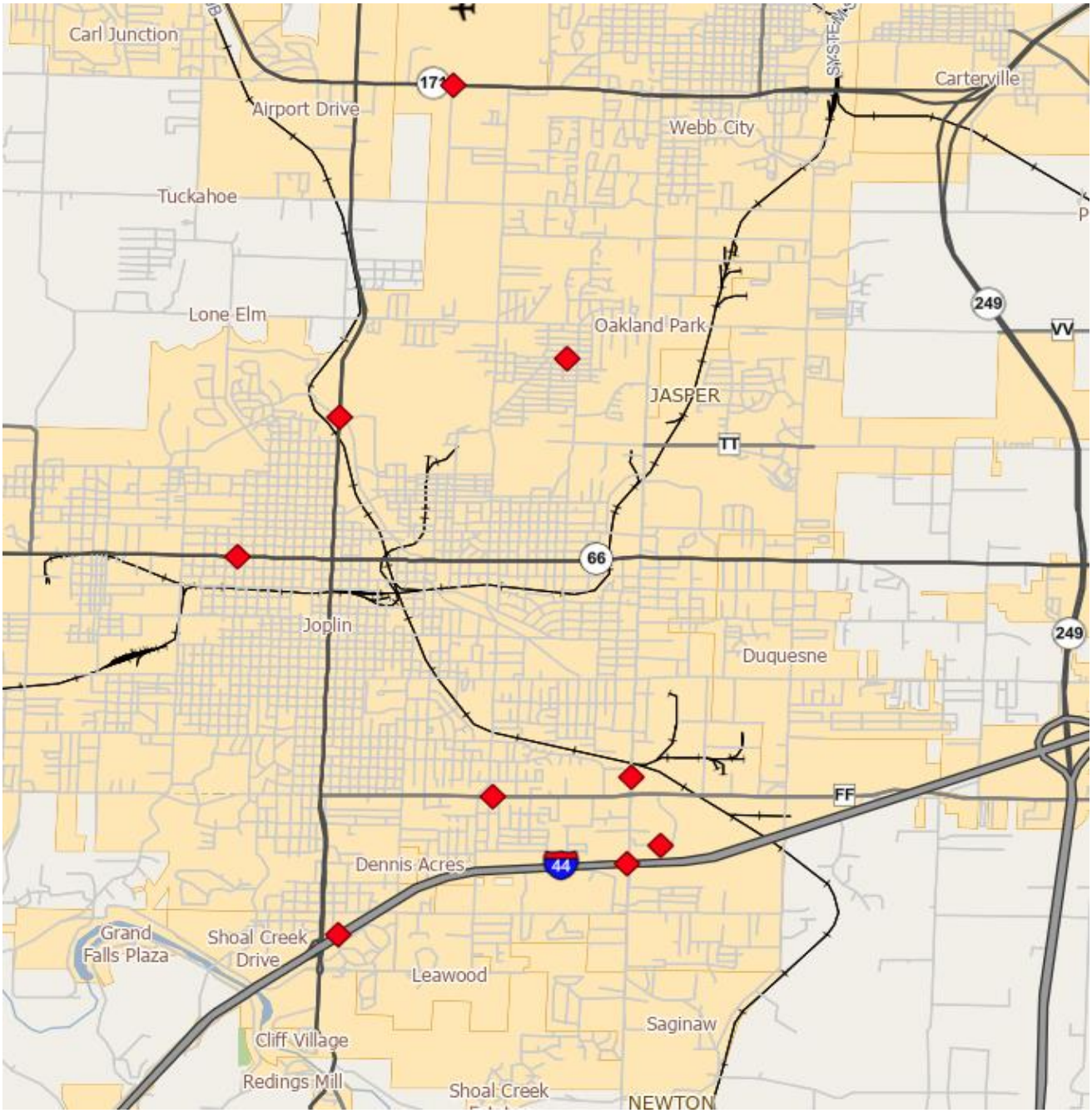


2022-2024 Injury Vehicle Collisions

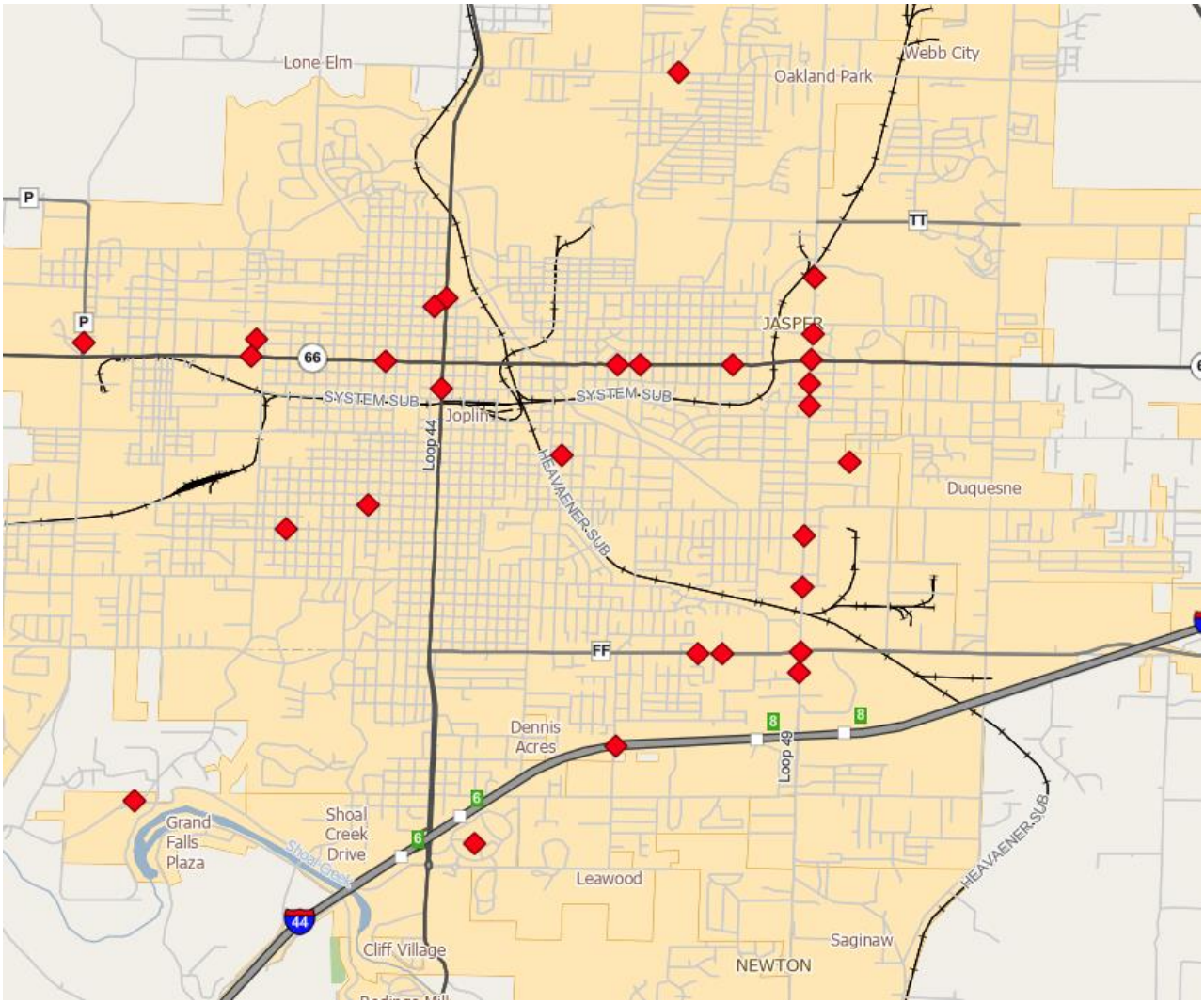


Joplin Polic reported 9 Fatality Pedestrian Collisions, and 29 Injury Pedestrian Collisions during the reporting period. Injury Collisions include life threatening injuries as well as minor visible injuries. The locations of these collisions are presented on the graphics below.

2022-2024 Fatality Pedestrian Collisions



2022-2024 Injury Pedestrian Collisions



Safety Metrics Analysis

Most Vehicle Injury Collisions occurred in areas with a posted vehicle speed limit of 35 MPH or greater, high traffic counts, and large numbers of commercial driveways intersecting the roadway. The 2022-2024 Vehicle Injury Collision saturation map shows the highest concentration of these collisions occurred on Interstate 44, 32nd Street, Range Line Rd, Schifferdecker, Maiden Lane, 7th Street, and Main Street. Vehicle speed appears to be a major factor that caused a Vehicle Collision to result in a Fatality. 73.9% of Vehicle Fatality Collisions occurred in areas with a posted speed limit of 35 MPH or greater.

Infrastructure

The metrics monitored, for the infrastructure category, are the liner feet of new sidewalks built, liner feet of existing sidewalks repaired, liner feet of new trails and/or bike lanes built, and number of connective (link existing infrastructure, e.g., a bridge or rail crossing that connects two trails) projects completed.

New sidewalks constructed: 19,225 liner feet of new sidewalks were constructed during the reporting period.

10,054' Connecticut Widening Project



9,170' 32nd Street Widening Project



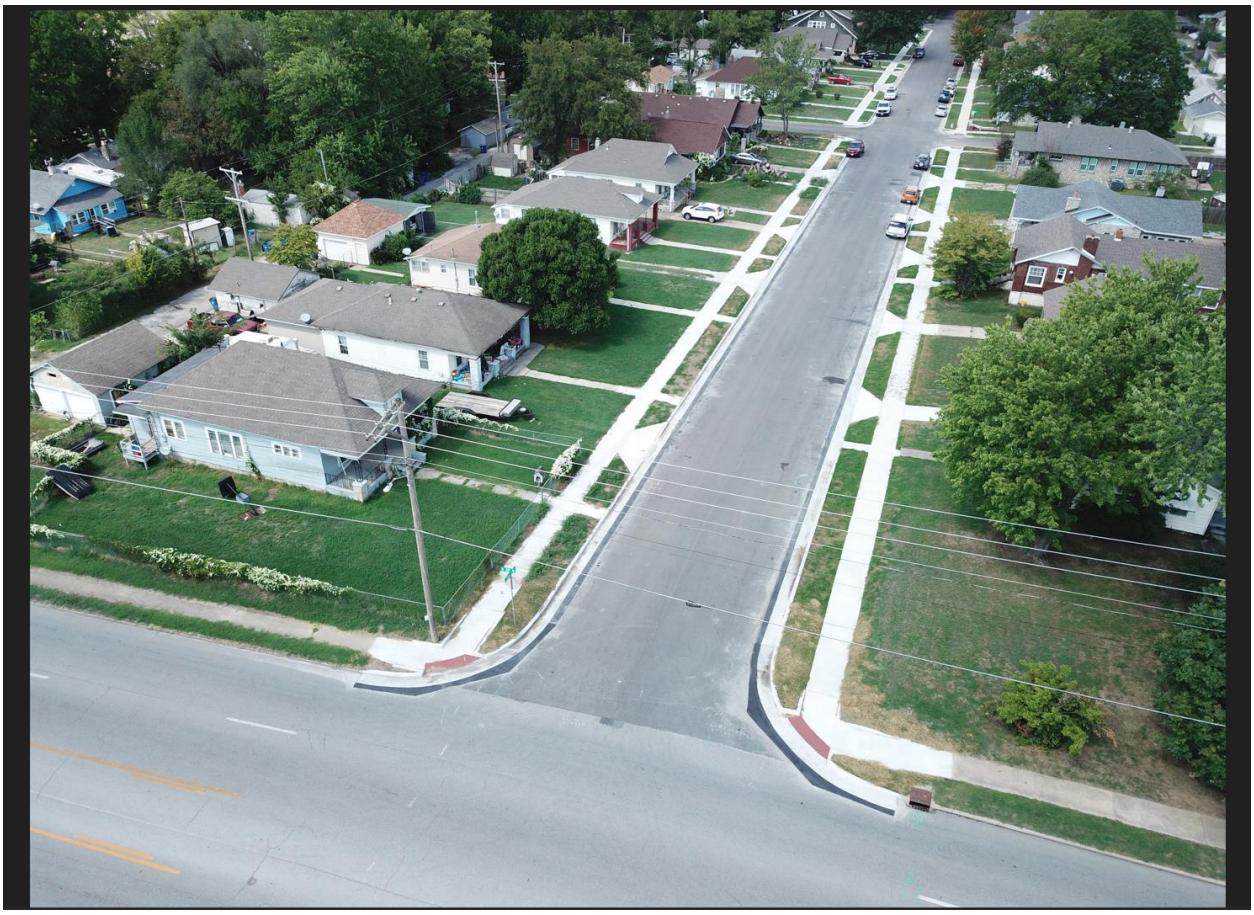
Existing sidewalks repaired:

6,300' of damaged sidewalks were replaced through the East Town, Annie Baxter Street from 17th to 20th, and C St from Wall to Main projects.

The East Town Project replaced 3,240' of broken sidewalk.



The Annie Baxter Street project from replaced 2,500' of broken sidewalk.



New trails/bike lanes constructed:

There were no new trails/bike lanes constructed during the reporting period.

Number of connective projects completed:

There were no connective projects completed during the reporting period.

Usage

The metrics monitored, for the usage category, are the number of users on existing infrastructure, number of users on new infrastructure, and the breakdown of transportation mode usage on existing infrastructure.

There were no monitoring activities completed during the reporting period. During the next reporting period, the Complete Streets Committee will develop and implement monitoring techniques to evaluate the use, by transportation mode, on existing infrastructure.