City of Clinton MISSOURI

AGENDA

Clinton City Council Regular Meeting
City Hall • 105 E. Ohio Street, Clinton, MO 64735
Tuesday, December 16, 2025 • 6:00pm

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Approval of Minutes**:
   a. Approval or correction of the minutes of the City Council Meetings of December 2 and 11, 2025.
5. **Personal Appearances**
6. **Reports:**
   a. Larry Tucker – Economic Development Report
7. **Second Reading of Previously Read Bills**: None.
8. **Committee Reports:**
   a. **Public Works Committee Report**:
      1. **Community Development:**
         a. 608 W Grandriver: Nuisance abatement work has been completed. City estimated 2-4 30-yd dumpsters would be required. Contractor loaded 12 30-yd dumpsters.
      2. **Waste Water:**
         a. October Operations Report: For information only. Christy noted that AWR invoiced the City for $30,210 in excess maintenance and chemical limits.
         b. Rotors: New rotors are functioning well. Older rotors, #1 and #8, are continuing to function despite some issues.
         c. Easement Inspection/Cleaning: 6½ miles of sewer line easements need to be cleared. Committee recommends 2-0 to accept the Stoyko quote not to exceed $30,000.
         d. Inflow and Infiltration: Need to CCTV 2,800 ft. of 15" sewer main. Inspected 200 manholes. Will plan to make repairs next year.
      3. **Parks & Recreation**
         a. Benson Center event - Clinton School District Behavior Intervention Support Team (BIST) in partnership with CPD School Resource Officer program: City SROs will participate, as appropriate.
      4. **Street Dept.**
         a. IMS Roadway Pavement and Structural Evaluation update: TJ and Christy participated in 1.5 hr. project meeting on Monday. Data is being finalized.

b. Safe Streets for All (SS4A) Safety Action Plan update: Plan is ready to present to Council for approval.

Resolution No. 28-2025 - A Resolution of the City of Clinton to adopt the Clinton Comprehensive Safety Action Plan in alignment with the Safe Streets and Roads For All (SS4A) Program and to commit to reducing transportation-related serious injuries and deaths through a systematic approach.

b. **Public Safety Committee Report:** None.

c. **Finance Committee Report:**

1. 2026 Property & Casualty Insurance Renewal
2. Update on Lagers Valuation Estimates
3. Monthly Financials – November, 2025

9. **Mayor's Report**
10. **City Administrator's Report**
11. **Unfinished Business**: None.
12. **New Business:**

a. Request to close City Hall on Friday, December 26th

13. **Closed Session:** *Pursuant to RSMo. 610.021 (2) Leasing, purchase or sale of real estate by a public governmental body where public knowledge of the transaction might adversely affect the legal consideration therefor; and (12) Sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or any documents related to a negotiated contract until a contract is executed, or all proposals are rejected.*

Individuals desiring to speak at the meeting are asked to fill out a speaker card and submit it to the Clerk prior to the call to order. Speakers are respectfully asked to limit their comments to three (3) minutes or less. Speakers will be called on to speak during the appropriate portion of the meeting. Please address your comments to the Mayor/Chairman. If you require accommodation (i.e. qualified interpreter, large print, and/or hearing assistance) please notify this office at (660-885-6121) no later than forty-eight hours prior to the scheduled commencement of the meeting.

City of Clinton MISSOURI

OPEN CITY COUNCIL MEETING MINUTES

City Hall • 105 E. Ohio Street, Clinton, MO 64735
Tuesday, December 2, 2025 • 6:00 p.m.

The City Council of the City of Clinton, Missouri met Tuesday, December 2, 2025. Mayor Carla Moberly presided.

1. **Call to Ordering:** Mayor Carla Moberly called the regular meeting to order at 6:05 pm.
2. **Roll Call**

   Council Persons:

   Present: Brenda Elliott, Gene Henry, Rob Hills, Roger House, Austin Jones, Gary Mount and Greg Shannon
   Absent: Cameron Jackson

   Others Present:

   City Administrator Christy Maggi, City Clerk Wendee Seaton, City Attorney Adam Sommer, Deputy Police Chief John Scott, Economic Development Director Larry Tucker
3. **Pledge of Allegiance:** Was recited.
4. **Approval of Minutes**: Council Person House made a motion to approve the minutes with noted correction of the Open City Council Meeting of November 18, 2025. Council Person Henry duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.
5. **Personal Appearances:** Mark Meyer submitted a speaker card, requesting time for his legal counsel to speak. Mr. Meyer's legal counsel was not present when called to speak. After waiting the allotted 3-minute time frame without an appearance by Mr. Meyer's counsel, Mayor Moberly declared the Personal Appearance time to be closed.
6. **Reports:**
   a. Tourism Commission – Budget: Bill Thole gave a report on the November 5th meeting to review the 2026 budget for the Clinton Tourism Association. Updates were given on successful events and new events that had increased tourism. The revenue from the lodging tax has increased from $114k in 2020 to $144k in 2024. The Commission confirmed that the proposed expenditures for the 2026 Clinton Tourism budget comply with the allowed uses for the lodging tax
7. **Second Reading of Previously Read Bills**:
   a. Industrial Development Project Revenue Bonds. Council Person House called for the clerk to give the first reading by title only of Bill No. 2025-14.

      Bill No. 2025-14 - An Ordinance approving a Plan for an Industrial Development Project; authorizing the issuance of Taxable Industrial Development Revenue Bonds in a maximum aggregate principal amount of not to exceed $29,100,000; and authorizing certain documents and actions in connection therewith.

      Council Person House made a motion to approve the second reading by title only of Bill No. 2025-14. Council Person Mount duly seconded the motion. A roll call vote was taken and the following was recorded: 7 Ayes: Brenda Elliott, Gene Henry, Rob Hills, Roger House, Austin Jones, Gary Mount and Greg Shannon; 0 Nays; 1 Absent: Cameron Jackson. Mayor Carla Moberly declared the motion passed. Ordinance 4192.

8. **Committee Reports:**

   a. **Public Works Committee Report**: *Council Person House gave the following committee report:*

      1. Park & Rec:

         a. Aquatic Center Updates: For information only.

            - Boilers: Both boilers are installed and working well. Lap and rec pool temps are within proper range; therapy pool a little high, but being monitored. Air temp on the high side; controller is being evaluated.
            - Roof: Has been completed. Redhammer is completing the repairs to the concrete and EIFS. John McClendon will evaluate repairs.
            - Concrete: Will be early spring before Austin Construction begins repairs.

         b. Soccer concession stand update: Wall repair completed. Plumbing repairs will begin soon. City has received a quote to paint the building and roof since the new metal siding does not match the old metal siding. Final costs are expected to be within the Covered Damages allotment of $24,584.57. Getting a quote to paint the roof to match siding.

         c. 10-yr Plan Committee: Meeting scheduled for 12/9 at 12 noon

      2. Waste Water: For information only.

         a. VacCon: Vacuum boom malfunctioned. Red Equipment replaced hydraulic cylinder and it's up and running.

         b. WWTP Upgrade: Max Electric has completed work for now. Ross Construction completed concrete work for sidewalk and south holding basin. Will soon pour blower pad at east sludge basin.

         c. Grit System: Jon Patriarca talked to an operator at a WWTP in Reading, PA about their Kuster grit system that is not inside a heated building. Reading WWTP reports that the heat tracer system on the Kuster equipment has functioned well for 8+ years. Jon recommends that we proceed with the Kuster grit system. Kuster equipment can be repaired by JCI.

         d. 1995 Ford 350 flatbed truck: Truck is leaking transmission fluid and oil. Should consider a replacement.

      3. Water line work and pavement cut at MO Hwy. 18 (Ohio Street) and Orchard Street: HCWC is working to repair the water line. The cut is on a MoDOT road and not a City street. The City is aware of the issues regarding this project. Discussion was held on this issue. For information only.

   b. **Public Safety Committee Report:** *Council Person Jones gave the following committee report:*

      Present at meeting: Council Persons Elliott, Jones and Shannon, Deputy Police Chief John Scott

      1. Annual Towing Bids: Two bids were received. Committee recommends 3/0 to select Clinton Wrecker. COUNCIL: Council Person Jones made a motion to select Clinton Wrecker. Council Person Shannon duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.

      2. The Blue Shield grant equipment have been received.

c. **Finance Committee Report**: *Council Person Henry gave the following committee report:*

Present at meeting: Council Persons Henry and Mount, Mayor Carla Moberly, City Administrator Christy Maggi, City Clerk Wendee Seaton, Economic Director Larry Tucker

1. 2026 Employee Health Challenge: No changes from prior years. Committee recommends approval 3/0. COUNCIL: Council Person Henry made a motion to continue the program for 2026. Council Person Mount duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.

2. Annual Service Bids:

- Flower Planters at City Hall: Discussion was held on the need for the service. Committee voted 2/1 to recommend approval. COUNCIL: Council Person Elliott made a motion to approve the bid from Skaggs. Council Person House duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.
- Fuel Bids: Same cost as last year. Committee votes 3/0 to recommend approval of the bid from MFA. COUNCIL: Council Person Henry made a motion to approve the bid from MFA. Council Person Jones duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.
- Mowing for Code Enforcement: Discussion on yard sizes. Committee votes 3/0 to recommend that mowing services be rebid. COUNCIL: Council Person Henry made a motion to send the mowing service back out for bids. Council Person Shannon duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed.
- Pest Spraying: Discussion on the increase in annual costs being $2,080. Committee votes 3/0 to recommend that pest spraying services be rebid. COUNCIL: Council Person Henry made a motion to send the pest spraying service back out for bids. Council Person House duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed
- Trash Service: Discussion on the location of the bidders and past histories of service. Committee votes 3/0 to recommend approval of the bid from Golden Valley Disposal. COUNCIL: Council Person Henry made a motion to accept the bid from Golden Valley Disposal. Council Person Mount duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. Mayor Carla Moberly declared the motion passed

9. **Mayor's Report:**

a. Work session will be Thursday, December 11th at noon.

b. The Street Department did will with the weather event compared to others in the area.

10. **City Administrator's Report:**

a. Anti-harassment training for City staff has been scheduled for February 11, 2026. Council will be invited to attend.

b. Capital Electric upgraded the Second Street traffic signals.

11. **Unfinished Business**: None.

12. **New Business:** None.

13. **Adjournment:** With no further business, Council Person Henry made a motion to adjourn. Council Person House duly seconded the motion. 7 Ayes; 0 Nays; 1 Absent. At 6:39 pm, Mayor Carla Moberly declared the motion passed and adjourned the meeting.

City Clerk Wendee Seaton

Mayor Carla Moberly

City of Clinton MISSOURI

OPEN CITY COUNCIL MEETING MINUTES

City Hall – 105 E. Ohio Street, Clinton, MO 64735
Thursday, December 11, 2025 • 12:10 p.m.

The City Council of the City of Clinton, Missouri met Thursday, December 11, 2025. Mayor Carla Moberly presided.

1. **Call to Order**: Mayor Carla Moberly called the meeting to order.
2. **Roll Call**:

   Council Persons:

   Present: Brenda Elliott, Gene Henry, Rob Hills, Roger House, Austin Jones, and Gary Mount
   Absent: Cameron Jackson and Greg Shannon

   Others Present:

   City Clerk Wendee Seaton, City Administrator Christy Maggi, Fire Chief Mark Manuel

3. Award letter from the Missouri Department of Conservation for the 2026 VFA. This year we were awarded the grant for portable radios. This is a matching funds grant with VFA matching funds reimbursement not to exceed $10,000. The total project cost was quoted at $23,112.12 which would make the City's grant responsibility $13,112.12. Council Person House made a motion to approve paying for the radios at an amount of $23,112.12 and the $10,000 grant reimbursement which would make the City's final responsibility $13,112.12. Council Person Mount duly seconded the motion. Discussion was held on budgeting the City's responsible amount on potential grant projects in the future. 6 Ayes; 0 Nays; 2 Absent. Mayor Carla Moberly declared the motion passed.
4. City Administrator Recruitment: Discussion was held on the process for filling the City Administrator position, upon the retirement of Christy Maggi. The City could choose to handle the entire process in-house or utilize a recruiting service. There was further discussion about recruiting firms that have the capability of providing interim City Administrator services during the search process. Council directed City Clerk Wendee Seaton to contact Interim Solutions to schedule a meeting with the Mayor and City Council members to obtain more information on the search process.
5. **Adjournment:** With no further business, Council Person Hills made a motion to adjourn. Council Person House duly seconded the motion. 6 Ayes; 0 Nays; 2 Absent. At 12:51 pm, Mayor Carla Moberly declared the motion passed and adjourned the meeting.

_____
City Clerk Wendee Seaton

_____
Mayor Carla Moberly

Economic Development Report
Clinton City Council Meeting on
Tuesday 12/16/2025
Period 11/15/2025-12/15/2025

PROJECT ACTIVITY:

NEW PROJECTS:

- Project Residential Housing (11/10/2025): Developer started working with City of Clinton on a planned 28-unit subdivision for workforce housing project. This project is being assisted by City's new Housing Incentive.
- Project Expanded Space (10/03/2025) Local Manufacturer needing additional space has reported entering a lease-purchase agreement for additional space plus applying for permit to build storage space on existing site and will hire 10 new employees.

PROJECT LEADS WE COULD NOT SUBMIT ON THIS PERIOD:

- None

POTENTIAL UPCOMING DEALS (75%+ Odds)

- Project Rooftop: (7/15/2024): 38-unit income based senior living development resubmitting to State of Missouri for Housing Tax Credits. Application looks very strong this time. City Council passed Resolution of Support at City Council meeting on 8/19/2025.
- Project Blade (12/02/2025) Dec 2nd City Council voted unanimously for the final reading of the public hearing for a Chapter 100 Bond Issue. Gilmore & Bell is finalizing the bond issue by year's end.

ADMINISTRATIVE UPDATES:

- Larry Tucker presented at Clinton Morning Optimist Club on Thursday morning 10/30/2025
- Larry Tucker served as guide for 29 High School Students on Thursday morning 10/30/2025. 29 students from Clinton High and Montrose High attended the tours which included: Schreiber Foods, White River Marine, Golden Valley Memorial Health, and Transcontinental.
- Larry Tucker attended to Ribbon Cutting for SOJO Small Engines on 11/3/2025.
- Larry Tucker attended the 50th Anniversary of the Clinton Elks Club on 11/4/2025.
- New Project opened (Project Water Wagon 11/10/2025) on Monday 11/10/2025. KC Contractor needing temporary space.
- Larry Tucker and Mark Dawson worked on monthly report on Monday 11/10/2025.
- On Tuesday 11/11/2025, Dawson participated in webinar on using Lasso, and automated RFI Response program via Mo Partnership
- Attended Clinton Chamber Executive Committee meeting on Thursday afternoon 11/13/2025.
- Larry Tucker taking vacation from Friday 11/14/2025-Thursday 11/19/2025.
- Larry Tucker attended the Chamber Board meeting held on 12/02/2025.
- Larry Tucker attended lunch meeting with University of Missouri Extension office employees Mitchell Moon & Lynnlee Parrott.

City of Clinton MISSOURI

OPEN PUBLIC WORKS COMMITTEE MEETING

City Hall – 105 E. Ohio Street

Tuesday, December 9, 2025 • 7:00 a.m.

COMMITTEE MEMBERS: ■ Roger House ❑ Cameron Jackson ■ Rob Hills

STAFF: ■ Christy Maggi ■ TJ Williams ❑ Brad Combs ■ Chuck Bailey

CONTRACT STAFF: ■Jon Patriarca (AWR) ❑ Steve McKim (AWR)

GUESTS: ■ Dustin Sterling (AWR) ■ Mayor Carla Moberly

1. **Community Development:**
   a. 608 W Grandriver: Nuisance abatement work has been completed. City estimated 2-4 30-yd dumpsters would be required. Contractor loaded 12 30-yd dumpsters.
2. **Waste Water:**
   a. October Operations Report: For information only. Christy noted that AWR invoiced the City for $30,210 in excess maintenance and chemical limits.
   b. Rotors: New rotors are functioning well. Older rotors, #1 and #8, are continuing to function despite some issues.
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   d. Inflow and Infiltration: Need to CCTV 2,800 ft. of 15" sewer main. Inspected 200 manholes. Will plan to make repairs next year.
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   a. Benson Center event - Clinton School District Behavior Intervention Support Team (BIST) in partnership with CPD School Resource Officer program: City SROs will participate, as appropriate.
4. **Street Dept.**
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   b. Safe Streets for All (SS4A) Safety Action Plan update: Plan is ready to present to Council for approval.

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City of Clinton MISSOURI

MONTHLY BUILDING REPORT

REPORTING PERIOD:

11/1/2025 **thru** 11/30/2025

Previous Month Total Dollar Value YTD: $15,792,144.00

PERMIT TYPE	NUMBER OF PERMITS	# PERMITS YTD	MONTHLY DOLLAR VALUE
SINGLE FAMILY HOMES	4	9	$730,000.00
MULTIPLE FAMILY HOMES (NUMBER OF UNITS WITHIN MFU)	0	2	$0.00
GARAGES & CARPORTS (ATTACHED)	0	0	$0.00
GARAGES & CARPORTS (DETACHED)	0	5	$0.00
ACCESSORY AND MISCELLANEOUS	5	72	$3,400.00
COMMERCIAL BUILDINGS	0	5	$0.00
COMMERCIAL REMODELING	0	10	$0.00
DEMOLITIONS	1	8	$1,000.00
SIGNS	0	4	$0.00
OTHER	0	30	$0.00
TOTALS FOR MONTH=	10		$734,400.00
TOTAL PERMITS YTD=		145	
TOTAL DOLLAR VALUE YTD=			$16,526,544.00
TOTAL PERMIT FEES FOR MONTH=	$3,287.00		
TOTAL PERMIT FEES YTD=	$31,570.00		
PLUMBERS LICENSES ISSUED	0		

REMARKS: _____

_____

_____

105 E. Ohio Street • Clinton, MO 64735-2131
(660) 885-6121 • Fax: (660) 885-2023

MONTHLY BUILDING DEPARTMENT REPORT LOG

MONTH NOVEMBER YEAR 2025

DATE	PERMIT#	OWNER/ADDRESS	CONTRACTOR	VALUE	PERMIT FEE	CODE	ABBR	CONSTRUCTION TYPE	COMP DATE
11/4/2025	PB2025-0143	ONPOINT HOME DESIGN 401 N SIXTH ST	SELF	$1,000.00	$50.00	12	DEM	SINGLE FAMILY DEMOLITION	
11/4/2025	PB2025-0144	ONPOINT HOME DESIGN 204 E CHESAPEAKE LN	SELF	$200,000.00	$571.00	12	SFH	SINGLE FAMILY	
11/4/2025	PB2025-0145	ONPOINT HOME DESIGN 204 E CHESAPEAKE LN	SELF	$0.00	$350.00	17	AM	SEWER TAP	
11/4/2025	PB2025-0146	ONPOINT HOME DESIGN 300 E JAMESTOWN DR	SELF	$180,000.00	$572.00	12	SFH	SINGLE FAMILY	
11/4/2025	PB2025-0147	ONPOINT HOME DESIGN 300 E JAMESTOWN DR	SELF	$0.00	$350.00	17	AM	SEWER TAP	
11/4/2025	PB2025-0148	ONPOINT HOME DESIGN 305 E JAMESTOWN DR	SELF	$200,000.00	$571.00	12	SFH	SINGLE FAMILY	
11/4/2025	PB2025-0149	ONPOINT HOME DESIGN 305 E JAMESTOWN DR	SELF	$0.00	$350.00	17	AM	SEWER TAP	
11/11/2025	PB2025-0150	MICHAELA SHINN 706 E GLENDALE DR	SELF	$2,600.00	$50.00	17	AM	FENCE	
11/16/2025	PB2025-0151	HADLEY HOLDINGS, LLC 206 E COLLEGE ST	SELF	$800.00	$50.00	12	AM	FOUNDATION REPAIR	
11/26/2025	PB2025-0152	LARRY & BEVERLY CORUM 334 N WATER ST	SELF	$150,000.00	$373.00	12	SFH	SINGLE FAMILY MANUFACTURED	

PERMIT ABBREVIATIONS: SINGLE FAMILY HOME (SFH) - MULTIPLE FAMILY HOMES (MFH) - GARAGE/CARPORT ATT (GCA) - CARAGE/CARPORT DET (GCD) ACCESSORY/MISC (AM) - COMMERCIAL BUILDING (CB) - COMMERCIAL REMODELING (CR) - DEMOLITION (DEM) - SIGNS (SGN) - OTHER (OTH)

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Professional Water and Wastewater Operations

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We partner with communities to deliver the finest water and wastewater services available at a competitive price. We are committed to keeping water safe and clean while serving people and taking care of communities with improved technical operations, careful management, and financial oversight, and ensured regulatory compliance.

Alliance Water Resources, Inc.

206 S. Keene St. Columbia, MO 65201

(573) 874-8080

OPERATIONS REPORT – CLINTON DIVISION

Oct 2025

Wastewater Treatment Plant Operations & Maintenance

- Recorded 4.17 inches of rain
- An average of 1.3 million gallons of wastewater were treated per day
- Conducted and submitted monthly eDMRs to Missouri DNR
- Sludge press machine inoperable due to a faulty air cylinder and guide rails which led to low production numbers of biosolids
- Packed up and shipped out Triton Aerator rentals
- Ross Construction installed two permanent Triton Aerators with temporary electrical panels
- Ross Construction provided only one option repair cost for the east sludge basin with patch repairs and overlay
- Ross Construction provided a progress meeting on the WWTP upgrades
- JCI picked up the mixer motor out of west sludge basin to evaluate if it is repairable and under warranty
- GPM completed annual calibration of our lab equipment and flow meters
- Staff replaced head bearing and drilled new support anchors for rotor two

Collection System Operations & Maintenance

- Conducted 120 sewer lines locates
- Inspected eight sewer manholes for I&I

Other

- This month's safety meeting was held on Oct 29th, the topics were Chainsaw Safety and LOTO

Alliance WATER RESOURCES®
Professional Water and Wastewater Operations

OPERATIONS REPORT – CLINTON DIVISION

Budgetary – Contract Year to Date through the end of Sep 2025

Description	Annual Budget	Actual Year to Date	Actual as % of Budget
Repair Expense	$60,000	$85,466	142%
Chemical Expense	$22,000	$26,744	121%

NPDES Effluent Permit Parameters

Parameter	Monthly Average	Permit Limit
pH	7.0 Min – 7.3 Max Reported Monthly Avg. 7.1	6.5 Min – 9.0 Max
Total Suspended Solids (TSS)	3.9 mg/L	20 mg/L monthly average
TSS % Removal	98%	85%
Biochemical Oxygen Demand (BOD)	2.2 mg/L	20 mg/L monthly average
BOD % Removal	98%	85%
Ammonia	.30 mg/L	20 mg/L monthly average
E. Coli (Apr 1 – Oct 31)	43.6 lb total 10.9 lb average	126 lb/100 mL monthly average
Oil & Grease	<5.0 mg/L	Monitoring Only (quarterly)
Total Phosphorus	.496 mg/L	1.0 mg/L annual average
Total Nitrogen	1.3 mg/L	Monitoring Only (quarterly)
Upstream Monitoring Total Phosphorus	3.47 mg/L	Monitoring Only (quarterly)
Upstream Monitoring Total Nitrogen	24 mg/L	Monitoring Only (quarterly)
Whole Efficiency Toxicity	N/A	Monitoring Only (annually)
Influent Flow	Avg daily flow—.77 MGD Total—23.12 MG	Design—2.0 MGD YTD—361.38 MG

Biosolids

	Oct Total (tons)	2025 Total (tons)
Hauled sludge	25.2	2374.75

RESOLUTION NO. 28-2025

A RESOLUTION OF THE CITY OF CLINTON TO ADOPT THE CLINTON COMPREHENSIVE SAFETY ACTION PLAN IN ALIGNMENT WITH THE SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM AND TO COMMIT TO REDUCING TRANSPORTATION-RELATED SERIOUS INJURIES AND DEATHS THROUGH A SYSTEMATIC APPROACH.

WHEREAS, the Mayor and City Council serve as the governing body for the City of Clinton and provide a platform for collaborative decision-making in transportation planning; and

WHEREAS, safe, accessible, and multimodal transportation options are essential to the City's mission to enhance the quality of life for all residents; and

WHEREAS, between 2020 and 2024, the City experienced 46 fatal and serious injury (KSI) crashes, resulting in 3 fatalities (including 2 pedestrians) and 55 serious injuries. This highlights the need for a proactive and comprehensive approach to improving roadway safety; and

WHEREAS, the Clinton SS4A Comprehensive Safety Action Plan aims to develop a holistic and well-defined strategy to prevent roadway deaths and serious injuries within the City; and

WHEREAS, the Safety Action Plan is a data-driven, comprehensive, and actionable strategy to improve transportation safety for all users across the City's street network; and

WHEREAS, implementing the strategies outlined in the Safety Action Plan will contribute to the U.S. Department of Transportation's (USDOT) vision of zero traffic deaths and serious injuries and align with the State of Missouri's goal of zero deaths and serious injuries.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CLINTON, AS FOLLOWS:

The City of Clinton hereby adopts the Clinton Comprehensive Safety Action Plan, which provides a systematic and data-driven approach to reducing transportation-related serious injuries and fatalities throughout the City.

The City of Clinton commits to prioritizing roadway safety as a core element of its transportation planning, design, and operations, with the goal of achieving zero deaths and serious injuries on the City's transportation network by 2040.

Read and passed this _____ day of _____, 2025.

_____

Carla Moberly, Mayor

ATTEST

_____

Wendee Seaton, City Clerk

City of Clinton MISSOURI

Safe Streets for All

Comprehensive Safety Action Plan

December 16, 2025

Adopted by the
City of Clinton

Prepared By:

CJW

This safety action plan and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C.407.

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City of Clinton, Missouri

Resolution No. [Insert Number]

A RESOLUTION OF THE CITY OF CLINTON TO ADOPT THE CLINTON COMPREHENSIVE SAFETY ACTION PLAN IN ALIGNMENT WITH THE SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM AND TO COMMIT TO REDUCING TRANSPORTATION-RELATED SERIOUS INJURIES AND DEATHS THROUGH A SYSTEMATIC APPROACH.

WHEREAS:

- The Mayor and City Council serve as the governing body for the City of Clinton and provide a platform for collaborative decision-making in transportation planning; and
- Safe, accessible, and multimodal transportation options are essential to the City's mission to enhance the quality of life for all residents; and
- Between 2020 and 2024, the City experienced 46 fatal and serious injury (KSI) crashes, resulting in 3 fatalities (including 2 pedestrians) and 55 serious injuries. This highlights the need for a proactive and comprehensive approach to improving roadway safety; and
- The Clinton SS4A Comprehensive Safety Action Plan aims to develop a holistic and well-defined strategy to prevent roadway deaths and serious injuries within the City; and
- The Safety Action Plan is a data-driven, comprehensive, and actionable strategy to improve transportation safety for all users across the City's street network; and
- Implementing the strategies outlined in the Safety Action Plan will contribute to the U.S. Department of Transportation's (USDOT) vision of zero traffic deaths and serious injuries and align with the State of Missouri's goal of zero deaths and serious injuries.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CLINTON, AS FOLLOWS:

1. The City of Clinton hereby adopts the Clinton Comprehensive Safety Action Plan, which provides a systematic and data-driven approach to reducing transportation-related serious injuries and fatalities throughout the City.
2. The City of Clinton commits to prioritizing roadway safety as a core element of its transportation planning, design, and operations, with the goal of achieving zero deaths and serious injuries on the City's transportation network by 2040.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CLINTON, THIS [DAY] DAY OF [MONTH], 2025.

ATTEST:

Wendee Seaton, City Clerk
City of Clinton, Missouri

SIGNATURE:

Carla Moberly, Mayor
City of Clinton, Missouri

ACKNOWLEDGEMENTS

The Clinton Safety Action Plan is the product of collaborative efforts from individuals and organizations committed to improving transportation safety and quality of life in the City of Clinton.

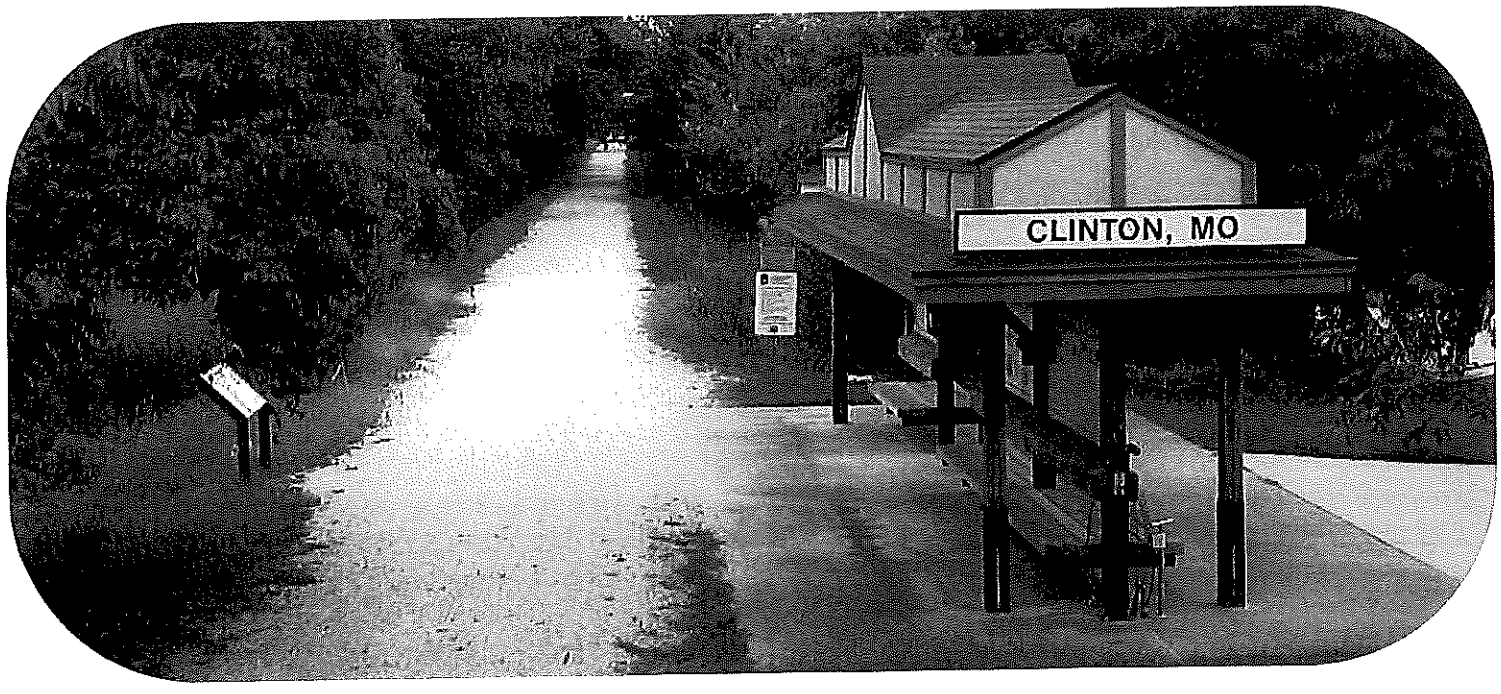
We thank the following contributors:

City of Clinton's Elected Officials
Thank you to the City of Clinton's elected officials for your leadership and support. Your guidance has been vital in advancing roadway safety initiatives across the community.

Safety Action Plan Steering Committee
We appreciate the contributions of the Safety Action Plan Steering Committee. Your expertise and collaboration have been essential to developing the strategies outlined in this plan. The Steering Committee's responsibilities included guiding the development of the Safety Action Plan, reviewing data and findings, providing local insights and feedback, and helping to establish priorities for future implementation and monitoring of progress toward improved roadway safety.

Additional Contributors
We acknowledge the Missouri Department of Transportation Southwest District (MoDOT SW District), community members, and other stakeholders for providing valuable input, data, and support throughout the planning process. Your involvement has strengthened the plan and reinforced the commitment to safer roadways.

This plan represents a collective effort to implement effective safety strategies, fostering safer and more equitable roadways for all.



Safety Action Plan Steering Committee

LOCAL GOVERNMENT		
TJ Williams	City of Clinton	Street Superintendent
Chuck Bailey	City of Clinton	Community Development Director
Gary Mount	City of Clinton	Council Member
Christy Maggi	City of Clinton	City Administrator
LAW ENFORCEMENT		
Capt. John Scott	City of Clinton	CPD Deputy Chief
Shane Lawson	City of Clinton	CPD School Resource Officer
PUBLIC HEALTH		
Rachel Boyles	GVMH	Chief Service Officer
Peggy Bowles	Henry Co. Health Center	Administrator
COMMUNITY ORGANIZATIONS		
David Lee	Clinton Chamber of Commerce	Executive Director
Susan Jones-Hard	Disability Community Representative	Resident
BUSINESS COMMUNITY		
Greg Shannon	Katy Trails Tours & Shuttle	Owner
Ben Hendershot	Cycles & Cream	Owner
COMMUNITY RESIDENTS		
Jennifer Hinton	Citizen	Resident
EDUCATION		
Dr. Rob Anthony	Clinton School District	Assistant Principal, CHS
TRANSPORTION		
Ashley Swartz	KBRPC	Executive Director
Michael Wake	MoDOT	Traffic Studies Specialist
EMERGENCY SERVICES		
Amy Guynn	GVMH	EMS
Mark Manuel	City of Clinton	Fire Chief

Steering Committee Role & Responsibilities

The Steering Committee was charged with the **development**, **implementation**, and **monitoring** of a data-driven, community-based safety plan. As discussed at the kickoff meeting, the Committee helps set priorities, review progress, and coordinate with partners to advance Clinton's goal of eliminating serious injuries and fatalities on its transportation network.

CHAPTER 1

CLINTON'S COMPREHENSIVE SAFETY ACTION PLAN OVERVIEW

Introduction

The City of Clinton, the county seat of Henry County, serves as a regional center for healthcare, shopping, business, and industry. It also marks the western endpoint of the Katy Trail, a 225-mile path popular with cyclists, runners, and horseback riders. The City has a population of approximately 9,174.

Clinton is committed to making its roadways safer for all users. The **Clinton Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan** was developed to address key safety challenges and reduce traffic-related crashes and injuries.

Between 2020 and 2024, Clinton recorded 46 crashes resulting in death or serious injury (KSI), including 3 fatalities— 2 of whom were pedestrians—and 55 serious injuries. These statistics underscore the need for focused, proactive strategies to prevent crashes and save lives.

To guide this work, the City is applying the **Federal Highway Administration's (FHWA) Safe System Approach**, which is based on **Vision Zero** principles. This approach emphasizes designing roads and transportation systems that protect all users, even when mistakes occur. It promotes safer infrastructure, improved vehicle technology, and smarter traffic management to reduce the likelihood and severity of serious crashes.

The **Clinton SS4A Comprehensive Safety Action Plan** identifies safety risks, sets clear priorities, and outlines actionable steps to make travel safer throughout the community. Through collaboration with residents, law enforcement, and other local stakeholders, the City is fostering a lasting culture of safety. The plan not only addresses current safety concerns but also supports long-term improvements for a safer, more accessible transportation network.

With data-driven strategies and strong community input, the City of Clinton reaffirms its commitment to making local roads safer and easier to use for everyone.

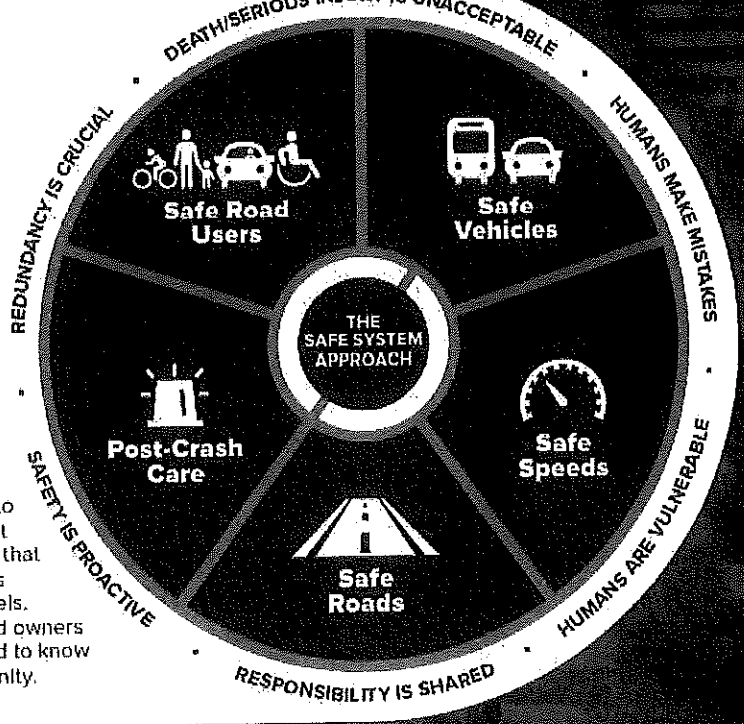
THE

SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

U.S.Department of Transportation
Federal Highway Administration
FHWA-SA-20-015

Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional	Safe System
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit **safety.fhwa.dot.gov/zerodeaths** to learn more.

The KSI (Fatal or Seriously Injured) crash data for Clinton from 2020 to 2024 highlights concerning trends that should guide the City's safety interventions.

GRAPH 2.1 illustrates a significant rise in serious injury crashes, increasing from 5 incidents in 2020 (the onset of the COVID-19 pandemic) to 12 in both 2022 and 2023 during the post-pandemic recovery period. A decline was observed in 2024, with 8 incidents.

During the pandemic year of 2020, reduced Vehicle Miles Traveled (VMT) contributed to fewer crashes overall, including KSI incidents. However, as traffic volumes rebounded in 2022 and 2023, serious injury crashes peaked.

Fatal crashes, while less frequent, first appeared in 2020 with 1 recorded incident and increased to 2 in 2023 as traffic patterns normalized. These fluctuations, influenced by pandemic-related behavioral changes, traffic patterns, and variations in VMT, underscore the importance of targeted prevention strategies to address these emerging trends.

TABLE 2.1 provides key insights into the most common crash types that require focused attention:

- **Out of Control Crashes:** A total of 10 such crashes were recorded, with a peak of 5 incidents in 2022. These crashes suggest issues related to speed management and roadway design.
- **Angle-Related Crashes:** Crashes categorized as "Left Turn Right Angle" (9 incidents) and "Right Angle" (6 incidents) together account for nearly one-third of all KSI crashes, highlighting deficiencies in intersection safety.
- **Vulnerable Road User Crashes:** Incidents involving pedestrians (4 crashes) and cyclists (1 crash) emphasize the need for enhanced protections for non-motorized travelers.
- **Left Turn Crashes:** Various types of left turn crashes (12 total) were consistently observed throughout the study period, underscoring a significant safety concern.

GRAPH 2.1: CRASH SEVERITY BY YEAR (KSI) 2020 - 2024

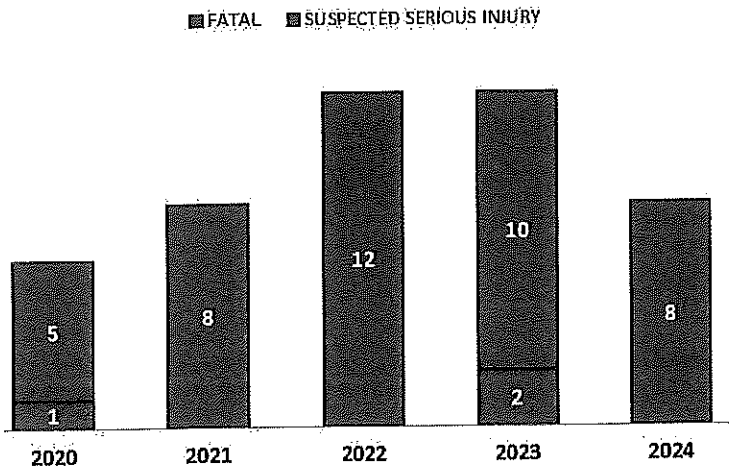


TABLE 2.1: CRASH TYPE 2020 - 2024

Crash Type	YEAR					
	2020	2021	2022	2023	2024	TOTAL
AVOIDING	-	1	-	-	1	2
HEAD ON	-	-	-	2	-	2
LEFT TURN	1	-	-	1	1	3
LEFT TURN RIGHT ANGLE	2	2	1	3	1	9
OTHER	-	-	1	1	-	2
OUT OF CONTROL	1	1	5	1	2	10
PARKING OR PARKED CAR	-	-	-	-	1	1
PEDALCYCLE	-	-	1	-	-	1
PEDESTRIAN	1	-	-	2	1	4
REAR END	-	2	1	1	-	4
RIGHT ANGLE	1	2	2	-	1	6
RIGHT TURN RIGHT ANGLE	-	-	1	1	-	2
TOTAL	6	8	12	12	8	46

Analysis of Clinton's KSI (Fatal or Seriously Injured) crashes from 2020 to 2024 highlights notable environmental and temporal trends that warrant attention. Weather, road surface and lighting conditions all contributed to these incidents, with clear patterns emerging throughout the year.

Seasonal variations are particularly evident, with certain months reporting higher concentrations of crashes. These trends suggest that environmental factors, combined with specific time periods, create higher-risk conditions on Clinton's roadways.

Understanding these patterns provides essential context for developing targeted safety interventions that address both the physical conditions and temporal factors associated with these incidents.

TABLE 2.2: CONTRIBUTING CIRCUMSTANCES KSI CRASHES 2020 - 2024

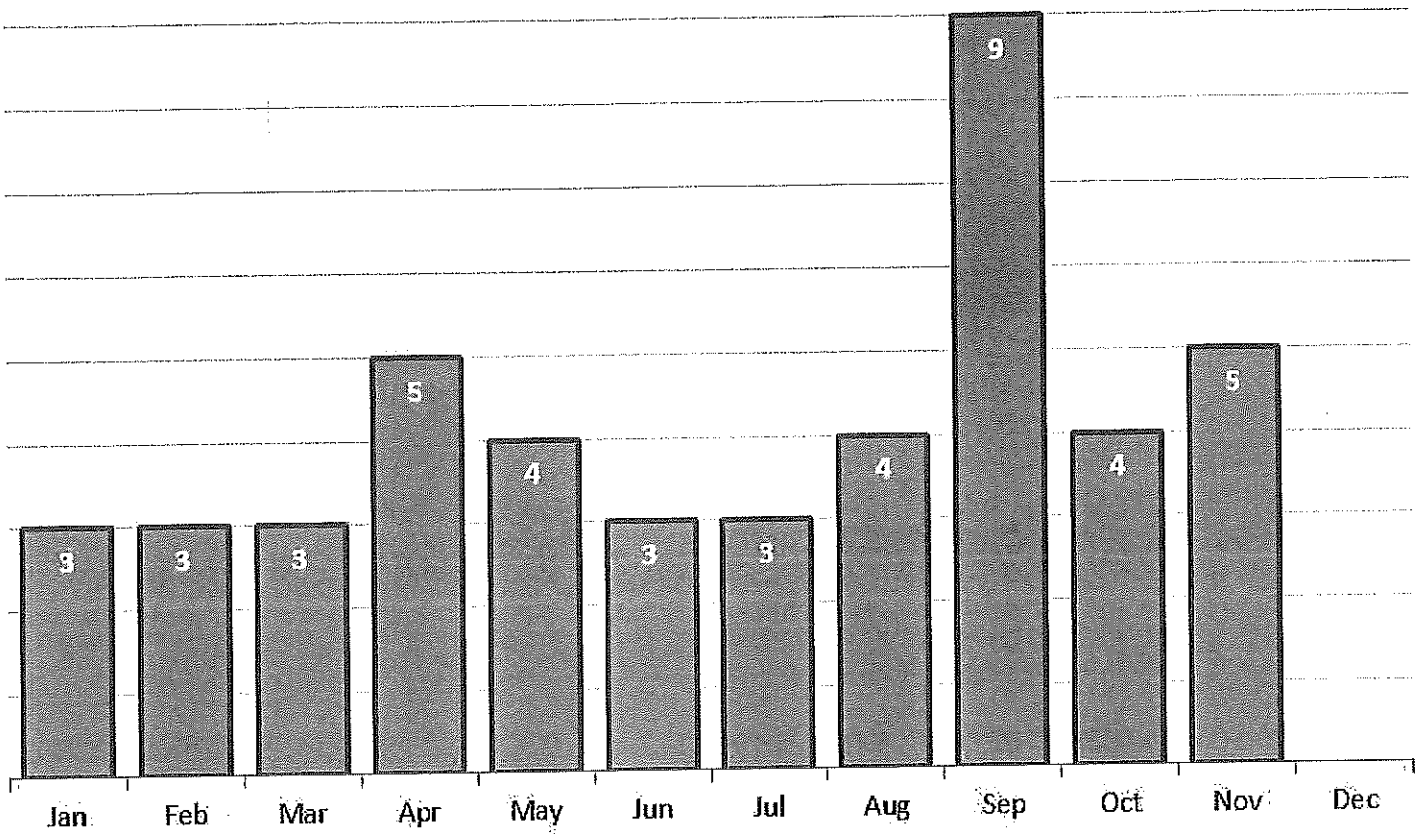
WEATHER CONDITIONS	YEAR					TOTAL
	2020	2021	2022	2023	2024	
CLEAR	6	7	10	11	7	41
CLOUDY	-	1	2	1	1	5
TOTAL	6	8	12	12	8	46
SURFACE CONDITIONS	**YEAR**					**TOTAL**
	2020	2021	2022	2023	2024	
DRY	6	7	11	12	8	44
ICE	-	-	1	-	-	1
WET	-	1	-	-	-	1
TOTAL	6	8	12	12	8	46
LIGHT CONDITIONS	**YEAR**					**TOTAL**
	2020	2021	2022	2023	2024	
DARK W/ LIGHTS OFF	1	3	2	3	-	9
DARK W/ LIGHTS ON	-	-	2	-	2	4
DAYLIGHT	5	5	8	9	6	33
TOTAL	6	8	12	12	8	46

TABLE 2.2:

An analysis of environmental factors for KSI (Fatal or Seriously Injured) crashes reveals the following trends:

- Weather Conditions:
  - 89% of crashes (41 out of 46) occurred during clear weather.
- Road Surface Conditions:
  - 95.7% of crashes (44 out of 46) happened on dry road surfaces.
- Lighting Conditions:
  - 71.7% of crashes (33 crashes) occurred during daylight hours.
  - 28.3% (13 crashes) occurred in darkness, with nine of these taking place where streetlights were either off or nonexistent.

GRAPH 2.2: Seasonal Trends in KSI Crashes by the Month 2020 - 2024



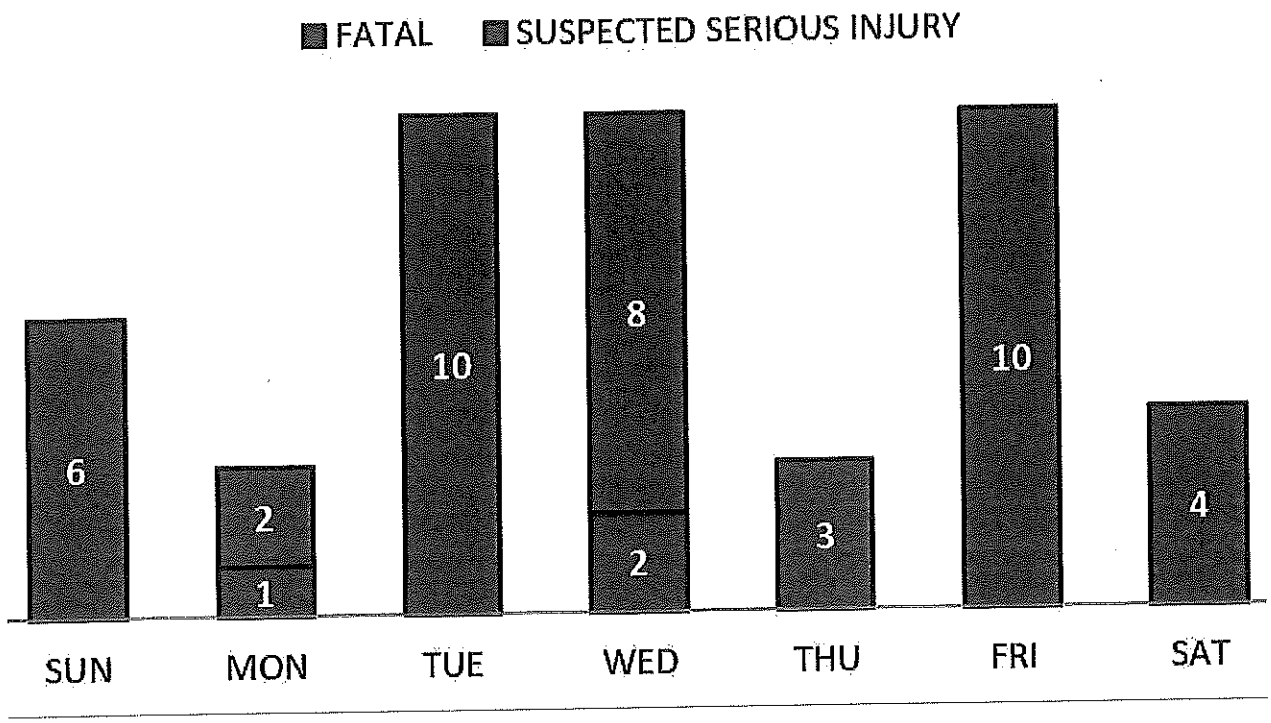
Graph 2.2 Overview

Graph 2.2 illustrates notable seasonal variations in KSI (Killed or Seriously Injured) crashes, highlighting opportunities for targeted safety interventions:

- September: The highest number of crashes occurred in September, with 9 KSI incidents (19.6% of the total).
- April and November: Each recorded 5 KSI crashes.
- Other Months: Most other months saw 3 to 4 KSI crashes, indicating a consistent baseline level of incidents throughout the year.

These trends demonstrate that KSI crashes occur year-round, with distinct seasonal peaks. This suggests the need for both ongoing attention and focused interventions during higher-risk months.

GRAPH 2.3: CRASH SEVERITY BY DAY OF WEEK (KSI) 2020 - 2024

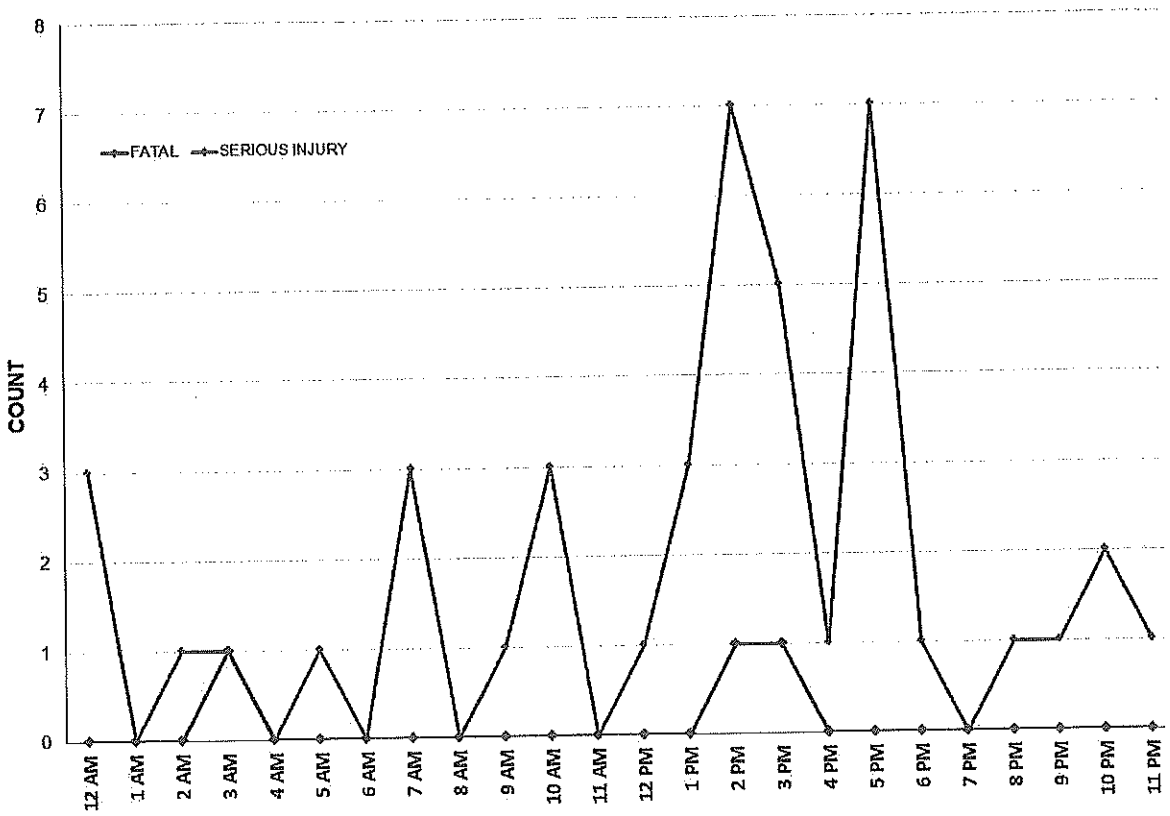


Graph 2.3 shows how KSI crashes were distributed across the days of the week:

- Tuesday, Wednesday, and Friday: These days recorded the most crashes, with 10 each.
  - Tuesday and Friday: All 10 crashes involved serious injuries.
  - Wednesday: 8 crashes involved serious injuries, and 2 were fatal.
- Sunday: 6 crashes, all involving serious injuries.
- Saturday: 4 crashes, all involving serious injuries.
- Thursday and Monday: Each recorded 3 crashes.
  - Thursday: All 3 crashes involved serious injuries.
  - Monday: 2 crashes involved serious injuries, and 1 was fatal.

These findings show that while certain days see more crashes, serious injury crashes occur throughout the week, emphasizing the need for consistent safety measures.

GRAPH 2.4: CRASH SEVERITY BY TIME OF DAY (KSI) 2020 - 2024



School Impact

Graph 2.4 shows that the highest frequency of KSI (fatal and serious injury) crashes occurs between 2 PM and 3 PM, coinciding with school dismissal times. This highlights the need for enhanced safety measures around schools during afternoon pickup.

Commute Patterns

- Morning Commute (7 AM - 9 AM): An increase in KSI crashes is observed during this period.
- Evening Commute (4 PM - 6 PM): This period has the second-highest frequency of KSI crashes.

Peak Comparison

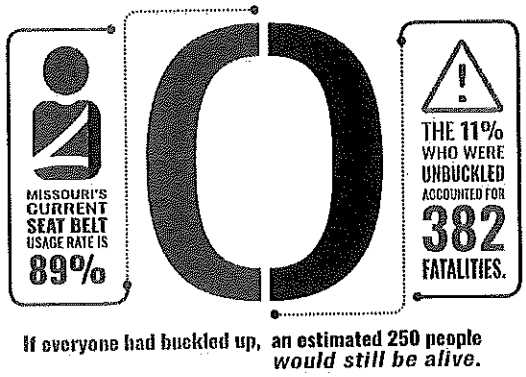
- Highest Peak: 2 PM - 3 PM, likely influenced by a combination of school traffic and early commuters returning home.
- Lowest Peak: Crashes are lowest at 4 AM, 6 AM, 8 AM, 11 AM, and 7 PM.

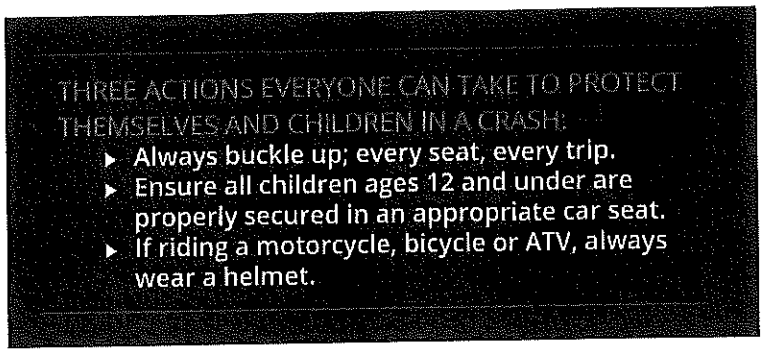
This comparison underscores the significant influence of daily routines on crash patterns, with 2 PM to 3 PM emerging as the period of greatest risk.

Recommendations

Traffic safety efforts should prioritize:

- School Zones: Implement enhanced safety measures during dismissal times to protect students and families.
- Commuter Traffic: Focus on managing traffic during the afternoon peak, when school and work commutes overlap, as well as during morning commute hours.





Source: Missouri's Strategic Highway Safety Plan 2021-2025

Unbelted Fatal Crashes

Although no unbelted fatal crashes were reported in Clinton between 2020 and 2024, addressing unbelted occupant behavior remains critical for improving roadway safety. Unbelted crashes are a priority focus area in Missouri's Strategic Highway Safety Plan (SHSP) due to their significant contribution to severe injuries and fatalities across the state.

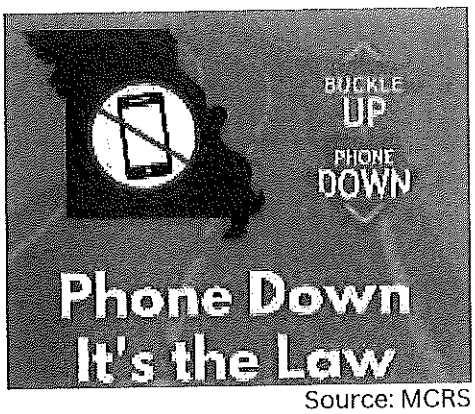
Statewide Context

Unbelted occupants account for a disproportionate share of fatal and serious injury (KSI) crashes in Missouri. In 2022 alone, over 60% of vehicle occupant fatalities statewide involved individuals who were not wearing seat belts. Missouri's SHSP highlights seat belt use as one of the most effective strategies for reducing crash severity and saving lives.

Recommended Countermeasures

To continue this positive trend, Clinton can implement the following strategies:

- Public Awareness Campaigns: Partner with Missouri's safety initiatives to promote seat belt use through social media, local events, and school programs.
- High-Visibility Enforcement: Collaborate with law enforcement to conduct targeted campaigns, such as "Click It or Ticket," which emphasize compliance with seat belt laws.
- Engagement: Work with schools, businesses, and healthcare providers to highlight the importance of seat belt use.
- Youth Education: Focus outreach efforts on younger drivers and passengers, who often have lower seat belt compliance rates, to establish lifelong safety habits.



Source: MCRS

Summary

Although no unbelted fatalities occurred in Clinton from 2020 to 2024, prioritizing seat belt use is vital to preventing severe crashes and aligning with Missouri's SHSP goals. Through education, enforcement, and community collaboration, Clinton can take proactive steps to prevent unbelted KSI crashes and enhance roadway safety.

Motorcycle Crashes

From 2020 to 2024, motorcycles accounted for 1 fatality and 8 SI crashes (19.57% of SI crashes) in Clinton. Notably, 8 of 9 motorcycle KSI crashes occurred on the state system, underscoring the need for targeted safety improvements.

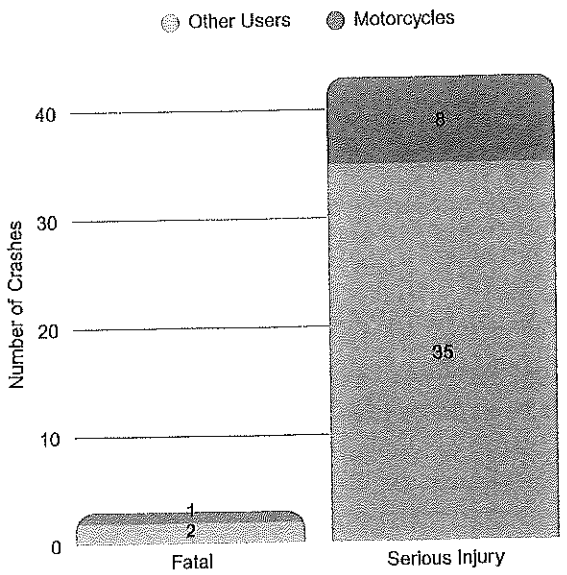
Contributing Factors

- Speeding increases crash severity.
- Visibility Challenges make motorcycles harder to detect.
- Lack of Helmet Use reduces rider protection.
- Driver Inattention contributes to failure-to-yield crashes.

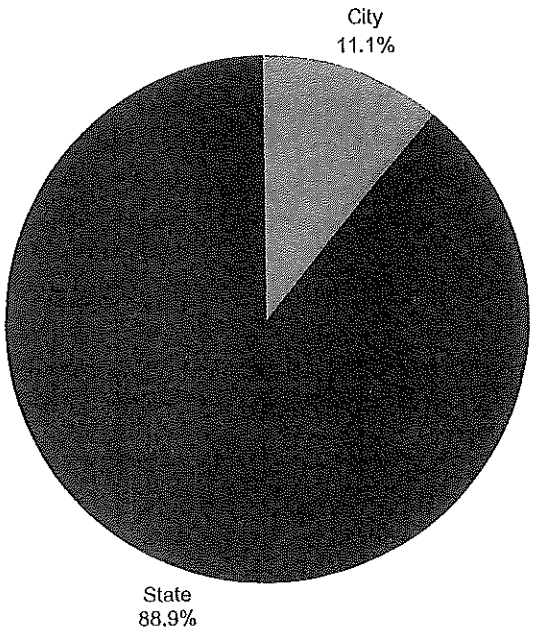
Strategies

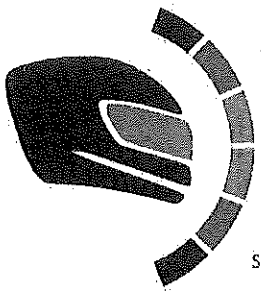
Clinton can reduce motorcycle crashes by continuing to leverage the Missouri Coalition for Roadway Safety (MCRS) programs:

- Support & Work for a state law requiring helmets for all riders.
- Education: Promote "Share the Road" and helmet safety campaigns.
- Training: Support rider safety programs like the Missouri Motorcycle Safety Program.
- Enforcement: Target speeding and impaired riding on high-risk roads.
- Roadway Improvements: Enhance lighting, signage, and pavement quality at intersections.
- Data-Driven Focus: Use crash data to identify high-risk areas and evaluate safety strategies.



Roadway Ownership of Motorcycle KSI Crashes





HELMETS REDUCE THE CHANCE OF FATAL INJURY BY 42% AND REDUCE THE RISK OF SUSTAINING A HEAD INJURY BY 69% FOR MOTORCYCLE RIDERS.

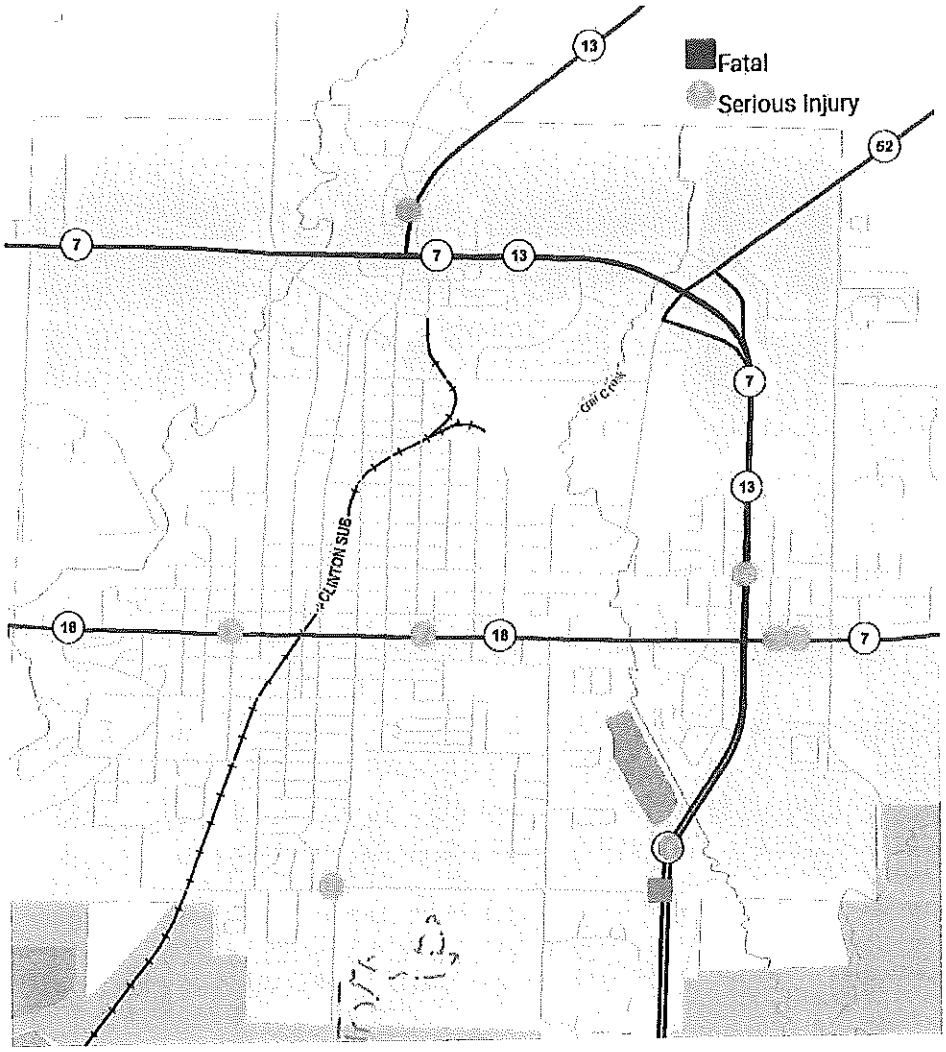
Source: Community Preventive Service Task Force

Summary

Motorcycle crashes disproportionately impact KSI outcomes in Clinton, particularly on the state system. Addressing contributing factors through education, enforcement, and infrastructure improvements can improve motorcyclist safety.

Motorcycle KSI Crashes: 2020 - 2024

1 Fatal Crash
8 Serious Injury Crashes
46 Total KSI Crashes
19.57% of Total KSI



Crash Risk for Motorcyclists

National Statistics:

In 2023, motorcyclists were:

- 28 times more likely than passenger car occupants to die in a motor vehicle crash.
- 5 times more likely to be injured.

These figures underline the extreme vulnerability of motorcyclists compared to passenger vehicle occupants. The lack of a protective vehicle structure significantly increases the severity of injuries in crashes.

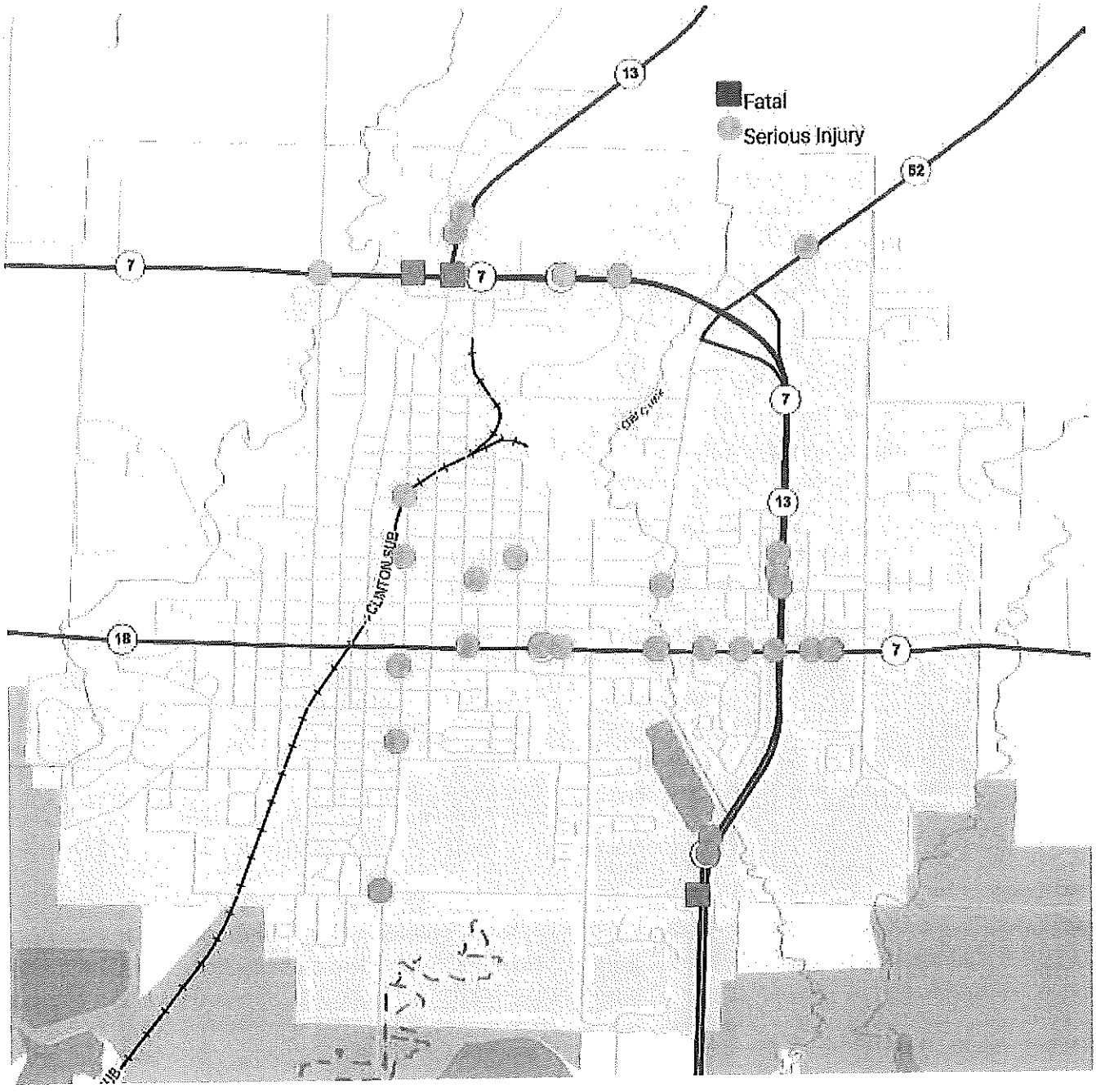
Missouri Trends:

- From 2020 to 2024, motorcyclists accounted for 15% of all traffic fatalities in Missouri, despite representing a smaller percentage of total road users.
- The 2020 repeal of Missouri's universal helmet law contributed to a sharp increase in motorcycle fatalities, which spiked by more than one-third in the following year and have since remained elevated.

Freeway, Principal & Minor Arterials

KSI Crashes: 2020 - 2024

3 Fatal Crashes
36 Serious Injury Crashes
46 Total KSI Crashes
84.78% Total KSI Crashes
14.6% of Centerline Miles



KSI Crashes on Freeways, Principal & Minor Arterials

Crash Data Overview

Between 2020 and 2024, freeways, principal, and minor arterials in Clinton accounted for 84.78% of all KSI crashes, despite comprising only 14.6% of centerline miles.

- Fatal Crashes:
  - Three fatal crashes occurred, involving two pedestrians and one motorcyclist, all on MoDOT-managed roadways.
  - Vulnerable road users represented 100% of fatalities on these roadways.
- Serious Injury Crashes:
  - 36 serious injury crashes, with:
    - 27 occurring on the state system (MoDOT-managed roads).
    - 9 occurring on city streets.

Key Findings

- Disproportionate Impact:
  - Freeways, principal, and minor arterials accounted for the vast majority of KSI crashes, despite their limited mileage.
- Vulnerable Road Users at Risk:
  - All fatalities involved pedestrians or motorcyclists, underscoring the need for targeted safety measures for these road users.
- Crash Severity Linked to Roadway Characteristics:
  - Higher speed limits and increased traffic volumes were significant contributors to severe outcomes.
- State System Focus:
  - The majority of KSI crashes occurred on MoDOT-managed roads, emphasizing the importance of state-level collaboration for safety improvements.

Key Contributing Factors

- Higher Speeds:
  - Increased speeds reduce reaction time and magnify crash impact, especially for vulnerable road users.
- Traffic Volumes:
  - Heavier traffic increases the likelihood of vehicle conflicts and crash severity.
- Intersection Complexity:
  - Signalized intersections and frequent access points create conflict zones, raising crash risks.
- Vulnerable Road Users:
  - Pedestrians and motorcyclists face elevated risks due to exposure and limited protection.
- Driver Behavior:
  - Speeding and distracted driving were significant factors, though no impaired driving was reported.

Strategies for Improvement

The following strategies align with the Safe System Approach outlined in the Missouri Show-Me Zero Plan, focusing on Safer Speeds, Safer Infrastructure, and Safer People:

- Speed Management:
  - Install dynamic speed feedback signs in high-risk areas to alert drivers to their speeds.
  - Conduct targeted speed enforcement campaigns on corridors with high crash rates.
  - Collaborate with MoDOT to review and adjust speed limits, particularly where higher speeds contribute to crashes.
- Intersection Safety Enhancements:
  - Upgrade signal timing and introduce protected left-turn phases to reduce vehicle conflict points.
  - Consider innovative designs such as roundabouts, which have been shown to reduce severe crashes by over 75%.
  - Add pedestrian hybrid beacons (PHBs) or Rectangular Rapid Flashing Beacons (RRFBs) at high-pedestrian-traffic intersections.
- Access Management:
  - Consolidate driveways and limit access points on high-speed roads to reduce vehicle conflicts.
  - Implement raised medians or restricted turning movements (e.g., right-in, right-out designs) in high-crash areas.
- Infrastructure Improvements:
  - Enhance road delineation with rumble strips, centerline markings, and high-visibility crosswalks.
  - Improve nighttime visibility with LED lighting and reflective signage.
  - Add protected bike lanes and refuge islands for vulnerable road users, especially at intersections.
- Enforcement & Education:
  - Focus enforcement efforts on speeding and distracted driving, which were primary contributing factors.
  - Partner with the Missouri Coalition for Roadway Safety (MCRS) to launch public awareness campaigns targeting:
    - Pedestrian and motorcyclist safety.
    - Safe driving behaviors, including the Buckle Up Phone Down (BUPD) initiative.
- Data-Driven Solutions:
  - Use Missouri's Crash Analysis Reporting System (CARS) to identify high-risk areas and prioritize safety interventions.
  - Regularly evaluate the effectiveness of implemented measures and revise strategies based on crash data trends.

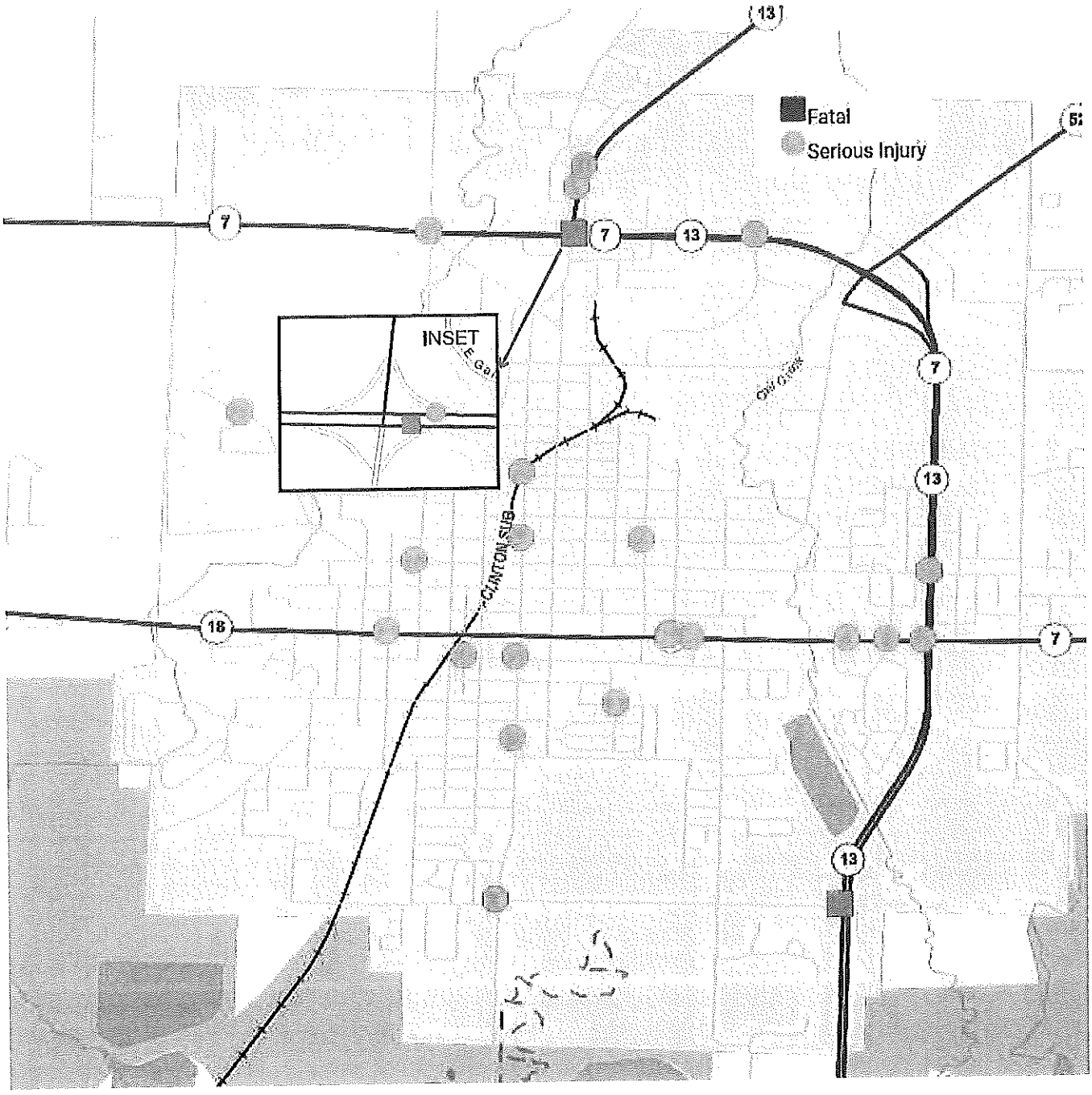
Summary

Freeways, principal, and minor arterials are vital for Clinton's mobility but present significant safety risks, especially for vulnerable road users like pedestrians and motorcyclists. These roadways accounted for the vast majority of KSI crashes between 2020 and 2024, with higher speeds, traffic volumes, and intersection complexity being key contributors.

By adopting Show-Me Zero's Safe System Approach through speed management, infrastructure upgrades, access management, and public education, Clinton can significantly reduce KSI crashes on these critical roadways. Collaboration with MoDOT and MCRS will play a pivotal role in achieving the shared vision of zero fatalities and serious injuries on Missouri roadways.

Intersection KSI Crashes: 2020 - 2024

2 Fatal Crashes
25 Serious Injury Crashes
46 Total KSI Crashes
58.70% of Total KSI Crashes



KSI Intersection Crash Analysis: Clinton, MO (2020–2024)

Intersections in Clinton are a critical area of focus for roadway safety, accounting for a substantial proportion of fatal and serious injury (KSI) crashes. This analysis and recommended strategies for addressing intersection crashes uses the Missouri Show-Me Zero Strategic Highway Safety Plan framework.

Crash Data Overview: Clinton, MO (2020–2024)

- Intersection-Related KSI Crashes:
  - 58.7% of all KSI crashes (27 out of 46 total KSI crashes) occurred at intersections.
  - This includes 2 fatal crashes and 25 serious injury (SI) crashes.
- Fatal Crashes:
  - 66.6% of fatal crashes (2 out of 3 fatalities in Clinton) occurred at intersections.
  - All fatal crashes were on the MoDOT system.
- Serious Injury Crashes:
  - Of the 25 serious injury crashes at intersections:
    - 13 occurred on the MoDOT system.
    - 12 occurred on Clinton's local streets, highlighting the need for safety improvements at the local level.

Key Findings

- High Risk at Intersections:
  - Over half of all KSI crashes (58.7%) in Clinton occurred at intersections, demonstrating their critical role in roadway safety.
- Fatal Crashes on the MoDOT System:
  - All intersection-related fatalities occurred on high-speed, high-traffic MoDOT-managed roadways, emphasizing the need for targeted interventions on the state system.
- Local Streets and Serious Injuries:
  - Half of the SI crashes occurred on Clinton's local streets, suggesting the need for localized safety enhancements to reduce crash severity.

Contributing Factors to Intersection Crashes

Intersection crashes in Clinton are influenced by several factors, consistent with statewide trends identified in the Show-Me Zero Plan:

- Traffic Conflicts:
  - Turning and crossing movements inherently increase the likelihood of collisions at intersections.
- Driver Behavior:
  - Speeding, failure to yield, running red lights, and distracted driving are common contributors to intersection crashes.
- Visibility Issues:
  - Poor lighting, sightline obstructions (e.g., vegetation or parked vehicles), and complex intersection layouts reduce driver reaction times.
- Road System Differences:
  - On the MoDOT system, higher speeds and traffic volumes elevate the risk of severe crashes.
  - On local streets, crashes occur more frequently, though injuries are often less severe.

Strategies to Improve Intersection Safety

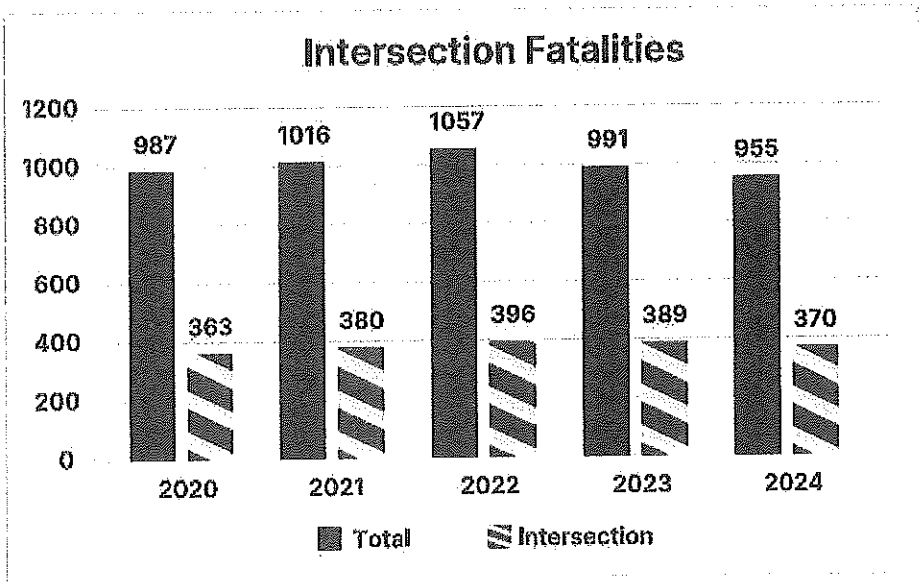
Clinton should collaborate with MoDOT and other stakeholders to implement safety improvements aligned with the Safe System Approach under the Show-Me Zero Plan.

- Signal & Traffic Control Improvements:
  - MoDOT System:
    - Install protected left-turn phases to reduce conflict points.
    - Adjust signal timing to optimize traffic flow and minimize red-light running.
    - Add all-red clearance intervals to prevent intersection-related crashes.
  - Local Streets:
    - Optimize signal timing at key intersections.
    - Implement stop-controlled measures (e.g., 4-way stops) where appropriate.
- Intersection Design Enhancements:
  - Consider converting high-risk intersections to roundabouts to reduce severe crashes by slowing traffic and eliminating certain conflict points.
  - Add pedestrian refuge islands and high-visibility crosswalks to improve safety for vulnerable users, such as pedestrians and cyclists.
- Visibility & Lighting Improvements:
  - MoDOT System:
    - Enhance lighting at intersections to improve nighttime visibility.
    - Install advance warning signs on high-speed approaches to signalized intersections.
  - Local Streets:
    - Trim obstructing vegetation and ensure unobstructed sightlines.
    - Improve overhead lighting at key intersections.
- Driver Behavior Interventions:
  - Launch public education campaigns to promote safe driving behaviors, including:
    - Yielding at intersections.
    - Obeying red lights and stop signs.
    - Practicing safe turning practices.
  - Install dynamic warning signs to alert drivers approaching high-risk intersections.
- Enforcement:
  - MoDOT System:
    - Increase enforcement of speeding, red-light running, and failure-to-yield violations at high-risk intersections.
  - Local Streets:
    - Focus enforcement on stop sign compliance and distracted driving in residential areas.
- Data-Driven Focus:
  - Use crash data to identify and prioritize high-risk intersections on both the MoDOT and local systems.
  - Regularly evaluate the effectiveness of implemented measures and adjust strategies as needed.

Summary
Intersection-related crashes are a major safety concern in Clinton, accounting for 58.7% of all KSI crashes and 66.6% of fatal crashes during the 2020–2024 period.

- Fatal crashes occurred exclusively on the MoDOT system, underscoring the need for focused improvements on higher-speed state roadways.
- Serious injury crashes were evenly split between the MoDOT system and local streets, highlighting the importance of collaboration between Clinton and MoDOT to address safety concerns.

By improving signal timing, enhancing intersection design, addressing visibility issues, and promoting safe driving behaviors, Clinton can significantly reduce intersection-related crashes. These targeted interventions align with the Show-Me Zero vision of eliminating roadway fatalities and serious injuries in Missouri.

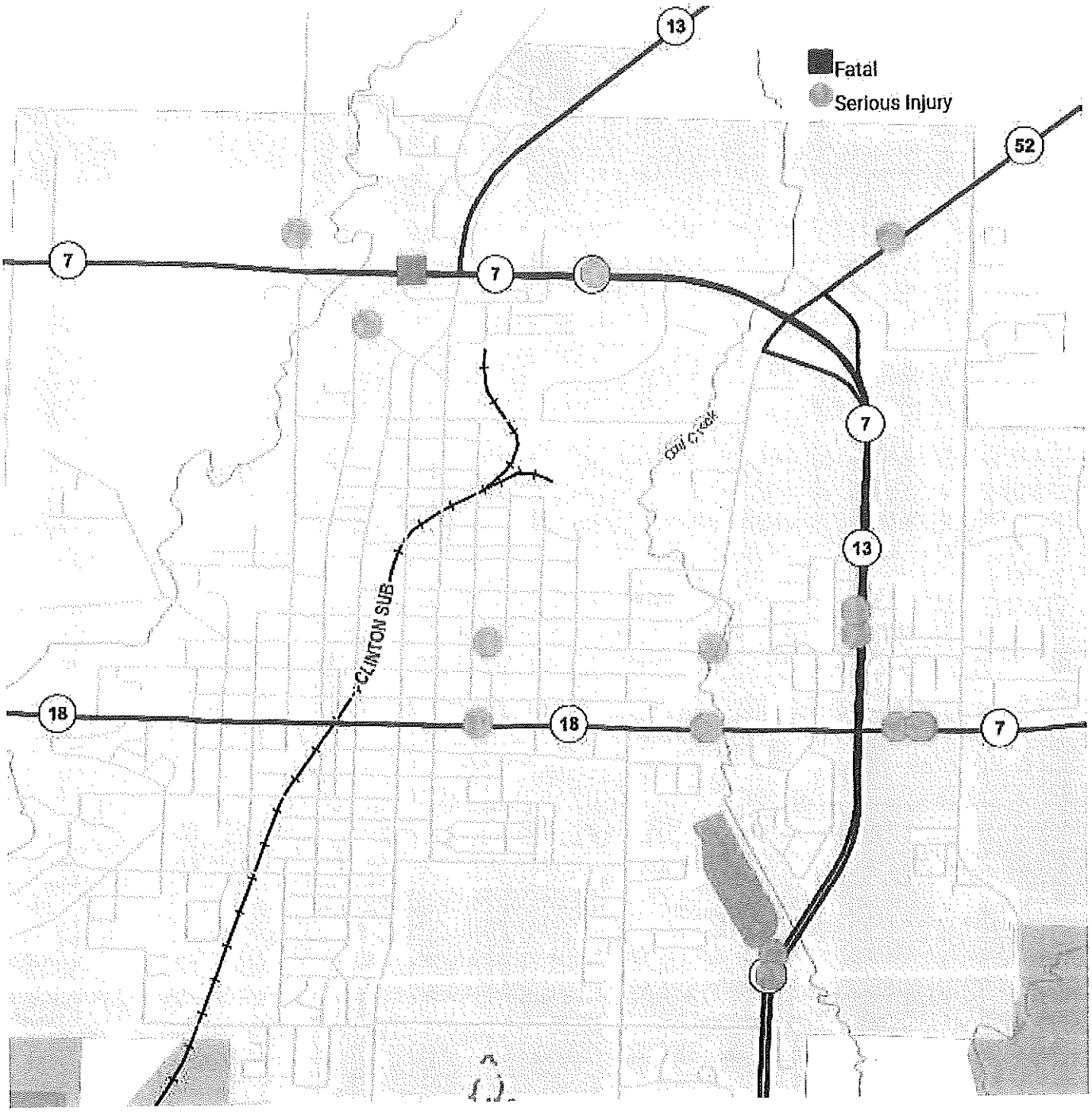


Over the past five years in Missouri, 38% of traffic fatalities have occurred at intersections.

Source: Show Me ZERO Missouri's SHSP

Segments KSI: 2020 - 2024

1 Fatal Crash
18 Serious Injury Crashes
46 Total KSI Crashes
41.30% Total KSI Crashes



KSI Segment Crash Analysis: Clinton, MO (2020–2024)

Street segments in Clinton experienced a significant number of fatal and serious injury (KSI) crashes between 2020 and 2024. This analysis and recommendations for addressing segment-related crashes integrates strategies from the Missouri Show-Me Zero Strategic Highway Safety Plan.

Crash Data Overview: Clinton, MO (2020–2024)

- Total KSI Segment Crashes:
  - 19 KSI crashes occurred on street segments, including:
    - 1 fatal crash
    - 18 serious injury (SI) crashes
- Crash Location Breakdown:
  - 79% (15 crashes) occurred on the MoDOT system, comprising:
    - 1 fatal crash
    - 14 SI crashes
  - 21.05% (4 crashes) occurred on city-managed street segments, all of which were SI crashes.

Key Findings

- MoDOT System Focus: The majority of segment-related KSI crashes occurred on MoDOT-managed roadways, highlighting the risk posed by high-speed, high-traffic state routes.
- Fatal Crash on MoDOT Segment: The single fatal crash during this period also occurred on a MoDOT segment.
- Crash Severity and Contributing Factors: Higher speeds and increased traffic volumes on MoDOT roadways were likely contributors to the severity of crashes.

Contributing Factors

- Higher Speeds: Elevated speeds, particularly on straight and open segments, reduce driver reaction time and increase crash severity.
- Driver Behavior: Speeding and distracted driving are prominent contributing factors to segment crashes, though no impaired driving was reported.
- Segment Characteristics: Long, straight roadways on the MoDOT system encourage higher speeds, while local street segments may experience more frequent but less severe crashes due to lower speeds.

Strategies to Address KSI Segment Crashes

Clinton and MoDOT can adopt a Safe System Approach to reduce KSI crashes on street segments, focusing on Safer Speeds, Safer Roads, Safer People, and Data-Driven Solutions.

- Speed Management:
  - Install dynamic speed feedback signs on high-risk segments to encourage compliance with speed limits.
  - Conduct speed studies to reevaluate and adjust speed limits on MoDOT-managed segments where excessive speeds contribute to crashes.
  - Implement traffic calming measures (e.g., narrowing lanes or adding rumble strips) on city-managed segments to reduce speeds.

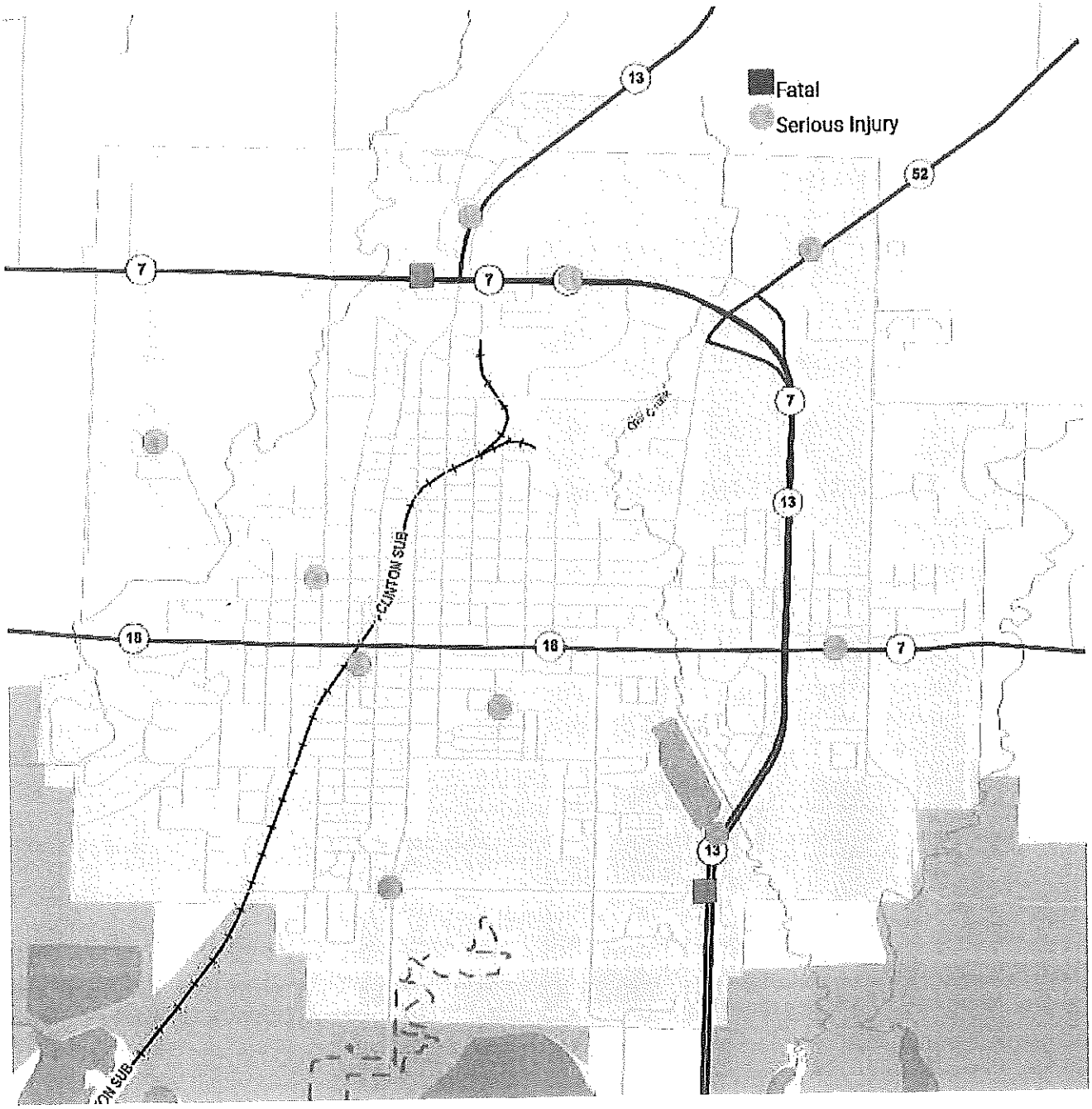
- Enhanced Safety Features:
  - Consider adding centerline and shoulder rumble strips on higher-speed MoDOT segments to alert drivers of lane departures.
  - Install reflective signage and high-visibility lane markings to improve driver awareness, particularly at night or in adverse weather.
  - Consider road diets or lane reconfigurations on city-managed segments to reduce speeding and improve safety for all road users.
- Targeted Enforcement and Education:
  - Increase enforcement of speeding and distracted driving violations on high-risk segments.
  - Use high-visibility enforcement campaigns to deter unsafe driving behaviors.
  - Collaborate with the Missouri Coalition for Roadway Safety (MCRS) to conduct public awareness campaigns, focusing on:
    - The dangers of speeding and distracted driving.
    - Promoting the Buckle Up Phone Down (BUPD) initiative to encourage seatbelt use and reduce distractions.
- Data-Driven Improvements:
  - Use crash data to identify high-risk segments for targeted safety enhancements.
  - Prioritize segments with a history of high-speed crashes or recurring contributing factors.
  - Regularly monitor and evaluate the effectiveness of implemented measures, adjusting strategies based on outcomes.

Summary

- KSI segment crashes in Clinton, particularly on the MoDOT system, represent a critical safety concern, with 79% of crashes occurring on state-managed roadways.
- Contributing factors such as higher speeds and driver behavior must be addressed through targeted speed management, enhanced safety features, and enforcement measures.
- Collaboration between Clinton, MoDOT, and MCRS is essential to implementing proactive, data-driven solutions that align with the Show-Me Zero vision of eliminating roadway fatalities and serious injuries.
- By focusing on speed control, infrastructure improvements, and public education, Clinton can reduce the frequency and severity of segment-related crashes, ensuring safer conditions for all road users.

Lane Departure KSI: 2020 - 2024

2 Fatal Crashes
10 Serious Injury Crashes
46 Total KSI Crashes
26.09% Total KSI Crashes



Lane Departure Crash Analysis: Clinton, MO (2020–2024)

Lane departure crashes in Clinton are a significant safety concern due to their high likelihood of severe outcomes. These crashes often occur on high-speed roads or those with limited recovery areas, influenced by driver behavior and roadway design. The following analysis incorporates strategies from Missouri's Show-Me Zero Strategic Highway Safety Plan to address lane departure crashes effectively.

Crash Data Overview

- 26.09% of KSI crashes (12 out of 46 total KSI crashes) involved lane departure.
- 2 fatal crashes and 10 serious injury (SI) crashes involved lane departures.
- Location Breakdown:
  - Both fatal crashes and 5 SI crashes occurred on MoDOT-managed roads.
  - The remaining 5 SI crashes occurred on city-managed roads, emphasizing the need for local and state collaboration.

Key Challenges

- Driver Behavior:
  - Distracted driving, speeding, drowsiness, and impairment are major contributors to lane departure crashes.
  - Drivers may also face challenges with reaction time or decision-making when navigating curves or narrow roadways.
- Roadway Design:
  - Sharp curves, narrow or absent shoulders, and poor or faded pavement markings increase the likelihood of lane departures.
  - Limited recovery areas on high-speed roads exacerbate crash severity when lane departures occur.
- State System Roads:
  - Many lane departure crashes happen on MoDOT-managed roads, which tend to have higher speeds and traffic volumes.
  - Addressing these crashes requires close coordination with MoDOT to implement targeted safety improvements.

Goals & Objectives

Clinton's goals to reduce lane departure crashes align with the Safe System Approach in the Show-Me Zero Plan:

- Enhance Roadway Safety:
  - Upgrade road features, including markings, rumble strips, shoulders, and barriers, to prevent lane departures and reduce crash severity.
- Encourage Safer Driving:
  - Educate drivers on the dangers of distracted driving, speeding, and drowsy driving.
  - Enforce traffic laws to deter risky behaviors.

- Partner with MoDOT:
  - Work collaboratively with MoDOT to address risks on state-managed roads and prioritize safety improvements.

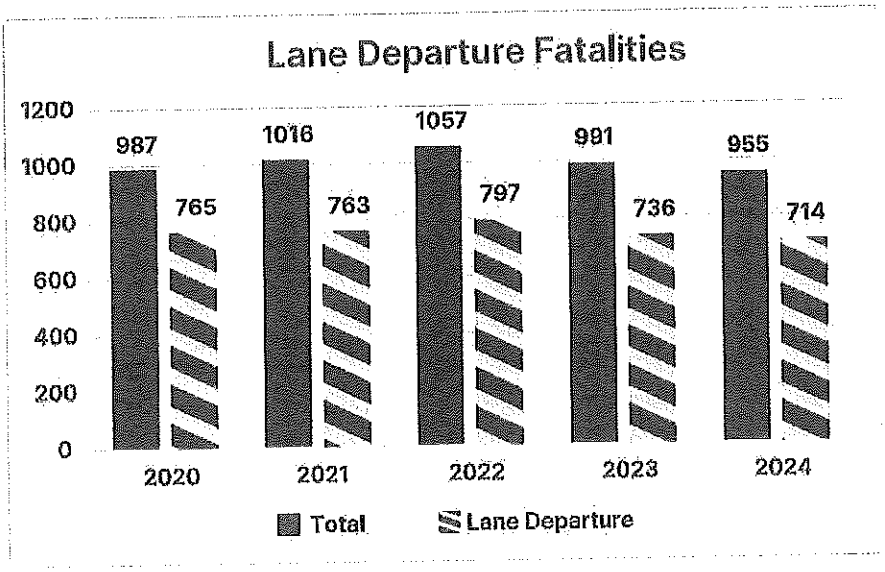
Strategies to Reduce Lane Departure Crashes

Clinton can reduce lane departure crashes with a multifaceted approach addressing Safer Roads, Safer People, and Safer Speeds.

- Roadway Infrastructure Improvements:
  - Install rumble strips (centerline and shoulder) to alert drivers when they leave their lane.
  - Add or widen paved shoulders to provide recovery areas for vehicles.
  - Upgrade pavement markings with high-visibility, retroreflective materials for improved nighttime visibility.
  - Evaluate and address sharp curves, including adding chevron signage and curve speed warning signs.
- Speed Management:
  - Conduct speed studies to identify high-risk segments where excessive speed contributes to lane departure crashes.
  - Collaborate with MoDOT to adjust speed limits where necessary, especially on rural or curved roadways.
- Driver Behavior Interventions:
  - Partner with the Missouri Coalition for Roadway Safety (MCRS) to launch public awareness campaigns focusing on:
    - The dangers of distracted and drowsy driving.
    - The importance of avoiding speeding on high-risk roads.
    - Promoting the Buckle Up Phone Down (BUPD) initiative.
  - Increase enforcement of speeding, distracted driving, and impaired driving laws, particularly on rural and MoDOT-managed roads.
- Data-Driven Focus:
  - Use crash data to identify high-risk segments for lane departure crashes.
  - Conduct safety audits on both MoDOT and city-managed roads to prioritize improvements.
  - Regularly monitor and evaluate the effectiveness of implemented measures and adjust strategies as needed.

Summary

- Lane departure crashes account for 26.09% of KSI crashes in Clinton, with 58% occurring on high-speed, high-traffic roads managed by MoDOT.
- Key contributing factors include driver behavior (e.g., speeding, distracted driving) and roadway design (e.g., sharp curves, narrow shoulders).
- Focusing on infrastructure improvements, speed management, driver education and enforcement can significantly reduce the frequency and severity of these crashes.
- Collaboration with MoDOT and commitment to the Show-Me Zero vision will help create safer roadways for all users in Clinton.

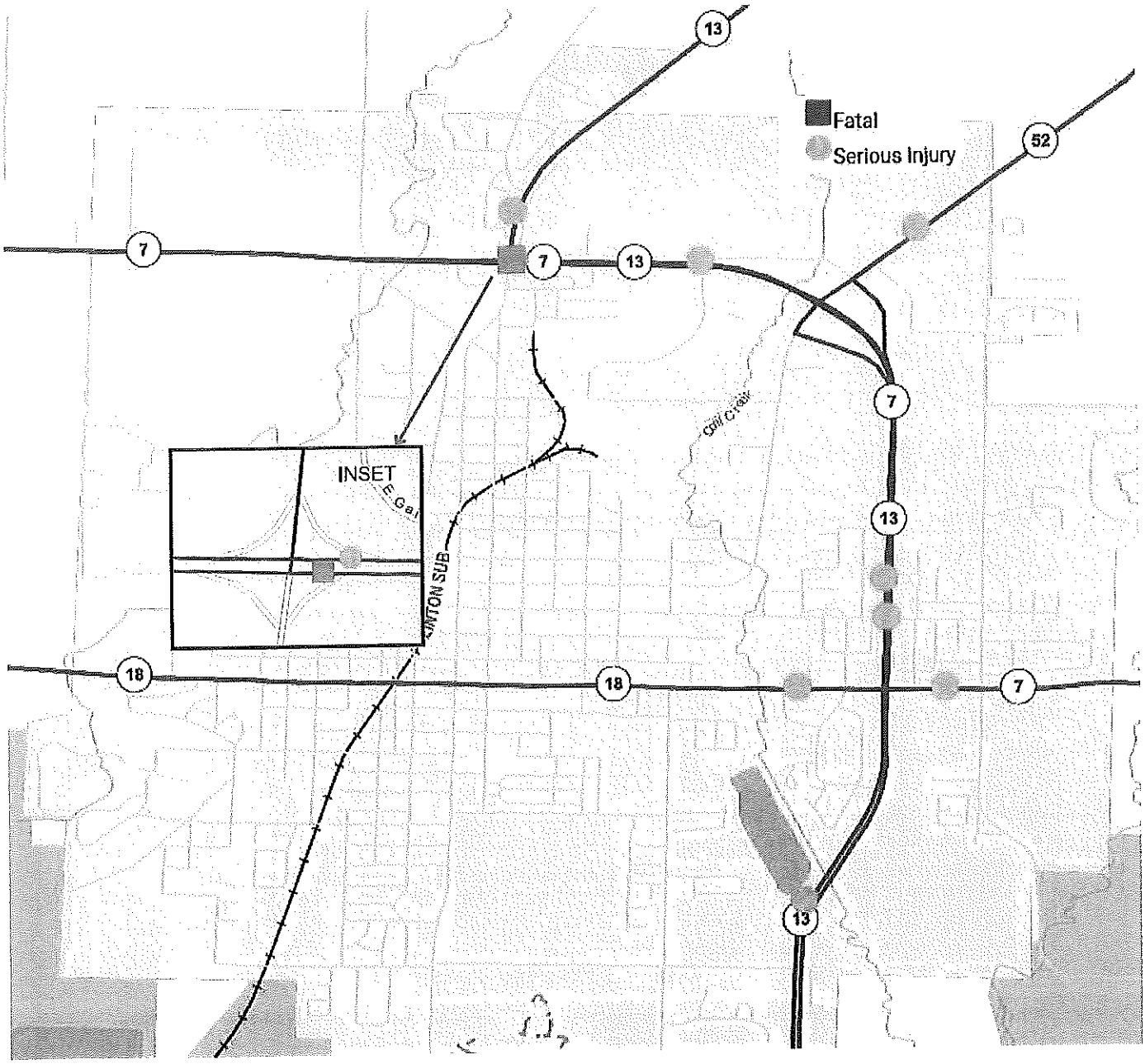


Over the past five years in Missouri, lane departures have been a factor in 75% of traffic fatalities.

Source: Show Me ZERO Missouri's SHSP

Older Driver KSI: 2020 - 2024

1 Fatal Crash
9 Serious Injury Crashes
46 Total KSI Crashes
21.74% of Total KSI Crashes



Older Driver Crash Analysis: Clinton, MO (2020–2024)

Older drivers (65 years and older) represent a significant portion of the driving population, and their involvement in crashes often results in severe outcomes. In Clinton, all older driver KSI crashes occurred on MoDOT-managed roadways, demonstrating the importance of state-level collaboration to address safety concerns. This section integrates crash data and strategies from Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP) to improve safety for older drivers.

Crash Data Overview: Clinton, MO (2020–2024)

- Older Driver KSI Crashes:
  - Older drivers were involved in 10 KSI crashes (21.74% of all KSI crashes in Clinton).
  - This includes 1 fatal crash and 9 serious injury (SI) crashes.
- Location:
  - All 10 KSI crashes involving older drivers occurred on MoDOT-managed roadways, underscoring the need for targeted safety measures on state routes.
- Proportion of Crashes:
  - Older drivers are overrepresented in KSI crashes compared to their share of the driving population, reflecting unique challenges faced by this demographic.

Key Challenges

- Declining Abilities:
  - Age-related changes in vision, reaction time, and cognitive function make it more difficult for older drivers to navigate complex traffic situations, particularly on high-speed or multilane roads.
- Intersection Risks:
  - Older drivers are more likely to be involved in crashes at intersections, especially when making left turns or navigating multilane intersections on busy state roadways.
- High Speeds and Traffic Volumes:
  - MoDOT-managed roads, which typically feature higher speeds and traffic volumes, pose significant risks for older drivers, as these conditions leave less margin for error.
- Physical Vulnerability:
  - Older adults are more physically fragile, increasing the likelihood of severe injuries or fatalities when crashes occur.

Goals & Objectives

Clinton's goals to improve safety for older drivers are aligned with the Show-Me Zero vision and include:

- Enhance Roadway Safety: Focus on improving state-managed roadways to accommodate the needs of older drivers and reduce crash risks.
- Support Safe Mobility: Ensure that older drivers can travel safely by implementing infrastructure and traffic control measures that address their unique challenges.

- Educate & Empower: Promote education and outreach to help older drivers adapt their driving habits and utilize resources to stay safe on the road.

Strategies to Improve Older Driver Safety on MoDOT-Managed Roads

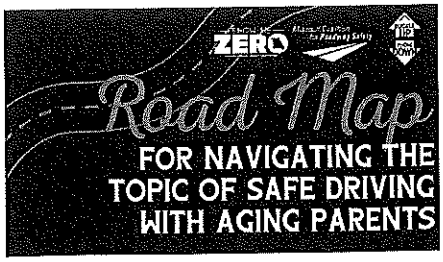
Given that all older driver KSI crashes in Clinton occurred on the MoDOT system, collaboration with MoDOT will be critical to implementing effective solutions that address both infrastructure and behavioral challenges.

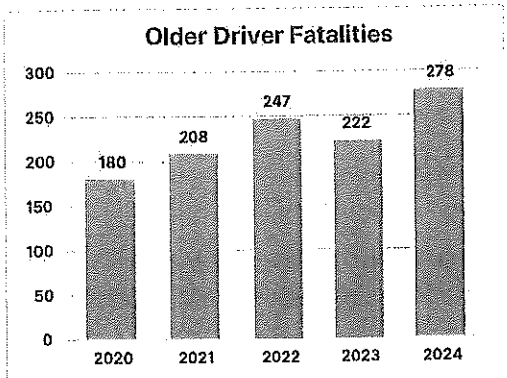
- Roadway Infrastructure Improvements:
  - Intersection Enhancements:
    - Add protected left-turn signals at high-risk intersections to simplify turning movements and reduce decision-making pressure.
    - Install clear lane markings and high-visibility crosswalks to improve navigation.
  - Signage & Visibility:
    - Use larger, retroreflective signage to improve readability for older drivers with declining vision.
    - Install advance warning signs for intersections, stop signs, and curves to provide older drivers with additional time to react.
    - Enhance overhead lighting at intersections and along high-speed segments to improve nighttime visibility.
  - Lane & Shoulder Adjustments:
    - Widen lanes and shoulders on state-managed roadways to reduce the likelihood of lane departures and provide recovery areas.
    - Install rumble strips along shoulders and centerlines to help prevent unintended lane departures.
- Speed Management:
  - Conduct speed studies on MoDOT-managed roads to identify segments where excessive speeds contribute to older driver crashes.
  - Adjust speed limits where necessary, particularly at intersections or on curved segments frequented by older drivers.
- Driver Education and Resources:
  - Partner with the Missouri Coalition for Roadway Safety (MCRS) to promote older driver safety programs, such as:
    - AARP Smart Driver Courses, which teach older drivers to adapt their driving habits in response to age-related changes.
    - Educational materials for families to help assess older drivers' abilities and determine when it may be time to limit or stop driving.
  - Raise awareness about vehicle safety technologies (e.g., lane-keeping assist, blind-spot monitoring) that can help older drivers navigate state roads safely.

- Enforcement and Awareness Campaigns:
  - Increase enforcement of traffic laws on MoDOT routes to address speeding, distracted driving, and failure-to-yield violations that contribute to older driver crashes.
  - Collaborate with MCRS to launch public awareness campaigns emphasizing the importance of safe driving behaviors for all age groups, including:
    - Yielding at intersections.
    - Avoiding distractions.
    - Slowing down on high-risk roadways.
- Data-Driven Focus:
  - Use crash data to identify high-risk intersections and segments on the MoDOT system that are frequently associated with older driver crashes.
  - Conduct regular evaluations of implemented measures to assess their effectiveness and make adjustments as needed.

Summary

- Older drivers were involved in 21.74% (10 of 46) of KSI crashes in Clinton from 2020 to 2024.
- All of these crashes occurred on MoDOT-managed roadways, where higher speeds and complex traffic conditions create significant risks.
- By focusing on roadway improvements, speed management, driver education, and enforcement on state routes, Clinton and MoDOT can reduce crash risks and improve safety for older drivers.
- These efforts support the Show-Me Zero vision of eliminating roadway fatalities and serious injuries while promoting safe mobility for older adults.





Older Driver traffic fatalities are up 54% since 2020 in Missouri.

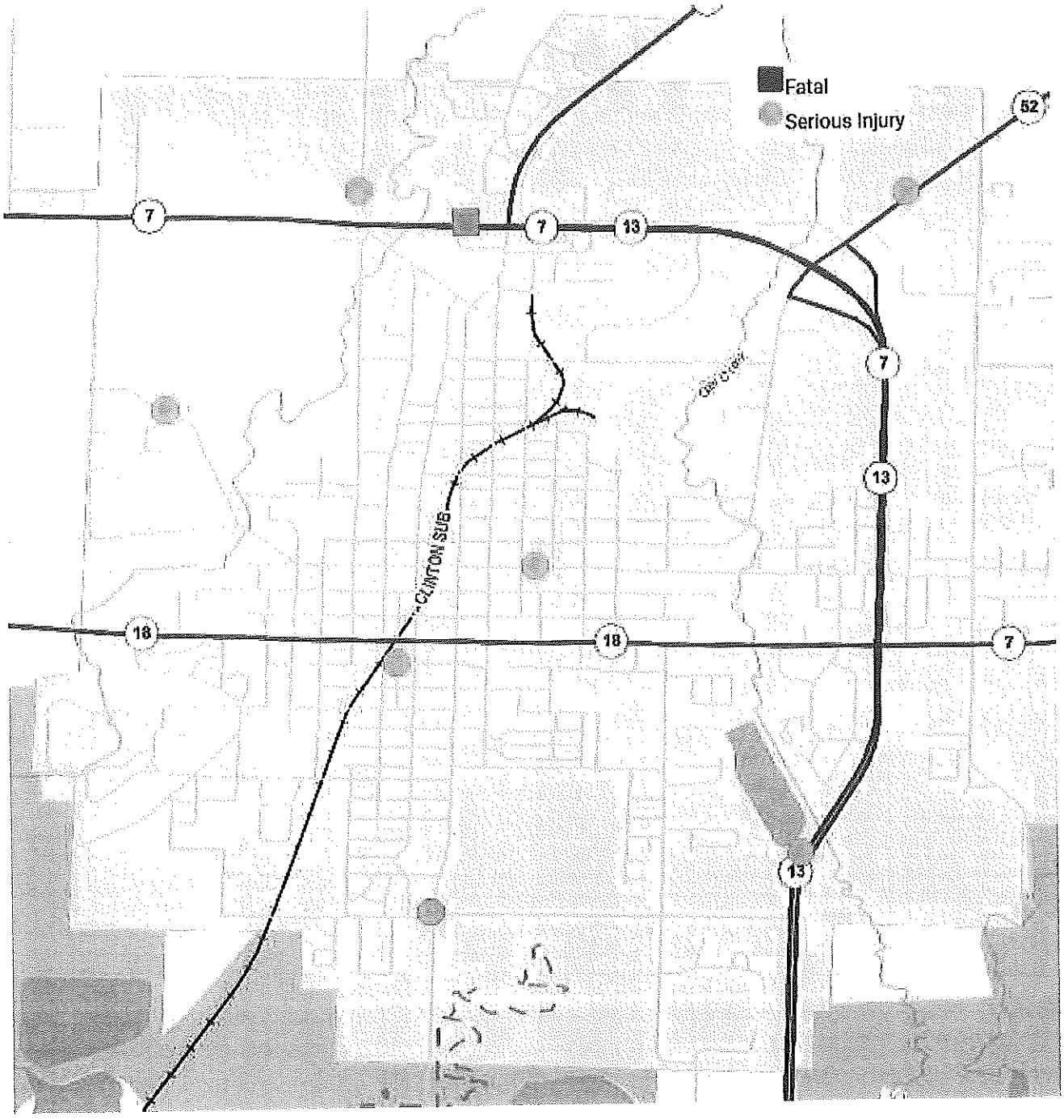
If your loved ones are no longer able to drive safely, you can guide them toward transportation options that meet their mobility needs.

Answering the following questions may help you decide if you need to initiate a conversation with an older driver about driving safely:

- Are they getting lost on routes that should be familiar?
- Have you noticed new dents or scratches to the vehicle?
- Have they received a ticket for a driving violation?
- Have they experienced a near-miss or crash recently?
- Have they been advised to limit/stop driving due to a health reason?
- Are they overwhelmed by road signs and markings while driving?
- Are they taking any medication that might affect driving safely?
- Have you noticed them speeding or driving too slowly for no reason?
- Are they suffering from any illnesses that may affect driving skills?

Run-Off-Road KSI: 2020 - 2024

1 Fatal Crash
8 Serious Injury Crashes
46 Total KSI Crashes
19.57% of KSI Crashes



Run-off-Road (ROR) Crash Analysis: Clinton, MO (2020–2024)

Run-off-road (ROR) crashes are a safety concern in Clinton due to their high likelihood of resulting in severe injuries or fatalities. This analysis reviews crash data, contributing factors, and trends, and proposes strategies aligned with the Missouri Show-Me Zero Strategic Highway Safety Plan (SHSP) to reduce the occurrence and severity of ROR crashes.

Crash Data Overview

- Total ROR Crashes:
  - 31 injury crashes, including:
    - 1 fatal crash
    - 8 serious injury (SI) crashes
    - 22 minor injury crashes
- Crash Locations:
  - MoDOT System:
    - 1 fatal crash, 2 SI crashes, and 6 minor injury crashes occurred on state-managed roadways.
  - City Streets:
    - The remaining crashes occurred on locally managed streets.
- Pavement Conditions:
  - Dry Pavement:
    - 1 fatal crash, 7 SI crashes, and 21 minor injury crashes occurred on dry pavement, underscoring the role of driver behavior under favorable driving conditions.
- KSI (Fatal and Serious Injury) Crashes:
  - ROR crashes accounted for 19.57% of all KSI crashes in Clinton (9 out of 46 total KSI crashes).

Key Factors Contributing to ROR Crashes

Driver-Related Factors:

- Speeding: Excessive speed, particularly on curves, is a leading cause of ROR crashes, often exacerbated by overconfidence on dry pavement.
- Distracted Driving: Internal distractions (e.g., mobile phone use) and external distractions frequently result in vehicles leaving the roadway.
- Fatigue or Impairment: Non-performance errors, such as drowsy driving or driving under the influence, significantly increase the risk of ROR crashes.

Roadway & Environmental Factors:

- Horizontal Curves: Sharp curves, particularly on high-speed roads, are common sites for ROR crashes due to misjudgment or loss of control.
- Roadside Hazards: Limited clear zones, trees, utility poles, or steep embankments increase crash severity when vehicles leave the roadway.

Vehicle-Related Factors:

- Vehicle Types: SUVs and trucks, which are more prone to rollovers, often result in more severe injuries during ROR crashes.
- Lack of Safety Features: Older vehicles without advanced safety technologies like lane departure warnings or electronic stability control are at higher risk.

Recommendations & Strategies for Improvement

To reduce the frequency and severity of ROR crashes, Clinton can implement strategies aligned with the Safe System Approach and the Show-Me Zero SHSP.

Roadway Design & Infrastructure Improvements:

- Curve Enhancements:
  - Realign or widen curves to improve sight distances and reduce crash risks.
  - Install curve warning signs and advisory speed limits with retroreflective materials for better visibility, especially at night.
- Rumble Strips:
  - Add centerline and shoulder rumble strips to alert drivers when they drift out of their lane.
- Clear Zone Improvements:
  - Expand roadside clear zones by removing fixed objects (e.g., trees, poles) or adding shielding (e.g., guardrails).
  - Install safety barriers in areas with steep drop-offs to mitigate crash severity.
- Lighting Enhancements:
  - Install lighting at high-crash locations to improve nighttime visibility and reduce collision risks.

Behavioral & Educational Interventions:

- Driver Education Programs:
  - Offer education on the risks of distracted driving, speeding, fatigue, and impaired driving, especially targeting high-risk drivers.
- Public Awareness Campaigns:
  - Launch campaigns that emphasize:
    - Safe speeds on curves.
    - The dangers of distractions and impaired driving.
    - The importance of maintaining control under all roadway conditions.
  - Promote the Buckle Up Phone Down (BUPD) initiative to encourage seatbelt use and eliminate distractions.

Enforcement of Traffic Laws:

- Increase speed enforcement in high-crash areas, particularly on the MoDOT system and curved roadways.
- Consider high-visibility enforcement campaigns to address speeding and distracted driving.

Focus on MoDOT System Safety:

- Since all fatal crashes and the majority of KSI crashes occurred on MoDOT roadways, prioritize safety improvements on these roads.
- Collaborate with MoDOT to implement targeted countermeasures, including:
  - Enhanced signage.
  - High-visibility pavement markings.
  - Curve treatments (e.g., chevrons, advisory speeds).

Data-Driven Focus:

- Use crash data to:
  - Identify high-risk locations for ROR crashes, particularly on curves or segments with limited clear zones.
  - Conduct roadway safety audits on the MoDOT system and city streets to guide improvements.
- Regularly evaluate the effectiveness of implemented measures and adjust strategies as needed.

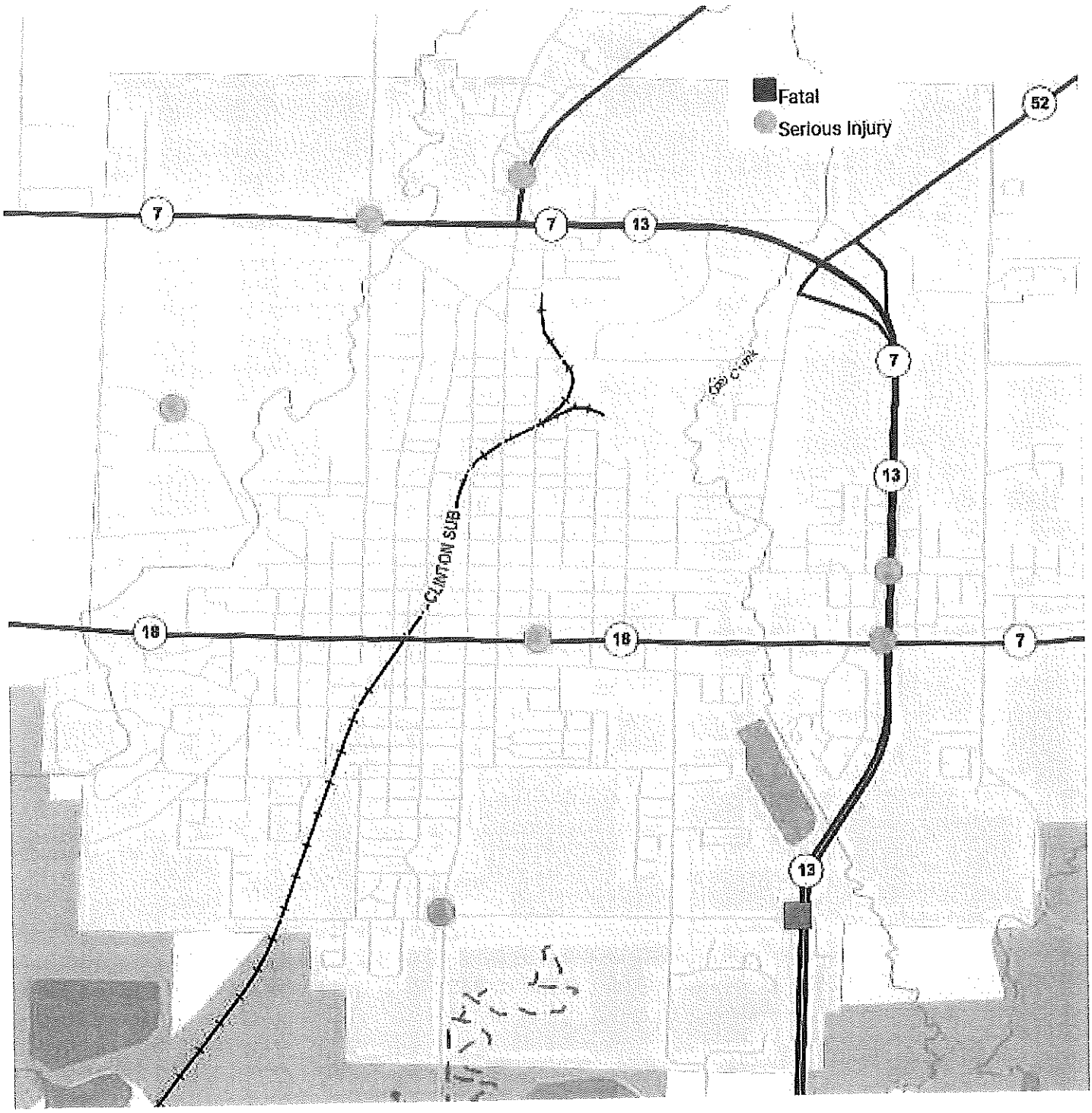
Summary

Run-off-road crashes accounted for 19.57% of KSI crashes in Clinton and remain a significant safety issue, especially on dry pavement and MoDOT-managed roads. Key contributing factors include driver behavior (e.g., speeding, distractions) and roadway characteristics (e.g., sharp curves, limited clear zones).

By addressing driver behavior, improving roadway design, and collaborating with MoDOT, Clinton can reduce the frequency and severity of ROR crashes. These efforts align with the Show-Me Zero vision of eliminating roadway fatalities and serious injuries, ensuring safer conditions for all road users.

Unlicensed/Improperly Licensed Drivers KSI: 2020 - 2024

1 Fatal Crash
7 Serious Injury Crashes
17.39% of KSI Crashes



Unlicensed/Improperly Licensed Driver Crash Analysis: Clinton, MO (2020–2024)

Unlicensed or improperly licensed drivers are a serious safety concern in Clinton, contributing significantly to fatal and serious injury (KSI) crashes. These drivers often lack the legal authorization, necessary training, and experience to operate vehicles safely, particularly motorcycles. Updated crash data emphasizes the overrepresentation of motorcyclists and the prevalence of unlicensed driver crashes on state-managed roadways. This analysis incorporates strategies from the Missouri Show-Me Zero Strategic Highway Safety Plan (SHSP) to address these issues effectively.

Crash Data Overview

- 17.39% of KSI crashes in Clinton (8 out of 46 total KSI crashes) involved unlicensed or improperly licensed drivers.
- Crash Breakdown:
  - 4 motorcyclists (50% of crashes involving unlicensed drivers):
    - 1 fatal crash involving a motorcyclist without a valid motorcycle (MC) endorsement.
    - 3 serious injury (SI) crashes involving:
      - 2 motorcyclists without valid MC endorsements.
      - 1 motorcyclist with a suspended license.
  - 4 drivers (non-motorcyclists):
    - 1 SI crash involving a driver with an expired license.
    - 2 SI crashes involving drivers with suspended licenses.
    - 1 SI crash involving a driver with a cancelled license.
- Crash Locations:
  - 6 of the 8 crashes (75%) occurred on the MoDOT system, including:
    - 1 fatal crash involving a motorcyclist.
    - 2 SI crashes involving motorcyclists.
    - 3 SI crashes involving improperly licensed drivers of other vehicle types.

Key Challenges

- Motorcyclist Overrepresentation:
  - Motorcyclists accounted for 50% of crashes involving unlicensed or improperly licensed drivers (4 out of 8 KSI crashes).
  - Riders without valid MC endorsements lack the specialized training needed for safe motorcycle operation, increasing crash risks.
  - Motorcyclists are particularly vulnerable to severe injuries or fatalities in crashes due to their exposure and the dynamics of motorcycle crashes.
- Prevalence on State Roads:
  - 75% of crashes involving unlicensed or improperly licensed drivers occurred on MoDOT-managed roadways, which typically feature higher speeds and more complex traffic conditions.

- This highlights the need for collaborative efforts between Clinton and MoDOT to address these risks.

- Legal & Administrative Barriers:
  - Many individuals face challenges in obtaining or maintaining valid licenses due to financial constraints, legal issues, or logistical challenges.
  - Motorcyclists may avoid obtaining MC endorsements due to limited access to training programs or misinformation about licensing requirements.
- Limited Enforcement Resources:
  - Detecting unlicensed or improperly licensed drivers, especially motorcyclists, requires significant enforcement resources, which can strain local law enforcement capacity.

Goals & Objectives

- Strengthening Enforcement: Enhance efforts to detect and penalize unlicensed drivers, particularly in high-risk areas and among motorcyclists.
- Promoting Licensing Compliance: Address barriers to obtaining proper licenses through education, outreach, and accessible resources.
- Improving Motorcycle Safety: Raise awareness of the importance of MC endorsements and provide resources for riders to obtain proper training and licensing.
- Collaborating with MoDOT: Prioritize safety improvements on state roads to address the high rate of crashes involving unlicensed drivers on these roadways.
- Using Data to Drive Interventions: Leverage crash data to target high-risk groups, behaviors, and locations effectively.

Strategies to Reduce Unlicensed/Improperly Licensed Driver Crashes

- Targeted Enforcement:
  - Collaborate with MoDOT and law enforcement agencies to conduct high-visibility enforcement campaigns targeting:
    - Unlicensed drivers and motorcyclists without MC endorsements.
    - High-crash areas on state roads.
  - Use license checkpoints to identify unlicensed or improperly licensed drivers.
  - Increase enforcement of motorcycle licensing requirements, focusing on riders without MC endorsements.
- Motorcycle Safety & Licensing Programs:
  - Partner with the Missouri Coalition for Roadway Safety (MCRS) to promote training programs, including:
    - **Basic Rider Courses** (BRC) for motorcyclists to develop safe riding skills.
    - Outreach initiatives emphasizing the importance of obtaining an MC endorsement.
  - Use social media, community events, and local partnerships to raise awareness about these programs.

- Explore options for offering incentives, such as reduced fees or subsidies, for motorcyclists who complete training and licensing program.

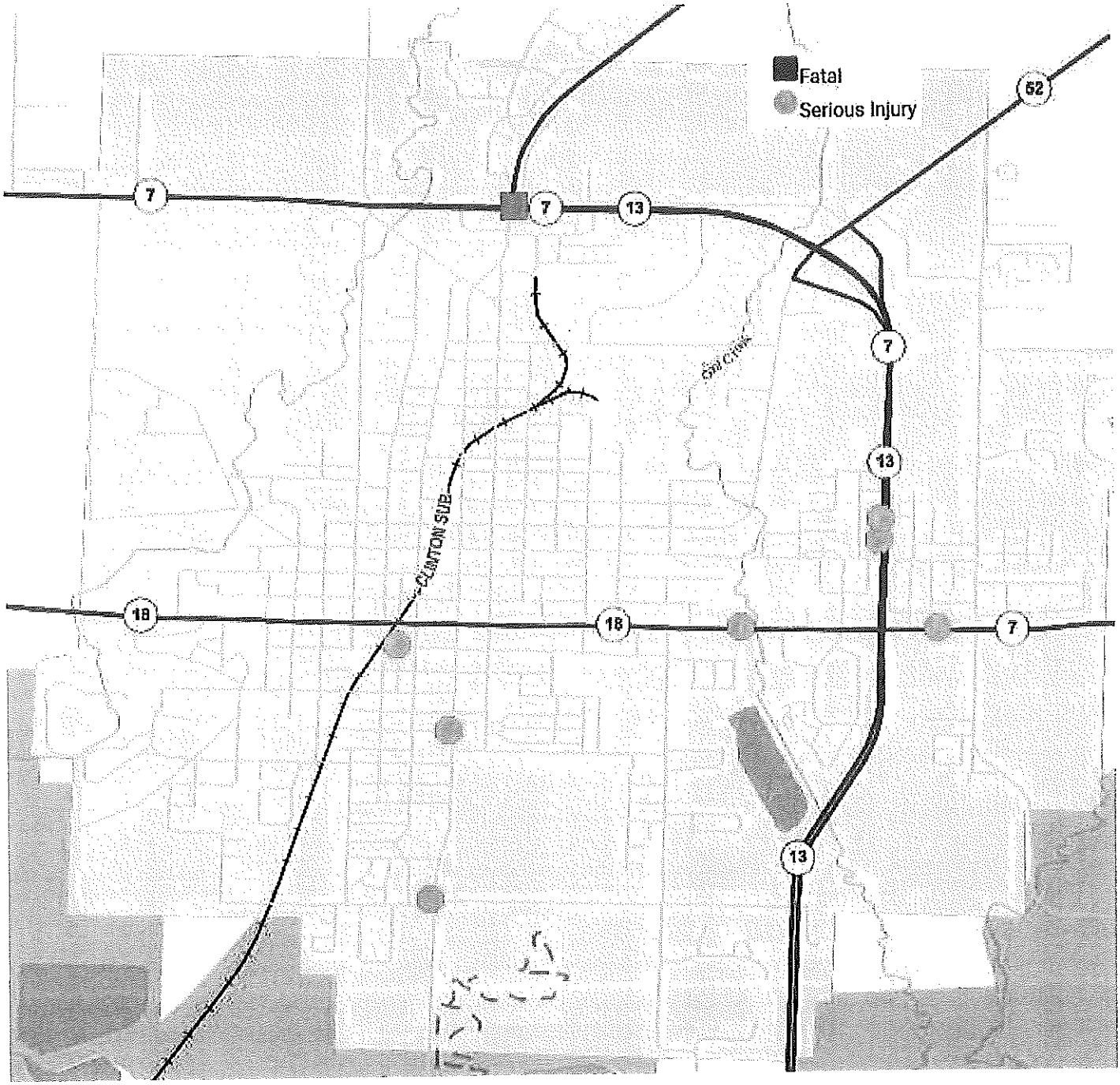
- Education & Outreach:
  - Launch public awareness campaigns emphasizing:
    - The dangers of driving or riding without proper licensing.
    - The importance of MC endorsements for motorcyclists.
    - The benefits of completing proper licensing processes, including improved safety and legal compliance.
  - Promote these messages through city websites, social media, and partnerships with local organizations.
  - Develop and distribute materials to high-risk groups about licensing requirements and available resources for obtaining or reinstating licenses.
- Addressing Barriers to Licensing:
  - Partner with state agencies to ensure drivers and motorcyclists have access to licensing resources, such as training programs, testing centers, and financial assistance.
  - Promote programs to help individuals regain driving privileges after license suspensions or cancellations, incorporating safety education as part of the process.
- Data-Driven Interventions:
  - Use crash data to identify high-risk locations, such as state routes with recurring unlicensed driver crashes.
  - Focus enforcement and outreach efforts on these locations.
  - Regularly assess the impact of enforcement, education, and outreach programs and adjust strategies as needed.

Summary

- Unlicensed or improperly licensed drivers were involved in 17.39% of KSI crashes in Clinton from 2020 to 2024, with motorcyclists accounting for 50% of these crashes (including 1 fatal crash and 3 SI crashes).
- 75% of these crashes occurred on MoDOT-managed roads, underscoring the need for targeted safety improvements on state roadways.
- By focusing on enforcement, education, and accessible licensing programs, particularly for motorcyclists, Clinton can reduce crashes and improve roadway safety.
- These efforts, in partnership with MoDOT and MCRS, align with the Show-Me Zero vision of eliminating roadway fatalities and serious injuries, fostering safer roads for all users.

Aggressive Driving KSI: 2020 - 2024

1 Fatal Crash
7 Serious Injury Crashes
17.39% of KSI Crashes



Aggressive Driving Crash Analysis: Clinton, MO (2020–2024)

Aggressive driving is a significant safety issue in Clinton, contributing to fatal and serious injury (KSI) crashes. This analysis provides an overview of crash data, contributing factors, and strategies to reduce aggressive driving-related crashes. The strategies align with Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP), which focuses on eliminating roadway fatalities and serious injuries through evidence-based solutions.

Crash Data Overview

- Between 2020 and 2024, aggressive driving contributed to 8 KSI crashes in Clinton:
  - 1 fatal crash
  - 7 serious injury (SI) crashes
- Crash Locations:
  - 5 crashes (1 fatal and 4 SI) occurred on the MoDOT system (62.5%).
  - 3 SI crashes occurred on the city network.

Key Findings

- Concentration on MoDOT Segments: The majority (62.5%) of aggressive driving-related KSI crashes occurred on the state system, indicating a need for focused interventions on these roadways.
- Fatal Crash: The single fatality resulting from aggressive driving occurred on the MoDOT system, highlighting the severity of aggressive driving behaviors on higher-speed roadways.
- Crash Severity: Aggressive behaviors, such as speeding, tailgating, and unsafe passing, contributed to the severity of these crashes.

Contributing Factors

- Speeding: Excessive speeds reduce reaction times and significantly increase the likelihood of severe crashes.
- Tailgating: Following too closely heightens the risk of rear-end and multi-vehicle collisions.
- Unsafe Passing: Risky maneuvers, particularly on high-speed or narrow roadways, can lead to head-on or side-swipe collisions.
- Driver Behavior: Aggressive driving often stems from impatience, distraction, or risky decision-making.

Strategies to Address Aggressive Driving

Clinton, in collaboration with MoDOT and the Missouri Coalition for Roadway Safety (MCRS), should implement the following strategies, which align with the Show-Me Zero SHSP priorities:

- Enhanced Enforcement
  - Conduct targeted enforcement of aggressive driving behaviors, including speeding, tailgating, and unsafe passing, particularly in high-risk locations on the MoDOT system and city streets.
  - Increase law enforcement visibility in areas with a history of aggressive driving-related crashes to deter risky behaviors.
  - Train officers to recognize and address aggressive driving behaviors, such as identifying patterns of speeding or tailgating, and enforce penalties effectively.

- Public Awareness Campaigns
  - Collaborate with MCRS to educate the public on the dangers of aggressive driving behaviors, emphasizing how they contribute to crashes and injuries.
  - Launch local outreach programs to promote defensive and courteous driving practices and encourage patience on the roads.
  - Expand participation in statewide campaigns, such as Buckle Up Phone Down (BUPD), to address the connection between distracted and aggressive driving.
  - Utilize social media, local media outlets, and community events to distribute information and materials on safe driving practices.
- Data-Driven Solutions
  - Analyze crash data to identify aggressive driving hotspots on the MoDOT system and city network.
  - Focus enforcement and educational efforts on these high-risk areas.
  - Regularly evaluate the effectiveness of interventions and adjust strategies based on updated crash data and trends.
- Community Involvement
  - Encourage community members to report instances of aggressive driving to local law enforcement.
  - Partner with schools, businesses, and local organizations to integrate safe driving messages into community programs.
  - Work with schools to promote defensive driving education for teens and young drivers, a group often overrepresented in aggressive driving crashes.

Summary

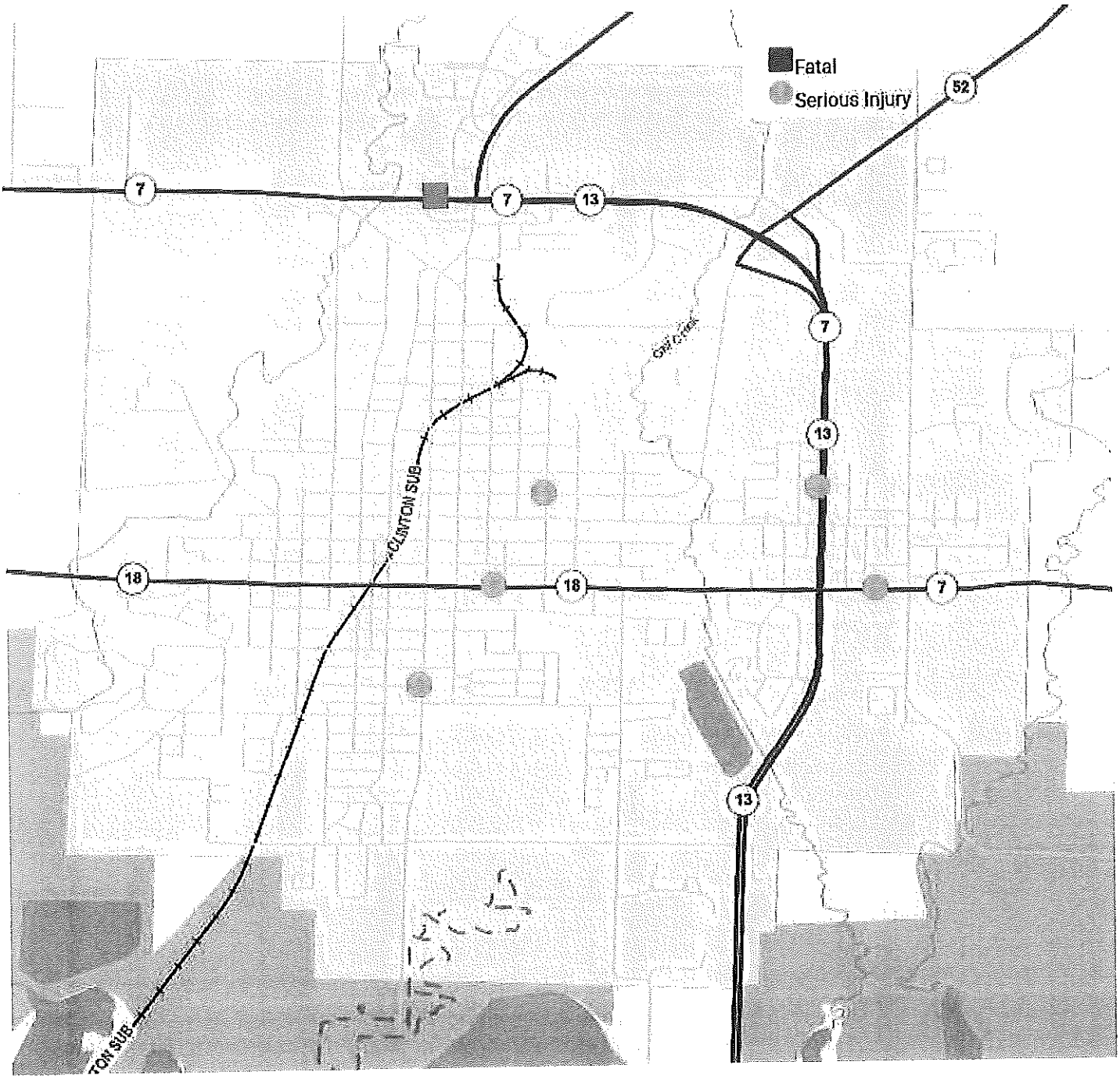
The strategies outlined above align with the Show-Me Zero SHSP, which prioritizes reducing fatalities and serious injuries through:

- Education: Raising awareness of aggressive driving's impact and promoting safe driving behaviors.
- Enforcement: Targeting high-risk behaviors and increasing law enforcement visibility.
- Engineering: Using crash data to identify problem areas and implement targeted safety improvements.
- Public Policy: Supporting efforts to promote defensive driving and discourage aggressive driving through community engagement.

By leveraging the SHSP framework, Clinton and MoDOT can address aggressive driving as part of a broader statewide effort to improve roadway safety.

Distracted Driving KSI: 2020 - 2024

1 Fatal Crash
5 Serious Injury Crashes
13.04% of KSI Crashes



Distracted Driving Crashes

Distracted driving is a significant contributor to crash-related injuries and fatalities in Clinton. This section analyzes crash data, identifies key contributing factors, and recommends strategies aligned with Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP) to address this critical safety issue.

Crash Data Overview

- Fatal and Serious Injury Crashes:
  - 1 fatal crash
  - 5 serious injury (SI) crashes
- Crash Locations:
  - 1 fatal crash and 3 serious injury crashes occurred on the MoDOT system, highlighting the prevalence of distracted driving incidents on higher-speed and higher-volume state roadways.
- Pavement Conditions:
  - All fatal and serious injury crashes occurred on dry pavement, suggesting that favorable road conditions can mask the risks of distracted driving.
- Lighting Conditions:
  - All serious injury crashes occurred during daylight, while the fatal crash occurred at night with no lighting.

Key Factors Contributing to Distracted Driving Crashes

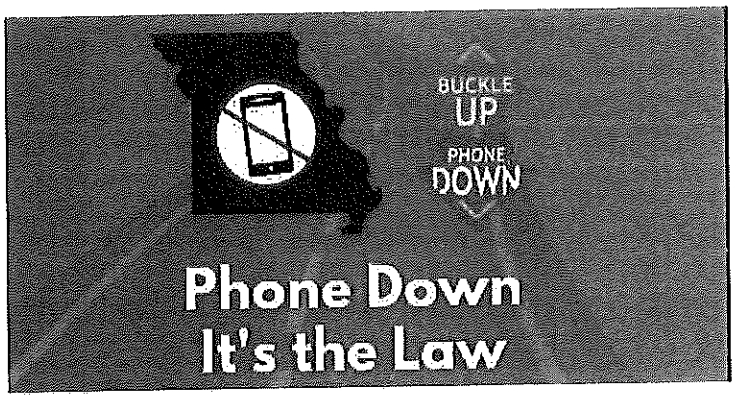
- Driver Behavior:
  - Mobile Device Use: Texting, calling, or interacting with smartphones is a leading cause of distracted driving crashes.
  - Cognitive Distractions: Mental distractions, such as daydreaming or being preoccupied with personal stress, impair focus on the road.
  - Manual Distractions: Actions like eating, adjusting controls, or reaching for objects divert attention from driving.
- Roadway & Environmental Factors:
  - Complex Traffic Situations: Distracted driving becomes especially dangerous in areas with high traffic volumes, intersections, or roadway curves, common on the MoDOT system.
  - Dry Pavement Conditions: Drivers may overestimate their ability to multitask under good road conditions, increasing the likelihood of crashes.
- Crash Severity Trends:
  - Distracted driving crashes often result in severe outcomes due to delayed reaction times, especially at higher speeds or in situations requiring quick decisions (e.g., avoiding a collision or navigating an intersection).

Strategies to Address Distracted Driving

- Education & Awareness Campaigns:
  - Partner with MCRS, schools, workplaces, and community organizations to educate drivers on the dangers of distracted driving.
  - Target high-risk groups, including young drivers, with tailored education programs emphasizing the risks associated with mobile device use.
  - Collaborate with MCRS to launch statewide campaigns highlighting the dangers of texting, calling, and other distractions while driving.
  - Promote the "hands-free, eyes on the road" message through social media, radio, and local events.
  - Expand participation in the Buckle Up Phone Down (BUPD) campaign to encourage safe driving practices.
- Enforcement of Distracted Driving Laws:
  - Increase enforcement of texting and handheld device bans, particularly on the MoDOT system and high-crash corridors.
  - Conduct distracted driving enforcement waves, where officers focus on identifying and citing distracted drivers.
  - Use unmarked vehicles to identify violations more effectively.
  - Work with community members to report distracted driving behaviors, creating a culture of accountability and awareness.
- Technological Solutions:
  - Encourage drivers to use apps or in-vehicle features that block texting and other distractions while driving.
  - Promote the adoption of "Do Not Disturb While Driving" settings available on most smartphones.
  - Advocate for vehicles equipped with collision avoidance systems, lane-keeping assist, and automatic emergency braking to help mitigate the effects of distraction.
- Focus on MoDOT System Safety:
  - Improve pavement markings with reflective materials to guide drivers and reduce errors caused by distractions.
  - Install warning signs in high-crash locations to remind drivers of the risks of distracted driving.
- Data-Driven Solutions:
  - Use crash data to identify distracted driving hotspots on both the MoDOT system and city-managed roadways.
  - Prioritize enforcement and education initiatives in high-risk areas.
  - Regularly assess the effectiveness of enforcement and education campaigns, adjusting strategies as necessary based on updated data and trends.

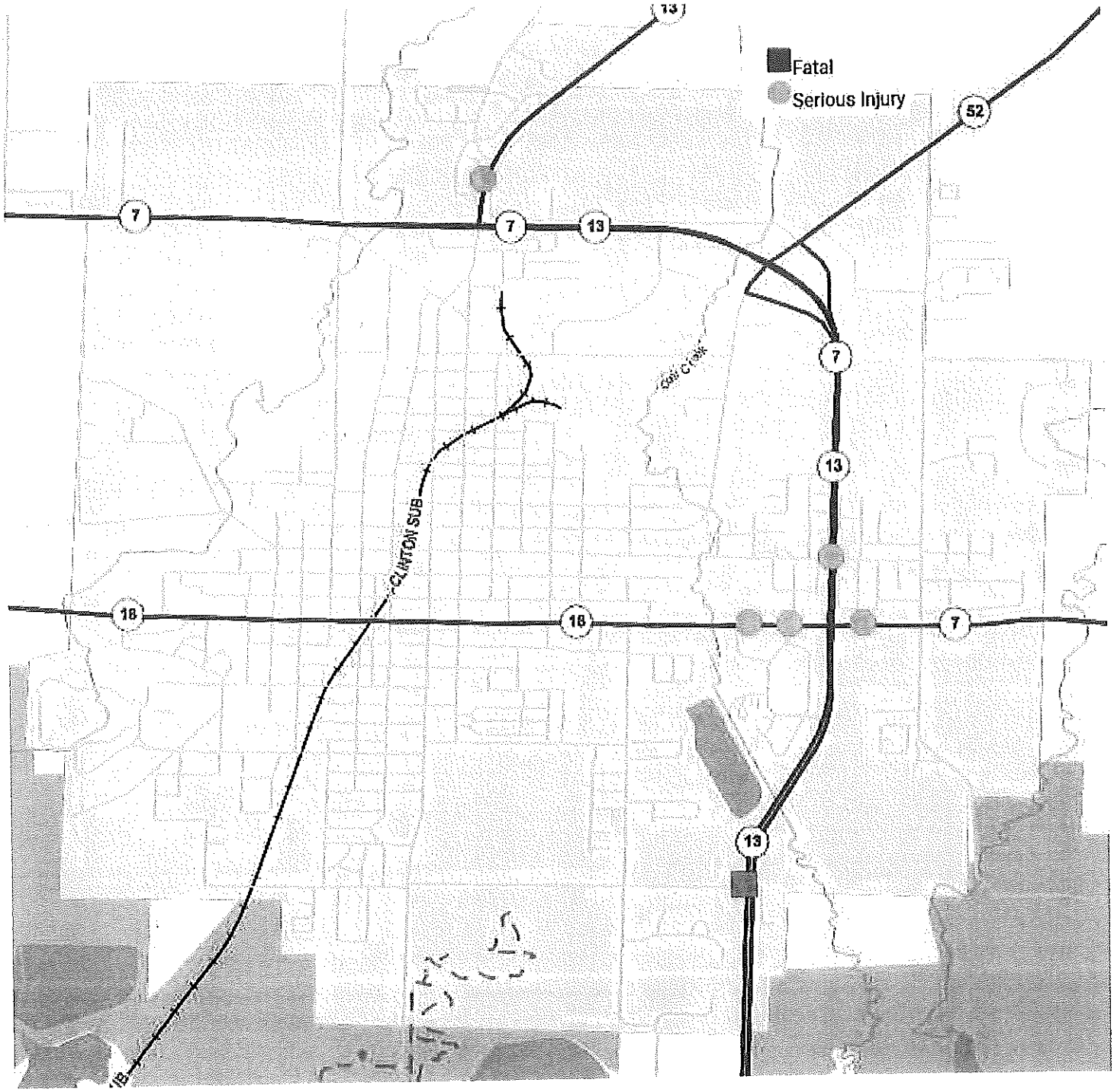
Summary

- Distracted driving remains a significant contributor to crashes in Clinton, particularly on the MoDOT system and under dry pavement conditions.
- The combination of mobile device use, cognitive and manual distractions, and complex traffic situations contributes to severe outcomes, including fatalities and serious injuries.
- By implementing strategies aligned with Missouri's Show-Me Zero SHSP, including education, enforcement, technological advancements, and data-driven interventions, Clinton can reduce distracted driving crashes and create safer roadways for all users.
- These efforts will support the broader goal of eliminating roadway fatalities and serious injuries, moving closer to a future with zero crashes caused by distraction.



Younger Drivers KSI: 2020 - 2024

1 Fatal Crash
5 Serious Injury Crashes
13.04% of KSI Crashes



Younger Driver Crash Analysis: Clinton, MO (2020–2024)

Younger drivers are a critical focus in Clinton's efforts to improve roadway safety, as they are disproportionately involved in crashes resulting in severe injuries and fatalities. This section analyzes crash data, identifies contributing factors, and outlines strategies aligned with Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP) to reduce crash risks for younger drivers.

Crash Data Overview

- Fatal and Serious Injury Crashes:
  - 1 fatal crash
  - 5 serious injury (SI) crashes
- Crash Severity:
  - Younger drivers were involved in 13.04% of all KSI (Fatal and Serious Injury) crashes in Clinton, underscoring the severity of their involvement in roadway incidents.
- Crash Locations:
  - All fatal and serious injury crashes occurred on the MoDOT system, highlighting the heightened risks associated with high-speed and high-volume state roadways.
- Pavement Conditions:
  - All fatal and serious injury crashes occurred on dry pavement, suggesting that favorable road conditions often mask risky driving behaviors among younger drivers.
- Lighting Conditions:
  - All six crashes (1 fatal and 5 serious injury) occurred during daylight hours, highlighting that visibility alone does not mitigate the risks associated with younger driver behavior.

Key Factors Contributing to Younger Driver Crashes

- Driver-Related Factors:
  - Inexperience: Younger drivers often lack the skills to handle complex driving situations, such as navigating high-speed roadways or intersections.
  - Risk-Taking Behavior: Speeding, tailgating, and failure to yield are common issues among younger drivers, increasing crash risks.
  - Distractions: Younger drivers are more likely to engage in distracted driving, particularly texting or using mobile devices, which delays reaction times.
  - Impairment: Underage drinking and drug use can result in impaired driving, further elevating crash risks.
- Roadway & Environmental Factors:
  - High-Speed Roadways: The MoDOT system's higher speeds and traffic volumes pose increased risks for less experienced drivers.
  - Dry Pavement Conditions: While dry pavement provides good traction, it may encourage overconfidence and risky behaviors, such as speeding or sudden lane changes.

- Lighting Conditions: Despite favorable daylight visibility, younger drivers may still engage in risky behaviors, such as speeding and distracted driving, leading to severe crashes.
- Intersection Challenges: Younger drivers may struggle with judging gaps, yielding, and making safe left turns at complex intersections.

- Crash Severity Trends:
  - Younger drivers are disproportionately involved in crashes with severe outcomes, as their inexperience and risk-taking behaviors often lead to poor decision-making in critical moments.

Strategies to Address Younger Driver Crashes

Clinton can reduce younger driver crash risks by implementing the following strategies, which align with Missouri's Show-Me Zero SHSP:

- Education & Awareness Campaigns:
  - Driver Education Programs:
    - Partner with schools and community organizations to offer defensive driving courses tailored for younger drivers.
    - Emphasize high-risk behaviors, including speeding, distracted driving, and impaired driving.
  - Parent-Teen Driving Agreements:
    - Encourage parents to set clear rules for their teens regarding nighttime driving, passenger limits, and mobile phone use.
  - Public Messaging Campaigns:
    - Use targeted outreach to educate younger drivers on the dangers of distracted and impaired driving.
    - Incorporate real-life stories and crash statistics to highlight the consequences of risky driving behaviors.
  - Buckle Up Phone Down (BUPD):
    - Promote participation in Missouri's BUPD campaign to encourage younger drivers to avoid distractions and wear seatbelts.
- Enforcement and Policy Measures:
  - Graduated Driver Licensing (GDL) Programs:
    - Strengthen GDL policies to limit high-risk driving situations, such as nighttime driving and carrying multiple passengers.
  - High-Visibility Enforcement:
    - Conduct enforcement campaigns targeting speeding, seatbelt use, and distracted driving, particularly on the MoDOT system.
  - Zero-Tolerance Policies:
    - Enforce strict zero-tolerance laws for underage drinking and driving to deter impaired driving among younger drivers.

- Technological Solutions:
  - In-Vehicle Safety Technology:
    - Promote the use of vehicles equipped with advanced driver assistance systems (ADAS), such as lane-keeping assist, forward collision warnings, and automatic braking.
  - Parental Monitoring Tools:
    - Encourage the use of apps and devices that monitor teen driving behaviors, including speed, location, and phone usage.
- Focus on MoDOT System Safety:
  - Roadway Lighting:
    - While all crashes occurred during daylight hours, improved lighting at intersections and along segments with high younger-driver crash rates may further enhance safety for all users.
  - Enhanced Signage:
    - Install dynamic message signs (DMS) to provide real-time alerts about speed limits, traffic conditions, and potential hazards.
- Data-Driven Solutions:
  - Use crash data to identify younger driver crash hotspots, focusing on high-risk areas on the MoDOT system.
  - Evaluate the effectiveness of interventions and adjust strategies based on updated crash data and trends.

Summary

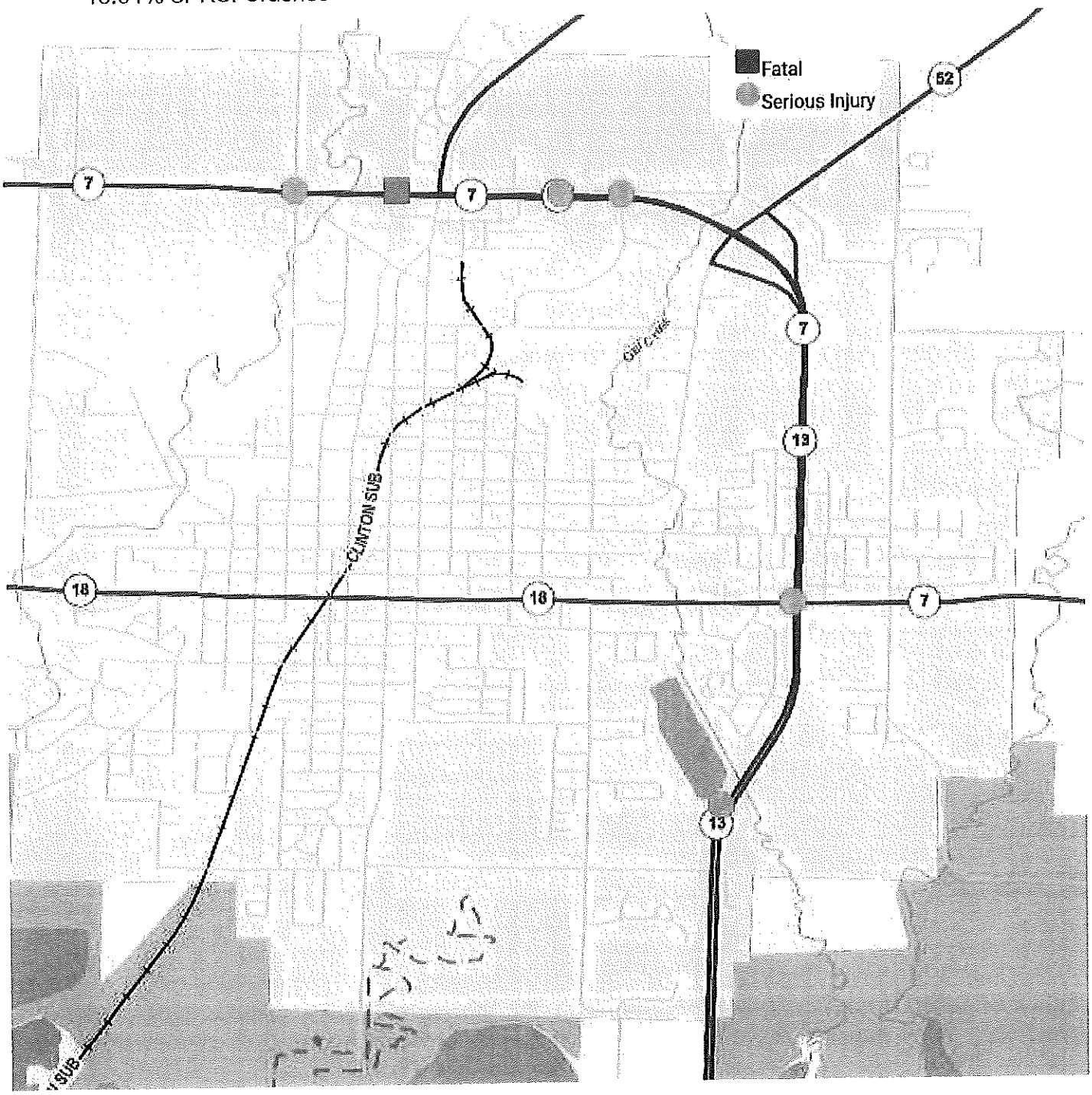
- Younger drivers (ages 15–24) are overrepresented in severe crashes, accounting for 13.04% of all KSI crashes in Clinton.
- Their crashes are concentrated on the MoDOT system and under dry pavement conditions, with all six crashes occurring during daylight hours, where visibility alone does not mitigate the risks posed by inexperience and risky behavior.
- By implementing strategies aligned with Missouri's Show-Me Zero SHSP, including education, enforcement, technological advancements, and targeted interventions on the MoDOT system, Clinton can reduce crash risks for younger drivers.
- These efforts will help Clinton achieve its vision of safer streets and a reduction in fatalities and serious injuries for all road users.

The Bad News:
Car crashes are the #1 cause of death for teens in Missouri.

The Good News:
We're working to change that.

CMV KSI: 2020 - 2024

1 Fatal Crash
5 Serious Injury Crashes
13.04% of KSI Crashes



Commercial Motor Vehicle (CMV) Crash Analysis: Clinton, MO (2020–2024)

Commercial Motor Vehicle (CMV) crashes are a significant safety concern in Clinton due to the large size and weight of these vehicles, which often result in severe outcomes when crashes occur. This section analyzes CMV crash data, contributing factors, and strategies for reducing the frequency and severity of these incidents, aligned with Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP) and the Safe Streets and Roads for All (SS4A) initiative.

Crash Data Overview

- Fatal & Serious Injury Crashes:
  - 1 fatal crash
  - 5 serious injury (SI) crashes
- Crash Locations:
  - All fatal and serious injury crashes occurred on the MoDOT system, emphasizing the risks associated with high-speed, high-traffic state roadways.
- Pavement Conditions:
  - All fatal and serious injury crashes occurred on dry pavement, suggesting that favorable road conditions do not mitigate the risks posed by CMVs.
- Lighting Conditions:
  - Dark (unlighted): 1 fatal crash and 2 serious injury crashes.
  - Daylight: 3 serious injury crashes.

Key Factors Contributing to CMV Crashes

- Driver-Related Factors:
  - Fatigue: Long driving hours and insufficient rest periods for CMV operators can lead to impaired reaction times and decision-making.
  - Distractions: Both CMV drivers and other road users engaging in distracted driving contribute to CMV-related crashes.
  - Speeding or Following Too Closely: CMVs require longer braking distances, making speeding and tailgating particularly dangerous.
  - Impaired Driving: Although less common, impairment due to alcohol, drugs, or medication can also affect CMV drivers.
- Roadway & Environmental Factors:
  - MoDOT System Risks: High speeds, heavy traffic volumes, and a mix of vehicle types on the MoDOT system increase the likelihood of severe CMV crashes.
  - Dry Pavement Conditions: While dry pavement provides better traction, it can lead to overconfidence and riskier behaviors, such as speeding or abrupt lane changes.
  - Lighting Conditions: Crashes in dark, unlit areas emphasize the need for better visibility, while crashes in daylight show that visibility alone cannot eliminate crash risks.
  - Intersections and Work Zones: CMVs are often involved in crashes at intersections and work zones due to limited maneuverability and visibility.

- Vehicle-Related Factors:
  - Vehicle Size and Weight: The large size and weight of CMVs increase the severity of crashes, especially for passenger vehicles involved in collisions with CMVs.
  - Mechanical Failures: Brake failures, tire blowouts, or other mechanical issues can contribute to CMV crashes.

Strategies to Address CMV Crashes

The following strategies, aligned with Missouri's Show-Me Zero SHSP, aim to reduce the frequency and severity of CMV crashes in Clinton:

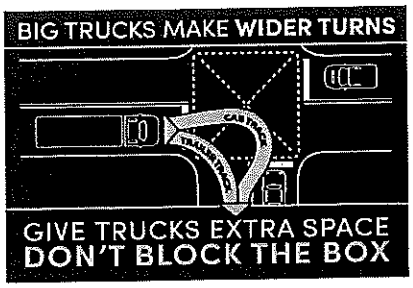
- Driver Education & Training:
  - CMV Driver Training:
    - Reinforce training on defensive driving techniques, fatigue management, and safe driving in high-traffic areas like the MoDOT system.
    - Emphasize safe speeds, proper following distances, and maneuvering through intersections and work zones.
  - Public Awareness Campaigns:
    - Educate passenger vehicle drivers on safely sharing the road with CMVs, including avoiding blind spots, maintaining a safe following distance, and understanding CMV maneuverability limitations.
- Enforcement and Regulatory Measures:
  - Coordination with Missouri Highway Patrol Commercial Vehicle Enforcement Division:
    - Work closely with the Missouri Highway Patrol Commercial Vehicle Enforcement Division, as they are responsible for inspections and enforcement actions for CMVs.
    - Enforce compliance with safety regulations, including Hours-of-Service (HOS) requirements, proper load securement, and adherence to speed limits.
    - Conduct regular CMV inspections to ensure vehicles meet safety standards, focusing on brakes, tires, and lighting systems.
  - MoDOT and Missouri Highway Patrol Responsibilities:
    - Partner with MoDOT and the Missouri Highway Patrol to improve enforcement targeting high-risk behaviors, such as speeding, tailgating, and distracted driving by CMV operators and passenger vehicle drivers.
    - Ensure enforcement campaigns focus on the MoDOT system, where all fatal and serious injury CMV crashes occurred.
- Roadway Design and Infrastructure Improvements:
  - Intersection Enhancements:
    - Upgrade signage, signals, and pavement markings at intersections to accommodate CMV turning radii and improve visibility.
    - Simplify intersection layouts to reduce complexity for CMV operators.

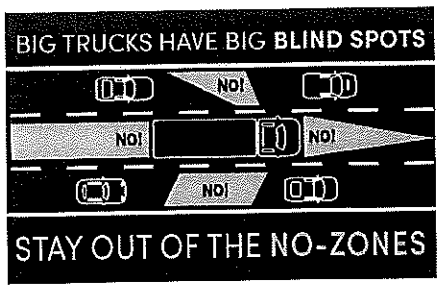
- Work Zone Safety:
  - Implement clear signage and advanced warnings for CMV operators in work zones.
- Rumble Strips:
  - Install centerline and shoulder rumble strips to alert CMV drivers of lane departures, particularly on higher-speed roadways.

- Technology & Vehicle Safety Advancements:
  - Collision Avoidance Systems:
    - Encourage CMV operators to adopt advanced driver assistance systems (ADAS), such as automatic emergency braking (AEB), lane departure warnings, and blind spot monitoring.
- Focus on MoDOT System Safety:
  - Dynamic Message Signs (DMS):
    - Use DMS to provide real-time alerts, including traffic conditions, weather updates, and work zone information.
  - Roadway Lighting Enhancements:
    - Improve lighting along dark, unlighted segments of the MoDOT system to enhance visibility and reduce crash risks during nighttime driving.

Summary

- CMV crashes pose a significant risk, particularly on MoDOT-managed routes. Notably, 1 fatal and 2 serious injury crashes occurred in dark, unlighted conditions, while 3 serious injury crashes happened during daylight.
- The Missouri Highway Patrol Commercial Vehicle Enforcement Division, in partnership with MoDOT, plays a key role in enforcing safety regulations, conducting inspections, and addressing high-risk behaviors to reduce CMV-related crashes.
- By focusing on enhanced driver education, coordinated enforcement, roadway design improvements, and technology adoption, Clinton can lower the frequency and severity of CMV-related crashes.
- These efforts align with Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP) and the SS4A initiative, advancing safer roadways for all users and reducing fatalities and serious injuries.

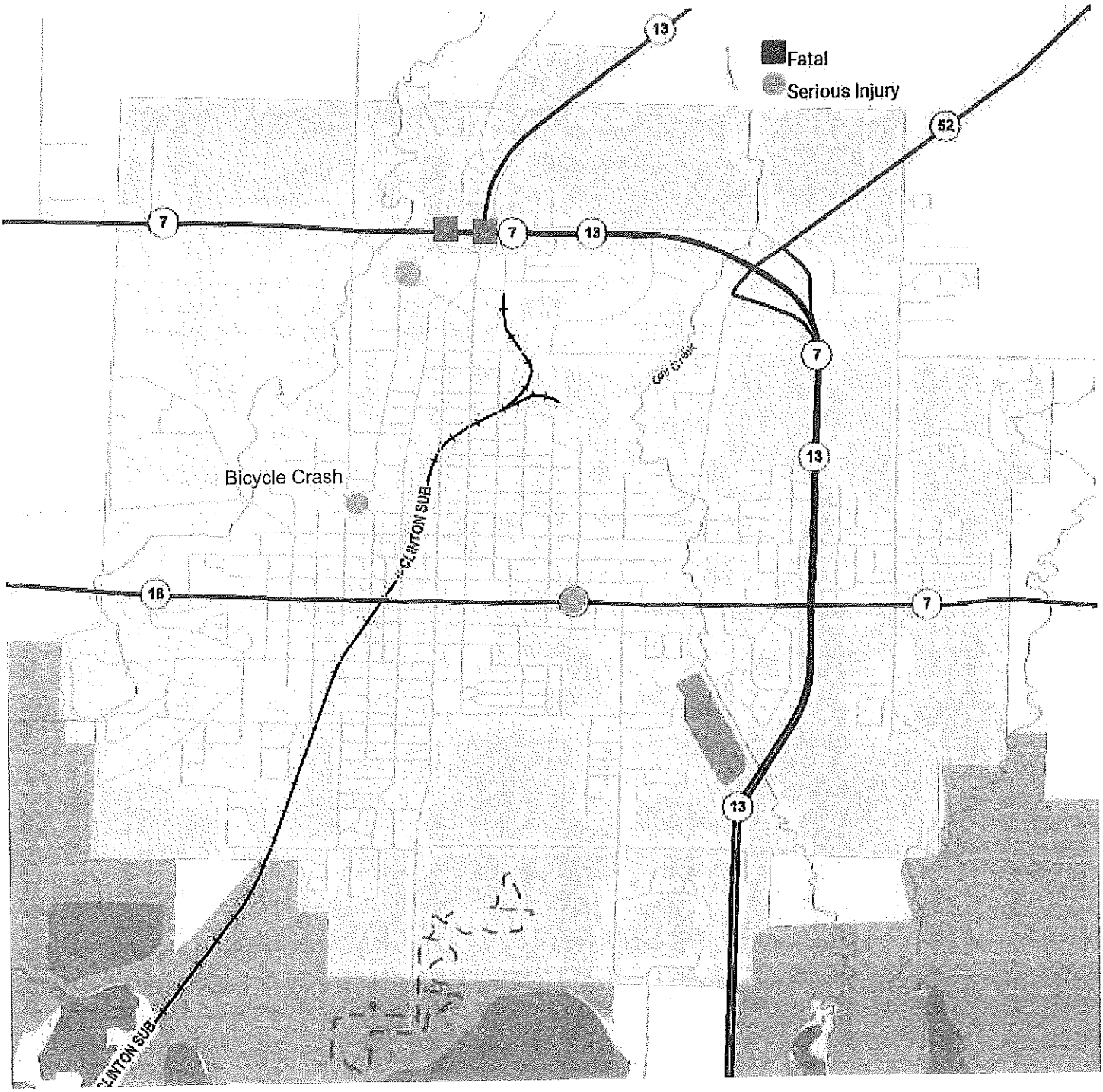




Source: Show Me ZERO Missouri's SHSP

Non-Motorized KSI: 2020 - 2024

2 Fatal Crashes
3 Serious Injury Crashes
10.87% of KSI Crashes



Non-Motorized Crash Analysis: Clinton, MO (2020–2024)

Non-motorized road users, such as pedestrians and bicyclists, are among the most vulnerable in traffic crashes due to their lack of physical protection. In Clinton, crashes involving non-motorized users resulted in several fatalities and serious injuries (KSI), emphasizing the need for targeted safety interventions. This analysis uses crash data and strategies from **Missouri's Show-Me Zero Strategic Highway Safety Plan (SHSP)** and highlights the importance of collaboration with the **Missouri Coalition for Roadway Safety (MCRS)** to address these issues.

Crash Data Overview

Fatal & Serious Injury (KSI) Crashes: 5 total

- 2 fatal pedestrian crashes
- 2 serious injury pedestrian crashes
- 1 serious injury bicyclist crash

Crash Locations:

- 3 crashes (2 fatal, 1 serious injury) occurred on MoDOT-managed roads.

Contributing Factors:

- Pedestrian failure to yield: 1 fatal, 2 serious injury crashes.
- Bicyclist failure to yield and improper lane use: 1 serious injury crash.
- Driver traveling too fast for conditions: 1 fatal crash.
- Driver distraction/inattention: 1 fatal crash.

Lighting Conditions:

- Dark (unlit areas): 1 fatal crash.
- Daylight: 1 fatal crash, 3 serious injury crashes.

Key Challenges

- Dark Conditions:
  - Crashes in unlit areas, especially on state roads, highlight the dangers of poor visibility for pedestrians.
- Failure to Yield:
  - Pedestrian and bicyclist failure to yield contributed to multiple crashes, highlighting the need for public education on safe crossing practices and traffic rules.
- Driver Behavior:
  - Distracted driving and speeding were significant factors, particularly on state roads with higher speeds and traffic volumes.
- Infrastructure Gaps:
  - The lack of crosswalks, pedestrian signals, and protected spaces for non-motorized users increases crash risks, especially on high-speed roads.

- Vulnerable Populations:
  - Children playing in traffic and pedestrians making unsafe crossing decisions represent high-risk groups requiring targeted intervention.

Goals & Objectives

- Improve Visibility and Lighting: Enhance nighttime visibility on roadways, particularly on the State System, to reduce pedestrian crashes.
- Promote Safe Behaviors: Educate pedestrians, bicyclists, and drivers on safe behaviors, including yielding, avoiding distractions, and following traffic laws.
- Enhance Infrastructure: Provide safer walking and biking spaces, including crosswalks, pedestrian signals, and protected lanes.
- Target High-Risk Locations: Focus on high-crash areas on both State System and City Streets to prioritize safety improvements.
- Collaborate with MoDOT and MCRS: Partner with MoDOT to implement safety measures on state-managed roadways and with MCRS to strengthen behavioral, educational, and enforcement programs.

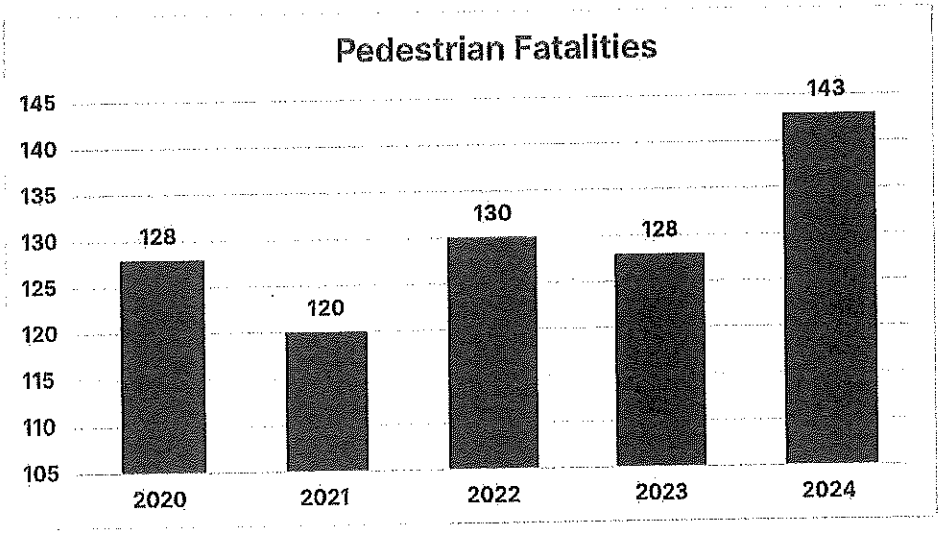
Strategies to Improve Non-Motorized Safety

Roadway Infrastructure Improvements

- Lighting Enhancements:
  - Add streetlights at high-crash locations, particularly on dark/unlighted segments of the State System.
  - Use pedestrian-level lighting at intersections and busier pedestrian corridors to improve visibility.
- Pedestrian & Bicycle Facilities:
  - Install high-visibility crosswalks and pedestrian signals at key locations, particularly on the State System.
  - Add mid-block crossings with pedestrian refuge islands where long distances between intersections encourage unsafe crossings.
- Traffic Calming Measures:
  - Implement speed reduction measures, such as narrowing lanes, near pedestrian-heavy areas.
- Clear Zones:
  - Ensure that roadside areas are clear of hazards to reduce risks for pedestrians exiting vehicles or walking near roadways.
- Behavioral & Educational Interventions
  - Public Awareness Campaigns:

Summary

- Four pedestrian KSI crashes in Clinton were influenced by factors such as dark conditions, failure to yield, and distracted driving, with two fatal crashes occurring on the State System.
- One bicyclist SI crash involved improper lane use and failure to yield, highlighting the need for bicyclist education and improved infrastructure.
- Focusing on infrastructure improvements, behavioral interventions, and targeted enforcement can reduce non-motorized crashes and enhance safety for vulnerable road users.
- Collaboration with MoDOT on infrastructure improvements and MCRS on education, enforcement, and behavioral programs will ensure a comprehensive approach aligned with the Show-Me Zero vision of eliminating roadway fatalities and serious injuries.



Source: Show Me ZERO Missouri's SHSP

Objective

Enhance emergency response and post-crash care in Clinton by strengthening partnerships with Golden Valley Memorial Healthcare (GVMH)—a key community asset— to ensure timely stabilization and transfer of crash victims to advanced trauma centers.

Background

Missouri's Strategic Highway Safety Plan (SHSP) highlights post-crash care as a core element of the Safe System Approach, recognizing that prompt medical response saves lives and reduces injury severity.

GVMH serves as a cornerstone of Clinton's healthcare system, providing emergency stabilization, coordinating patient transfers, and offering community education and outreach. Strengthening collaboration among GVMH, EMS, and supporting agencies will enhance post-crash care and advance the state's "Show-Me Zero" vision of eliminating traffic fatalities and serious injuries.

Key Challenges

- Limited Trauma Designation: GVMH is not a designated trauma center but plays a crucial role in stabilizing patients and coordinating transfers to higher-level facilities.
- Rural Response Times: Clinton's rural geography can delay EMS response and transport to advanced care.
- Limited Public Preparedness: Low public awareness of first aid and emergency response reduces the effectiveness of bystander assistance before professionals arrive.

Strategies & Actions

- Strengthen GVMH's Role in Post-Crash Care
  - Review protocols between GVMH, EMS, and regional trauma centers for rapid stabilization and transfer of crash victims.
  - Review telemedicine capabilities to enable real-time consultation with trauma specialists during critical patient care.
  - Partner with GVMH to lead community outreach efforts promoting first aid and roadway safety education.
- Enhance Emergency Response Systems
  - Review communication policies between GVMH, EMS, and trauma centers to ensure seamless patient handoffs.
  - Ensure that EMS teams are equipped with advanced lifesaving tools, such as tourniquets and portable blood transfusion kits.

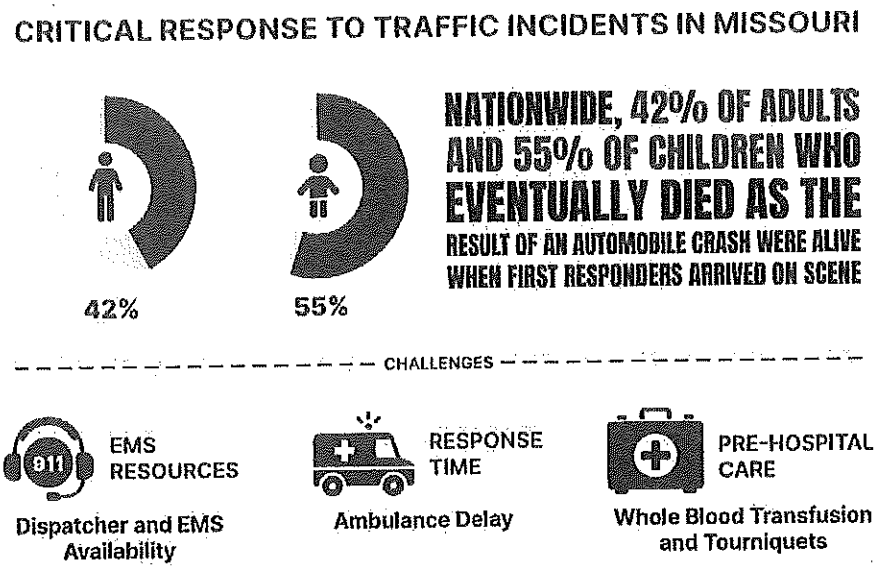
- Expand Training & Public Education
  - Collaborate with GVMH to offer community-wide "Stop the Bleed" and CPR training for first responders, teachers, and residents.
  - Host workshops to teach basic first aid and crash response techniques, empowering bystanders to act effectively until professionals arrive.

Performance Measures

- Increased number of trained first responders and residents in trauma care and lifesaving techniques.
- Reduction in fatalities and severe injuries through faster stabilization and improved access to advanced care.

Summary

Golden Valley Memorial Healthcare (GVMH) is an essential partner in Clinton's post-crash care network. By reinforcing its role in emergency stabilization, improving communication and equipment for first responders, and expanding community training, Clinton can strengthen its emergency response system and save lives. These efforts directly support Missouri's **"Show-Me Zero"** goal of creating safer, more resilient roadways for all.



Source: Governors Highway Safety Association (GHSA)

CLINTON HIGH INJURY NETWORK

Introduction

The City of Clinton is committed to improving road safety by reducing traffic deaths and serious injuries. As part of the Safe Streets and Roads for All (SS4A) initiative, the City has developed a High Injury Network (HIN) to identify and prioritize roadways with the highest number of crashes, especially those involving fatalities and severe injuries.

The High Injury Network is a key tool for understanding crash patterns and identifying high-risk areas within the city. By analyzing recent crash data—including incidents related to aggressive driving and speeding—the City can focus safety efforts where they are most needed. This data-driven approach ensures resources are used effectively and helps implement targeted safety measures to reduce risks and improve overall road safety.

Network Screening

The HIN analysis has identified locations in Clinton with recurring safety concerns, providing a foundation for investments in infrastructure and safety programs. Three separate High Injury Networks have been created to address the needs of different roadway users:

- **HIN for All Roadway Users:**
  - Focuses on all users, including motorists, motorcyclists, bicyclists, and pedestrians. This network highlights road segments with the highest number of fatal and serious injury (KSI) crashes.
- **HIN for Vulnerable Road Users:**
  - Addresses vulnerable groups such as motorcyclists, bicyclists, and pedestrians. It prioritizes areas where these users face greater risks of severe injuries or fatalities.
- **HIN for Non-Motorized Users:**
  - Concentrates on crashes involving bicyclists and pedestrians. It identifies high-risk locations for these users and promotes targeted safety improvements to protect them.

In addition to road segments, the analysis also identifies intersections with the highest number of KSI crashes within the city limits. These insights help guide the City's efforts to enhance road safety through data-informed decisions.

CLINTON HIGH INJURY NETWORK

Segment Analysis (All Roadway Users)

The segment analysis identified roads in Clinton with the highest number of KSI crashes. While Freeways, Principal Arterials, and Minor Arterials comprise only 14.6% of the City's total roadway mileage, they account for 84.8% of all KSI crashes. The following steps were used to identify these high-risk road segments:

- **Data Collection:** Crash data from 2020 to 2024 focusing on KSI crashes was compiled.
- **Segment Identification:** Road segments were identified and sorted by the number of KSI crashes.
- **Crash Frequency:** Segments with at least one fatal or serious injury crash were listed based on the total number of crashes.
- **Ranking:** Segments were ranked in descending order to highlight those with the highest number of KSI crashes.

Intersection Analysis (All Roadway Users)

The intersection analysis identified locations in Clinton with the highest concentration of KSI crashes. The process followed the same methodology as the segment analysis:

- **Data Collection:** KSI crash data for intersections from 2020 to 2024 was compiled.
- Intersection Identification: Intersections were defined based on traffic controls and roadway configurations.
- **Crash Frequency:** Intersections with at least one fatal or serious injury crash were sorted by the total number of crashes.
- **Ranking:** Intersections were ranked in descending order to identify those with the highest number of KSI crashes.

Segment Analysis (Vulnerable Road Users)

The segment analysis for vulnerable road users focuses on road segments with the highest number of KSI crashes involving pedestrians, bicyclists, and motorcyclists. The process mirrored the approach used for all roadway users:

- **Data Collection:** KSI crash data involving vulnerable road users from 2020 to 2024 was compiled.
- **Segment Identification:** Segments with at least one KSI crash involving a vulnerable road user were identified.
- **Crash Frequency:** Segments were sorted by the total number of KSI crashes involving vulnerable users.
- **Ranking:** Segments were ranked in descending order to highlight those with the highest number of incidents.

CLINTON HIGH INJURY NETWORK

Segment Analysis (Non-Motorized Road Users)

The segment analysis for non-motorized road users focuses on road segments with injury crashes involving bicyclists and pedestrians. The following steps were used to identify these segments:

- **Data Collection:** Crash data for all injury incidents involving non-motorized road users from 2020 to 2024 was compiled.
- **Segment Identification:** Roadway segments with at least one injury crash involving a non-motorized road user were selected.
- **Crash Frequency:** Segments were sorted by the total number of injury crashes involving non-motorized road users.
- **Ranking:** Segments were ranked in descending order to identify those with the highest number of incidents.

Goals of the High Injury Network

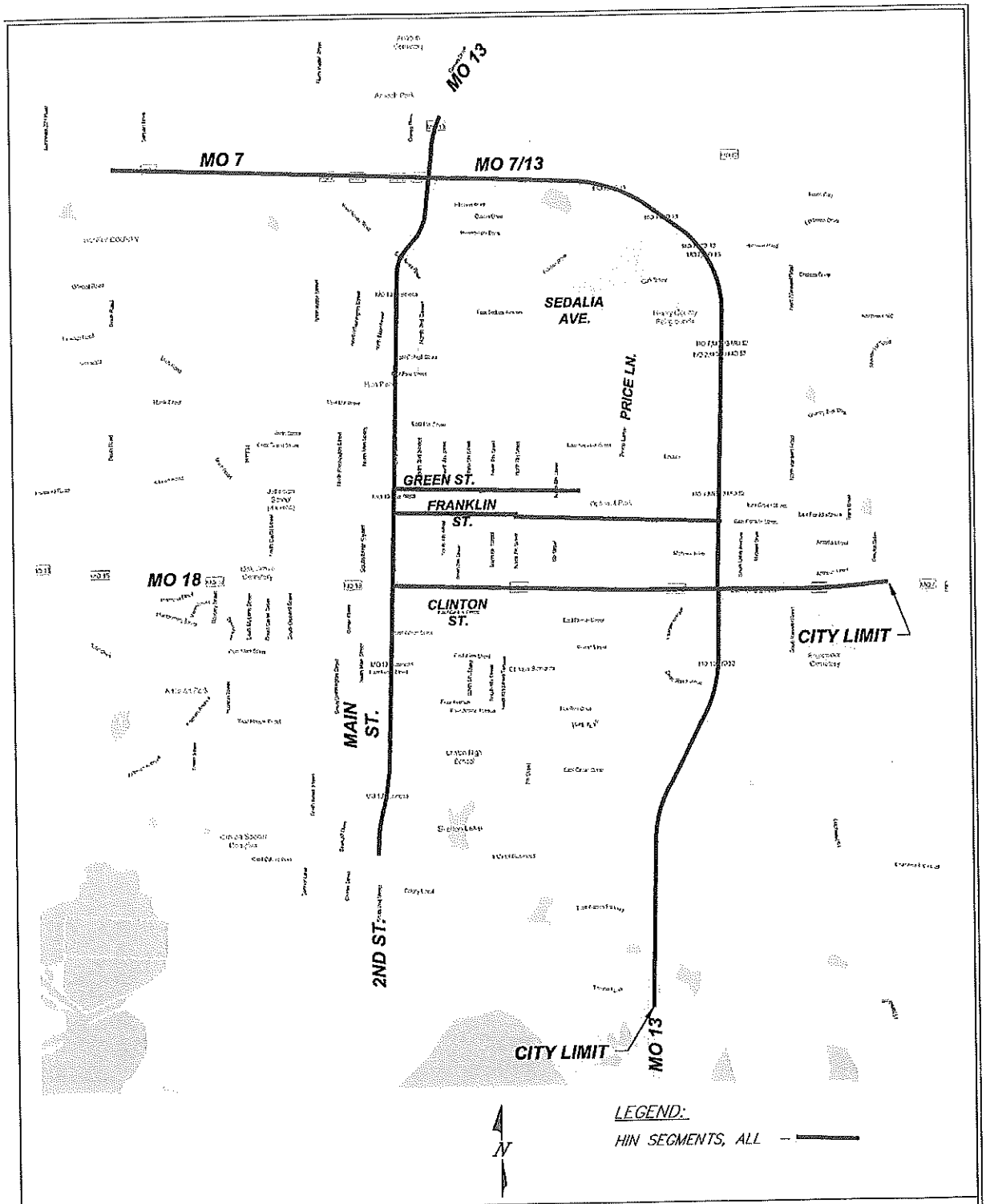
The High Injury Network (HIN) is designed to improve roadway safety through a focused, data-driven approach. Its goals include:

- **Identify High-Risk Areas:** Use crash data to map and analyze high-injury locations, enabling targeted safety interventions.
- **Enhance Safety Measures:** Implement strategies to improve safety in high-risk areas, such as physical roadway upgrades, better signage, and community education initiatives.
- **Engage the Community:** Work with local stakeholders—including residents, law enforcement, advocacy groups, and community partners—to address safety concerns and encourage shared responsibility for road safety.
- **Monitor & Evaluate:** Regularly review the effectiveness of safety strategies, using data to adjust and improve approaches for lasting results.

Commitment to Zero Traffic Fatalities

By establishing the High Injury Network, the City is taking proactive steps to reduce KSI crashes. Through collaboration and targeted interventions that address key risk factors—such as distracted driving, speeding, aggressive driving, impaired driving, and occupant protection—the City aims to create safer roads for everyone.

This effort reflects the City's commitment to achieving the ultimate goal of zero traffic fatalities and serious injuries.



CITY OF CLINTON HIGH INJURY NETWORK, SEGMENTS ALL USERS
ROADWAY MAP

DATE: July 23, 2025
JOB NO. 24101

CHECKED BY: JOA
DRAWN BY: JOA

5051 S. National Avenue
Suite 7A
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CJW Transportation Consultants, L.L.C.
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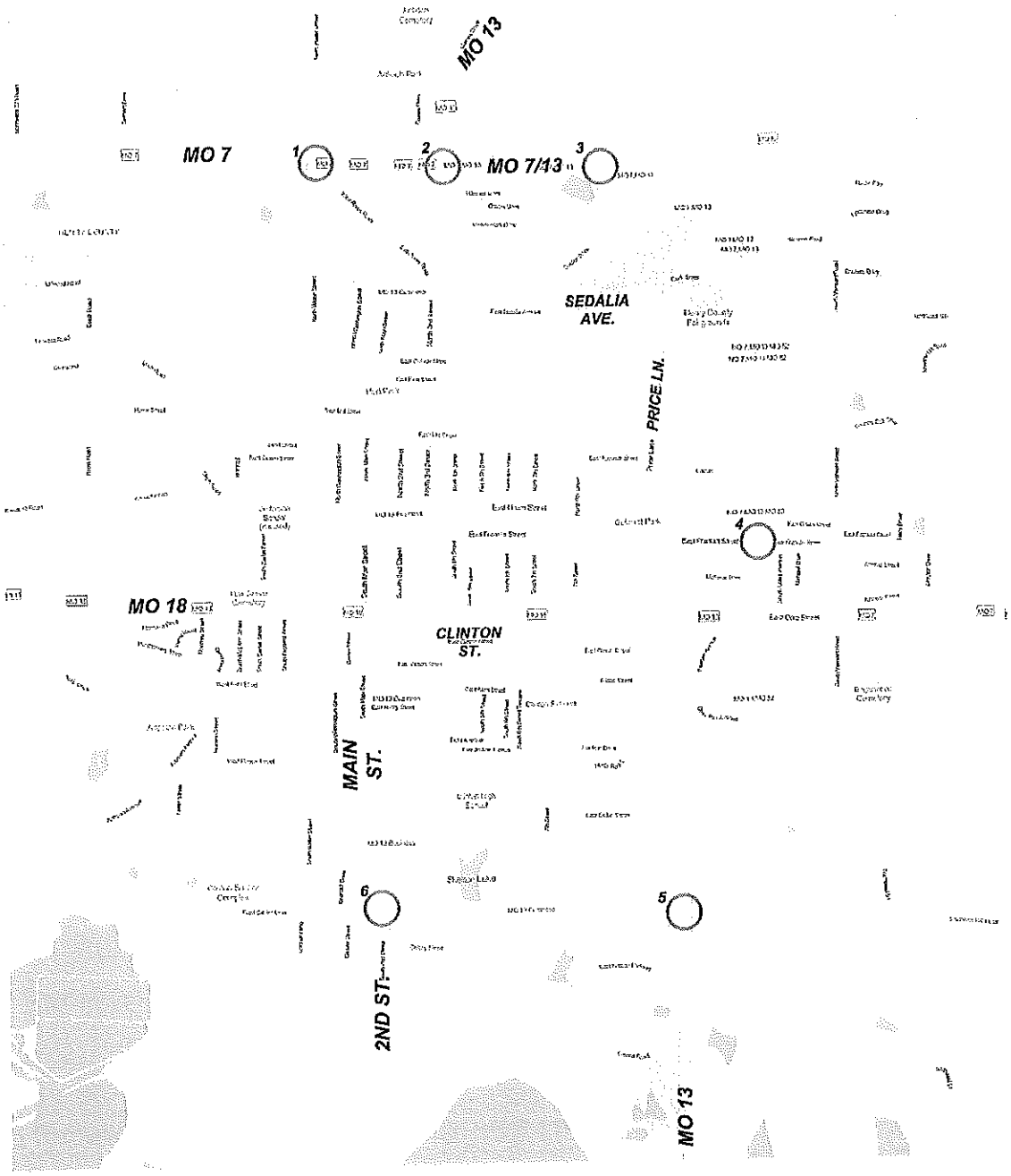

HIN INTERSECTION LEGEND:

- *01 – MO. 7 & WATER STREET*
- *02 – MO. 7/13 & 2ND STREET*
- *03 – MO. 7/13 & GOLDEN DRIVE*
- *04 – MO. 7/13 & FRANKLIN STREET*
- *05 – MO. 13 & CHARLES E. CALVIRD DRIVE*
- *06 – 2ND STREET & CHARLES E. CALVIRD DRIVE*

LEGEND:

HIN INTERSECTIONS, ALL –

CITY OF CLINTON HIGH INJURY NETWORK, INTERSECTIONS ALL USERS ROADWAY MAP

DATE: July 23, 2025
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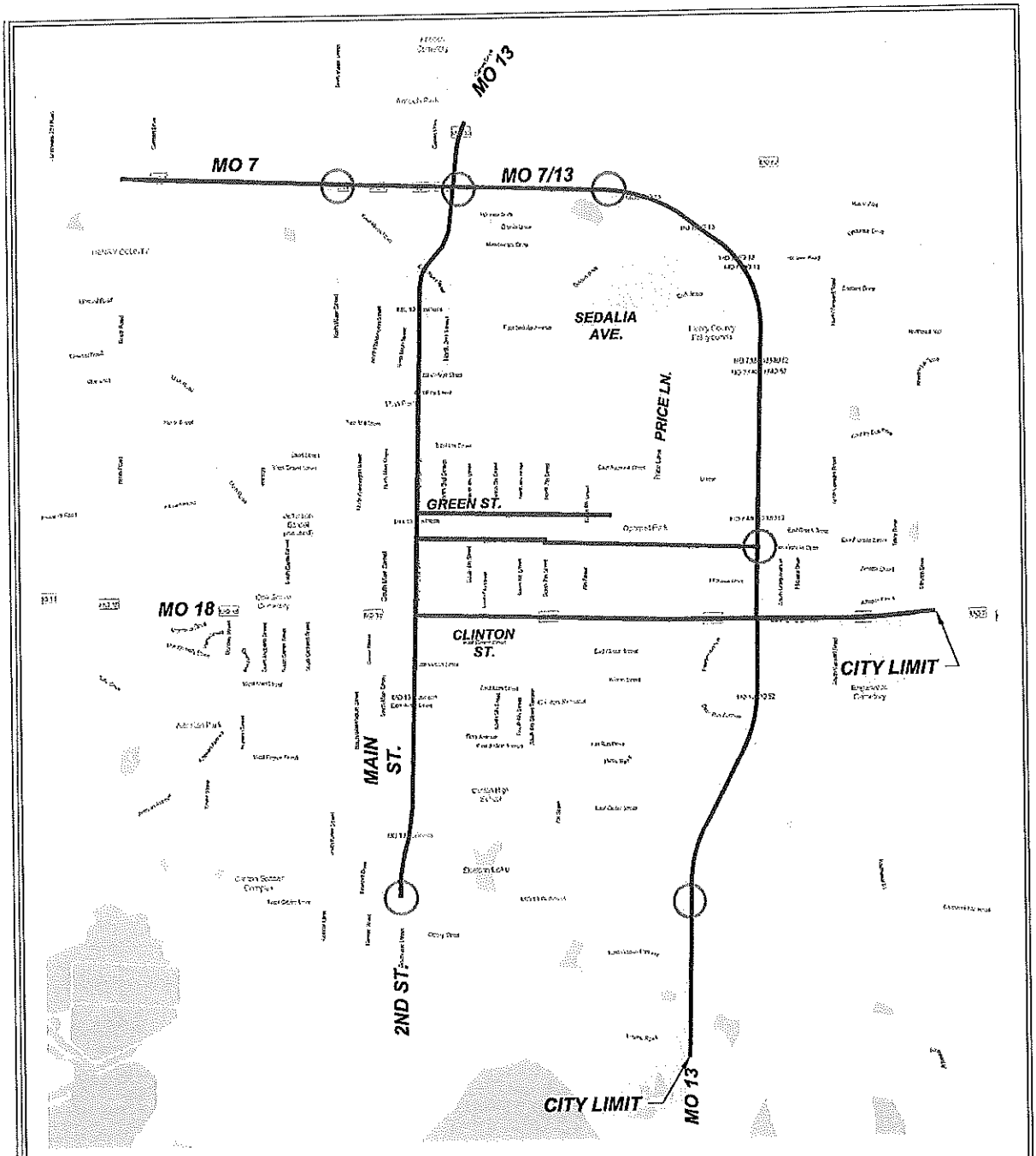

CITY OF CLINTON HIGH INJURY NETWORK, SEGMENTS AND INTERSECTIONS ALL USERS ROADWAY MAP

DATE: July 23, 2025
JOB NO. 24101

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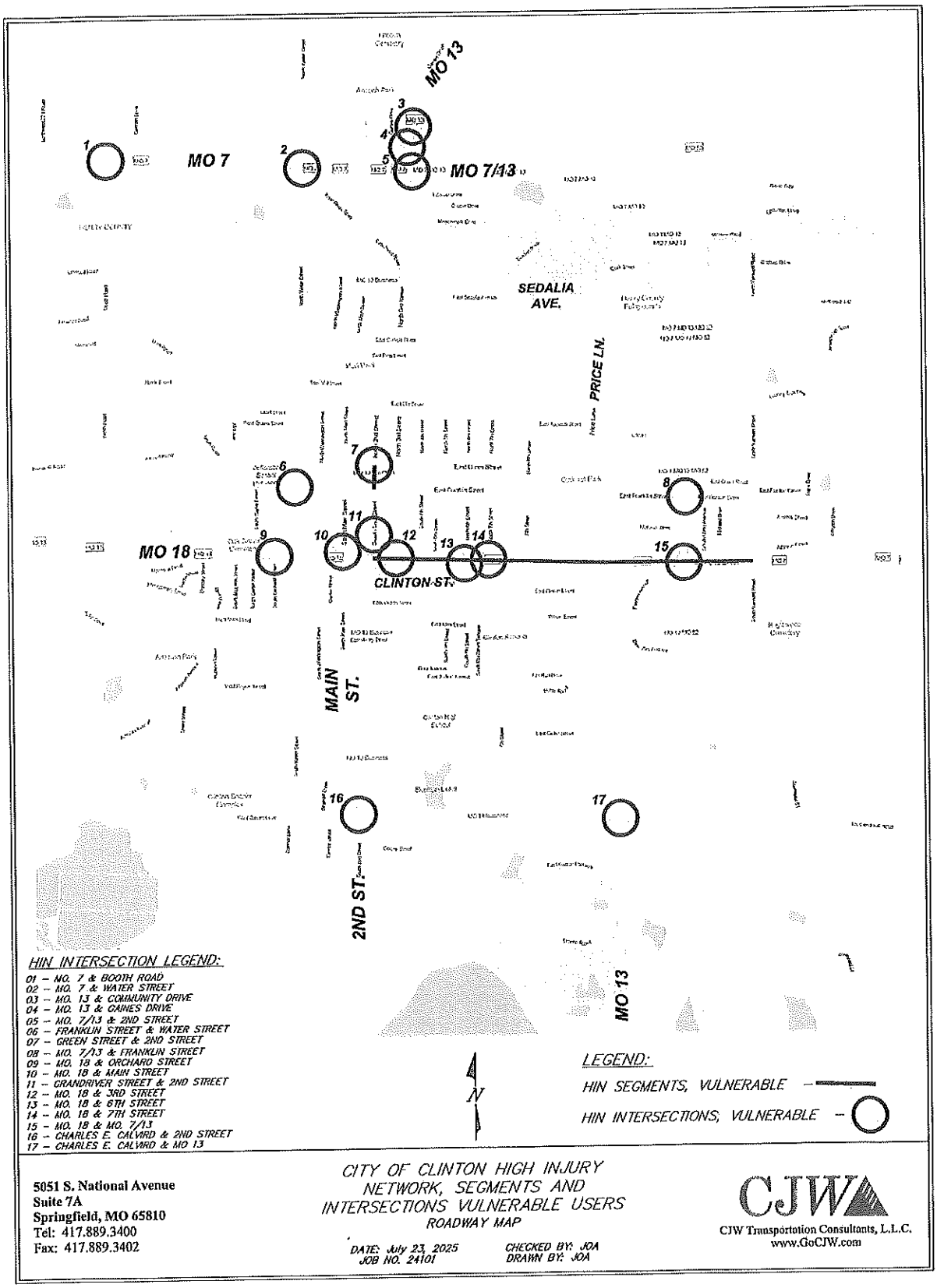

HIN INTERSECTION LEGEND:

01 – MO. 7 & BOOTH ROAD
02 – MO. 7 & WATER STREET
03 – MO. 13 & COMMUNITY DRIVE
04 – MO. 13 & CAINES DRIVE
05 – MO. 7/13 & 2ND STREET
06 – FRANKLIN STREET & WATER STREET
07 – GREEN STREET & 2ND STREET
08 – MO. 7/13 & FRANKLIN STREET
09 – MO. 18 & ORCHARD STREET
10 – MO. 18 & MAIN STREET
11 – GRANDRIVER STREET & 2ND STREET
12 – MO. 18 & 3RD STREET
13 – MO. 18 & 6TH STREET
14 – MO. 18 & 7TH STREET
15 – MO. 18 & MO. 7/13
16 – CHARLES E. CALVIRD & 2ND STREET
17 – CHARLES E. CALVIRD & MO 13

LEGEND:

HIN SEGMENTS, VULNERABLE –

HIN INTERSECTIONS, VULNERABLE –

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CITY OF CLINTON HIGH INJURY NETWORK, SEGMENTS AND INTERSECTIONS VULNERABLE USERS ROADWAY MAP

DATE: July 23, 2025
JOB NO. 24101

CHECKED BY: JOA
DRAWN BY: JOA

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Introduction

Transportation equity means ensuring that everyone—regardless of income, age, or ability—can travel safely and reliably. Between 2020 and 2024, Clinton recorded 46 KSI (fatal and serious injury) crashes, resulting in 3 fatalities (2 pedestrians and 1 motorcyclist) and 55 serious injuries. These numbers highlight the need to improve conditions for Vulnerable Road Users (VRUs)—people walking, biking, or riding motorcycles—who face greater danger where infrastructure is lacking.

This chapter identifies strategies within the Clinton SS4A Safety Action Plan to address economic and infrastructure gaps that increase crash risk. By focusing investments where safety needs are greatest, the City of Clinton aims to reduce crashes and create safer, more accessible streets for everyone.

Economic Challenges & Transportation Risks

Residents in economically challenged areas often experience higher transportation risks due to:

- Gaps in sidewalks, bike lanes, and other VRU facilities.
- Poorly maintained pavement and pedestrian infrastructure.
- Greater reliance on walking, biking, or motorcycling due to limited vehicle access.
- Exposure to high-speed corridors without adequate safety features.

To address these conditions, the Safety Action Plan will:

- Prioritize High-Risk Locations: Target safety investments where VRU crashes are most frequent or severe.
- Improve Affordable Mobility Options: Make walking, biking, and motorcycling safer and more convenient.
- Engage the Community: Partner with residents to identify safety needs and co-create solutions.
- Leverage Funding: Utilize TAP, SS4A, and other grant opportunities to close infrastructure gaps and improve equity.

Vulnerable Road Users

VRUs—including pedestrians, bicyclists, motorcyclists, and individuals with mobility challenges—are disproportionately represented in serious crashes. In Clinton's recent KSI data, two-thirds of traffic fatalities involved VRUs, underscoring the need for targeted improvements.

- **Common Challenges:**
  - High-speed corridors with limited pedestrian protection.
  - Incomplete or inaccessible sidewalks and curb ramps.
  - Poor intersection design that increases turning conflicts and reduces visibility.

Strategies to Improve VRU Safety

The Clinton SS4A Safety Action Plan promotes design and operational changes to protect vulnerable users, including:

- Complete Streets Design: Reconfigure streets to safely accommodate all modes with sidewalks, bike facilities, and safer intersections.
- Traffic Calming: Use measures like narrowed lanes, chicanes, and roundabouts to reduce speeds and increase awareness.
- Enhanced Crossings and Lighting: Add mid-block pedestrian signals, high-visibility crosswalks, refuge islands, countdown signals, and improved lighting at key locations.
- Motorcyclist Safety: Improve road surface conditions, maintain lane markings, and conduct outreach on safe riding practices.
- ADA Compliance: Upgrade sidewalks, ramps, and transit stops for accessibility.
- Data-Driven Enforcement: Focus enforcement and education on high-risk driver behaviors such as speeding, distraction, and failure to yield.

Equity-Focused Engagement & Decision-Making

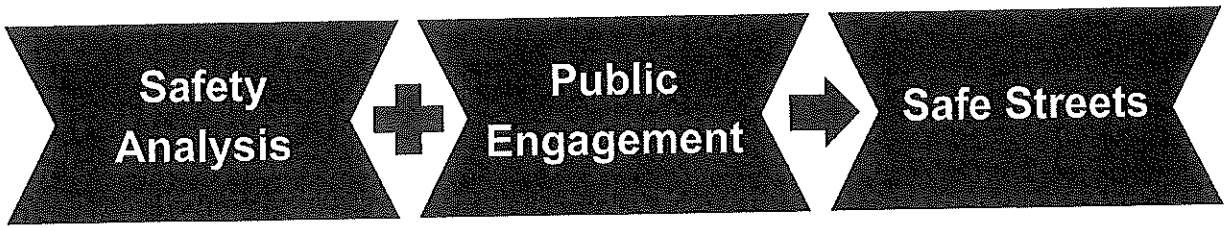
- **Community Engagement:**
  - Hold surveys, workshops, and public meetings to gather input on safety concerns.
  - Use both in-person and non-digital communication to ensure all residents can participate, including those with limited internet access.
- **Data-Driven Equity Analysis:**
  - Analyze KSI data to pinpoint high-risk areas and evaluate crash patterns.
  - Assess proposed safety projects to ensure they meet the needs of VRUs and benefit areas with the highest equity needs.

Summary

The City of Clinton's SS4A Safety Action Plan integrates equity and VRU protection into all phases of safety planning. By focusing on high-risk areas, improving multimodal infrastructure, and engaging the community in decision-making, the city is committed to building a safer, more accessible transportation network for all residents—especially those most vulnerable to serious injury or fatal crashes.

CHAPTER 4 Engagement & Collaboration

Public engagement during the development of the Clinton Safety Action Plan (SAP) ensured that the plan reflects the community's needs, priorities, and concerns. Residents and area stakeholders had multiple opportunities to provide input, both directly through public feedback sessions and indirectly through community representatives on the Steering Committee. Chapter 4 outlines the scope of engagement activities, summarizes the feedback received, and explains how public input was incorporated into the Safety Action Plan.

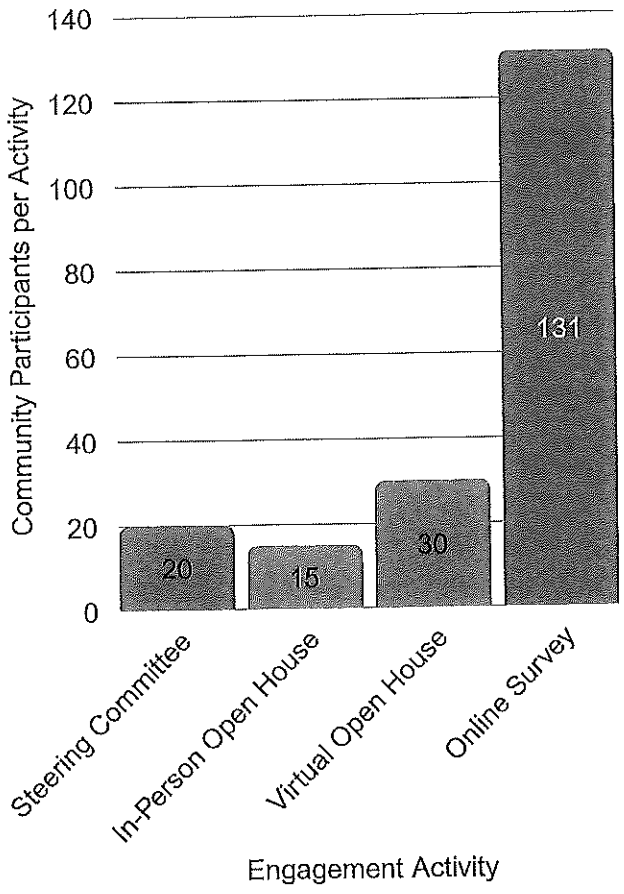


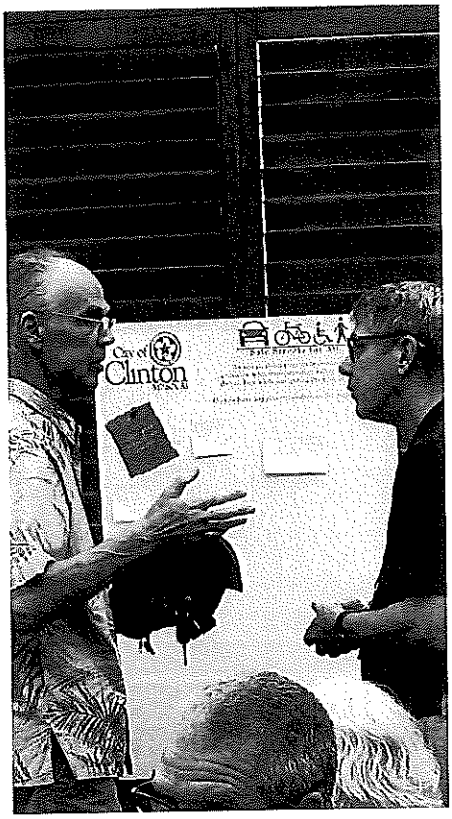
Engagement Activities

The SAP received input from the public through four primary methods:

- Steering Committee
- In-Person Open House
- Virtual Open House
- Online Survey

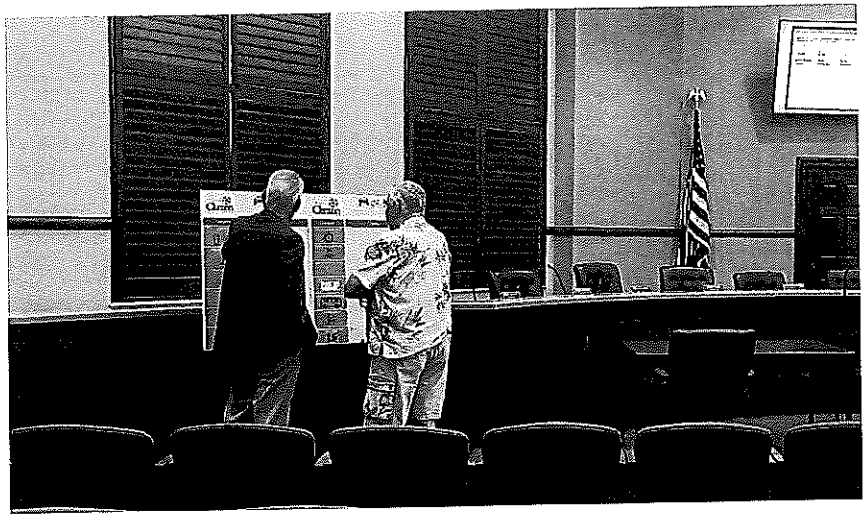
In addition to engaging the broader public, the project was guided by a team of public officials and traffic safety professionals. Feedback from the public was regularly reviewed and discussed during Progress Meetings held throughout the project development period.





To guide the plan's development, a Steering Committee representing diverse community perspectives was established. This committee included stakeholders from the Clinton Community, such as representatives from City Council and Staff, MoDOT, the Chamber of Commerce, Fire Department, Police Department, Golden Valley Memorial Healthcare, local businesses, residents, and various interest groups. The Steering Committee convened for a total of three meetings to provide guidance throughout the Safety Action Plan (SAP) development process. The Steering Committee played a key role in informing the public about opportunities for input and providing valuable feedback on identified safety issues. A draft of the final SAP was provided to the Steering Committee for review and comment. Following the project team's incorporation of the Committee's feedback, the SAP was formally presented to the Steering Committee for their recommendation of adoption by the City Council.

To gather additional input from Clinton residents, an **in-person Open House** was held on May 14 at Clinton City Hall from 3:00 p.m. to 6:00 p.m. This event provided an opportunity for community members to engage directly with the project team, ask questions, and learn more about the Safety Action Plan. Attendees were encouraged to share their feedback and recommendations through open discussions and interactive poster displays designed to highlight key safety topics and potential strategies.



To provide greater opportunity for the community to provide feedback on the safety of City transportation facilities, a **Virtual Open House** was hosted from May 27th to June 11th. Both Open House formats were advertised through the City of Clinton Facebook page and through word of mouth by the Steering Committee.

A focused Project Team, consisting of the Consultant and City staff, met bi-weekly throughout the development of the Safety Action Plan to address concerns, respond to inquiries, ensure consistency with City goals, and collaborate on all aspects of the Plan. Additionally, Steering Committee members participated in the Road Safety Audits conducted on 2nd Street and Ohio Street, further supporting the collaborative and data-driven approach of the Safety Action Plan.

Online Survey: To gather broader input from the community, a comprehensive online survey was conducted over a period of 32 days from January 23 through February 24, 2025. The online survey was promoted through the City of Clinton Facebook page, a radio announcement, and a news release from the City of Clinton. This survey received 131 responses and covered a variety of topics, including:

- **Demographics:** Understanding the diverse makeup of the community to tailor safety strategies effectively.
- **Transportation Habits:** Insight into how residents travel, including the use of cars, pickups/SUVs, motorcycles, walking, biking, and public transit.
- **Top Safety Concerns:** Identifying the primary safety issues observed by the community on City roads and streets.
- **Perceptions of Safety:** Gauging how safe residents feel while using City transportation infrastructure.
- **Suggestions for Improvements:** Collecting ideas and recommendations from the public to enhance road safety.

The News Release and Summary of Survey Results can be found in the **Appendix** for **Chapter 4.**

CHAPTER 5 Policy & Process Changes

Introduction

The **SS4A** framework provides a roadmap for eliminating traffic fatalities and serious injuries while promoting accessible transportation networks. This approach aligns Clinton's transportation policies with national goals emphasizing safety, accessibility, and sustainable transportation infrastructure for all street users — including pedestrians, cyclists, motorists, and transit users.

To integrate these principles locally, Clinton may choose to:

1. Amend Municipal Code Chapter 44 (Streets & Sidewalks) to incorporate the recommendations of this Chapter; or
2. Adopt a separate **Transportation Policy** by **Council Resolution** to implement the same recommendations administratively, preserving flexibility for future code updates.

These recommendations reflect the 2015–2030 Clinton Comprehensive Plan and community input gathered through the SS4A Safety Action Plan development process.

Key Policy & Process Recommendations

1. Integrating Transportation & Land Use Planning

Current Condition:

- Chapter 44 lacks explicit policies linking transportation infrastructure with land use and economic development goals.

Recommended Changes:

- Incorporate policies that align transportation improvements with Clinton's Comprehensive Plan, prioritizing infrastructure projects in key development corridors such as:
  - MO Hwy 7/13/52 Loop
  - MO Business 13/2nd Street
  - Ohio Street / MO Highway 18
  - The Downtown Square
- **Example addition:**
  - "Transportation infrastructure projects should align with the City's land use and economic development strategies to support growth, connectivity, and community character, as outlined in the current Clinton Comprehensive Plan. High-priority corridors, including Vansant Road (north of MO7) and Price Lane, should be prioritized for these improvements."

2. Sidewalk Safety Improvements

Current Condition:

- Sidewalk maintenance is the responsibility of property owners, leading to inconsistent quality and gaps in the network.
- A dedicated funding source is absent for sidewalk maintenance, connectivity, and ADA compliance.

Recommended Changes:

- Develop a Citywide Sidewalk Improvement Plan within 24 months of the formal adoption date of this Safety Action Plan to address gaps and ADA compliance.
- Prioritize connectivity to schools, parks, recreational areas, and commercial districts.
- Establish a cost-sharing program to reduce the financial burden for property owners while encouraging timely upgrades.
- **Example addition:**
  - "All sidewalk projects should prioritize connectivity to employment centers, schools, and recreational areas. The city will pursue funding opportunities, including grants and partnerships, to expand and enhance the sidewalk network."

3. Access Management

Current Condition:

- Chapter 44 does not include access management policies.

Recommended Changes:

- Add an Access Management Section or standalone Access Management Policy to:
  - Regulate driveway spacing.
  - Encourage shared access points.
  - Require turning lanes or medians in high-traffic areas.
- Ensure that access management policies are consistent with accepted practices and the goals and objectives of Clinton's Comprehensive Plan.
- **Example addition:**
  - "The city should implement access management standards to improve safety and traffic flow on city streets. These standards will regulate driveway spacing, promote shared access, and require turning lanes or medians where appropriate."

4. Multimodal Transportation & Complete Streets

Current Condition:

- Chapter 44 lacks language promoting multimodal transportation or Complete Streets principles.

Recommended Changes:

- Expand and maintain bike-friendly routes, prioritizing connectivity between the Katy Trail, neighborhoods, business districts, and key destinations.
- Designate specific streets (e.g., Price Lane and Green Street) as bike-friendly corridors.
- **Example addition:**
  - "Public roadway projects should incorporate multimodal transportation strategies into high-priority corridors, including pedestrian and bicycle infrastructure, to promote connectivity and a healthy lifestyle."

5. Traffic & Safety Enhancements

Current Condition:

- Chapter 44 does not address traffic-calming measures or intersection safety improvements.

Recommended Changes:

- Add provisions for traffic-calming measures, such as curb extensions, speed management strategies, and pedestrian safety infrastructure.
- Require traffic impact studies for new developments that meet defined thresholds to minimize disruptions to existing transportation networks.
- **Example addition:**
  - "Traffic-calming measures should be incorporated into roadway designs to enhance bicyclist & pedestrian safety and reduce vehicle speeds in high-traffic areas."

6. Regional Coordination

Current Condition:

- Chapter 44 does not provide guidance for inter-jurisdictional coordination.

Recommended Changes:

- Add language to promote collaboration with key regional partners, including:
  - MoDOT (Missouri Department of Transportation)
  - Henry County
  - Kaysinger Basin Regional Planning Commission (KBRPC)
- Focus on securing funding for priority projects through partnerships and regional planning initiatives.
- **Example addition:**
  - "The city should continue to actively engage with MoDOT, Henry County, and the Kaysinger Basin Regional Planning Commission (KBRPC) to coordinate transportation projects and secure funding for priority infrastructure improvements."

Alignment with Clinton's Safety Action Plan

The recommended updates to **Chapter 44** — or the adoption of a separate **Transportation Policy** by **Council Resolution** — aligns with the **Clinton Safety Action Plan** by advancing the following priorities:

- Comprehensive Safety Planning:
  - Integrate transportation and land use planning, multimodal strategies, and access management policies to create a safer, more connected road network.
- Accessibility:
  - Advance ADA compliance and improve connections to schools, parks, employment centers, and neighborhoods through coordinated sidewalk and multimodal enhancements.
- Regional Collaboration:
  - Strengthen partnerships with MoDOT, Henry County, and the Kaysinger Basin Regional Planning Commission (KBRPC) to align local and regional safety goals while pursuing federal and state funding for priority projects.

Summary

Updating Clinton's Municipal Code Chapter 44 — or adopting a separate **Transportation Policy** by **Council Resolution**— will institutionalize SS4A principles across local transportation programs, reinforcing safety and accessibility in decision-making.

These updates align directly with the Clinton Comprehensive Plan and community goals, supporting infrastructure investments that reduce fatalities and serious injuries while improving multimodal connectivity.

By formally adopting these principles, Clinton can build a transportation system that advances safety, accessibility, and quality of life for all users.

Introduction

The built environment plays a critical role in roadway safety. Design deficiencies, insufficient infrastructure for vulnerable road users (VRUs), and inadequate maintenance can result in serious traffic crashes, threatening lives and diminishing community well-being. This chapter presents a systematic approach developed to prioritize critical local projects aimed at improving safety across the City of Clinton. The prioritization process focuses on addressing locations with the most fatal and serious injury crashes. By addressing the challenges identified throughout the region and strategically prioritizing investments, this plan seeks to enhance safety and multimodal accessibility for all road users. In addition to the prioritization process, two road safety audits were conducted and inform the Safety Action Plan.

Project Prioritization Process

The project prioritization process was informed by data from a variety of sources, including the High Injury Network (HIN) developed in this report, contributions from public input opportunities, and feedback from local agency partners. These data points were used to identify key community needs and evaluate infrastructure projects.

SS4A Prioritization

Each project was first ranked using the Safe Streets and Roads for All (SS4A) criteria. This process considered factors such as crash history, alignment with the High Injury Network, and equity considerations. The Safety Action Plan scoring matrix was developed to evaluate and rank projects based on key safety and equity criteria. This scoring matrix ensures that projects are evaluated transparently and consistently, prioritizing those with the greatest potential to enhance safety and equity. A detailed breakdown of project scores is included in the **Appendices.**

Criteria	Assigned Points if...	Points
Number of Fatal and Serious Injuries	More than 2 recorded	6
On Either High Injury Network	True	5
On Both HINs	True	7
Number of Fatalities	One or More	5
Number of Serious Injuries	One or More	3
Project is in a Plan	True	2
Received Public Input	True	1

Safety Action Plan Scoring Matrix

Project Sources

Projects were identified from a comprehensive review of existing plans, community feedback, safety assessments, and systemic improvements. The following sources were integral to the prioritization process:

- **Community Feedback and Safety Assessments** - Input from community members and insights from safety assessments were crucial for identifying specific areas of concern. This feedback was gathered through public engagement activities described in Chapter 3 of this report. Public engagement ensures that project prioritization reflects the needs and priorities of the community.
- **Roadway Safety Audits** - Two Roadway Safety Audits (RSA) were conducted during the development of this report. One on MO-18 (Ohio Street) and one on 2nd Street. These both produced reports which are here included by reference. Each has a list of recommended safety enhancements which are included in the Appendix of this Safety Action Plan.
- **Systemic Safety Improvements** - This approach prioritizes addressing recurring safety issues across the transportation network. By implementing systemic improvements, Clinton aims to enhance safety for all users, rather than focusing solely on isolated locations. These were primarily identified through the High Injury Network developed in Chapter 2 of this report.
- **MoDOT High-Priority Unfunded Needs Project List** - This list provides a detailed inventory of infrastructure projects that have been identified through the State planning process, but lack funding. It serves as a valuable resource for understanding unmet community needs and prioritizing future investments.

By incorporating these diverse sources, the prioritization process is informed by a wide range of perspectives and data, resulting in a more robust and effective approach to safety improvements.

Education

In addition to engineering and enforcement strategies that follow, education is a critical systemic safety countermeasure for Clinton. A coordinated education program can improve community awareness of safe travel behaviors and reinforce respect for all modes of transportation. The City, Clinton School District, Henry County, and regional and state agencies should work collaboratively to deliver consistent safety messages through schools, public events, driver education programs, and media outreach. By combining resources and expertise, these partners can expand the reach and effectiveness of safety campaigns, ensuring that residents of all ages understand how to travel safely whether they walk, bike, drive, or ride transit.

Safety Action Plan Priorities - Segments

Roadway	Limits	Recommended Safety Enhancements
MO-7	West City Limits to MO-52 Overpass	Raised Median Barrier, Advance Cross Street Signs
2nd Street	MO-7/13 North Junction to Calvird Dr.	Retroreflective Backplates, Flashing Yellow Arrows, Improved Lighting
MO-18	2nd Street to Vansant Road	Marked Crosswalks with RRFB, Continuous Sidewalks, Corridor Access Management
MO-18	2nd Street to MO-7/13 South Junction	RRFB Crossings, Speed Management
MO-7	MO-7/13 South Junction to East City Limits	Median barrier, Alternative Intersection Design at Vansant, Corridor Access Management
Franklin Street	2nd Street to MO-7/13	Traffic Calming, Speed Management

Safety Action Plan Priorities - Segments

Roadway	Limits	Recommended Safety Enhancements
MO-13	South Junction to South City Limits	Reduce Speed Ahead Signage, Curve Warning Signage
MO-7	MO-52 Overpass to MO-7/13 South Junction	Median Barrier, Advance Cross Street Signs
2nd Street	Green Street to Franklin Street	Flashing Yellow Arrow, Reduce Sight Obstructions, Improve Lighting
Green Street	2nd Street to Price Lane	Traffic Calming, Speed Management
Calvird Dr	2nd Street to MO-13	Speed Management, Reduce Lane Widths

Safety Action Plan Priorities - Intersections

Primary Approach	Cross Approach	Recommended Safety Enhancements
MO-7	MO-13 (North Junction)	Retroreflective Backplates, Dynamic Signal Warning Flasher, Hardened Center Lines
MO-13	Calvird Drive	J-Turn Education
2nd Street	Calvird Drive	Improve Stop Ahead Signage, Stop Ahead Pavement Marking, In-Lane Rumble Strips
MO-7	Franklin Street	Retroreflective Backplates, Dynamic Signal Warning Flasher, Hardened Center Lines, Alternative Intersection Design
MO-7	Water Street	Intersection Conflict Warning System, Alternative Intersection Design, Intersection Ahead Signange
2nd Street	Green Street	Improve Pedestrian Accommodations, Review Signal Timing, Flashing Yellow Arrows, Remove Sight Obstructions
MO-13	Gaines Drive	Offset Right Turn Lane, Lane Assignment Signage
MO-18	7th Street	Access Management, Alternative intersection design
MO-7	Booth Road	Intersection Conflict Warning System

Safety Action Plan Priorities - Intersections

Primary Approach	Cross Approach	Recommended Safety Enhancements
MO-7	Golden Drive	Intersection Conflict Warning System, J-Turn
MO-18	Orchard Street	Monitor pavement condition, Remove Sight Distance Obstructions
Franklin St	Water Street	Remove Potential Sight Distance Obstructions
MO-18	MO-13	Retroreflective backplates, Advanced Warning Signage, Alternative Intersection Design
MO-18	3rd Street	Enhanced Crosswalks
MO-18	6th Street	Reduce visual obstructions for stopped drivers. Improve pavement marking
MO-18	Main Street	Revise Stop Sign Placement. Improve pavement marking
2nd Street	Grandriver Street	Revise Stop Sign Placement. Improve pavement marking

Introduction

Clinton is committed to enhancing safety across its transportation network. This chapter outlines the Safety Action Plan's approach to monitoring progress, ensuring transparency, and engaging stakeholders. These efforts are essential for accountability and the ongoing improvement of safety outcomes.

Goals for Progress & Transparency

- Continuous Improvement
- Evaluate the effectiveness of safety measures regularly.
- Adjust strategies based on data-driven insights and changing community needs.
- Stakeholder Engagement
- Maintain open communication with residents, local agencies, and organizations.
- Encourage public feedback and participation throughout the process.
- Data Sharing
- Make safety data and reports accessible to all stakeholders.
- Build trust by sharing progress updates and decision-making information.

Monitoring & Evaluation

- **Performance Metrics**
  - Clinton will use Key Performance Indicators (KPIs) to assess the success of safety initiatives. These include:
    - Reduction in traffic fatalities and serious injuries.
    - Decrease in crashes involving vulnerable road users (pedestrians, cyclists, and motorcyclists).
    - Increased compliance with safety regulations (e.g., speed limits, seatbelt use).
    - Faster emergency response times to traffic incidents.

- **Regular Reporting**
  - Publish annual progress reports detailing achievements, challenges, and adjustments to safety strategies.
  - Include analysis of trends, key data, and updates on initiatives.

Public Engagement Strategies

- Community Meetings
  - Host annual meetings to discuss safety concerns, share progress, and gather public input.
- Online Platforms
  - Use the city's website and social media to:
    - Share safety information and crash data.
    - Provide updates on progress and project timelines.
    - Collect public feedback and comments.
- Partnerships
  - Collaborate with schools, businesses, and community organizations to promote safety awareness and gather diverse perspectives.

Transparency in Decision-Making

- Open Data Policy
  - Implement an open data policy to make crash statistics, project updates, and funding allocations publicly available.
  - Present data in a user-friendly and accessible format.
- Documentation
  - Maintain detailed records of safety-related decisions, including the rationale behind chosen strategies.
  - Share these records with stakeholders to ensure clarity and accountability.

Next Steps

This chapter will be reviewed annually to reflect the community's evolving safety needs. Stakeholder feedback will inform updates to the Clinton Safety Action Plan, ensuring it remains relevant and effective.

City of Clinton MISSOURI

PUBLIC SAFETY COMMITTEE OPEN MEETING AGENDA

City Hall • 105 E. Ohio Street, Clinton, MO
Tuesday, December 16, 2025 • 5:45 p.m.

Present:

COMMITTEE MEMBERS: ❑ Austin Jones ❑ Greg Shannon ❑ Brenda Elliott

PUBLIC SAFETY: ❑ Fire Chief Mark Manuel ❑ Deputy Fire Chief Matt Willings
❑ Deputy Police Chief John Scott

GUESTS: _____

_____

_____

NO MEETING

If you require accommodation (i.e. qualified interpreter, large print, and hearing assistance), please notify this office at (660-885-6121) no later than forty-eight hours prior to the commencement of the meeting.

City of Clinton MISSOURI

FINANCE COMMITTEE OPEN MEETING AGENDA

City Hall • 105 E. Ohio Street, Clinton, MO
Tuesday, December 16, 2025 • 5:15 p.m.

Present:

COMMITTEE MEMBERS: ❑ Gene Henry ❑ Gary Mount ❑ Mayor Carla Moberly

STAFF: ❑ City Administrator Christy Maggi ❑ City Clerk Wendee Seaton

GUESTS: _____

_____

_____

1. 2026 Property & Casualty Insurance Renewal
2. Update on Lagers Valuation Estimates
3. Monthly Financials – November, 2025

If you require accommodation (i.e. qualified interpreter, large print, and hearing assistance), please notify this office at (660-885-6121) no later than forty-eight hours prior to the commencement of the meeting.

MIKE KEITH INSURANCE, INC.

THE TEAM OF PROFESSIONALS

Prepared for:

City of Clinton

Corporate Office in Clinton
North Side Square

PRESENTED BY:

MIKE KEITH INSURANCE, INC.
103 West Franklin Street
Clinton, Missouri 64735
660-885-5581 Phone
1-800-748-7985 Toll Free
660-885-8278 Fax

Premium Comparison

Insured: City of Clinton
Insurer: Star / CWG / BSR
January 1, 2026 to January 1, 2027

Coverage:	*2025 Annualized Premium*	*2026 Renewal Premium*	*(+/-)*
City Package Policy	***Star***	***Star***	
General Liability	$54,381	$61,507	$7,126
Employee Benefits Liability	$354	$398	$44
Public Official Liability	$7,857	$7,857	$0
Employment Practices Liability	Included in POL	Included in POL	N/A
Law Enforcement Liability	$40,826	$42,790	$1,964
Property	$197,007	$226,553	$29,546
Inland Marine	$11,428	$11,460	$32
Auto	$76,731	$76,728	($3)
Optional Terrorism	$893	$1,019	$1,019
Total Package Premium	**$389,477**	**$428,312**	*$38,835*
Fire Department Package	***CWG***	***CWG***	
General Liability	$3,011	$3,439	$428
Property	$6,640	$7,383	$743
Inland Marine	$1,853	$1,985	$132
Auto	$13,676	$13,885	$209
Excess Liability	$484	$567	$83
Optional Terrorism	Included	Included	
Total Fire Pak Premium	**$25,664**	**$27,259**	*$1,595*
Cyber Package	***BSR***	***BSR***	
Cyber Liability	$7,960	$8,300	
Total Cyber Liability Premium	**$7,960**	**$8,300**	*$340*
TOTAL PREMIUM ALL LINES	**$423,101**	**$463,871**	*$40,770*

City of Clinton - 2026 Star Renewal Comparison

Coverage	2025-26 Star Package Annualized	2026-27 Star Renewal
General Liability	***$54,381***	***$61,507***
Coverage Form	Occurrence	Occurrence
Annual Aggregate	$4,000,000	$4,000,000
Products-Completed Operations Aggregate	$4,000,000	$4,000,000
Personal and Advertising Injury	$2,000,000	$2,000,000
Each Occurrence Limit	$2,000,000	$2,000,000
Damage to Premises Rented to you	$100,000	$100,000
Medical Expense Limit - Any One Person	$5,000	$5,000
Drone Liability Occurrence / Aggregate Limit	$1,000,000 / $1,000,000	$1,000,000 / $1,000,000
Employee Benefits Liability	***$354***	***$398***
Coverage Form	Occurrence	Occurrence
Aggregate Limit	$4,000,000	$4,000,000
Each Claim Limit	$2,000,000	$2,000,000
Deductible	$1,000	$1,000
Public Officials Liability (Errors & Omissions)	***$7,857***	***$7,857***
Coverage Form	Claims Made - 1-1-2010	Claims Made - Retro 1-1-2010
Aggregate Limit	$4,000,000	$4,000,000
Each Wrongful Act	$2,000,000	$2,000,000
Deductible	$1,000	$1,000
Employment Practices Liability	***Included in POL***	***Included in POL***
Coverage Form	Claims Made - Retro 1-1-2010	Claims Made - Retro 1-1-2010
Aggregate Limit	$4,000,000	$4,000,000
Each Wrongful Act	$2,000,000	$2,000,000
Deductible	$1,000	$1,000
Law Enforcement Liability	***$40,826***	***$42,790***
Coverage Form	Occurrence	Occurrence
Aggregate Limit	Included in General Liability	Included in General Liability
Occurrence Limit	Included in General Liability	Included in General Liability
Deductible	$1,000	$1,000
Law Enforcement Personnel	26 Full-Time / 7 Part-Time / 0 Others	28 Full-Time / 6 Part-Time / 0 Others
Property	***$197,007***	***$226,553***
Total Insured Value - Building & Contents	$66,676,896	$73,189,076
Property Deductible	$5,000	$5,000
Equipment Breakdown Deductible	$5,000	$5,000
Wind/Hail Deductible	$5,000	$5,000
Coinsurance	100%	100%
Cause Of Loss	Special	Special
Coverage Form	Replacement Cost	Replacement Cost
Scheduled or Blanket Coverage	Blanket	Blanket
Earthquake Coverage	$1,000,000	$1,000,000
Earthquake Deductible	10%	10%
Inland Marine	***$11,428***	***$11,460***
Total Insured Value	$1,974,060	$2,001,947
Deductible	$500	$500
Sublimits Included in TIV:	*Contractors Equipment $1,582,328*	*Contractors Equipment $1,610,215*
	Miscellaneous Equipment $262,708	*Miscellaneous Equipment $262,708*
	Rented / Leased Equipment $100,000	*Rented / Leased Equipment $100,000*
	Unmanned Aircraft $29,024	*Unmanned Aircraft $29,024*
Auto	***$76,731***	***$76,728***
# of Units	72 Vehicles	72 Vehicles
Auto Liability Limit	$2,000,000	$2,000,000
Uninsured / Underinsured Motorist Limits	$50,000 / $50,000	$50,000 / $50,000
Comprehensive / Collision Deductibles	$1,000 / $1,000	$1,000 / $1,000
Optional Terrorism	***$893***	***$1,019***
TOTAL PREMIUM INCLUDING TERRORISM	***$389,477***	***$428,312***

Statement of Values For:			City of Clinton						
Loc#	Bldg#	Occupancy	Address	City	Construction Type	Year Built	Values		Total
							Buildings	Contents	
1	1	City Hall / Police Station	103-105 E. Ohio	Clinton	Frame	2006	$ 3,726,800	$ 693,000	$ 4,419,800
1	2	Verdin 16-1/2 Foot Street Clock	103-105 E. Ohio	Clinton	Non-Combustible	2006	$ 34,906	$ -	$ 34,906
1	3	Vehicle Garage	Rear 105 E. Ohio Street	Clinton	Frame / Iron Clad	1998	$ 128,280	$ -	$ 128,280
1	4	ATS/PW Antenna	Rear 105 E. Ohio Street	Clinton	Antenna		$ 1,093	$ -	$ 1,093
1	5	Generator	Rear 105 E. Ohio Street	Clinton	Non-Combustible		$ 34,247	$ -	$ 34,247
2	1	Sewer Treatment Plant & Equipment	W. Side Vansant Rd.	Clinton	Fire Resistive	1986	$ 28,767,474	$ 54,000	$ 28,821,474
3	1	Street Department Office / Garage	801 E. Sedalia Avenue	Clinton	Non-Combustible	1980	$ 532,400	$ 100,000	$ 632,400
3	2	Spreader Shed	801 E. Sedalia Avenue	Clinton	Frame	1980	$ 86,515	$ -	$ 86,515
3	4	Asphalt Tank #2-no heater	801 E. Sedalia Avenue	Clinton	Non-Combustible	1980	$ 19,965	$ -	$ 19,965
3	5	Salt Dome	801 E. Sedalia Avenue	Clinton	Fabric Over Steel	2022	$ 100,000	$ -	$ 100,000
3	6	Maintenance Building	801 E. Sedalia Avenue	Clinton	Frame	2024	$ 40,000	$ -	$ 40,000
4	1	Swimming Pool / Bath House Incl Contents	Artesian Avenue	Clinton	Brick Concrete	1985	$ 2,662,000	$ -	$ 2,662,000
4	2	Blue/Gold Fields - Restrooms/Storage/Bleachers/Fence	Artesian Avenue	Clinton			$ 204,346	$ -	$ 204,346
4	3	Score Tower	Artesian Avenue	Clinton	Frame		$ 65,449	$ -	$ 65,449
4	4	Park Maintenance	Artesian Avenue	Clinton	Frame	1984	$ 82,500	$ 20,000	$ 102,500
4	5	Maintenance Bldg	Artesian Avenue	Clinton	Frame / Iron Clad	1997	$ 137,500	$ 20,000	$ 157,500
4	6	Canopy	Artesian Avenue	Clinton	Frame		$ 16,638	$ -	$ 16,638
4	7	Storage Bldg	Artesian Avenue	Clinton	Frame		$ 4,659	$ -	$ 4,659
4	8	Maintenance Bldg	Artesian Avenue	Clinton	Pole/Metal	2024	$ 66,000	$ 20,000	$ 86,000
5	1	Solid Waste Transfer Station	1201 N. Washington	Clinton	Iron Clad / Steel	1986	$ 266,200	$ 70,000	$ 336,200
6	1	Concession/Lights,Scoreboard, Backstop, etc	E. Sedalia Avenue/Wagoner East	Clinton	Frame	1986	$ 567,224	$ -	$ 567,224
7	1	Concession/Lights,Scoreboard, Backstop, etc	E. Sedalia Avenue/Wagoner West	Clinton	Frame	1986	$ 410,439	$ -	$ 410,439
8	1	Concession/Lights etc	East Green Street/Optimist Park	Clinton	Hollow Block	1986	$ 294,083	$ -	$ 294,083
8	2	Shelter House	East Green Street/Optimist Park	Clinton	Frame	2005	$ 9,317	$ -	$ 9,317
8	3	Playground Equipment	East Green Street/Optimist Park	Clinton			$ 6,655	$ -	$ 6,655
9	1	Airport Lighting	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 104,228	$ -	$ 104,228
9	2	Airport AWOS System	East Hwy 7 - S9&10, T41, R25	Clinton	Steel		$ 170,167	$ -	$ 170,167
9	3	Runway Lights	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 380,666	$ -	$ 380,666
9	4	PAPIs Approach Lights	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 103,818	$ -	$ 103,818
9	5	Reils Approach Lights	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 51,909	$ -	$ 51,909
9	6	Electrical Vault-Bldg & Equipment	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 51,909	$ -	$ 51,909
9	7	Wind Socks	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 17,303	$ -	$ 17,303
9	8	Chain Link Fence & Gate/Electric Operator	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 177,356	$ -	$ 177,356
9	9	Runway Signage	East Hwy 7 - S9&10, T41, R25	Clinton	Non-Combustible		$ 20,764	$ -	$ 20,764
9	10	Airport Terminal	East Hwy 7 - S9&10, T41, R25	Clinton	Frame	2025	$ 1,423,858	$ 50,000	$ 1,473,858
10	1	Civil Defense Siren	8th & Bodine NW Corner	Clinton	Non-Combustible		$ 22,129	$ -	$ 22,129
11	1	Calvird Lift Station & Generator	South Side Calvird Drive	Clinton	Non-Combustible		$ 2,395,800	$ -	$ 2,395,800
12	1	Montgomery Lift Station	SW Corner Montgomery Addition	Clinton	Steel	1986	$ 805,771	$ -	$ 805,771
12	2	Generator	SW Corner Montgomery Addition	Clinton	Non-Combustible		$ 35,737	$ -	$ 35,737
13	1	Community Center/Benson Center	1004 E. Sedalia	Clinton	Non-Combustible	1998	$ 14,641,000	$ 218,545	$ 14,859,545
13	2	Aquatic Center and Pool	1004 E. Sedalia	Clinton	Non-Combustible	2006	$ 7,986,000	$ -	$ 7,986,000
13	3	Kids World Playground	1004 E. Sedalia	Clinton	Non-Combustible	2021	$ 681,472	$ -	$ 681,472
13	4	Aquatic Center Boiler Building	1004 E. Sedalia	Clinton	Non-Combustible	2023	$ 39,930	$ 100,000	$ 139,930
13	5	Kids World Playground Restroom	1004 E. Sedalia	Clinton	Concrete Block	2023	$ 166,375	$ -	$ 166,375
14	1	Urich Road Pump Station	Urich Road	Clinton	Non-Combustible	2001	$ 120,161	$ -	$ 120,161
15	1	Deer Creek Pump Station	Hwy 7 East, South Side	Clinton	Non-Combustible	2002	$ 662,996	$ -	$ 662,996
15	2	Generator @ Deer Creek Pump Station	Hwy 7 East, South Side	Clinton	Non-Combustible	2002	$ 34,579	$ -	$ 34,579
16	1	Animal Shelter	1307 N. Washington	Clinton	Joisted Masonry	2003	$ 160,350	$ 21,855	$ 182,205
17	1	Concession/Lights, Fence, Scoreboard etc	Hwy 52 -Wagoner Park North Field	Clinton	Joisted Masonry	2004	$ 441,125	$ 2,400	$ 443,525
18	1	Olde Glory Pump Station	Hwy 7 & Water St	Clinton	Non-Combustible	2002	$ 52,214	$ -	$ 52,214
19	1	American Legion Pump Station	Artesian Park	Clinton	Non-Combustible	1981	$ 18,561	$ -	$ 18,561
20	1	Meadows North Pump Station	500 S 8th St.	Clinton	Non-Combustible		$ 144,119	$ -	$ 144,119
21	1	Meadows South Pump Station	2000 S 8th St	Clinton	Non-Combustible	1983	$ 36,258	$ -	$ 36,258
22	1	Soccer Complex	Charles E. Clavird Dr	Clinton			$ 228,344	$ 6,000	$ 234,344

Loc#	Bldg#	Occupancy	Address	City	Construction Type	Year Built	Values		Total
							Buildings	Contents	
23	1	Artesian Tennis Courts / Fence	Tulip Drive	Clinton			$ 18,908	$ -	$ 18,908
23	2	Artesian Tennis Courts / Lights	Tulip Drive	Clinton	Non-Combustible	1985	$ 21,816	$ -	$ 21,816
23	3	Artesian Shelter House #1	Tulip Drive	Clinton	Frame	2000	$ 26,620	$ 14,400	$ 41,020
23	4	Artesian Shelter House #2	Tulip Drive	Clinton	Frame	2000	$ 26,620	$ 14,400	$ 41,020
23	5	Artesian Shelter House #3	Tulip Drive	Clinton	Frame	1976	$ 9,317	$ 6,000	$ 15,317
23	6	Artesian Shelter House #4	Tulip Drive	Clinton	Frame	1976	$ 13,310	$ 7,200	$ 20,510
23	7	Artesian Shelter House #5	Tulip Drive	Clinton	Frame	1976	$ 13,310	$ 6,000	$ 19,310
23	8	Artesian Shelter House #6	Tulip Drive	Clinton	Frame	2005	$ 7,986	$ 7,200	$ 15,186
23	9	Artesian Park Playground Equipment	Tulip Drive	Clinton			$ 100,320	$ 21,600	$ 121,920
23	10	Artesian Park Restrooms	Tulip Drive	Clinton	Non-Combustible	1976	$ 33,275	$ -	$ 33,275
24	1	Lift Station - Harris #1	Harris St.	Clinton	Non-Combustible	1990	$ 120,161	$ -	$ 120,161
25	1	Cemetery Building #1	626 S. Vansant Rd	Clinton	Frame	1990	$ 93,874	$ 10,927	$ 104,801
25	3	Columbarium	626 S. Vansant Rd	Clinton	Granite	2006	$ 6,655	$ -	$ 6,655
25	4	Columbarium	626 S. Vansant Rd	Clinton	Granite	2006	$ 6,655	$ -	$ 6,655
25	5	Columbarium	626 S. Vansant Rd	Clinton	Granite	2006	$ 6,655	$ -	$ 6,655
25	6	Gazebo	626 S. Vansant Rd	Clinton	Frame	1985	$ 10,648	$ -	$ 10,648
25	7	McLane Chapel	626 S. Vansant Rd	Clinton	Joisted Masonry	1950	$ 580,316	$ -	$ 580,316
25	8	Cemetery Building #2	626 S. Vansant Rd	Clinton	Pole/Metal	2024	$ 66,000	$ 20,000	$ 86,000
26	1	Civil Defense Siren	Gravel & Water	Clinton	Non-Combustible	2009	$ 30,106	$ -	$ 30,106
27	1	Civil Defense Siren	Gaines & Antioch	Clinton	Non-Combustible	2009	$ 30,106	$ -	$ 30,106
28	1	Civil Defense Siren	Vansant & Harrison	Clinton	Non-Combustible	2009	$ 30,106	$ -	$ 30,106
29	1	Civil Defense Siren	Calvird & Hwy 13	Clinton	Non-Combustible	2009	$ 30,106	$ -	$ 30,106
30	1	Civil Defense Siren	1105 Washington	Clinton	Non-Combustible	2009	$ 30,106	$ -	$ 30,106
31	1	Monitoring Control for Sirens	120 E. Lincoln St.	Clinton	Frame		$ 14,216	$ -	$ 14,216
32	1	Hurt Park - Shelter House #1	106 E. Pine	Clinton	Frame	1980	$ 9,317	$ 1,200	$ 10,517
32	2	Hurt Park - Shelter House #2	106 E. Pine	Clinton	Frame	1980	$ 9,317	$ 1,200	$ 10,517
32	3	Hurt Park Playground Equipment	106 E. Pine	Clinton		2023	$ 46,585	$ -	$ 46,585
32	4	Hurt Park Restrooms	106 E. Pine	Clinton	Non-Combustible	1980	$ 19,965	$ -	$ 19,965
33	1	Optimist Shelter House (Optimist Park E)	927 E. Franklin	Clinton	Frame	2003	$ 18,634	$ 2,400	$ 21,034
33	2	Optimist Playground Equipment (Optimist Park E)	927 E. Franklin	Clinton			$ 13,310	$ -	$ 13,310
34	1	Antioch Park Shelter House	1825 N. Gaines Dr.	Clinton	Frame	2010	$ 9,317	$ 2,400	$ 11,717
34	2	Antioch Park Playground Equipment	1825 N. Gaines Dr.	Clinton			$ 19,965	$ -	$ 19,965
35	1	J C Smith Pocket Park w/Wrought Iron Fence,Tables & Canopy	118 W. Jefferson	Clinton	Property in Open	2014	$ 27,423	$ -	$ 27,423
36	1	Storage Bldg	703 W. Rogers St.	Clinton	Joisted Masonry	1980	$ 17,569	$ -	$ 17,569
37	1	Traffic Signal & Electrical Panel	2nd & Green	Clinton			$ 229,598	$ -	$ 229,598
38	1	Traffic Signal & Electrical Panel	2nd & Franklin	Clinton			$ 229,598	$ -	$ 229,598
39	1	Traffic Signal & Electrical Panel	2nd & Jefferson	Clinton			$ 229,598	$ -	$ 229,598
40	1	Gerhart Sign	Highway 7 & Gerhart Dr	Clinton	Non-Combustible		$ 51,372	$ -	$ 51,372
			TOTALS:				***$ 71,698,349***	***$ 1,490,727***	***$ 73,189,076***

City of Clinton - 2026/27 Star - Equipment Schedule

Item #	Description (Include Model Year, if any)	Serial Number	Department	Insured Value	Deductible
Contractors Equipment:					
1	Wacker 6" Trash Pump	675801234	Wastewater	$ 12,000	$ 500
2	Ingersol Rand Compressor	UA12222	Street	$ 12,000	$ 500
3	***John Deere 5210 Farm Tractor***	***20254***	***Park***	***$ 7,900***	***$ 500***
4	John Deere 6310 Farm Tractor	6585	Street	$ 28,000	$ 500
5	Alamo Boom Mower		Street	$ 8,000	$ 500
6	***2000 John Deere Loader***	***W0054D003992***	***Park***	***$ 2,500***	***$ 500***
7	2004 Grasshopper Mower 9280	5413032	Park	$ 2,500	$ 500
8	Grasshopper Aerator	5471340	Park	$ 2,000	$ 500
9	Ingersoll Rand Roller/Compactor	180882	Street	$ 15,500	$ 500
10	JD 5105 Tractor	LV510505C711222	Street	$ 23,000	$ 500
11	Wacker 6" Trash Pump	5423406	Wastewater	$ 12,000	$ 500
12	Wacker 4" Trash Pump	K568940	Wastewater	$ 16,300	$ 500
13	2007 Crafco SS125 Crack Seal Machine	1C9SY101171418095	Street	$ 12,500	$ 500
14	1999 John Deere 310SE Backhoe Loader	883311	Street	$ 25,000	$ 500
15	2001 Case 580M Backhoe	JJG0307021	Cemetery	$ 28,500	$ 500
16	2002 Yamaha ATV	JY4AM02Y92C016659	Cemetery	$ 2,000	$ 500
17	2007 John Deere 5103 Tractor	PY5103801437	Wastewater	$ 15,000	$ 500
18	2009 John Deere 2305 Tractor	LV2305H4270114	Wastewater	$ 16,500	$ 500
19	2011 John Deere 310SJ Backhoe	T0310SJPBD216228	Park	$ 73,600	$ 500
20	2012 Bobcat Skid Loader	A3L943150	Street	$ 30,000	$ 500
21	2011Stationary Compactor		Street	$ 27,534	$ 500
22	2012 Blue Diamond Grapple Bucket	3930	Park	$ 4,000	$ 500
23	2003 Whacker 4" Pump	5428295	Wastewater	$ 16,300	$ 500
24	1998 New Holland 4630 Tractor	86875B	Street	$ 11,500	$ 500
25	Husquvarna Concrete Saw FS6600	1274574001	Street	$ 16,000	$ 500
26	2014 Yamaha ATV	5Y4AJ38Y7EA103048	Park	$ 5,200	$ 500
27	2016 Kubota 2D-1211-60 Zero Turn Mower		Wastewater	$ 13,000	$ 500
28	2007 JLG 450A 45' Aerial Lift	300111470	Park	$ 22,000	$ 500
29	2015 Hisun 16 HP UTV Sector 250	LWGMDNL10FA001286	Cemetery	$ 4,264	$ 500
30	2017 LeeBoy Oil Distributor Tack Trailer	1B9AA142	Street	$ 19,294	$ 500
31	Kubota ZD1211R Mower	10319	Cemetery	$ 12,900	$ 500
32	2017 Pro Patch Pothole Patcher	1H9PP1721HJ558046	Street	$ 47,450	$ 500
33	2017 Salt Dogg Salt Spreader	1421	Street	$ 10,979	$ 500
34	2017 Millhead Planer for Skid Loader	AKS302814	Street	$ 7,948	$ 500
35	2017 Welder & Generator	MH240926R	Street	$ 3,000	$ 500
36	2017 Kubota ZD1211L Riding Lawn Mower	20857	Park	$ 13,500	$ 500
37	2017 Kubota ZD1211L Riding Lawn Mower	22345	Street	$ 13,500	$ 500
38	Swenson Salt Spreader	9175367	Street	$ 10,196	$ 500
39	2011 Kubota ZD326RP60R	10694	Cemetery	$ 13,500	$ 500
40	Kubota ZD12116-72 Mower	23287	Street	$ 13,364	$ 500
41	2019 Bobcat S595 Skid Loader	B3NL17459	Wastewater	$ 37,670	$ 500
42	Kubota ZD1211 Z Turn Mower	25476	Wastewater	$ 12,724	$ 500
43	2019 Caterpillar Backhoe 416F2	CAT0416FCHWB02167	Street	$ 96,643	$ 500
44	2019 Caterpillar Backhoe 420F2	HWC05330	Wastewater	$ 105,233	$ 500
45	1998 Floater Sludge Truck	A323	Wastewater	$ 9,500	$ 500
46	2019 Bobcat Sweeper Bucket	783747038	Street	$ 8,000	$ 500
47	2018 Salt Dogg Salt Spreader	2274	Street	$ 11,000	$ 500
48	2019 Swenson Salt Spreader	0519-10006	Street	$ 12,000	$ 500
49	Buyers Salt Spreader (Flat bed)		Park	$ 6,000	$ 500
50	Western 10' plow - quantity of 6 @$2800 ea		Street	$ 16,800	$ 500
51	Atlas Copco Skid Steer Breaker	BES049291	Park	$ 3,900	$ 500
52	2019 Kubota Zero Turn Mower ZD12NL	27147	Park	$ 13,500	$ 500
53	2020 Caterpillar Mini Hydr Excavator	ME407992	Street	$ 52,668	$ 500
54	Kubota ZD1211R-60R Mower	30068	Cemetery	$ 13,797	$ 500
55	Northstar Pressue Washer	1122	Street	$ 10,979	$ 500
56	2021 Kubota Tractor MX5400HST	16829	Park	$ 25,325	$ 500
57	***2021 Land Pride 16' Finish Mower***	***1423913***	***Park***	***$ 17,487***	***$ 500***
58	2019 Wright Stander B 36" Mower	120898BT	Park	$ 5,000	$ 500
59	Case Wheel Loader 521G	NNF254067	Street	$ 158,534	$ 500
60	John Deere Rotary Cutter MX8	P00MX8E018325	Park	$ 8,000	$ 500
61	2022 Pavemaster 414	9-0033	Street	$ 60,000	$ 500

City of Clinton - 2026/27 Star - Equipment Schedule

Item #	Description (Include Model Year, if any)	Serial Number	Department	Insured Value	Deductible
62	Kubota MX4800HST Tractor	54906	Park	$ 20,000	$ 500
63	2021 Frontier SB3107 Sickle Mower	1XFSB31XCM0210244	Park	$ 6,000	$ 500
64	2023 Trac-Vac Leaf Trailer	4M9T1BC12PA060002	Street	$ 25,306	$ 500
65	Bobcat 72" Soil Conditioner	651305376	Street	$ 11,654	$ 500
66	2022 Boss Snowrater	24003	Park	$ 13,000	$ 500
67	2021 Carry on Trailer w/ 2021 Boss Jett Attachment	4YMBU0816MT050929 / 721050	Street	$ 7,000	$ 500
68	John Deere HX10 Brush Hog		Street	$ 11,000	$ 500
69	2023 Kubota ZA1211L Zero Turn Mower	KBGGDCF0VNGM50186	Park	$ 17,042	$ 500
70	Case TR270 Skid Steer	NCM458545	Park	$ 33,500	$ 500
71	2022 Polaris UTV	3NSMAA500ME302950	Park	$ 11,014	$ 500
72	2020 Massimo UTV 550 #0220	A8MUBTFULLJ000220	Street	$ 11,000	$ 500
73	SaltDogg Poly Spreader	001121	Street	$ 4,000	$ 500
74	SnowDogg Pickup Plow HD 80 II	M053222479	Street	$ 6,100	$ 500
75	2024 CanAm ATV	3JB3GA446RJ003575	Park	$ 6,843	$ 500
76	2024 Kawasaki Mule	RGSW643A0RBG90766	Wastewater	$ 13,268	$ 500
77	2018 Skyjack Scissor Lift SJIII3226	27040567	Park	$ 8,100	$ 500
78	2012 Case TR270 Stump Grinder 24.2 GPM	1185058	Park	$ 8,795	$ 500
79	2025 Buyers EX 9' Stainless Steel Snow Dogg Snow Plow	M064201712	Street	$ 9,000	$ 500
80	2025 Salt Dogg V-Box 10' 4.5 Yard Electric Hopper (Spreader)	12819	Street	$ 11,000	$ 500
81	Exmark Lazer Z Diesel 37 HP Mower w/ 96" Deck	LZS88CDYM96RW0	Park	$ 61,604	$ 500
	Total Contractors Equipment:			***$ 1,610,215***	
Miscellaneous Equipment					
1	Miscellaneous Tools			$ 5,000	$ 500
2	(9) Stalker Lone Radars @ $3,000 ea		Police	$ 27,000	$ 500
3	Truspeed Laser		Police	$ 1,500	$ 500
4	(1) Night Vision Goggles		Police	$ 2,500	$ 500
5	(8) Motorola APX6000 LI Radios		Police	$ 28,000	$ 500
6	(12) Car Radios APX6500 LI		Police	$ 37,500	$ 500
7	(3) Car Radios APX7500		Police	$ 15,000	$ 500
8	(6) Zebra TL75 Handheld Computer		Police	$ 11,940	$ 500
9	(12) Eagle 3 Dual Ka-Band Radar @ $2000 ea		Police	$ 24,000	$ 500
10	(8) Kenwood TK5720K Mobile Radios		Police	$ 8,000	$ 500
11	Thermo Scientific Thermal Drug ID 1064 Defender	RD0230	Police	$ 35,000	$ 500
12	(5) Kenwood NK5700 Mobile Radios @ $3500 ea		Police	$ 17,500	$ 500
13	(4) Black Rain 9 mm Sub Machine Guns @ $1200 ea		Police	$ 4,800	$ 500
14	(2) Thermal Imaging Clip on Scope		Police	$ 4,665	$ 500
15	(5) Indent 2.0 Fingerprint Scanners @ $2,500 ea		Police	$ 12,500	$ 500
16	(27) Kenwood NX5200K2 Radios w/ Attachments		Police	$ 27,803	$ 500
	Total Miscellaneous Equipment			***$ 262,708***	
	Rented & Leased Equipment			$ 100,000	$ 500
Unmanned Aircraft					
	Mavic 2 Enterprise Advised Drone w/Batteries		Police	$ 7,256	$ 500
	Mavic Air 2 Drone	3N3GJ1501204DM	Police	$ 7,256	$ 500
	Mavic 2 Enterprise Advanced Drone	4GCC8MROA0M3W	Police	$ 7,256	$ 500
	Mavic 2 Enterprise Advanced Drone	4GCC8MROA0M22	Police	$ 7,256	$ 500
	Total Unmanned Aircraft Limit			***$ 29,024***	

CE Items 3, 6 , & 57 removed via endorsement effective 11/18/2025. Items rated for renewal & will be removed via endorsement.

City of Clinton 2026/27 Star - Automobile Schedule

Veh #	Year	Make	Model	VIN (last 4 digits)	Department	Cost New	Deductibles		Coverage
							Comp	Coll	
1	2002	Freightliner	Truck	1FVHBXAK42HK95375	Street	$ 70,000	$ 1,000	$1,000	Full Coverage
2	1996	Trailer	16 Flatbed	13YFS1622TC059426	Street	$ -	$ -	$ -	Liability Only
3	1984	Trailer	16 Dual Ax	VT9ET1123E1034312	Park/Rec	$ -	$ -	$ -	Liability Only
4	1993	Trailer	8 Single A	44NVT0815P1004607	Park/Rec	$ -	$ -	$ -	Liability Only
5	2002	Chevrolet	Dump Truck	1GBJ7H1E02J508799	Cemetery	$ 36,000	$ 1,000	$1,000	Full Coverage
6	1999	Ford	Pickup	1FTNF21L4XEA77718	Cemetery	$ 21,000	$ 1,000	$1,000	Full Coverage
7	1995	Ford	Truck	1FDKF37H65EA20517	Wastewater	$ 16,269	$ 1,000	$1,000	Full Coverage
8	1997	Starlite	Trailer 8	13YFS0919VC064302	Wastewater	$ 1,800	$ 1,000	$1,000	Full Coverage
9	1999	Dodge	Caravan	2B4GP2537XR436348	ATS	$ 18,717			Liability Only
10	2003	Chevrolet	Pickup	1GCHK24U13Z246531	Park/Rec	$ 17,385	$ 1,000	$1,000	Full Coverage
11	2004	Ford	Truck	1FDWF36L74EE09810	Street	$ 21,900	$ 1,000	$1,000	Full Coverage
12	2005	Starlite	Trailer	13YFS14255C095309	Street	$ 2,490	$ 1,000	$1,000	Full Coverage
13	2006	Ford	Truck	1FTNF21546ED96536	Park/Rec	$ 18,059	$ 1,000	$1,000	Full Coverage
14	2007	Ford	Ranger	1FTYR10D57PA88031	Park/Rec	$ 10,500	$ 1,000	$1,000	Full Coverage
15	2008	Chevrolet	Dump Truck	1GBL7CIG98F409374	Street	$ 57,246	$ 1,000	$1,000	Full Coverage
16	2010	Freightliner	M2106	1FVAC3BS4AHAN6884	Wastewater	$ 209,000	$ 1,000	$1,000	Full Coverage
17	2009	Chevrolet	Dump Truck	1GBJC1AX9F400008	Street	$ 70,115	$ 1,000	$1,000	Full Coverage
18	2011	Dodge	Grand Caravan	2D4RN4DG0BR795263	ATS	$ 23,569	$ 1,000	$1,000	Full Coverage
19	2012	Ford	F150	1FTFW1EF6CKD31752	Police	$ 31,971	$ 1,000	$1,000	Full Coverage
20	2012	Ford	Explorer	1FMHK8B8XCGA96001	Police	$ 30,369	$ 1,000	$1,000	Full Coverage
21	2012	Suzuki	Mini Dump Truck	DA63T747061	Cemetery	$ 21,000	$ 1,000	$1,000	Full Coverage
22	2006	Ford	F650 Dump Truck	3FRNF65E26V387956	Wastewater	$ 75,000	$ 1,000	$1,000	Full Coverage
23	2002	Top Notch	20ft Dual Trailer	13YFS20202C084192	Park/Rec	$ 2,500	$ 1,000	$1,000	Full Coverage
24	2013	Ford	Truck	1FDRF3G65DEA10156	Street	$ 30,225	$ 1,000	$1,000	Full Coverage
25	2013	Ford	Explorer	1FM5K8AR4DGB78899	Police	$ 34,555	$ 1,000	$1,000	Full Coverage
26	2014	Ford	F150	1FTNF1EF7EKD2197	Wastewater	$ 26,000	$ 1,000	$1,000	Full Coverage
27	2014	Ford	Explorer	1FM5K8AR3EGC26992	Police	$ 34,755	$ 1,000	$1,000	Full Coverage
28	2014	Ford	14 Pass Bus	1FDWE3FS2EDB10131	ATS	$ 42,820	$ 1,000	$1,000	Full Coverage
29	2002	Ford	Pickup	1FTRF17W62NA76902	Park/Rec	$ 15,792	$ 1,000	$1,000	Full Coverage
30	2015	Ford	F250 Truck	1FTBF2B69FEC55780	Wastewater	$ 37,000	$ 1,000	$1,000	Full Coverage
31	2015	Ford	21 Pass Bus	1FDFE4FS4FDA35245	ATS	$ 51,000	$ 1,000	$1,000	Full Coverage
32	2015	Bulldog	6x12 Trailer	5PGBU1212FE002215	Park/Rec	$ 1,200	$ 1,000	$1,000	Full Coverage
33	2007	Ford	500	1FAFP24157G118993	Airport	$ 4,434	$ 1,000	$1,000	Full Coverage
34	2011	Dodge	Ram 4500	3D6WU7EL1BG540105	Park/Rec	$ 31,000	$ 1,000	$1,000	Full Coverage
35	2018	Ford	Explorer	1FM5K8AR1JGA32326	Police	$ 32,732	$ 1,000	$1,000	Full Coverage
36	2018	Ford	Interceptor	1FM5K8ARXJGA71612	Police	$ 38,901	$ 1,000	$1,000	Full Coverage

Veh #	Year	Make	Model	VIN (last 4 digits)	Department	Cost New	Deductibles		Coverage
							Comp	Coll	
37	2018	Ford	Interceptor	1FM5K8AR1JGA71613	Police	$ 34,417	$ 1,000	$1,000	Full Coverage
38	2018	Cargo Street	6x12 Trailer	4YMBC1211JT000999	Street	$ 2,739	$ 1,000	$1,000	Full Coverage
39	2018	Elite	Trailer	1E9BF2521JS230875	Street	$ 7,795	$ 1,000	$1,000	Full Coverage
40	2018	Dodge	Ram 2500	3C6LR5AT1JG282968	Wastewater	$ 23,919	$ 1,000	$1,000	Full Coverage
41	2019	Ford	F250 Truck	1FTBF2B64KEF54829	Park/Rec	$ 27,169	$ 1,000	$1,000	Full Coverage
42	2019	Dodge	Charger	2C3CDXKT0KH722301	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
43	2019	Dodge	Charger	2C3CDXKT9KH722300	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
44	2019	Dodge	Charger	2C3CDXKT5KH740602	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
45	2019	Dodge	Charger	2C3CDXKT9KH740604	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
46	2019	Dodge	Charger	2C3CDXKT6KH736879	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
47	2019	Dodge	Charger	2C3CDXKT7KH740603	Police	$ 32,476	$ 1,000	$1,000	Full Coverage
48	2019	Ford Bus	ATS Bus 20 Pass	1FDFE4FSXKDC64636	ATS	$ 59,504	$ 1,000	$1,000	Full Coverage
49	2022	International	HVHV607	1HTEJMML7NH606969	Street	$ 90,690	$ 1,000	$1,000	Full Coverage
50	2021	Dodge	Ram	1C6RR7XT5MS555940	Police	$ 40,000	$ 1,000	$1,000	Full Coverage
51	2022	Dodge	Ram	3C6UR5CJ5NG250871	Street	$ 50,000	$ 1,000	$1,000	Full Coverage
52	2022	Ford	Explorer Interceptor	1FM5K8AB5NGA59604	Police	$ 51,567	$ 1,000	$1,000	Full Coverage
53	2022	Ford	Explorer Interceptor	1FM5K8AB5NGA61661	Police	$ 51,567	$ 1,000	$1,000	Full Coverage
54	2022	Dodge	Ram 2500	3C6UR5CJ8NG298610	Park/Rec	$ 52,000	$ 1,000	$1,000	Full Coverage
55	2017	Ford	F-150	1FTMF1C8XHKC05400	Park/Rec	$ 24,800	$ 1,000	$1,000	Full Coverage
56	2022	Dodge	Charger	2C3CDXKG1NH259883	Police	$ 41,286	$ 1,000	$1,000	Full Coverage
57	2022	Dodge	Charger	2C3CDXKG8NH259880	Police	$ 41,286	$ 1,000	$1,000	Full Coverage
58	2022	Dodge	Charger	2C3CDXKG8NH259881	Police	$ 41,286	$ 1,000	$1,000	Full Coverage
59	2022	Dodge	Charger	2C3CDXKG8NH259882	Police	$ 41,286	$ 1,000	$1,000	Full Coverage
60	2004	STAV	Trailer	13YFS16294C092280	Wastewater	$ 5,500	$ 1,000	$1,000	Full Coverage
61	2023	Dodge	Charger	2C3CDXKG6PH644150	Police	$ 41,286	$ 1,000	$1,000	Full Coverage
62	2024	Elgin	Broom Badger	JALE5W162R7306858	Street	$ 324,195	$ 1,000	$1,000	Full Coverage
63	2025	International	HV607	3HAEJMML6SL576773	Street	$ 138,761	$ 1,000	$1,000	Full Coverage
64	2025	Dodge	Durango	1C4RDJFG2SC522037	Police	$ 39,105	$ 1,000	$1,000	Full Coverage
65	2025	Dodge	Durango	1C4RDJFG9SC522035	Police	$ 39,105	$ 1,000	$1,000	Full Coverage
66	2025	Dodge	Durango	1C4RDJFG4SC522038	Police	$ 39,105	$ 1,000	$1,000	Full Coverage
67	2025	Dodge	Durango	1C4RDJFG0SC522036	Police	$ 39,105	$ 1,000	$1,000	Full Coverage
68	2025	Isuzu	w/Flat Dump Bed	JALE5W167S7P05688	Street	$ 99,890	$ 1,000	$1,000	Full Coverage
69	2025	Dodge	Durango	1C4RDJFG5SC559843	Police	$ 58,373	$ 1,000	$1,000	Full Coverage
70	2025	Dodge	Durango	1C4RDJFG7SC559844	Police	$ 58,373	$ 1,000	$1,000	Full Coverage
71	2025	Dodge	Durango	1C4RDJFG3SC559839	Police	$ 58,373	$ 1,000	$1,000	Full Coverage
72	2026	Stag	Tilt Flatbed Trailer	7L4BF262XTA000112	Park/Rec	$ 6,425	$ 1,000	$1,000	Full Coverage

City of Clinton - 2026 CWG FirePak Renewal Comparison

Coverage:	2025-26 Annualized CWG	2026-27 CWG Renewal
General Liability:	***$3,011***	***$3,439***
Coverage Form	Occurrence	Occurrence
Annual Aggregate	$2,000,000	$2,000,000
Products-Completed Operations Aggregate	$2,000,000	$2,000,000
Personal and Advertising Injury	$1,000,000	$1,000,000
Each Occurrence Limit	$1,000,000	$1,000,000
Damage to Premises Rented to you	$500,000	$500,000
Medical Expense Limit - Any One Person	$10,000	$10,000
Deductible	$0	$0
Property:	***$6,640***	***$7,383***
Total Insured Value - Building & Contents	$2,799,300	$3,023,300
Property Deductible	$1,000	$1,000
Equipment Breakdown Deductible	$1,000	$1,000
Wind/Hail Deductible	$2,500	$2,500
Coinsurance	80% (No Co-Ins on Bldg 1)	80% (No Co-Ins on Bldg 1)
Cause Of Loss	Special	Special
Coverage Form	Guaranteed RC on Bldg 1, RC on all Others	Guaranteed RC on Bldg 1, RC on all Others
Scheduled or Blanket Coverage	Scheduled	Scheduled
Inland Marine:	***$1,853***	***$1,985***
Total Insured Value	$633,900	$683,600
Deductible	$500	$500
Sublimits Included in TIV:	*Portable Equipment $621,000*	*Portable Equipment $670,700*
	Mobile Equipment $8,500	*Mobile Equipment $8,500*
	Miscellaneous Scheduled Property $4,400	*Miscellaneous Scheduled Property $4,400*
Auto:	***$13,676***	***$13,885***
# of Units	10	10
Auto Liability Limit	$1,000,000	$1,000,000
Uninsured / Underinsured Motorist Limits	$100,000 / $100,000	$100,000 / $100,000
Comprehensive / Collision Deductibles*	$1,000 / $1,000 - OR - $2,500 / $2,500 - OR - $5,000 / $5,000	$1,000 / $1,000 - OR - $2,500 / $2,500 - OR - $5,000 / $5,000
Excess Liability:	***$484***	***$567***
Aggregate Limit	$2,000,000	$2,000,000
Each Occurrence	$1,000,000	$1,000,000
Underlying Coverage Schedule	GL / Auto	GL / Auto
Terrorism:	***INCLUDED***	***INCLUDED***
Total Premium:	***$25,664***	***$27,259***

*Auto comprehensive and collision deductibles apply per attached schedule.

City of Clinton - 2026/27 FirePak Property Schedule

Loc#	Bldg#	Occupancy	Address	Buildings	Contents	Total
1	1	Fire Station	301 S. Washington	$ 1,889,600	$ 944,800	$ 2,834,400
1	2	Fire Storage Building	301 S. Washington	$ 125,900	$ 63,000	$ 188,900
				$ 2,015,500	***$ 1,007,800***	***$ 3,023,300***

City of Clinton - 2026/27 FIRE PAK - Equipment Schedule

Item #	Description (Include Model Year, if any)	Serial Number	Department	Insured Value	Deductible
Portable Equipment:					
1	Portable Equipment Limit		Fire	$ 670,700	$ 500
Mobile Equipment:					
1	1998 Bobcat Skid Loader	512234291	Fire	$ 8,500	$ 500
Miscellaneous Scheduled Property:					
1	2022 Hustler Raptor XL-FR650	22073481	Fire	$ 4,400	$ 500
				$ 683,600	

City of Clinton 2026/27 FIRE PAK - Automobile Schedule

Veh #	Year	Make	Model	VIN (last 4 digits)	Department	Cost New	Deductibles		Coverage
							Comp	Coll	
1	1993	KOVATCH KME	Pumper	1K9AF4283PN058797	Fire	$ 242,900	$ 1,000	$ 1,000	Full Coverage
2	2010	Jeep	Cherokee	1J4PR4GK8AC153898	Fire	$ 19,999	$ 1,000	$ 1,000	Full Coverage
3	1997	Starlite	Trailer	64433	Fire	$ 3,000	-	-	Liability Only
4	2018	Dodge	Durango	1C4RDJDG2JC149969	Fire	$ 31,299	$ 1,000	$ 1,000	Full Coverage
5	2013	Ford	F250	1FTBF2B60DEA35070	Fire	$ 37,000	$ 1,000	$ 1,000	Full Coverage
6	2018	Rosenbauer	Pumper w/ Ladder	54F3DF608JWM12115	Fire	$ 1,000,000	$ 5,000	$ 5,000	Full Coverage
7	2019	Ford	F350	1FTRF3B69KEF80704	Fire	$ 28,555	$ 1,000	$ 1,000	Full Coverage
8	2021	Ford	Explorer	1FM5K8AB8MGB04470	Fire	$ 33,597	$ 1,000	$ 1,000	Full Coverage
9	2020	Rosenbauer	40M6011 Pumper	54F2FA615LWM12755	Fire	$ 612,027	$ 2,500	$ 2,500	Full Coverage
10	2022	Rosenbauer	750 Gallon Pumper	54F2FBCL4NWM13250	Fire	$ 651,021	$ 2,500	$ 2,500	Full Coverage

INSURED: City of Clinton

This quote will remain in effect until 01-Jan-2026.

Coverage Schedule (currency in USD)

Limits	Option 1
Breach Response	
Notified Individuals:	100,000
Legal, Forensic & Public Relations/Crisis Management:	$1,000,000
THE BREACH RESPONSE LIMITS ABOVE ARE IN ADDITION TO THE POLICY AGGREGATE LIMIT OF LIABILITY	
Policy Aggregate Limit of Liability:	$1,000,000
Additional Breach Response Limit	
Additional Breach Response Limit:	$1,000,000
First Party Loss	
Business Interruption Loss	
Resulting from Security Breach:	$1,000,000
Resulting from System Failure:	$1,000,000
Computer Bricking Loss:	$1,000,000
Dependent Business Interruption Loss	
Resulting from Dependent Security Breach:	$100,000
Resulting from Dependent System Failure:	$100,000
Cyber Extortion Loss:	$1,000,000
Data Recovery Costs:	$1,000,000
Reputation Loss:	$1,000,000
Proof of Loss Expenses:	$50,000
Liability	
Data & Network Liability:	$1,000,000
Regulatory Defense & Penalties:	$1,000,000
Payment Card Liabilities & Costs:	$1,000,000
Media Liability:	$1,000,000
Contingent BI:	$250,000
eCrime	
Fraudulent Instruction:	$250,000
Funds Transfer Fraud:	$250,000
Telephone Fraud:	$250,000
Invoice Manipulation:	$250,000
Supplemental First Party Loss	
Cryptojacking:	$1,000,000
Criminal Reward:	$50,000

INSURED: City of Clinton

This quote will remain in effect until 01-Jan-2026.

Retained Risk	Option 1
Breach Response Retentions	
Forensic & Public Relations/Crisis Mgmt.:	$2,500
Legal:	$1,000
Breach Response Threshold	
Notified Individuals:	100
Waiting Periods	
Business Interruption:	8 hours
Dependent Business Interruption:	8 hours
Retentions	
Each Incident, Claim or Loss:	$5,000
	Option 1
Premium	$8,000

General Information

Quote Effective Until:	01-Jan-2026
Broker:	Blair Burdette Bailey Special Risks, Inc. - Hendersonville, TN 105 Bluegrass Commons Blvd Suite C Hendersonville, TN 37075-2772
Named Insured:	City of Clinton 105 E Ohio St Clinton, MO 64735
Underwriters:	Beazley Excess and Surplus Insurance, Inc. (Non-Admitted)

Policy Information

Policy Period:	From: 01-Jan-2026 To: 01-Jan-2027 Both at 12:01 a.m. Local Time at the Named Insured Address
Optional Extension Period & Premium:	12 Months at 100% of the Annual Policy Premium

INSURED: City of Clinton

This quote will remain in effect until 01-Jan-2026.

Continuity Date:	01-Jan-2020
Policy Form:	Beazley Breach Response 5.0 (F00653 022025 ed.)

This policy provides coverage, for no additional charge, for loss arising out of "Certified Acts of Terrorism", as that term is defined in The Terrorism Risk Insurance Act of 2002, as amended. See your policy for complete information regarding this coverage.

Endorsements Effective at Inception

1.	A01863 012024 ed.	Nuclear Incident Exclusion Clause-Liability-Direct (Broad) (U.S.A.)
2.	E17263 022025 ed.	Policyholder Disclosure Notice of Terrorism Insurance Coverage
3.	A01864 012024 ed.	Radioactive Contamination Exclusion Clause-Liability-Direct (U.S.A.)
4.	E15626 022025 ed.	War and Cyber War Exclusion
5.	E11122 012018 ed.	Cap on Losses Arising Out of Certified Acts of Terrorism
6.	E10596 022025 ed.	Choice of Law and Service of Suit • Service of suit: *CT Corporation System, 67 Burnside Ave, East Hartford, CT 06108-3408* • Choice of law: *New York*
7.	E16415 012024 ed.	Sanction Limitation Clause
8.	E11407 022025 ed.	Amend Breach Response Services to Remove Notified Individuals Threshold
9.	E12698 022025 ed.	Amend Other Insurance Clause - Primary With Respect To Breach Response Services And First Party Loss
10.	E15628 022025 ed.	Catastrophic First Party Loss Amendatory Endorsement (50% Sublimit)
11.	E11290 072025 ed.	GDPR Cyber Endorsement
12.	E17278 022025 ed.	Liberalization Endorsement
13.	E10944 022025 ed.	Post Breach Remedial Services Endorsement
14.	E13372 022025 ed.	State Consumer Privacy Statutes Endorsement

Wendee Seaton

Attachments: City of Clinton L6 6% Contributions.pdf

From: Christy Maggi <cmaggi@cityofclintonmo.gov>
Subject: FW: LAGERS Supplemental Valuation

All – I contacted LAGERS to request a Supplemental Actuarial Valuation. Kathy Rowles suggested that we first run an informal estimate, before doing the more intensive Supplemental Actuarial Valuation. I thought that sounded like a good idea. You can see her comments in the email thread below.

Our current LAGERS rates are: General – 13.9%, Police – 9.5% and Fire – 20.6%. There are references to the current rates just above the footnotes for each of the categories.

Christy

City of Clinton MISSOURI
Christina A. Maggi
City Administrator
City of Clinton • 105 E. Ohio • Clinton MO 64735
Office: 660-885-6121 • Cell: 660-525-3003 • Fax: 660-885-2023

From: Kathy Rolwes [mailto:KRolwes@molagers.org]
Sent: Thursday, November 20, 2025 3:26 PM
To: Christy Maggi <cmaggi@cityofclintonmo.gov>
Subject: RE: LAGERS Supplemental Valuation

Christy,

I'm happy to assist you with questions regarding benefit change considerations, costs, and the process. Having an idea of what you wish to accomplish with a change (be it greater benefits for future retirees, an opportunity for employees to have an earlier retirement option, the need to reduce employer costs, etc.), as well as what the budget can afford, helps to guide decisions as to which benefit elections you'd like to explore changing.

Currently, the City of Clinton has a Final Average Salary Range of 5 years, the L-12 Benefit Program (a 1.75% multiplier at retirement), Normal Retirement eligibility, and 4% employee contributions.

Governing bodies have the liberty to make changes to these four elections. Therefore, you could explore a 3-year Final Average Salary range, upgrading the Benefit Program to a multiplier of 2.0%, adding "Rule of 80" to the Normal Age Retirement eligibility, and consider changing employee contributions to 0%, 2%, or 6%.

Here is a link to our website that provides additional information about changing benefit elections: https://www.molagers.org/employers/changing-benefit-elections/

I've attached an internal estimate of the cost to change the benefit program (multiplier) to L-6 (2.0%) and increase employee contributions to 6%.

Note: any increase in program level is retroactive, meaning ALL employee's service credit will now be calculated with the new multiplier.

Once the desired elections are identified, an official Supplemental Valuation (cost-study) will be required before the governing body may vote to adopt the change(s). Making changes is a process that can span over the course of 3+ months. Once you decide what, if any, changes you want to make, please let me know so that I can order an official supplemental valuation.

Please do not hesitate to reach out to me and our team.

All the best,

Kathy Rolwes
Education and Outreach Specialist I
Missouri Local Government Employees Retirement System
p: 573.632.6282 | molagers.org | LinkedIn

From: Christy Maggi <cmaggi@cityofclintonmo.gov>
Sent: Thursday, November 20, 2025 3:12 PM
To: Kathy Rolwes <KRolwes@molagers.org>
Subject: RE: LAGERS Supplemental Valuation

Kathy, let's do an informal estimate first. Thanks for suggesting this.

Christy

Christina A. Maggi
City Administrator
City of Clinton • 105 E. Ohio • Clinton MO 64735
Office: 660-885-6121 • Cell: 660-525-3003 • Fax: 660-885-2023

From: Kathy Rolwes [mailto:KRolwes@molagers.org]
Sent: Thursday, November 20, 2025 3:01 PM
To: Christy Maggi <cmaggi@cityofclintonmo.gov>
Subject: LAGERS Supplemental Valuation

Good afternoon, Christy Maggi,

Your request for a supplemental valuation was forwarded to me, and I am happy to assist you with this process. However, before I order an official supplemental valuation, have you seen an informal estimate for this update yet? The informal estimates are fairly accurate and would give you an idea of the cost before proceeding with an official valuation. If you do not need this informal estimate or have already received one, I will move forward with your request.

All the best,

Kathy Rolwes
Education and Outreach Specialist I
Missouri Local Government Employees Retirement System
p: 573.632.6282 | molagers.org | LinkedIn

Missouri LAGERS
Supplemental Estimate

The City of Clinton
As of February 28, 2025

The supplemental results provided by the Web Supplemental Program are for estimate purposes only. While intended to be accurate, GRS cannot be held responsible for differences from the final results.

In accordance with 105.675 RSMo, note that a final supplemental valuation **(not this estimate)** performed by GRS must be available as public information for at least 45 calendar days prior to the date final official action is taken by your governing body to adopt an alternate benefit plan.

Estimates are only available based on results for the most recent annual valuation as of February 28. The available year is automatically updated on July 1st each year. Estimates for the same employer done on different valuation dates may be significantly different due to demographic changes, capped contribution rates and assumption changes.

Also, be aware that any changes in the contribution rate due to employer elections or lump sum payments made during the year will not be reflected in the supplemental estimate until the following annual valuation is completed.

Draft results generated by LAGERS Staff on November 20, 2025. If you have any questions, please call the LAGERS office at 1-800-447-4334. A final supplemental valuation is required to be performed by GRS before any changes can be approved.

The City of Clinton
Computed Employer Contribution Rates - General Employees
**ESTIMATE ** As of February 28, 2025

Benefit Plan Information

Benefit Plans	Present Plan	Alternate Plan
# Benefit Program:	L-12	**L-6**
Final Average Salary:	5 years	5 years
# Member Contribution Rate:	4%	**6%**
Retirement Eligibility:	Regular	Regular

Actuarial Information

Employer Contribution Rates (as a percent of payroll)

	Present Plan	Alternate Plan
Normal Cost Rate	7.4%	7.2%
Casualty Rate	0.4	0.5
Prior Service Cost Rate [1]	7.0	9.1
Total Employer Contribution Rate	14.8%	16.8%
Increase in Employer Contribution Rate for Alternate Plan as a percent of payroll		**2.0%**
Increase in Actuarial Accrued Liability [1]		**$429,166**

Employer contribution rates shown above are for the fiscal year beginning in 2026. If the alternate plan is adopted prior to the fiscal year beginning in 2026, 2.0% would be added to the employer contribution rate currently in effect.

\# Change in provisions from present plan.

1 The increase in the actuarial accrued liability due to adoption of the alternate plan was amortized over a 20 year period to compute the increase in the Prior Service Cost.

Draft results generated by LAGERS Staff on November 20, 2025. If you have any questions, please call the LAGERS office at 1-800-447-4334. A final supplemental valuation is required to be performed by GRS before any changes can be approved.

The City of Clinton
Computed Employer Contribution Rates - Police Employees
**ESTIMATE ** As of February 28, 2025

Benefit Plan Information

Benefit Plans	Present Plan	Alternate Plan
# Benefit Program:	L-12	**L-6**
Final Average Salary:	5 years	5 years
# Member Contribution Rate:	4%	**6%**
Retirement Eligibility:	Regular	Regular

Actuarial Information

Employer Contribution Rates (as a percent of payroll)

	Present Plan	Alternate Plan
Normal Cost Rate	7.0%	6.7%
Casualty Rate	0.7	0.8
Prior Service Cost Rate [1]	2.6	4.5
Total Employer Contribution Rate	10.3%	12.0%
Increase in Employer Contribution Rate for Alternate Plan as a percent of payroll		**1.7%**
Increase in Actuarial Accrued Liability [1]		**$422,855**

Employer contribution rates shown above are for the fiscal year beginning in 2026. If the alternate plan is adopted prior to the fiscal year beginning in 2026, 1.7% would be added to the employer contribution rate currently in effect.

\# Change in provisions from present plan.

1 The increase in the actuarial accrued liability due to adoption of the alternate plan was amortized over a 20 year period to compute the increase in the Prior Service Cost.

Draft results generated by LAGERS Staff on November 20, 2025. If you have any questions, please call the LAGERS office at 1-800-447-4334. A final supplemental valuation is required to be performed by GRS before any changes can be approved.

The City of Clinton
Computed Employer Contribution Rates - Fire Employees
**ESTIMATE ** As of February 28, 2025

Benefit Plan Information

Benefit Plans	Present Plan	Alternate Plan
# Benefit Program:	L-12	**L-6**
Final Average Salary:	5 years	5 years
# Member Contribution Rate:	4%	**6%**
Retirement Eligibility:	Regular	Regular

Actuarial Information

Employer Contribution Rates (as a percent of payroll)

	Present Plan	Alternate Plan
Normal Cost Rate	9.1%	8.9%
Casualty Rate	0.9	1.0
Prior Service Cost Rate [1]	10.0	11.8
Total Employer Contribution Rate	20.0%	21.7%
Increase in Employer Contribution Rate for Alternate Plan as a percent of payroll		**1.7%**
Increase in Actuarial Accrued Liability [1]		**$195,233**

Employer contribution rates shown above are for the fiscal year beginning in 2026. If the alternate plan is adopted prior to the fiscal year beginning in 2026, 1.7% would be added to the employer contribution rate currently in effect.

\# Change in provisions from present plan.

1 The increase in the actuarial accrued liability due to adoption of the alternate plan was amortized over a 20 year period to compute the increase in the Prior Service Cost.

Draft results generated by LAGERS Staff on November 20, 2025. If you have any questions, please call the LAGERS office at 1-800-447-4334. A final supplemental valuation is required to be performed by GRS before any changes can be approved.

City of Clinton MISSOURI

To: City Council Members

From: Wendee Seaton, City Clerk

Date: December 12, 2025

Re: Request to Close City Hall on Friday, December 26th

I am requesting that we close City Hall on Friday, December 26th with the staff using their vacation days. I have received several requests for taking the day off. It is normally a very slow day.