

# Project Report

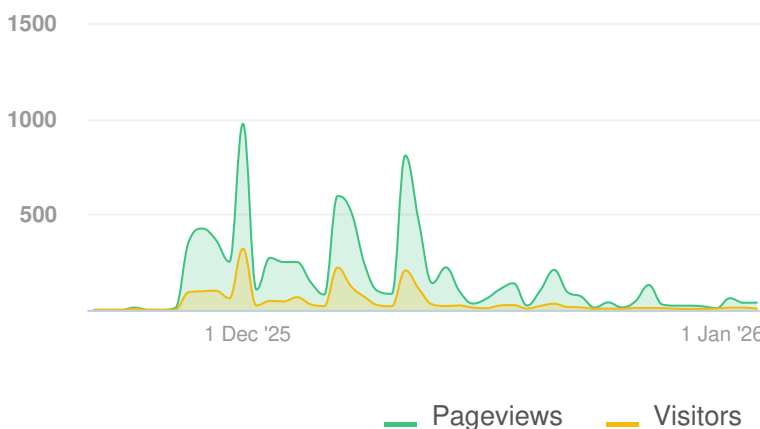
22 February 2022 - 06 January 2026

## City of Columbia, MO

### Pedestrian Safety Ordinance



#### Visitors Summary



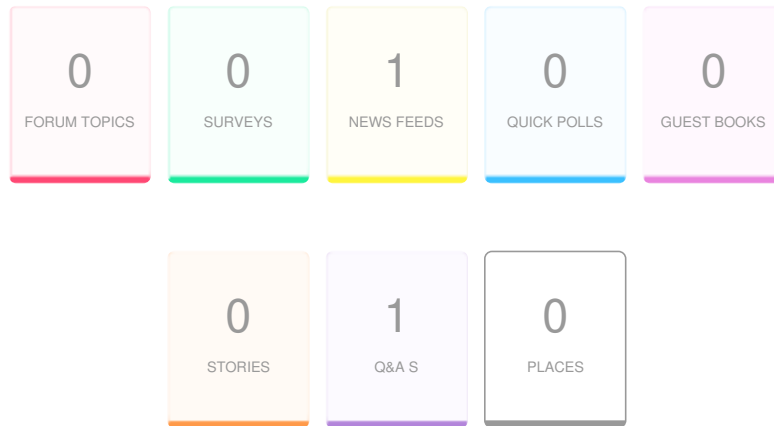
#### Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
2.3 k	320	
NEW REGISTRATIONS		
9		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
169	996	1.8 k

— Pageviews — Visitors

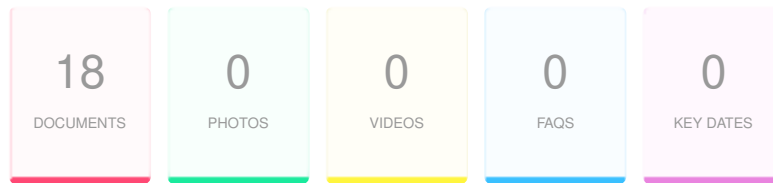
Aware Participants		1,763	Engaged Participants				169
Aware Actions Performed		Participants	Engaged Actions Performed				
Visited a Project or Tool Page		1,763					
Informed Participants		996					
Informed Actions Performed		Participants					
Viewed a video	0		Contributed on Forums	0	0	0	
Viewed a photo	0		Participated in Surveys	0	0	0	
Downloaded a document	339		Contributed to Newsfeeds	0	0	0	
Visited the Key Dates page	19		Participated in Quick Polls	0	0	0	
Visited an FAQ list Page	0		Posted on Guestbooks	0	0	0	
Visited Instagram Page	0		Contributed to Stories	0	0	0	
Visited Multiple Project Pages	691		Asked Questions	1	0	0	
Contributed to a tool (engaged)	169		Placed Pins on Places	0	0	0	
			Contributed to Ideas	77	91	0	

## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	City Council tables Pedestrian Safety Ordinance, seeks pu...	Published	48	0	0	0
Qanda	Questions	Published	79	1	0	0
Ideas	Comments	Published	612	77	91	0

## INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Pedestrian Safety Ordinance B265-25	241	257
Document	Columbia Pedestrian Safety Study Nov. 3 2025	102	113
Document	Map - Locations of pedestrian crashes across Columbia 2022-2024	25	25
Document	Top 25 crash locations in Columbia - 2022-2024	18	18
Document	CPD service calls related to pedestrians in medians	16	16
Document	NHTSA-Pedestrian Traffic Safety Fact Sheet (2022 Data).pdf	8	12
Document	Council Memo.pdf	7	8
Document	Related factors pedestrians deaths 2022	7	8
Document	Ranking of pedestrian fatality rates in Missouri 2022	5	8
Document	CPD Crash Data 2022-2024	5	7
Document	USDOJ-Pedestrian Injuries and Fatalities.pdf	4	4
Document	World Health Organization-Pedestrian Safety.pdf	3	4
Document	NHTSA-Pedestrian Safety Enforcement Operations How-To Guide.pdf	3	4
Document	AAA Report-Impact Speed and Pedestrian Risk of Serious Injury or De...	3	5
Document	NHTSA-Pedestrian Safety Enforcement Operations How-To Guide (1).pdf	2	2
Document	NHTSA-Role of Law Enforcement in Supporting Pedestrian and Bicyclis...	2	2
Document	Impact Speed and Pedestrian Injuries.pdf	2	2
Document	NHTSA-Pedestrian Safety Month 2021 Resource Guide.pdf	1	1

## INFORMATION WIDGET SUMMARY

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	NHTSA-Pedestrian Safety Month 2021 Resource Guide.pdf	1	1
Key Dates	Key Date	19	20

## QANDA

## Questions

Visitors <b>79</b>	Contributors <b>1</b>	CONTRIBUTIONS <b>1</b>
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trtownsend2

02 December 25

Are there any actions that will be taken against people who are caught disobeying the ordinance? How will something like this be handled? Fines or ticketed? Court?



Publicly Answered

If passed, individuals who are violating the ordinance would receive a ticket. A ticket for violating the proposed ordinance would be eligible for the Community Support Docket. Per the City PA, cases that are on the Community Support Docket only end in fines or arrest warrants being issued as an absolute last resort. It is also extremely rare for anyone to be in the Boone County Jail on a City Ordinance/Misdemeanor charge for more than 3 days. This is due to the BCJ already being at capacity with defendants in Felony cases and the fact that the City (Police Department) is charged a housing fee of \$49 per day once the defendant is there on City Ordinance/Misdemeanor charges more than 3 days. In the past 3 fiscal years (25',24', & 23') CPD has had paid \$0 in housing fees to the BCJ. Community Support Docket: The City of Columbia Municipal Court Community Support Docket provides an alternative court process for individuals experiencing homelessness and veterans who have been charged with a local misdemeanor. Individuals attend this special court docket and set goals, in cooperation with DIVERT staff, the prosecutor, and the judge. DIVERT staff provides or links participants with ongoing case management support and monitors participants' progress. The status of each case is reviewed in a monthly meeting of the prosecutor, DIVERT staff, and court officials. The goal of this process is to work towards dismissal while connecting the individual to long term case management and local resources.

## IDEAS

### Comments

Visitors <b>612</b>	Contributors <b>168</b>	CONTRIBUTIONS <b>622</b>
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25 November 25	<p>This is <i>*not*</i> a "pedestrian safety" ordinance, vote N O on B265-25!</p> <p>I am going to list out the many issues with this bill in as succinct manner as possible to truly drive home why this is the wrong step for Columbia to go down. - The true intent of this bill when dissecting the language of the bill itself, as well as of many proponents/opponents and media, and additional context about who all is using medians for extended periods of time, it becomes clear this is a bill meant to target panhandling. These laws generally have been found to be unconstitutional as violating the 1st Amendment when strict scrutiny is applied to them, and lengthy amounts of federal and state case law confirm this. - Reed vs Town of Gilbert, McLaughlin vs City of Lowell, Singleton vs City of Montgomery, Dumiak vs Village of Downers Grove, Norton vs City of Springfield, Fernandez vs St. Louis County, others - This bill would lead to tickets and possible jail time for those found violating the ordinance if they do not pay their fine or make their court date. This is a criminalization of poverty and homelessness under the guise of a safety ordinance. - This bill also would restrict protestors from holding signs in medians, including in many prominent "porkchop" medians between traffic and turning lanes which are popular places for protest. I do not think the city would have a compelling and overwhelming enough public interest to restrict time and manner of speech in this way to withstand legal scrutiny when combined with the aforementioned legal issues. - The enforcement of this bill will be the responsibility of CPD and they will be the arbiters of when to hand out tickets or usher people along. I believe that this will result in unfair targeting of some communities over others, and am particularly concerned with CPD being the arbiters of whether someone's mobility is restricted enough to where the 2 light cycles mentioned in Sec. d, clause 2 does not apply. CPD Chief Schlude has said officers will use "common sense" when applying this clause, but what about if someone has an invisible disability not immediately present to an officer? Do people have to now have receipts of their entire medical history on hand to provide to officers now? This also seems like a scenario where the city could face legal liability. - The Bicycle/Pedestrian Commission voted unanimously 7-0 at their November general meeting to oppose B265-25 as it is currently written due to the concerns above as well as having the belief this does not actually address pedestrian safety in a meaningful way despite being titled such. There are many other approaches the city could take other than just this ordinance to help make our streets safer for all road users, and the fact the commission was not asked for input by council until they had their November meeting is improper as that is the relevant commission to help draft strategies to improve pedestrian and cycling safety. - There was no real tangible data in the study the city commissioned that really pointed to the hard data surrounding whether this would meaningfully improve safety in Columbia. The study posits that pedestrians being in unexpected areas waving signs can be distracting for drivers and cause error, but I would contend seeing pedestrians in one of the traffic medians is not something that should be overly distracting as to warrant regulating pedestrian behavior to this degree. I believe if driver error and distractions are of concern, the main focus should be on slowing down drivers with speed reductions and make sure they are aware they are sharing space with other road users with infrastructure or ordinance changes. - These reasons to me combined with city staff being unprepared to answer relevant questions about the ordinance which will be important for enforcement, accessibility, and surviving legal challenges, indicate to me it would not be in the city's best interest to pass this at this time. I would instead recommend we focus on other strategies to improve safety for all road users, including pedestrians. As a nondriver and who mostly walks places who has already been hit on a city street that does not have a median, I do not think this ordinance would make me safer.</p>
bmink	
VOTES	
9	



## IDEAS

### Comments

<div>26 November 25</div> <div>mortiz</div> <div>VOTES</div> <div>11</div>	<h4>Opposing the “Pedestrian Safety” Ordinance</h4> <p>I am writing as a Columbia resident and someone who is in community with members of the public who would be most impacted by this ordinance. Many of the local organizations that support unhoused neighbors, low-income residents, pedestrians, and transit riders are opposed to this measure. We are rooted in Columbia, we understand the realities on the ground, and we are committed to making this city safer. I encourage the City to prioritize the voices of local residents and groups rather than the commentary of people outside Columbia who do not show an ongoing commitment to this community. It is also important to note that available crash data does not show that people standing on medians are causing pedestrian crashes in Columbia. The recurring factors are well known: missing or deteriorating sidewalks, high vehicle speeds, limited safe crossings, wide arterial roads, and insufficient lighting. These infrastructure issues, not people who are present in medians, are what consistently place pedestrians at risk. If the goal is pedestrian safety, Columbia should invest in strategies that are proven to work such as building and repairing sidewalks, slowing traffic, improving lighting, and designing safer intersections and crossings. Punitive measures toward vulnerable residents will not reduce harm. Infrastructure investment will.</p>
<div>26 November 25</div> <div>I support this measure. To easy to cause harm.</div> <div>VOTES</div> <div>2</div>	<h4>I support this measure, they are to exposed to harms way</h4>
<div>26 November 25</div> <div>KingsQueen</div> <div>VOTES</div> <div>1</div>	<h4>The safety of the many drivers should outweigh the panhandling of the very few median campers.</h4> <p>I drive nearly the entire length of Providence Rd and at least half of the Business Loop every weekday, twice a day. The use of the very skinny medians at stoplights is an absolute safety issue for both the occupant and drivers. I've lost count the number of occupants I have witnessed sleeping, passed out, sitting with limbs in the roadway, or stumbling and falling off into the traffic way. This is not safe for anyone, and even more of a safety concern now that it is dark during the evening commute. In addition, I am concerned for my own safety when being stopped at a red light next to a median, as more than 1 occupant have become belligerent when I don't give them anything - I should not have to deal with being spit on while minding my own business. Our once great city has catered to homeless, panhandlers and addicts for way too long, and this ordinance is long over due. It is absolutely a no-brainer. My only suggestion is to revamp the ordinance to include ALL medians in the entire city without regard to the size of the median or amount of traffic. The occupants are not going to pay attention to qualifying/non-qualifying medians anyway. It is also a major safety issue in the areas near I-70 and Hwy 63 which not only has so much construction but is used by out of town visitors and travelers. They have a hard enough time navigating unfamiliar roads/reduced lanes without having to look out for people camping out on these medians. One final reminder: The population of CoMo is over \$130,000 as opposed to the 300 homeless population. Please stop putting their interests above your tax-paying citizens!!!</p>



## IDEAS

### Comments

<div>26 November 25</div> <div>Ikdooley</div> <div>VOTES 2</div>	<div>Safety for both drivers and pedestrians are at issue</div> <div>I live near the Hwy 63 and I-70 corridor and Clark Ln, where many people linger on the medians. I am surprised more people have not been injured. I have personally witnessed a number of near misses of pedestrians versus vehicles. We are not doing anyone any favors by allowing unsafe behavior and adding more distractions for drivers. The City Council needs to do the right thing and curtail the unsafe practice of allowing people to linger on medians, especially in these busy traffic areas.</div>
<div>26 November 25</div> <div>TJR</div> <div>VOTES 2</div>	<div>Pass it! Should apply to all medians, not just &lt;6ft.</div> <div>It's simply just not safe for everyone when you allow people to camp and panhandle near/in-between roadways. We should ban panhandling all together as this only encourages and enables our homelessness issue as well as reoccurring scammers that visit our area. (Ex: fake violin players w/bluetooth speakers, collecting money for fake sick kids) Many people are fed up with our cities inability to come up with working solutions for homelessness and our Mayor leaves her comments off on her posts because she doesn't care what we think. The way you get treated by law enforcement should not change based on your wealth/status. The way things are enforced right now, you can get away with just about anything if you're homeless. The law should be applied equally. Who in the world would want to raise kids in a city that is okay with homeless people who trash every property they camp on, use/consume substances in public, indecently expose themselves for everyone on the roadway to see, harass people into giving them money, etc...</div>
<div>26 November 25</div> <div>Kyle</div> <div>VOTES 5</div>	<div>Oppose this for now</div> <div>I think the driving force for actions like this is discomfort with seeing/interacting with unhoused people. While we have seen an increase in deaths we have seen an increase in population as well. I'd like to see more direct correlation that this will help keep unhoused individuals safe before we pass a law that makes their life harder.</div>
<div>26 November 25</div> <div>Scott S</div> <div>VOTES 1</div>	<div>It is not safe for anyone anywhere to stand on a two foot wide median with cars rushing by at 35+ mph.</div> <div>I am baffled by the arguments that the proposed regulations would hurt panhandlers and the unhoused population. The ordinance appears to give law enforcement the tools it needs to keep the unhoused population and others who use the medians SAFE and out of harms way. It seems like common sense to stay out of the middle of the roadway, but when common sense fails it falls on our local officials to make enforceable rules reflecting that common sense. I have heard people say if they want to get hurt then let them get hurt. The problem is much greater. The driver will be sued because they hit someone. And the driver may have PTSD and flashbacks of hitting and killing a person. Get people off of the roadways before someone gets killed and it ruins multiple lives! The death of any person who is lingering on a median in the middle of a street where traffic is flying by is preventable now by regulating human conduct and should be on the conscience of any person who votes no. What is their solution? Build concrete huts for people to safely stand in the medians? Stop the insanity and vote yes.</div>

## IDEAS

### Comments

26 November 25 Carl	In favor of the ordinance
VOTES 2	
26 November 25 Cullan	I oppose this ordinance
VOTES 3	
26 November 25 tpxyz	Having attended the 11/17 mtg and heard the Coun cillors Q's it is clear this ordinance is not in any shap e to be passed. I vehemently oppose
VOTES 7	I take many issues with this ordinance, first and foremost that it claims to protect pedes trians. As a non-driver who commutes by walking, biking, and bus, this ordinance woul d create significant barriers to navigating our city. Many of our majors roads do not hav e sufficient crossings and I find myself making illegal crossings, and lingering on so-cal led "pork chops" longer than two light-cycles in order to complete a regular commute w ithin Downtown Columbia. Those who have a personal vehicle may not be as aware of the challenges of navigating our city, but this ordinance will make quick work of punishi ng those of us who do not, or cannot, drive. For those who cannot afford to pay the tick ets associated with the ordinance, the court system is ruthless and you can find yourse lf caught in the legal system with a warrant too quickly. This is injustice. Our Councillors heard from many residents on this issue and I trust will not pass such a deeply fraught and incomplete ordinance under the guise of safety.
27 November 25 sarahhelen91	I oppose the ordinance
VOTES 6	This ordinance is not data informed. There are many data informed pedestrian safety /t raffic calming measures the city can take and this isn't it. This is meant to target a certa in population and it will end up harming pedestrians.

## IDEAS

### Comments

27 November 25		
Mwebster		
	VOTES	
	4	<p>I vehemently oppose this ordinance. It's a gateway to banning public camping, standing &amp; "being unhomed." DO BETTER BY OUR NEIGHBORS, COMO</p> <p>We've seen this exact trick of an ordinance passed "for public safety" used in other states to gateway outlawing the condition of being unhomed itself, and to demonize, impound and ghettoize homeless humans in the harshest terms. This is not Missouri. Columbia needs AGAIN to be known as a city that is KINDNESS FIRST. As an observant social worker, I can say that the vast proportion of panhandlers I've seen in Columbia in the narrow median strips mentioned, are: (a) not homeless though they may dress shabbily to give that impression. (b) highly organized perpetrators of fraud, especially those waving signs about donating to sick children. Here's a solution. Stop donating to those soliciting in this manner. Don't be made a fool by being taken in by their marketing and advertising (clothes, signs, verbal patter) or the need to give to save your own conscience. Here's a much better way to help: set up regular donations to every organization serving our unhomed neighbors that you possibly can. Donations can be \$10 or \$20 - the cost of a few lattes can feed 10-15 people a nutritious hot meal. Your donation needn't be in the hundreds unless you can afford it. And if you can, then by all means give generously. Make your donation stations Como Mobile Aid, the Food Bank (actual cash donations aid purchase of infant formula, and appropriate food for medical needs diets etc) and independent non-funded volunteer run organizations such as Food Not Bombs, of which I am a member volunteer. FNB gives away organic veggies and vitamins every Saturday at 4pm at 9th &amp; Broadway in Columbia to anyone who rolls up, no questions asked. This ordinance would hurt many giving organizations' ability to provide roadside assistance to hungry people, or for Food Not Bombs to provide our Wednesday 5:30pm hot meals in Flatbranch and Field parks in Columbia. Think deeply about how much you want to deprive people who have *nothing* of the very few services they still can get through organizations like this Choose to make it easier on our very hard pressed, very human neighbors, Columbia. Thank you.</p>
27 November 25		
Rachel		
	VOTES	
	4	<p>I oppose this ordinance</p> <p>This ordinance WILL NOT make people safer. Instead it creates a pipeline to incarcerate people for the crime of being poor in public. The greatest danger to pedestrians is irresponsible drivers flouting traffic laws. Enforce the existing laws against speeding, and put traffic calming measures around the colleges and high schools. Installing protected bike lanes would also go a long way towards preventing pedestrians from being injured and killed. The study the City paid for clearly shows that people standing in medians IS NOT a leading cause of injuries or accidents. Please focus on enforcement of existing laws instead of restricting citizen's ability to peacefully exist in public spaces.</p>
27 November 25		
norgardp		
	VOTES	
	5	<p>Opposed to Ordinance Passage</p> <p>This ordinance targets panhandling, but panhandling ordinances are unconstitutional so this is the "creative" solution the City has come up with. Pulling in various groups to lend legitimacy to a bad decision is poor form, and increases mistrust of City Council's motivations. If we cared about public safety, then we'd fix (or install) sidewalks and aggressively enforce traffic laws.</p>

## IDEAS

### Comments

27 November 25 LB		This seems like a common sense rule to me.
	VOTES 0	This rule seems like a reasonable one. I'm nervous when I drive by someone who is panhandling or waving a sign on a skinny median in a busy road. Some have pets with them which just makes it worse. I would hope police would enforce this like they enforce jaywalking—by liberally ignoring what they can and giving out warnings and tickets only when it's clearly necessary.
27 November 25 HC		I oppose this ordinance
	VOTES 2	
27 November 25 PS		I will call all medians “pork chops” forevermore.
	VOTES 1	
27 November 25 PS		If you want drivers to hit fewer pedestrians, change behavior of drivers!
	VOTES 5	
27 November 25 Nurse Joy		I oppose this ordinance. Make a safe place for the unhoused to be as an alternative, and stop infringing on our first amendment rights.
	VOTES 4	
27 November 25 AF		I oppose this ordinance. Let's actually help homeless people instead of just making their lives harder and more criminalized.
	VOTES 5	
28 November 25 Rodney G		Of course the ordinance will limit panhandling, that's the purpose of it!
	VOTES 0	If the the council would scientifically research the opinion of its residents, it would be an 80/20 issue.80% in favor of it!

## IDEAS

### Comments

28 November 25 Ron	VOTES 6	<p><b>Don't punish pedestrians for bad road design</b></p> <p>I bike and walk far more miles than I drive, and I have been hit by a car while on my bike when they blew through a stop sign near Ash/Stadium. So I am sympathetic to all sides of the safety issues. In general though, I would love to see more infrastructure to support pedestrian/bike safety and convenience, and more enforcement and infrastructure to reduce reckless and dangerous vehicle driver behavior. From what I have read and understand of the ordinance, a lot of it makes sense, but should probably be more focused and limited to address specific behaviors that are causing problems. Making it illegal to cross a road except at an intersection seems a bit too broad, and further punishes pedestrians for bad road design.</p>
28 November 25 kwelsh	VOTES 0	<p><b>Please Pass!!! Standing or sitting in a median with cars driving by is an extremely dangerous situation for everyone!</b></p>
28 November 25 SMeyer21	VOTES 5	<p><b>I oppose this ordinance. This is simply making it a crime to be homeless. Let's address finding shelter for our neighbors instead.</b></p>
28 November 25 Joe.jefferies	VOTES 5	<p><b>This ordinance is a thinly-veiled attack on our homeless neighbors. Vote it down. Do not punish the vulnerable over poor infrastructure!!!!</b></p> <p>Just because our infrastructure can't handle the volume of traffic it has to and because the Universities won't take accountability for their enormous part in that overburdened infrastructure does not mean we can use this as an opportunity to punish our homeless neighbors. The idea that people in medians are the root cause of our unsafe streets is frankly laughable. Oppose this ordinance. Period.</p>
29 November 25 Comocello	VOTES 5	<p><b>The current proposed ordinance is flawed and should not be adopted.</b></p> <p>As a pedestrian and driver, it disturbs me that the City is not doing more to penalize drivers who run red lights, speed, and use hand-held devices while driving. All of these activities are already illegal and are significant safety concerns. Higher vehicle speeds in particular are associated with higher rates of fatalities and serious injuries to pedestrians and vehicle drivers. I do not see solutions being enacted to deal with these issues. I believe that diverting officer enforcement from driver behavior to pedestrian behavior is a poor use of limited city resources and is not supported by facts and evidence.</p>

## IDEAS

### Comments

29 November 25		
Renee		<b>Safety first - please approve</b>
	VOTES	
	1	We moved to Columbia a few months ago from St. Louis to be near our grandchildren. We have lived in 10 major cities across the US. The amount of pedestrians/panhandlers on medians in Columbia is shocking to us. In other cities, we've encountered firemen raising money on medians, someone selling flowers, homeless, etc — but Columbia is extreme and ALL of these people, regardless of who they are, are standing in areas where it is unsafe for them and for the drivers. When you exit I-70 at Hwy 63, the intersection is so busy, that with panhandlers there (who sometimes are on the road and in-between cars), it makes it extremely dangerous for everyone. As a driver, it is distracting and disorienting. Many other medians & exits and around town cause the same distraction for drivers, which include many young college students and visitors who come from out of town for college activities. Also, when you consider all the construction on these major roads, and drivers needing to be extra aware and alert of traffic flow changes, adding panhandlers to the medians makes it even more unsafe. We want to love Columbia, we want to spend our money here, we want to donate to organizations who help the homeless, but we do not feel welcome here. We feel the city is more focused on favoring the panhandlers and not focused on safety for everyone.
29 November 25		
Jay S		<b>Yes, please pass this ordinance. While not perfect, no government legislation ever is. This will help keep pedestrians safe.</b>
	VOTES	
	1	
29 November 25		
Meg P		<b>Do not pass the ordinance</b>
	VOTES	
	6	This is blatantly anti-homeless legislation couched in public safety verbiage. I would be more in favor of an ordinance like this if there were actual solutions in place to help the homeless. In a time where more and more people are finding themselves without a safety net, instead of a helping hand they will soon find themselves locked up or tangled in legal battles, simply because they had nowhere else to go, and no one else to ask. Columbia can do better.
29 November 25		
Sam N		<b>Please pass the ordinance!</b>
	VOTES	
	3	
29 November 25		
Kari		<b>Absolutely pass it!</b>
	VOTES	
	3	It's ridiculous to see people hanging out on the medians at the connector where they're barely 2 feet wide. If that person stumbles or rolls into traffic, they will get hit. While we're at it, get a better crosswalk system in that area or a pedestrian bridge

## IDEAS

### Comments

29 November 25 Hambone		Pass this ordinance. There is no good reason to have people mixed in with traffic on our roads.
	VOTES 4	
29 November 25 susancomo		This ordinance is neither about pedestrians, nor safety. It just outlaws public poverty
	VOTES 7	Actual pedestrian safety requires barriers for bike lanes, traffic calming measures and a variety of engineering incentives to encourage drivers to pay attention. Most pedestrians are hit in intersections and shoulders. All this does is outlaw public poverty
29 November 25 JT		As someone who lives near the 70/63 area, I say pass the ordinance. It's for the safety of everyone involved.
	VOTES 4	
29 November 25 IcaremoreaboutPPLthanroads		Once you effectively attempt to help the homeless by providing basic needs-shelter,food,clothing then maybe this would be a topic of convo..
	VOTES 2	& again just maybe. These people are humans are feel helpless. If it pains you so bad to see these individuals- donate AND assist.
29 November 25 Mizzou Tiger		Please pass the pedestrian safety ordinance. It's needed to protect pedestrians and drivers. Public safety should be the priority.
	VOTES 4	The city has an obligation to place public safety as a priority, including protecting those who apparently don't want to protect themselves. This is a common sense ordinance that should've been addressed and passed a long time ago.
29 November 25 SadieS		Please pass this ordinance!
	VOTES 4	
29 November 25 C Cott		Please pass this ordinance, Ward 2 representative said she had not heard from anyone in her ward that this sb passed, now she has.
	VOTES 4	

## IDEAS

### Comments

29 November 25 Desiree Lemke		Please pass this ordinance!
	VOTES 6	
29 November 25 Derrick H		It is imperative for the safety of both pedestrians and motorists that you must pass this ordinance. The overwhelming majority support it.
	VOTES 6	
29 November 25 Common Sense		Obviously people should not be loitering in the middle of roadways or trespassing to setup camp
	VOTES 5	
29 November 25 HSB		Absolutely not! Who does this help?
	VOTES 6	People cross large streets because of a lack of infrastructure, not because they want to. Have you tried to walk across business loop or some of our other roads?? The lights are incredibly far apart and adding an extra 15 minutes just to cross the street is ridiculous. And I always see people walking along the interchange with their fast food uniforms on too. I really don't think we should be criminalizing poor people trying to get to and from work and the store just because they can't afford a car and we barely have a bus system. Not to mention, the homeless people panhandling don't hurt anymore. They may make you uncomfortable, but who cares, just look away. If they have a reason to be there, it isn't my business and I don't think we should make laws to police innocuous behaviors. The safety study we spent a bunch of money on even says that them standing there doesn't meaningfully contribute to roadway accidents.
29 November 25 Martinm5257		The recent study shows how dangerous it is to have people, dogs and shoppers carts in the crosswalk and on median. Distracting to drivers!
	VOTES 5	



## IDEAS

### Comments

<div>30 November 25</div> <div>TCIslandTime</div> <div>VOTES 8</div>	<p>I'm begging you to Please Pass Ordinance B265-25!</p> <p>The study commissioned by the City addresses public safety. This ordinance is about pedestrian safety and has nothing to do with the unhoused or panhandling. I almost hit a lady pushing a shopping cart in my driving lane at the I-70/63 connector after dark. I had a crippled, elderly man step in front of, and bounce off my car while trying to retrieve cash from a driver next to me. Just last week, there was a man on the Stadium/Ash intersection jumping up and down, rolling on the median, screaming, yelling, and inadvertently stepped in front of a car making a left turn that had to swerve at the last second to avoid hitting him. At any road intersection, I want to be fully aware of vehicle traffic as well as pedestrian traffic; however, I should not be distracted by people trying to distract me.</p>
<div>01 December 25</div> <div>MBF</div> <div>VOTES 4</div>	<p>Please do not pass this ordinance. It would not enhance pedestrian safety.</p> <p>I am a frequent pedestrian commuter, but also sometimes use my car or bicycle to get around town. I feel like I have a pretty good handle on issues caused by each mode of transportation, and this proposal would solve nothing. By far, the most problems are caused by inattentive, impatient and/or uneducated drivers. I would rather see our resources directed to better, safer infrastructure and driver education. I know there have been courses offered for safe city cycling. We could really use some education effort for drivers to learn how to pay attention and coexist with other forms of travel. I do not want Columbia to become a town where the only way to get anywhere is in a car. But passing this measure would be a step in that direction.</p>
<div>01 December 25</div> <div>Kfs</div> <div>VOTES 5</div>	<p>Don't pass this thinly veiled anti-panhandling ordinance just because the local fb hate group has an army of semi-persuasive trolls</p> <p>The study that this ordinance relies on says clear as day that the pedestrians that have been injured are college students near downtown. The actual intersections where our unhoused neighbors fly signs were not the problem areas of the study. Also, panhandling is a first amendment right, and this ordinance, if passed, won't hold up to legal proceedings against it. Don't be cowards and cave to the hate. Be brave, care for ALL of our neighbors.</p>
<div>01 December 25</div> <div>bsmith</div> <div>VOTES 5</div>	<p>I'm not sure which frustrates me more: the lies about this ordinance's true inspiration or the lack of empathy for its vulnerable targets.</p>

## IDEAS

### Comments

01 December 25 amin7d		<b>Strong Support for the Ordinance</b>
	VOTES 5	<p>Dear Mayor Buffaloe and City Council Members, I am writing to express my strong support for Council Bill B 265-25, which would add important new safety protections for motorists, pedestrians, and vulnerable road users on Columbia's busiest and most dangerous corridors and intersections. As a daily commuter and parent, I have personally witnessed the growing risks created when individuals stand in travel lanes or narrow medians on high-speed, high-volume roads such as Providence Road, Stadium Boulevard, Grindstone Parkway and others to solicit money or distribute materials. These activities force drivers to brake suddenly, distract us at critical moments, and place the individuals themselves in extreme danger. Only last week I was forced to swerve out of the turn lane at Broadway and Stadium as a dog (who was accompanied by a gentleman panhandler in the median) walked into the turn lane as I was approaching. This could have been a horrible accident with my children in the car. These common-sense restrictions mirror ordinances already upheld as constitutional in cities across Missouri and by multiple federal appeals courts. They are narrowly tailored to advance the city's compelling interest in traffic safety without banning the underlying speech—only its most dangerous location and method. While a handful of voices may speak loudly at public hearings, I believe this ordinance reflects the common-sense safety concerns of the vast majority of Columbia residents who travel our major corridors daily to get to work, school, medical appointments, and home to their families. Most of us never have the flexibility to attend evening council meetings, yet we are the ones who experience the close calls, sudden braking, and traffic backups this ordinance is designed to prevent. Passing this bill would send a clear message that the Council prioritizes the safety and daily experience of the overwhelming majority of citizens over the preferences of a small but vocal minority. I respectfully urge the Council to pass Bill B 265-25 without weakening amendments that would undermine its safety purpose. Thank you for your leadership in making Columbia's streets safer for everyone.</p>
01 December 25 alexbohannon		<b>Please Vote No from Ward 1</b>
	VOTES 3	<p>Even many in the vote-yes camp want to see more safety features critical to pedestrian safety: better crosswalks, improved signaling, and stronger regulations on driver behavior. Can we re-focus a pedestrian safety ordinance to focus more on these things? Can we ask how can we curb poor driver behavior to prevent pedestrian accidents? Instead, we're looking at potentially codifying, for example, what disabled people look and act like while ambulating for the police to enforce? Additionally, would this statute even be enforced if it is so challenging to get officers to the scene to enforce speed limits, no phone use, etc?</p>
02 December 25 gthompson		<b>Please pass the pedestrian ordinance</b>
	VOTES 5	<p>No ordinance is perfect but this proposed ordinance will absolutely improve safety on our roads for drivers and pedestrians. This is an opportunity to take action before more serious accidents or injuries occur. It's a common sense approach.</p>

## IDEAS

### Comments

02 December 25 twheitmann		<b>Ordinance is not supported by the study</b>
	VOTES 7	There are many things wrong with the proposed ordinance but the fact that the data in the study does not in any way link the width of a median to direct hazards should be at the top of the list. I also note from Table 1 that the highest accident rate intersections (College at University or Rollins) are not ones where pedestrians typically linger on a median. There are many more effective ways to promote safety for pedestrians at intersections that should be considered first. These intersections would be much better served with longer walk lights and better street lighting. Furthermore, the fact that the data in the report show an uptick in pedestrian injuries and death since the great recession should ring alarm bells, especially given the obvious pretext for criminalizing panhandling. What even will the penalty be? A fine? For people who often don't even have money for food? This is more about hiding a problem than fixing one.
02 December 25 Como2025		<b>Pass the ordinance!</b>
	VOTES 5	Common sense needs to prevail! Pass the ordinance.
02 December 25 JD01		<b>VOTE NO   This ordinance cannot achieve what it says it can, and will only result in worsening the current issues.</b>
	VOTES 3	Im all in favor of improving public safety but the way this ordinance does not achieve that. Build better roadways and pedestrian infrastructure if thats what you are concerned about. Support local non profits addressing the roots of the problem, the outrageously high cost of living, and support policies that keep people in their homes and jobs. Build more public housing, approve more low income housing. Do not criminalize the people you are in power to support. Do not put bandaids on bullet holes. A vote yes for this ordinance is a vote to send our neighbors in need into jail - Where the taxpayer will pay for their wellbeing (or lack thereof, still costly to us either way). IDK about you but i'd rather just let them be or find another way to address the situation directly with respect for the actual cause of the problem. The safety report concludes that that particular part of the ordinance will have no effect on public safety. I can never be in favor of a bill that puts more people in chains with no benefit to the common good. These people will eventually be released anyway, because standing aint a real crime, into an even worse situation in likely worse shape mentally and economically, which leads to more...*CRIME!* this ordinance is an absolute failure in policy and would be disastrous in practice.
02 December 25 SteveS		<b>In support of the ordinance.</b>
	VOTES 6	I witnessed a car making a left turning movement from Providence onto Green Meadows almost rear end another one because it stopped to give money to someone. It came very close to being a tragic situation for the person seeking money and his dog. This same scenario occurred at Stadium and Broadway with someone entering traffic lanes to take money even though the light was green and cars in adjacent lanes were moving. This ordinance needs to be passed for the benefit of the City.

## IDEAS

### Comments

03 December 25 Seileach67	VOTES 4	<p>100% OPPOSED to this ordinance which will criminalize disabled people needing to rest while traveling</p> <p>As a disabled person, I believe that rather than criminalizing protestors, disabled people needing to rest while traveling along city streets, and unhoused fellow human beings, the city should improve pedestrian safety with better sidewalks and better enforcement of driving regulations.</p>
03 December 25 Little old pedestrian	VOTES 4	<p>The proposal is not supported by the data in the report. Downtown and campus appear to be the problem spots.</p> <p>If safety is the issue, focus on the data. Speed is crucial as slower speeds are proven to reduce both number and severity of accidents. Reduce speed limits and enforce them.</p>
03 December 25 LittleFish	VOTES 3	<p>5th Ward resident asking for a 'No' vote on the median ban.</p> <p>Imagine if we had spent the \$95K from the minimally informative study to instead support the co-responder program, so that if there is someone in crisis or under the influence of drugs on a street median they could get the care and referrals they need. This city keeps throwing good money after bad. The study done, although greatly flawed, gives us data that shows the most impacted areas for injury are on/near the MU campus, yet this ordinance offers no remedy for those areas. This ordinance is a mildly veiled attempt to disappear the unhoused from public view. If this should pass and the unhoused are then forced to move their panhandling from the medians to other 'safer', heavy foot-trafficked areas don't you think you'll next hear complaints about them now bothering folks in other public areas (The District, MU campus, parks, etc)? You will create a different problem. Instead, maybe focus efforts to assist those that are impaired or unsafe. I imagine that distracted driving is a much greater factor in most pedestrian-vehicle accidents than the width or location of the median. We'd know, if the report you paid for was worth the paper it is printed on.</p>
03 December 25 SNOOPYDOG	VOTES 6	<p>I am worried about safety, especially in the dark. People tend to wear dark clothes and dangerously close to end of medians!</p>
04 December 25 G-Daddy	VOTES 6	<p>As a 35 year retired MoDOT employee who attended 2 funerals of coworkers killed in traffic please pass this ordinance for all persons</p> <p>Involved. Taking an animal into a high traffic area is reckless behavior that needs to stop.</p>

## IDEAS

### Comments

04 December 25		
Safety for whom?		Opposed in Ward 2
	VOTES	
	3	If pedestrian safety is truly the goal, then slow cars and add more/better pedestrian infrastructure. Cops and more punishment don't equal public safety. Don't give them more tools to immiserate the vulnerable and desperate. Don't push social and economic problems into courts and incarceration. Help fix these problems. Tax the wealthy for more housing and other avenues to provide a decent life for all Columbians.
04 December 25		
TS		There are many issues with this ordinance. Instead solving the root problem ( unaffordable living), it criminalizes those who are unhoused
	VOTES	
	3	. This will also cause those who are unhoused in Columbia to move elsewhere which doesn't solve the issue of homelessness. It's like putting an ice pack on a knee that needs surgery
05 December 25		
COMONative1828		Please pass the ordinance. I have worked extensively with the homeless and this is needed for their safety.
	VOTES	
	6	I worked with a homeless individual who was struck by a car while panhandling and hospitalized. He still went to the same intersection after getting hit. It posed a danger to himself and was a liability and danger to law bidding drivers. If they aren't willing to do the safe thing, give the police the tools to make it safe via the ordinance.
06 December 25		
marhuck		Pass the ordinance
	VOTES	
	4	This should include all medians no matter how big they are or what the speed is. Medians are made to stop for a moment while crossing the road. Having people camp out on them for extended periods is dangerous and distracts drivers.
06 December 25		
MadinCoMo		I think we should look at the root of the problem instead
	VOTES	
	2	We need better infrastructure? The unhoused community keeps growing because the cost of student housing made other landlords raise their rent prices too. By all means, we should make pedestrian safety a priority, but making the medians SMALLER would mean that people waiting to cross the street are even closer to cars? That doesn't sound all that safe to me. We should improve our roads, fix the lighting, sidewalks, and repaint lines. (Seriously there are several areas in CoMo that are practically invisible in wet and dark conditions. We shouldn't be doing guess work based on the outline texture changes of the paint on the road.)



## IDEAS

### Comments

07 December 25	
LadyErma	
	VOTES 2
	<p>This is just another way to get rid of our homeless population. Leave people alone. I have NEVER heard of one accident due to panhandling!</p> <p>As is the norm for Columbia "Covering it up / white washing a problem" rather than facing it head on and fixing it seems to be the preferred way. I am sure you are aware this is the only way MOST of them get money to get food and fuel for heat. They will/can not go to places to stay warm in the cold weather as a lot of them have dogs, and pets are NOT allowed into these warming places. Yes, I do understand, why do you have a pet when you can not even take care of yourself, not our decision to make. If you are uncomfortable giving them monies, yet WANT to help, give them food, back packs, blankets, SOCKs, gloves!!! The women really need personal care items, they would love for you to give them those, and undies. They have told me honest to not give them actual cash because most will just go get alcohol or illegal drugs with it, If you were homeless and cold would you perhaps want to be in an altered state to deal with it??? I do understand that Columbia is supposedly building a housing complex for the homeless, which most of the homeless will probably not use due to the rules imposed on them there, most of them are very free spirited and have a hard time following the normal rules. Also what about their animals will they be allowed there. If they are a couple and not married, because marriage is not the end all and be all to a lot of people in the world, will they still be allowed to be together in this place. If not, again they may not stay there. So are they really just putting a bandage on a problem so they can say they did something, or are they really there to help these people? Personally, all I see is that most peoples in Columbia thumb their very imperfect noses at the homeless and the reality of it is most of us in just a few missed paychecks would be right out there with them. If you do not want to help them at least leave them in peace. Do NOT take away the one way they have to get monies to get food and warmth, what else they get is really none of our business to be honest!</p>
07 December 25	
Grnan	
	VOTES 3
	<p>Pass the ordinance</p> <p>Why in the world would anyone think it is a good idea to stand in the middle of a busy intersection and panhandle, those people that think it's ok need help themselves. Fine the drivers who are stopping traffic to hand out money. If you want to help these people go seek them at their camps and give them food or volunteer at a homeless shelter.</p>

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### Comments

<div>07 December 25</div> <div>Michael Carmody</div>	<div>Fails to meet best practices.</div> <div> <p>1. Speed Limit of 35 mph or Higher FHWA Safe System Framework identifies vehicle speed as the strongest predictor of injury severity. Facts: • FHWA guidance states that 35 mph and above creates a high likelihood of death or serious injury for pedestrians. • The Safe System Approach requires speed management, including design changes, not just rules or enforcement. (Ref: FHWA Safe System Approach; FHWA Pedestrian Safety Guide) Safe System status: ✓ Correctly identifies a high-risk condition ✗ Does not, by itself, satisfy Safe System countermeasure requirements (physical changes are required, not only operational rules) 2. Traffic Volumes &gt; 15,000 Vehicles per Day FHWA and AASHTO both classify 15,000+ AADT as a threshold where: • Crossing difficulty increases • Driver yielding decreases • Pedestrian exposure risk is high High-volume roads require engineering treatments, such as: • pedestrian beacons (PHBs) • raised medians • protected left-turns • reduced lane widths • signal timing changes (Refs: FHWA Proven Safety Countermeasures; AASHTO Guide for Pedestrian Facilities) Safe System status: ✓ Recognizes a legitimate risk factor ✗ Does not satisfy Safe System best practice unless paired with design interventions 3. Median Width Less Than 6 Feet FHWA states: • 6 feet is the minimum refuge width for a pedestrian safety island. • Narrower medians increase exposure time and reduce safe crossing opportunities. (Ref: FHWA Pedestrian Safety Island Guidelines) Safe System status: ✓ Correct threshold ✗ Does not meet Safe System best practice unless median width is physically increased or a PHB, LPI, or protected crossing is added Safe System Conclusion (Purely Factual) ✓ The ordinance identifies valid high-risk conditions, all recognized by FHWA. ✗ But Safe System best practices require engineering and design changes, not just rules. A Safe System-aligned policy must: • Reduce speeds (design, not signage) • Separate conflict points (PHBs, protected turns, LPIs) • Shorten crossings (medians ≥ 6 ft, curb extensions) • Increase pedestrian visibility (lighting, raised crossings) • Use crash-cost and severity modeling to guide decisions Simply defining thresholds does not meet Safe System standards unless the ordinance also mandates the corresponding countermeasures. This is consistent with FHWA's exact position: "Identifying risk is not enough; the Safe System Approach requires system-wide treatments that reduce the likelihood and severity of crashes." (FHWA Safe System Approach)</p> </div>
<div>07 December 25</div> <div>AmandaPanda</div>	<div>As a pedestrian I am 100% against this ordinance. This ordinance will force unsafe and unreasonable restrictions on pedestrians.</div> <div> <p>This law would not only make walking in this town even more impractical, we would be violating this new law when walking between dead end sidewalks the city has never connected. If such strict laws are going to be implemented we as a population can not morally do so with put fixing the root cause. We need to bring back affordable housing and zoning for multiple uses such as multiple families or home and business in one district. This proposed law does not solve any problems nor is there any way to reliably enforce it. This is an attack on pedestrians and poverty in all honesty. We have a right to help those in need and no one would be in the medians unless they had no other choice or skill. We could educate them?</p> </div>
<div>07 December 25</div> <div>Harley</div>	<div>I'm in support of any ordinance to remove loiterers on the medians.</div> <div> <p>I drive through the Loop every day and there's almost always people posted up in the medians- standing or in chairs. Sadly, a young frequent offender sometimes can be seen swaying with a 40oz nearby. This won't fix the loop completely (because some of these businesses need to reinvest in their buildings/signage!) but it will help.</p> </div>



## IDEAS

### Comments

08 December 25		
Veridici		Please pass the ordinance.
	VOTES	
	3	This ordinance would be an improvement. There is, of course, more work to be done on root causes of homelessness, but this is a reasonable, safety-oriented step to address a very real issue. Pass this and then work on the rest but don't let arguments about the rest distract from the fact that this ordinance would be an improvement.
08 December 25		
jlinseb		I support the ordinance as proposed. It will improve the safety of pedestrians and motorists by keeping space between pedestrians and cars.
	VOTES	
	3	City streets and roadways make accommodation for pedestrians by utilizing sidewalks, marked crosswalks, crossing signals, etc. However, medians, curbs, etc. are not designed to be "safe spots" for people to stand or loiter; there's simply not enough space separation with moving vehicles which can be only inches away. Even well-intended people can occasionally stumble, fall, miss a step, etc.; any of which could easily allow contact with a vehicle. The proposed ordinance does not infringe anyone's freedoms. Some will say that it's aimed at reducing panhandling; however, if someone standing/loitering on a median, seeking a hand-out, or making a political statement was to be struck and injured or killed by a moving vehicle or cause an accident involving injuries, the impact to freedoms would be far greater! Looking at this situation another way, using a similar example, I might say that my freedoms are being restricted by laws which say that, when I'm driving a vehicle in a roadway, I must stop at stop signs or stop lights; it should be my right to simply drive through anytime I so choose. I think most folks would agree that this would expose myself, my passengers, and other motorists to danger and that it's more than acceptable, for the public good, to require the observance of the established traffic laws. I view the proposed ordinance in this same way, for the public good. By the way, it's my understanding that the City of Springfield, MO has an ordinance in place that's very similar, if not identical, to the one proposed in Columbia. To my knowledge, this has not eliminated or significantly reduced freedom of speech or freedom to ask for a handout; it simply restricts folks from exercising those freedoms in locations which would needlessly expose themselves, and others, to accident, injury, or death.
08 December 25		
dj		Please Pass the Ordinance
	VOTES	
	2	I support the ordinance. I am terrified of hitting either a stopped car or a person when I go through one of these intersections. Also, it begs a larger question why city policy so often encourages pan handling and the homeless. Nothing says welcome to our wonderful community than seeing beggars on the corners. My confidence in the city leaders is tested.
08 December 25		
Zoey S		Pass the ordinance for all Columbia residents!
	VOTES	
	3	This may be seen as an anti-unhoused people ordinance (as I have heard from some of my peers), but I view it as a means of helping them as well. In passing this, not only would drivers be safer, but also the unhoused community of Columbia. There are plenty of other places where those people can go safely, without being in the streets or on medians that tend to be small. One car accident that hits a median and those people may be injured, or even killed. This ordinance will be beneficial for everyone, not just drivers!

## IDEAS

### Comments

08 December 25 Jim McNeely		<b>Safety</b>
	VOTES 3	Too many of the homeless people are mentally ill or addicted. Walking around the busiest roads in Columbia is dangerous for all of us, more so for these people. Do the right thing and pass the ordinance to protect these homeless people from potential harm or even death.
08 December 25 MM		<b>Anti-homeless policies masquerading as pedestrian safety</b>
	VOTES 2	Can you explain how the proposed policy changes are supported by the study? The data indicates most car-pedestrian collisions involve students. This does not explain how outlawing giving a dollar to someone standing on a median will make anyone, especially those asking for money, any safer. For what it's worth, I live next to an intersection where, most days, someone is standing on a (perhaps 3ft) median asking for money and this intersection is not mentioned as a dangerous intersection.
09 December 25 Sgf		<b>Please pass this ordinance</b>
	VOTES 2	Pedestrians do not belong in medians, on curbs, or in the roadway. This is obviously hazardous to both pedestrians and drivers. On a number of occasions, I have seen pedestrians step off of roadsides and medians into the roadway and even block exits from I-70. It is absolutely ridiculous that such behavior should be allowed. This ordinance needs to be passed and enforced for the safety of all citizens.
09 December 25 Hawk		<b>Don't pass this. It's a clear attack on pedestrians and homeless in Columbia</b>
	VOTES 2	When I first saw the proposed policy I got excited because the unsafe roadways and lack of sidewalks in Columbia have caused so many pedestrian accidents. But no. Of course it's the fault of the homeless people and the pedestrians. It's the fact that the roads described in the policy proposal are clearly just further restricting pedestrians, people who already have to yield for vehicles on most roadways. This also sends the message to Columbians who exactly you are looking out for. And I'll give you a hint. It's not the safety of the low income individuals who routinely walk all the way down Broadway to just get the food they need. Instead of asking "what are the pedestrians doing to get themselves killed" instead try asking "I wonder if the motor vehicle centered, non pedestrian friendly roadway is the cause?" This policy is going to hurt many people and send the wrong message out to our town. Restart rethink, rewrite.

## IDEAS

### Comments

<div>09 December 25</div> <div>Boonebaby78</div>	<div>I understand the concern that this is viewed as an attack on vulnerable individuals in the city. I do not agree.</div> <div> <div>VOTES</div> <div>2</div> </div> <div> <p>There are a lot of individuals in this city that like to pour vitriol on unhoused community members and absolutely see this as a way to "clean up the streets" which is a disgusting and hateful viewpoint. I do think those people are a loud minority and activists use them as proof that this ordinance is aiding in their hate mongering. The activists are also a minority. I believe most people in Columbia sit right in the middle and believe that this ordinance is a positive necessity for improved safety since simply asking individuals to stay out of medians isn't working. I care about the welfare of all of our community members - no one, regardless of housing status, should be hanging out near the roads. Personally experienced problem situations I have encountered due to people spending extended time in medians include: a) stalled traffic when the light is green during peak rush hour times when people are in a hurry (due to conversation with individuals sitting in the median) - people in this town are terrible, impatient drivers and road rage is abundant - eventually some lunatic will get angry create an accident; b) individuals with animals sitting with them - this endangers everyone, especially the animals. As a member of the animal rescue community, I know how unpredictable even the calmest of dogs can be. Intersections are dangerous for every one and one sound can send a dog running; c) Intoxication and erratic movement of individuals - a driver can only predict movements so much. It is just as much the responsibility of pedestrians as it is drivers to be have safely near roads. Pedestrians with impaired capacity are just as dangerous as drivers with impaired capacity. Solutions to pair with ordinance: Creating safe spaces in public for unhoused individuals and their pets to spend time - they should be allowed to exist in public and everyone should be allowed to travel safely, whether on foot or in car. Animals should not be in put in danger. Let's actually work on making viable, safe, non-automotive corridors so we don't have to keep having conversations like this. Both sides need to stop pointing fingers. A solution needs to start somewhere and this in a simple ordinance - let's start here. It's not written in stone and can be edited in the future.</p> </div>
<div>09 December 25</div> <div>MODad</div>	<div>Shocked this isn't already an ordinance</div> <div> <div>VOTES</div> <div>2</div> </div> <div> <p>I have lived in multiple towns and cities in Missouri where ordinances like this already exist. While people who are against this ordinance focus solely on the impoverished, just this summer there were two groups soliciting money for organizations that I encountered at the intersection of Stadium and Bernadette who were actively stalling traffic during the workday lunch rush. CPD had to intervene in both cases. This created dangerous situations for drivers and those soliciting donations. Under the new ordinance these groups would be required to apply for a permit, follow rules of the permit and would likely not be allowed to set up at an intersection with such a constant flow of traffic. Columbia also has a large issue with people running across major highways outside of crosswalks which I have personally seen result in several accidents, and several near misses. Columbia does need to work on improving sidewalks and making them more available as there are sections of Stadium and Broadway that lack sidewalk access or reasonable crossings for large distances (when considering someone walking) or the sidewalks are in a state of disrepair.</p> </div>

## IDEAS

### Comments

09 December 25 h4x344x0r	VOTES 3	<p><b>BEWARE:</b> This ordinance be weaponized against protestors, street vendors, and the city's own efforts to promote non-motorized transportation.</p> <p>This ordinance does nothing for actual public safety. It's just more toxic "we can solve all our problems if we can be mean to marginalized people!" baloney. The reality is that it will be just weaponized against legitimate protestors, street vendors, and people like me who do public flow arts performances, and any other effort to promote non-motorized transportation. It will drive people away from dense retail areas like The District where people would otherwise walk around and shop. It doesn't help homeless people, it doesn't improve public safety, it just legitimizes cruelty toward others. If you want real safety improvements, go after guns, go after speeding and other reckless driving behaviors. If you want to reduce problems associated with homelessness, providing services and resources is a way more cost-effective, and far more successful, than just being mean to them, and giving up everyone else's rights to exist in public spaces in the process. I am adamantly opposed to this ordinance as written.</p>
10 December 25 MBoehner	VOTES 3	<p><b>Design Better Streets and Intersections</b></p> <p>Proposed Ordinance conflicts with State Law. A median/curb is intended to be a safe refuge for pedestrians. If people shouldn't be on the median, design intersections that don't require medians. Most medians in question exist because safety for people crossing is not the priority. Roadway design guidelines and details are 70-80 years old and are responsible for nearly every pedestrian injury and fatality at an intersection. Unfortunately, the users are always to blame or it is considered "an accident"... never the fault of the roadway designers. 300.375. Pedestrians' right-of-way in crosswalks. 1. When traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. 2. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. 3. Subsection 1 shall not apply under the conditions stated in subsection 2 of section 300.390. 4. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.</p>
11 December 25 Columbianus	VOTES 2	<p><b>I completely support the ordinance.</b></p> <p>Don't let a small vocal minority destroy this. There's data in support of this - be truthful to your approach, instead of shaking in your boots you hear loud extreme opinions. You have the support of the city's majority to get this done.</p>
11 December 25 Safety	VOTES 3	<p><b>This is NOT a homeless, mental health, addiction problem - it is a SAFETY problem.</b></p> <p>We need this now. My only concern is how difficult it will be for police to enforce it. I don't want our officers doing this all day. Maybe a non-law enforcement city official needs to manage this.</p>

## IDEAS

### Comments

11 December 25 CoMo MOM		<b>Safety first</b>
	VOTES 1	The study has concluded that lives will be saved by following these safety measures, so why is this controversial? Is it because it makes TOO much sense? Someone wants pedestrian deaths in town?? Honestly, let's pass this already.
11 December 25 Ponderer		<b>Enforcement?</b>
	VOTES 1	I am a frequent pedestrian (sometimes run 6k to commute), bicyclist, and driver, and annually donate \$1000s to local groups providing services for people experiencing homelessness, so I can empathize with many of the comments. (And yes, Columbia can certainly *also* improve ped/bike infrastructure, but that's irrelevant?) Overall, it seems reasonable to not let people hang out in places that are not designed to be safe for hanging out, but the ordinance draft begs questions about enforcement, which have been raised in other comments. Do we want to take CPD time away from other activities to enforce this? Probably not; but maybe some other sort of "public safety" officer can deal with it. Do we want to jail somebody who's too poor to pay a fine? Probably not (well, not most of us...); but we also don't want to let someone break all our laws just because they can't pay a fine. I think some additional detail about enforcement would help allay some of the concerns raised in other comments.
11 December 25 Mneale		<b>School Pedestrian Safety</b>
	VOTES 3	Though news reports make this seem like an issue with our unhoused population, I'd like our city to consider making more equitable choices about how to best mark and slow traffic around area schools. Despite speed limit signs, crosswalks, and crossing guards, traffic on West Boulevard does not often slow while school is in session. Staff and families alike have had close calls with cars just plain not paying attention. Reports have been made to the City citing safety and citizens have been referred to traffic enforcement which then refers those people back to the city. Traffic calming measures are used by Mary Paxton Keeley and Benton STEM. Better signage is available at Parkade and Mill Creek Elementary. When updates were made to Rock Bridge Elementary, land was annexed in to accommodate a larger parking lot that would help with traffic on Old Plank and Route K. If we are concerned about pedestrian safety, my hope is that we could consider pedestrian safety at our little school on West Boulevard, specifically at Again and West Boulevard and Hope Place and West Boulevard. Thank you and good luck!
11 December 25 jg5087		<b>This is a no brainer. There is no 1st Amend. violation and the council needs to get out of the weeds on this. Pass it!</b>
	VOTES 1	
11 December 25 Joe		<b>I agree with the city of Columbia recommendation especially those allowing pedestrians only in designated pedestrian areas and not medians</b>
	VOTES 2	

## IDEAS

### Comments

11 December 25 Dfinley		<p>The study shows the most pedestrian crashed around the University. What is Choi doing about this?</p> <p>Also, data about what the pedestrians were doing at the time of the crash would be good information along with time. Were they crossing road? Were they standing for long times in the medians? Were they crossing against the light? The behavior of the pedestrian is needed in order to determine the best course of action.</p>
	VOTES 4	
11 December 25 proste		<p>Oppose B 265-25. The study did not identify panhandlers on medians as causing accidents, deaths. Don't criminalize these people. Help them</p> <p>Re: Council Bill No. B 265-25 "Rights and duties of motorists and pedestrians in major corridor roadways and major corridor intersections" I oppose this ordinance. The report "Street and Intersection Pedestrian Safety Study, City of Columbia, Missouri DRAFT 06.11.2025" did not identify that panhandlers on medians were the cause of accidents or deaths. The ordinance would, however, criminalize a person on the median who accepts money or food from someone in a car. These people need support, not legal harassment. As someone who hands money to a person on the median, I would also be breaking the law. This ordinance is solving the wrong problem. Please reject it.</p>
	VOTES 5	
11 December 25 Alan		<p>Please pass the ordinance. Save our city.</p>
	VOTES 2	
11 December 25 Jmc		<p>I strongly oppose. it's a clear violation of our protected 1st amendment. No more big brother government</p>
	VOTES 2	

## IDEAS

### Comments

12 December 25		
bmink		
	VOTES	
	3	
<p>How much legal liability are supporters of B265-25 and the city willing to take on when we lose in court over this?</p> <p>While the city's legal team should definitely know better than to try to pass off an ordinance like this, I want to make it crystal clear what exactly supporters of this are advocating (some of them even admitting as much in this very comment section which I credit them for their honesty!!): a panhandling/protest ban under the guise of a pedestrian safety ordinance targeting behavior in medians. These two forms of speech are among the most protected by our First Amendment and usually require overwhelming amounts of evidence and a compelling public interest to enforce restrictions, none of which are apparent here. In fact, many cities have already lost court cases and paid out losses and attorney fees or chose to rescind similar ordinances to this when they were challenged by groups such as the ACLU, other groups, as well as other advocates and homeless people themselves. Below is just a sample of court cases which cities and entire states have lost trying to enforce similar laws before, just so people have an idea of what we would be up against in court and whether we think our city's legal team is skilled enough to advocate for a not narrowly tailored law such as this one being constitutional. So I again ask supporters and the city: How much are you willing to put us on the hook for on this, and if we lose and are forced to pay out a ton of money can we make it to where only people who supported this measure's taxes are impacted? <i>McLaughlin vs City of Lowell, MA 2013</i> <a href="https://www.aclum.org/press-releases/federal-judge-strikes-down-lowells-anti-panhandling-ordinance-and-strikes-blow-speech/">https://www.aclum.org/press-releases/federal-judge-strikes-down-lowells-anti-panhandling-ordinance-and-strikes-blow-speech/</a> <i>Speet vs Schuette (MI) 2013</i> <a href="https://www.opn.ca6.uscourts.gov/opinions.pdf/13a0226p-06.pdf">https://www.opn.ca6.uscourts.gov/opinions.pdf/13a0226p-06.pdf</a> <i>Ballas vs City of Anchorage, AK 2014</i> <a href="https://www.acluak.org/sites/default/files/ballas_v_anchorage_lawsuit.pdf">https://www.acluak.org/sites/default/files/ballas_v_anchorage_lawsuit.pdf</a> <i>Cutting vs City of Portland, ME 2015</i> <a href="https://law.justia.com/cases/federal/appellate-courts/ca1/14-1421/14-1421-2015-09-11.html">https://law.justia.com/cases/federal/appellate-courts/ca1/14-1421/14-1421-2015-09-11.html</a> <i>Champion v Commonwealth of Kentucky 2015</i> <a href="https://law.justia.com/cases/kentucky/supreme-court/2017/2015-sc-000570-dg.html">https://law.justia.com/cases/kentucky/supreme-court/2017/2015-sc-000570-dg.html</a> <i>Reed vs Town of Gilbert, AZ 2015 (SCOTUS)</i> <a href="https://www.oyez.org/cases/2014/13-502">https://www.oyez.org/cases/2014/13-502</a> <i>Norton vs City of Springfield, IL 2015</i> <a href="https://law.justia.com/cases/federal/appellate-courts/ca7/13-3581/13-3581-2015-08-07.html">https://law.justia.com/cases/federal/appellate-courts/ca7/13-3581/13-3581-2015-08-07.html</a> <i>Blitch vs City of Slidell, LA 2017</i> <a href="https://law.justia.com/cases/federal/district-courts/louisiana/laedce/2:2016cv17596/191803/41/">https://law.justia.com/cases/federal/district-courts/louisiana/laedce/2:2016cv17596/191803/41/</a> <i>Dilbeck vs Minor (Rogers, AR) 2018</i> <a href="https://arktimes.com/wp-content/uploads/2019/03/pdf-panhandle.pdf">https://arktimes.com/wp-content/uploads/2019/03/pdf-panhandle.pdf</a> <i>Rogers vs Stachey (Hot Springs, AR) 2019</i> <a href="https://media.arkansasonline.com/news/documents/2019/04/01/order_2019-4-1.pdf">https://media.arkansasonline.com/news/documents/2019/04/01/order_2019-4-1.pdf</a> <i>Rodgers vs Bryant (Arkansas Statewide Panhandling Ban) 2019</i> <a href="https://law.justia.com/cases/federal/appellate-courts/ca8/17-3219/17-3219-2019-11-06.html">https://law.justia.com/cases/federal/appellate-courts/ca8/17-3219/17-3219-2019-11-06.html</a> <i>McCraw vs City of Oklahoma City, OK 2020</i> <a href="https://law.justia.com/cases/federal/appellate-courts/ca10/19-6008/19-6008-2020-08-31.html">https://law.justia.com/cases/federal/appellate-courts/ca10/19-6008/19-6008-2020-08-31.html</a> <i>Fernandez vs St. Louis County, MO 2021</i> <a href="https://fox2now.com/news/missouri/homeless-man-wins-150000-settlement-against-st-louis-county/">https://fox2now.com/news/missouri/homeless-man-wins-150000-settlement-against-st-louis-county/</a> <i>Dumiak vs Village of Downers Grove, IL 2021</i> <a href="https://www.aclu-il.org/en/cases/dumiak-and-simmons-v-village-downers-grove">https://www.aclu-il.org/en/cases/dumiak-and-simmons-v-village-downers-grove</a> <i>Brewer vs City of Albuquerque, NM 2021</i> <a href="https://www.ca10.uscourts.gov/sites/ca10/files/opinions/010110610058.pdf">https://www.ca10.uscourts.gov/sites/ca10/files/opinions/010110610058.pdf</a> <a href="https://digitalrepository.unm.edu/nmlr/vol55/iss2/6/">https://digitalrepository.unm.edu/nmlr/vol55/iss2/6/</a> <i>Scott vs City of Daytona Beach, FL 2024</i> <a href="https://www.clickorlando.com/results-2024/2024/07/20/daytona-beach-panhandling-ordinance-declared-unconstitutional/">https://www.clickorlando.com/results-2024/2024/07/20/daytona-beach-panhandling-ordinance-declared-unconstitutional/</a> <i>Singleton vs City of Montgomery, AL 2025</i> <a href="https://www.splcenter.org/wp-content/uploads/2025/04/singleton-city-montgomery-affirmance.pdf">https://www.splcenter.org/wp-content/uploads/2025/04/singleton-city-montgomery-affirmance.pdf</a></p>		
12 December 25		
AM		
	VOTES	
	1	
<p>Support safety!</p> <p>The study clearly indicates a safety issue that needs to be addressed. This is not a 1st Amendment/Protect the Panhandlers issue, but a common sense safety concern for all .</p>		

## IDEAS

### Comments

12 December 25 jparsh		<b>Strongly oppose this proposed ordinance</b>
	VOTES <b>7</b>	If the city truly wants pedestrian and roadway safety improvements, there are many studies that give clear direction, and that direction does not align with his proposal. Removing people from the medians is targeting a population of people, rather than aiming to improve safety.
12 December 25 Anew		<b>Please pass the ordinance, for the safety of our city and the pedestrians.</b>
	VOTES <b>1</b>	
12 December 25 jonessami1191		<b>Strongly Opposed</b>
	VOTES <b>5</b>	Do not pass this ordinance. I was at the last council meeting when this was brought up. The research done was neglectful, the answers for the research were only done by one group, it is too broad, and doesn't do anything to protect pedestrians. Also the statement from police chief that "common sense" would be used during ticketing process and stops is not clear and would cause more issues as not all disabilities are visible violating ADA and opening the CPD to lawsuits. The responsibility to prevent injury to pedestrians via vehicle is on the drivers not pedestrians. This also violates first amendment rights to individuals who have participated in protests at intersections. Forcing people to cross at crosswalks in a certain amount of time does nothing to help us and does everything to punish individuals for spending time. Things such as longer crossing times and creating sidewalks along every major roadway would go significantly further in providing pedestrian safety and a more accessible Columbia. This also unnecessarily punishes our unhoused population who is already vulnerable. Passing this bill is cruel and poses violations of individual rights provided. Do not pass this ordinance.
12 December 25 Grabaua		<b>Support, it makes our community safer. Safety &amp; dignity are not competing values, used together makes all systems &amp; people safer.</b>
	VOTES <b>1</b>	I am in favor of this ordinance because I believe it makes our community safer. It protects our community- whether a fundraiser, distracted driver, community activist, someone in need of support, etc. They all face the same danger. I believe the proposed ordinance focuses on location, not identity or intent. It applies the same logic of safety that we see with school crosswalks, bike lanes, and interstate shoulders. They are designed to protect before danger and harm occurs.
12 December 25 AGK78		<b>Strongly oppose B 265-25</b>
	VOTES <b>3</b>	This is an unnecessary ordinance. The study conducted was hastily done and the ordinance will unfairly target our unhoused population. Perhaps the city would be better off helping our neighbors in need instead of punishing them while they are already experiencing challenging life circumstances. If the city is genuinely concerned about pedestrian safety, this ordinance does not accomplish that, it merely targets an already vulnerable population.



## IDEAS

### Comments

12 December 25 RStrodtman	Strongly support safety. Sidewalks are for 1st amendment, not medians.
VOTES 1	
12 December 25 hoagie	Strongly opposed. Maybe we should ensure that there are sidewalks along all roads before ticketing people for not being in the "right" place
VOTES 3	
12 December 25 CoMO Resident	Strongly support. Please pass the ordinance and help support safety of columbia residents.
VOTES 1	
13 December 25 ju174	Will this accomplish anything? Or is it just smoke to pretend we are doing something about a serious issue?
VOTES 3	Pedestrian safety has been a serious concern in Columbia for a long time. Still, instead of investing in better crossings, sidewalks, or roads, we penalize those who have no other option but to cross a busy road.
13 December 25 pard31	Does not address the biggest pedestrian safety issues
VOTES 4	The proposed ordinance is fundamentally flawed. It is not a data-driven safety measure but rather a legal tool aimed at addressing panhandling, which misdirects city resources away from the true epicenters of pedestrian danger. The city's own crash data, police reports, and official memos demonstrate conclusively that this ordinance ignores the real problem and will do little to improve safety for residents and motorists. A truly comprehensive "safe systems" approach would prioritize countermeasures targeting the most frequent and deadly behaviors, which in this case means improving driver yielding compliance at intersections. The ordinance fails this test completely. The data is very clear in cases like Figure 7 on Pg. 9 of the supplemental study that the majority of crashes actually happen at intersections without medians! If we truly want to work towards meeting the Vision Zero policy put forth by the city, we should be addressing the most serious problems first, and according to the city's own data that is drivers' failure to yield. The city's primary justification for focusing on medians is a handful of anecdotal complaints and service calls, not the comprehensive crash data from their own safety study. Furthermore, the supplemental council memo's legal analysis strongly suggests the proposed ordinance is designed as a "content-neutral" way to replace the unenforceable anti-solicitation law, making it a legal tool to address panhandling rather than a data-driven safety measure.



## IDEAS

### Comments

19 December 25		
nerfnada		
	VOTES	0
		<p><b>Roads are for cars</b></p> <p>The summary of area of effect: A speed limit of 35 mph or higher Traffic volumes greater than 15,000 vehicles per day Medians less than six feet wide From discussion it seems like many scenarios are extending the parameters. First Amendment advos worry me a bit, sounds like a stretch for protecting the pedestrians in circumstances that common sense think...not good outcome for the pedestrian. Drivers are not trying to run over pedestrians. Then I thought, what if a spontaneous Christmas Carol group decided to do an event in the middle of College Ave?! Maybe beautiful, maybe endearing...But not if its in the middle of the road. Not if you're in the jam up, not if you need to be somewhere, not if you're delivering something...sandwiches or patient. Imagine a post Christmas situation where another group exercises their 1A right by gluing their hands to the road on Stadium Blvd on game day to protest some cause du jour. Not to give them ideas, but, total chaos. We haven't seen that here, and I commend the city and pd for that, but we may need rules in place so citizens on foot and in vehicle know the rules, explicitly. Panhandling and homeless, no comment. Pedestrian awareness encouraged. Further restrictions on motorists not supported.</p>
19 December 25		
leam		
	VOTES	1
		<p><b>I support passing this safety ordinance without reservation.</b></p> <p>Just as we wouldn't allow our children to play on busy medians due to the obvious risks from traffic, we shouldn't expose nonprofits, volunteers, or anyone else to those same dangers by permitting them to stand, hold signs, or solicit there. Our sidewalks offer ample, safer space for these activities, reducing the chance of accidents and ensuring everyone can exercise their rights responsibly. To those worried about restricting freedoms, remember that thoughtful regulations like this aren't about limiting expression—they're about protecting lives. Governments have a duty to set reasonable boundaries that prioritize public safety, much like speed limits or crosswalk rules. This ordinance strikes a compassionate balance, fostering community engagement in secure environments. Let's prioritize well-being and approve it.</p>
19 December 25		
annaden		
	VOTES	2
		<p><b>Safety Comes From Design, Not Criminalization</b></p> <p>I'm asking City Council to vote against the proposed Pedestrian Safety Ordinance. I understand the desire to improve safety, but this ordinance puts too much responsibility on pedestrians, especially people who are already more vulnerable, instead of addressing the real issues that make our streets dangerous. Policies that criminalize things like panhandling or restrict where people can walk do not actually improve safety. They shift the burden onto individuals rather than fixing unsafe street design and infrastructure gaps. The City's own study points to high speeds, heavy traffic, and narrow medians as the main risk factors. Those are design problems, not pedestrian behavior problems. If the goal is truly safety, the focus should be on traffic calming, safer crossings, better lighting, wider medians, and infrastructure that makes streets safer for everyone. Columbia has the chance to take a more effective and humane approach. I urge Council to reject this ordinance and instead invest in proven, people-centered solutions that improve pedestrian safety without penalizing people for existing in public space.</p>

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### Comments

19 December 25 Felecia	VOTES 1	Safety is a real issue for pedestrian need to fill and comfortable in any mode of travel for their choice. We need to make sure our life
19 December 25 gboyet	VOTES 1	I encourage passage of this ordinance.
19 December 25 Allen.Shepard	VOTES 2	I oppose this ordinance as written. If pedestrian safety is truly the issue, then we need infrastructure improvements.  The ordinance is too vague as written. For example, what institutes on "opportunity to cross?" I suspect the audience is written vaguely on purpose, to obscure its true intentions, but that vagueness creates enforcement issues and makes the law difficult for pedestrians to follow.
19 December 25 Kaden	VOTES 1	I support the passing of this completely. Long overdue
21 December 25 CharlieN	VOTES 1	I oppose the proposed ordinance.  The ordinance is too focused on behavior of those not driving cars, and it appears to target Columbia's unhoused community. There are legitimate concerns about pedestrian safety that can be addressed through street design and working with people driving cars, riding bikes, and walking.
21 December 25 Keya	VOTES 1	I oppose this ordinance. Nothing about this decision provides safety for pedestrians or fixes the traffic issues.



## IDEAS

### Comments

<div>23 December 25</div> <div>jacksonhotaling</div>	
<div>VOTES</div> <div>3</div>	<h3>We need road diets on overbuilt roadways, not criminalization of existence in public space</h3>
	<p>The data from Table 1 of the CBB Study demonstrates that the top four ‘intersections with pedestrian involved crashes (2015-2024)’ are all high-capacity and high-speed MoDOT-owned roadways. The top two intersections are also highlighted as a specific need for a Vulnerable Road User Safety Project by MoDOT’s November 2025 Vulnerable Road User Safety Assessment (p.51). College Avenue between Paris and Rollins, along with a section of Clark Lane, are the only two recommended ‘VRU Safety Projects’ for MoDOT’s entire Central District. To address these safety challenges, it would be reasonable for the city to work with MoDOT (the road owner), Mizzou (where the top 3 intersections with pedestrian crashes are located), and the broader public to come together to tackle this issue. It would then be reasonable for this team to work together to implement any of the eight Pedestrian/Bicyclist Proven Safety Countermeasures (defined by the Federal Highway Administration), such as Crosswalk Visibility Enhancements, Medians and Pedestrian Refuge Islands, and Road Diets (Roadway Reconfiguration). I am assuming that the College Ave crashes highlighted above are Mizzou students, not unhoused people, and therefore I question whether the ultimate goal of this ordinance is about safety at all. Unfortunately, this ordinance appears to criminalize pedestrians for widespread and reasonable pedestrian behavior (trying to walk across the street), rather than implementing evidence-based proven safety countermeasures that would make the roadways safer for all road users. The section limiting crossing the street is one area that concerns me. With transit as limited as it is in Columbia, many people are forced to walk long distances to reach everyday destinations. Some people in our city walk several miles to get to work, home, school, the grocery store, or elsewhere. Other cities, like Kansas City’s City Council, voted unanimously in 2021 to remove jaywalking and two nuisance bicycle laws as crimes, because, according to the Council, “minor infractions get enforced in biased and arbitrary ways that hassle people of color without doing much to improve public safety” (KCUR). Despite strides made in other areas, Columbia seems to be heading in the opposite direction with this ordinance: punishing people who are already facing challenges. One additional concern I have is this section about crosswalks: “No person shall cross a major corridor roadway at any place except in a crosswalk. Where there is no crosswalk, a person shall cross only where a pedestrian-control signal is located. Where there is no crosswalk or pedestrian-control signal, a person shall cross only at an intersection.” It is completely unreasonable to make people face financial penalties for not meeting these criteria—this ordinance will set pedestrians up for failure, and it tells folks who have to walk for transportation that we do not value their time. Columbia has many major roadways that have a half-mile or more between intersections, and a large number of them have no signals. An extreme example is Business Loop between Rangeline and Conley: there is not a single signalized crossing on Business Loop for 1.9 miles, in a location that will get significantly more dangerous for pedestrians once the new I-70 interchange onto Business Loop is opened. Even if you cross legally, according to the ordinance, the “legal” way to cross some of Columbia’s intersections is more dangerous than any alternative. Crossing Stadium at Bernadette, the legal way requires you to cross 22 separate driving lanes with six separate crossing signals, at a length longer than a football field (350+ feet for a single street crossing). All of this tells me that yes, we do have some major structural issues with pedestrian safety. However, we need to target the issue areas with infrastructure solutions, rather than criminalization of existing outside in public space. ____ MO’s 2025 Vulnerable Road User Safety Assessment: <a href="https://www.modot.org/sites/default/files/documents/MoDOT_Statewide_VRU_Safety_Assessment_PDFUA.pdf">https://www.modot.org/sites/default/files/documents/MoDOT_Statewide_VRU_Safety_Assessment_PDFUA.pdf</a> FHWA Proven Safety Countermeasures: <a href="https://highways.dot.gov/safety/proven-safety-countermeasures">https://highways.dot.gov/safety/proven-safety-countermeasures</a> KCUR quote about Kansas City removing jaywalking ordinance: <a href="https://www.kcur.org/news/2021-05-06/kansas-city-is-dumping-jaywalking-tickets-because-they-mostly-go-to-men-and-african-americans">https://www.kcur.org/news/2021-05-06/kansas-city-is-dumping-jaywalking-tickets-because-they-mostly-go-to-men-and-african-americans</a></p>

## IDEAS

### Comments

23 December 25	Molly Housh Gordon		
		VOTES	3
			I oppose this ordinance because, regardless of its intent, its outcome will be a criminalization of poverty and homelessness.
			Support pedestrian safety by making vehicle traffic safer, not by blaming pedestrians!
23 December 25	jrentschler		
		VOTES	1
			I support the proposed ordinance 100%. It is a common sense not to allow people in traffic .
24 December 25	Randa Rawlins		
		VOTES	1
			This is a safety issue. I support the ordinance. Pedestrians should not be standing in narrow medians for any length of time. Common sens
24 December 25	DC		
		VOTES	1
			If you want to help the homeless get off of the streets, then pass this ordinance. The success of the Opportunity Campus depends on it!
24 December 25	TF		
		VOTES	1
			I support the ordinance. The comments that say that you're "criminalizing" the homeless are ridiculous. It's about safe streets.
26 December 25	Ttryfrst		
		VOTES	0
			I strongly support the ordinance the current situation puts not only the pedestrian but the driver at risk.
26 December 25	JS		
		VOTES	0
			This ordinance is LONG overdue, and I am in complete support of the ordinance and its implementation

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### Comments

<div>28 December 25</div> <div>OG</div> <div>VOTES 2</div>	<p>As a daily downtown pedestrian and dog mom, I vehemently oppose this ordinance.</p> <p>I walk my elderly dog in the downtown area nearly daily. I walk to and from work daily — sometimes multiple times a day around and through several of the most dangerous intersections listed in the study. This ordinance says it promotes “pedestrian safety” but a lot of the listed intersections don’t have medians. It seems like some INFRASTRUCTURE updates would be in order rather than an ordinance that is very clearly being pushed to criminalize pedestrians and discriminate against homelessness. Columbia seriously needs to figure out ways to better support our homeless population as an aside. I’ve been extremely disappointed with the ways homeless people are spoken about and dismissed as being less than human beings. I walk to work at 4:30 AM multiple times a week, often passing by homeless people and never feel unsafe. Often, I’m greeted with a, “good morning!” or something of that nature. Please spend money and energy to evidence-based strategies for improving pedestrian safety rather than spinning this study as a way to “fix” the problem.</p>
<div>29 December 25</div> <div>JIS</div> <div>VOTES 1</div>	<p>Study suggests solution, ordinance not based on the m</p> <p>The study pinpoints the problem intersections in Columbia. Not surprisingly they are in areas of high pedestrian traffic and high car traffic—mainly the university and downtown. Two other intersections are listed. The commissioned study made it clear that the most dangerous intersections have: 1)speeds of 35 mph or higher on one intersecting street, 2)traffic of 15,000 or more on one intersecting street or 3)medians of less than 6 feet width (p.49). The city can address each of these issues without an ordinance. In addition, the city does not need an ordinance to implement the seven suggestions to safeguard both pedestrians and drivers (Pp. 18-19 and 26-27). Based on the study the problem appears to be in the design of infrastructure and speed limits. Criminalizing behavior does not address these two issues.</p>
<div>29 December 25</div> <div>LizR</div> <div>VOTES 0</div>	<p>This ordinance does not properly address the issues.</p> <p>The issues would be better addressed with improved infrastructure, not by criminalizing behavior. We need more sidewalks, more crosswalks, wider medians, etc. We don’t need more opportunities to give people citations. Pedestrians are more vulnerable than motorists, and in my opinion they should be given preference. This ordinance would also disproportionately and unfairly affect homeless people. Homelessness is a hot topic in Columbia right now; the best way to support this community would be to provide better resources and more affordable housing, not to criminalize their existence.</p>
<div>30 December 25</div> <div>ma222</div> <div>VOTES 0</div>	<p>I support this ordinance and hope it passes.</p> <p>I am in support of this ordinance.</p>



## IDEAS

### Comments

<div>31 December 25</div> <div>Adam Thorp</div> <div>VOTES</div> <div>1</div>	<p>The proposed legislation fails to address either pedestrian safety (the stated goal) or the problems that contribute to homelessness.</p> <p>Supporters of this legislation seem split between saying it is meant to prevent panhandling and "address" homelessness and indignation that anybody could believe its about anything other than pedestrian safety. They'll need to sort this messaging problem out among themselves. It solves neither problem. People are not homeless because they enjoy panhandling. Banning people from standing on medians will not cause people to rent housing they cannot afford. The theory that escalating police attention on homeless people will chase them out of Columbia or result in their incarceration is maybe a little more credible -- but hardly a strategy worthy of a compassionate community, which should be concerned about addressing the reality of extreme poverty, not pushing it out of our line of sight. On the pedestrian safety side I have seen no indication that the behavior banned by this legislation is an at all significant contributor to pedestrians being hit by cars in Columbia. I frequently get around Columbia by walking. The city could certainly do more to improve the situation for pedestrians, but this ordinance would be so far down the list of reasonable ideas to do so that calling this a pedestrian safety ordinance strikes me as a little absurd.</p>
<div>02 January 26</div> <div>Bfolk</div> <div>VOTES</div> <div>0</div>	<p>The ordinance is ambiguous and gives too much discretion to automobiles. We need to protect those that walk and bicycle!</p>
<div>04 January 26</div> <div>glinda2317</div> <div>VOTES</div> <div>0</div>	<p>If this ordinance were really about improving pedestrian safety it would be about infrastructure investment. This is to punish panhandling.</p> <p>Available data, including in the \$96,000 CBB Study Columbia commissioned, does not list people standing on medians as the cause of pedestrian crashes. This ordinance hits vulnerable people first. People who walk and ride transit are often low-income, disabled, or unable to drive. Our unhoused neighbors and people asking for help are already at risk. A policy that targets people in public space does not make pedestrians safer. When policies target "behavior" in public space, the people most likely to feel the impact are those with the fewest resources. Pedestrians, especially pedestrians of color, should not have to fear being cited or moved along when they are just trying to get where they need to go. Panhandling is protected speech, and targeting people who ask for help does not address the real safety issues on our streets. Regulating where people can stand and or hold signs does not improve safety for pedestrians. If Columbia wants to reduce poverty, we need services and housing not criminalization. Real solutions for pedestrian safety are infrastructure solutions: Build and repair sidewalks Add crosswalks to high traffic corridors Slow traffic with design</p>
<div>04 January 26</div> <div>Kindness 4 All</div> <div>VOTES</div> <div>0</div>	<p>As someone who walks a great deal, I am against this ordinance! It is about harassing homeless individuals and not about safety!</p> <p>As someone who often walks to appointments and the store often in Columbia, I have experienced the struggle to cross roads safely. Columbia roadways need wider margins and better crosswalks! However, this ordinance is designed to make it look like the city government cares about safety while harassing homeless individuals!</p>

## IDEAS

### Comments

04 January 26		
Joseph		
	VOTES	0
<p>The discussion here seems to focus on the politicall y-charged issues of homelessness and food insecurity.</p> <p>The first is irrelevant since nobody lives on the islands. Food is often available at shelters but the island people often tell reporters they don't like being at the shelters, which is not our problem. Food is available there. The islands were not designed for pedestrian occupancy, except for brief waits for traffic lights to change. People wander into lanes of traffic, consume alcohol on the islands and use pets as sympathy props for their panhandling. Are drivers responsible for injuries to panhandlers if they step or fall in front of moving cars? This is a dangerous safety risk for both panhandlers and drivers and should be discontinued. I support the ordinance.</p>		
05 January 26		
Joyce R.		
	VOTES	0
<p>Let me determine my own way of walking!</p> <p>Hello, I am an inveterate walker and resident of Columbia for over ten years. I wanted to "put my two cents in" about the whole issue of using medians in the city. I must say that I do not trust the attention (or lack thereof) of the drivers in Columbia and surrounding towns (Jefferson City in particular). Many is the time when drivers are "surprised" to see me in the crosswalk, often with apologetic looks (or sometimes not). I am especially concerned on Stadium Blvd, with "right turners" not wanting to accommodate the walkers just trying to get across the street. I do admit, that I oftentimes use the median between Broadway and Ash Streets because it is so dangerous to cross at the corner. Additionally, there are only three crosswalks at the intersection of Broadway and Old 63. Since I live on Old 63 North, it is most convenient for me to go across Broadway by Scooters, the one place with no crosswalk! I end up using that median "in stages" to get across the street. Again, to be perfectly honest, I always walk "defensively", always making eye contact with drivers to make sure I am seen. The number of "distracted drivers" is staggering, and I will not put my life in their hands! I would really hate to think that I would be "hassled" (and possibly ticketed) for just trying to find the safest route across a street for myself. I trust my own judgment, not necessarily less "aware" drivers. For these reasons, I am vehemently against the median ban. Please pass my letter along to the "proper eyes and minds" so that we can again restore some "sanity" to this issue! Thanks so much, Very Concerned Walker Joyce R.</p>		
06 January 26		
nanasandmilk		
	VOTES	0
<p>Pedestrian Rights to the City!</p> <p>The proposed ordinance places the burden of "safety" on pedestrians and those who get around using non-motorized vehicles. The study clearly demonstrates that the primary concerns relate to the movement of cars and those behind the wheel: speed, distracted driving, and limited visibility (SUVs and trucks continue to get unreasonably larger). What are we doing to address this major threat on our roads? It outlines effective roadway designs, which, once again, pedestrians have absolutely no control over. How many of Columbia's intersections and roads actually follow these principles, and who is responsible for creating systems that promote safety --- not pedestrians, but planners and policy makers! It is clear that the root cause of accidents and unsafe conditions is not pedestrians themselves, but the fact that Columbia severely lacks safe road design and prioritizes the "efficient" movement of vehicles. Our policies should support safety through infrastructure improvements, investments in transit to reduce vehicle traffic, safer bike lanes, and connected sidewalks. Instead, the proposed ordinance relies solely on individual actions, especially among the most vulnerable road users (pedestrians, transit users, and those without personal vehicles). Do not pass this ordinance!</p>		