

Appendix G – Potential Projects and Evaluation

Introduction

This appendix summarizes the project evaluation of the potential 2050 MTP improvements. The project list includes a range of project needs that have been identified as part of the SJATSO 2050 MTP planning process. The evaluation process leads to the identification of priority projects and strategies that are considered as part of the cost feasible analysis (see Appendix H).

Overview of the Screening Process

SJATSO uses a combination of technical analysis and public outreach to identify, screen and prioritize multimodal improvements within the region (Figure 1). Both tasks inform each other throughout the screening/evaluation process to ultimately identify projects/improvements that best:

- Achieve the 2050 MTP goals and objectives
- Address existing and future year needs, deficiencies, and opportunities

Technical Analysis

The technical analysis includes an evaluation of the respective transportation modes for the existing and future year (2050) conditions. This analysis considers both the on-going maintenance needs as well as future year capital improvements to address projected mobility needs. The following summarizes the key technical components of the evaluation process.

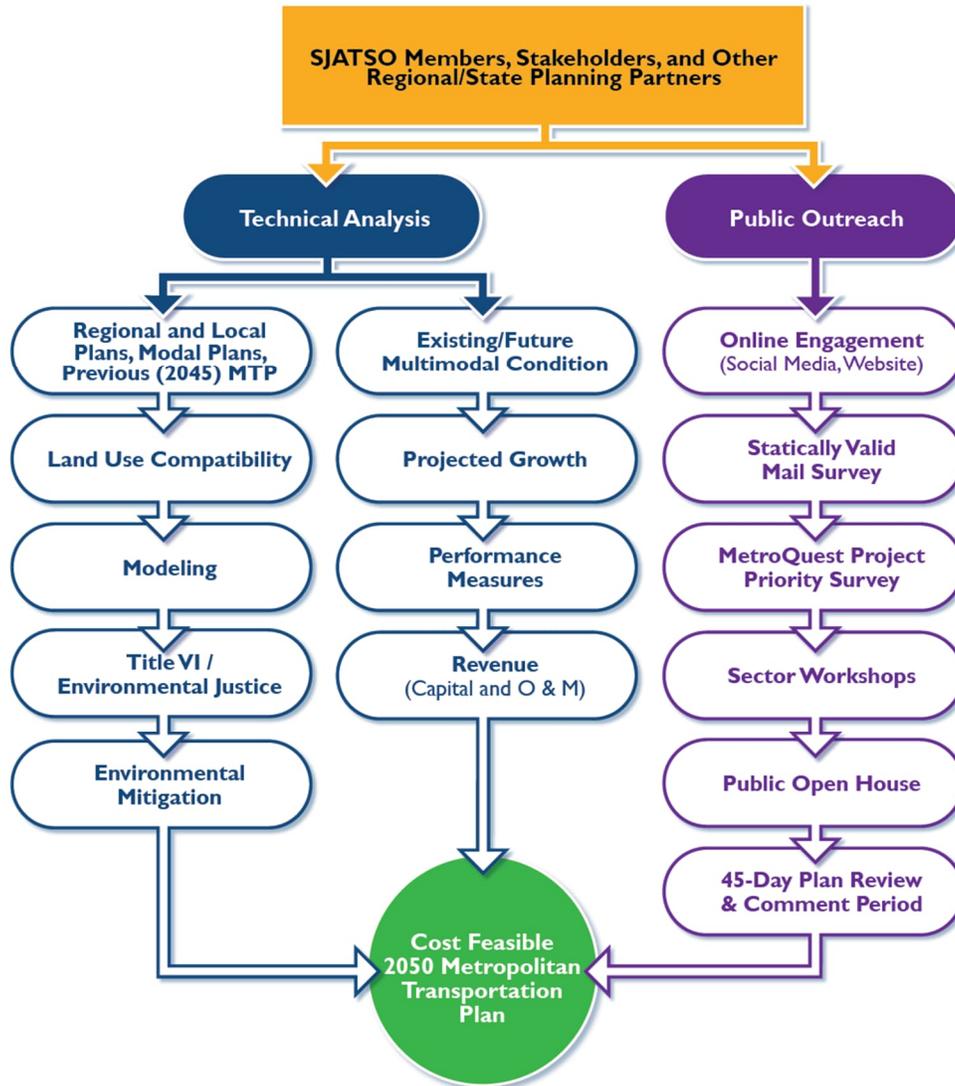
Plan and Project Review

The evaluation process began with a review of the 2045 MTP projects. SJATSO staff reviewed the 2045 MTP project list to identify projects that had been completed or may no longer be needed. Following an update of this list, the project team reviewed recently completed and on-going studies within the MPA to identify specific projects, strategies, or other recommendations that might impact the 2050 MTP development.

Two relevant transportation planning studies were completed, or nearly completed, since the adoption of the 2045 MTP. First, the I-229 EA study was completed in Fall 2024. That report identified a preferred alternative that has been document in the main MTP. This project has identified a long-term solution for the elevated structure of I-229, located just west of downtown St. Joseph. The improvement, in general, consists of tearing down the existing facility and replacing it with an at-grade arterial roadway. A

second study examined the feasibility of constructing a second river crossing. This are both considered in the identification and evaluation of the 2050 MTP projects.

Figure 1: Project Evaluation Process



Land Use Compatibility

As the SJATSO region develops/grows, there is the potential for land use changes which could impact travel patterns and infrastructure decisions. Where new housing development occurs, and where employment centers are located, will have significant impact on travel demand and the need for new or enhanced multimodal transportation/mobility options. As the area responds with new supply (new roadways, additional travel lanes, new or expanded bus routes, new non-motorized facilities, etc.), the demand is addressed and there is improved accessibility to land. This accessibility results in new land uses (developments), leading to additional transportation demand

and so on. This cycle of improvements and demand is known as the Land Use/Transportation Cycle. SJATSO considers these potential land use impacts as projects are developed and evaluated in the 2050 MTP.

Travel Demand Forecasting Model

The regional travel demand forecasting model is used to analyze potential impacts of select roadway projects. The travel demand model is a tool to project year 2050 conditions by using socioeconomic forecasts (Appendix B). The travel demand model was updated as part of the 2050 MTP development process.

Environmental Justice

Environmental Justice (Appendix I) is a federal policy that requires agencies receiving federal funds to establish processes that consider impacts of plans, projects, and activities on minority and low-income populations. FHWA and FTA establish policy guidelines that focus on:

- Limited Effects – Avoid, minimize, or mitigate disproportionately high and adverse effects on human health and the local environment. This includes social and economic effects on minority and low-income populations;
- Inclusion – Ensure that all communities that would potentially be affected by the transportation decision making process have the opportunity to participate and be represented; and
- Guarantee of Benefits – Prevent the denial, reduction, or significant delay of the receipt of benefits to minority and low-income population.

Environmental Mitigation

Environmental mitigation analysis (Appendix J) in the context of developing a MTP involves assessing the potential environmental impacts of proposed transportation projects. This process includes identifying potential adverse effects on natural, social, and human environments, and developing strategies to avoid, minimize, or mitigate potential impacts. The goal is to ensure that transportation planning aligns with environmental sustainability, regulatory requirements, and community goals, ultimately promoting a balanced approach to regional development. It should be noted that this analysis is conducted at a very high level as the MTP projects are generally conceptual in nature.

Existing/Future Multimodal Condition

An existing condition (Appendix D) and future year (Appendix E) analysis supports the evaluation of the current state of the transportation system and future year (2050) needs. The analysis focuses on assessing infrastructure condition (asset management), travel patterns, demographic trends, land use, and multimodal analysis. It also involves forecasting future transportation needs based on anticipated population growth, economic development, and technological advancements. The goal is to identify gaps and opportunities in the current system and to plan for future improvements that will meet the region's long-term mobility and sustainability goals.

Performance Measures

As part of FAST Act, and the Bipartisan Infrastructure Law (BIL), Congress established the Performance-based Planning and Programming (PBPP) which require State Department of Transportation (DOT)s and MPOs to incorporate FHWA and FTA performance measures and targets into their planning activities. SJATSO is committed to supporting progress toward reaching the federally mandated performance targets to support the national federal highway performance goals. The respective MoDOT and KDOT targets have been incorporated into the evaluation process and are addressed in Appendix F.

Revenue Projects / Operations and Maintenance

The on-going preservation of existing transportation infrastructure is a critical—and costly—component of maintaining a safe, efficient, and reliable transportation system. A primary focus of the region, at least for the foreseeable future, is on maintaining the existing infrastructure and other transportation assets in a state of good repair. As previously documented, addressing the short-term and long-term needs of the elevated segment of I-229 is critical to addressing the overall operations and maintenance (O&M) needs of the region. Projects that help preserve existing transportation assets are considered in the evaluation process.

Public Outreach

Obtaining public input is a critical element of the MTP planning process that informs the project identification and screening. The following summarizes key 2050 MTP outreach efforts that informed the 2050 MTP.

Online Engagement

SJATSO posts current planning documents on the MPO website and utilizes social media to maximize public outreach efforts. This effort was especially helpful in spreading the word regarding the surveys conducted as part of the 2050 MTP update. Specific outreach activities conducted as part of the 2050 MTP are summarized below.

Statistically Valid Mail Survey

SJATSO conducts a statically valid public opinion survey with every MTP update to help inform the process and identify/confirm priority issues. SJATSO has been conducting this survey as part of the past five MTP updates. As such, the survey results begin to show trends that help inform the planning process.

ETC Institute conducted a transportation survey on behalf of SJATSO between April and May of 2023. The five-page survey, cover letter, and postage-paid envelope were mailed to a random sample of residents in the SJATSO MPA. The cover letter explained the purpose of the survey and encouraged residents to either return the survey by mail or complete it online. A total of 430 households completed the survey and the results have a 95% level of confidence with a precision of at least +/-4.7%.

In administering the survey, all zip codes within the MPA were covered. Survey questions were developed in part from the 2045 MTP survey. A detailed summary of survey results

is available in Appendix A. A few key takeaways that impact project selection/priorities is provided below:

- Based upon the combined percentage of “critically important” and “very important” responses among residents who had an opinion, 88% indicated that maintenance/preservation of the transportation system over the next 25 years was most important. Other transportation issues that residents felt were “critically important” or “very important” were safety (72%), equal access (69%) and system performance (60%).
- Based on the sum of their top four choices, the transportation items that residents indicated should be the top priorities to address over the next 25 years were: 1) maintenance/preservation, 2) economic growth, 3) equal access, and 4) safety.
- Residents were asked how current funding levels for various types of transportation projects in the SJATSO region should change over the next 25 years. Seventy-one percent (71%) of respondents indicated highways/regional roadways should receive “much greater” or “greater” funding. Other projects in which respondents felt the funding level should be “much greater” or “greater” include freight improvements (58%), walking/pedestrian facilities (46%), and infrastructure and technology (45%).

MetroQuest Project Priority Survey

An online survey was conducted August 19, 2024 to September 15, 2024, and was designed to help confirm the 2050 MTP project priorities, as well as assess public support for funding various transportation improvements. The survey had over 1,200 visitors and 281 participants, logging over 1,000 priorities. It should be noted that this survey was a self-select survey meaning that it was open to anyone from the public. It is not a statistically valid survey; however, the results are useful in helping understand the public’s perception of priority multimodal projects within the region.

Roadway/Freight

Survey respondents had the opportunity to rate their preference for specific projects. Roadway/freight projects that were included in the survey are described in Figure 2. The number of responses by each project is shown in Figure 3. Figure 4 shows if participants identified a project as a priority, or specifically saying it is not a priority. Comments on the various projects follow Figure 4.

As shown in Figure 4, the top roadway/freight project identified was addressing the I-229 elevated structure. This priority remains a top priority within the St. Joseph region as a preferred alternative was identified in Fall 2024. Safety improvements along the US 36 and the Belt Highway came in second and third, demonstrating the region’s focus on improving traffic operations and enhancing safety for the traveling public. The top priorities are consistent with priorities identified in the 2045 MTP.

Figure 2: Potential Roadway/Freight Projects for MetroQuest Survey

Roadway and Freight Project Descriptions

US 59 Improvements
Explore long-term improvements to enhance the traffic operations and safety of the US 59 corridor within the region, including enhancements within and through Savannah and connecting to Country Club.

I-29 & I-229 Interchange Improvements
Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign that would provide for an enhanced connection to I-229.

New Cook Road (with I-229 interchange) Construct a new east-west roadway (extension of Cook Road) that would include a new interchange at I-229. The new roadway would tie into Cook Road at US 59.

New Airport Access (with River Crossing)
Explore the potential for a new river crossing that would enhance access to the airport and enhance regional connectivity.

US 59 and Port/Freight Access
Improve the US 59 corridor, including enhanced intermodal access (including truck, ship, and rail) to the riverport to support surrounding industrial facilities and industrial parks.

US 36 Safety & Traffic Improvements
Improve safety and traffic operations along the US 36 corridor. Identify potential opportunities to improve interchange/ramp connections and look at the long-term potential to upgrade the corridor to interstate standards.

I-29 Operations/Access Improvements
Explore potential capacity, safety, and access improvements along the I-29 corridor within the region. This could include enhancements to existing interchange ramps or exploring a potential new interchange to enhance access just north of the US 36 corridor.

Rochester Road (US 169) Improvements
Improve safety and traffic operations along the corridor. This could include intersection, traffic signal, and/or access improvements, and potentially enhanced improvements to connect to I-29.

Cook Road Improvements
Improve/upgrade the existing portions of Cook Road to add capacity and enhance safety. This could also include intersection and traffic signal improvements.

Belt Hwy. Safety & Traffic Improvements
Improve safety and traffic operations along the Belt Highway corridor. This could include intersection, traffic signal, and/or access improvements.

Riverside Road Improvements
Explore opportunities to improve traffic operations along the Riverside Road corridor. This could include intersection and traffic signal improvements, or the use of alternative traffic designs, such as roundabouts.

I-29 & US 169 Interchange
Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign.

US 36 & Rt. AC Interchange
Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign.

US I-29 & US 36 Interchange
Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign that would provide for an enhanced connection to I-229, and ultimately improved access to the downtown and Stockyard industrial area.

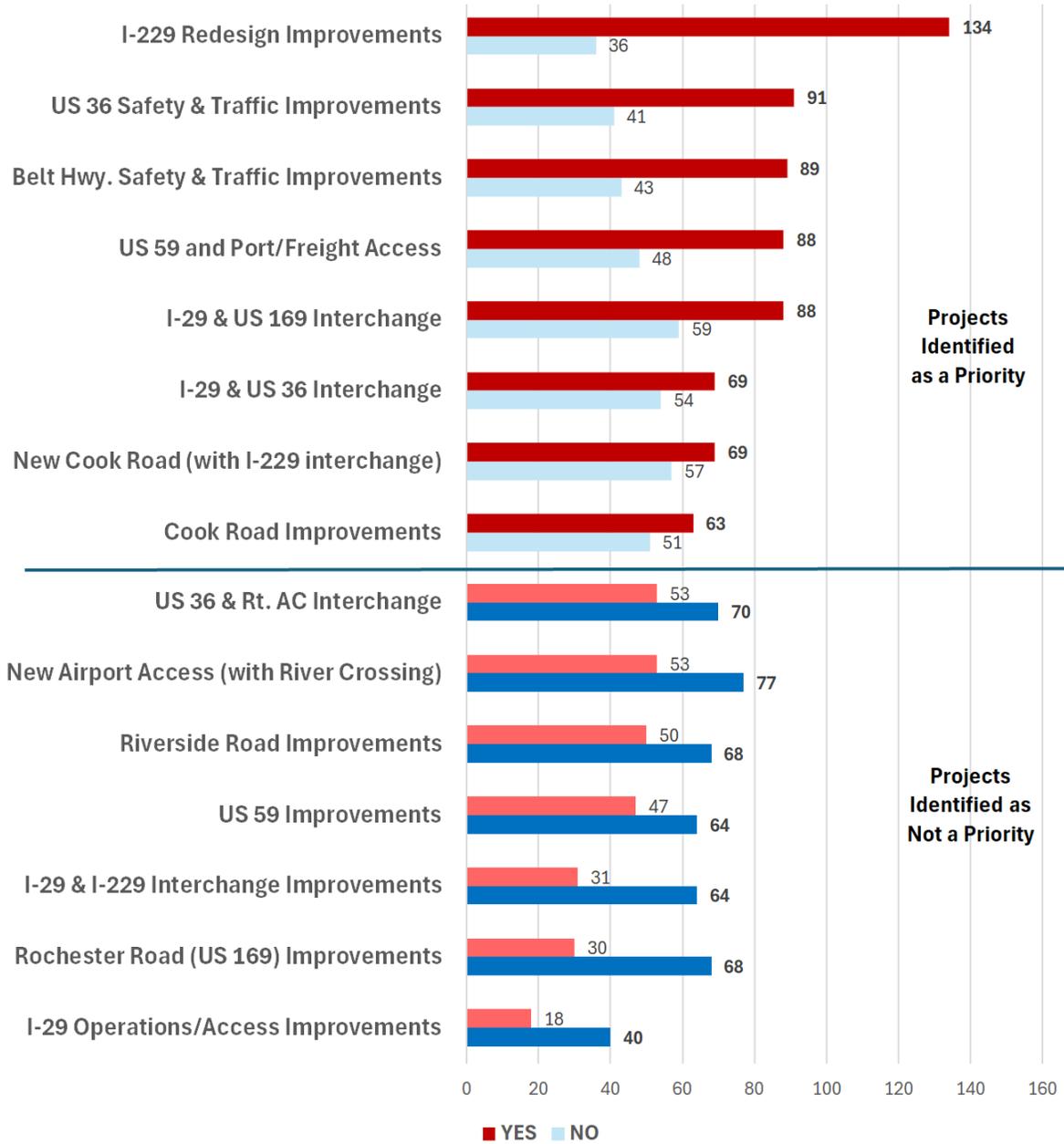
Figure 3: Potential Roadway/Freight Project Responses

Total Roadway and Freight Responses, by Category

All Categories
Number of Responses by Category

Question	Responses
1 US 59 and Port/Freight Access	136
2 I-29 & US 169 Interchange	147
3 Belt Hwy. Safety & Traffic Improvements	132
4 I-29 & US 36 Interchange	123
5 US 36 & Rt. AC Interchange	123
6 US 36 Safety & Traffic Improvements	132
7 I-229 Redesign Improvements	170
8 New Airport Access (with River Crossing)	130
9 New Cook Road (with I-229 interchange)	126
10 Cook Road Improvements	114
11 I-29 Operations/Access Improvements	58
12 Riverside Road Improvements	118
13 US 59 Improvements	111
14 I-29 & I-229 Interchange Improvements	95
15 Rochester Road (US 169) Improvements	98

Figure 4. Roadway/Freight Priority Projects (based on public input)



Red lines represent number of survey respondents who identified a project a priority.
 Blue lines represent number of survey respondents who said a project was not a priority.

Source: AECOM, MetroQuest Survey, September 2024.

NOTE: Comments are not edited and appear as provided in the survey.



Roadway and Freight Comments

The following pages summarize public comments received for the respective projects. Please note that the comments appear as they were received and are unedited. Comments are listed in noparticular order.

Belt Hwy. Safety & Traffic Improvements

- The Belt is a bad place for pedestrians
- Just add sidewalks the entire length of the belt.
- Hwys built around a town are always challenging as density happens because they are still treated as a "highway." Improvement in safety measures and walkability are a must.
- Pedestrian traffic should be the priority along the belt corridor. Sidewalks should be installed where they are missing.
- Upgrades to the belt hi way should be the number one priority for the next few years!
- Sidewalks
- The best improvements would be to create side road access to businesses and eliminate direct access from business parking lots to the belt. In addition traffic light improvements are essential. It's 2024 and it appears that most of not all lights are running on timers. There's so much technology that can be implemented to improve traffic flow with the increased capacity of travelers.

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Cook Road Improvements

- Cook does NOT need capacity improvement, but it needs speed control for safety. I live on Cook and always see drivers speed by my front porch while staring at their phones. Roundabouts at key intersections would help. The most traffic Cook sees, by far, is for school pickup/dropoff. Address this with improvements to walkability to the school from nearby housing developments. Currently there is no bussing for kids within 2mi of the school, so without safe pedestrian access, everyone drives.
- An effort should be made to slow down traffic and make Cook safe for cyclists and pedestrians.
- Need bike trail north of town to connect east of i29.

US 36 Safety & Traffic Improvements

- This should be the highest priority project of the ones listed. 36 on the south side of St. Joe is scary to drive at the speeds people drive it...tightly-radiused ramps, no space to merge, blind turns, and random stoplights. As is, I avoid this area at all costs.
- Only west of 22, street. Mainly the outdated 229&36 interchange
- Slow down speed along 36 hwy through town.
- Please consider creating an ordnance prohibiting 18 wheeler jake brake use on the residential section of US 36. Westbound traffic is especially loud from 28th St to the MO river.
- This is long over due.

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I-229 Redesign Improvements

- Do NOT want I -229 dumped into downtown.
- If this is referencing that Option D that will eliminate our riverfront development opportunities... then it's a no for me. Downtown and Riverfront businesses are more important than a highway.
- The redesign of the I -229 by replacing the elevated to ground level seems to be the best alternative. It has gone way past just doing repairs on an unsafe outdated structure.
- highest priority to me, the double decker is falling apart and looks very ugly vs a new road with room for a riverfront
- How can you not give us downtown access, 4th street isn't downtown. You're literally cutting us off from downtown, how is this ok.
- Don't remove the double decker.
- Extend the Riverwalk bike/walk path much further south.
- I want to click 'yes' because i229 is a priority, but I also want to click 'no' because I'm not a huge fan of the proposed improvements (plan D). Not a fan of removing exits for downtown access, and also not a fan of eliminating all possibilities of developing quality riverfront property (traditionally some of the most valuable property you can have in river towns).
- Rehab the existing double decker which should have been maintained throughout it's lifespan.
- Keep the iconic double decker

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I-229 Redesign Improvements (continued)

- The double decker bridge needs to be removed.
- Tearing down the double decker bridge will be the worst choice the city of Saint Joesph has made in a very long time. This poor judgement choice will cripple the businesses left in the stockyards.
- Not only is this a priority for people that work downtown, But this also the first thing that people are seeing when they are coming to visit downtown for events, shopping etc. Moving the exit and on ramp from where it is would be a HUGE mistake. Put the entrance way down on 4th street next to 36 highway, that area unfortunately looks like the slums, do you really want that to be the first thing people see(high weeds, homeless encampments, trash). People should see our great downtown skyline.
- 229 needs to stay. Make whatever replacement compatible with interstate rules and regulations. We need INTERSTATE 229 to stay. There is why too much traffic, big rigs included, to have just a city street on the riverfront.
- PLEASE keep a viaduct so we are not stopped by trains. Also move the new boulevard away from the river so actual space is gained. Just moving double -decker to ground in same location actually would decrease access to the river
- The structure should be repaired, and maintained. To give up federal funding and burden state and local governments for funding would be a poor decision when tax dollars could go to other worthwhile improvements. Aside from that with the level of construction required, it could very well cripple the industries of the south end and create significant safety concerns on 36 interchange to the south end. Alternative methods of transport need to be established to support these industries.

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I-29 & I-229 Interchange Improvements

- The on-ramp from I-229 to I-29 south needs re-routed. You cannot see traffic when merging on to I-29.

New Cook Road (with I-229 interchange)

- Only if done same time as new airport access
- This intersection would be particularly useful if it included a connection with Waterworks Rd.

Rochester Road (US 169) Improvements

- Southbound exit, turning left without a light, is really dangerous
- A better right hand turning lane on north 169 for I-29 south would help.
- Speed limits thought the residential areas are too high. They should be lowered and enforced.
- There are other essential improvements required

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I-29 & US 169 Interchange

- This needs to be a high priority. It is becoming a congested area with diesels in and out of the area. It is a traffic hazard every day.
- Added on/off ramps at I-229 & A could relieve some congestion of local traffic at I-29 & 169.
- Entire area does not seem efficient for truck traffic, yet has truck stops in the area.
- Due to very heavy congestion at this intersection the addition of left turn lanes under I-29 would be welcome. A stop light and left turn lanes at US-169 and FF highway would solve another bottleneck on US 169. Also prohibiting Jake brake use from Riverside road to I-29 would be very welcome.
- Currently, if a single Semi exits on South Bound exit to 169, it doesn't take long to back traffic up into right lane flow of I-29. I anticipate a significant rear end collision soon. Short term improvements can be made with traffic light adjustments and new technology to improve clearance of the short exit. Long term, the exit needs extended 1/4 to 1/2 mile.
- The stop light must be eliminated for US 36 through traffic.

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I-29 & US 169 Interchange (Continued)

- It is dangerous to enter I-29 from US36 with the current tight cloverleaf ramp. Difficult to get up to speed to merge in.
- Get rid of the cloverleaves and dangerous short merge lanes
- We really don't have a single appealing entrance or exist or sign representation at all of St. Joseph. Whether it's along 36 or 29, St. Joseph is a very easy city to pass right through without seeing what we have. Particularly this intersection is a whole lot of land and nothing for being the crossing of our two most important highways. Need to make it far more appealing/welcoming.
- This section is dangerous with the shortness of the on and off ramps there.
- It's only a matter of time before the loops get someone killed.
- This exit is the single most interruptive and dangerous exit through St Joseph on I-29. Most cities through the US have replaced their clover leaf exits for safer alternatives. As an aside, if there was actual law enforcement and a constant presence to slow traffic down and strictly intervene with tailgaters and other aggressive driving, traffic would be much safer between 229 South Exit and Business 71 exit at Savannah. It's the Wild West out there with no regulation.

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I-29 Operations/Access Improvements

- Add interchange at state routes O or H and develops a long range plan to improve a north south loop to connect with riverside road.
- No there are other essential improvements required before this

New Airport Access (with River Crossing)

- Yes, with pedestrian access. People are forced to cross 36 hwy by bike and running along side cars without even a shoulder.
- Not sure why it is focused on connecting from the North? There would be a much larger benefit if K238 was to continue straight south from US 36 into the stockyards. I understand that Kansas and Missouri would both have to play nice for that project to work but the benefit would be worth much more than what is proposed.
- Only if you also do new cook road and 229
- Include shoulder/bike lane for connectivity to Kansas

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Riverside Road Improvements

- I drive the length of Riverside for my commute everyday. There should be three roundabouts...one at Faaron and one at Gene Field, and one at Cook. These will help with the volume of turning traffic at the first two, and will slow folks down at the Cook intersection. There is no need to widen Riverside for the volume of car traffic it sees, but this route is often used by bicyclists. Given the lack of biking infrastructure in this area, you should consider adding a bike lane along Riverside.
- Riverside would benefit from roundabouts. It also needs cycling and pedestrian infrastructure.
- There needs some redesign at this corridor. during the rush hour of the businesses along this area creates a traffic jam morning and night. There needs to be a way to control the traffic at Riverside and 36 hwy for sure.
- Need bike trail
- Would like to see a roundabout for the mosaic traffic, and it would naturally slow the speed of all vehicles.
- No round abouts are needed in this town.
- Seems altec, herzog and mosaic have enough invested in them.
- Additional shoulder space and/bike lane for cyclist to use for easier connection to the north end.
- There are other essential improvements required

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US 59 and Port/Freight Access

- Yes. Especially to passenger rail developments.
- I definitely would prioritize this if it includes rail improvements... especially passenger rail to/from KC and eventually passing through up to Omaha... let's do whatever it takes to get this done.
- As long as this does something to let traffic continue even if a train is active in the intersection of 59&752. The tracks cut off emergency services to other parts of our city with no way around.
- The intersection of Alabama & US 59 NEEDS ATTENTION SOON!!!
- This is essential for the south end industries prior to changes to 229 to remove industrial traffic from 36Hwy and improve overall flow in south end. If this is not done prior to the 229 project, industries will be lost and commuters lives will be lost

US 59 Improvements

- Just improved roadway surfaces would be enough.
- Surface repairs would probably be enough.
- At least add a shoulder on this highway.

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Bicycle/Pedestrian/Transit

Survey respondents had the opportunity to rate their preference for specific projects. Bike/Pedestrian/Transit projects that were included in the survey are described in Figure 5. The number of responses by each project is shown in Figure 6. Figure 7 shows if participants identified a project as a priority, or specifically saying it is not a priority. Comments on the various projects follow Figure 7.

As shown in Figure 7, the top project focuses on implementing the Riverfront Development plan, as well as constructing rails-to-trails, and enhancing University connections. The top priorities are consistent with priorities identified in the 2045 MTP.

Figure 5: Potential Bike/Pedestrian/Transit Projects for MetroQuest Survey

Bicycle/Pedestrian and Transit Project Descriptions

Construct Rails-to-Trails Facility
Explore ways to fund the construction of a regional trail connection between St. Joseph, Country Club, and Savannah.

Provide Bus Service to Savannah
Explore options to provide fixed-route bus service, or microtransit (on-demand or flexible) bus service to connect to Savannah.

Enhance Transit, Bike and Pedestrian Facilities along Belt Highway
Explore ways to enhance the overall delivery of transit service along the corridor. Improve bicycle and pedestrian facilities, as feasible, to enhance safety and improve access to transit services. Includes building a new bus transfer facility.

New Bicycle/Pedestrian River Crossing
Explore opportunities to enhance a new bicycle/pedestrian river crossing. This could potentially be part of a new roadway river crossing, if it is determined that a new roadway crossing is needed, and feasible to construct.

Support for Riverfront Redevelopment
Explore opportunities to enhance bicycle and pedestrian access to the riverfront area. This would be part of a larger plan to enhance overall regional bicycle connectivity.

Enhance Bus Service to the Kansas Portion of the Area
Enhance the provision of bus service to the Kansas portion (Elwood and Wathena) of the St. Joseph Metropolitan Planning Area.

Improve Bicycle/Pedestrian Facilities along Riverside
Explore opportunities to enhance north-south connectivity and safety for bicyclists and pedestrians along this corridor.

Enhance University Mobility Services
Continue to explore opportunities to enhance bus/transit to and from the University. Explore other alternative to increase mobility options for the region, and specifically to enhance University access.

Improve Bicycle/Pedestrian Facilities along Mitchell
Explore opportunities to enhance connectivity and safety for bicyclists and pedestrians traveling between the downtown area and Missouri Western State University.

Construct Quad State Trail Connection
Explore ways to fund the construction of a regional trail connection that would connect the southwest portion of the St. Joseph Metropolitan Planning Area with other regions beyond the planning boundary.

Enhance Park-and-Ride Service to Kansas City
Explore ways to promote carpooling to Kansas City. In addition, explore ways to connect with a future regional bus and/or passenger rail service.

Provide Daily Transit Service to Kansas City
Explore regional bus service to the Kansas City area and consider the potential for long-term passenger rail service. The region will soon be connecting a study to determine the feasibility of a passenger rail connection.

Figure 6: Potential Bike/Pedestrian/Transit Project Responses

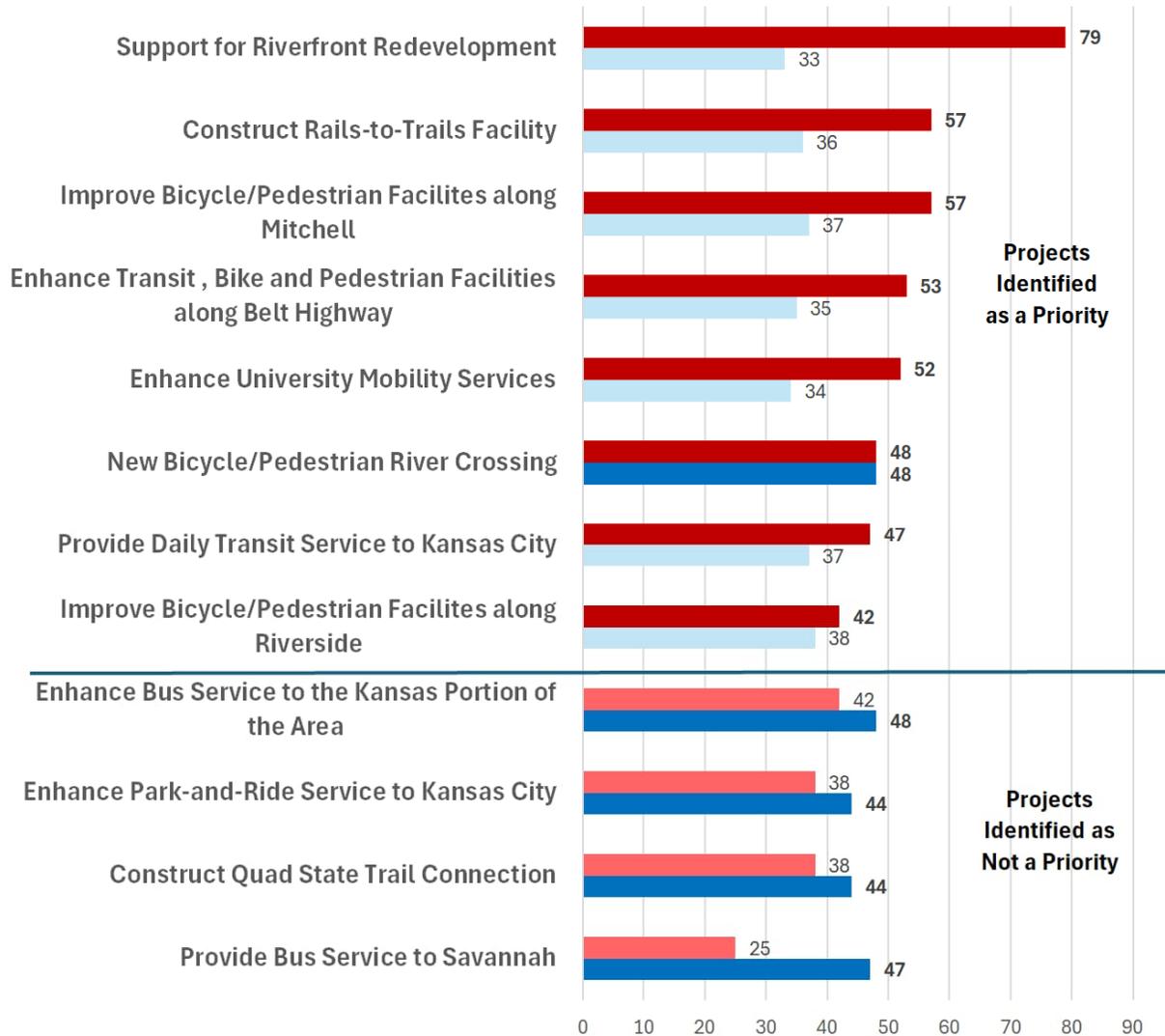
Total Bicycle/Pedestrian and Transit Responses, by Category

All Categories
Number of Responses by Category

Question	Responses
1 Support for Riverfront Redevelopment	112
2 Improve Bicycle/Pedestrian Facilities along Mitchell	94
3 Provide Daily Transit Service to Kansas City	84
4 Enhance Transit, Bike and Pedestrian Facilities along Belt Highway	88
5 Construct Rails-to-Trails Facility	93
6 New Bicycle/Pedestrian River Crossing	96
7 Construct Quad State Trail Connection	82
8 Improve Bicycle/Pedestrian Facilities along Riverside	80
9 Enhance University Mobility Services	86
10 Enhance Park-and-Ride Service to Kansas City	82
11 Provide Bus Service to Savannah	72
12 Enhance Bus Service to the Kansas Portion of the Area	90

Question	Questions Answered
Support for Riverfront Redevelopment	112
Improve Bicycle/Pedestrian Facilities along Mitchell	94
Provide Daily Transit Service to Kansas City	84
Enhance Transit, Bike and Pedestrian Facilities along Belt Highway	88
Construct Rails-to-Trails Facility	93
New Bicycle/Pedestrian River Crossing	96
Construct Quad State Trail Connection	82
Improve Bicycle/Pedestrian Facilities along Riverside	80
Enhance University Mobility Services	86
Enhance Park-and-Ride Service to Kansas City	82
Provide Bus Service to Savannah	72
Enhance Bus Service to the Kansas Portion of the Area	90

Figure 7: Bike/Pedestrian/Transit Priority Projects (based on public input)



Red lines represent number of survey respondents who identified a project a priority.
 Blue lines represent number of survey respondents who said a project was not a priority.

Source: AECOM, MetroQuest Survey, September 2024.

NOTE: Comments are not edited and appear as provided in the survey.



Bicycle/Pedestrian and Transit Comments

The following pages summarize public comments received for the respective projects. Please note that the comments appear as they were received and are unedited. Comments are listed in noparticular order.

Construct Rails-to-Trails Facility

- See this as a lifestyle and economic project
- Yes! And also the old railbeds going Eastward out to Pony Express CA.
- I cannot select yes but would like to. This right here would be AWESOME.

Enhance Bus Service to the Kansas Portion of the Area

- Yes, this would be big for enhancing visitor dollars from outside Buchanan County. We want our neighboring communities to get their shopping and entertainment done in St. Joseph so we can have a happy/healthy metro area.

Provide Bus Service to Savannah

- Shouldn't be a government offered service. Should be private service provided with support of government grants, to reduce financial burden on tax payers. If it is run private it will be properly maintained. If it is government maintained, it will not have the proper sustainable resources.

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Enhance Park-and-Ride Service to Kansas City

- YES YES YES... Passenger rail's best days appear to be behind us, but proper planning and execution could be what finally helps St. Joseph grow in a healthy direction. Direct connection to KC would be HUGE for travel and tourism... and the eventual connection to Omaha would be a massive win for public transportation in the entire region. Us being along the way between KC and Omaha would be an incredible asset for bringing in visitor dollars.
- We already have commuter parking that is barely used. That should be your sign that public transit would be a waste of tax dollars

Enhance Transit, Bike and Pedestrian Facilities along Belt Highway

- This is a big one. The Belt Highway severely limits pedestrian and bicycle connectivity across town. It's dangerous and unpleasant to cross the Belt Highway on foot or bicycle.
- I would look at other Parallel options

New Bicycle/Pedestrian River Crossing

- Trash and dangerous
- St Joe has other essential needs that needs to be addressed. Quit wasting our tax dollars on non-essential studies on luxury items and focus the taxes on essential needs.

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Enhance University Mobility Services

- Especially prioritize connecting MWSU to downtown. We have so many cool coffee shops, restaurants, retail stores, organizations, etc. that would LOVE to have more college students spend time. Whether as a customer/visitor or as an employee/intern. Every healthy college town has a great downtown/student experience.
- No, the university can provide funding to improve accessibility, not local tax payers.

Improve Bicycle/Pedestrian Facilities along Mitchell

- Improve bicycle connectivity through the city.
- No, more important needs. Anything bicycle related is a luxury when St Joe really has other essential needs.

New Bicycle/Pedestrian River Crossing

- Trash and dangerous
- St Joe has other essential needs that needs to be addressed. Quit wasting our tax dollars on non-essential studies on luxury items and focus the taxes on essential needs.

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Provide Daily Transit Service to Kansas City

- Traffic on I29 during the week is very heavy with the diesels
- This should be done as a private business with state support in grants. Don't waste tax payer money on studies. It doesn't take a genius to figure out there is a lot of commuters, I-29 is contested by commuters and people can't drive. But, it's northwest Missouri, so how are you gonna convince people to use public transportation. Especially since the population is going to KC for better pay that St Joseph businesses can't provide

Support for Riverfront Redevelopment

- Extend the Riverwalk bike path much further south. Maybe even to south end?
- There are more important needs to address with tax dollars than this. If you took care of the St Joe economy and resolve the homeless situation in the south end, especially the river front area, that would be enough alone. Rather spend the money to restore existing community attractions (that don't get flooded). Anything in the flood planes of St Joseph is disrespectful to the citizens of St Joseph and their tax dollars

34

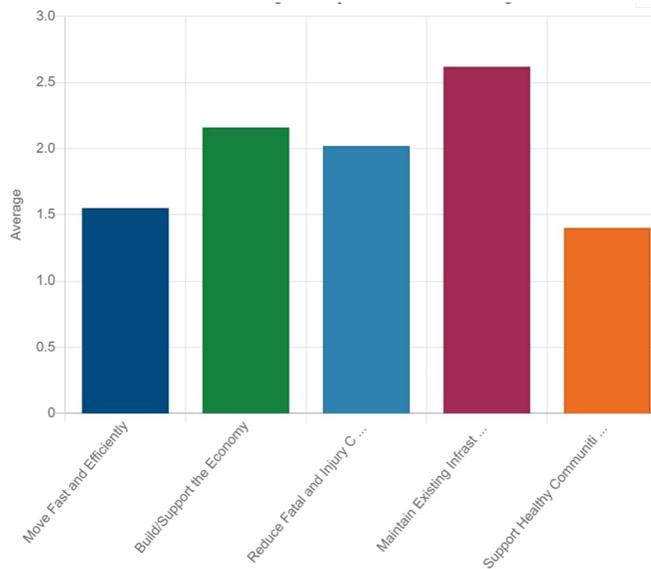
Funding Priority Areas

The MetroQuest survey also included a budget slider exercise that provided respondents the opportunity to indicate what percentage of future funding they would allocate to the following investment categories:

- ❖ Build/Support the Economy
- ❖ Maintain Existing Infrastructure
- ❖ Move Fast & Efficiently
- ❖ Reduce Fatal and Injury Crashes
- ❖ Support Healthy Communities

Figure 8 summarizes the allocation results which reinforces a desire by survey respondents to focus on maintaining the existing infrastructure within the MPA. Building/supporting the economy was second followed closely by reducing fatalities and serious injuries.

Figure 8. Budget Slider Allocation (by Investment Category)



All Categories

Average Response by Selection

Question	Responses	Average
1 Move Fast and Efficiently	415	1.55
2 Build/Support the Economy	492	2.16
3 Reduce Fatal and Injury Crashes	481	2.02
4 Maintain Existing Infrastructure	475	2.62
5 Support Healthy Communities	378	1.40

Sector Workshops

Sector workshops, conducted in Fall 2024, helped identify current and future year mobility and infrastructure needs. The workshops provided an opportunity to focus on specific issues within each subarea. In addition, the issues within each subarea were also discussed as to how they impact the entire MPA. The workshops also provided an opportunity to confirm that the 2050 MTP goals and objectives are addressing the priority transportation and growth issues within the region. The SJATSO MPA was divided into four sectors—north, south, east, and west. Table 1 summarizes the key themes, by sector.

Table 1. Sector Workshop Key Themes

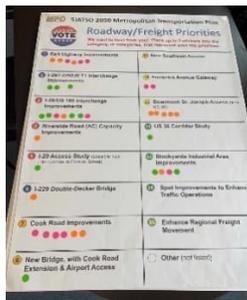
North	East
<ul style="list-style-type: none"> • Maintain/upgrade existing roads. • School districts are rapidly growing. Some safety concerns were noted in Country Club (these are being looked into). • Safety concerns, specifically the I-29/229/71 interchange (the Missouri Department of Transportation [MoDOT] has a ramp improvement planned). • Support for rail-to-trails connection to the St. Joseph urbanized area; however, lack funding for implementation. • OATS is adding another day of service to Savannah due to increased demand. • Need more sidewalks throughout the area, increase mobility for low-income individuals who rely on walking. • Cook Road improvements were seen as helping traffic in the north sector. • Long-term housing development was identified in Country Club. 	<ul style="list-style-type: none"> • Belt Highway remains a focus area to improve safety and operations. • With new transit service on the Belt, there is a need to add more sidewalks. • Consider potential long-term options to enhance I-29 and enhance connections to Riverside (Route AC). • Focus remains on improving infrastructure and traffic operations: <ul style="list-style-type: none"> – Cook Road Improvements (accommodate development, important east-west connectivity) – I-29 @ US 169 (heavy truck traffic) – US 36 @ Riverside (bridge, capacity) – I-29 @ US 36 (freight impacts) • Create “Gateway” to city at Frederick Avenue interchange area. • Continue to enhance bicycle connections from MWSU to downtown. • Extend bicycle facilities along Route AC (Riverside).
South	West
<ul style="list-style-type: none"> • Improve circulation, access to industries in the Stockyards area: <ul style="list-style-type: none"> – Enhance traffic flow and safety at the intersection of US 59 and Alabama. – Accommodate truck parking. – Concerns related to the proposed I-229 Double-Decker replacement. • Address US 36 corridor issues: <ul style="list-style-type: none"> – Safety, operational improvement – Maintenance of I-229/US 36/US 59 interchange – MoDOT to begin a statewide evaluation of corridor (county-by-county analysis) • Enhance transportation alternatives: <ul style="list-style-type: none"> – Reinstate late night bus service to area. – Develop Quad State Trails. 	<ul style="list-style-type: none"> • Enhance airport access: <ul style="list-style-type: none"> – Discussed the potential benefits of a new river crossing – Second access (causeway) east of existing airport access on Kansas side • Support future airport development: <ul style="list-style-type: none"> – Missouri Air National Guard moving creates business development opportunity. • Address US 36 corridor issues <ul style="list-style-type: none"> – Maintenance of I-229/US 36/US 59 interchange – Safely accommodate traffic through Wathena (especially during major events) • Improve bike/pedestrian facilities.

Public Open House

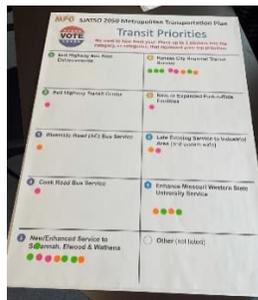
SJATSO conducted a public open house on October 29, 2024, at the St. Joseph City Hall (4:00 p.m. to 7:00 p.m.) in which 18 individuals attended. Participants were able to review regional transportation needs/opportunities and could indicate their top roadway/freight, transit, and active transportation preferences by placing stickers next to their highest priorities (see results in photos below). Two formal comments were submitted. Appendix A includes the open house materials and public comments.



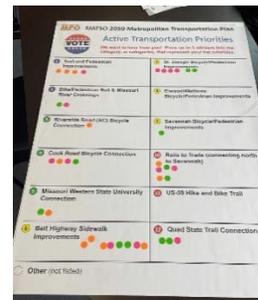
Public Open House Attendees



Roadway / Freight



Transit



Active Transportation

Public Review of the Draft MTP

The draft MTP was available for a 45-day public review and comment period October 18, 2024, to December 1, 2024. While some Facebook comments were provided in response to advertisements, there were no formal comments submitted on the draft MTP.

Evaluation Criteria

Project prioritization is one tool to inform key investment decisions and help assess which projects may be most beneficial to the SJATSO region. The project evaluation methodology helps SJATSO staff and the Coordinating Committee in determining investment priorities for the fiscally constrained 2050 MTP. Table 2 displays the evaluation criteria along with the weighted values confirmed by the SJATSO Coordinating Committee as part of the 2050 MTP development process.

It is important to note that the results of the scoring process are intended to inform investment priorities for further consideration in the planning process. In other words, the ranking process is designed to support the decision-making, rather than render a decision. The scoring results are not intended to be the final ranking; meaning that projects that do not score highly may still be considered for other reasons beyond those described in the evaluation criteria. As such, a project that scores highest does not necessarily reflect the top priority, nor is it necessarily the next project to be implemented or constructed. The planning process provides an allowance for non-technical considerations, recognizing that there are other factors that impact decision-making that cannot be captured through the project scoring.

Table 2. Evaluation Criteria

NOTE: 0 (little, or no impact) to 3 (highest, or most significant impact)
 Weight values adopted by SJATSO Coordinating Committee as part of the 2050 MTP development process

MTP Goals	Evaluation Criteria	Weighted Value	Rating			
			3	2	1	0
Safety	Potential to reduce crashes, or enhance safety for the traveling public	20%	Targeted safety project/improvement, or project enhances geometric design	Project has potential safety benefits, to roadway users or alternative transportation modes	Project has limited safety benefits, to roadway users or alternative transportation modes	Does not target or address a safety issue/need
System Management	Potential to improve existing infrastructure, or more efficient operations	20%	High pavement or bridge priority, or specifically targets other infrastructure need	Identified pavement or bridge need, or other infrastructure need	Routine treatment to improve pavement, or other infrastructure need	No effect on pavement or bridge condition, or other infrastructure
Funding	Project readiness, including overall project cost and potential for available funding	20%	Project ready to build, or in design. Project funding (full or partial) has been identified.	Some analysis/design completed, project requires further study. Project funding has been partially addressed/identified.	Limited analysis/design, project is mostly in the planning stage. Project funding is mostly conceptual, or needs to be addressed.	Project is mostly conceptual, does not address an immediate concern. No funding available, or funding has not been identified.
Economic Vitality	Potential Economic Benefits	15%	Potential to enhance regional economic development and competitiveness	Potential to enhance local economic development within the MPA	Limited or speculative economic benefits within the MPA	Does not directly support economic development within the MPA
Accessibility, Regionalism	Congestion reduction, reduce VHT, reduce VMT, Connectivity	15%	Targets roadway with 'over capacity' v/c ratio and/or a freight corridor	Targets roadway with 'at capacity' v/c ratio and/or a freight corridor or emerging freight corridor	Targets roadway with 'approaching capacity' v/c ratio and/or an emerging freight corridor	Does not target congested roadway and/or no discernable freight benefit
Environmental Protection, Natural Environment, Transportation / Land Use	Consistency with growth/land use patterns, supports environmental protection	5%	Supports targeted development areas, avoids negative environmental impacts	Supports development in existing or planned infrastructure service areas, minimizes negative environmental impacts	Potential land use compatibility / environmental concerns	Is not consistent with desired growth patterns, and/or could have significant environmental impacts
Public Involvement	General support from the public	5%	High priority support for existing or proposed regionally significant investments	Complements existing or proposed regionally significant investments	Minimal existing or proposed support for transportation investment	No support or significant opposition to proposed transportation improvement

Evaluation Results

Figure 9 displays the potential or planned projects within the SJATSO MPA. Some of the projects are proposed concepts (or studies) as there may not be enough information to identify a specific improvement. Table 3 summarizes the results of the project ratings. Table 4 summarizes the results of the project scoring with the weighted factors taken into consideration. Table 5 summarizes the projects that scored with 2.00 or greater and represent the projects that are first to be considered in the 2050 MTP cost feasible analysis (see Appendix H).

Figure 7. Planned/Potential Projects

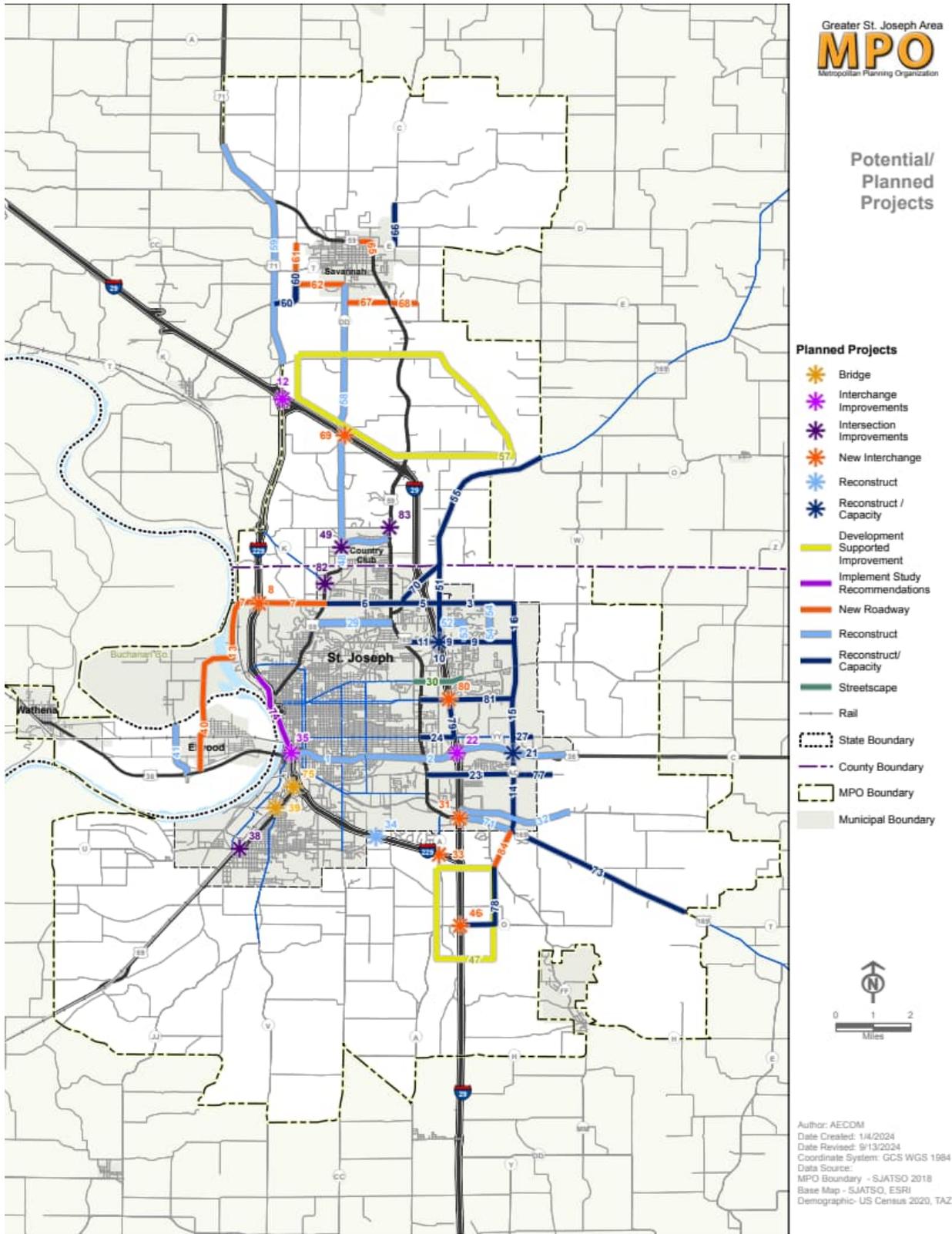


Table 3. Roadway/Freight Project Ratings [1 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Combined Score
1	US 36	MoDOT	28th Street to I-229 / US 36 / US 59 (interchange)	Mainline and ramp improvements	3	3	0	3	2	2	3	16
2	US 36	MoDOT	I-29 to 28th Street	Mainline and ramp improvements	3	2	0	3	2	2	2	14
3	Cook Road	City of St. Joseph	I-29 to Riverside	Improve capacity/reconstruct from 2 lane to 3 lane; improve vertical alignment	2	2	1	3	2	2	3	15
5	Cook Road	City of St. Joseph	US 169 to I-29	Improve capacity/reconstruct from 2 lane to 3 lane	3	2	2	3	3	2	3	18
6	Cook Road	City of St. Joseph	US 59 to US 169	Improve capacity/reconstruct from 2 lane to 3 lane	3	3	2	3	3	2	3	19
7	Cook Road	City of St. Joseph	St. Joseph Avenue / US 59 to Waterworks Rd	Construct new roadway	0	1	0	3	3	2	3	12
8	I-229	MoDOT	@ new Cook Road extension (with project 7)	Construct new interchange	0	2	0	2	3	2	1	10
9	Gene Field Road	City of St. Joseph	Woodbine to Riverside	Improve capacity from (3 lane section)	2	2	1	2	2	2	2	13
10	Gene Field Road (Bridge)	MoDOT	@ I-29	Improve bridge; potential capacity improvement with projects 9 and 11	3	2	1	3	2	2	2	15
11	Gene Field Road	City of St. Joseph	Belt Hwy to Woodbine	Improve capacity (3 lane section)	2	2	1	3	2	2	2	14
12	I-29/I-229 and US 71 interchange	MoDOT	System interchange	Improve ramp geometrics; enhance safety and traffic flow	3	3	1	2	3	2	3	17
13	New Airport River Crossing	Buchanan / City of St. Joseph / MoDOT / KDOT	TBD	Construct bridge to provide secondary access to the airport	1	2	1	3	3	2	2	14
14	Riverside Road (Route AC)	MoDOT	US 36 to Pickett Rd	Improve capacity/reconstruct from 2 lane to 3 lane	1	2	1	2	3	2	3	14
15	Riverside Road (Route AC)	MoDOT	US 36 to Route 6	Improve cross section and turn lanes; add capacity US 36 to Mitchell	2	2	2	3	3	2	3	17
16	Riverside Road	City of St. Joseph	Gene Field to Cook	Improve roadway; urban cross section	2	2	0	1	1	1	1	8

Table 3. Roadway/Freight Project Ratings [2 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	2	2	2	3	3	2	3	Combined Score
21	Riverside Road (Route AC)	MoDOT	US 36 Interchange / Bridge	Reconstruct, add capacity	3	3	3	3	2	2	2	18
22	I-29	MoDOT	US 36	Improve interchange	3	3	1	2	3	2	2	16
23	Pickett Road	City of St. Joseph	Belt Highway to Riverside	Improve cross section with turn lanes	2	2	0	1	2	2	1	10
24	Mitchell Avenue (YY)	MoDOT	US 169 (Belt Highway) to I-29	Improve cross section and intersections	1	1	1	2	2	2	2	11
27	Mitchell Avenue (YY)	MoDOT	Riverside to 59th	Improve intersection approach; geometrics	2	2	1	3	2	2	1	13
29	Karnes Road	City of St. Joseph	US 169 (Bus. 29) to St. Joseph Avenue (US 59)	Improve cross section; add shoulders; improve intersections	2	1	0	1	2	1	1	8
30	Frederick Avenue	City of St. Joseph	36th St. and Leonard	Streetscape/gateway improvements; improve sidewalks	2	2	1	3	2	2	3	15
31	I-29	MoDOT	US 169	Reconstruct interchange	3	3	3	3	2	2	3	19
32	Easton Road	City of St. Joseph	Leonard to east of Riverside	Improve (rebuild horizontal/vertical alignment as standard urban section)	2	2	0	1	1	2	1	9
33	I-229 (Interchange)	MoDOT	@ Route A	Add ramps at interchange to accommodate all travel movements	2	2	0	3	3	2	2	14
34	I-229 (Interchange)	MoDOT	@ MO 752	Improve interchange ramps	0	2	0	2	2	1	1	8
35	I-229 / US 36 / US 59 (interchange)	MoDOT	System interchange	Improve geometrics; enhance safety and traffic flow	3	3	0	2	2	1	1	12
38	Alabama Street	MoDOT	near US 59	Improve intersection geometrics; explore at-grade rail crossing options	3	3	3	3	3	2	3	20
39	Lower Lake Road	City of St. Joseph	@ railroad crossing	Construct grade-separation	1	2	0	2	2	2	1	10
40	New Airport Causeway	Buchanan / Doniphan County / Elwood	Location TBD	Construct secondary access point to/from airport	3	2	0	2	2	1	1	11

Table 3. Roadway/Freight Project Ratings [3 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Combined Score
41	Rosecrans Airport Access	KDOT	US 36 to airport entrance	Improve cross section	2	1	1	3	3	1	1	12
46	I-29	MoDOT	Route O	Construct new interchange	0	1	0	1	2	1	0	5
47	Develop supporting roadway network	City of St. Joseph / Buchanan	TBD	Develop local area roads to support future development	0	1	0	1	1	2	0	5
48	US 59	MoDOT	County Line Road to Belt Highway	Improve cross section and intersection geometrics	2	2	1	2	2	2	2	13
49	US 59	MoDOT	Route DD	Intersection improvements	2	2	1	1	2	2	2	12
50	McArthur Drive (Bridge)	City of St. Joseph	@ BNSF RR	Reconstruct	3	3	0	0	0	2	1	9
52	Karnes Road	City of St. Joseph	Leonard to Woodbine	Improve (rebuild to 2-lane standard section)	1	2	1	1	2	2	1	10
53	Leonard Road	City of St. Joseph	Gene Field to Karnes	Improve (rebuild to 2-lane standard section)	1	2	1	1	2	2	1	10
54	Bishop Road	City of St. Joseph	Gene Field Road to Cook	Improve (rebuild to 2-lane standard section)	1	2	1	1	2	2	1	10
55	US 169	MoDOT	I-29 to MPA eastern boundary	Improve cross section; and intersections	0	1	0	1	2	2	0	6
57	Develop supporting roadway network	Andrew County	TBD	Develop new roadways to support future development	1	2	0	2	2	2	1	10
58	Highway DD	Andrew County	Between US 59 and T (near Savannah)	Upgrade segment	1	3	0	1	2	2	0	9
59	US 71	MoDOT	US 59	Upgrade roadway	1	2	0	1	2	1	0	7
60	Highway T	Andrew County	Roadway segment	Improve capacity; add shoulders	2	2	0	1	2	1	1	9
61	Route T / (CR 428)	Andrew County	CR 424 and CR 427	Extend roadway	0	1	0	1	2	2	1	7

Table 3. Roadway/Freight Project Ratings [4 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Combined Score
62	E. Swenson Drive	Savannah	7th Street to Route T	Extend Roadway	2	2	1	2	2	2	1	12
65	Business 71 (Savannah)	MoDOT	Main street north to 3rd Street	Extend existing four-lane section; include active transportation facilities	2	2	1	2	2	2	2	13
66	Highway C	Andrew County	Roadway segment	Improve capacity, resurface & install shoulders	2	2	1	1	2	2	1	11
67	CR 366	Andrew County	Business 71	Connect segment between DD and Business 71	1	1	0	3	2	2	2	11
68	CR 366	Andrew County	Business 71 east to Route 332	Extend CR 366 eastward to connect	1	2	1	1	2	2	2	11
69	I-29	MoDOT	Route DD	Construct new interchange to accommodate future development	0	0	0	1	2	1	0	4
70	US 169	MoDOT	Cook Road to I-29	Improve (increase capacity from 2 to 3 lanes) and modify interchange	2	2	1	2	3	2	2	14
71	US 169	MoDOT	I-29 to Route FF	Increase capacity; 4-lane section with access management	3	2	1	2	2	2	1	13
73	US 169	MoDOT	Route FF to MPA boundary	Improve cross section; add turn-lanes	1	2	0	1	2	1	0	7
74	I-229 (Double Decker)	MoDOT	I-229/US 59 to I-229/US 36/US 59 interchange	Construct preferred alternative identified in I-229 EA Study	2	3	3	3	3	2	3	19
75	6th Avenue (Bridge)	City of St. Joseph	@ King Hill Avenue	Reconstruct concrete stringer	3	3	0	0	0	2	1	9
77	Pickett Road	City of St. Joseph	Route AC to Craig Parkway	Improve to urban cross section	1	0	3	3	2	3	2	14
78	Route O (future I-29 to Route AC connector)	City of St. Joseph / MoDOT	Route O and potential new corridor alignment	Improve existing road capacity/cross section; construct new roadway	1	0	0	3	2	2	0	8
79	I-29 Mainline	MoDOT	US-36 to Frederick Avenue	Geometric and capacity improvements; coordinated with project 80	0	0	0	3	3	3	0	9
80	I-29 New Interchange	City of St. Joseph / MoDOT	I-29 at Faraon Street	Construct new interchange (pending results of I-29 break-in access study)	0	0	0	3	3	3	0	9

Table 3. Roadway/Freight Project Ratings [5 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Combined Score
81	Faraon Street	City of St. Joseph	Belt Highway to Riverside	Improve roadway cross section; add turn-lanes	2	3	0	2	1	3	2	13
82	US 59	MoDOT	@ Route K	Improve intersection geometrics/turning lanes	3	1	0	0	2	2	1	9
83	Route DD	Village of County Club / MoDOT	@ John Glenn Road	Improve intersection geometrics/turning lanes	3	2	0	0	1	2	2	10
84	New Route (future I-29 to Route AC connector)	City of St. Joseph	State Route FF to Route AC (Riverside)	Construct new roadway; completes I-29 / Route AC connector route	1	0	0	3	2	2	0	8

Table 4. Roadway/Freight Project Scoring (Weighted Scores) [1 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Weighted Score
1	US 36	MoDOT	28th Street to I-229 / US 36 / US 59 (interchange)	Mainline and ramp improvements	0.60	0.60	0.00	0.45	0.30	0.10	0.15	2.20
2	US 36	MoDOT	I-29 to 28th Street	Mainline and ramp improvements	0.60	0.40	0.00	0.45	0.30	0.10	0.10	1.95
3	Cook Road	City of St. Joseph	I-29 to Riverside	Improve capacity/reconstruct from 2 lane to 3 lane; improve vertical alignment	0.40	0.40	0.20	0.45	0.30	0.10	0.15	2.00
5	Cook Road	City of St. Joseph	US 169 to I-29	Improve capacity/reconstruct from 2 lane to 3 lane	0.60	0.40	0.40	0.45	0.45	0.10	0.15	2.55
6	Cook Road	City of St. Joseph	US 59 to US 169	Improve capacity/reconstruct from 2 lane to 3 lane	0.60	0.60	0.40	0.45	0.45	0.10	0.15	2.75
7	Cook Road	City of St. Joseph	St. Joseph Avenue / US 59 to Waterworks Rd	Construct new roadway	0.00	0.20	0.00	0.45	0.45	0.10	0.15	1.35
8	I-229	MoDOT	@ new Cook Road extension (with project 7)	Construct new interchange	0.00	0.40	0.00	0.30	0.45	0.10	0.05	1.30
9	Gene Field Road	City of St. Joseph	Woodbine to Riverside	Improve capacity from (3 lane section)	0.40	0.40	0.20	0.30	0.30	0.10	0.10	1.80
10	Gene Field Road (Bridge)	MoDOT	@ I-29	Improve bridge; potential capacity improvement with projects 9 and 11	0.60	0.40	0.20	0.45	0.30	0.10	0.10	2.15
11	Gene Field Road	City of St. Joseph	Belt Hwy to Woodbine	Improve capacity (3 lane section)	0.40	0.40	0.20	0.45	0.30	0.10	0.10	1.95
12	I-29/I-229 and US 71 interchange	MoDOT	System interchange	Improve ramp geometrics; enhance safety and traffic flow	0.60	0.60	0.20	0.30	0.45	0.10	0.15	2.40
13	New Airport River Crossing	Buchanan / City of St. Joseph / MoDOT / KDOT	TBD	Construct bridge to provide secondary access to the airport	0.20	0.40	0.20	0.45	0.45	0.10	0.10	1.90
14	Riverside Road (Route AC)	MoDOT	US 36 to Pickett Rd	Improve capacity/reconstruct from 2 lane to 3 lane	0.20	0.40	0.20	0.30	0.45	0.10	0.15	1.80
15	Riverside Road (Route AC)	MoDOT	US 36 to Route 6	Improve cross section and turn lanes; add capacity US 36 to Mitchell	0.40	0.40	0.40	0.45	0.45	0.10	0.15	2.35
16	Riverside Road	City of St. Joseph	Gene Field to Cook	Improve roadway; urban cross section	0.40	0.40	0.00	0.15	0.15	0.05	0.05	1.20

Table 4. Roadway/Freight Project Scoring (Weighted Scores) [2 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Weighted Score
21	Riverside Road (Route AC)	MoDOT	US 36 Interchange / Bridge	Reconstruct, add capacity	0.60	0.60	0.60	0.45	0.30	0.10	0.10	2.75
22	I-29	MoDOT	US 36	Improve interchange	0.60	0.60	0.20	0.30	0.45	0.10	0.10	2.35
23	Pickett Road	City of St. Joseph	Belt Highway to Riverside	Improve cross section with turn lanes	0.40	0.40	0.00	0.15	0.30	0.10	0.05	1.40
24	Mitchell Avenue (YY)	MoDOT	US 169 (Belt Highway) to I-29	Improve cross section and intersections	0.20	0.20	0.20	0.30	0.30	0.10	0.10	1.40
27	Mitchell Avenue (YY)	MoDOT	Riverside to 59th	Improve intersection approach; geometrics	0.40	0.40	0.20	0.45	0.30	0.10	0.05	1.90
29	Karnes Road	City of St. Joseph	US 169 (Bus. 29) to St. Joseph Avenue (US 59)	Improve cross section; add shoulders; improve intersections	0.40	0.20	0.00	0.15	0.30	0.05	0.05	1.15
30	Frederick Avenue	City of St. Joseph	36th St. and Leonard	Streetscape/gateway improvements; improve sidewalks	0.40	0.40	0.20	0.45	0.30	0.10	0.15	2.00
31	I-29	MoDOT	US 169	Reconstruct interchange	0.60	0.60	0.60	0.45	0.30	0.10	0.15	2.80
32	Easton Road	City of St. Joseph	Leonard to east of Riverside	Improve (rebuild horizontal/vertical alignment as standard urban section)	0.40	0.40	0.00	0.15	0.15	0.10	0.05	1.25
33	I-229 (Interchange)	MoDOT	@ Route A	Add ramps at interchange to accommodate all travel movements	0.40	0.40	0.00	0.45	0.45	0.10	0.10	1.90
34	I-229 (Interchange)	MoDOT	@ MO 752	Improve interchange ramps	0.00	0.40	0.00	0.30	0.30	0.05	0.05	1.10
35	I-229 / US 36 / US 59 (interchange)	MoDOT	System interchange	Improve geometrics; enhance safety and traffic flow	0.60	0.60	0.00	0.30	0.30	0.05	0.05	1.90
38	Alabama Street	MoDOT	near US 59	Improve intersection geometrics; explore at-grade rail crossing options	0.60	0.60	0.60	0.45	0.45	0.10	0.15	2.95
39	Lower Lake Road	City of St. Joseph	@ railroad crossing	Construct grade-separation	0.20	0.40	0.00	0.30	0.30	0.10	0.05	1.35
40	New Airport Causeway	Buchanan / Doniphan County / Elwood	Location TBD	Construct secondary access point to/from airport	0.60	0.40	0.00	0.30	0.30	0.05	0.05	1.70

Table 4. Roadway/Freight Project Scoring (Weighted Scores) [3 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Weighted Score
41	Rosecrans Airport Access	KDOT	US 36 to airport entrance	Improve cross section	0.40	0.20	0.20	0.45	0.45	0.05	0.05	1.80
46	I-29	MoDOT	Route O	Construct new interchange	0.00	0.20	0.00	0.15	0.30	0.05	0.00	0.70
47	Develop supporting roadway network	City of St. Joseph / Buchanan	TBD	Develop local area roads to support future development	0.00	0.20	0.00	0.15	0.15	0.10	0.00	0.60
48	US 59	MoDOT	County Line Road to Belt Highway	Improve cross section and intersection geometrics	0.40	0.40	0.20	0.30	0.30	0.10	0.10	1.80
49	US 59	MoDOT	Route DD	Intersection improvements	0.40	0.40	0.20	0.15	0.30	0.10	0.10	1.65
50	McArthur Drive (Bridge)	City of St. Joseph	@ BNSF RR	Reconstruct	0.60	0.60	0.00	0.00	0.00	0.10	0.05	1.35
52	Karnes Road	City of St. Joseph	Leonard to Woodbine	Improve (rebuild to 2-lane standard section)	0.20	0.40	0.20	0.15	0.30	0.10	0.05	1.40
53	Leonard Road	City of St. Joseph	Gene Field to Karnes	Improve (rebuild to 2-lane standard section)	0.20	0.40	0.20	0.15	0.30	0.10	0.05	1.40
54	Bishop Road	City of St. Joseph	Gene Field Road to Cook	Improve (rebuild to 2-lane standard section)	0.20	0.40	0.20	0.15	0.30	0.10	0.05	1.40
55	US 169	MoDOT	I-29 to MPA eastern boundary	Improve cross section; and intersections	0.00	0.20	0.00	0.15	0.30	0.10	0.00	0.75
57	Develop supporting roadway network	Andrew County	TBD	Develop new roadways to support future development	0.20	0.40	0.00	0.30	0.30	0.10	0.05	1.35
58	Highway DD	Andrew County	Between US 59 and T (near Savannah)	Upgrade segment	0.20	0.60	0.00	0.15	0.30	0.10	0.00	1.35
59	US 71	MoDOT	US 59	Upgrade roadway	0.20	0.40	0.00	0.15	0.30	0.05	0.00	1.10
60	Highway T	Andrew County	Roadway segment	Improve capacity; add shoulders	0.40	0.40	0.00	0.15	0.30	0.05	0.05	1.35
61	Route T / (CR 428)	Andrew County	CR 424 and CR 427	Extend roadway	0.00	0.20	0.00	0.15	0.30	0.10	0.05	0.80

Table 4. Roadway/Freight Project Scoring (Weighted Scores) [4 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Weighted Score
62	E. Swenson Drive	Savannah	7th Street to Route T	Extend Roadway	0.40	0.40	0.20	0.30	0.30	0.10	0.05	1.75
65	Business 71 (Savannah)	MoDOT	Main street north to 3rd Street	Extend existing four-lane section; include active transportation facilities	0.40	0.40	0.20	0.30	0.30	0.10	0.10	1.80
66	Highway C	Andrew County	Roadway segment	Improve capacity, resurface & install shoulders	0.40	0.40	0.20	0.15	0.30	0.10	0.05	1.60
67	CR 366	Andrew County	Business 71	Connect segment between DD and Business 71	0.20	0.20	0.00	0.45	0.30	0.10	0.10	1.35
68	CR 366	Andrew County	Business 71 east to Route 332	Extend CR 366 eastward to connect	0.20	0.40	0.20	0.15	0.30	0.10	0.10	1.45
69	I-29	MoDOT	Route DD	Construct new interchange to accommodate future development	0.00	0.00	0.00	0.15	0.30	0.05	0.00	0.50
70	US 169	MoDOT	Cook Road to I-29	Improve (increase capacity from 2 to 3 lanes) and modify interchange	0.40	0.40	0.20	0.30	0.45	0.10	0.10	1.95
71	US 169	MoDOT	I-29 to Route FF	Increase capacity; 4-lane section with access management	0.60	0.40	0.20	0.30	0.30	0.10	0.05	1.95
73	US 169	MoDOT	Route FF to MPA boundary	Improve cross section; add turn-lanes	0.20	0.40	0.00	0.15	0.30	0.05	0.00	1.10
74	I-229 (Double Decker)	MoDOT	I-229/US 59 to I-229/US 36/US 59 interchange	Construct preferred alternative identified in I-229 EA Study	0.40	0.60	0.60	0.45	0.45	0.10	0.15	2.75
75	6th Avenue (Bridge)	City of St. Joseph	@ King Hill Avenue	Reconstruct concrete stringer	0.60	0.60	0.00	0.00	0.00	0.10	0.05	1.35
77	Pickett Road	City of St. Joseph	Route AC to Craig Parkway	Improve to urban cross section	0.20	0.00	0.60	0.45	0.30	0.15	0.10	1.80
78	Route O (future I-29 to Route AC connector)	City of St. Joseph / MoDOT	Route O and potential new corridor alignment	Improve existing road capacity/cross section; construct new roadway	0.20	0.00	0.00	0.45	0.30	0.10	0.00	1.05
79	I-29 Mainline	MoDOT	US-36 to Frederick Avenue	Geometric and capacity improvements; coordinated with project 80	0.00	0.00	0.00	0.45	0.45	0.15	0.00	1.05
80	I-29 New Interchange	City of St. Joseph / MoDOT	I-29 at Faraon Street	Construct new interchange (pending results of I-29 break-in access study)	0.00	0.00	0.00	0.45	0.45	0.15	0.00	1.05

Table 4. Roadway/Freight Project Scoring (Weighted Scores) [5 of 5]

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Safety	System Management	Funding	Economic Vitality	Accessibility, Regionalism	Environmental Protection, Natural Environment, Transportation / Land Use	Public Involvement	Weighted Score
81	Faraon Street	City of St. Joseph	Belt Highway to Riverside	Improve roadway cross section; add turn-lanes	0.40	0.60	0.00	0.30	0.15	0.15	0.10	1.70
82	US 59	MoDOT	@ Route K	Improve intersection geometrics/turning lanes	0.60	0.20	0.00	0.00	0.30	0.10	0.05	1.25
83	Route DD	Village of County Club / MoDOT	@ John Glenn Road	Improve intersection geometrics/turning lanes	0.60	0.40	0.00	0.00	0.15	0.10	0.10	1.35
84	New Route (future I-29 to Route AC connector)	City of St. Joseph	State Route FF to Route AC (Riverside)	Construct new roadway; completes I-29 / Route AC connector route	0.20	0.00	0.00	0.45	0.30	0.10	0.00	1.05

Table 5. Project Scoring Results (Project Scoring 2.00 or Greater)

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvement	Weighted Value
38	Alabama Street	MoDOT	near US 59	Improve intersection geometrics; explore at-grade rail crossing options	2.95
31	I-29	MoDOT	US 169	Reconstruct interchange	2.80
6	Cook Road	City of St. Joseph	US 59 to US 169	Improve capacity/reconstruct from 2 lane to 3 lane	2.75
21	Riverside Road (Route AC)	MoDOT	US 36 Interchange / Bridge	Reconstruct, add capacity	2.75
74	I-229 (Double Decker)	MoDOT	I-229/US 59 to I-229/US 36/US 59 interchange	Construct preferred alternative identified in I-229 EA Study	2.75
5	Cook Road	City of St. Joseph	US 169 to I-29	Improve capacity/reconstruct from 2 lane to 3 lane	2.55
12	I-29/I-229 and US 71 interchange	MoDOT	System interchange	Improve ramp geometrics; enhance safety and traffic flow	2.40
22	I-29	MoDOT	US 36	Improve interchange	2.35
15	Riverside Road (Route AC)	MoDOT	US 36 to Route 6	Improve cross section and turn lanes; add capacity US 36 to Mitchell	2.35
1	US 36	MoDOT	28th Street to I-229 / US 36 / US 59 (interchange)	Mainline and ramp improvements	2.20
10	Gene Field Road (Bridge)	MoDOT	@ I-29	Improve bridge; potential capacity improvement with projects 9 and 11	2.15
3	Cook Road	City of St. Joseph	I-29 to Riverside	Improve capacity/reconstruct from 2 lane to 3 lane; improve vertical alignment	2.00
30	Frederick Avenue	City of St. Joseph	36th St. and Leonard	Streetscape/gateway improvements; improve sidewalks	2.00