

## 2045 METROPOLITAN TRANSPORTATION PLAN

St. Joseph Area Transportation Study Organization

Adopted November 2019

# Appendix B

## Goals and Objectives

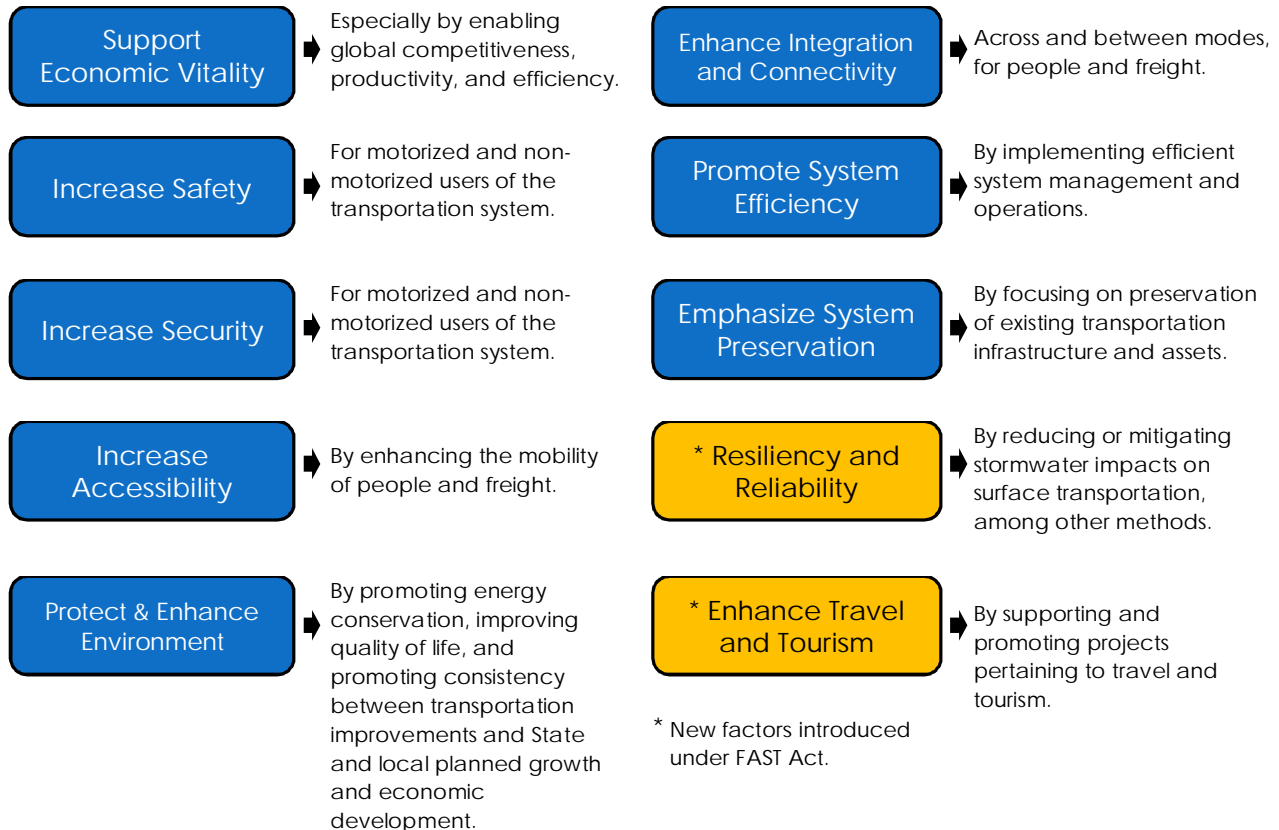
# Appendix B – Goals and Objectives

## Introduction

This appendix summarizes the 2045 SJATSO MTP goals and objectives which guide the direction for future transportation investments and define the vision for the St. Joseph Metropolitan Planning Area (MPA). It summarizes how the MTP public outreach process is critical in shaping the goals and objectives and is consistent with efforts to expand performance-based planning (see Appendix F – Transportation Performance Management for additional details).

## FAST Act Planning Requirements

The FAST Act sets the course for transportation investment with an emphasis on improving mobility on America’s highways, creating jobs and supporting economic growth, accelerating project delivery, and promoting innovation. The MTP should support the ten federal planning requirements identified below. Since the last MTP, the FAST Act expanded the scope of consideration of the metropolitan planning process to include improving transportation system resiliency and reliability; reducing (or mitigating) the stormwater impacts of surface transportation; and enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]



## Public Outreach

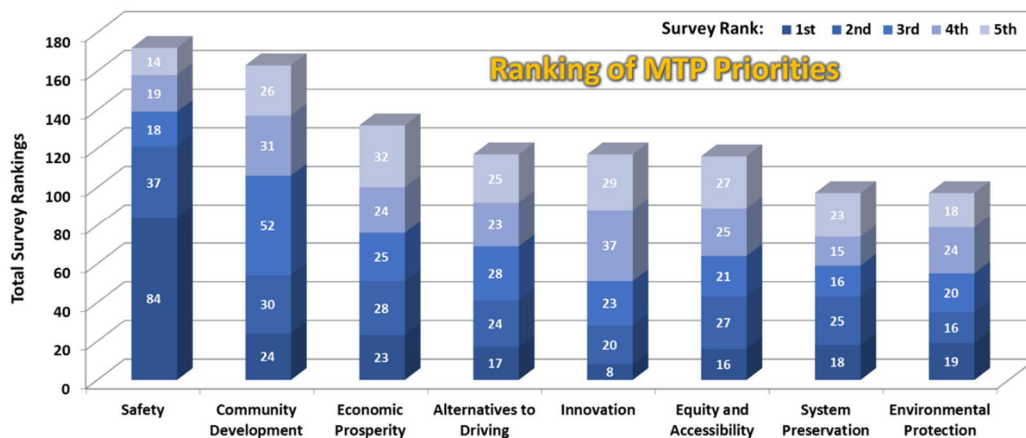
Public outreach plays a vital role in the transportation planning process and directly influences the development of the 2045 MTP. Public outreach activities were identified early in the process, in the Public Involvement Plan (PIP), to support the required MTP tasks. Ultimately, the MTP development—and transportation planning process—is about creating an informed decision-making process that provides the community with both information regarding the MTP process as well as the opportunity to shape the plan vision and transportation priorities. The following highlights key themes gathered from the outreach activities that help confirm the 2045 MTP goal and objectives. Additional details regarding the public outreach activities can be found in Appendix A.



### MetroQuest Survey #1

At the beginning of the MTP process, SJATSO conducted an online survey of St. Joseph residents to help identify MTP priorities. The survey also recorded valuable information that was used to update the existing conditions and to identify future year transportation issues and needs. In total, 255 surveys were completed and over 1,000 priorities were ranked. The priorities that were selected for ranking were identified following a review of the 2040 MTP goals. Figure 1 displays the results of the priority ranking exercise, in which respondents were asked to rank order their top five priorities.

Figure 1. Ranking of MTP Priorities



Source: AECOM, MetroQuest Survey #1; Spring 2018.

In total, over 170 survey respondents identified safety as a top priority, with 84 respondents indicating it was their number one concern. These 84 responses for safety significantly surpassed other top priorities. Supporting community development and economic prosperity received the next highest level of support, with 24 and 23 respondents, respectively, citing the issue as their top concern.

In addition to providing guidance regarding the goals and objectives, survey respondents placed 658 markers on a regional map of the St. Joseph MPA to identify existing transportation and mobility issues. While used primarily to inform the existing conditions analysis, over 450 comments also provided insight into understanding the communities’ concerns and priorities—ultimately helping to further shape and confirm the 2045 MTP goals.

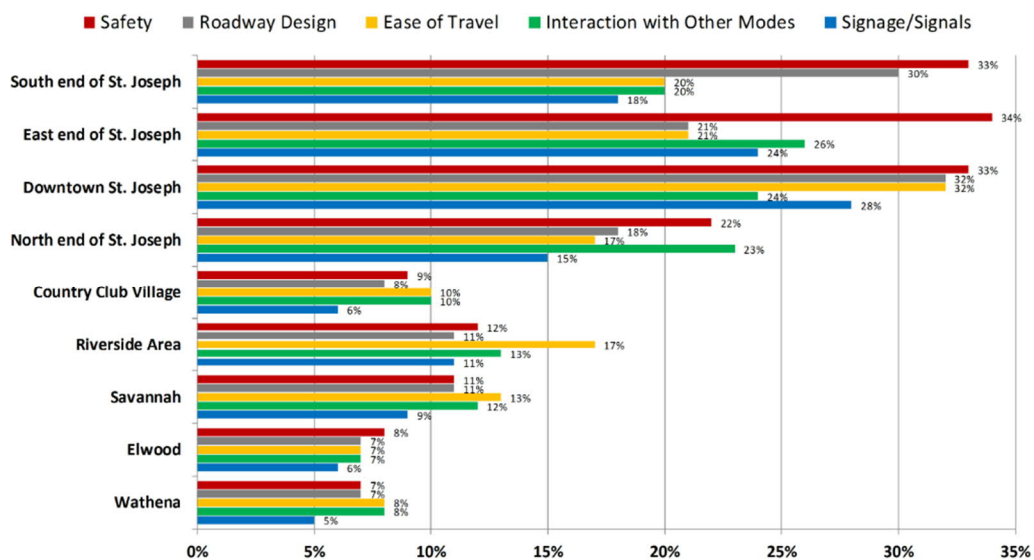
### Statistically Valid Community Survey

For the past four MTP updates, SJATSO has conducted a statistically valid community survey to inform the planning process. The 2045 MTP survey was conducted by ETC Institute in Fall 2018 and surveyed individuals (randomly selected) across all zip codes within the MPA boundary. In total, 401 participants completed the survey, resulting in a statistically valid survey at a 95% confidence level. The following highlights findings that support the development of the 2045 MTP goals (additional survey results can be found in Appendix A).

The community survey questions were developed in part after reviewing the results of the first MetroQuest survey. Much like that survey, the community survey results helped shape the 2045 MTP goals and objectives as they provided better understanding of existing transportation issues and concerns. The community survey also included an open-ended response regarding the future of the I-229 elevated structure (currently being studied as part of the I-229 Environmental Assessment).

One benefit of the community survey is it allows for a breakdown of results by subareas within the MPA (note: with 400 survey responses the results are statistically valid at the regional level, and not at the subarea level; however, the sub-area information is still helpful to highlight differences). Figure 2 displays the results of how survey respondents view various transportation issues, or areas of concern, within the SJATSO planning area.

Figure 2. Transportation Issues/Areas of Concern



Source: ETC Institute, Community Survey; Fall 2018.

Overall, most of the concerns are concentrated within the St. Joseph urbanized area. Survey respondents had the greatest concern regarding transportation safety, similar to the top priority identified in the MetroQuest survey #1. Approximately one-third of residents living in downtown St. Joseph and in the east and south ends of St. Joseph indicated a concern regarding traffic safety. This is consistent with other public input as well as the technical analysis, which showed the highest crash exposure along the Belt Highway and heavy truck traffic in areas of the southern portion of the MPA.

Roadway design was mentioned as a concern primarily in the downtown area and south end of St. Joseph. It is possible the downtown area was mentioned because of construction projects occurring during the survey. The south end of St. Joseph is an area that has significant truck traffic, truck parking issues, and at-grade rail crossings, which are also likely reflected in these findings.

The concern categories 'ease of travel' and 'signage/signals' to some degree reflect residents' perspective regarding congestion and an acceptable level of traffic flow/operations. Downtown St. Joseph had the highest concerns of these two categories, which in part could again be related to construction activity. The east and south ends of St. Joseph also had some concerns, likely reflecting roads with heavier traffic volumes including the Belt Highway, I-29, and US-36. Communities outside of St. Joseph expressed relatively few concerns related to ease of travel or signage/signals.

Interaction with other modes was a concern for respondents in the east end of St. Joseph. This again is an area along the Belt Highway, which is predominately an automobile-oriented corridor. These survey results support other outreach findings that suggest residents would like to see more travel alternatives and complete streets design, not only along the Belt Highway but throughout the region.

A follow-up survey question regarding how residents would invest in future transportation improvements provided interesting insights that further supported the development of goals and priorities. When asked to allocate a hypothetical budget to specific investment types, 19% selected 'repave existing roads' and 15% selected 'repair existing bridges.' These top two investments (34% in total) focus on the rehabilitation/repair of existing transportation infrastructure. The third area (11%) focused on advancing 'complete street' design—or, stated another way, projects that enhance the travel experience for all transportation users, including transit riders, bicyclists, and pedestrians. When combined with those wanting to invest in the rehabilitation/repair of existing transportation assets, the top 45% of responses want to focus investments primarily on existing transportation facilities and ways to make roadways more accessible for all transportation users/modes. This was followed by 10% favoring widening roadways and 9% favoring improving intersections.

These survey results are consistent with other public comments that prioritized the maintenance of area roads and bridges. Furthermore, these survey results directly influenced the SJATSO committees in assigning weighted percentages for project evaluation criterion for the MTP projects.

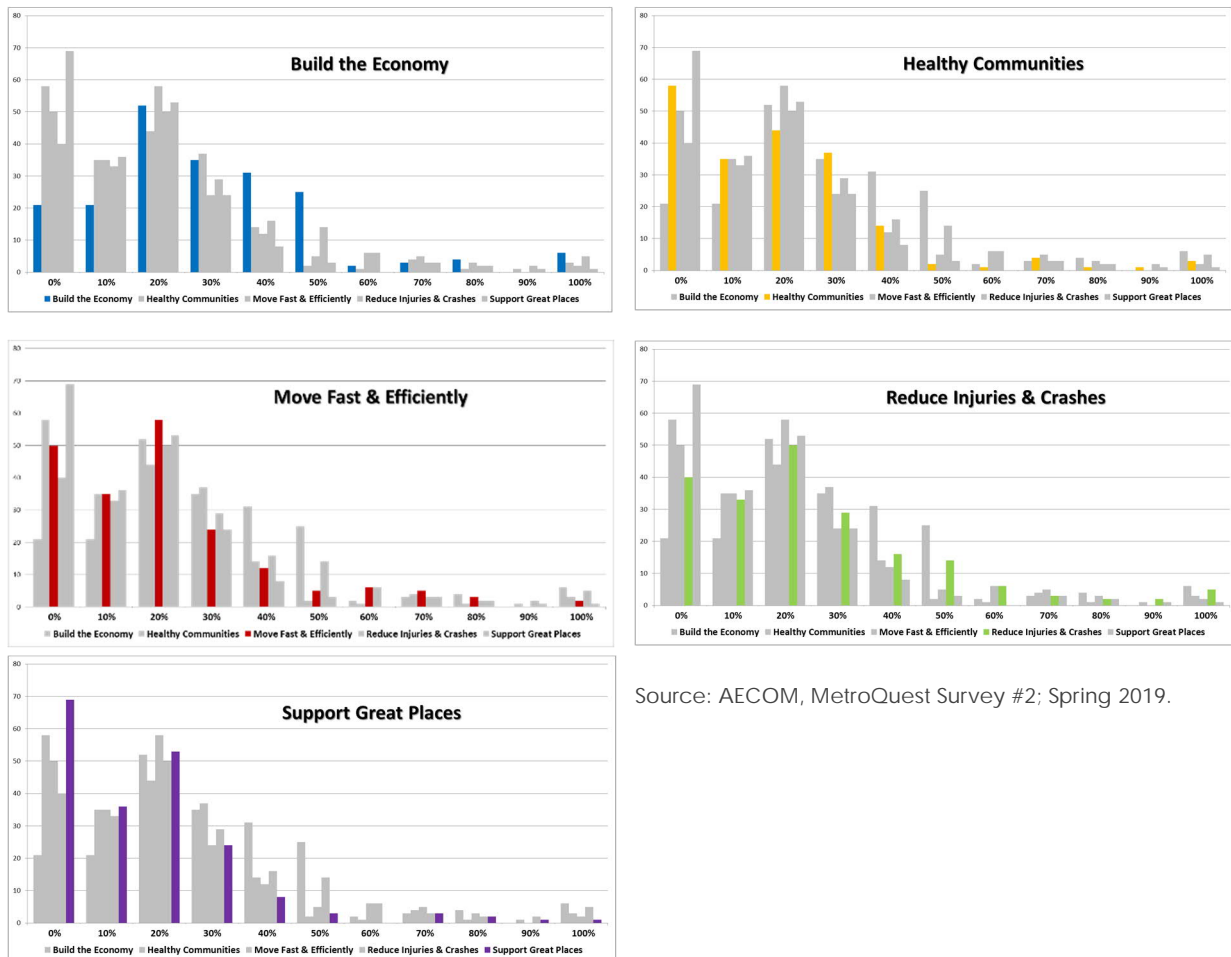
MetroQuest Survey #2

A second MetroQuest survey was conducted in Spring 2019 and asked residents to provide input on specific projects—be they roadway, freight, transit, or bicycle/pedestrian. The specific project responses are discussed later in the project evaluation section; however, the survey also included a budget slider exercise that gave approximately 260 respondents the opportunity to indicate what percentage of funding they would allocate to the following investment categories.

- Build the Economy
- Healthy Communities
- Move Fast & Efficiently
- Reduce Injuries & Crashes
- Support Great Places

Figure 3 summarizes the allocation results. Each topic is presented separately with the other topics grayed out for comparison purposes. Perhaps the most notable result is that Move Fast & Efficiently was generally rated lower than top investment areas including Build the Economy and Reduce Injuries & Crashes.

Figure 3. Budget Slider Allocation (by Investment Category)



Source: AECOM, MetroQuest Survey #2; Spring 2019.

### Sector / Stakeholder Workshops

Sector workshops, conducted in April 2019, help identify current and future year mobility and infrastructure needs. The workshops provided an opportunity to focus on the specific issues of subareas within the region. The workshops also provided an opportunity to confirm that the 2045 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—and sector maps were marked up to identify transportation, land use, and growth issues. Table 1 summarizes the key themes, by sector, that related to the 2045 MTP goals and objectives.

Table 1. Sector Workshop – Key Themes

North	East
<ul style="list-style-type: none"> <li>• Focus on maintaining/upgrading existing roads</li> <li>• School district is rapidly growing, which in turn impacts transportation needs</li> <li>• Safety concerns, specifically the I-29/229/71 interchange (MoDOT is reviewing)</li> <li>• Focus on expanding alternative transportation:                             <ul style="list-style-type: none"> <li>– Need more sidewalks throughout the area, increase mobility for low-income individuals who rely heavily on walking</li> <li>– Support for expanding fixed-route bus service to Savannah (focus on connecting people with jobs)</li> <li>– Support for expanding bicycle facilities, including the rail-to-trails connection to the St. Joseph urbanized area</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Focus on improving infrastructure and traffic operations                             <ul style="list-style-type: none"> <li>– I-29 @ US-169 (heavy truck traffic)</li> <li>– US-36 @ Riverside (bridge, capacity)</li> <li>– I-29 @ US-36 (freight impacts)</li> <li>– I-229 @ Route A (accommodate new development)</li> <li>– Cook Road Improvements (accommodate development, important east-west connectivity)</li> </ul> </li> <li>• Enhance appearance of Frederick Avenue interchange area                             <ul style="list-style-type: none"> <li>– Create “Gateway” to City</li> </ul> </li> <li>• Study long-term future of US-36 corridor                             <ul style="list-style-type: none"> <li>– Safety, operational improvements</li> <li>– Support development east of I-29</li> </ul> </li> <li>• Belt Highway improvements                             <ul style="list-style-type: none"> <li>– Improve traffic operations/safety</li> <li>– Add transit service, and connected sidewalks</li> </ul> </li> <li>• Enhance bicycle connections from WMSU to downtown</li> </ul>
South	West
<ul style="list-style-type: none"> <li>• Improve circulation, access to industries                             <ul style="list-style-type: none"> <li>– Enhance traffic flow and safety at the intersection of US-59 and Alabama</li> <li>– Accommodate truck parking</li> <li>– Improve access to US-36 and I-229, including MO-752 connection</li> </ul> </li> <li>• Study long-term future of US-36 corridor                             <ul style="list-style-type: none"> <li>– Safety, operational improvements</li> <li>– Maintenance of I-229/US-36/US-59 interchange</li> </ul> </li> <li>• Enhance transportation alternatives:                             <ul style="list-style-type: none"> <li>– Later bus service to area</li> <li>– Develop Quad State Trails</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Enhance airport access                             <ul style="list-style-type: none"> <li>– Potential new river crossing</li> <li>– Second access (causeway) east of existing airport access on Kansas side</li> </ul> </li> <li>• Support future airport development                             <ul style="list-style-type: none"> <li>– Air National Guard moving creates business development opportunity</li> </ul> </li> <li>• Address US-36 corridor issues                             <ul style="list-style-type: none"> <li>– Maintenance of I-229/US-36/US-59 interchange</li> <li>– Safely accommodate traffic through Wathena (during major events)</li> </ul> </li> <li>• Improve bike/pedestrian facilities</li> </ul>

## Consistency with Missouri Statewide LRTP goals

In 2018, MoDOT updated the long-range transportation plan, which included extensive input from Missourians and resulted in five goals for the state's transportation system over the next 20 years. These goals are:

1. Take care of the transportation system and services we enjoy today.
2. Keep all travelers safe—no matter the mode of transportation.
3. Invest in projects that spur economic growth and create jobs.
4. Give Missourians better transportation choices.
5. Improve reliability and reduce congestion on Missouri's transportation system.

A comparison of the statewide goals to the SJATSO 2045 MTP goals makes the consistency around the priority investment areas evident. The SJATSO 2045 MTP outreach effort highlighted the desire among area residents to invest in existing transportation assets. Prioritizing safety and supporting economic development were also very high on the list of concerns among St. Joseph area residents—as reflected in the 2045 MTP goals and objectives.

Furthermore, the MTP outreach process demonstrated that SJATSO area residents want to expand transportation alternatives—consistent with the statewide goal to give Missourians better transportation choices. Finally, while congestion is not a significant problem in the SJATSO region, there are isolated areas that will be monitored in the future to maintain a high level of mobility. In conclusion, the 2045 SJATSO MTP goals are consistent with, and support the Missouri Statewide LRTP goals.

## 2045 MTP Goals and Objectives

The MTP development process invites the SJATSO metropolitan area residents, businesses, and stakeholders to think big and long-term regarding the region's transportation future. Establishing the 2045 MTP goals and objectives frames the comprehensive, coordinated, and continuing transportation planning process that is critical to shaping the long-term vision of the SJATSO region.

As summarized in this appendix, SJATSO places significant importance on the input obtained through the MTP public outreach effort to not only confirm the goals and objectives, but to directly impact the project evaluation to ensure the MTP projects truly address and reflect the region's long-term vision.

As with previous MTP updates, the SJATSO staff and MPO Committees reviewed and adopted the goals and objectives summarized in Table 2. The high-level goals focus on:

- Safety
- Economic Vitality
- Regionalism
- Accessibility
- Funding
- Transportation/Land Use
- Environmental Protection
- System Management
- Public Involvement



Table 2. SJATSO 2045 MTP Goals and Objectives

Goal	Objectives
<p><b>1 Safety</b> Provide a safe transportation system that balances the travel needs of all users, including the public and area businesses.</p>	<ol style="list-style-type: none"> <li>1. Improve travel safety within the region by prioritizing transportation improvements that reduce fatalities and serious injuries.</li> <li>2. Incorporate Complete Streets principles into project designs to accommodate all users of all abilities.</li> <li>3. Reduce modal conflicts to enhance safety in the movement of people and goods.</li> <li>4. Utilize innovative design strategies to reduce crash exposure and improve traffic flow along major roadway segments and intersections.</li> </ol>
<p><b>2 Economic Vitality</b> Ensure the St. Joseph metropolitan area’s economic growth and competitiveness by providing a safe, secure, reliable and efficient transportation system.</p>	<ol style="list-style-type: none"> <li>1. Improve the operating efficiency of the existing infrastructure and transportation assets.</li> <li>2. Reduce travel time, delays, and traffic hazards.</li> <li>3. Reduce the amount of vehicle miles traveled on congested roads.</li> <li>4. Foster strategies that reduce the growth in peak period travel.</li> </ol>
<p><b>3 Regionalism</b> Support local and regional transportation and land use planning needs.</p>	<ol style="list-style-type: none"> <li>1. Promote the efficient movement of people and goods by linking the various modes of transportation.</li> <li>2. Promote connections between transportation modes that support the effective shipment of freight.</li> <li>3. Preserve and develop corridors for future transportation systems.</li> <li>4. Ensure compatibility with the transportation facilities of adjacent municipalities and counties.</li> <li>5. Support statewide transportation initiatives that affect the St. Joseph metropolitan area.</li> <li>6. Utilize mutual aid agreements to help address transportation needs.</li> </ol>
<p><b>4 Accessibility</b> Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.</p>	<ol style="list-style-type: none"> <li>1. Enhance transit services by providing more reliable service, improved passenger information and additional routes to communities outside of the city core.</li> <li>2. Establish regional transit services by providing intra-regional service to metropolitan area communities and interregional service to areas outside of the metropolitan area.</li> <li>3. Encourage the development of Complete Streets that accommodate the transportation needs of all users including vehicular traffic, transit, bikes and pedestrians.</li> <li>4. Strengthen bicycle and pedestrian access to roadways and transit facilities.</li> <li>5. Promote transit service to major activity and employment centers.</li> <li>6. Place a high priority on serving the needs of transportation disadvantaged including the elderly and low-income residents.</li> </ol>
<p><b>5 Funding</b> Develop innovative funding sources and strategies for transportation improvements.</p>	<ol style="list-style-type: none"> <li>1. Ensure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure.</li> <li>2. Develop transportation investment decisions that maximize the full benefits of the system while considering the full costs.</li> <li>3. Give priority to funding those transportation needs identified in state, regional and local transportation system plans.</li> <li>4. Consider the funding implications of federal and state actions on the regional transportation system and services.</li> <li>5. Promote public-private partnerships in addressing transportation needs.</li> </ol>

Table 2. SJATSO 2045 MTP Goals and Objectives (continued)

Goal	Objectives
<p><b>6</b> <b>Transportation / Land Use</b></p> <p>Improve transportation and land use coordination.</p>	<ol style="list-style-type: none"> <li>1. Strengthen the connection between land use and transportation planning to develop a more efficient transportation system.</li> <li>2. Encourage the concentration of employment and activity sites within transit corridors to maximize transportation efficiency.</li> <li>3. Encourage local and regional land use planning to promote smart growth.</li> <li>4. Emphasize the importance of access management in preserving corridor capacity and enhancing travel safety.</li> <li>5. Focus transportation system improvements to support and promote tourism.</li> </ol>
<p><b>7</b> <b>Environmental Protection</b></p> <p>Protect the environment, promote energy conservation, increase safety and improve the quality of life.</p>	<ol style="list-style-type: none"> <li>1. Avoid disproportionate adverse impacts on low-income and minority communities.</li> <li>2. Support alternative transportation modes to improve air quality and community health.</li> <li>3. Encourage use of alternative fuels and technologies in motor vehicle, fleet and transit applications.</li> <li>4. Preserve and enhance scenic views of and access to historic, cultural and other attractive features.</li> <li>5. Minimize impacts to the environment by avoiding sensitive environmental features or by identifying relevant mitigation measures early in corridor development.</li> </ol>
<p><b>8</b> <b>System Management</b></p> <p>Preserve and maintain the existing transportation system.</p>	<ol style="list-style-type: none"> <li>1. Encourage new programs designed to preserve and maintain the regional infrastructure.</li> <li>2. Utilize Intelligent Transportation System (ITS) measures to maximize existing transportation system resources.</li> <li>3. Utilize transportation system management (TSM) improvements when more cost effective than facility expansion.</li> <li>4. Manage access along corridors to preserve corridor capacity and travel safety.</li> </ol>
<p><b>9</b> <b>Public Involvement</b></p> <p>Support community involvement in the transportation planning process.</p>	<ol style="list-style-type: none"> <li>1. Inform the public about transportation issues in a clear and concise manner.</li> <li>2. Involve the public in several ways—early and often—to encourage their participation in the planning process.</li> <li>3. Conduct the plan in an inclusive manner to ensure the process is fair and open to all individuals.</li> <li>4. Ensure that plans respond to the diversity of community needs.</li> <li>5. Encourage local government agencies to formally adopt the MTP recommendations.</li> </ol>