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Newsletter for  
the Update of the  
St. Joseph Area  
2035 Long Range  
Transportation  
Plan

# ST. JOSEPH AREA

*Long Range Transportation Plan*



Volume 1

August 2008

# Time Traveler



*How can the role of transit be strengthened or better serve its customers?*

## Visit Our Web Site

In addition to this newsletter, our web site includes the current long range plan, our plan for involving the public, and other transportation information. This is also where you can find information about future meetings.

[www.stjoemo.info/publicworks/lrp.cfm](http://www.stjoemo.info/publicworks/lrp.cfm)

## We'd Like to Hear From You!

Your ideas and input are an important part of the process. Your input and requests will be shared with the steering committee, and you can be added to our e-mailing list.

## Contact info:

Kelsy Marr, Transportation Planner  
SJATSO  
1100 Frederick Avenue, Room 204  
St. Joseph, MO 64501  
816-236-1471

[kmarr@ci.st-joseph.mo.us](mailto:kmarr@ci.st-joseph.mo.us)

If you would like to contact a specific steering committee member, please contact them in care of Kelsy Marr at the address above.

## Steering Committee

### Membership

Dick DeShon, business representative  
Dave Gach, Missouri Highways and  
Transportation Commission  
Lori Hansen, MERIL  
Dan Hausman, Buchanan County  
Vic Henkoski, transit user representative  
Kurt Janicek, Manager, St. Joseph Transit  
Bill Kretzer, Mayor, City of Savannah  
Jerry Russell, St. Joseph resident  
Galen Weiland, Doniphan Co. Economic  
Development

### Ex-Officio Agency Representatives

Allison Smith, KDOT  
Andy Clements, City of St. Joseph  
Daniel Nguyen, Federal Transit  
Administration  
Donny Hamilton, Federal Highway  
Administration  
Joni Adamson, MoDOT  
Kelsy Marr, SJATSO  
Mark Huffhines, Federal Highway  
Administration  
Shannon Kusilek, MoDOT

### Consultant Staff

Dan Meyers, URS Corporation  
Mike Larson, URS Corporation  
Jim Meyer, URS Corporation

## Update of the St. Joseph Area Transportation Plan

The St. Joseph Area Transportation Study Organization (SJATSO) is a metropolitan planning organization, or MPO, responsible for funding area transportation improvements. Since transportation planning is regional in nature, the federal government requires regional coordination to obtain federal funding. SJATSO is governed by a Coordinating Committee that includes representatives from area communities including St. Joseph, Savannah, Elwood and Wathena.

With the assistance of URS Corporation, SJATSO is updating our regional Long Range Transportation Plan (LRTP). Updated every five years, the new LRTP will identify transportation needs and priorities through the year 2035. The funding of specific projects over the short term must be consistent with this LRTP.

The LRTP update process will occur through the beginning of 2010. A steering committee of local and agency representatives is guiding this work.

## Public Involvement Plan

Public involvement is an important part of updating the LRTP. Our Public Involvement Plan, which is a work-in-progress, addresses the requirements we must meet for public involvement, the different public involvement techniques that we will use, and milestones throughout the process. Please take on an opportunity to review this on our web site and offer any suggestions on how to get people involved.

## Phases

The update of the LRTP includes several phases:

- Data and information collection
- Discussion of regional issues
- Forecasting future conditions
- Identifying and evaluating the effects of different improvements
- Adoption of the plan by the Coordinating Committee



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## Resident Survey Has Begun

Approximately 350 residents of the area are being contacted to obtain their perspectives on transportation conditions in the area. This is a scientific survey, giving us a snapshot of what area residents generally think. Questions range from conditions on specific roadways to concerns about regional development to how they've dealt with the recent spike in gas prices. The results of this survey will be presented to the Steering Committee at their meeting on September 24th and will be posted to the web site.

## Stakeholder Interviews to Begin

We are conducting one-on-one interviews with key "stakeholders" in the area. These are individuals who represent organizations who have a special stake in the transportation system (e.g., those who are responsible for the transportation system or whose members have particular transportation needs or concerns). They include transportation agencies, business organizations, advocacy organizations, human services organizations. If you or someone you know would like to participate in this interview, please let us know.

## Transportation Plan Goals

The current St. Joseph Area Long Range Transportation Plan includes the following goal statements.

### Economic Vitality

Ensure the St. Joseph metropolitan area's economic growth and competitiveness by providing a safe, reliable and efficient transportation system.

### Regionalism

Support local and regional transportation needs.

### Accessibility

Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.

### Funding

Develop innovative funding sources and strategies for transportation improvements.

### Transportation / Land Use Compatibility

Improve transportation and land use coordination.

### Environmental Protection

Protect the environment, promote energy conservation, increase safety and improve the quality of life.

### System Management

Preserve and maintain the existing transportation system.

### Public Involvement

Support community involvement in the transportation planning process.



*The growing commercial edge of St. Joseph. How should this area be served by transportation? Image courtesy of USGS*

## Steering Committee Meeting

September 24th, 2008  
St. Joseph City Hall  
4th Floor Conference Room  
1:30-3:30pm

## Agenda:

- Public and stakeholder opinions
- Existing transportation conditions
- Updated goals and objectives

## Major future activities:

- Meetings with stakeholders, November 2008
- Transportation demand modeling, Winter 2008-2009
- Citizen focus groups, Spring 2009

If you plan on attending a meeting to participate or to observe, and need special assistance beyond what is routinely provided, we will attempt to accommodate you in every reasonable manner. Please contact Chuck Kempf, (816) 271-4610 or TDD # (816) 271-4898, at least two business days prior to the meeting to inform us of your specific needs.

## Feature Article:

# What Makes a Street "Incomplete"?

The flow of vehicle traffic is only one important consideration in making long-term decisions about a community's streets. Considering how people access their destinations is just as important as how easy it is to drive around town. "Complete streets" is a term that has been used to describe an approach to public streets that addresses the needs of all types of movement, whether it be cars, buses, bikes or pedestrians.

Everyone is a pedestrian at some point. In many cases, it is difficult or uncomfortable for pedestrians to get from place to place, even if their destination is nearby. People who rely on the bus, their bike or their feet are especially aware of the challenges of negotiating certain streets or areas. Consider the following cases:

- A woman drops her husband off at work. He must walk on the shoulder next to traffic to get to the lunch spot just down the road.
- The Ride drops off a bus passenger, but she must cross an uncontrolled intersection to get to her neighborhood.
- A shopper decides to skip going to a nearby store, because walking or driving there both seem equally challenging.

Roadways serve different traffic functions in a transportation system, such as the role highways play versus that of local streets. The appropriateness of things like sidewalks, street trees, medians, crosswalks or bike lanes will also vary depending upon the community's needs and priorities. Addressing the needs of pedestrians might look different along Belt Highway than it does in downtown St. Joseph.

Limited public right-of-way and funding can be challenging for all aspects of the transportation system. Because of that, meeting unmet transportation needs requires a long-term and comprehensive view. Small consistent changes over time, combined with bigger public works projects, will make a difference in years to come.

*By Mike Larson, Transportation Planner  
URS Corporation*



*Lower volume, but direct routes may be suitable for dedicated bicycle and pedestrian connections. In this case, the bicycle lane provides a buffer between moving vehicles and the sidewalk. Street lights emphasize the importance of this route to the community. (Source: Photo courtesy of Dan Burden, Complete the Streets Coalition).*