JATSO Metropolitan Transportation Plan (MTP) Update



January 2026

jatso metropolitan transportation plan update

What is JATSO?

The Joplin Area Transportation Study Organization (JATSO) is the designated Metropolitan Planning Organization (MPO) for the Joplin region. Federal legislation requires that any urbanized area with a population of over 50,000 must have an MPO. MPOs ensure that **existing and future expenditures for transportation projects and programs** are based on a **continuing, cooperative, and comprehensive planning process**.

What does JATSO do?

JATSO **maintains and monitors** all **transportation projects** that receive state and federal funding, as well as all regionally significant projects that are funded locally. JATSO is also responsible for **updating long-range transportation plans**, such as this, and updating short-term and long-term transportation needs lists.

JATSO consists of one permanent committee: the Policy Board. The **Policy Board is the policy making governing body** and provides a forum for **cooperative decision-making** for the transportation planning process. The Policy Board is made up of individuals from different municipalities and organizations within the MPA. Staff support is provided by the City of Joplin.



Acknowledgments

Joplin Area Transportation Study Organization

Thank you to JATSO for funding and managing this Plan update to enhance mobility and connectivity in the region.

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The Community

Thank you to the many community members of the JATSO Region who participated in community engagement events and activities. Your feedback played an important role in the development of the recommendations of the MTP.

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Section 1

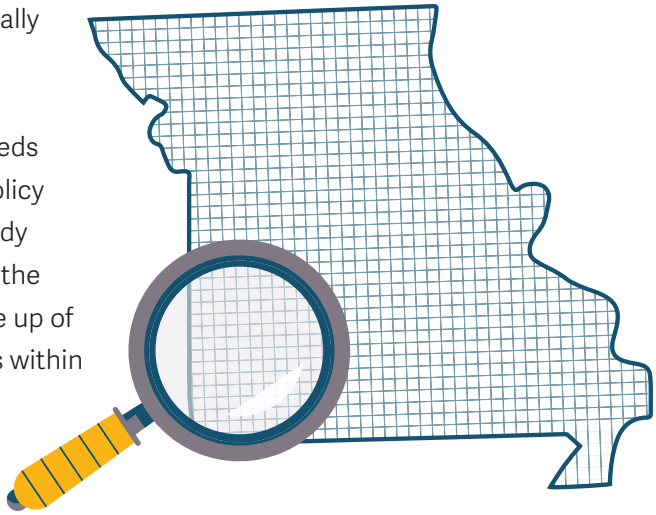
Introduction

What is JATSO?

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What does JATSO do?

JATSO maintains and monitors all transportation projects that receive state and federal funding, as well as all regionally significant projects that are funded locally. JATSO is also responsible for updating long-range transportation plans and updating short-term and long-term transportation needs lists. JATSO consists of one permanent committee: the Policy Board. The Policy Board is the policy making governing body and provides a forum for cooperative decision-making for the transportation planning process. The Policy Board is made up of individuals from different municipalities and organizations within the MPA. Staff support is provided by the City of Joplin.



What is the MTP?

The Metropolitan Transportation Plan (MTP) provides the blueprint for the area's transportation planning process for the next five years. This update to the Plan was created through a collaborative effort of JATSO, applicable jurisdictions represented by the Harry S. Truman Coordinating Council, and cities, towns, and villages within the metropolitan planning area (MPA), and key agencies including the Missouri Department of Transportation (MoDOT).The general public was engaged in the development of this Plan through intentional community outreach. This Plan meets federal requirements and addresses the goals, objectives, and strategies necessary to meet the involved communities' vision for the future. MPO's are required to update their MTP every five years in air quality attainment areas and every four years in nonattainment areas. JATSO has achieved attainment status. This renewal period enables MTP to reflect ever-changing community conditions. Implementation of projects in the MTP is managed through the Transportation Improvement Program (TIP), a short-term planning document detailing all federally funded and regionally significant transportation projects. All projects in the TIP must be consistent with the MTP.

In addition to the development of this regional long-range MTP, JATSO develops the short-range transportation improvement plan (TIP) and unified planning work program (UPWP) for the JATSO Region. The MTP and TIP includes all federally funded projects in addition to any or all projects of regional significance within the metropolitan planning area pursuant to the requirements of 23 CFR 450.326(f). While most projects listed within these documents are developed and executed by MoDOT, JATSO works with MoDOT to prioritize MoDOT's projects within the MPA. JATSO and its Board review, prioritize and recommend future projects, but do not own, operate or maintain any capital infrastructure.

This Plan considers all modes of transportation, including trails, pedestrian, and bicycle facilities, transit, roads, railroads, and airports. It relies upon a strategic planning process to provide multiple options of what the future may hold, allowing for flexibility during the MTP's lifetime. ***Figure 1.1*** illustrates the study area.

Planning Process & Timeline

This Plan was developed over the course of about one year in 2025 and early 2026, consisting of six phases:

1 discover

Collect and analyze existing geospatial and transportation data

2 engage

Gather information on needs, desires, and critical issues to create a consensus-built community vision

3 envision

Develop concepts to improve and enhance mobility for all modes of transportation

4 narrow

Refine concepts based on community engagement process findings and technical analysis

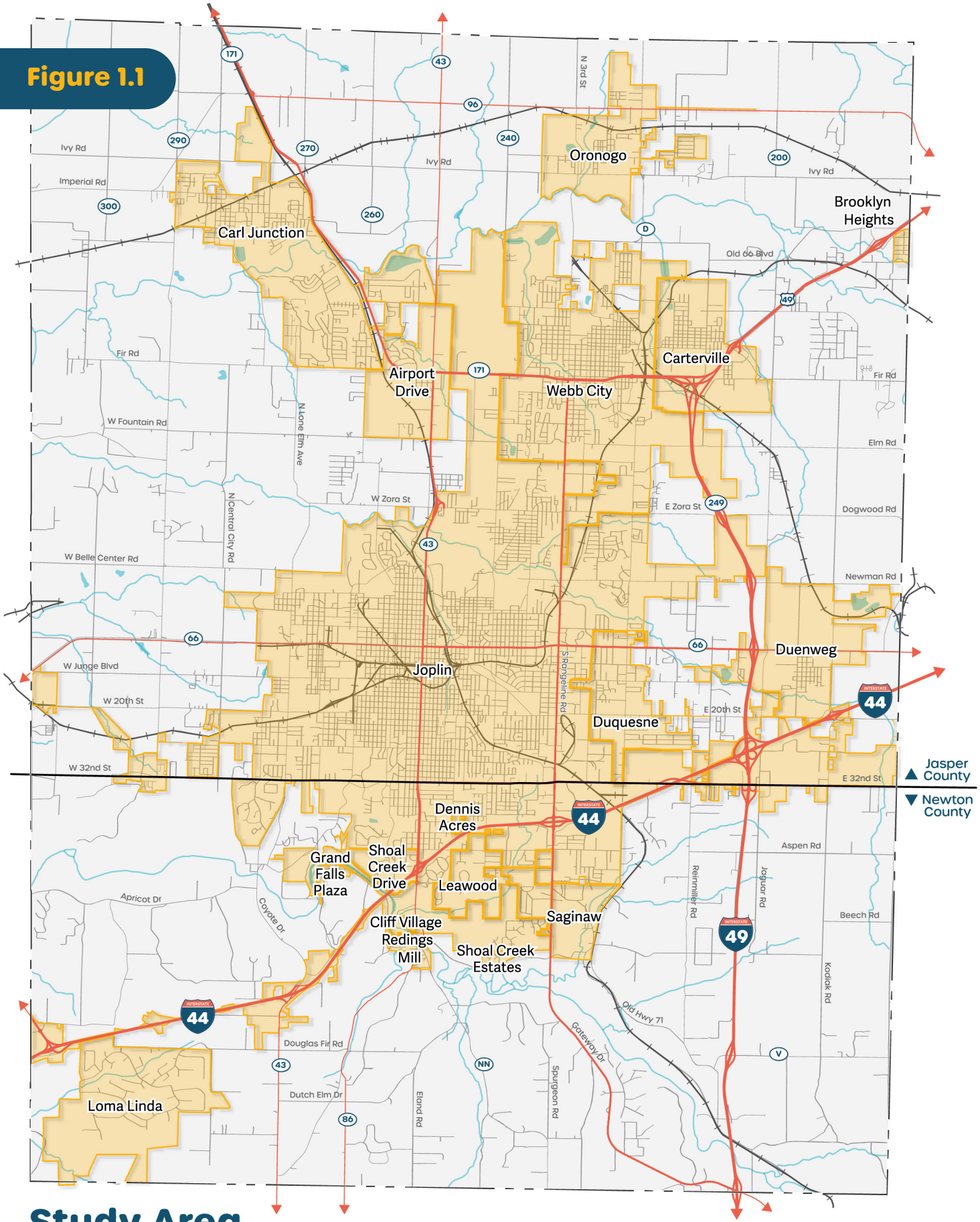
5 plan

Prepare the planning document, illustrating prepared concepts and recommendations

6 implement

Set forth critical steps to achieve the recommendations

Figure 1.1



Study Area

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Incorporated Area

County Line

Compliance With Federal & State Guidance

MPOs generally serve the same core functions regardless of size. However, MPOs differ in the number of staff, funding, and programming based upon their population. MPOs are the designated local decision-making body responsible for carrying out the metropolitan transportation planning process for a U.S. Census designated urbanized area (UA). UAs are areas containing at least 50,000 persons. UAs are designated as transportation management areas (TMA) by the U.S. Secretary of Transportation once the 200,000-population threshold is reached.

The Fixing America's Surface Transportation (FAST) Act requires surface transportation block grant (STBG) funding to be used in areas of states based upon the 2010 U.S. Census population. Suballocated STBG is divided into four categories:

- Areas with a population of 5,000 or fewer
- Urban areas with a population of 5,000 to 49,999
- Urban areas with a population of 50,000 to 200,000
- Urban Areas with a population over 200,000 (considered a TMA)

The Infrastructure Investment and Jobs Act (IIJA), enhanced the FAST Act to include these four categories per 23 U.S.C. 133(d)(1)(A).

State departments of transportation are the recipient of the funding, within which subgrants are made according to state law. For non-TMA MPO planning areas, STBG projects are selected from the approved metropolitan TIP by the state in cooperation with the MPO. For TMA MPO planning areas, STBG projects are selected in consultation with the state and affected transit operators. STBG projects within the JATSO MPA are therefore selected in cooperation with MoDOT.

MPOs are required to develop a metropolitan transportation plan (MTP) addressing no less than a 20-year planning horizon (23 CFR 450.324). Within this document, the MPO must address the following federal planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation network for motorized and non-motorized users;
- Increase the security of the transportation network for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and development patterns;
- Enhance the integration and connectivity of the transportation network across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation network;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Understanding MPOs vary in the degree to which they can directly influence the above-mentioned planning factors; federal guidance encourages the planning factors be addressed to the 'extent practicable'. To effectively address these planning factors, the U.S. Department of Transportation (USDOT) has developed national performance measures. The federal performance measures have been tailored by MoDOT in partnership with JATSO to apply more directly to local conditions.

To date, USDOT has developed 35 national performance measures, including:

- Five safety measures;
- Six infrastructure condition measures;
- Three highway reliability and truck travel time reliability measures;
- One emissions reduction;
- Four transit asset management;
- Fourteen transit safety targets; and,
- Two congestion measures for UAs.

MoDOT maintains its own performance measures within its Tracker, including a focus on:

- Moving Missourians safely;
- Providing outstanding customer service;
- Delivering efficient and innovative transportation;
- Operating a reliable transportation system;
- Managing assets;
- Stabilizing resources and engaging its workforce; and,
- Building a prosperous economy for all Missourians.

Key Terms Defined

Connected and Automated Vehicles (C/AV): connected vehicle technologies allow vehicles to communicate with each other and the world around them; a fully autonomous vehicle does not require a human driver—rather, they are computer-driven

Metropolitan Planning Area (MPA): the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out

Metropolitan Planning Organization (MPO): the policy board of an organization created and designated to carry out the metropolitan transportation planning process

Microtransit: small-scale, on-demand public transit services that can offer fixed routes and schedules, as well as flexible routes and on-demand scheduling

Shared Mobility: transportation services that are shared among users, including public transit, taxis, bikesharing, carsharing, ridesharing (i.e., car-pooling), ridesourcing, scooter sharing, shuttle services, and commercial delivery vehicles providing flexible goods movement

Transportation Improvement Program (TIP): a list of upcoming transportation projects covering a period of at least four years that MPO's are required to create

Transportation Management Area (TMA): an urban area with a population over 200,000

Unified Planning Work Program (UPWP): an annual or biennial statement of work identifying the planning priorities and activities to be carried out within the MPA

Urbanized Area (UA): U.S. Census-designated urban area with 50,000 or more people

Section 2

Our Transportation Vision & Goals

Our vision is to create a **connected** and cohesive **regional** transportation network that is **intuitive** and **efficient**, serving **all people** through a **high-quality, multimodal** system that supports **everyday travel and recreation** alike.

Goal #1 Enhance the safety of the transportation network for all modes.

Goal #2 Move both people and goods efficiently through the JATSO Region.

Goal #3 Uphold high standards for transportation maintenance and operations to support the regional transportation network.

Goal #4 Leverage public engagement and educational campaigns to inform JATSO residents about transportation resources and ongoing transportation programs and initiatives.

Goal #5 Plan and develop the transportation network to serve all users.

Goal #6 Utilize the transportation network to complement planned and existing land uses and connect to key destinations in the region.

Goal #7 Support regional economic vitality by developing a connected, multimodal network that supports commerce and workforce development.

Goal #8 Utilize new and emerging technology to enhance the quality of the transportation network.

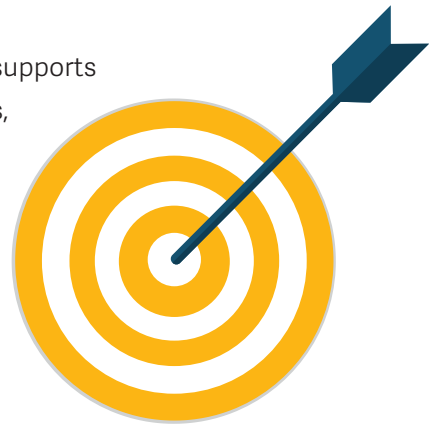
Goal #9 Leverage placemaking and beautification opportunities to enhance the aesthetics and enjoyment of the transportation network.

Goal #10 Plan and develop a transportation network that considers its impact on the natural environment to preserve the region's beauty and health.

Our Aspirations for a Multimodal Network

Critical to achieving our vision is the establishment of a transportation network that supports several modes of transportation. We aspire to develop physical infrastructure, policies, and programs that make it safe, efficient, and enjoyable to use multiple modes of transportation, including:

- Motor Vehicles (Cars/Motorcycles/Uber/Taxi/AV/EV)
- Public Transportation (Bus, Van, Passenger Rail)
- Active Transportation / Micromobility (Pedestrian, Bicycles, Scooters, Shared Mobility)
- Freight and Trucking (Freight Rail, Semi Trucks, Box Trucks, other Commercial Vehicles)
- Aviation Connections (Passenger Plane, Cargo plane)



Section 3

Defining Success

Objectives and Performance Measures

Objectives and performance measures are the path to moving forward with the goals stated within this Plan. The Objectives provide stepping stones to fulfilling the broader, more high-level goals. Performance measures are included to provide tangible evidence that these objectives are moving the needle. Each performance measure relates to the MTP's, MoDOT's, FTA's, and the National Federal Highway Administration (FHWA) performance goals established by Congress. A system performance summary and chart are shown in the Performance Measures section and are based on available data relative to the requirements of 23 CFR 450.324 and 49 CFR 613.100.

FHWA Performance Goals

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System

System Reliability: To improve the efficiency of the surface transportation system.

Freight Movement & Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MoDOT 2018 LRTP Goals

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

FTA Areas of Safety Focus:

- Transit's role in the community – Public transportation is on the frontline of many of society's most challenging safety and public health issues, including the Coronavirus Disease 2019 (COVID-19) pandemic, substance abuse, mental health, homelessness, and crime. Transit also advances equity and sustainability in America's communities. Documenting and sharing lessons learned helps the transit community identify and mitigate safety risk to keep passengers and transit workers safe while also advancing opportunity and tackling climate change
- Shared responsibility – Transit safety is a shared responsibility that is coordinated across stakeholders, including government at all levels, labor, industry, nonprofit and advocacy groups, researchers, and the public, to prevent fatalities and serious injuries.
- Performance-based approach to SMS – Setting and achieving performance targets and using performance-based standards enhances the SMS approach and supports efforts to identify and mitigate safety risk in transit systems before harmful consequences occur.
- Data-driven decision-making – Identifying data relevant to safety, conducting analyses, and developing data-driven conclusions strengthens both the performance of an SMS and the understanding and management of safety risk.

Accounting for human factors as part of safety risk mitigation – Safety risk mitigations developed as part of an SMS should consider and address certain types of human error. This approach recognizes the role of human behavior and works to effectively reduce safety risk for passengers, transit workers, and all who encounter the system.

The MTP goals and objectives, are the product of the community engagement conducted throughout the planning process. The public, stakeholders, and officials provided valuable content that shaped the goals of this MTP and the larger vision for the region.

JATSO MTP Goals and Objectives

1. **Enhance the safety of the transportation network for all modes.**
   - **a.** Continue commitment to the JATSO Comprehensive Safety Action Plan's systematic approach to reduce transportation related serious injuries and deaths toward zero by 2035.
   - **b.** Support the MoDOT Show Me Zero safety plan and related efforts.
   - **c.** Prioritize projects that enhance safety for a variety of users.
   - **d.** Develop tools to mitigate vehicle speeding in high occurrence areas.

2. **Move both people and goods efficiently through the JATSO Region.**
   - **a.** Support the development of new revenue sources for the expansion of the Sunshine Lamp Trolley to add new routes and additional vehicles.
   - **b.** Follow and implement recommendations from the JATSO Bicycle and Pedestrian Transportation and Joplin's Active Transportation Plans.

3. **Uphold high standards for transportation maintenance and operations to support the regional transportation network.**
   - **a.** Pursue continued and expanded funding for maintenance of existing and future infrastructure across all modes.
   - **b.** Develop maintenance and transportation network assessment procedures.

4. **Leverage public engagement and educational campaigns to inform JATSO residents about transportation resources and ongoing transportation programs and initiatives.**
   - **a.** Follow and implement JATSO's Public Participation Plan.
   - **b.** Educate the public about the varied transportation options available.
   - **c.** Support the coordination of safety education programs for bicyclists, pedestrians, and motorists.

5. **Plan and develop the transportation network to serve all users.**
   - **a.** Develop service expansion plans for the Sunshine Lamp Trolley.
   - **b.** Develop regional design standards for bike and pedestrian infrastructure.

6. **Utilize the transportation network to complement planned and existing land uses and connect to key destinations in the region.**
   - **a.** Prioritize projects that close gaps in mobility throughout the region for all users.
   - **b.** Implement infrastructure guidance for new developments to create connections for all users.

7. **Support regional economic vitality by developing a connected, multimodal network that supports commerce and workforce development.**
   - **a.** Explore additional freight-/trucking-routes to connect developing and existing industrial areas and the interstate system.
   - **b.** Support continued efforts for the airport modernization program.

8. **Utilize new and emerging technology to enhance the quality of the transportation network.**
   - **a.** Identify and support strategic partnerships and collaborative efforts at the local, regional, and state levels.
   - **b.** Explore and identify new technologies that create efficiencies across all modes.

9. **Leverage placemaking and beautification opportunities to enhance the aesthetics and enjoyment of the transportation network.**
   - **a.** Develop amenities and facilities on networks to enhance user experience, safety, and beautification.
   - **b.** Develop partnerships to provide maintenance and upkeep to neighborhood installments.

10. **Plan and develop a transportation network that considers the impact on the natural environment to preserve the region's beauty and health.**
    - **a.** Prioritize multimodal transportation investments that support and create sustainable regional growth.
    - **b.** Prioritize investments that mitigate the effects of climate change and natural disasters.

Resiliency Planning

The JATSO MTP 2050 recognizes resiliency planning as a piece of the long-range vision for transportation in the region. Resiliency planning ensures that the transportation system can withstand and adapt to environmental, economic, and social challenges over the next 25 years. This approach aligns with federal requirements under 23 CFR 450.324(f)(10), which mandate strategies for environmental mitigation and system resilience as well as under 23 CFR450.324(g)(i-II) which mandates reviewing state conservation plans, maps, and inventories of natural and historic resources.

Why Does Resiliency Matter? The JATSO region faces risks from severe weather events, flooding, and temperature extremes. These hazards threaten infrastructure integrity, mobility, and economic stability. As a strategy for preservation and environmental resiliency, JATSO will review state conservation plans, maps, and inventories of natural and historic resources prior to conducting projects to minimize environmental impacts and preserve critical assets. Resiliency planning addresses these risks by embedding adaptive strategies into transportation investments, ensuring continuity of service and safety for all users.

RESILIENCY CORE OBJECTIVES

- System Preservation and Adaptation - Maintain and upgrade existing infrastructure to reduce vulnerability to climate-related hazards. Apply design standards for future conditions, including stormwater management and heat-resistant materials.
- Environmental Mitigation - Identify areas for ecological restoration, such as wetlands and green corridors, to absorb stormwater and reduce heat island effects.
- Promote low-emission transportation options and electrification of transit fleets to cut greenhouse gas emissions.

MULTIMODAL RESILIENCE

- Expand bicycle and pedestrian networks to provide alternative travel options during disruptions.
- Enhance transit reliability through redundant routes and technology upgrades for real-time communication.

EMERGENCY PREPAREDNESS

- Develop contingency plans for critical corridors and freight routes to maintain supply chain continuity during disasters.
- Coordinate with local jurisdictions and state agencies for rapid response and recovery protocols.

IMPLEMENTATION STRATEGIES

- Integrate resiliency metrics into project prioritization and performance monitoring.
- Align resiliency initiatives with the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) to ensure consistency between short-term actions and long-term goals.
- Foster partnerships with federal, state, and tribal agencies for consultation and funding opportunities.

COMMUNITY ENGAGEMENT

- Public input has emphasized safety, system preservation, and equitable access as top priorities. Surveys and open houses conducted in Joplin, Webb City, and Carl Junction informed resiliency strategies to reflect local needs and values.

KEY ACTIONS FOR 2050

- **Climate Adaptation:** Incorporate flood-resistant designs and green infrastructure in roadway projects.
- **Technology Integration:** Deploy intelligent transportation systems (ITS) for real-time monitoring and emergency alerts.
- **Energy Transition:** Support electric vehicle infrastructure and renewable energy integration for transit operations.
- **Redundancy Planning:** Identify alternate routes for freight and emergency services to maintain connectivity during disruptions.

SUMMARY

Resiliency planning in the JATSO MTP 2050 is essential for safeguarding mobility, economic vitality, and environmental health. By embedding resilience into every aspect of transportation planning, JATSO creates a system that is adaptable, sustainable, and equitable for all users. This proactive approach ensures that the region can respond effectively to future challenges while advancing its long-term vision for a safe and connected transportation network.

Legislative Background

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), became law in 2021 and introduced new requirements while continuing reforms from previous federal transportation reauthorization acts (MAP-21 and the FAST Act). It transitioned transportation planning to a performance-based process by establishing national performance goals for federal-aid highway programs. The Act incorporates performance goals, measures, and targets into identifying needed improvements and selecting projects. Agencies set and implement performance measurements and targets to influence the federal-aid highway network. These actions aim to invest federal transportation funds efficiently, refocus on national transportation goals, increase accountability and transparency in the federal-aid highway program, and improve decision-making through performance-based planning and programming.

The IIJA emphasizes sustainability and resiliency in transportation planning. It introduced several new programs to help communities prepare for and mitigate damage from extreme weather events and improve user safety. Examples include the Bridge Investment Program (BIP) and the Safe Streets and Roads for All (SS4A) discretionary program.

IIJA NEW PROGRAMS

- The **Bridge Investment Program** provides funding for a dedicated grant program to replace and repair bridges and culverts. The program sets aside more than $12 billion in funding over the next four years with the goal to support projects to improve bridge and culvert condition, safety, efficiency, and reliability.
- The **Safe Streets and Roads for All** is a discretionary program that will provide $5-$6 billion in grants over the next five years. Funding supports regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries. This program supports the National Roadway Safety Strategy.

Performance Measures

Federal planning regulations define performance measures to determine how well the regional transportation system meets national policy goals and the public's expectations. These measures drive the implementation of a performance-based planning process that guides investment decisions. This strategic, structured approach uses performance measurement to make decisions that achieve desired performance outcomes. The performance measures are intended to:

- clarify the definition of the goals,
- monitor and track performance over time,
- provide a reference for target setting,
- provide a basis for supporting policy and investment decisions by comparing alternative options, and
- allow the ability to assess the effectiveness of projects and strategies.

To guide decision making and comply with federal transportation legislation, this Plan establishes performance measures around the ten goals identified in ***Section 2*** of this MTP. ***Table 3.1*** lists the performance measures and shows how they align with the JATSO goals, the MoDOT goals, FTA goals, and FHWA goals. The performance measures include federally required metrics and additional measures designed to achieve the JATSO goals in this MTP. JATSO will track progress on these measures to evaluate how transportation investments move the region toward its goals.

TABLE 3.1 Performance Measures

Performance Measure	JATSO MTP Goals	MoDOT Long Range Transportation Plan Goals	FHWA National Goals
Five-year rolling averages for: • Number of fatalities • Rate of fatalities • Number of serious injuries • Rate of serious injuries	**Goal 1:** Enhance the safety of the transportation network for all modes	Keep all travelers safe, no matter the mode of transportation.	**Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
• Number of participants in planning process • Percent of polled residents aware of JATSO	**Goal 4:** Leverage public engagement and educational campaigns to inform JATSO residents about transportation resources and ongoing transportation programs and initiatives.	Take care of the transportation system and services we enjoy today. Give Missourians better transportation choices.	
• Annual Sunshine Lamp Trolley transit boardings • Percent of housing units within quarter mile of a transit stop • Percent on-time transit performance • Percent of revenue vehicles exceeding ULB (useful life benchmark) • Percent of non-revenue service vehicles exceeding ULB • Percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	**Goal 2:** Move both people and goods efficiently through the JATSO Region. **Goal 3:** Uphold high standards for transportation maintenance and operations to support the regional transportation network. **Goal 5:** Plan and develop the transportation network to serve all users. **Goal 7:** Support regional economic vitality by developing a connected, multimodal network that supports commerce and workforce development.	Keep all travelers safe, no matter the mode of transportation. Invest in projects that spur economic growth and create jobs. Give Missourians better transportation choices.	**Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Note: Blue text indicates measures that are federally required.

TABLE 3.1 Performance Measures (Continued)			
Performance Measure	**JATSO MTP Goals**	**MoDOT Long Range Transportation Plan Goals**	**FHWA National Goals**
• Truck travel time reliability index • Percent of Interstate pavement in good condition • Percent of Interstate pavement in poor condition • Percent of non-Interstate NHS pavement in good condition • Percent of non-Interstate NHS pavement in poor condition • Percent of NHS bridges classified in good condition • Percent of NHS	**Goal 3:** Uphold high standards for transportation maintenance and operations to support the regional transportation network.	Take care of the transportation system and services we enjoy today. Keep all travelers safe, no matter the mode of transportation. Improve reliability and reduce congestion on Missouri's transportation system.	**Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
• Number of miles of trails, bicycle lanes, and other bicycle facilities • Number of miles of sidewalks • Number of gaps filled and connections	**Goal 2:** Move both people and goods efficiently through the JATSO Region. **Goal 5:** Plan and develop the transportation network to serve all users. **Goal 7:** Support regional economic vitality by developing a connected, multimodal network that supports commerce and workforce development. **Goal 10:** Plan and develop a transportation network that considers its impact on the natural environment to preserve the region's beauty and health.	Invest in projects that spur economic growth and create jobs. Give Missourians better transportation choices.	**Reduced Product Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
• Percent of person-miles traveled on the Interstate that are reliable • Percent of person-miles traveled on the non- Interstate NHS that are reliable • Number of traffic signals capable of communicating with vehicles • Number of policies and ordinances adopted by communities that address innovative or emerging technologies such as shared mobility, micro transit, and connected/ automated vehicles (CAVs)	**Goal 6:** Utilize the transportation network to complement planned and existing land uses and connect to key destinations in the region. **Goal 8:** Utilize new and emerging technology to enhance the quality of the transportation network.	Give Missourians better transportation choices. Improve reliability and reduce congestion on Missouri's transportation system.	**Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS). **System Reliability:** To improve the efficiency of the surface transportation system.

Note: Blue text indicates measures that are federally required.

System Performance Report

Each performance measure includes a corresponding target that starts with baseline statistics and shows the progress or trend toward achieving that target. Agencies should achieve the federal performance measure targets by the end of the corresponding performance period, and the region aims to meet its performance measure targets by 2050.

JATSO must establish targets related to performance measures in the categories of safety, transit safety, transit asset management, pavement and bridge condition, and system reliability. As noted in ***Section 1***, national policy defines 35 performance measures. Transit agencies complete 18 of these measures, and seven do not apply to the JATSO region:

- 1 pertains to rail transit
- 1 pertains to non-revenue transit vehicles exceeding $50,000
- 3 pertain to congestion mitigation and air quality standards
- 2 are for urbanized areas with over 1 million in population.

Metro Area Public Transit System (MAPS) addressed the additional transit-specific measures in their latest Safety Plan in 2025, including the eight additional performance measures required for transit agencies that fall under the Public Transportation Agency Safety Plans (PTASP). As a recipient of 5307 transit funds and under PTASP guidelines, MAPS will continue to include these performance measures in its updated Safety Plans. In summary, JATSO is responsible for reporting targets on 28 performance measures.

MPOs establish targets for each measure by either supporting the State DOT and transit provider performance targets or by establishing their own target. Specifically, JATSO must establish targets by either:

- agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure, or
- committing to a quantifiable target for that performance measure for their metropolitan planning area" (23 CFR 490.209(c)(4) and 23 CFR 490.105(f)(3)).

With respect to transit asset management targets, JATSO must establish targets based on the targets set by the transit provider in the region (49 CFR 450.306(d)).

JATSO chose to support MoDOT targets for all required performance measures and to create its own targets for transit asset management and safety, since MoDOT does not set targets for this category. On January 16, 2025, the JATSO Policy Committee approved a resolution to support MoDOT's performance targets, as well as the MAPS' asset management targets. The JATSO Policy Committee approved a resolution to support the MAPS performance safety targets on September 4, 2025.

MoDOT and Federal Performance Targets

SAFETY RESOURCES AND DEFINITIONS

Data resources and definitions for safety are below.

- **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year based on the Fatality Analysis Reporting System (FARS) database.
- **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year. The state DOT is the data source for VMT.
- **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year. This data source is either obtained from the State Police crash reporting system or MoDOT.
- **Rate of Serious Injuries:** The ratio of the total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
- **Number of Non-motorized Fatalities and Nonmotorized Serious Injuries:** The combined total number of non-motorized fatalities and serious injuries during a calendar year. The data sources for fatalities are from FARS and the data source for serious injuries is again the state police crash reporting system or the state DOT. Non-motorized transportation may include pedestrian, bicyclist, other cyclist or person on personal conveyance.

SAFETY PROGRESS UPDATE

Recognizing that some of the rolling averages are above the target, the JATSO region prioritizes high-crash locations, intersection improvements, and access management strategies. Per FHWA and MoDOT requirements, JATSO tracks five-year rolling averages for fatalities and serious injuries. The Constrained Projects in this Plan emphasize preservation and safety enhancements, while illustrative projects aim to integrate technology (e.g., adaptive signal control) and multimodal safety improvements.

TABLE 3.2 Safety Progress Update

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2019-2023)	5-Year Rolling Average Statewide Target CY2025
	2022 FINAL	2023 PRELIMINARY	2024 USING TARGET SETTING METHODOLOGY	2025 USING TARGET SETTING METHODOLOGY		
Number of Fatalities	1,057	991	933	847	986.4	968.7
Fatality Rate per 100 Million VMT	1.340	1.244	1.159	1.042	1.265	1.212
Number of Serious Injuries	5,052	5,210	4,904	4,597	4,961.4	-4,961.4
Serious Injury Rate per 100 Million VMT	6.404	6.539	6.093	5.656	6.359	6.259
Number of Non-Motorized Fatalities and Serious Injuries	593	661	622	579	567.0	-567.0

Infrastructure Condition

Federal Highway Administration established performance measures for state DOTs to use in managing pavement and bridge performance on the NHS.

BRIDGE

These performance measures apply to all bridges carrying the National Highway System (NHS), including on- and off-ramps. DOTs must establish statewide 2- and 4-year targets. The condition is measured based on deck area. The classification is based on the National Bridge Inventory (NBI) condition ratings for items -

- 58 – Deck
- 59 – Superstructure
- 60 – Substructure
- 62 – Culvert

The condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if it is less than or equal to 4, the classification is poor. The performance measures are:

- Percent of NHS bridges by deck area classified in Good condition
- Percent of NHS bridges by deck area classified in Poor condition
- The most recent Bridge performance targets established by MoDOT are shown on the following page.

BRIDGE INFRASTRUCTURE CONDITION– PROGRESS UPDATE

The performance measures for NHS bridges and pavements indicate a gradual but clear downward trend in bridge infrastructure quality between 2023 and 2025, with a gradual decline in Good condition and a slight increase in Poor condition, reflecting aging infrastructure. These trends highlight growing maintenance challenges and underscore the need for proactive investment strategies to prevent further decline and ensure long-term safety and reliability of the transportation network. As such, bridge preservation projects dominate the Constrained project list, with rehabilitation prioritized over expansion.

PAVEMENT

State DOTs must collect data for interstate and non-interstate NHS pavements that conform to the final rule, including International Roughness Index (IRI), Rutting, Cracking percentage, Faulting, and Inventory, regardless of ownership. They must also establish 2-year and 4-year targets for the following performance measures:

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavement in Poor condition
- Percentage of non-Interstate NHS pavement in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition

PAVEMENT INFRASTRUCTURE CONDITION – PROGRESS UPDATE

The chart also reveals a decline in infrastructure quality across the pavement conditions in the region. Interstate pavements show the most significant deterioration, with good condition dropping from 79.9% to 65.0% and poor condition increasing from 0.0% to 1.0%. Non-interstate NHS pavements follow a similar trend, with good condition falling from 61.3% to 50.0% and poor condition climbing from 0.9% to 3.0%. These patterns indicate growing maintenance challenges and underscore the urgency for targeted investments and proactive asset management strategies to preserve system reliability, enhance safety, and mitigate long-term costs. Projects outlined in this Plan prioritize maintenance and rehabilitation projects to extend asset life and meet MAP-21/FAST Act requirements.

TABLE 3.3 Infrastructure Condition

Performance Measure	**2021** BASELINE	**2023** TARGET	**2025** TARGET
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	65.0%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	1.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	50.0%
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	3.0%

System Performance

TRAVEL TIME RELIABILITY

This measure evaluates truck travel time reliability on the Interstate System. It accounts for factors unique to roadway freight, such as system use during all hours and the need to plan for extreme impacts to ensure on-time arrivals. State DOTs set 2- and 4-year targets with the option to adjust 4-year targets in the mid-performance period progress report. The TTTR Index (Truck Travel Time Reliability Index) assesses freight reliability. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.); and overnight for all days (8 p.m.-6 a.m.). To calculate the TTTR ratio, divide the 95th percentile time by the normal time (50th percentile) for each segment. To calculate the TTTR Index, multiply each segment's largest ratio of the five periods by its length, then divide the sum of all length-weighted segments by the total length of Interstate. FHWA's National Performance Management Research Data Set (NPMRDS) or an equivalent dataset provides the necessary data.

Other performance measures of travel time reliability are calculated as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's NPMRDS or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percentage of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles consider all users of the NHS. DOTs establish 2- and 4-year targets with the option to adjust 4-year targets in their mid-performance period progress report.

SYSTEM RELIABILITY – PROGRESS UPDATE

The highway reliability and truck travel time reliability measures guide project selection such as adaptive signal control, ITS deployment, and freight corridor upgrades to reduce travel time variability. The MTP integrates these reliability improvements in both the Constrained and Illustrative project lists, with technology integration and multimodal connectivity as key drivers.

TABLE 3.4 System Performance

Performance Measure	**2021** BASELINE	**4-YEAR** TARGET
Interstate Highway Truck Travel Time Reliability (TTTR) Index	1.18	1.45
Non-Interstate National Highway System (NHS) Reliable Person-Miles Traveled	95.5%	87%
Interstate Highway Reliable Person-Miles Traveled	98.4%	86%

Transit Agency Targets

All public transit agencies that receive Section 5307 funding, including MAPS, must develop a Transit Asset Management (TAM) Plan and update TAM Targets annually. A TAM Plan sets benchmarks for asset conditions—such as vehicles and facilities—to maintain a State of Good Repair. For MAPS, this means ensuring all assets perform their intended function, pose no unacceptable safety risk, and meet their lifecycle requirements. The standards include Useful Life Benchmarks (ULB) for vehicles and the Transit Economic Requirements Model (TERM) for facilities. ULB defines the expected lifecycle of a capital asset in a transit provider's operating environment or its acceptable service period. TERM uses a five-point rating scale to score asset condition, with five representing new or near new and one indicating critical damage or immediate repair needs. MAPS applies the default ULB and TERM ratings to its assets.

MAPS completed its most recent TAM Plan in 2024 and must update the plan every four years to cover a four-year period. MAPS also certifies its Safety Plan annually through the FTA's Certification and Assurances process, confirming that the plan meets federal regulations.

TABLE 3.5 MAPS TAM Plan Targets

Transit Asset Management 2024	**2024** CURRENT	**TARGETS**
Percent of revenue vehicles exceeding ULB	7.1%	<20%
Percent of non-revenue service vehicles exceeding ULB	Not Applicable	Not Applicable
Percent of facilities rated under 3.0 on the TERM scale	0%	0%

MAPS PUBLIC TRANSPORTATION AGENCY SAFETY PLAN TARGETS

The PTASP requires public transportation agencies to develop safety plans that include the processes and procedures to implement a Safety Management System (SMS), as well as safety performance measures and targets. The MAPS targets are below.

TABLE 3.6 MAPS Safety Performance Measures

Performance Measure	Mode	2022	2023	2024	3-Year Average	2025 Target
Major Events – Total (All safety & security events as defined by the NTD.)	Fixed Route	3.0	0	0	1.0	≤ 1
	Para Transit	0	1.0	3.0	1.3	≤ 1
Major Event Rate	Fixed Route	2.6	0	0	0.87	≤ 0.87
	Para Transit	0	0.4	1.04	0.48	≤0.48
Collisions -Total	Fixed Route	3.0	0	0	1.0	≤ 1
	Para Transit	0	1.0	3.0	1.3	≤1
Collision Rate	Fixed Route	2.6	0	0	0.87	≤0.87
	Para Transit	0	0.4	1.04	0.48	≤0.48
Pedestrian Collison Rate	Fixed Route	0	0	0	0	≤ 0
	Para Transit	0	0	0	0	≤ 0
Vehicular Collison Rate	Fixed Route	2.6	0	0	0.87	≤0.87
	Para Transit	0	0.4	1.04	0.48	≤0.48
Fatalities Total	Fixed Route	0	0	0	0	≤ 0
	Para Transit	0	0	0	0	≤ 0
Fatality Rate	Fixed Route	0	0	0	0	≤ 0
	Para Transit	0	0	0	0	≤ 0
Transit Worker Fatality Rate	Fixed Route	0	0	0	0	≤ 0
	Para Transit	0	0	0	0	≤ 1
Injuries Total	Fixed Route	1	0	0	0.3	≤ 1
	Para Transit	0	1	0	0.3	≤ 1
Injury Rate	Fixed Route	0.8	0	0	0.27	≤ 0.27
	Para Transit	0	0.4	0	0.13	≤0.13
Transit Worker Injury Rate	Fixed Route	0	0	0	0	≤ 0
	Para Transit	0	0	0	0	≤ 0
Assaults on Transit Workers -Total	Fixed Route	*	*	0	0	*
	Para Transit	*	*	0	0	*
Rate of Assaults on Transit Workers	Fixed Route	*	*	0	0	*
	Para Transit	*	*	0	0	*
System Reliability VRM/#	Fixed Route	30,928	0	0	30,928	≥30,928
	Para Transit	52,311	58,64	144,289	85,082	≥85,082

Section 4

The Transportation Plan

The JATSO MTP 2050 recommendations and project lists result from an extensive planning process that involved multiple levels of analysis and coordination with agencies and committees. These projects are based on public input, a review of the previous 2045 Plan, other locally developed plans, existing conditions and trends, local conversations and needs, and evaluation by the local project team. JATSO coordinated throughout the project with local, state, and federal agencies during MTP development. Appendix C lists all agencies and key stakeholders involved in the planning process.

Continuous implementation of the recommendations will help the region achieve the goals, objectives, and performance targets outlined in this plan. This MTP serves as a dynamic document that will undergo future updates to reflect changing conditions and regional needs. ***Section 4*** organizes recommendations into five categories: Roadways, Public Transportation, Bicycle and Pedestrian, Freight, and Aviation. Each category presents recommended projects in both fiscally constrained and illustrative lists. The section also identifies funding revenues with projections through 2050.

Future Transportation System

Mobility gives everyone, regardless of income or ability, the opportunity to move around the community using any mode of transportation. Transportation options continue to evolve, offering people more choices in how they travel. These innovations and shifting travel patterns constantly reshape how regions plan for efficient, high-quality transportation options.

JATSO prioritizes mobility for all as a core consideration in transportation planning. Policies and partnerships play a key role in ensuring a diverse range of transportation modes remain available and accessible to all users. For this reason, the MTP 2050 recommended project lists include all modes.

This 2050 MTP primarily explores long-term regional transportation needs and identifies future solutions through a fiscally constrained project list. The list aligns future transportation needs with funding reasonably expected to be available for regional improvements. This section focuses on constrained and illustrative priority projects, while ***Section 5*** details future funding allocations.

Street Typologies and Functional Classifications

This section refines the functional classification system and develops street typologies that address both current and future travel demand. It summarizes the updated classifications, introduces cross-sectional design concepts, and provides recommendations for automobiles, transit, freight, bicycles, and pedestrians.

FUNCTIONAL CLASSIFICATION SYSTEM

Per Missouri Department of Transportation (MoDOT) 2024 approval, the JATSO region categories its roadway network through six primary functional classes:

- **Interstates and Freeways:** High-capacity, limited-access corridors designed for long-distance travel.
- **Principal Arterials:** Major regional connectors linking urban centers and supporting high volumes of traffic.
- **Minor Arterials:** Distribute traffic to smaller areas and connect to principal arterials.
- **Major Collectors:** Gather traffic from local roads and direct it to arterials.
- **Minor Collectors:** Serve localized areas, feeding into the major collector system.
- **Local Roads:** Provide direct access to residential and commercial properties.

This classification system guides funding eligibility, design standards, and long-range planning. The current JATSO network is dominated by minor arterials, especially in smaller cities surrounding Joplin. Principal arterials such as Route 249, Range Line Road, and Route 43 form the region's north-south spine, while Route 171, Route 66, and 32nd Street serve as key east-west corridors.

STREET TYPOLOGIES AND RIGHT-OF-WAY (ROW) NEEDS

Street typologies layer onto the functional classification system to reflect context-sensitive roadway design. These typologies account for land use, travel behavior, and modal priorities. Each typology includes basic ROW requirements tailored to the surrounding environment and intended function. Key typologies include:

- **Urban Arterials:** Wide lanes designed for high-capacity vehicle movement with provisions for transit stops, sidewalks, and buffered bike lanes.
- **Suburban Collectors:** Emphasize access to neighborhoods and schools, with shared-use paths and narrower travel lanes.
- **Downtown Main Streets:** Prioritize pedestrian activity and pedestrian-focused design, on-street parking, and transit access, landscaping, often with reduced speed limits and enhanced crossings.
- **Industrial Freight Corridors:** Accommodate large trucks with wider lanes, turning radii, and minimal pedestrian infrastructure.

Table 4.1 shows sample street typologies and roadway classifications. ROW widths vary by typology, ranging from 60 feet for local streets to 120 feet or more for major arterials and freight corridors.

Table 4.1 Examples of Street Typologies

Roadway Classification	Built Environment: Rural	Built Environment: Suburban	Built Environment: Urban Center
ARTERIAL	**Speeds:** 55 mph **Lanes:** 2 **Shoulders:** Desired **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 35-45 mph **Lanes:** 3-5 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Varies	**Speeds:** 25-35 mph **Lanes:** 3-5 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies
COLLECTOR	**Speeds:** 45 mph **Lanes:** 2 **Shoulders:** None **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 30-40 mph **Lanes:** 2-3 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Shared or on-street	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies
LOCAL	**Speeds:** 30-40 mph **Lanes:** 2 **Shoulders:** Desired **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Shared lanes	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies

Notes:

- *Open drainage refers to ditches; closed drainage ditches refers to storm sewers in buried pipes*
- *mph: miles per hour*

FUTURE CONDITIONS AND RECOMMENDATIONS

The 2050 MTP incorporates forecasted growth patterns, land use changes, and travel demand modeling to assess how the transportation system must evolve. Key findings include:

- **Increased regional travel demand**, particularly along principal arterials and freight corridors.
- **Growth in multimodal trips**, driven by demographic shifts and policy emphasis on sustainability.
- **Emerging congestion hotspots**, especially near employment centers and regional connectors.

This Plan evaluated each mode—autos, transit, freight, bicycles, and pedestrians—for future capacity, safety, and connectivity needs.

AUTOMOBILES

- Expand capacity on key arterials (Route 249 and Route 171) to incorporate interstate standards for an I-249 designation.
- Implement access management strategies to improve flow and safety.
- Integrate ITS (Intelligent Transportation Systems) for real-time traffic management.

TRANSIT

- Enhance regional transit coverage and frequency.
- Develop transit-supportive infrastructure (e.g., shelters, signal priority).
- Coordinate with land use planning to support transit-oriented development.

FREIGHT

- Designate and upgrade freight corridors with appropriate geometrics.
- Improve last-mile connectivity to industrial and logistics hubs.
- Minimize conflicts with residential and pedestrian areas.

BICYCLES

- Expand the regional bikeway network with protected lanes, bicycle boulevards, and shared-use paths.
- Prioritize connections to schools, parks, and employment centers.
- Implement bike-friendly intersection treatments and wayfinding.
- Support and expand broader bicycle connectivity such as US Bike Route 51 (USBR51)

PEDESTRIANS

- Fill sidewalk gaps, especially near schools, transit stops, and commercial areas.
- Improve crossings with high-visibility markings, signals, and refuge islands.
- Adopt universal design principles to ensure accessibility for all users.

The updated street typologies and functional classifications in this 2050 MTP provide a flexible, context-sensitive framework for guiding infrastructure investments. By aligning design with future travel demands and community goals, the Plan supports a safe, efficient, and multimodal transportation network for the Joplin region.

MAINTENANCE AND SAFETY EFFORTS TO ADVANCE MOBILITY GOALS

Table 4.2 represents the Fiscally Constrained Project List. These ongoing efforts support the performance targets and LOS described in this MTP by progressing multimodal system operations and performance. Projects in Table 4.2 are designated to advance 23 CFR 450.324(f)(4)(i) and 23 CFR 450.324(f)(5)).

Fiscally Constrained Project Lists

The constrained and illustrative project list recommendations outlined in the following text are intended to respond and help address the regional transportation needs in the JATSO region. This section provides a central reference point for the project list and includes cost estimates where current data is available. The projects in this section fall within the 2050 MTP planning horizon. While the list may not be all-inclusive, it represents the most current approved information at the time of this Plan. Projects must continue through the formal planning process and funding programs before implementation. The estimated costs for all currently programmed projects include federal, state, and local sources. Many local public agency projects commit substantial local funds far beyond federal matching requirements because the demand for federal funds greatly exceeds the supply allocated within the region. ***Table 4.2*** presents the fiscally constrained project list for the region for Roadway, Transit, Bicycle/Pedestrian, and Aviation.

TABLE 4.2 Fiscally Constrained Project List

	Mode	Route	Category	Project Description	2025 ($1,000) Estimated Cost	Year	Location
1	Roadway	11HS-22	Rebuild	Route 66 Rebuild (Maiden Ln. to Main St.)	16,510,000	2026	Joplin
2	Roadway	12HS-22	Rebuild	Route 66 Rebuild (Main St. to St. Louis Ave.)	15,285,000	2026	Joplin
3	Roadway	17HS-22	Rebuild	Route 66 Rebuild (Schifferdecker to Maiden Ln.)	11,019,000	2026	Joplin
4	Roadway	18HS-22	Rebuild	Route 66 Rebuild (St. Louis Ave. to Rangeline)	13,160,000	2026	Joplin
5	Roadway	19HS-22	Overpass	Route FF Railroad Overpass (32nd St. at KCS Railway)	27,500,000	2026-2028	Joplin
6	Roadway	44HS-22	Bridge	Main St. Bridge Replacement and Sidewalk (F St. to Murphy Blvd.)	12,238,000	2026-2028	Joplin
7	Roadway	06HS-23	Resurface	Pavement Resurfacing (Airport Dr. to Murphy Blvd.)	1,921,000	2026	Joplin
8	Roadway	09HS-23	Pavement	I-44 Pavement Improvements (Joplin to Sarcoxie)	31,003,000	2026-2027	Joplin/ Sarcoxie
9	Roadway	10HS-23	Culvert	Route 43 Culvert Replacement	1,828,000	2026	Seneca/ Joplin
10	Roadway	13HS-23	Bridge	Bridge Painting (Various SW District)	6,990,000	2026-2028	SW District
11	Roadway	16HS-23	Bridge	LP 49 Bridge Improvements (Shoal Creek, Newton County)	11,335,000	2026-2029	Newton County
12	Roadway	41HS-24	Operations	I-44 Safety and Operations Improvements (Fidelity to Joplin)	223,378,000	2026	Joplin/ Fidelity/ Sarcoxie
13	Roadway	01-JOP-26	Resurface	Street Surface Repairs (Various)	3,340,000	2026-2029	Joplin
14	Roadway	02-JOP-26	Intersection	Intersection Improvements (Various)	840,000	2026-2029	Joplin
15	Roadway	06-JOP-26	Bridge	Bridge Repairs/Improvements (Various)	500,000	2026-2029	Joplin
16	Roadway	01-CJ-26	Roadway	Street Improvements (Various)	500,000	2026-2029	Carl Junction
17	Roadway	01-WC-26	Roadway	Street Improvements (Various)	4,000,000	2026-2029	Webb City
18	Roadway	01-NC-26	Bridge	Bridge #170001 Replacement (Dutch Elm Rd. over Beef Branch)	2,300,900	2026-2027	Newton County

TABLE 4.2 Fiscally Constrained Project List (Continued)

	Mode	Route	Category	Project Description	2025 ($1,000) Estimated Cost	Year	Location
19	Bike/Ped	02PED-25	Trail	Shoal Creek Multi-Use Trail (McIndoe Park to Grand Falls)	1,395,349	2026	Joplin
20	Transit	01T-26	Transit	Annual Transit Vehicle Replacements	1,894,315	2026-2029	Joplin
21	Transit	02T-26	Transit	MAPS Operating Assistance	7,044,484	2026-2029	Joplin
22	Transit	03T-26	Transit	Preventative Maintenance Subsidy	701,876	2026-2029	Joplin
23	Transit	05T-26	Transit	Capital Items (Shelters, Benches, Storage)	1,495,313	2026-2029	Joplin
24	Aviation	01AIR-26	Aviation	Replace Two Passenger Boarding Bridges	2,800,000	2026	Joplin Regional Airport
25	Aviation	02AIR-26	Aviation	North Perimeter Service Road	1,661,000	2026	Joplin Regional Airport
26	Aviation	03AIR-26	Aviation	GA Apron and Taxilane Reconstruction	1,815,000	2026-2027	Joplin Regional Airport
27	Aviation	04AIR-26	Aviation	South Perimeter Service Road	1,778,000	2027-2028	Joplin Regional Airport
28	Aviation	05AIR-26	Aviation	Terminal Standards Update	477,638	2029	Joplin Regional Airport

In addition to the above constrained list, the following MoDOT Transportation Improvement Program (TIP) projects are summarized in ***Table 4.3*** for FY2026 through 2029.

TABLE 4.3 Fiscal Year 2026-2029 MoDOT TIP Projects - Roadway

TIP Number	Name	PROTECT	Safety	NHPP	MoDOT	MoDOT-AC	Total	Previously Programmed	Future Cost	Project Total
07HS-12	Loop49 Scope Intersection			$96,000	$24,000		$120,000	$273,000	$0	$393,000
05HS-14	Rt43/Hearners Blvd				$1,200	$4,800	$6,000	$24,000	$0	$30,000
22HS-18	I-44 Safety Improvements		$9,000		$1,000		$10,000	$200,000	$0	$210,000
07HS-22	I-44 Cap/Oper Improvements			$320,000	$80,000		$400,000	$40,000	$0	$440,000
11HS-22	Rt66 Rebuild Pavement				$2,789,000	$11,156,000	$13,945,000	$2,565,000	$0	$16,510,000
12HS-22	Rt66 ADA Plan			$9,931,200	$3,175,800		$13,107,000	$2,871,000	$0	$15,978,000
13HS-22	Rt66 Rebuild				$534,200	$2,136,800	$2,671,000	$676,000	$0	$3,347,000
14HS-22	Rt66 Rebuild				$297,400	$1,189,600	$1,487,000	$787,000	$0	$2,274,000
16HS-22	Rt171 Cap Improv			$32,000	$8,000		$40,000	$40,000	$0	$80,000
17HS-22	7th St Pavement				$1,871,800	$7,487,200	$9,359,000	$1,660,000	$0	$11,019,000
18HS-22	Rt66 Rebuild Pavement			$9,180,000	$2,295,000		$11,475,000	$1,685,000	$0	$13,160,000
19HS-22	RtFF Railroad Overpass			$21,792,000	$5,448,000		$27,240,000	$260,000	$0	$27,500,000
28HS-22	Bus 71 Replace Signals				$1,051,200	$4,204,800	$5,256,000	$1,315,000	$0	$6,571,000
44HS-22	CPKC/Turkey Creek Bridge			$9,590,400	$2,397,600		$11,988,000	$250,000	$0	$12,238,000
04HS-23	RtP Intersection Improvements				$6,000	$24,000	$30,000	$70,000	$0	$100,000
06HS-23	Rt171 Pavement			$1,491,200	$372,800		$1,864,000	$57,000	$0	$1,921,000
09HS-23	IS-44 Pavement			$12,719,200	$3,179,800		$15,899,000	$14,000	$15,090,000	$31,003,000
10HS-23	Rt43 Culverts				$1,574,000		$1,574,000	$254,000	$0	$1,828,000
13HS-23	SW District Bridge Painting				$1,360,000	$5,440,000	$6,800,000	$190,000	$0	$6,990,000
16HS-23	LP49 Bridge			$897,600	$224,400		$1,122,000	$125,000	$10,088,000	$11,335,000
18HS-23	SW District Truss Inspections				$30,000	$120,000	$150,000	$650,000	$0	$800,000
19HS-23	SW District Retaining Wall				$30,000	$120,000	$150,000	$100,000	$0	$250,000
24HS-23	Loop49 Paving			$ 32,000	$ 8,000		$40,000	$10,000	$0	$50,000
5HS-24	Rt171 Bridge Painting			$16,800	$4,200		$21,000	$2,000	$534,000	$557,000
7HS-24	I-44 Pavement				$ 97,000	$ 388,000	$485,000	$5,000	$0	$490,000
9HS-24	SW District Concrete				$ 244,400	$ 977,600	$1,222,000	$30,000	$0	$1,252,000
10HS-24	SW District Bridge Repairs				$ 480,400	$ 1,921,600	$2,402,000	$8,000	$0	$2,410,000
11HS-24	SW District Guard Cable				$ 931,400	$ 3,725,600	$4,657,000	$20,000	$0	$4,677,000
13HS-24	Rt249/171 interstate standards			$ 15,200	$ 3,800		$19,000	$2,000	$0	$21,000
14HS-24	Rt249 Pavement			$ 32,000	$ 8,000		$40,000	$10,000	$0	$50,000
15HS-24	Rt43 Pavement			$ 8,800	$ 2,200		$11,000	$10,000	$0	$21,000
16HS-24	Rt66 Pavement			$ 8,800	$ 2,200		$11,000	$10,000	$0	$21,000
17HS-24	RtD Pavement				$ 4,000	$ 16,000	$20,000	$5,000	$0	$25,000
18HS-24	RtFF Pavement			$ 32,000	$ 8,000		$40,000	$10,000	$0	$50,000
19HS-24	I-44 High Mast Lighting			$ 3,200	$ 800		$4,000	$1,000	$0	$5,000
21HS-24	Lp 49 Pavement			$ 28,000	$ 7,000		$35,000	$10,000	$0	$45,000
22HS-24	Rt175 Pavement				$ 12,000	$ 48,000	$60,000	$5,000	$0	$65,000
23HS-24	SW District Sign Replacement				$ 4,000	$ 16,000	$20,000	$5,000	$0	$25,000
24HS-24	SW District Future Projects				$ 16,000	$ 64,000	$80,000	$20,000	$0	$100,000
25HS-24	SW District ITS Improvements				$ 8,000	$ 32,000	$40,000	$10,000	$0	$50,000
26HS-24	SW District Signal/Light				$ 8,000	$ 32,000	$40,000	$10,000	$0	$50,000
27HS-24	SW District Signage				$ 8,000	$ 32,000	$40,000	$10,000	$0	$50,000
28HS-24	SW District Survey				$ 80,000		$80,000	$20,000	$0	$100,000
29HS-24	SW District Pavement				$ 24,000	$ 96,000	$120,000	$30,000	$0	$150,000
30HS-24	SW District Bridge PM				$ 8,000	$ 32,000	$40,000	$10,000	$0	$50,000
31HS-24	SW District Bridge			$ 160,000	$ 40,000		$200,000	$50,000	$0	$250,000
32HS-24	SW District Safety		$ 90,000		$ 10,000		$100,000	$25,000	$0	$125,000
33HS-24	SW District Slide Repair	$ 32,000			$ 8,000		$40,000	$10,000	$0	$50,000
34HS-24	SW District Pavement				$ 16,000	$ 64,000	$80,000	$20,000	$0	$100,000
36HS-24	SW District ADA				$ 10,000	$ 40,000	$50,000	$5,000	$0	$55,000
37HS-24	Bridge Improvements			$ 1,542,400	$ 385,600		$1,928,000	$50,000	$46,869,000	$48,847,000
39HS-24	SW District Permit				$ 8,000	$ 32,000	$40,000	$10,000	$0	$50,000
40HS-24	SW District Utility				$ 80,000	$ 320,000	$400,000	$100,000	$0	$500,000
41HS-24	I-44 Safety				$ 406,578,900		$406,578,900	$631,000	$0	$407,209,900
01HS-26	RtP Pedestrian				$ 183,200	$ 732,800	$916,000	$111,000	$0	$1,027,000
02HS-26	SW District Payback bridges				$ 31,072,000		$31,072,000	$89,809,000	$31,072,000	$151,953,000
03HS-26	SW District ITS Operations				$ 92,800	$ 371,200	$464,000	$0	$0	$464,000
04HS-26	SW District Oncall		$ 90,000		$ 10,000		$100,000	$0	$0	$100,000
05HS-26	SW District ADA				$ 102,000	$ 408,000	$510,000	$0	$0	$510,000
06HS-26	SW District ADA				$ 74,800	$ 299,200	$374,000	$0	$0	$374,000
07HS-26	SW District Work Zone		$ 90,000		$ 10,000		$100,000	$0	$0	$100,000
08HS-26	SW District ITS Operations				$ 92,800	$ 371,200	$464,000	$0	$0	$464,000
09HS-26	SW District Guard Cable				$ 978,800	$ 3,915,200	$4,894,000	$0	$0	$4,894,000
10HS-26	MO171 Pavement			$ 6,400	$ 1,600		$8,000	$0	$0	$8,000
11HS-26	MO66 Safety		$ 180,000		$ 20,000		$200,000	$0	$0	$200,000
12HS-26	I-44 Bridge			$ 160,000	$ 40,000		$200,000	$0	$0	$200,000
Total		**$32,000**	**$459,000**	**$68,095,200**	**$468,535,100**	**$45,817,600**	**$582,938,900**	**$105,180,000**	**$103,653,000**	**$791,771,900**

Roadway

MTP 2050 fiscally constrained roadway recommendations improve the existing and future network by upgrading or adding new roadways and incorporating bicycle, pedestrian, and transit accommodations. Most projects in the MTP 2050 reconstruct existing roadways, although some new terrain projects are identified. The project tables provide the best planning-level information available at the time of this plan.

The MTP process does not include project-level analysis or details. Each project's purpose and need will be fully assessed through the NEPA process after the organization selects the project for implementation. The cost estimates reflect construction costs provided by the project sponsor. For all other projects, the Plan provides an estimated cost or cost range because the project scope and construction year remain conceptual at this time.

CHALLENGES

The 2050 MTP study process offered many opportunities for community engagement. Planners identified several roadway challenges, which are listed below.

- Speeding remains a significant safety issue throughout the JATSO Region. Posted speed limits vary by roadway classification, but community perception often points to excessive speeds, particularly on arterials like Range Line Road and Fir Road. Crash data from 2019 to 2024 shows a 29% reduction in total crashes, yet fatal incidents remain disproportionately high in rural areas, likely due to higher travel speeds and limited infrastructure. This Plan recommends further analysis to compare actual speed data with public perception and calls for targeted enforcement, speed cameras, and traffic calming measures in high-risk corridors.
- Distracted driving remains a major contributor to roadway safety concerns. The Missouri "Show Me Zero" safety initiative identifies distracted driving as one of the four key behaviors leading to crashes. Strategies to address this issue include banning handheld electronic devices for all drivers, increasing traffic enforcement, and encouraging employers to implement driver safety programs. Community feedback also highlights the potential for public transit to reduce distracted driving by offering safe, alternative modes of travel for individuals who might otherwise use their phones while driving.

Bicycle and Pedestrian

Several factors define the proposed bicycle and pedestrian network:

- JATSO's Bicycle and Pedestrian Transportation Plan;
- Joplin CONNECTED, Joplin's Active Master Plan;
- Comments from public open houses; and,
- Conversations with the JATSO Board

JATSO completed the Bicycle and Pedestrian Transportation Plan in May 2018. The analysis from that plan remains highly relevant for current conditions and the planning horizon. The plan aimed to take a regional approach focused on safety and connectivity—priorities echoed during this planning process through public open house comments and stakeholder conversations.

The City of Joplin recently adopted Joplin CONNECTED, the city's Active Transportation Master Plan. The plan focuses on active transportation improvements—both on-street and off-street—throughout Joplin and provides several connection points to the existing and proposed regional active transportation network.

CHALLENGES

Much of the stakeholder and public feedback focused on increased safe options and connectivity, with several challenges noted:

- The region lacks connectivity for walking and biking, with gaps in existing sidewalks and few trails linking to one another or to city networks. Participants noted that enhancements such as wider, continuous sidewalks on both sides of streets and improved crossings with signals and timing could help address the problem. They also called for regional collaboration among city jurisdictions to expand the network and create regional design standards for bike lanes, sidewalks, and trail infrastructure. These efforts could include incentives or requirements for development, encouraging trail integration in new residential and commercial projects. One bicycle and pedestrian project appears in the MoDOT TIP and in the constrained project list table above.
- Safety concerns persist for users of the active transportation network. Many users report feeling unsafe on roads shared with cars or when planning trips that unexpectedly lack sidewalks. A public education campaign could address these concerns by informing users about shared road etiquette and improving wayfinding through maps and signage.

Transit

Transit receives consistent and steady federal funding shown in the constrained project list. The 2025 comprehensive transit study is reviewing existing services and exploring the future of regional transit funded by the Federal Transit Administration. This study should conclude in the winter of 2025.

CHALLENGES

Community engagement revealed that the lack of weekend and evening service for both the Sunshine Lamp Trolley and the MAPS system continues to be a need for the region. The current system also provides limited inter-city travel options, especially to nearby communities such as Webb City and Carl Junction.

Freight

Freight and trucking continue to serve as the lifeblood of the JATSO region, powering not only the local economy but also playing a pivotal role in the broader regional and national distribution networks. These industries are more than just a means of moving goods; they are the connective tissue that links Joplin's workforce, businesses, and community to the rest of the country.

CHALLENGES

The region currently has a limited number of designated truck routes, primarily concentrated within the City of Joplin. These include key corridors such as Route 66, Route 43/Main Street, South Range Line Road, West 20th Street, and South Maiden Lane. Notably, Route 43/Main Street stands out as the primary truck route threading through downtown Joplin, underscoring its importance in freight mobility. The constrained list of projects shown above supports the broader need for vehicle and truck traffic improvements for the future. The 2025 update to the Missouri State Freight and Rail Plan is currently in process, but projects and goals identified within will be incorporated by JATSO as they pertain to the region.

Aviation

The Joplin Regional Airport, owned and operated by the City of Joplin, serves as a vital transportation hub for southwestern Missouri. The airport supports a diverse range of aviation activities, including commercial, military, cargo, general aviation, and corporate operations. It continues to modernize its facilities and infrastructure, replacing its 50-year-old Air Traffic Control Tower and Commercial Terminal. The fiscally constrained plan includes airport projects to replace passenger boarding bridges, improve north and south perimeter service roads, reconstruct aprons and taxi lanes in the general aviation section, and update the terminal.

Illustrative Projects List

In addition to the fiscally constrained projects discussed earlier, the Plan development process identified many unmet transportation needs in the region, classified as illustrative projects. Financial constraints prevent these projects from appearing in the constrained project list; however, this does not mean they are unnecessary or irrelevant. It simply means funding is not currently available. If additional funding becomes available during the 2050 MTP timeframe, JATSO may reconsider any illustrative projects for inclusion in the constrained project list.

Table 4.4 presents the illustrative project list for roadways, transit, bicycle and pedestrian, freight, and aviation. Some projects lack data, costs, and schedules but JATSO will continue updating project information as it becomes available. The following sections provide additional details for each mode and include maps for the illustrative projects.

TABLE 4.4 Illustrative Project List

	Mode	Route	Category	Category	Project Description	Est Cost 2025 ($1,000)	Implementation Year	Status
1	Roadway	LP 49S	Capacity Improvements	Economic Growth, Safety	Loop 49 (Ridgeline) to I-49 S Joplin	75,792	unscheduled	Illustrative
2	Roadway	MO 171N	Design	Economic Growth, Safety	ROW for potential interstate designation from Carthage to Joplin	23,834	unscheduled	Illustrative
3	Roadway	MO 171N	Ramp	Economic Growth, Safety	Various locations, interchange improvements at I-49 for potential interstate designation from Carthage to Joplin	130,196	unscheduled	Illustrative
4	Roadway	MO 249S	Signage	Economic Growth, Safety	Potential Interstate designation from Carthage to Joplin	434	unscheduled	Illustrative
5	Bike/Ped	CST Murphy Blvd E	Path	Active	Multiuse from Dover Hill Elementary to Dover Hille Bike Park and Jopline Frisco Greenway	2,158	unscheduled	Illustrative
6	Bike/Ped	Katy Trail	Path	Active	Shared Use Joplin	3,980	unscheduled	Illustrative
7	Bike/Ped	Joplin Ave	Bike Lane	Active	Road diet and bike lane between 2nd and 20th St		unscheduled	Illustrative
8	Bike/Ped	Wall Ave	Bike Lane	Active	Bike lane between 2nd St and 20th St		unscheduled	Illustrative
9	Bike/Ped	St Louis Ave	Bike Lane	Active	Bike lane between 2nd St and Frisco		unscheduled	Illustrative
10	Bike/Ped	Connecticut Ave	Bike Lane	Active	Bike lane between Murphy Blvd and 30th St		unscheduled	Illustrative
11	Bike/Ped	Broadway St	Reconfiguration	Active	Reconfiguration between St. Louis Ave and Virgina Ave		unscheduled	Illustrative
12	Bike/Ped	15th St	Bike Lane	Active	Road diet and bike lane between Wall and Rangeline Rd		unscheduled	Illustrative
13	Bike/Ped	Schifferdecker Ave	Bike Lane	Active	Bike lane between 26th St and 13th		unscheduled	Illustrative
14	Bike/Ped	Maiden Lane	Bike Lane	Active	Road diet and bike lane between 26th St and Junge Blvd		unscheduled	Illustrative
15	Bike/Ped	Junge Blvd	Bike Lane	Active	Bike lane between Maiden Lane and Alley West of Pearl Ave		unscheduled	Illustrative
16	Bike/Ped	Junge Blvd	Sharrow	Active	Sharrow between Alley and Pearl Ave		unscheduled	Illustrative
17	Bike/Ped	Junge Blvd	Bike Lane	Active	Bike lane between Pearl and Wall Ave		unscheduled	Illustrative
18	Bike/Ped	26th St	Bike Lane	Active	Road diet and bike lane between Main and Maiden Lane		unscheduled	Illustrative
19	Bike/Ped	4th St	Bike Lane	Active	Bike lane between School Ave and Maiden Lane		unscheduled	Illustrative
20	Bike/Ped	North Side Neighborhood	Trail	Active	Trail development from North Side Greeway and Alley		unscheduled	Illustrative
21	Bike/Ped	Cecil Floyd Elem Trail	Trail	Active	Trail development from Cecil Floyd Elem Train to Neighborhood Green		unscheduled	Illustrative
22	Bike/Ped	St Johns Bl	Trail	Active	Trail development from St John Bld greenway south to Wildcat Glades		unscheduled	Illustrative
23	Bike/Ped	Joplin Ave	Bike Lane	Active	Bike lane between 20th St and 31st		unscheduled	Illustrative
24	Bike/Ped	Wall Ave	Bike Lane	Active	Bike lane between 20th St and 31st		unscheduled	Illustrative
25	Bike/Ped	Broadway St/2nd St	Bike Lane	Active	Bike lane between Main and Maiden		unscheduled	Illustrative
26	Bike/Ped	13th St	Bike Lane	Active	Bike lane between Wall Ave and Main		unscheduled	Illustrative
27	Bike/Ped	Indiana Ave	Sidewalk	Active	Sidewalk between 32nd St and 20th		unscheduled	Illustrative
28	Bike/Ped	NW Joplin to Carl Junction	Trail	Active	Trail between NW Joplin and Carl Junction		unscheduled	Illustrative
29	Bike/Ped	Euclid Ave	Sidewalk	Active	Trail connecting Euclid Ave to trail on E Zora St		unscheduled	Illustrative
30	Bike/Ped	McClelland Park	Trail	Active	Trail from McClelland Park extending N near Mercy Park		unscheduled	Illustrative
31	Bike/Ped	Connecticut Ave	Sidewalk	Active	Sidewalk between and extending from E 30th St to E 50th St		unscheduled	Illustrative
32	Bike/Ped	Shoal Creek	Trail	Active	Extend Shoal Creek Trail to Neosho		unscheduled	Illustrative
33	Bike/Ped	Murphy Blvd	Bike Facilities	Active	Bike facilities on Murphy Blvd		unscheduled	Illustrative
34	Bike/Ped	JATSO	Bike Facilities	Active	Regionwide bike facilities		unscheduled	Illustrative
35	Bike/Ped	JATSO	Guidelines	Active	Policy and development of regional guid and requirements		unscheduled	Illustrative

36	Aviation	CST Dennis Weaver Dr S	Construction	Aviation	Corporate hanger and site development at Joplin Reg Airport	2,801	unscheduled	Illustrative
37	Aviation	CST Dennis Weaver Dr S	Construction	Aviation	new T-hangers and taxi lanes at Joplin Reg Airport	2,801	unscheduled	Illustrative
38	Aviation	CST Dennis Weaver Dr S	Design/Construction	Aviation	New air rescure fire fighter building at Joplin Reg Airport	3,088	unscheduled	Illustrative
39	Aviation	Joplin Reg Airport	LT Terminal Exp	Aviation	New gate holdrooms, baggage claim, restrooms		Post 2030	Illustrative
40	Aviation	Joplin Reg Airport	Apron Expansion	Aviation	Apron expansion for larger aircraft		Post 2030	Illustrative
41	Aviation	Joplin Reg Airport	Taxiway Expansion	Aviation	Extend Taxiway F to D for improved access		Post 2030	Illustrative
42	Aviation	Joplin Reg Airport	Expansion	Aviation	Baggage Claim Expansion		Post 2030	Illustrative
43	Transit	MO 66E	Capital	Transit	Transit capital improvements	365	unscheduled	Illustrative
44	Transit	Service Expansion	Operations/Capital	Transit	Weekend and evening service expansion		unscheduled	Illustrative
45	Transit	Service Expansion	Capital	Transit	Fare Payment Structure study		unscheduled	Illustrative
46	Transit	Infrastructure	Capital	Transit	Add bike racks to vehicles		unscheduled	Illustrative
47	Transit	Infrastructure	Capital	Transit	Upgrade current stop infrastructure		unscheduled	Illustrative
48	Transit	Infrastructure	Capital	Transit	Adding stops		unscheduled	Illustrative
49	Transit	Service Expansion	tal	Transit	Expanding routes outside of Joplin		unscheduled	Illustrative
50	Transit	Service Expansion	Operations/Capital	Transit	Increase route frequency		unscheduled	Illustrative
51	Transit	Infrastructure	Capital	Transit	Purchase accessible vehicles		unscheduled	Illustrative
52	Transit	Coordination	Operations	Transit	Implement mobility management		unscheduled	Illustrative
53	Transit	Infrastructure	Capital	Transit	ADA improvements		unscheduled	Illustrative
54	Freight	MO 66E	Switch Replacement	Rail	Replace program for M&NA railroad in Jasper Co	366	unscheduled	Illustrative
55	Freight	Zora St/	Pavement	Freight	Pavement improvements		unscheduled	Illustrative
56	Freight	N/S Corridor, west of Joplin; I44 / MO 171	Pavement	Freight	Pavement improvements		unscheduled	Illustrative
57	Freight	Industrial Access	Rail	Freight	Support rail for industrial access, short-line rail		unscheduled	Illustrative
58	Freight	Joplin Industrial sites	Multimodal	Freight	Increaes connections to Joplin industrial parks		unscheduled	Illustrative
59	Freight	Varies	Truck Parking	Freight	Truck parking Facilities		unscheduled	Illustrative

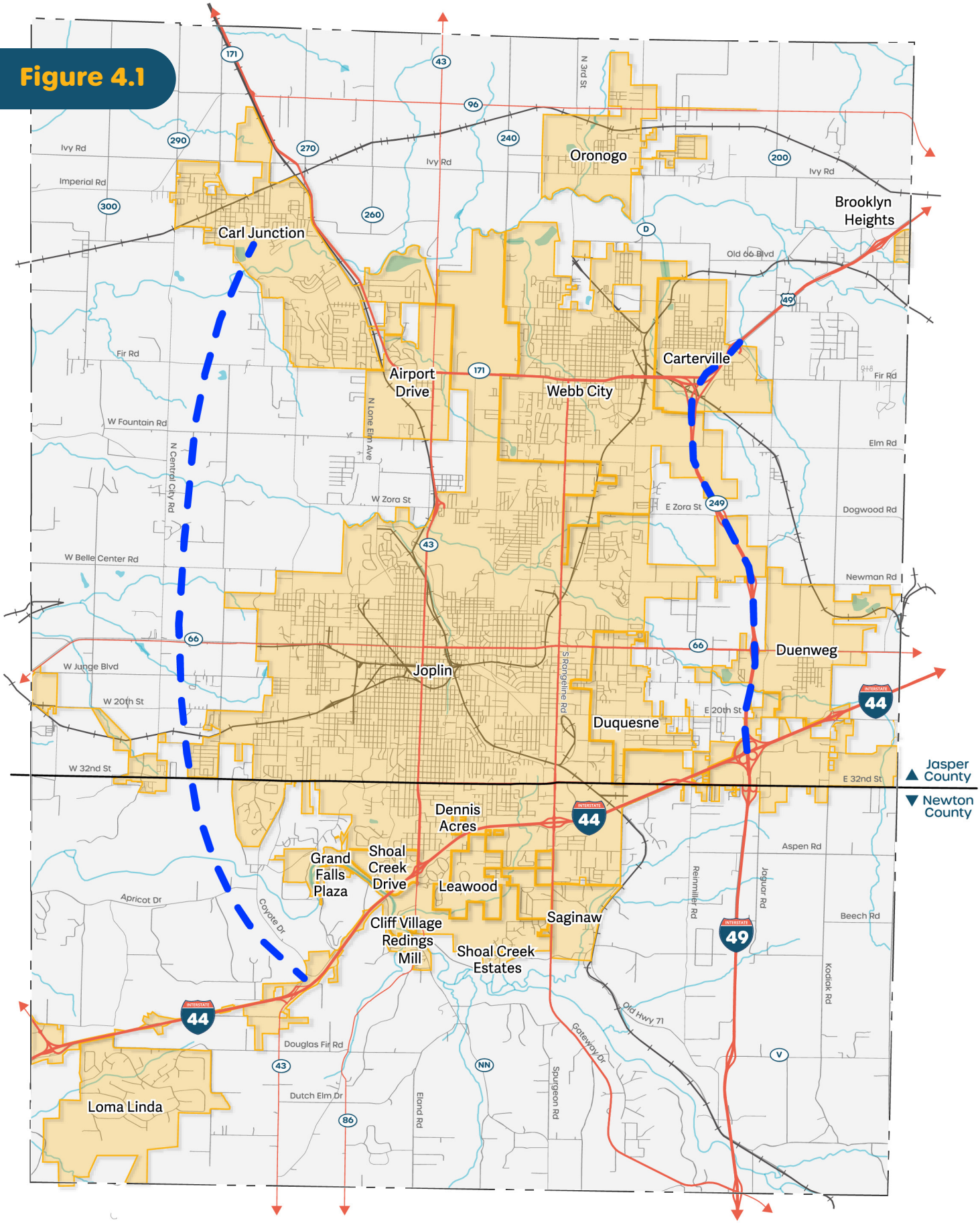
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ROADWAYS - ILLUSTRATIVE

JATSO has planned many roadway projects, especially those that improve current travel through the area, but funding is not yet available. ***Figure 4.1*** illustrates the roadway illustrative projects with specific comments regarding roadway needs during public engagement events shown below.

- The "west corridor" is a potential north south corridor to complete a vehicle loop around the region. This corridor would extend from Route 171 to I-44.
- Capacity improvements are needed from loop 49 (Ridgeline) to I-49 south Joplin
- Design and right-of-way for potential interstate designation from Carthage to Joplin and connected projects:
    - *Ramp improvements at various locations along MO 171 north interchange improvements at I-49 for potential interstate designation from Carthage to Joplin*
    - *Signage for potential interstate designation from Carthage to Joplin*
- Potential realignments or connections along Route 96, Route 171, Route 66, and Route 43.

Figure 4.1



Illustrative Projects

North

0 1.25 2.5 5 Miles

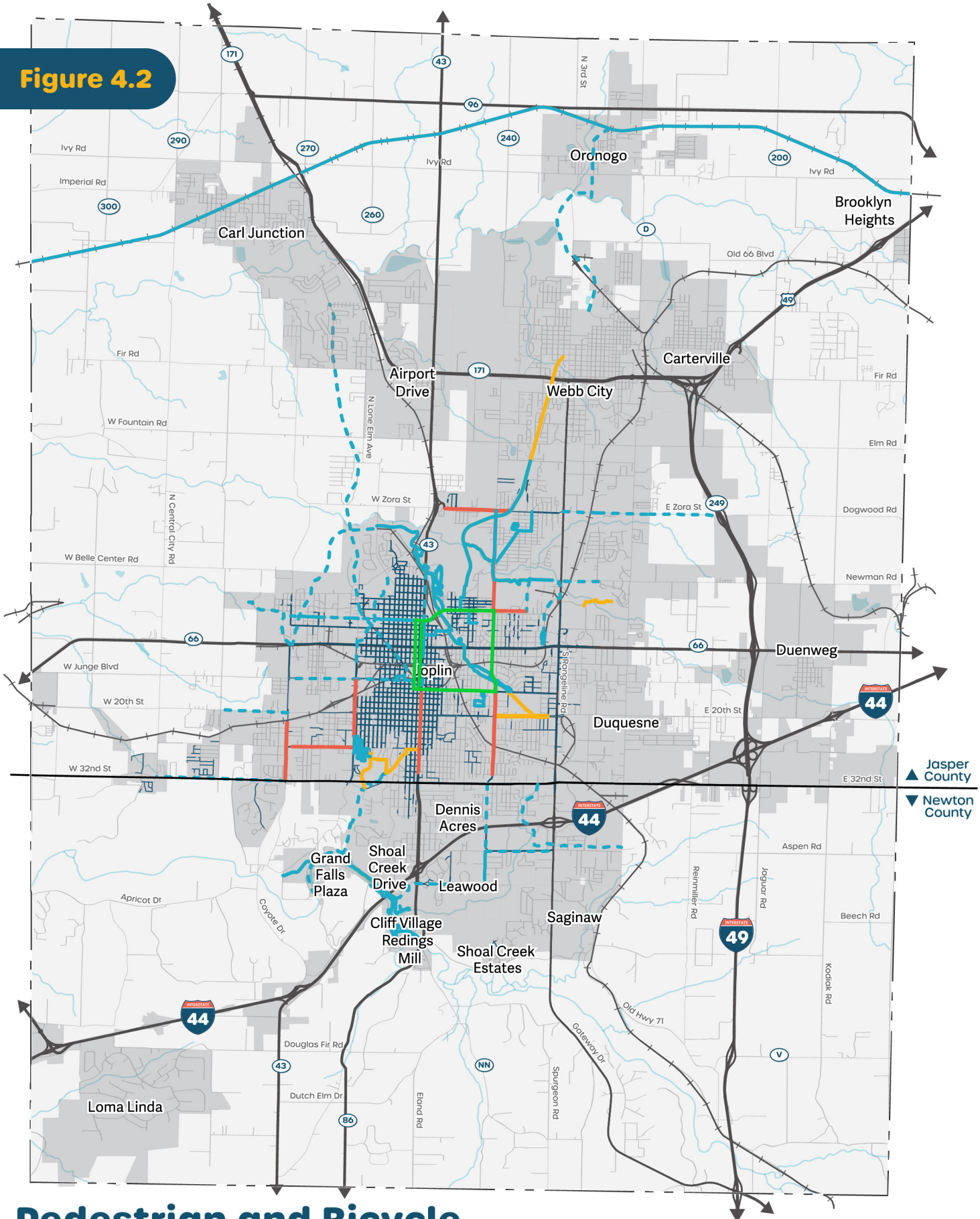
- Study Area / JATSO Boundary
- Incorporated Area
- County Line
- Illustrative Projects

BICYCLE AND PEDESTRIAN – ILLUSTRATIVE

Many bicycle and pedestrian improvement projects can be integrated into ongoing maintenance activities, such as pavement maintenance and sidewalk repair. Other projects may be eligible for partial funding through state and federal grant programs. For instance, in June 2025, the City of Joplin submitted an application to the U.S. Department of Transportation for a Safe Streets and Roads for All (SS4A) implementation grant to fund the "Downtown Loop," a five-mile network of on-street protected bike lanes. Such coordination typically promotes efficiencies and economies of scale for communities. ***Figure 4.2*** illustrates the future bicycle and pedestrian network with additional regional projects aimed at enhancing the bicycle network listed below.

- Connections in northwest Joplin, extending north to Carl Junction
- Trail connection along Euclid Avenue and then connecting to a proposed trail along E Zora Street
- Connecticut Avenue trail extension from E 30th Street to E 50th Street
- Trails around McClelland Park parallel Shoal Creek and extending north near Mercy Park

Figure 4.2



Pedestrian and Bicycle Network Recommendations

North

0 1.25 2.5 5 Miles

- Study Area / JATSO Boundary
- Bike Path on Road
- Future Trail
- Bike Path on Sidewalk
- Sidewalk
- Existing Trail
- Downtown Loop (Joplin CONNECTED Plan)

TRANSIT - ILLUSTRATIVE

The 2025 Comprehensive Transit Study serves as a critical resource for shaping the future transit network. The study will document existing services and identify opportunities for improvement, including transit needs and potential solutions. During the public engagement process for the 2050 Metropolitan Transportation Plan (MTP), residents and stakeholders highlighted several transit-related needs, which are summarized as follows.

Transit challenges include the absence of weekend and evening service for both the Sunshine Lamp Trolley and the MAPS system. Residents and organizations, including the Housing Authority, have advocated for extending service beyond 5:00 p.m. on weekdays and for Saturday service operating until 5:00 p.m. These extended hours could be implemented through a dedicated evening or weekend service. Incorporating evening service options will be an important consideration in the upcoming study. Riders have reported long wait times and overcrowded vehicles, which pose particular challenges for individuals using mobility devices. To address these issues, it is recommended that the Sunshine Lamp Trolley and MAPS systems deploy additional vehicles on their highest-demand routes, especially during peak travel periods. Increasing service frequency would reduce passenger wait times and alleviate vehicle overcrowding, thereby improving overall system efficiency and user experience.

Community input at open houses also included many transit stops lack amenities, like adequate shelter space and public restrooms. New transit bus stops for consideration are listed below. Adding these stop locations would improve transit access, though other transit gaps do exist.

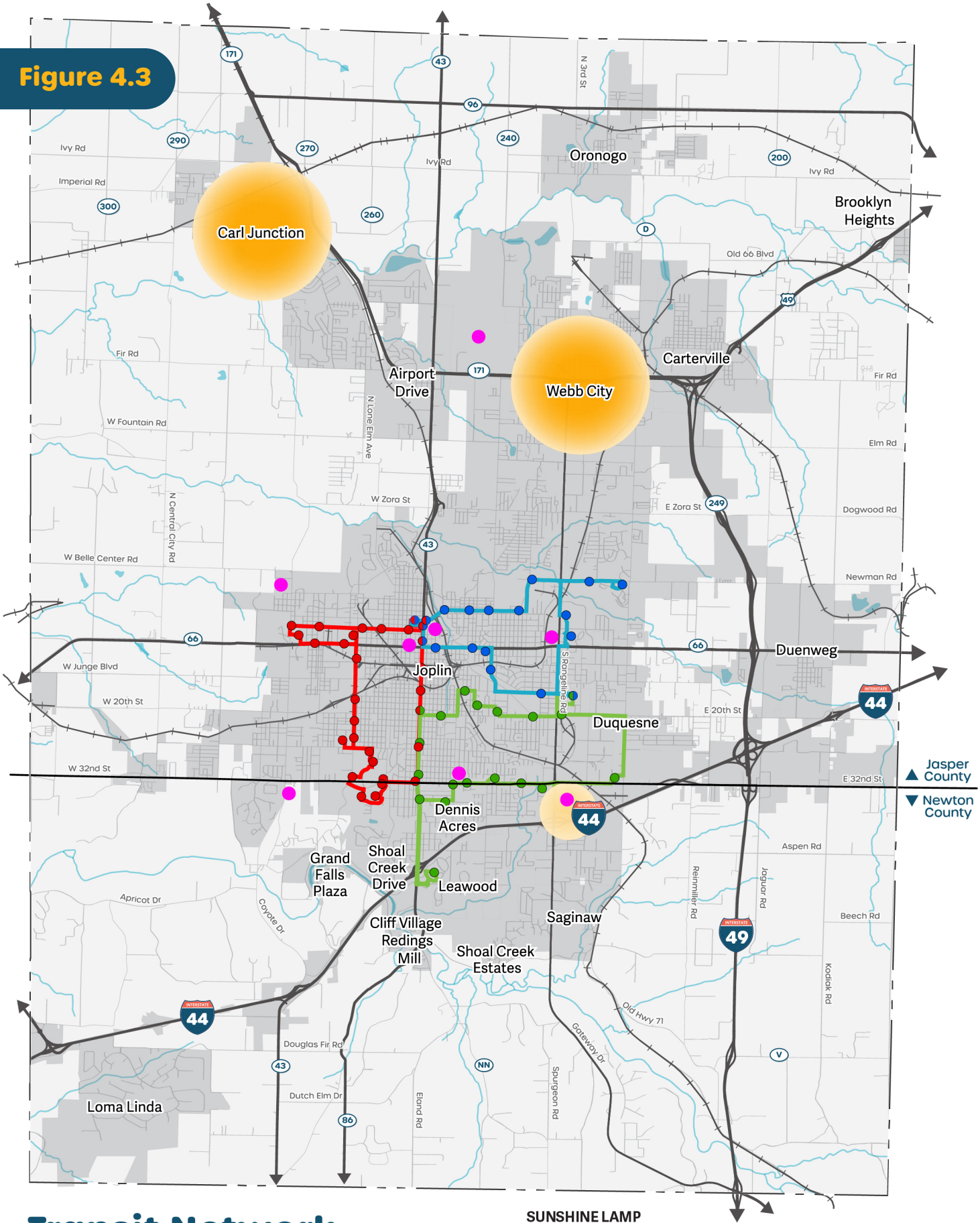
- Sam's Club and Menards at Range Line Rd and 32nd Street
- Dollar General at Schifferdecker Avenue and 32nd Street
- Leonard Park at 5th Street and Turk Avenue
- Special access to City of Joplin heating and cooling stations
- Medical offices and residential developments at 36th Street and Indiana Avenue

Community feedback and stakeholder engagement during the 2050 MTP process emphasized the need to improve pedestrian infrastructure near transit stops by enhancing crossings, strengthening sidewalk connectivity, and providing protected waiting areas. Improving infrastructure at transit stops remains a critical transit need. Most existing shelters fail to protect passengers from the elements and have experienced vandalism or damage. The future transit network plans to replace these shelters with higher-quality infrastructure, including weather-appropriate designs and additional seating. At a minimum, all stops should include appropriate signage, while high-volume stops should incorporate additional amenities such as shelters, lighting, trash receptacles, and bicycle parking.

Riders expressed interest in bringing bicycles onto transit services to use as a travel option upon arrival in Joplin. Although OATS does not currently provide bike racks, vehicles may accommodate bicycles onboard when space permits. Stakeholders also discussed installing bike racks on the trolley, a proposal that received strong support and would help transit agencies address first-mile/last-mile connectivity. Additional community feedback included requests for technology upgrades, such as credit and debit card payment options, and the introduction of an unlimited monthly pass.

The illustrative project list requires additional funding commitments from local sources, as well as from city, state, and federal partners. Any service expansions, stop infrastructure upgrades, and technology improvements will also require new funding. Enhancing Joplin's transit system will significantly improve the rider experience, particularly for individuals who rely on transit for employment and essential services. ***Figure 4.3*** illustrates the future transit network.

Figure 4.3



Transit Network Recommendations

North

0 1.25 2.5 5 Miles

SUNSHINE LAMP

Trolley Routes

- Red Route
- Green Route
- Blue Route
- Study Area / JATSO Boundary

Trolley Stops

- Red/Green Stop
- Red Stop
- Blue/Red Stop
- Blue Stop
- Blue/Green Stop
- Green Stop
- New Transit Stop
- Proposed Transit Expansion

FREIGHT AND TRUCKING - ILLUSTRATIVE

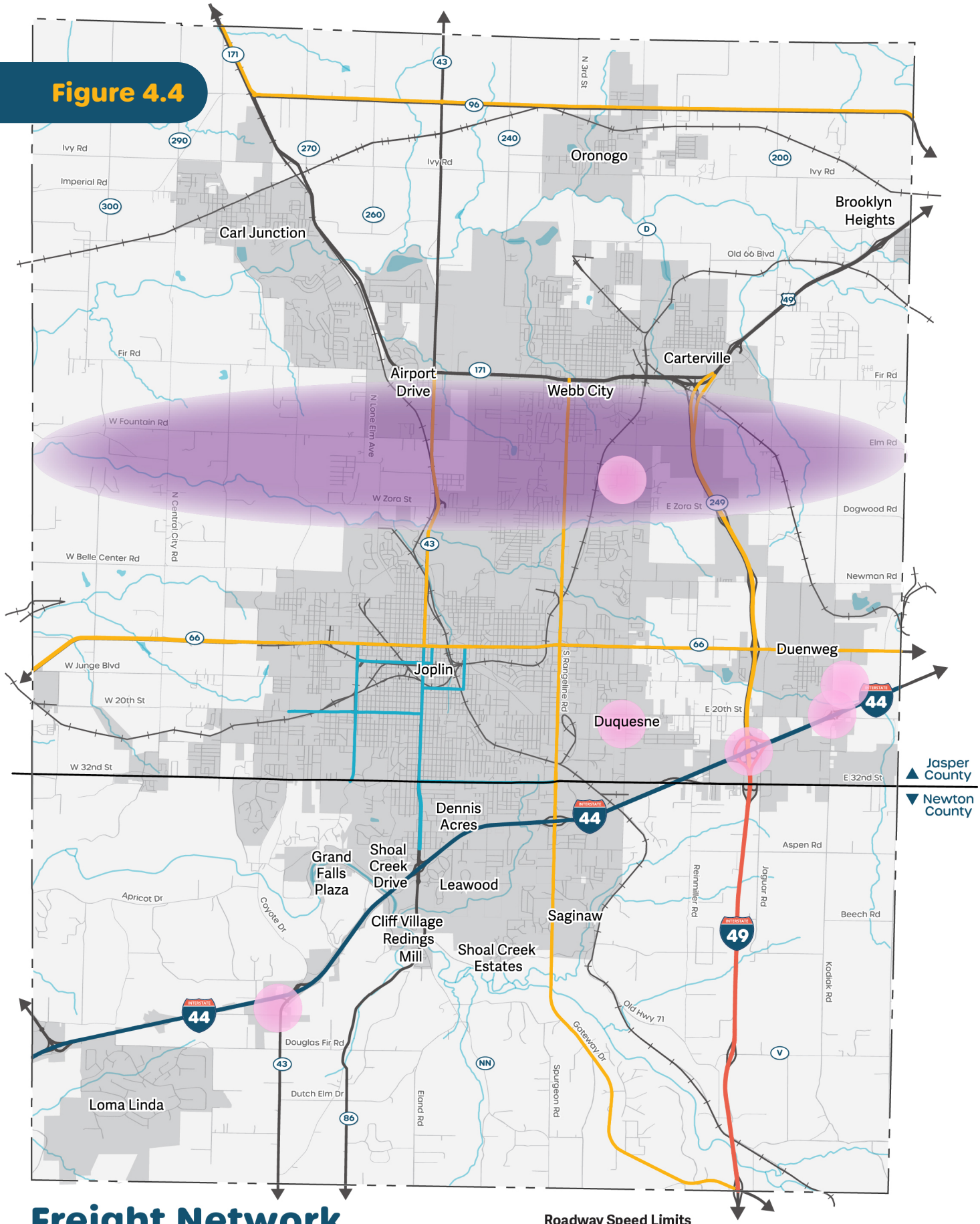
Freight and trucking remain critical components of the JATSO region's transportation network. A key freight challenge is the lack of direct connectivity between industrial zones in north Joplin and Webb City and the I-44 corridor to the west. The City of Joplin has proactively worked to enhance the Zora Street and Schifferdecker Avenue corridors to better accommodate freight traffic; however, partial truck restrictions and congestion persist. Looking ahead, developing a "west corridor" or constructing a four-lane ring road around the city remains a central element of long-term freight planning. Although this project requires significant investment, it is considered transformative for rerouting heavy truck traffic away from urban cores, improving regional mobility, and unlocking new industrial development opportunities.

Stakeholders emphasized the need to improve east-west and north-south truck routes, particularly by providing alternatives to 7th Street and Main Street, which remain congested, narrow, and unsuitable for heavy freight. Hall Street, especially near Don's Warehouses, experiences more than 100 trucks per day and continues to be a congestion hotspot despite recent improvements, including the truck-friendly roundabout at Zora and Hall. In addition, 20th Street on the east end of town south of Duenweg requires rehabilitation to improve conditions for drivers entering and exiting I-49.

Rail infrastructure, although limited to freight-only service, supports the region's logistics network. Standard Transportation Services operates the only active rail-served warehouse in Joplin, and stakeholders expressed interest in expanding dual-access industrial land (truck and rail), particularly near the new industrial park at I-44 and Jaguar Road. Rail operators also identified the need for grade separation and safer crossings, with the Maiden Lane crossing prioritized as a significant safety concern due to its steep and awkward angle.

Residents expressed concerns about increasing truck traffic near homes and apartments. Both Hall Street and Dawson Drive carry heavy freight volumes and run adjacent to residential developments, reducing quality of life and creating potential safety risks. Balancing residential growth with industrial needs is essential to Joplin's long-term success. As development at the new industrial park near I-44 and Jaguar Road continues, consistent communication among residents, the City of Joplin, MoDOT, and rail operators will be critical for implementing successful infrastructure projects. ***Figure 4.4*** illustrates the recommended future freight network.

Figure 4.4



Freight Network Recommendations

North

0 1.25 2.5 5 Miles

Roadway Speed Limits

- Primary Highway Route
- Interstate Route
- State Route
- Designated Truck Route (Joplin)
- Study Area / JATSO Boundary
- Proposed Enhancement Areas
- Proposed East-West Truck Route

AVIATION

The Joplin Regional Airport serves as a vital transportation hub for southwestern Missouri, supporting a diverse range of aviation activities, including commercial, military, cargo, general aviation, and corporate operations. SkyWest Airlines provides daily commercial service connecting Joplin with Denver International Airport and Chicago O'Hare. The airport offers on-site amenities such as Hertz and Avis rental car services and ample complimentary parking for travelers. Spanning 970 acres, the facility features two runways and supports a base of more than 100 locally stationed aircraft. Collectively, the airport contributes over $22 million annually to the Joplin regional economy.

During the 2050 MTP open houses, community members strongly supported continued airport development and emphasized the need to expand commercial air service, particularly by increasing flight connections to additional regional and national destinations. This feedback underscores the community's desire for greater accessibility and enhanced travel options. The airport is currently collaborating with a consultant to conduct a leakage study and evaluating potential service expansions to Dallas and Phoenix. If Phoenix service is added, existing service to Chicago may be discontinued.

Residents also expressed the need to widen roadways near the airport to reduce congestion and improve access. Proposed improvements include expanding St. Louis Avenue from North Zora Road to the airport and adding a dedicated right-turn lane from Route 43 onto Carl Junction Road. The list of aviation projects appears in the Illustrative Projects section.

Summary

The challenges outlined in each mode's section highlight the need to develop a transportation network that prioritizes safety, accessibility, and multimodal integration. By implementing the identified goals and objectives, the JATSO region will advance toward a more inclusive and efficient system that serves all users, whether they walk, bike, drive, or use transit.

Section 5

Implementation

The implementation section of the JATSO 2050 Metropolitan Transportation Plan (MTP) translates the vision and strategies outlined in previous sections into actionable steps that guide transportation investments across the Joplin metropolitan region. This section establishes a framework for advancing recommended projects and policies through coordinated programming, funding allocation, and performance monitoring. Implementation requires continuous collaboration among local jurisdictions, state and federal agencies, and regional stakeholders to ensure projects align with evolving community needs, technological advancements, and regulatory requirements. By linking long-range goals to short-term actions, this section provides a roadmap for achieving the region's mobility, safety, and sustainability objectives.

Successful implementation relies on integrating the MTP with other planning tools, such as the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP), to ensure consistency between near-term priorities and long-term strategies. JATSO will maintain accountability through proactive management and transparent reporting while fostering a transportation system that promotes economic vitality, environmental stewardship, and accessibility for all users.

Scenarios for Our Future Transportation Network

Scenario planning provides regional planners with a strategic tool to explore and prepare for multiple plausible futures. Instead of predicting a single outcome, it enables communities like JATSO to examine how different trends, choices, and external forces could shape regional growth, mobility, and quality of life. Each scenario represents a distinct pathway informed by data, stakeholder input, and policy considerations, allowing decision-makers to evaluate trade-offs and align investments with long-term goals.

For the JATSO region, scenario planning is valuable given its diverse urban and rural communities, evolving transportation needs, and community aspirations. By considering a range of futures, from maintaining current trends to embracing high-density development, technological innovation, or community-driven visions, planners can better anticipate challenges, seize opportunities, and allow the MTP to remain dynamic. This approach is transparent, encourages public engagement, and supports more informed, inclusive decision-making.

TREND SCENARIO

The Trend Scenario envisions the JATSO region continuing along its current trajectory, shaped by incremental growth and existing land use patterns. Residential and commercial development would largely follow established corridors, with transportation investments focused on maintaining and modestly expanding current infrastructure. This scenario assumes travel behavior remains relatively stable, with most trips continuing to be for work, shopping, and returning home—patterns identified in the 2025 Origin-Destination Study.

Under this scenario, the region would prioritize preserving roadway level of service and maintaining existing transit routes, while addressing safety and connectivity gaps as they emerge. Investments would be guided by historical trends and community feedback, with a focus on optimizing traffic flow and supporting multimodal access where feasible. While this approach offers predictability, it may limit the region's ability to respond to emerging challenges such as climate resilience, accessibility gaps, and evolving mobility preferences.

The Trend Scenario serves as a baseline for comparison, helping stakeholders understand what the future might look like if no major policy or investment shifts occur. It reflects a realistic approach to planning, emphasizing continuity and gradual improvement. However, it also highlights the limitations of relying solely on past patterns to shape future outcomes, especially in a region poised for transformation.

HIGH-DENSITY SCENARIO

The High-Density Scenario imagines a future where the JATSO region embraces compact, mixed-use development to support more efficient land use and transportation systems. This scenario would concentrate growth in urban centers like Joplin, Webb City, and Carl Junction, encouraging infill development and higher-density housing near transit corridors. The goal is to reduce vehicle miles traveled, promote walkability, and support a more robust public transit network.

In this future, transportation investments would prioritize transit expansion, pedestrian infrastructure, and bicycle networks, aligning with the region's goals to improve safety and connectivity for all modes. Land use decisions would be closely coordinated with mobility planning, ensuring that new development supports transit-oriented lifestyles and reduces reliance on personal vehicles. This scenario also supports environmental sustainability by minimizing sprawl and preserving open space.

The High-Density Scenario positions the JATSO region to meet future mobility demands while fostering vibrant, livable communities. It requires bold policy shifts and strong public engagement to overcome resistance to change and ensure equitable access to housing and services. If implemented strategically, this scenario could transform the region into a model of integrated land use and transportation planning.

TECHNOLOGY SCENARIO

The Technology Scenario envisions a future where innovation drives mobility, infrastructure, and public engagement. In the JATSO region, this could mean widespread adoption of smart traffic management systems, autonomous vehicles, and real-time transit data platforms. Infrastructure would be designed to accommodate emerging technologies, including electric vehicle charging stations and connected vehicle corridors.

This scenario leverages digital tools to enhance planning and public participation. Virtual engagement platforms, data dashboards, and predictive analytics would inform decision-making and help planners respond dynamically to changing conditions. The region's commitment to multimodal access would be supported by integrated apps that allow users to plan trips across transit, bikeshare, and rideshare services.

While the Technology Scenario offers exciting possibilities, it also presents challenges related to accessibility, cybersecurity, and workforce readiness. Ensuring all residents benefit from technological advancements requires intentional planning and inclusive policies. For JATSO, this scenario represents a forward-looking vision that aligns with national trends and positions the region as a leader in smart mobility.

COMMUNITY VISION SCENARIO

The Community Vision Scenario is rooted in the values, aspirations, and lived experiences of the JATSO region residents. Developed through extensive public engagement—including surveys, open houses, and stakeholder interviews—it reflects a collective desire for safe, accessible, and sustainable transportation options. This scenario prioritizes accessibility, resilience, and quality of life, ensuring that planning decisions serve all communities.

In this future scenario, transportation investments would be guided by community-identified priorities such as improved transit access, safer pedestrian crossings, and better connectivity between neighborhoods. The planning process emphasizes transparency and collaboration, with ongoing feedback loops to refine strategies and measure progress. Land use and mobility decisions are aligned to support inclusive growth and environmental stewardship.

The Community Vision Scenario offers a holistic approach to regional planning, balancing technical analysis with human-centered design. It empowers residents to shape their future and ensures the MTP remains responsive to evolving needs. For JATSO, this scenario represents the heart of the planning process - a shared roadmap toward a more connected, accessible , and vibrant region.

SUMMARY

The four scenarios outlined—Trend, High Density, Technology, and Community Vision—offer distinct yet complementary perspectives on how the JATSO region might evolve.

- The **TREND SCENARIO** provides a baseline rooted in continuity, helping stakeholders understand the implications of maintaining current patterns.
- The **HIGH-DENSITY SCENARIO** promotes compact development and multimodal access, supporting sustainability and livability.
- The **TECHNOLOGY SCENARIO** explores how innovation can transform mobility and infrastructure
- The **COMMUNITY VISION SCENARIO** centers on accessibility, resilience, and public priorities.

Together, these scenarios serve as a framework for evaluating future investments, policies, and partnerships. They highlight the importance of aligning land use with transportation, embracing innovation responsibly, and ensuring that planning reflects the voices and needs of all residents. As JATSO continues to update its MTP, scenario planning remains an optional tool for shaping the region.

Future Network Assessment

The implementation section of the JATSO 2050 MTP translates regional vision into actionable strategies for building and maintaining a safe, efficient, and multimodal transportation system. It leverages two key project lists:

- **Constrained Projects:** Funded and prioritized for near-term delivery within fiscal constraints.
- **Illustrative Projects:** Aspirational improvements contingent on future funding opportunities.

This dual approach ensures fiscal responsibility while maintaining flexibility to address emerging needs and opportunities. The JATSO region anticipates significant demographic and economic growth through 2050, driving increased travel demand across all modes. Forecasts indicate:

- **Automobile Travel:** Continued reliance on personal vehicles, with congestion projected along principal arterials such as I-44, I-49, and Route 171.
- **Freight Movement:** Rising truck volumes on industrial corridors, requiring geometric upgrades and improved last-mile connectivity.
- **Transit:** Expanded coverage and frequency needed to serve growing employment centers and underserved rural areas.
- **Active Transportation:** Increased demand for bicycle and pedestrian facilities, particularly in urban cores and near schools and parks.

Potential deficiencies include capacity constraints on key corridors, limited multimodal connectivity, and aging infrastructure requiring preservation. Opportunities exist to integrate ITS technologies, context-sensitive street designs, and green infrastructure to enhance resilience and sustainability.

COMPARISON TO GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The assessment aligns with JATSO's and FHWA's adopted goals:

- **Safety:** Address high-crash locations through intersection improvements and access management.
- **Mobility and Connectivity:** Expand multimodal and active options and reduce travel time variability across all modes
- **System Preservation:** Prioritize maintenance and rehabilitation to extend asset life.
- **Economic Vitality:** Support freight efficiency, tourism, and regional access to employment hubs.
- **Environmental Stewardship:** Incorporate strategies for resiliency and low impact design, including maintaining air quality standards

Performance measures under MAP-21 and FAST Act—such as pavement condition, bridge integrity, transit asset management, and system reliability—serve as benchmarks for evaluating progress. Constrained projects primarily address preservation and safety, while illustrative projects advance capacity expansion, multimodal connectivity, and technology integration.

NEEDS AND OPPORTUNITIES

- **Capacity Enhancements:** Targeted widening and intersection upgrades on congested corridors.
- **Transit Expansion:** New transfer facilities and regional routes to improve access and reliability.
- **Active Transportation:** Fill sidewalk gaps, add protected bike lanes, and enhance crossings.
- **Freight Improvements:** Designate truck routes and upgrade industrial corridors for efficiency.
- **Technology Deployment:** Implement adaptive signal control and traveler information systems.

These strategies reflect a balanced approach—meeting immediate needs while positioning the region for long-term success. By linking project prioritization to performance-based planning, JATSO ensures that investments deliver measurable benefits and advance regional objectives.

Financial Plan

The MTP process identifies projects for roadways, bridges, bicycle and pedestrian facilities, transit, and operations and maintenance. Federal regulations require all MTPs to approach project funding realistically to ensure a strong likelihood of implementation. A key component of the MTP is revenue forecasting, which supports advancing identified projects to completion. Financial projections rely on the best available data; however, uncertainty remains due to the plan's long-term nature. This uncertainty underscores the importance of updating the MTP every five years, as estimates depend on funding decisions made by local, state, and federal authorities.

The MTP serves as a financially driven programming and planning document. To demonstrate fiscal constraint, programmed project costs must not exceed the funding reasonably expected during the same timeframe. This section identifies available funding sources and forecasts the amount of funding anticipated for transportation projects and programs within the region through 2050. These forecasts are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding. JATSO developed the financial plan in coordination with MoDOT and MAPS.

FEDERAL FUNDING SOURCES

The Highway Trust Fund (HTF), established by the Federal-Aid Highway Act and Highway Revenue Act of 1956, serves as the primary funding source for roadway and transit projects, including the Interstate Highway System. The Federal Highway Administration and Federal Transit Administration administer the HTF, and subsequent highway acts have played a critical role in maintaining and expanding the nation's road network. The HTF relies on a dedicated tax on motor fuels; however, electric vehicles (EVs) consume no fuel and currently contribute nothing to this revenue stream. As EV adoption increases, agencies must develop new funding mechanisms to sustain the HTF.

Federal funding for roadway maintenance and construction primarily comes from the national motor fuel tax of $0.184 per gallon on gasoline and $0.244 per gallon on diesel fuel, supplemented by excise taxes on tires and batteries. Revenue from these fuel and excise taxes is deposited into the Highway Trust Fund (HTF) and allocated to each state through a funding formula established under the Infrastructure Investment and Jobs Act (IIJA). The annual amount available from the HTF varies due to revenue fluctuations caused by economic conditions and Congressional limits on fund distribution. IIJA formulas for each program element consider factors such as state population, roadway mileage, vehicle miles traveled, and other criteria aligned with program objectives. The State of Missouri receives HTF funding through the U.S. Department of Transportation, and MoDOT determines how to utilize federal funding for state system projects in collaboration with JATSO.

STATE FUNDING SOURCES

In addition to federal Highway Trust Fund (HTF) revenues, Missouri funds roadway maintenance and construction primarily through a $0.17 per gallon state motor fuel tax, supplemented by sales and use taxes, licenses, and fees. Each district programs funds annually in the four-year Transportation Improvement Program (TIP) based on stated needs, population, roadway mileage on the state and federal system, safety considerations, anticipated growth, vehicle miles traveled, and other relevant criteria.

LOCAL FUNDING SOURCES

In addition to the Rural Secondary, Municipal, and County Aid Programs allocated to local governments by the state, cities and counties may use their General Fund to support capital, operational, and maintenance needs. Local jurisdictions provide funding to match federal and state contributions and to finance local transportation projects directly. Major capital investments in streets and highways may also be funded through bond sales.

Local revenues in the JATSO region are listed below.

- Joplin –
  - *½-cent transportation sales tax*
  - *3/8-cent Capital Improvement Projects (CIP) sales tax*
- Carl Junction
  - *½-cent transportation sales tax*
  - *½-cent CIP sales tax*
- Webb City
  - *½-cent transportation sales tax*
  - *3/8-cent CIP sales tax*

OTHER FUNDING

JATSO also accesses funding programs through competitive applications. Examples include the MoDOT Cost Share Program, the MoDOT Transportation Alternatives Program (TAP, funded through FHWA), and federal discretionary grant programs such as BUILD, CRISI, and RCE (funded by USDOT). Because these funds are nationally competitive and difficult to forecast, they are not included among typical funding resources.

TRANSIT FUNDING

MAPS revenue comes from three primary sources: formula allocations from the Federal Transit Administration (FTA), local general fund contributions, and passenger fares along with other minor sources. These funding streams support an average annual budget of approximately $2.1 million.

The MTP projections maintain this annual estimate through 2050 using a conservative 2% growth factor. These estimates account only for funding sources that remain generally stable over time and exclude one-time or periodic infusions from grants or special state and federal allocations for major capital projects. The projections also assume fare structures remain unchanged and formula funding continues at current levels.

FUNDING SUMMARY

The following table shows the constrained revenues by source, based upon a two percent growth projected to 2050.

TABLE 5.1 Anticipated Revenues by Source

Revenue Source	2026	2027	2028	2029	Total (26-29)	2030-2040	2041-2050
JOPLIN							
1/2 Cent Transportation Sales Tax	$9,200,000	$9,400,000	$9,600,000	$9,800,000	$38,000,000	$121,638,479	$136,091,559
3/8 Cent Capital Improvement Sales Tax	$6,900,000	$7,050,000	$7,200,000	$7,350,000	$28,500,000	$91,228,860	$102,068,670
Fare Revenue	$175,000	$175,100	$175,200	$175,300	$700,600	$1,935,600	$1,796,300
CARL JUNCTION							
1/2 Cent Transportation Sales Tax	$180,000	$180,000	$180,000	$180,000	$720,000	$2,234,176	$2,499,641
1/2 Cent Capital Improvement Sales Tax	$180,000	$180,000	$180,000	$180,000	$720,000	$2,234,176	$2,499,641
WEBB CITY							
3/8 Cent Capital Improvement Sales Tax	$1,192,766	$1,216,620	$1,240,952	$1,265,771	$4,916,109	$15,710,864	$17,577,628
1/2 Cent Transportation Sales Tax	$1,193,313	$1,217,179	$1,214,522	$1,238,812	$4,863,826	$15,376,251	$17,203,257
FEDERAL							
Joplin Federal FTA 5339	$398,719	$403,817	$403,817	$403,817	$1,610,170	$5,012,213	$5,607,764
Joplin Federal FTA 5307	$1,123,943	$1,448,621	$1,488,988	$1,618,441	$5,679,993	$20,088,235	$22,475,118
Joplin Federal FHWA TAP Grant Funds	$600,000	$0	$0	$0	$600,000	$ -	$ -
Joplin Federal FAA AIP Funds	$1,629,900	$1,658,700	$1,440,000	$0	$4,728,600	$ -	$ -
Joplin Federal ATP Funds	$1,660,000	$0	$0	$0	$1,660,000	$ -	$ -
Joplin Federal BIL Funds	$1,000,000	$0	$0	$429,874	$1,429,874	$5,335,635	$5,969,615
STATE							
State Revenue Distributed to Local Jurisdictions	$8,200,360	$8,364,367	$8,531,655	$8,702,288	$33,798,669	$108,103,575	$120,847,744
TOTAL ESTIMATED REVENUE	$33,634,001	$31,294,404	$31,655,134	$31,344,303	$127,927,842	$388,898,064	$434,636,936

COST PER MILE O&M

The following table shows the 2024 State Revenue distributed to JATSO Local Jusidictions, including local operations and maintenance cost per mile.

TABLE 5.2 O&M JATSO Jurisdictions

City	Lane Miles of Eligible Responsibility	Motor Fuel Tax	Vehicle Sales Tax	Motor Vehicle Fees	Total Revenue	Cost/Mile O&M	Cost of O&M	Remaining
Carl Junction	4.048	$298,853	$87,720	$35,974	$422,547	$6,883	$27,862.38	$394,684.62
Joplin	179.938	$1,899,694	$557,601	$228,674	$2,685,969	$6,883	$1,238,513.25	$1,447,455.75
Webb City	28.038	$478,245	$140,375	$57,568	$676,188	$6,883	$192,985.55	$483,202.45

Maintenance Cost Impacts and Strategic Approach

Identifying and managing maintenance costs is a critical component of the JATSO 2050 Metropolitan Transportation Plan. The region's transportation network spans multiple jurisdictions, placing a significant financial burden on local cities and counties. As infrastructure ages, routine maintenance—such as pavement preservation, bridge repairs, and signal upgrades—consumes a substantial share of transportation budgets. This reality underscores the need for a proactive approach that balances initial construction decisions with long-term sustainability. Building oversized facilities may appear to "future-proof" the system, but it often results in higher upfront costs and increased maintenance obligations that strain municipal resources.

Right-sizing infrastructure is typically more cost-effective than overbuilding. Constructing excessively wide corridors inflates initial capital costs and multiplies future maintenance expenses for pavement, striping, and stormwater systems. In contrast, a phased approach—expanding corridors later as demand materializes—reduces financial risk and allows cities to allocate resources more efficiently. This strategy aligns with performance-based planning principles by ensuring investments respond to actual growth patterns rather than speculative projections. By avoiding unnecessary oversizing, JATSO helps local governments maintain fiscal health while accommodating future mobility needs. However, this approach does not apply in communities experiencing rapid growth, where full infrastructure must be delivered quickly.

The implementation strategy prioritizes asset management and lifecycle cost analysis as guiding principles for selecting projects. The Plan integrates maintenance considerations into every stage of decision-making, from updating functional classifications to designing street typologies. It leverages pavement management systems, explores cost-sharing opportunities, and adopts design standards that minimize long-term upkeep. By managing maintenance costs proactively, JATSO keeps the transportation system safe, efficient, and financially sustainable through 2050 without imposing undue burdens on local jurisdictions.

Appendix A

Existing Conditions

All long-range planning efforts must be founded on an understanding of the present. ***Appendix A - Existing Conditions*** presents a summary of the current state of transportation in the Joplin metropolitan area. This appendix acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities.

The Existing Transportation Network

Existing Roadway Network

The roadway network in the JATSO area is a well-integrated network that supports regional mobility and economic activity. It includes a mix of major highways, arterial and collector roads, and local streets that connect Joplin with surrounding communities. Key corridors include I-44, Route 66, and Route 171 which runs east-west through the region, and I-49 and Route 249 serving as vital north-south routes. The system is designed to accommodate both passenger and freight traffic, with ongoing improvements for multimodal options throughout the region.

Functional Classification System

This classification system helps guide transportation planning, funding, eligibility, and roadway design across the JATSO area. ***Figure A.1*** illustrates the existing functional classification system within the JATSO Region. Outside of local roads, the majority of the JATSO Region is comprised of minor arterials, especially in the smaller cities surrounding Joplin. Principal Arterials form the spine of the region. In addition to Route 249, Ridgeline Road and Route 43 are the major north-south paths of travel. Major east-west corridors include Route 171, Route 66, and 32nd Street. These corridors are spaced out within the grid, providing access both through the region and outside.

Per MoDOT's approval in 2024, the current roadway classification system categorizes roads based on the type of service they provide. These classifications include:

Interstates and Freeways: High-capacity roads designed for long-distance travel with limited access points

Principal Arterials: Major roads that serve regional traffic and connect significant urban centers

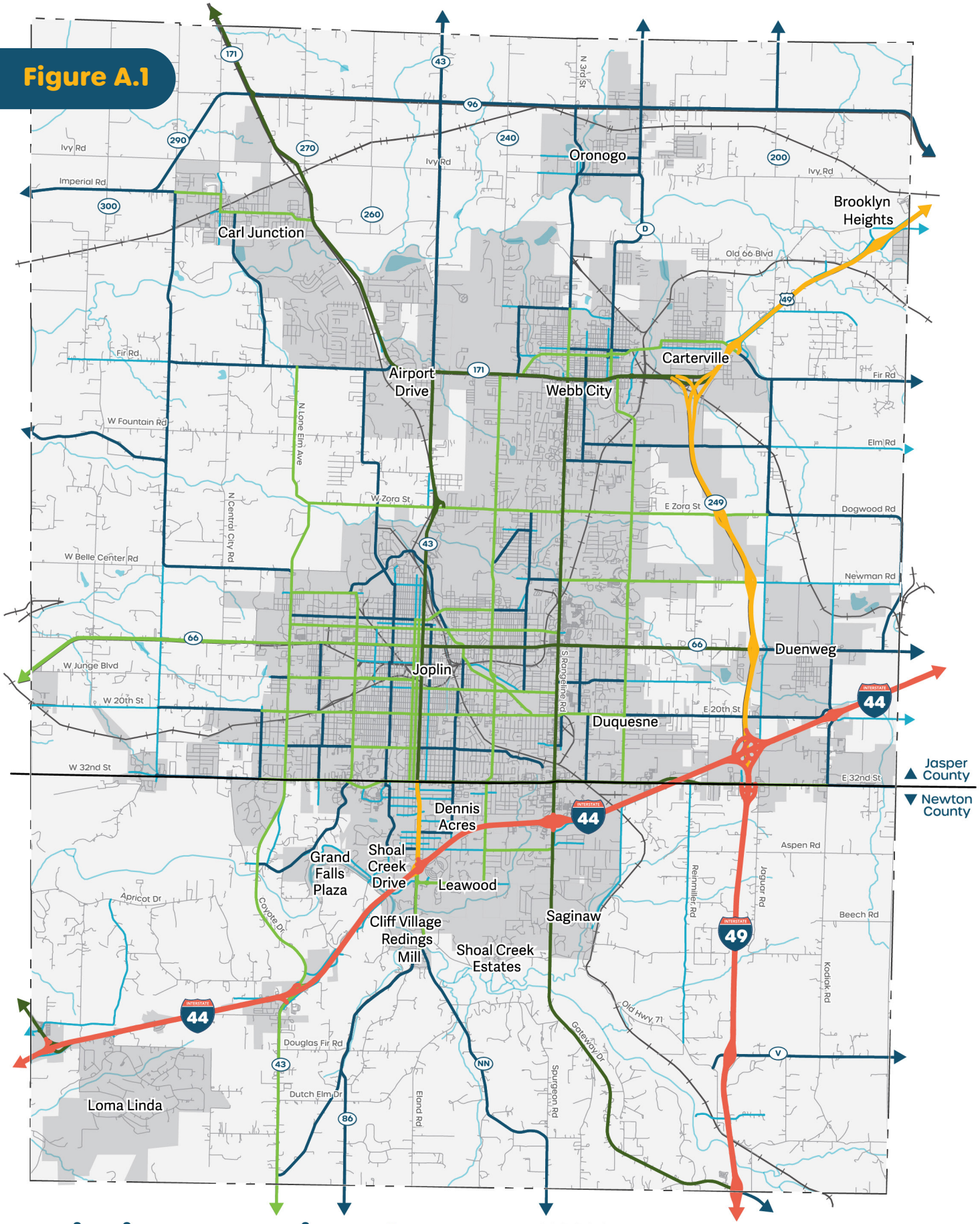
Minor Arterials: Roads that distribute traffic to smaller geographic areas and connect to principal arterials

Major Collectors: Roads that gather traffic from local roads and funnel it to arterial roads

Minor Collectors: These serve more localized areas, collecting traffic from local roads and feeding it into the major collector system

Local Roads: Roads primarily intended for direct access to residential, or other similar land uses

Figure A.1



Existing Functional Classification

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Roadway Functional Classifications

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Local

Street Typologies

The urban roadways in JATSO include arterials, collectors, and local roadways. Each roadway classification type, or street typologies vary significantly between urban and rural areas to reflect their distinct functions and environments. **Urban arterials** are high-capacity roads designed for fast, long-distance travel within cities, often with limited property access to maintain flow. **Urban collectors** serve as intermediaries, channeling traffic from local streets to arterials while balancing mobility and access. **Urban local roads** prioritize direct access to residences and businesses, supporting low-speed, neighborhood-level travel. In contrast, rural arterials are built for higher speeds and longer distances, connecting rural regions to urban centers, typically as two-or four-lane roads. **Rural collectors** gather traffic from local roads and direct it to arterials, offering moderate capacity and often featuring shoulders. **Rural local roads** serve the lowest traffic volumes, providing direct access to properties in low-density areas.

Suburban street typologies serve as a transitional blend between the dense, multimodal networks of urban areas and the sparse, long-distance roadways of rural regions. Compared to urban streets, suburban roads typically support lower traffic volumes and prioritize vehicle travel over pedestrian or transit access, often featuring wider lanes, cul-de-sacs, and less connectivity. Unlike urban arterials that emphasize speed and capacity, suburban arterials and collectors balance mobility with more frequent property access. In contrast to rural roads, suburban streets are more developed, with sidewalks, curbs, and lighting, and are designed to support residential commuting, school access, and local commerce rather than agricultural or freight transport. This middle-ground approach allows suburban streets to accommodate moderate traffic while maintaining a residential character.

Each typology is tailored to its context to create safe, efficient, and appropriate transportation infrastructure.



Table A.1 Examples of Street Typologies

Roadway Classification	Built Environment: Rural	Built Environment: Suburban	Built Environment: Urban Center
ARTERIAL	**Speeds:** 55 mph **Lanes:** 2 **Shoulders:** Desired **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 35-45 mph **Lanes:** 3-5 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Varies	**Speeds:** 25-35 mph **Lanes:** 3-5 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies
COLLECTOR	**Speeds:** 45 mph **Lanes:** 2 **Shoulders:** None **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 30-40 mph **Lanes:** 2-3 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Shared or on-street	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies
LOCAL	**Speeds:** 30-40 mph **Lanes:** 2 **Shoulders:** Desired **Drainage:** Open **Parking:** None **Sidewalks:** None **Bicycle Lanes:** Shoulders	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** Off-street **Sidewalks:** Buffered **Bicycle Lanes:** Shared lanes	**Speeds:** 25-30 mph **Lanes:** 2 **Shoulders:** Curbed **Drainage:** Closed **Parking:** On-street **Sidewalks:** Minimal, if any; buffers **Bicycle Lanes:** Varies

Notes:

- *Open drainage refers to ditches; closed drainage ditches refers to storm sewers in buried pipes*
- *mph: miles per hour*

Number of Travel Lanes

In the JATSO Region, the number of lanes on a roadway generally corresponds to its functional classification and associated speed limits. Local roads, which prioritize access over mobility, typically have two lanes and lower speed limits, often between 25–35 mph. As roads increase in classification—such as collectors and arterials—they tend to have four or more lanes to accommodate higher traffic volumes and support speed limits ranging from 35 to 55 mph. Principal arterials and highways, including interstates like I-44 and I-49, often feature four to six lanes and support the highest speed limits, sometimes exceeding 65 mph, especially in rural segments. This relationship reflects a balance between roadway capacity, travel speed, and the level of access control, with more lanes and higher speeds typically found on roads designed for regional mobility rather than local access. These distinctions help balance mobility and safety, with urban roads prioritizing access and interaction, and rural roads emphasizing travel efficiency over longer distances. ***Figure A.2*** displays the JATSO Region's existing travel lanes. The main corridors identified above correlate generally with their functional classification with four or more lanes each.

Existing Speed Limits

The JATSO Region outlines speed limits across various municipalities including Joplin, Webb City, Carl Junction, and others. The speed limits in ***Figure A.3*** are categorized into four ranges: 30 mph and below, 35 to 40 mph, 45 to 50 mph, and 50 mph and greater. Within the cities' limits, most traffic is limited to 45 mph and under. The slowest shown speeds are within the historic downtowns of the cities.



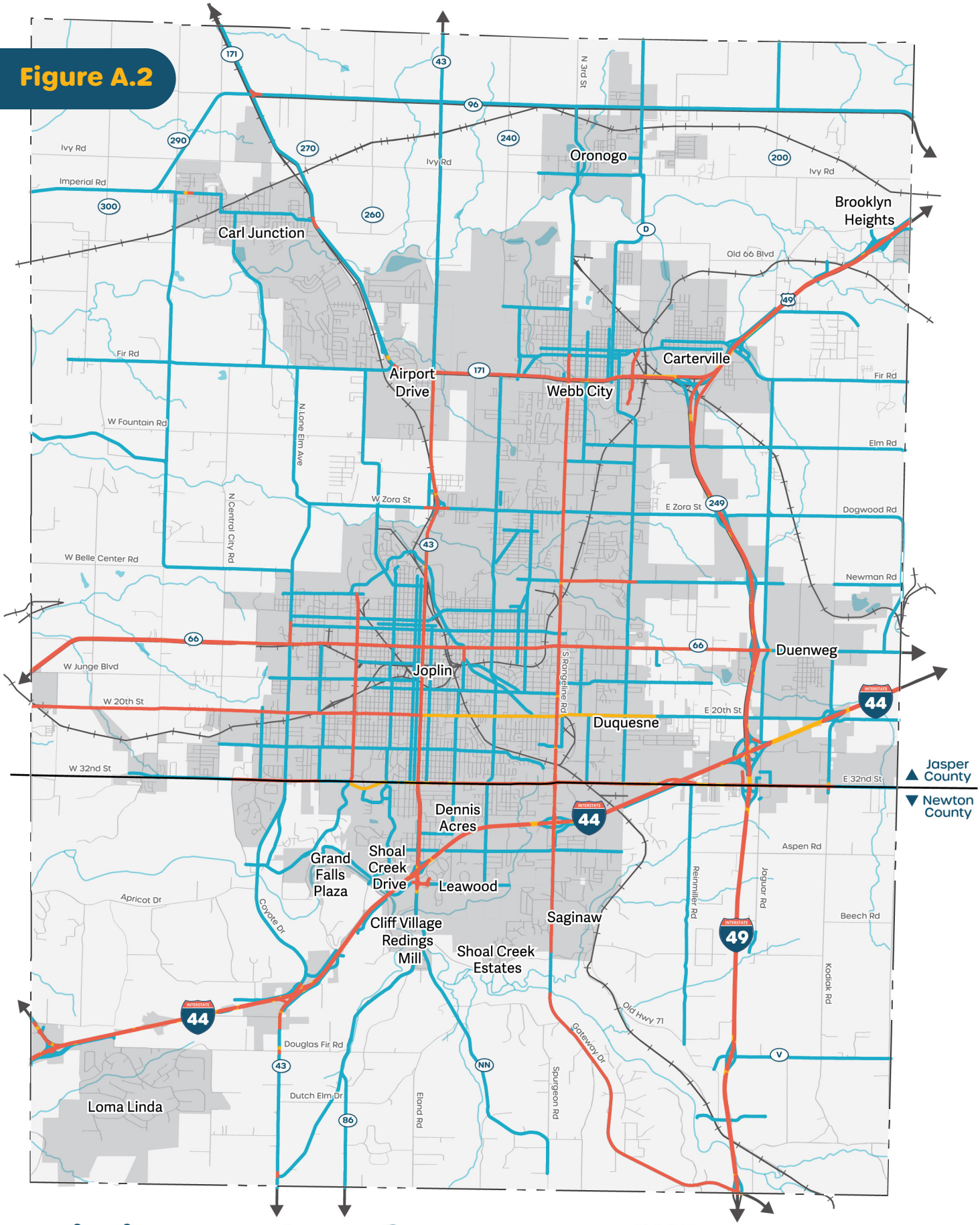
Traffic Volumes

Traffic volumes in the JATSO Region vary widely depending on the type and location of the roadway. In general, major highways and interstates such as I-44 and I-49 carry the highest volumes of traffic, often exceeding 20,000 vehicles per day, reflecting their role as key regional and interstate corridors. Urban arterials and major collectors within cities like Joplin and Webb City typically experience moderate volumes, ranging from 5,000 to 15,000 vehicles per day, as they serve both local and through traffic. In contrast, local roads and rural routes throughout the region tend to have lower volumes, often under 5,000 vehicles per day, due to limited access and lower population densities. The volumes in ***Figure A.4*** represent estimates of the 2023 Average Annual Daily Traffic (AADT).

Planned Future Roadways

The JATSO Region has several new roadway projects and connections planned through coordinated local and regional efforts aimed at improving transportation infrastructure and connectivity. In Joplin, the Capital Improvement Program includes a planned extension of Maiden Lane from Perkins Avenue to Murphy Boulevard, as well as potential new segments or upgrades to Davis Boulevard and St. Louis Avenue. Additionally, the Harry S. Truman Coordinating Council's Regional Transportation Plan recommends improvements that may involve new roadway alignments or connections in Jasper and Newton counties, particularly along Route 96, Route 171, Route 66, and Route 43. These initiatives align with broader regional goals outlined in the 2021 JATSO Metropolitan Transportation Plan and the 2025 Origin-Destination Study, which emphasize the need for infrastructure improvements in high-growth corridors to support future demand and multimodal transportation.

Figure A.2



Existing Number of Travel Lanes

North

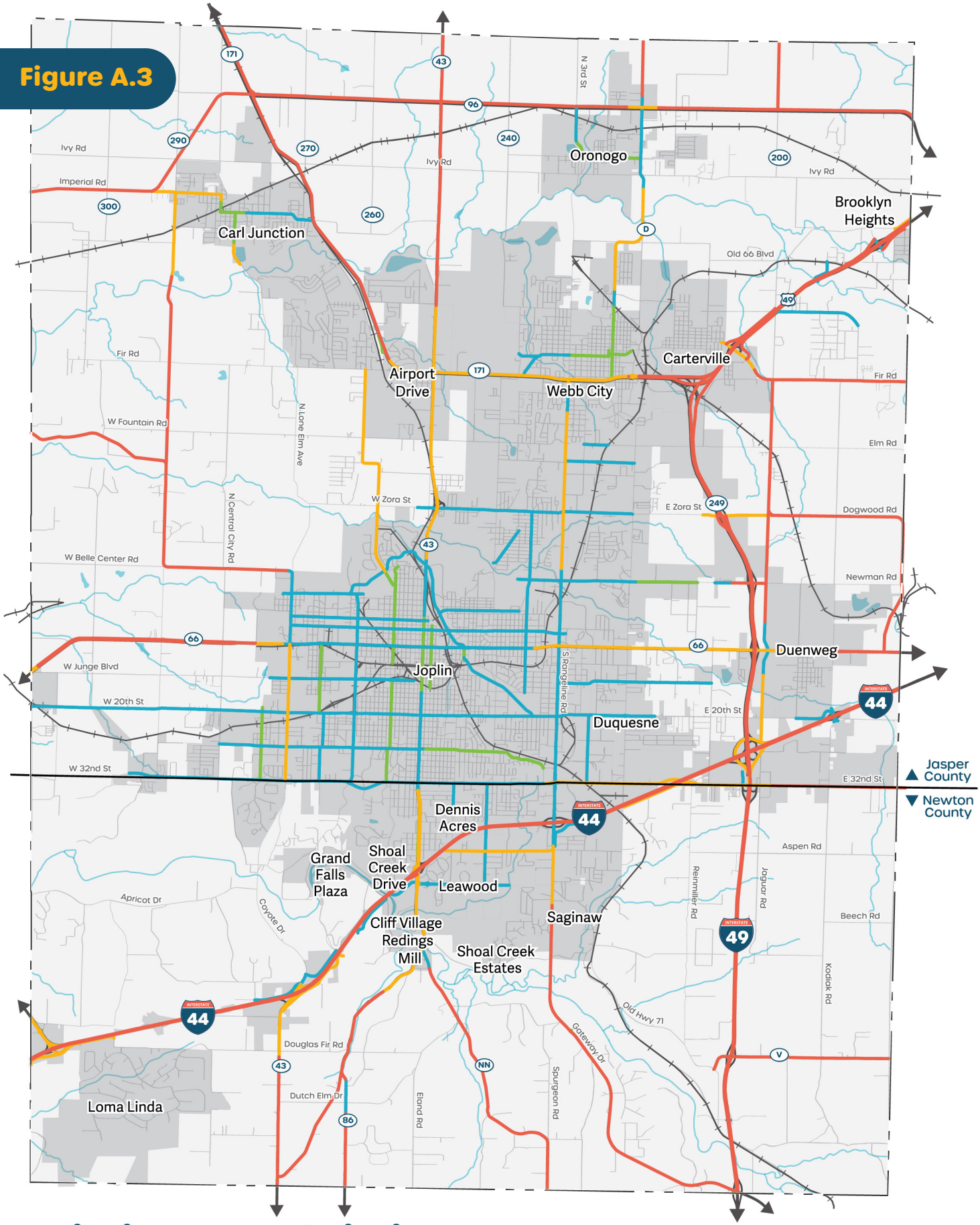
0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Number of Travel Lanes

- Two Travel Lanes
- Three Travel Lanes
- Four or More Travel Lanes

Figure A.3



Existing Speed Limits

North

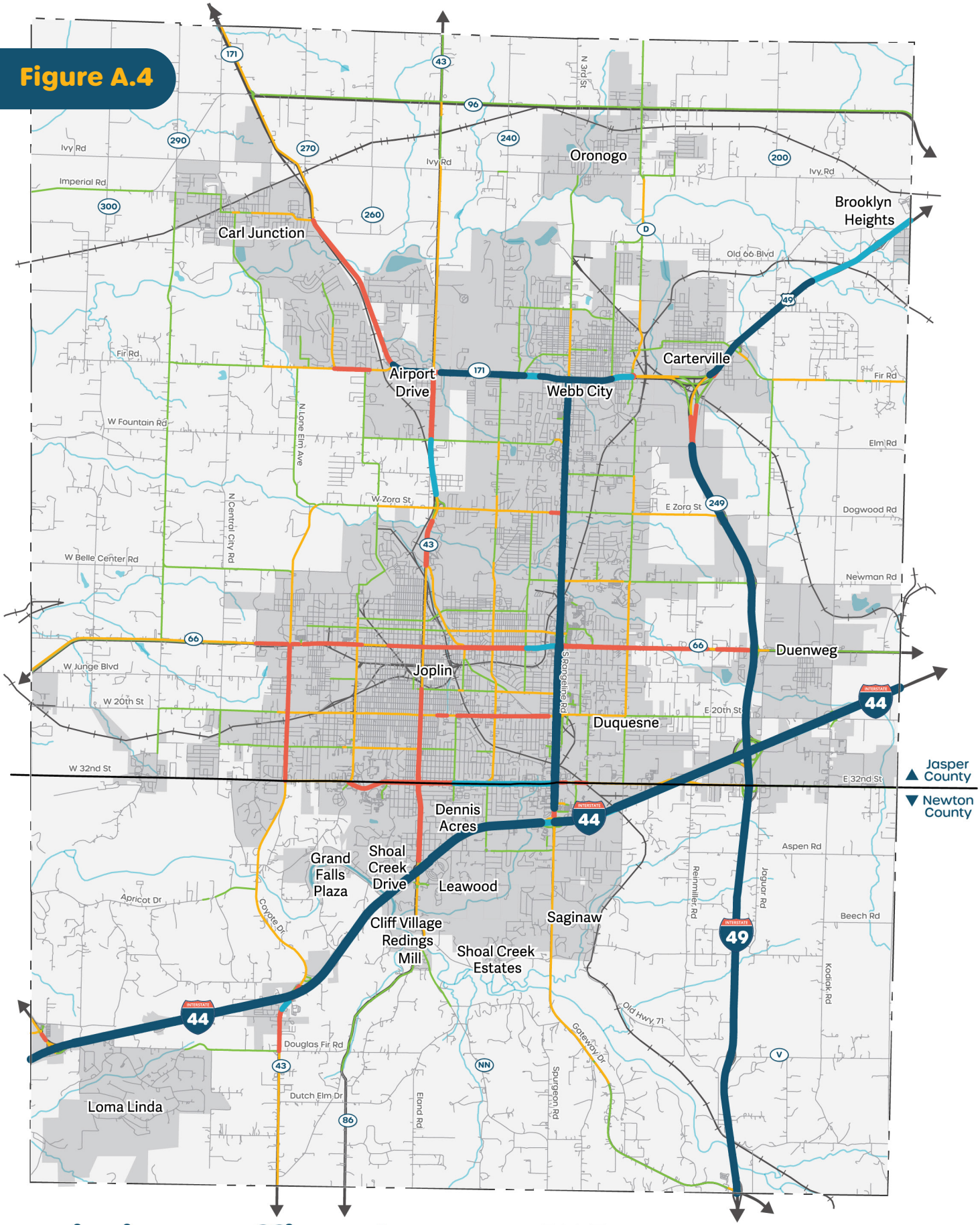
0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Roadway Speed Limits

- 30 mph and below
- 35 to 40 mph
- 45 to 50 mph
- 50 mph or greater

Figure A.4



Existing Traffic Volumes

North

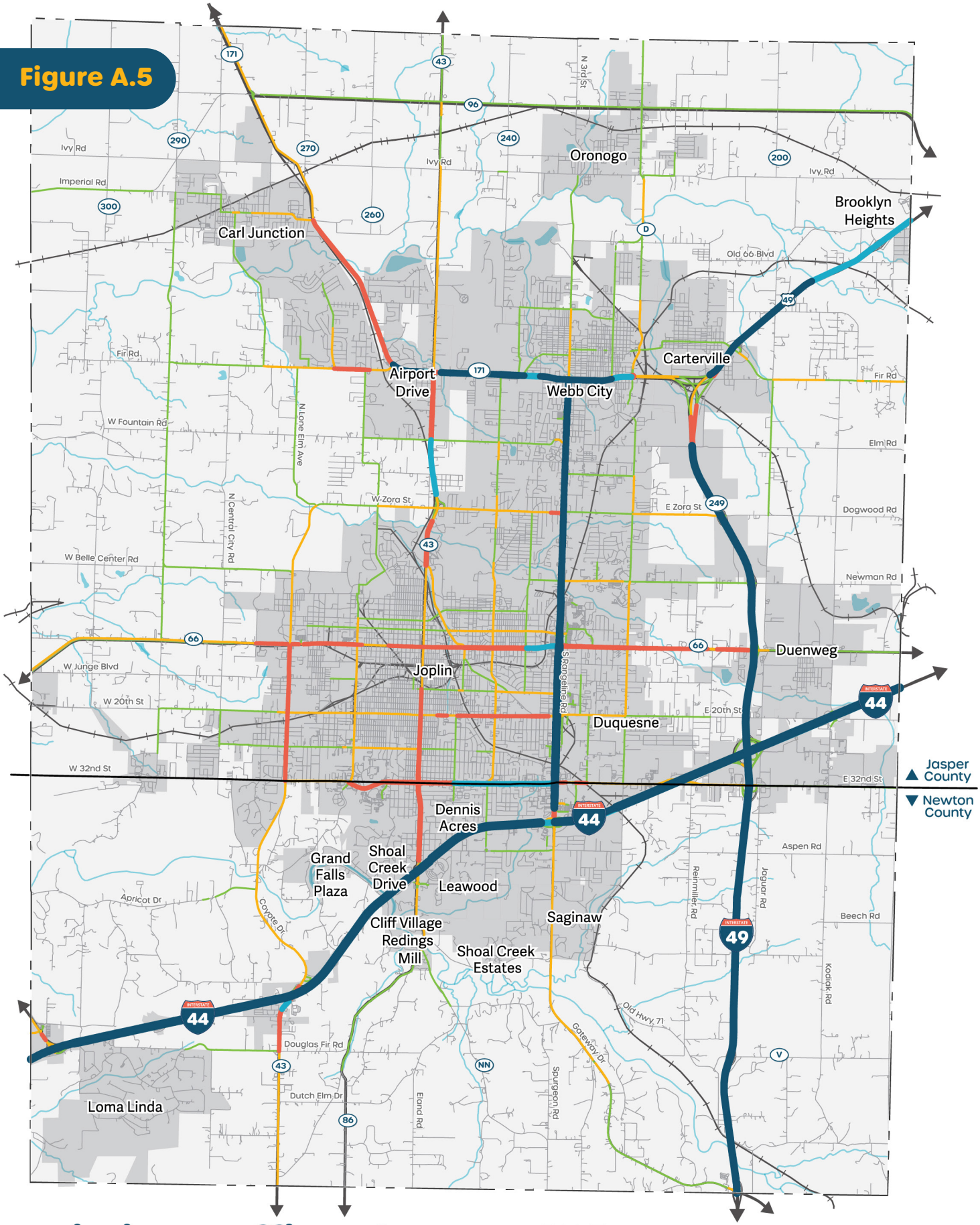
0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Average Annual Daily Traffic (AADT): Vehicles per Day

- 0 - 2,000
- 2,001 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- 20,001 - 50,000

Figure A.5



Existing Traffic Volumes

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Average Annual Daily Traffic (AADT): Vehicles per Day

- 0 - 2,000
- 2,001 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- 20,001 - 50,000

Existing Bicycle & Pedestrian Network

The active transportation network in the JATSO Region focuses on enhancing bicycle and pedestrian connectivity within and beyond the Joplin metropolitan area. JATSO aims to create a safe, accessible, and interconnected network of sidewalks, bicycle lanes, trails, and shared-use paths throughout the region.

Bicycle and Trail Network

The current bicycle and trail network in Joplin and its surrounding communities is anchored by two major multi-use trails. The **Frisco Greenway Trail** runs approximately 3.5 miles from North Joplin through Webb City, following a former railroad corridor, passing through residential and green spaces, providing a scenic, safe route for cyclists and pedestrians. The second major multi-use trail is the **Ruby Jack Trail,** which extends west from Carthage through Oronogo and Carl Junction to the Kansas state line. This connection serves as a rail-to-trail conversion with a longer, more rural experience for recreational biking and walking.

Joplin has designated on-street bicycle lanes along several key corridors and each of these were recommended to be removed in the City's active transportation master plan, Joplin CONNECTED. Although the lanes are marked with pavement symbols on-street and signage to create visibility and safety for cyclists, they do not meet current minimum standards and most are located on multi-lane, high speed corridors. Roadways that feature bicycle lanes that have been recommended for removal include:

- Murphy Boulevard
- Zora Street
- Saint Louis Avenue
- Broadway Street
- Main Street
- 26th Street
- Schifferdecker Avenue
- Connecticut Street

Joplin CONNECTED identifies miles of safe, efficient on-street and off-street facilities that, once implemented, will provide community-wide connectivity.

Outside of Joplin in the JATSO Region, active transportation connections are limited, with the only significant extension of Joplin's network being a connection to Webb City via the Frisco trail. ***Figure A.6*** shows the existing and future trail network for the region. Communities south of Joplin have some existing and proposed trails, but northern cities lack nearly any trail connections to others within the region, other than the Jack Ruby Trail which offers a scenic, recreational experience. Opportunities for extensions of the Joplin network exist in vacated rail connections for more recreational travel and for daily trips along existing roadways that fall below the principal arterial designation.

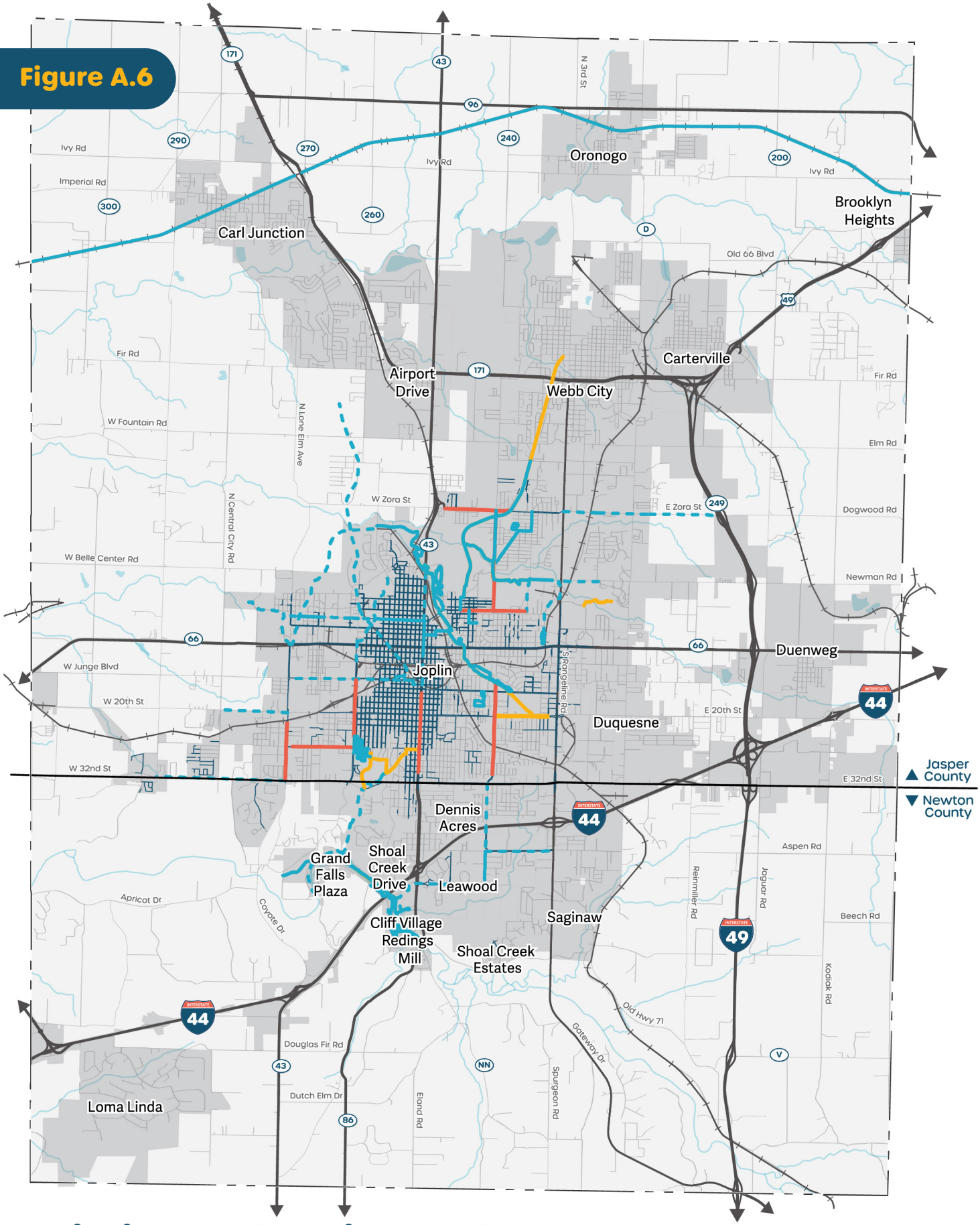
Proposed Bicycle and Trail Network

The proposed future trail network in the JATSO Region, as shown in ***Figure A.6***, is planned to create a connected network across Joplin and the surrounding communities. Key locations include:

- Connections in northwest Joplin, extending north to Carl Junction
- Trail connection along Euclid Avenue, then connecting to a proposed trail along E Zora Street
- Connecticut Avenue trail extension from E 30th Street to E 50th Street
- Trails around McClelland Park parallel Shoal Creek and extending north near Mercy Park

These planned trails aim to enhance active transportation regional connectivity, linking neighborhoods, parks, and commercial areas while promoting active transportation.

Figure A.6



Existing Pedestrian and Bicycle Network

A12

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Existing Pedestrian and Bicycle Network

- Bike Path on Road
- Bike Path on Sidewalk
- Existing Trail
- Future Trail
- Sidewalk

Existing Transit Network

The Metro Area Public Transit System (MAPS) is the primary public transportation provider in the Joplin area, offering demand response, fixed-route, and paratransit services to residents and visitors. Operated by the City of Joplin, MAPS is designed to improve mobility, especially for individuals without access to a personal vehicle, seniors, and people with disabilities.

MAPS' demand response service is available in most of the region, operating within Joplin, Webb City, Oronogo, Carterville, Duquesne, and Duenweg. This curb to curb, pre-scheduled service is open to the public Monday through Friday from 6:30 a.m. to 5:00 p.m.

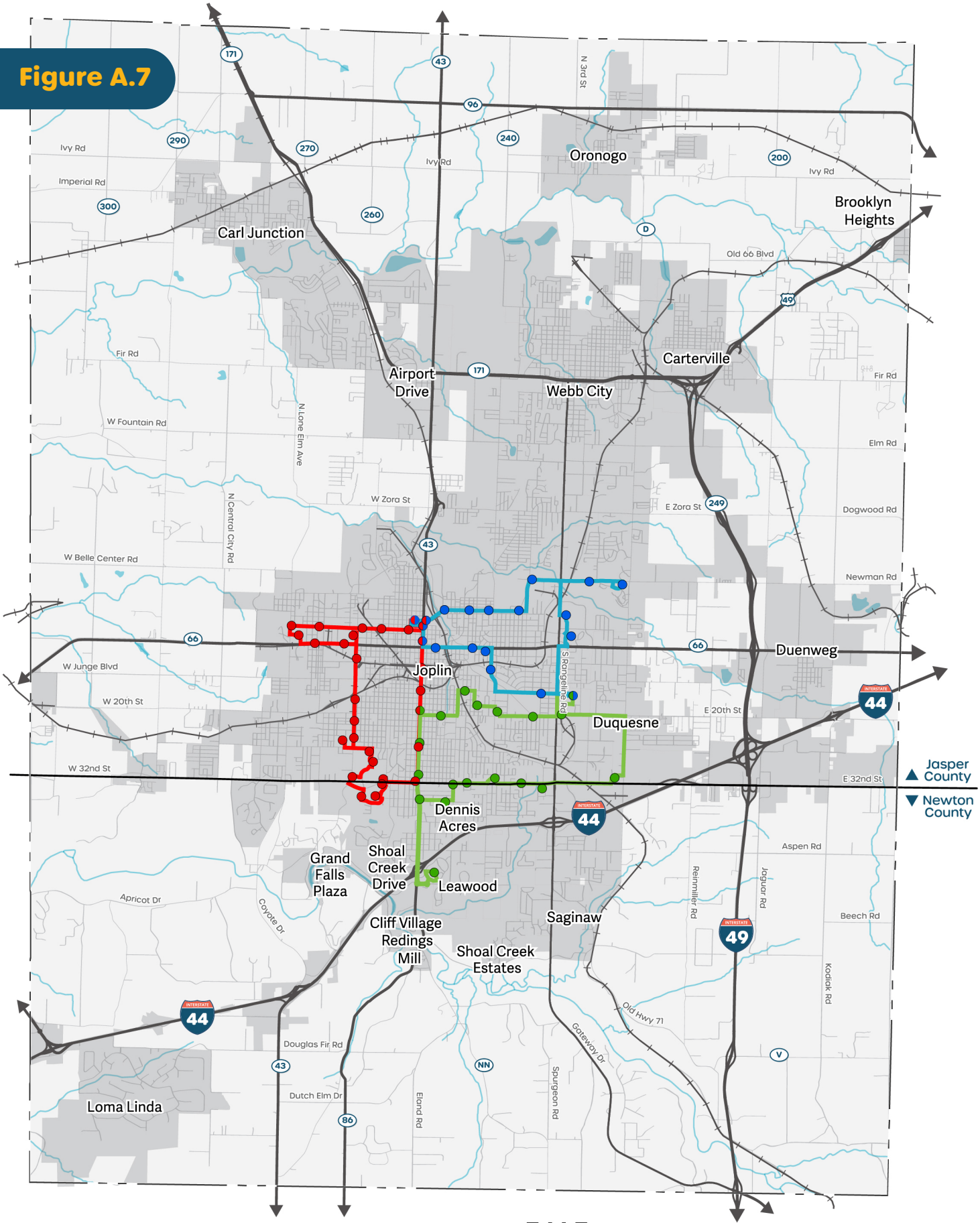
In early 2025, the **Sunshine Lamp Trolley** was reopened and is MAPS' fixed-route public transportation network. As seen in ***Figure A.7***, it features three routes in Joplin—Blue, Red, and Green—serving a network of various bus stops across the city. The Trolley is available Monday through Friday from 6:00 a.m. - 6:00 p.m. The network is designed to connect key destinations such as downtown Joplin, shopping centers, medical facilities, Missouri Southern State University, and residential neighborhoods. The Sunshine Lamp Trolley supports multimodal connectivity in the JATSO region by offering a reliable and accessible transit option, especially for those without access to a car.

Operating Above the Standard Transit (OATS) also offers general public demand response transit services in Jasper and Newton Counties. Its focus is more regional and rural but offers rides into Joplin and surrounding communities on a scheduled basis. Riders may also book rides across the state and into larger cities such as Kansas City. Riders must call at least 24 hours in advance to schedule a ride. Fares are varied depending on origin, destination, and distance of the trip.

There is **no passenger rail** in the JATSO area. While Missouri has three Amtrak-ran passenger rail lines, they are not in the region. The Missouri River Runner line passes between Kansas City and St. Louis (north of the JATSO Region). The Texas Eagle runs along the eastern side of the state, from St. Louis in Missouri and terminating in San Antonio. The Southwest Chief runs from Chicago to Kansas City and onto Los Angeles.



Figure A.7



Existing Transit Network

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Sunshine Lamp Trolley Routes

- Red Route
- Green Route
- Blue Route

Sunshine Lamp Trolley Stops

- Red/Green Stop
- Blue/Red Stop
- Blue/Green Stop
- Red Stop
- Blue Stop
- Green Stop

Existing Freight & Trucking Network

In the JATSO Region, which includes Joplin and surrounding areas in Jasper and Newton counties, the truck routes and freight network designations are structured to support efficient goods movement while minimizing conflicts with local traffic and residential areas. Freight routes support the region's economic efficiency by streamlining logistics and ensuring timely deliveries. ***Figure A.8*** identifies the primary truck routes that travel through the JATSO Region.

Key Freight and Truck Routes include:



I-44: This is the primary east-west freight corridor through Joplin, designated as part of the National Highway Freight Network (NHFN). It supports high volumes of long-haul trucking and connects to major regional and national markets.



I-49: A major north-south freight route that links Joplin to Kansas City and the Arkansas border. It is also part of the NHFN and is a designated Missouri Primary Freight Corridor.



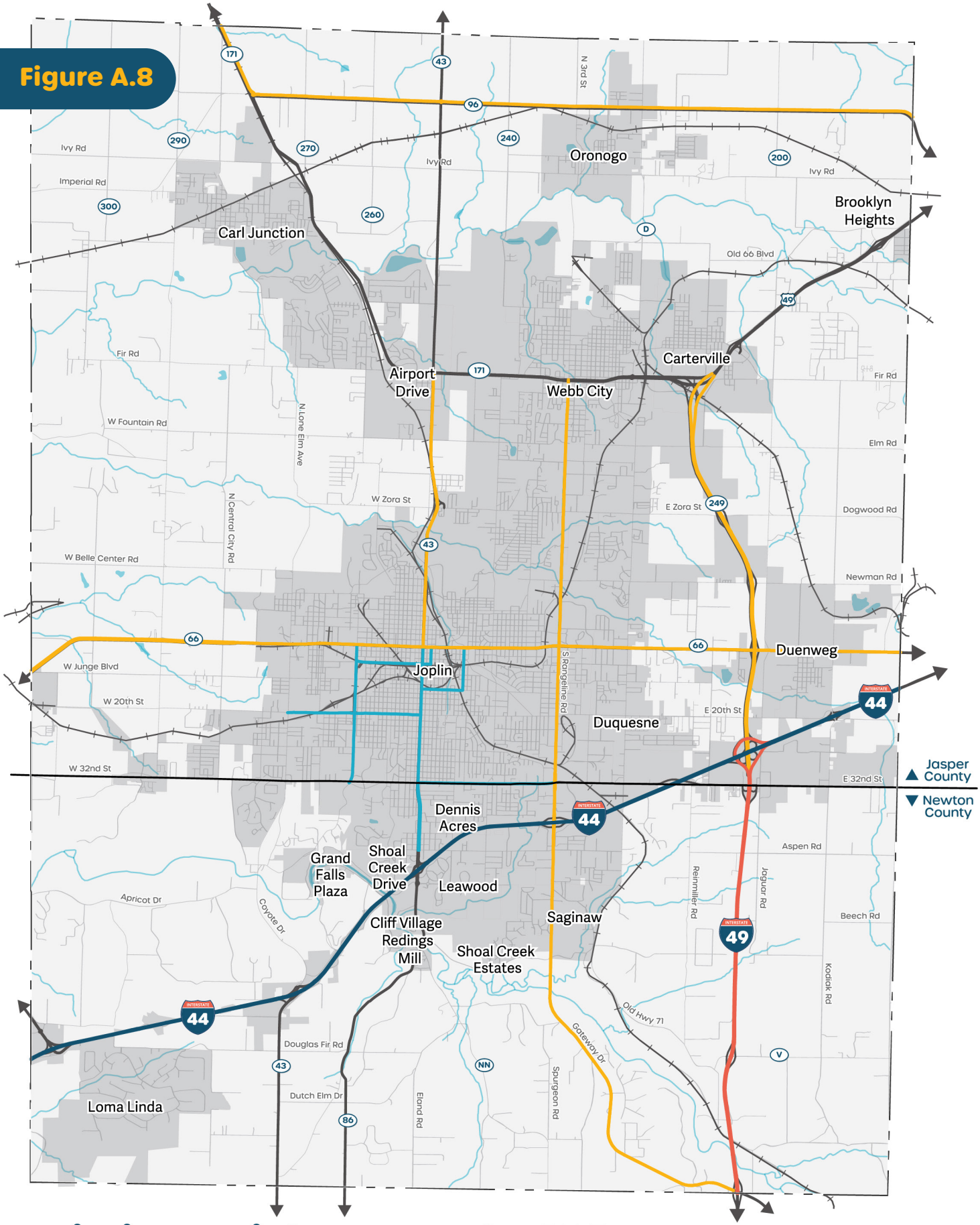
Route 249: Serves as an east corridor around eastern Joplin, providing a key connector for freight traffic between I-44 and I-49 while avoiding downtown congestion.



Freight-Supportive Arterials: Roads like 7th Street (Route 66), 32nd Street, Main Street, and Range Line Road are used for local freight distribution and access to industrial zones, though they may have restrictions on vehicle size or weight in certain segments.

Additional freight routes have been identified and utilized, including Zora Street and Schifferdecker Avenue, however these corridors would need to be improved to support the freight traffic. Longer term freight route options have been considered, including a north-south corridor west of Joplin known as the "west corridor."

Figure A.8



Existing Freight Network

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Roadway Speed Limits

- Primary Highway Route
- State Route
- Interstate Route
- Designated Truck Route (Joplin)

Existing Aviation Network

Connections to the aviation network in the JATSO Region is centered around the Joplin Regional Airport (JLN), which serves as the primary aviation facility for both commercial and general aviation needs. Located in Joplin city limits and the eastern side of the airport is adjacent to Webb City limits, the airport features multiple runways, each approximately 6,500 feet long, capable of accommodating a range of aircraft. It supports commercial passenger service, cargo operations, and general aviation, including private and corporate flights. JLN accommodates approximately three commercial flights daily, along with multiple cargo and general aviation operations, serve as a critical hub in the region's multimodal transportation network. It plays a key role in regional connectivity, economic development, and emergency response capabilities.

In terms of cargo operations, JLN is a hub for FedEx and UPS, which conduct daily freight services that support regional logistics and commerce. The airport also accommodates corporate aviation, flight training, and aerial inspections, making it a versatile facility that supports both commercial and general aviation needs. This multimodal connectivity enhances the region's attractiveness for business development and provides critical infrastructure for emergency response and economic resilience.

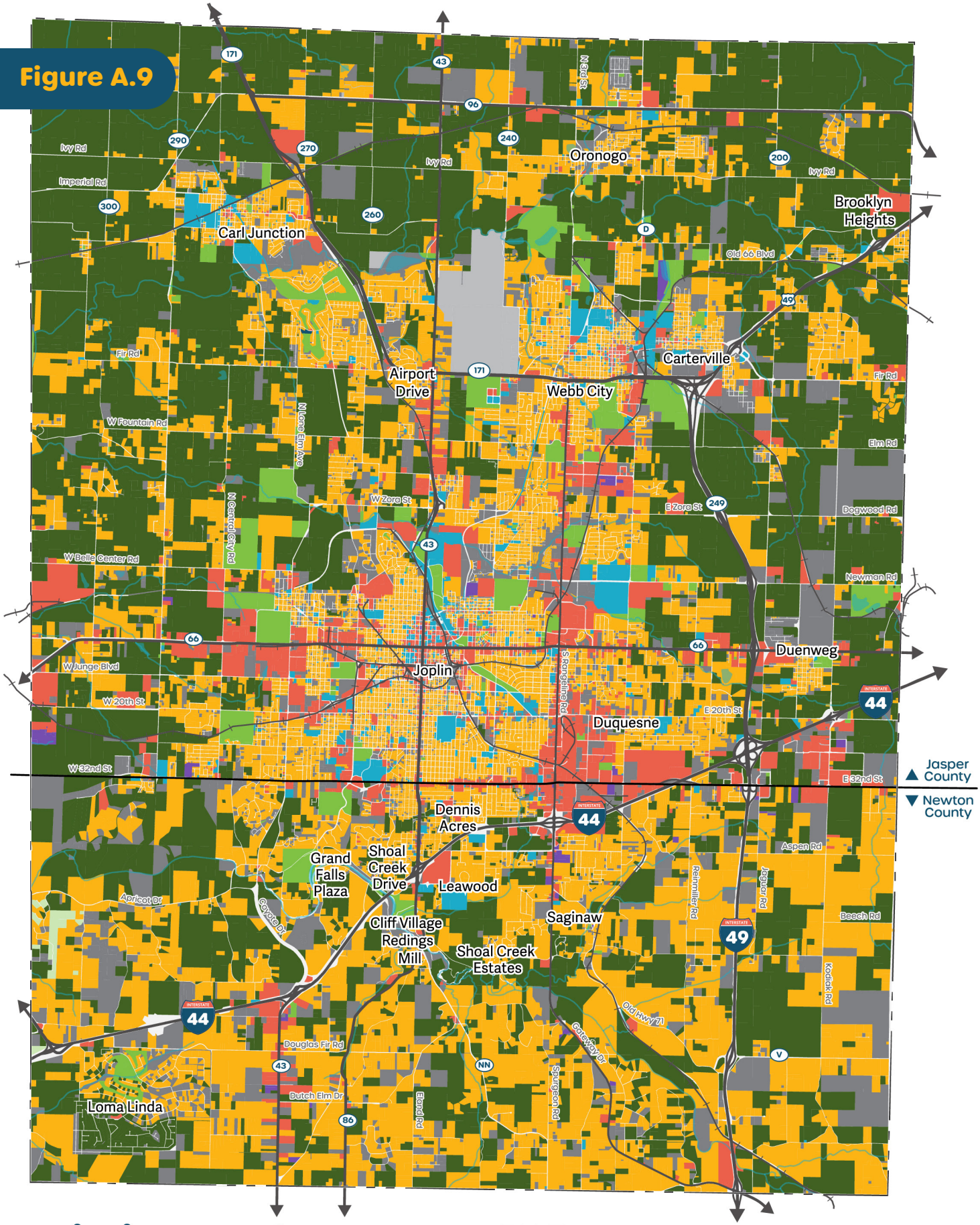
For broader flight options, travelers often use nearby airports such as Northwest Arkansas National Airport (XNA) about 57 miles south along I-49, Springfield–Branson National Airport (SGF) roughly 63 miles east along I-44. Kansas City International Airport (MCI), a major international hub, is approximately 154 miles north along I-49.

Existing Land Use Context

The existing land use in ***Figure A.9*** reveals patterns that are closely tied to the region's transportation infrastructure. Residential areas are densely concentrated around urban areas like Joplin, Webb City, and Carl Junction, with development radiating outward along major roads and into Newton County. Commercial zones are located along key transportation corridors such as I-44, Route 66, and Route 43, maximizing visibility and access. Industrial and utility related land uses are similarly positioned near highways, facilitating the movement of goods and services. In contrast, agricultural land dominates the rural periphery, where transportation access is less dense. While open space areas are more prevalent outside urban centers, the region still features numerous green spaces throughout the region for residents to enjoy. This region is highly vulnerable to natural disasters, particularly tornadoes, as evidenced by the catastrophic EF5 tornado in 2011 that caused extensive damage and loss of life. Flooding, severe storms, and occasional winter weather also pose risks, influencing land use planning and emergency preparedness.

To create a long-range transportation plan that works for the region, land use and transportation planning must be integrated and approached jointly. Development should be directed where infrastructure can support a balanced and effective regional network. In urban areas, the focus is on improving multimodal connectivity, managing congestion, and enhancing pedestrian and transit infrastructure to support higher population densities. Suburban zones require strategies that address commuter traffic, access to employment centers, and integration with both urban transit and rural roadways. Meanwhile, rural areas emphasize maintaining good road quality, ensuring freight mobility, and providing essential connections to urban hubs, often with limited transit options. To plan for land use and various transportation options, street typologies must align with the surrounding environment, anticipated users, and transportation objectives.

Figure A.9



Existing Land Use

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Existing Land Use Categories

- Natural Conservation
- Open Space
- Agriculture
- Water
- Residential
- Civic/Institutional
- Mixed Use
- Commercial
- Industrial
- Transportation/ Utilities
- Other

Multimodal Level of Service (LOS)

Multimodal Level of Service (MMLOS) is a framework used to evaluate how well a roadway or corridor serves different types of users including drivers, pedestrians, bicyclists, and transit riders. Unlike traditional Level of Service (LOS), which focuses solely on vehicle traffic flow and congestion, MMLOS considers the quality, safety, and comfort of travel for all modes. Each mode is assessed separately using criteria tailored to its needs.

Automobile LOS

The existing Automobile LOS shown in ***Figure A.10*** illustrates traffic conditions across the Joplin metropolitan area.

- LOS B indicates free-flowing traffic with minimal delays.
- LOS C shows where traffic remains stable but with moderate delays.
- LOS D signals approaching congestion.
- LOS E indicates heavily congested or failing traffic conditions.

Major highways such as I-44, I-49, and Route 249 are included, with Joplin, Webb City, and Carl Junction showing a mix of service levels.

Overall, the Automobile LOS across the JATSO Region indicates free-flowing traffic on most major roadways, including I-44, I-49, and Route 249. However, towards downtown Joplin, traffic congestion and delays become more noticeable. Specific segments of Zora Street, East 20th Street, and South Schifferdecker Avenue are rated as LOS E, signifying heavy delays and frequent congestion in those areas.

Bicycle LOS

The Bicycle LOS, as shown in ***Figure A.11*** for the JATSO Region evaluates how comfortable and safe various roadways are for bicyclists, using a grading system from LOS B to LOS E. These grades reflect factors such as traffic volume, speed, lane width, and the presence of bicycle infrastructure.

- LOS B indicates relatively comfortable conditions for most bicyclists, likely found on lower-volume or well-designed roads.
- LOS C and D represent moderate to challenging conditions, where traffic stress or lack of dedicated facilities may deter less experienced riders.
- LOS E suggests poor bicycling conditions, typically on high-speed or high-volume roads with minimal accommodations for cyclists.

The figure also highlights trails, which generally offer the most comfortable and safest cycling environments, separated from vehicular traffic. Bicycle LOS ratings are generally higher within the Joplin city center, where a greater concentration of cycling infrastructure and dedicated facilities are present. Roads such as Main Street, Connecticut Avenue, and Maiden Lane, which are rated LOS B, feature designated bicycle lanes that enhance cyclist comfort and safety. However, as one moves farther from the city center, LOS ratings decline due to the absence of bicycle facilities and the presence of higher speed traffic, making these areas less accommodating for cyclists.

Pedestrian LOS

The Pedestrian LOS in the JATSO Region evaluates the quality and accessibility of pedestrian infrastructure such as sidewalks, considering factors like sidewalk width, crossing safety, and separation from vehicular traffic. This assessment helps identify how well the built environment supports walkability and pedestrian comfort.

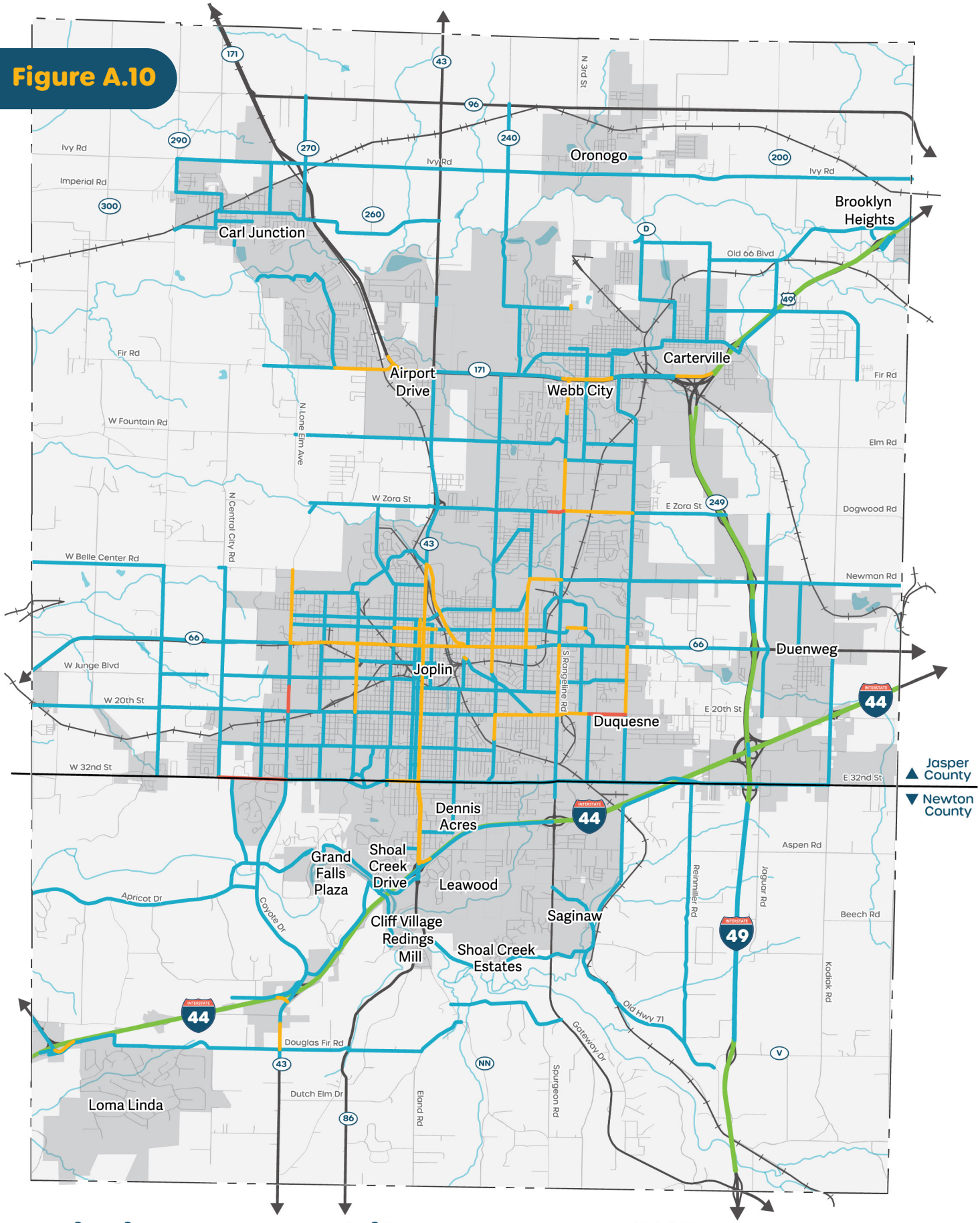
- LOS B indicates comfortable and accessible sidewalks.
- LOS C and LOS D show moderate to substandard conditions.
- LOS E represents the least favorable pedestrian environments.

Based on ***Figure A.12***, the area with the most critical sidewalk needs, rated as LOS E, are primarily located outside of the downtown core. These zones are marked in orange on the map, indicating poor pedestrian conditions such as narrow or missing sidewalks, limited crossings, or high traffic stress. Addressing these deficiencies would significantly improve walkability and safety in the region's most frequently traveled areas.

Transit LOS

The Transit LOS evaluates how well the region's transit network serves its population, using a grading scale to measure effectiveness. In ***Figure A.13,*** data from 2021 indicates low LOS at ratings of LOS E and LOS F in Joplin's downtown around the Sunshine Lamp Trolley's routes. At the time, the transit service was struggling due to lack of employees and eventually shut down. In 2025, MAPS has reopened the Sunshine Lamp Trolley service. Data collected after this reopening would likely indicate a higher LOS.

Figure A.10



Existing Automobile Level of Service

Study Area / JATSO Boundary

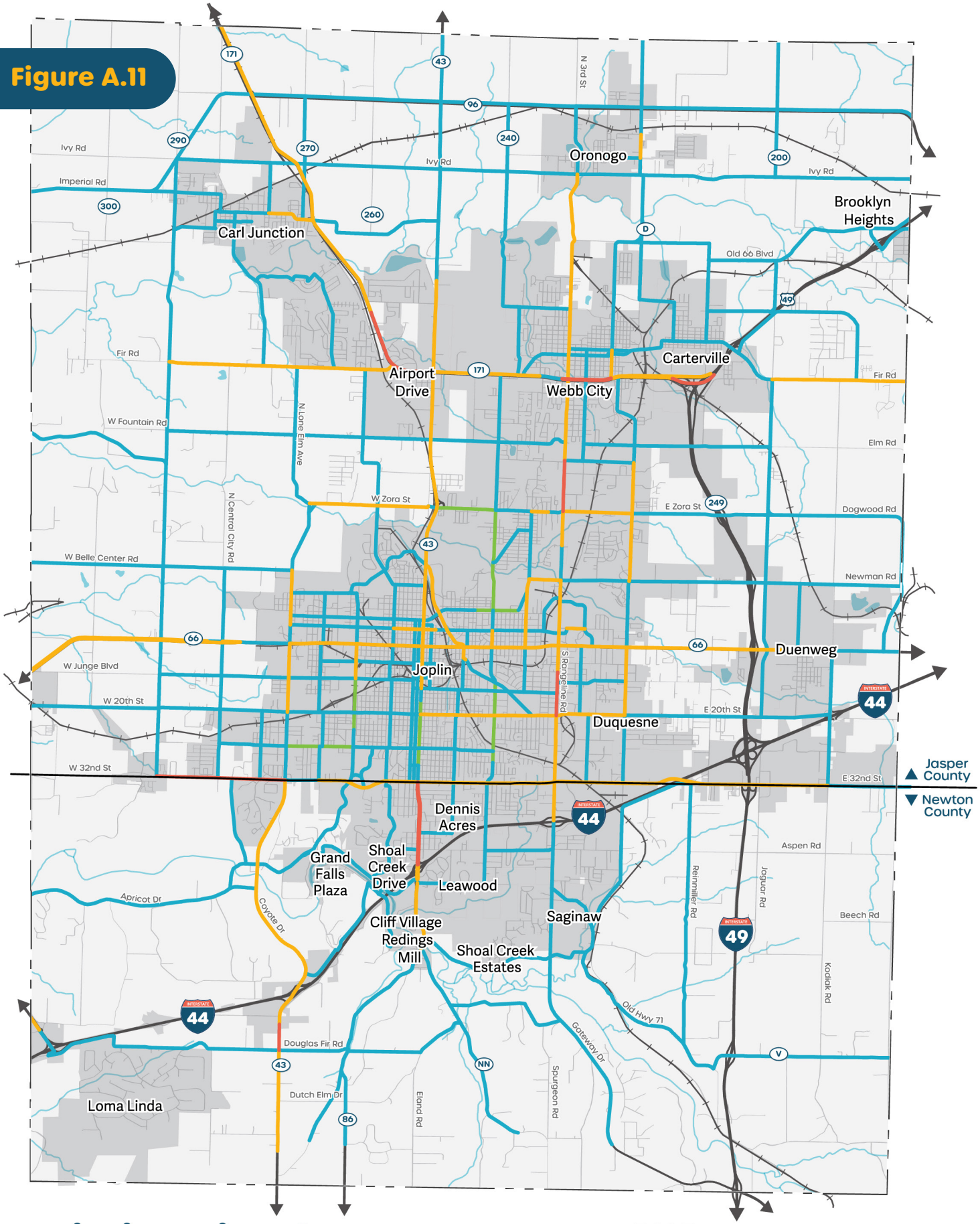
Automobile Level of Service (LOS)

LOS B
LOS C
LOS D
LOS E

North

0 1.25 2.5 5 Miles

Figure A.11



Existing Bicycle Level of Service

North

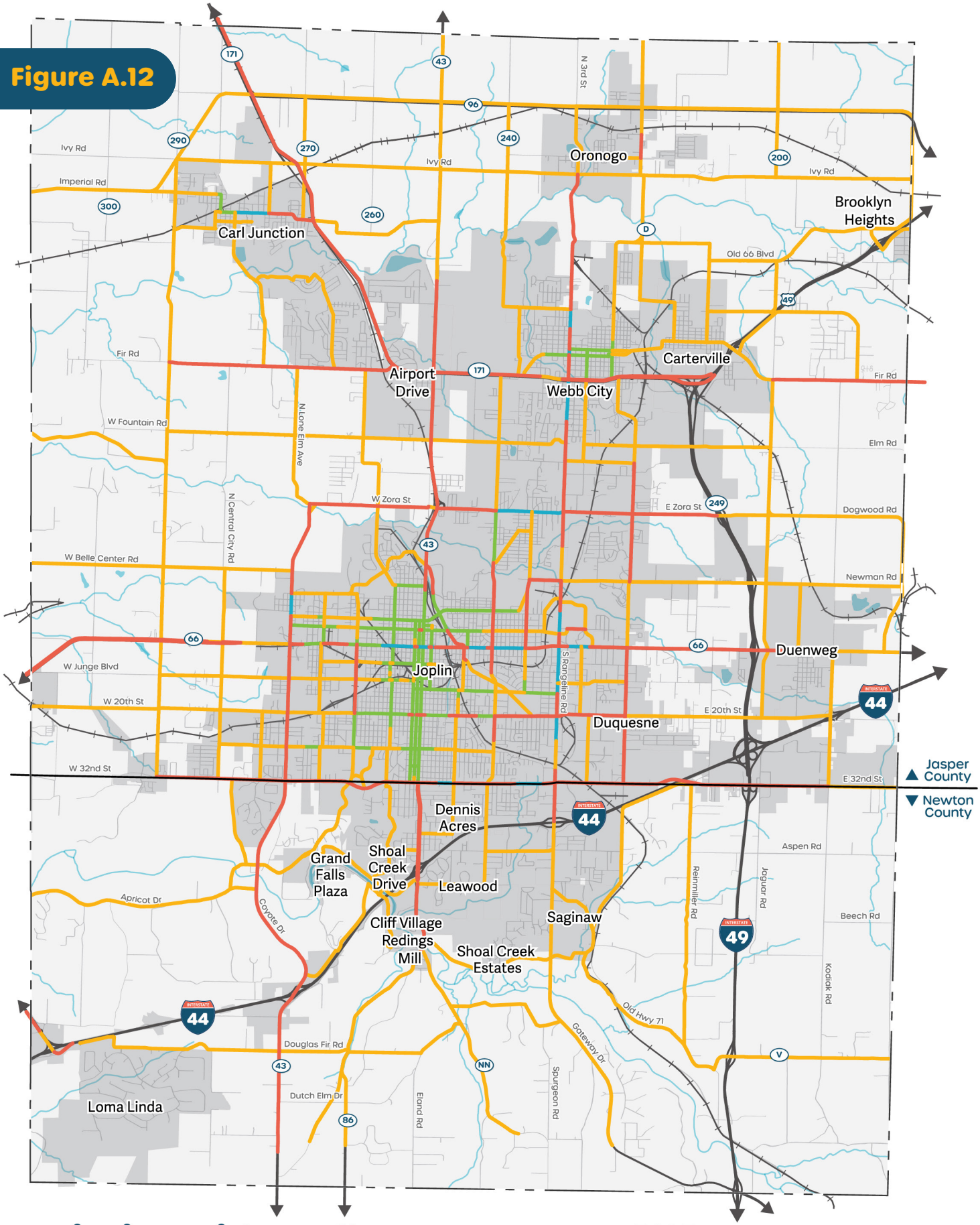
0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Bicycle Level of Service (LOS)

LOS B
LOS C
LOS D
LOS E

Figure A.12



Existing Sidewalk Level of Service

Study Area / JATSO Boundary

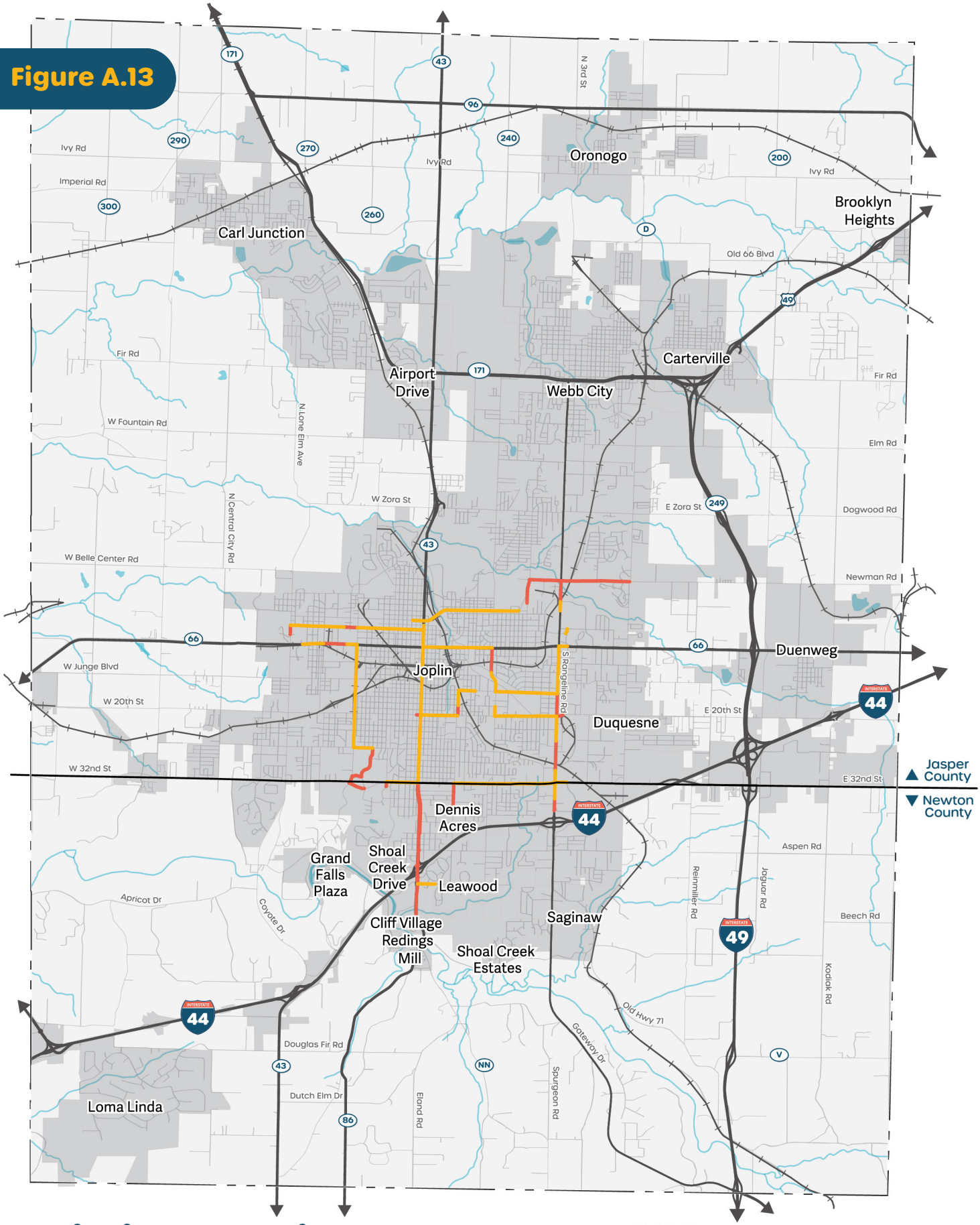
Sidewalk Level of Service (LOS)

LOS B
LOS C
LOS D
LOS E

North

0 1.25 2.5 5 Miles

Figure A.13



Existing Transit Level of Service

Crash Data

One of the biggest priorities as JATSO plans for the future is keeping people safe on the region's streets. Between 2019 and 2024 there were nearly 15,000 transportation-related crashes in the JATSO Region that impacted people using all modes of travel. The following is Missouri Department of Transportation (MoDOT) crash data for Jasper and Newton Counties covering the years 2019 through 2024. Since 2019, the number of crashes in the JATSO Region has declined from 2,907 to 2,066 in 2024, representing a nearly 29% reduction over the six-year period. The top roadway corridors for fatal and serious injury crashes, seen in ***Table A.2***, are concentrated on major highways. MO 43 recorded the highest number of fatal crashes with 19 fatal and 289 injury crashes, followed by IS 44 with 18 fatalities and 257 injuries. Other notable corridors include LP 49 and MO 171, making them among the most impacted routes.

Table A.2 Fatal and Serious Injury Crashes, by Roadway Corridor (2019-2024)

Roadway Corridor	Fatal Crash	Physical Injury Crash	Total
LP 49	7	383	390
MO 43	19	289	308
MO 66	6	271	277
IS 44	18	257	275
MO 171	12	212	224
US 60	12	153	165
IS 49	10	144	154
MO 86	8	133	141
RT FF	7	130	137
MO 59	4	105	109
MO 96	6	103	109
RT HH	1	68	69
CST E 20TH ST	3	56	59
CST W 20TH ST	1	54	55
CST 15TH ST	1	49	50
CST NEOSHO BLVD	2	48	50
CST W 32ND ST	0	50	50
CST 4TH ST	0	49	49
CST SCHIFFERDECKER AVE	1	46	47
RT D	2	45	47

Vulnerable Road User (VRU) crashes, defined as crashes involving pedestrians or bicyclists, represent a small proportion of total crashes. However, there has been a slight upward trend in VRU incidents between 2019 and 2024. In 2019, there were 21 pedestrian-involved crashes. While these incidents declined in 2020 and 2021, they began to rise again in 2022, reaching 25 crashes in 2024 as shown in ***Figure A.15***. A similar pattern is observed for bicyclist-involved crashes: starting at 17 crashes in 2019, the numbers declined through 2023 but increased to 18 crashes in 2024 as shown in ***Figure A.16***.

Figure A.14 Number of Crashes in the JATSO Region by Year

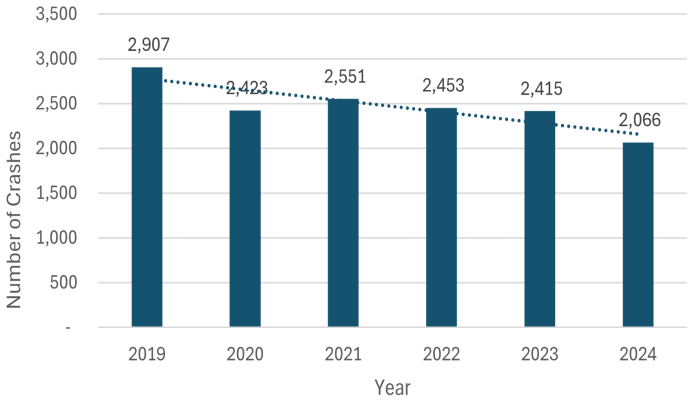


Figure A.15 Total Number of Crashes in the JATSO Region Per Year Involving Pedestrians

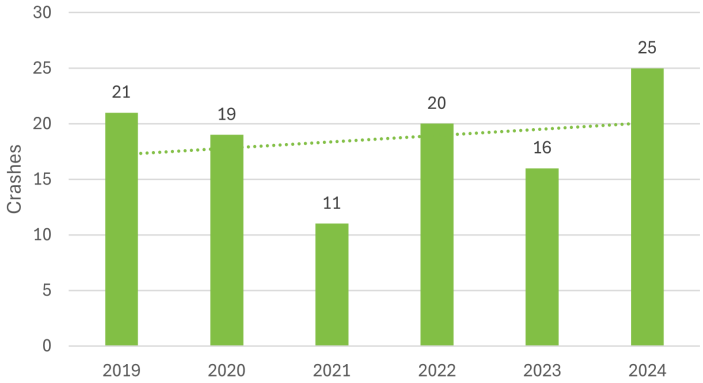
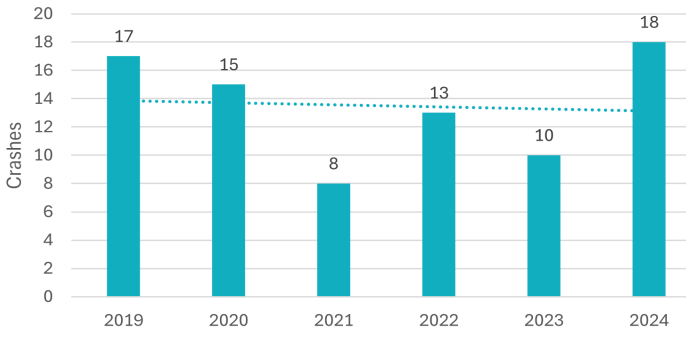
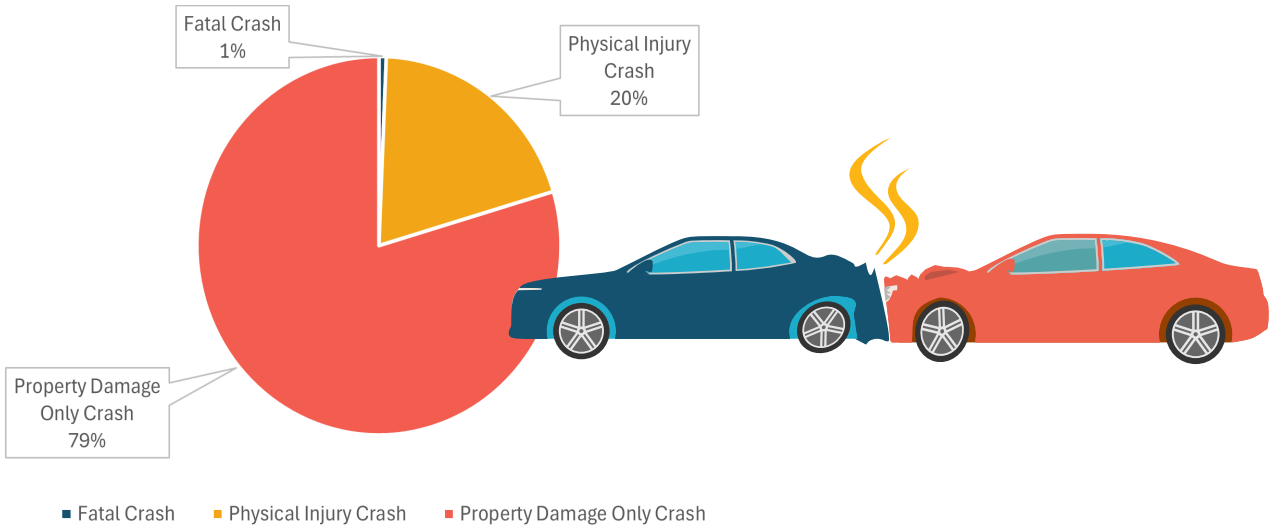


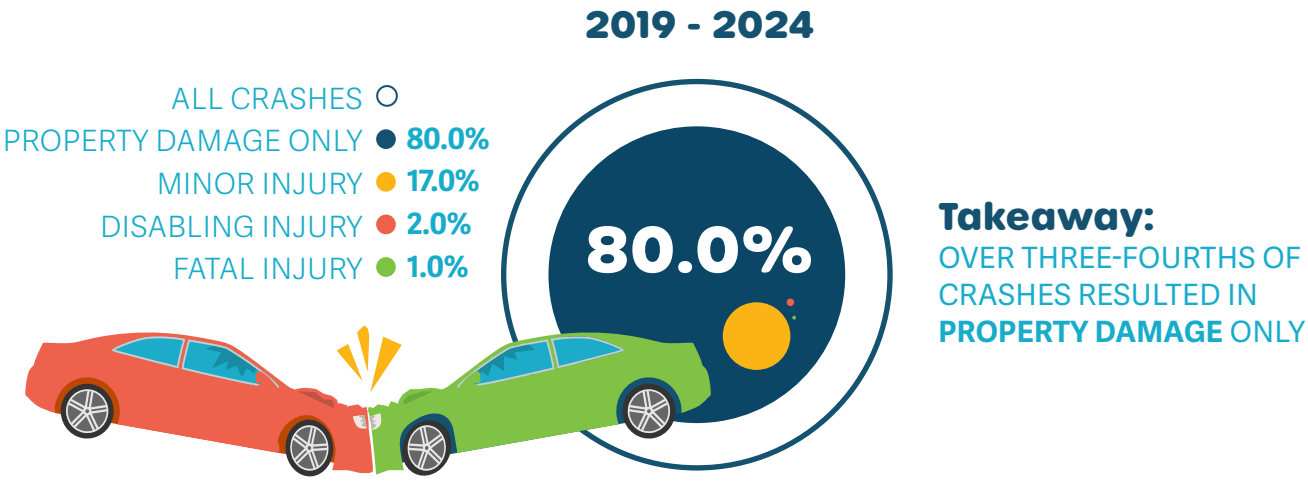
Figure A.16 Total Number of Crashes in the JATSO Region Per Year Involving Bicyclists



From 2019 to 2024, crash data indicates that the majority of reported crashes were property damage only, while 20% of the crashes resulted in physical injuries. 1% of all crashes during that time period were fatal crashes.

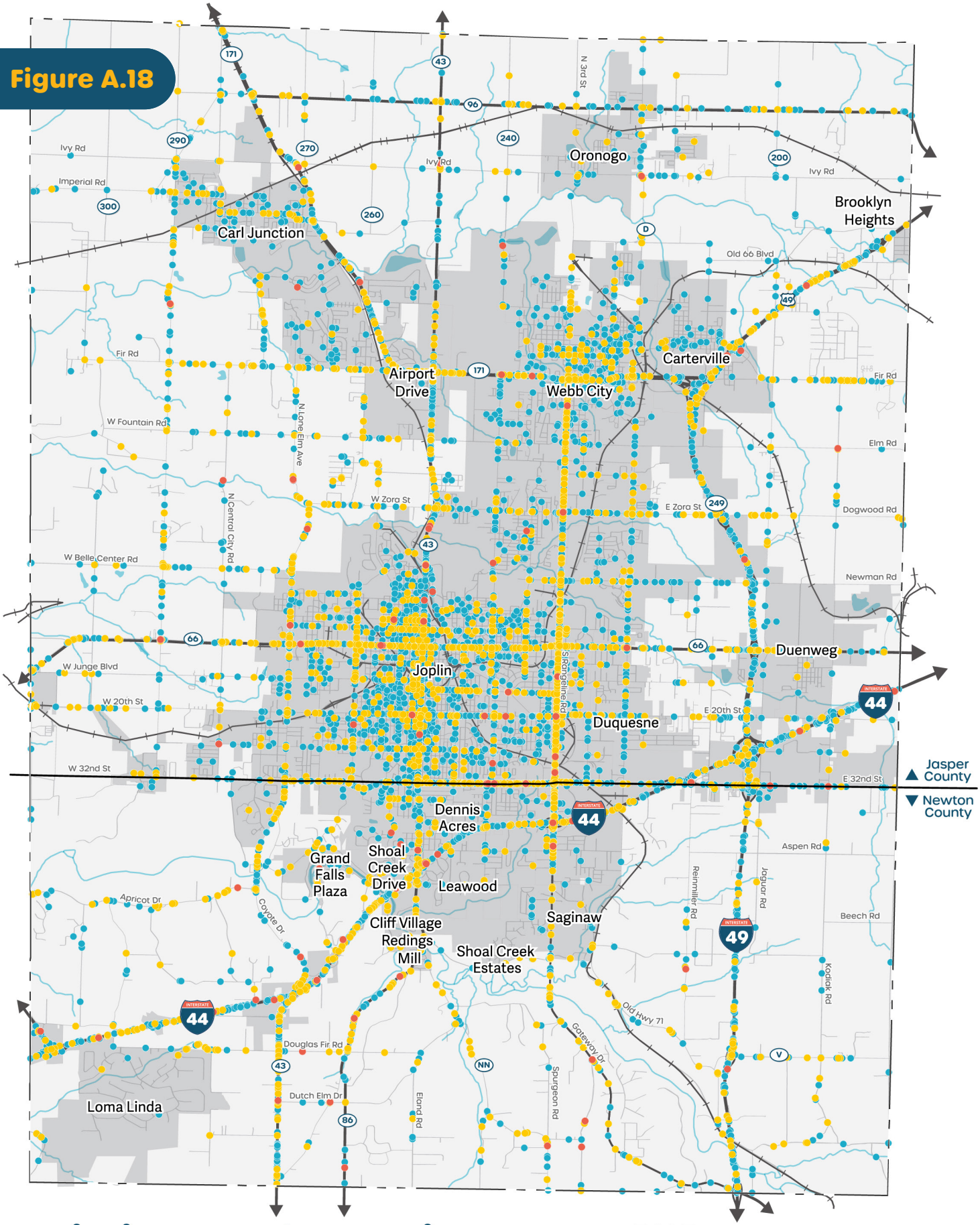
Figure A.17 Crashes in the JATSO Region by Severity (2019-2024)





As illustrated in ***Figure A.18***, the majority of fatal and injury-related crashes occur on major highways and arterial roads. While some of these crashes also happen on local streets, such roads are more commonly associated with property damage only incidents, likely due to their lower speed limits. Within city limits, over 75% of the region's total crashes and 65 fatal crashes were recorded, whereas rural areas accounted for less than 25% of total crashes and 31 fatal crashes. Although urban areas experience a higher number of total crashes, rural areas tend to have disproportionately higher rates of fatal crashes. This could likely be due to factors such as higher travel speeds, limited access to emergency services, and less developed roadway infrastructure.

Figure A.18



Existing Crash Locations

North

0 1.25 2.5 5 Miles

Study Area / JATSO Boundary

Crash Type

- Fatal Crash
- Physical Injury Crash
- Property Damage Only Crash

Community Profile

To best inform recommendations about the future of the transportation network, certain demographic trends within the MPO were analyzed. This subsection presents and assesses current trends regarding population, income, employment, and commuting patterns that serve as a baseline for the recommendations. This section reviews the existing demographics in the JATSO Region which includes the communities of Joplin, Carl Junction, Webb City, Oronogo, Duenweg, Duquesne, and Newton County. This data originated from the US Census Bureau's 2020 Census and the 2023 American Community Survey (ACS).

Population Growth

The JATSO Region has experienced an upward trend in population growth as shown in ***Figure A.19***, which displays population growth for some of the largest cities and towns within the region: Joplin, Carl Junction, Webb City, Oronogo, Duenweg, Duquesne. Each of these six communities has increased in population by about 3% between 2020 and 2023.

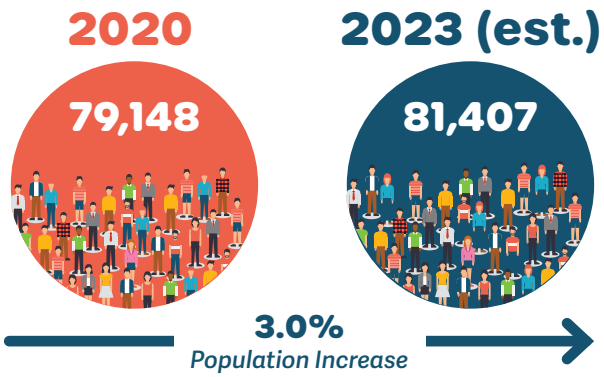
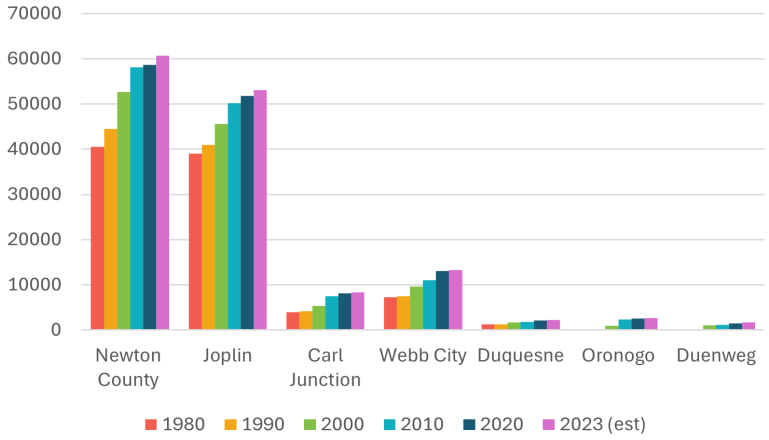


Figure A.19 Population Growth in Cities in the JATSO Region



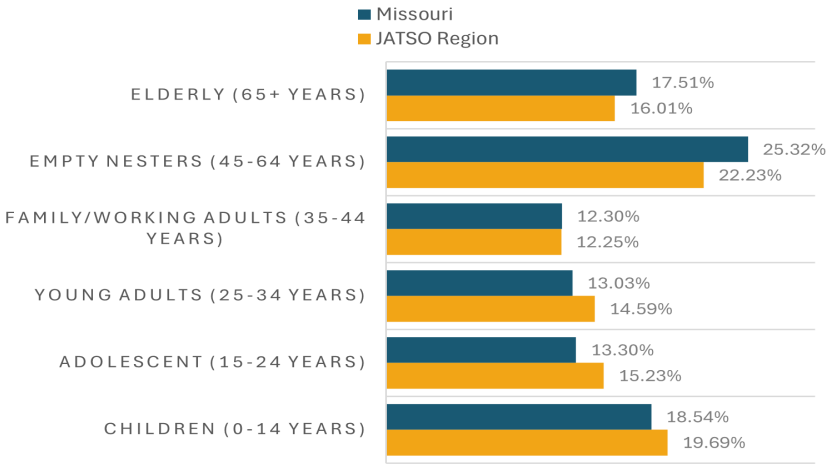
Takeaway:

The JATSO region's population has remained relatively stable over the last three years.

Population Age

Figure A.20 displays the distribution of the JATSO Region's population by age. Overall, the region is generally younger than the state of Missouri as a whole, with fewer empty nesters and elderly individuals and higher percentages of young adults, adolescents, and children.

Figure A.20 Population Age Distribution in the JATSO Region



Travel Patterns

Modes of Transportation to Work

The majority of JATSO residents commute to work via personal vehicle. As shown in ***Figure A.21***, 91% of the JATSO community uses a car, truck, or van to commute to work with 81% of the total trips occurring with a single occupant. About 10% of the total drive, but carpool to work. Using transit or active modes to commute is a small percentage: 8 a combined 1.67% of residents use public transportation or active transportation to go to work (0.17% use public transportation and 1.5% bicycle or walk). There has been an increase in the percentage of those who worked from home, at 8% (up from 3.4% in 2018), impacting regional mobility patterns. About 1% indicated using other means of transportation to get to work.

Figure A.21 Transportation to Work

ENTIRE WORKING POPULATION
CAR, TRUCK, VAN-DRIVE ALONE **81%**
CAR, TRUCK, VAN-CARPOOLED **8%**
WALK OR BICYCLE **1.5%**
WORKED FROM HOME **8%**
PUBLIC TRANSPORTATION **0.17%**
OTHER MEANS **1%**



Takeaway:
The JATSO region's population heavily relies on automobiles as their transportation to work.

Travel Time to Work

As shown in ***Figure A.22***, most residents experience trip times of less than 25 minutes to get to work, with 22% indicate trip times of less than 10 minutes to get to work.

Figure A.22 Travel Time to Work

10-19 MINUTES **44%**
20-39 MINUTES **21%**
LESS THAN 10 MINUTES **18%**
30-44 MINUTES **11%**
45+ MINUTES **6%**



Takeaway:
Nearly half of the JATSO region's population spends 10 to 19 minutes commuting to work.

Time of Departure to Work

Nearly half of the 16 and older work force leaves during the typical "rush hour" traffic timeframe of 6:30 a.m. - 8:30 a.m., with the highest volume hour at 7:00 a.m. with 30% of the total commuters leaving for work. A large portion of the population, nearly 16%, leaves for work after 12:00 p.m., suggesting part time or shift work.

Figure A.23 Time Leaving for Work

12:00 P.M. - 6:29 A.M. **22%**
6:30 A.M. - 8:29 A.M. **49%**
8:30 A.M. - 11:59 A.M. **13%**
12:00 P.M. - 11:59 P.M. **16%**



Takeaway:
One-fifth of the JATSO region's population leaves for work at an off-peak time (12:00 p.m. to 6:29 a.m.); however, the most people commute from 6:30 a.m. to 8:29 a.m.

Trips Within JATSO

Understanding trip origins and destinations is essential when planning for the region's future, because it reveals where people are coming from and where they need to go, enabling the JATSO Region to plan for and design transportation networks that meet travel demands. This information helps identify key travel corridors, optimize traffic flow, and plan so that infrastructure investments such as roads, transit routes, and bicycle lanes are placed where they will have the greatest impact. It also supports equitable access by highlighting underserved areas and informs land use decisions by aligning development with mobility needs. In the JATSO Region, the recent Origin-Destination Study completed in Spring of 2025 identifies the following trip tables.

Understanding trip purposes within and around the JATSO Region reveals key intra-region travel behaviors. ***Figure A.24*** identifies trip purposes in the JATSO Region. Most trips that start and end within the region are for going home, shopping, or work which is typical of daily routines. Trips coming into JATSO from outside are mainly for work or returning home, indicating the region's role as both an employment and residential hub. Conversely, trips from JATSO to outside areas are often people returning home. These patterns reflect individual trip segments and don't directly measure daily visitor counts, as one person may make multiple trips for various reasons.

Figure A.24 Trip Purposes that Start and End in the JATSO Region (Spring 2024)

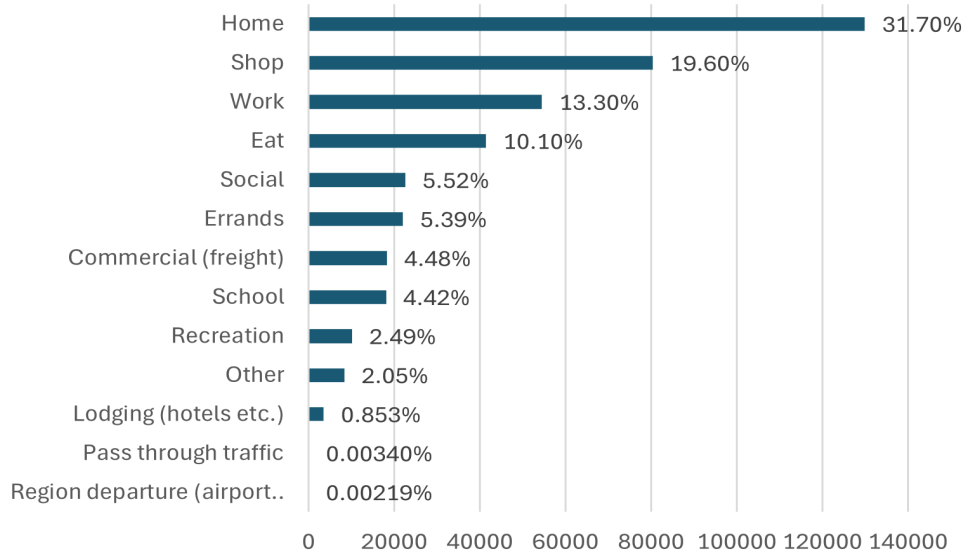
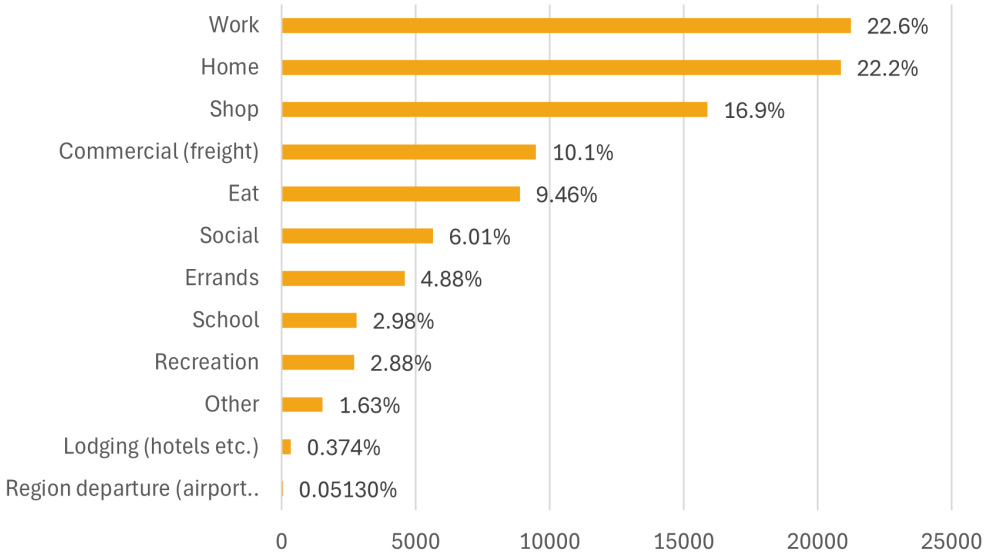


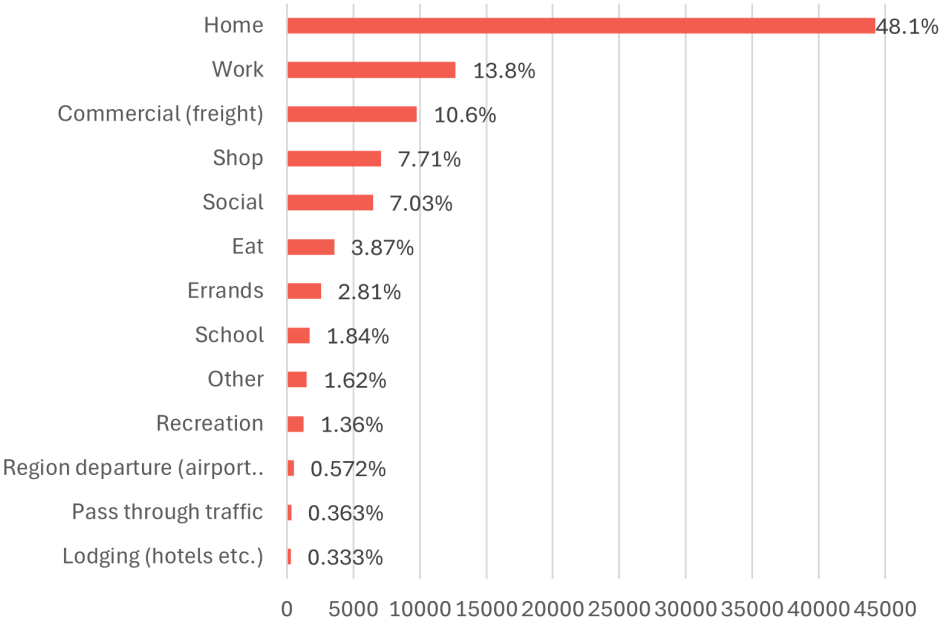
Figure A.25, showing trip purposes that end in the region, reveals several key insights. The most common destination is Work, accounting for 22.6% of all trips, closely followed by Home at 22.2%, indicating a strong balance between commuting and return-home travel. Less common purposes include miscellaneous "Other" trips, lodging, and regional departures, suggesting that most trips are local and not oriented toward tourism or long-distance travel. Overall, the data highlights the region's importance as a hub for work, home, and shopping activities.

Figure A.25 Trip Purposes that Start Outside but End in the JATSO Region (Spring 2024)



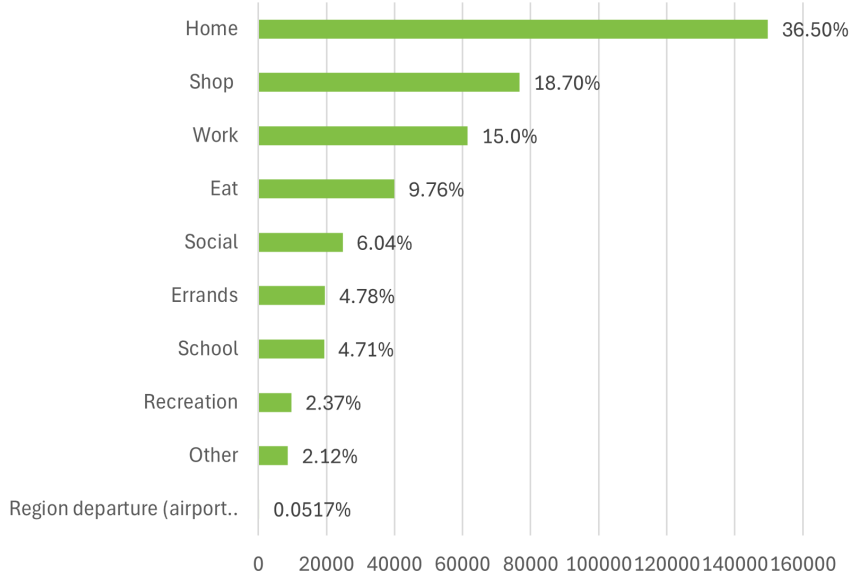
As shown in ***Figure A.26***, nearly half of all trips from the JATSO Region are made with the purpose of returning home, making it by far the most common trip. The next most frequent purpose is Work and Commercial (freight), indicating a strong presence of goods movement exporting from in the region. Other less common purposes include Shopping, Social visits, Eating out, Errands, School, and Recreation, indicating that most residents of the area travel to the JATSO Region for these things and are rarely leaving the region for social, commercial, or economic reasons.

Figure A.26 Trip Purposes within the JATSO Region (Spring 2024)



As noted above, patterns in ***Figure A.26*** reflect individual trip segments and not one single trip. ***Figure A.27*** shows that most trips are home-bound but other common purposes are shopping and work, similar to ***Figure A.26***, further indicating that the JATSO Region is an economic center.

Figure A.27 Trip Purposes for Trips that Start in but Leave the JATSO Region (Spring 2024)



A34

Appendix B

Existing Plans Review

Plans, Studies, & Projects

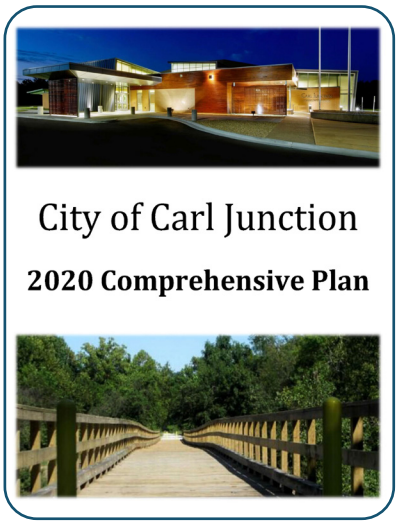
The following summaries offer a glimpse into relevant plans, studies, and projects that have already been completed in the Joplin metropolitan area. The purpose of summarizing these relevant documents is to help this planning effort to align with concurrent efforts, especially those related to the transportation network.



City of Joplin Comprehensive Plan (2012)

Purpose: A living document intended to be updated to retain its relevancy, to reflect changing factors, and to remain useful as a community guide for development review and decision-making.

Relationship to this Plan: The City of Joplin Comprehensive Plan focused its transportation efforts on maintenance of the existing roadway network, while redefining transportation in Joplin as multimodal. This plan shifted the focus from just cars and expanded it to include the sidewalk network, trails, and bicycle lanes. Efforts to transition away from a car-centric mindset to a multimodal network included: traffic calming; a focus on complete streets; crosswalk upgrades; sidewalk amenities to enhance safety; and site design improvements to promote walkability.



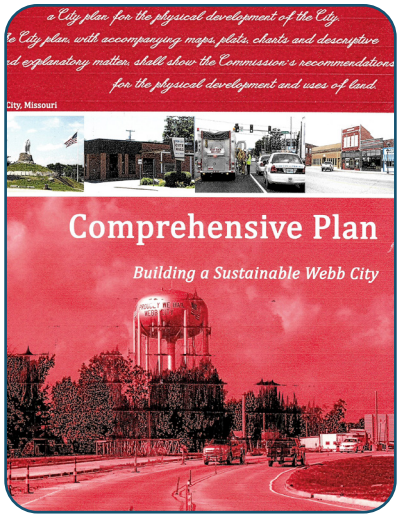
City of Carl Junction Comprehensive Plan (2020)

Purpose: Intended to guide Carl Junction's physical development in an organized and efficient manner of growth. As with any plan it is dynamic and meant to be periodically reviewed and adapted to meet the current needs of the City and its citizens.

Relationship to this Plan: The City of Carl Junction Comprehensive Plan focuses on maintaining and improving safe multi-modal access within the City and to surrounding communities. Goals outlined in the plan include increasing sidewalks, developing multi-functional trails, and improving road design to increase safety and capacity. The plan identifies four priorities to reach these goals improvements to Fir Road, improvements to Pennell Street, the development of non-motorized corridors; and the development of a new north-south connector. Other projects, slated to complete by 2025 are to:

- Finalize design and pursue funding for the first phases of the expansion of Fir Road as recommended in the 2018 Fir Road Corridor Study
- Pursue funding for project scoping of the expansion of State Highway Z (locally known as Pennell Street)
- Develop and implement a formal City Street Maintenance Program
- Develop and begin implementing plans for mountain biking trails that connect to the Thom Station and/or Ruby Jack trails
- Analyze the need and feasibility of expanding transit services to the community

City of Webb City Comprehensive Development Plan (2017)

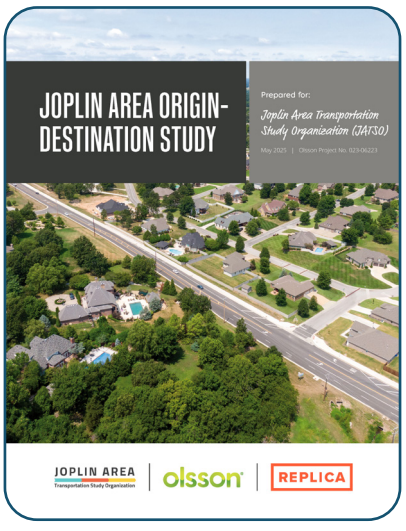


Purpose: A detailed guide for the future based on community input, collaboration with the City's administration, analysis and research. This plan provides a vision and rational basis for making land use decisions and takes into context how Webb City functions as a local community and as a part of the larger region.

Relationship to this Plan: The Comprehensive Plan identifies two transportation priorities. First, to maintain and enhance the current transportation network through increased road connectivity and road safety and by developing sidewalk improvements and expansion projects. Second, to provide alternate modes of transportation through developing a connected sidewalk system and reviewing opportunities for regional trail connectivity. With nearly 12,000 people, nationally recognized schools and athletic teams, convenient highway access, and its location within the Joplin metropolitan area, Webb City represents an important transportation hub. Webb City grew from its historic downtown, which now places modern demand on a historic roadway system. The transportation component of this plan provides goals focused on improving existing street networks to enhance livability and promoting a balanced multimodal transportation system, including pedestrian, bicycle, and transit infrastructure. To meet the transportation goals and take necessary action to enhance mobility, the following projects are specific:

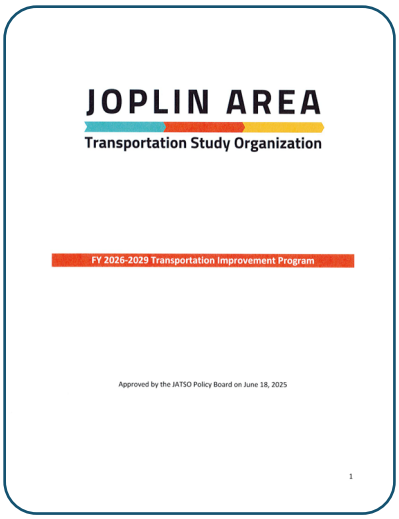
- Intersection improvement at Madison (MO-71) and MacArthur (MO-171).
- Expand Fountain Road from Madison Avenue to Orongo Street to decrease public safety response times for east/west movements across the city.
- Complete Dawson Drive from King Jack Park to Hall Street South.
- Complete the interchange onto MO-249 at Fountain Road.
- Complete the pedestrian crossing near Ball Street and connect to Frisco Trail.
- Road improvements at East Road and Daugherty Street to enhance access.
- Improve the connectivity of Hall Street.
- Pedestrian walkway improvements.

Joplin Area Origin-Destination Study (2025)



Purpose: A summary of the origin and destination trip characteristics for the Joplin Area Transportation Study Organization MPO, the study provides recommendations for areas that most likely will need infrastructure improvements or additional analysis.

Relationship to this Plan: The Origin-Destination study directly informs this Plan and its recommendations. It identifies several corridors expected to experience significant growth, with some reaching near capacity by 2043 due to development and population increases. Tier 1 corridors (projected to reach 90% capacity) include Fir Road (Route 171–Joplin Street), Range Line Road (I-44–7th Street), Dermot Drive/ Route 171 (north of Fir Road), and East Road in Webb City. Eight additional Tier 2 corridors are expected to reach 80–90% capacity. About 12% of trips are made by walking or biking, concentrated in downtown Joplin; at 20th Street and Range Line Road; in Webb City along Madison and E. Daughtery/West Broadway Streets; and on the Missouri Southern State University campus near Newman and Range Line Roads. Many of these areas are not designed for walking or biking, indicating a need for mitigation or alternative access as corridors are further studied.

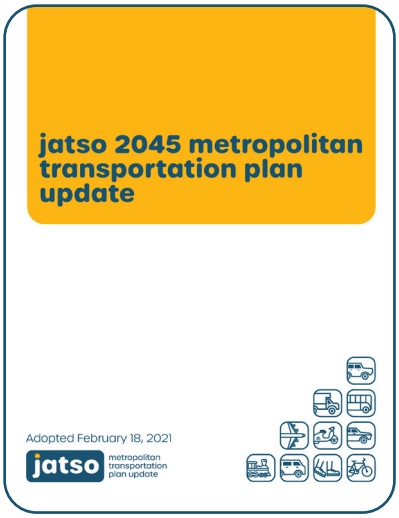


JATSO FY 2026-2029 Transportation Improvement Program (TIP) (2026-2029)

Purpose: The TIP is a program management tool for structuring transportation related projects that is updated at least every four years to identify a priority list of transportation projects to be carried out within that four-year period.

Relationship to this Plan: The TIP covers four different transportation categories – aviation, highway, transit, and non-motorized – and identifies priority projects during the planning timeframe, outlined as follows:

- **Aviation:** Notable improvements for the airport correspond to the identified short-term improvements in the Joplin Regional Airport Master Plan, including a reconstruction and extension of Runway 18-36 and the construction of a new ARFF building and snow equipment removal building.
  Highway: For the highway system, projects focus on bridge rehabilitation, repairs, and improvements; pavement preservation and resurfacing; safety enhancements; and closure of a public railroad crossing.
- **Transit:** To enhance current transit offerings, projects include design/site selection for a centrally located transit transfer station; necessary vehicle replacements; and operating assistance for the Metro Area Public Transit System (MAPS).
- **Non-Motorized (Transportation Alternatives Program):** This category complements motorized transportation efforts by prioritizing trail and sidewalk construction in identified areas throughout the planning area as well as key upgrades for ADA compliance and crossing enhancements.



JATSO Metropolitan Transportation Plan (MTP) (2021)

Purpose: The MTP is a living document that is updated every five years. It evaluates the current transportation network in the Joplin metropolitan area and forecasts conditions for the next 20 years to better accommodate expected changes in transportation services.

Relationship to this Plan: The 2021 update to the JATSO MTP is the direct predecessor of this document. The study noted that the region's systems are mostly working well, but connectedness and planning for the future are key to successful growth. It identified goals and objectives for the community such as improving safety for all modes, leveraging existing facilities for existing and future land use patterns, and supporting the diverse needs of the users and the community with considerations for all modes and developing technologies. Challenges were identified by mode.

- **Automobiles:** crash safety
- **Freight mobility:** few designated truck roads within Joplin causing most of the traffic to utilize the downtown main street
- **Transit:** on time performance for the Sunshine Lamp Trolley within Joplin; access to transit within the JATSO Region outside Joplin
- **Bicycle and Pedestrian:** disconnected bicycle lanes; lack of connectivity from the downtown area to surrounding neighborhoods

Joplin Regional Airport Terminal Area Master Plan (2025)



Purpose: The Joplin Regional Airport Terminal Area Master Plan (TAMP) is intended to ensure that the facility maintains and improves its infrastructure to continue to serve the region successfully.

Relationship to this Plan: Joplin Regional Airport (JLN) is the primary airfield for the JATSO planning area with regular connections to larger airports such as Dallas-Fort Worth and Chicago O'Hare. The airline industry is still recovering from the COVID-19 pandemic and JLN is no different. The TAMP expects moderate growth to occur over the planning period, 2025-2045) outlining three growth scenarios which all include an increase in capacity. Its highest growth capacity forecast brings it to pre-pandemic level although even in its low-growth scenario, it would be operating at an increase year over year, though still lower than pre-pandemic levels.

To plan for projects that can accommodate this growth and maintain its existing facilities, JLN included a capital improvement plan. Expanding the terminal is a high priority as the existing facility is not optimized or efficient. Other buildings slated for updates include the equipment building and a new ARFF building. The airport also will be expanding runways and runway clearance. Additionally, JLN will be purchasing new and replacement equipment such as terminal bridges.

Vision Joplin 2022 (2017)

Purpose: Spearheaded by a group of area citizens, Vision Joplin 2022 puts forth a vision for the future of the city based on primarily economic and quality of life factors.

Relationship to this Plan: With the input of residents and community leaders, this plan identified six key topics that are important to the improvement and growth of the city over
the planning period (2017 to 2022). These topics and their missions are summarized as follows:

- **Education:** quality schools that foster a supportive learning environment are rooted in strong communication, collaboration, critical thinking, and creative thought.
- **Governance:** supporting citizens' desire for a well-governed city should be managed through long-term strategic governance..
- **Healthy Living/Wellness:** creating healthy places to live is accomplished by increasing the use of preventive health practices for all ages, reducing health inequality, and improve access to mental health and substance abuse treatment programs.
- **Job Growth:** a vibrant economy with a thriving workforce begins by enhancing the job market.
- **Positive Marketing/Branding:** growing community pride is accomplished through the intentional engagement of community members to create everyday champions of the city.
- **Quality of Life:** a diverse, inclusive, and healthy community is one with access to parks, culture, recreation, life-long learning, and leisure activities that are available to all members of the community.



Joplin Transit System Analysis (2019)

Purpose: The City of Joplin initiated the Joplin Transit Comprehensive Operational Analysis (COA) to analyze existing transit service, engage the community and stakeholders, develop service guidelines, and develop short-, medium-, and long-term service plans to best provide for public transportation needs.

Relationship to this Plan: Within the JATSO Region, there are three primary transit modes including a flex route bus service, demand response within Joplin city limits and adjacent communities, and demand respond in rural and small urban areas for residents outside of other service areas. MAPS is the primary public transit service provider in the study area. It is also the name used to differentiate the flex route service (Sunshine Lamp Trolley) from the demand response service (MAPS). Recommendations for transit system improvements are based upon demographic trends, commuting patterns, employment density, existing land use patterns, and transit demand analysis. The analyses were distilled into major takeaways about transit in the Joplin area:

- There is strong and consistent ridership in the last five years.
- Most riders use transit to shop, visit friends, or go to medical appointments.
- Land use is mixed with a variety of retail and housing, but large employers are scattered.
- There is unmet transit demand along the Range Line Road corridor and in the neighborhoods bounded by 26th Street, Main Street, Maiden Lane, and F Street.

To respond to current transit patterns in the Joplin area, the following recommendations were provided:

- In the short-term, the MAPS Green route should be modified to serve the Ozark Center.
- In the medium-term, it is recommended that a new transfer facility be built in an identified, centrally located area (15th Street between Main Street and Iowa Avenue). Additionally, eight additional routes are proposed to provide enhanced week day and week end service. These new routes would provide service to key destinations in the Joplin area, including a Home Depot, Ozark Center's Hope Springs Facility, the Royal Heights Neighborhood, and medical facilities.
- In the long-term, expanded fixed route service into new markets requested by the public would be added. These extensions would create a regional fixed route network (instead of the city-only service currently provided).

City of Joplin Capital Improvement Program (CIP)(2024)

Purpose: The CIP is a list of projects prioritized by the City of Joplin.

Relationship to this Plan: Published in 2024, the CIP represents the most current planned projects occurring in the City of Joplin. Other than varied general improvements, repairs, and maintenance, the plan identifies projects including:

- Pennsylvania Avenue Viaduct Removal
- 7th Street and Illinois Avenue - Intersection Improvements
- 20th Street: Schifferdecker Avenue to Central City
- 7th Street - City Sidewalks Between Maiden Lane and Pennsylvania Avenue
- 15th Street and Murphy Boulevard/Delaware Avenue - Intersection Improvements
- Maiden Lane - Perkins Avenue to Murphy Boulevard Roadway Extension
- Davis Boulevard
- St. Louis Avenue - Campbell Parkway to Broadway Street
- Added Sidewalks
- ADA Sidewalk Improvements
- Neighborhood Transportation Improvements





Harry S. Truman Coordinating Council Regional Transportation Plan

Purpose: The Harry S. Truman Coordinating Council (HSTCC) consists of Barton, Jasper, Newton, and McDonald counties, which cover the southwest corner of Missouri. The Transportation Plan identifies goals to improve the transportation system within the HSTCC area including system preservation and safety, access and mobility, sustaining the environment, and maintaining accountability and planning.

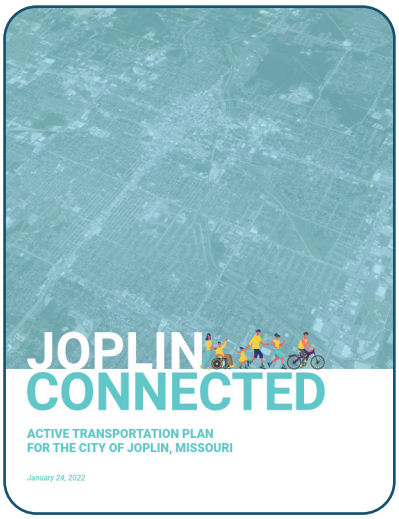
Relationship to this Plan: The Regional Transportation Plan covers a portion of the JATSO Region and identifies needs throughout the planning region. Joplin is the largest city within the HSTCC and Jasper County contains over half of the total population of the counties. The plan identifies prioritized needs based on local need, informed from surveys and county coordination, and prioritized based on state-led quantitative criteria. These priorities are categorized as "Road and Bridge" and as "Bike and Pedestrian" and are listed below.

ROAD AND BRIDGE

- Newton County - The bridge on old E highway - Bridge replacement
- Newton County - NN Hwy at Iris road - Road repair on section of NN HT005
- Newton County - I44 westbound at Exit 4 - Passing lane added, or dedicated exit lane
- Jasper County - St. Hwy 96 and O Hwy. to the north - Road needs raised to prevent flooding
- Newton County - Redings Mill Bridge - Redings Mill Bridge is a landmark and in need of repair
- Jasper County - Rte 96 from 43 to east of O. - Road widening and/or shoulder install
- Jasper County - Exit 18 on I-44. - Extend on-ramp heading East from North I-49. Extend Southbound off-ramp to Hwy 59 at Burr Oak Road
- Newton County - Hwy 59 at Cullum St - Introduce traffic calming measures, lights, speed signs
- Jasper County - Hwy 59 at RT FF - Intersection improvements
- Jasper County - I49 northbound ramp to MO 571 - Traffic control measures
- Jasper County - HH Hwy and MO 571 - Improvements to intersection

BIKE AND PEDESTRIAN

- Jasper County - 37 Hwy and 17th (Sarcoxie) - Crosswalk on Hwy 37/High
- Newton County - Hwy 60 at Cole and Pennsylvania streets (Granby) - Improve and add crosswalks
- Newton County - A Hwy to Fountain (Stella) - Sidewalk connecting school to Fountain
- Jasper County - 37 Hwy and 14th (Sarcoxie) - Crosswalk on Hwy 37/High
- Newton County - Rte. A and Ozark St (Stella) - Flashing light Hwy A and Ozark St
- Newton Various locations around Westview School - Sidewalks and crossing signs



Joplin CONNECTED: Active Transportation Assessment Plan (2023)

Purpose: This plan provides a comprehensive, non-motorized transportation plan for the City of Joplin.

Relationship to this Plan: JATSO's Bicycle and Pedestrian Transportation Plan (2018) was created around a vision to "provide safe bicycle and pedestrian connectivity within, between, and beyond the Joplin area communities." Plan initiatives based on the vision statement and multimodal analysis were categorized into four groups: safety, connectivity, on-road facilities, and off-road facilities. Joplin CONNECTED calls for improving pedestrian infrastructure along key corridors (including ADA accommodations and curb cuts to allow accessibility for people of all abilities), railroad crossings, and coordinating with the Joplin Trails Coalition to improve roadway crossings along the Frisco Greenway Trail and Ruby Jack Trail. Connectivity improvements were recommended to be made in alignment with a Complete Streets approach. Because most of Joplin's streets are candidates for road diets many on-street facilities can be accommodated in the short term by converting a travel lane, or parallel parking spaces, into protected bike lanes. Long-term facilities include the construction of multi-use paths that are physically separated from the roadway.

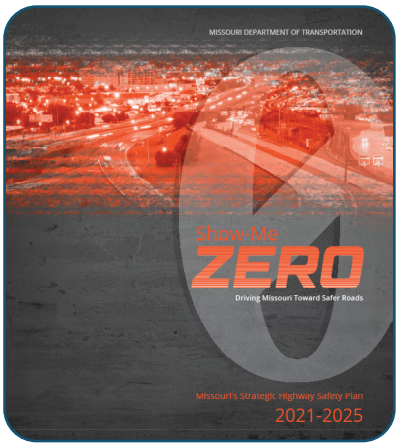
The following roadways were identified as priority corridors for improvement:

- Main Street
- Joplin Avenue/Wall Avenue
- Broadway Street/2nd Street
- 2nd Street
- 4th Street
- 15th Street
- Junge Boulevard/13th Street
- 26th Street

The following trails were identified as priority corridors for improvement:

- **Tin Cup Trail:** construct a 1.1-mile trail to connect the existing Shoal Creek Trail system with the Mohaska Trail.
- **Turkey Creek Trail:** extend the existing trail to the west to connect to Ozark Christian College, Landreth Park, and Dover Hill Park.
- **Frisco Greenway Trail:** extend the existing trail to follow the former railroad corridor while continuing to provide connections to Oronogo and the Ruby Jack Trail.
- **Ruby Jack Trail:** continue the trail restoration by completing improvements between Oronogo and Carl Junction.
- **North Rail Trail:** construct a 5.1-mile trail on the former St. Louis-San Francisco Railway corridor from Fir Road in Carl Junction to 2nd Street in Joplin.
- **Katy Trail:** construct a 2.6-mile trail on the former Missouri-Kansas-Texas Railroad corridor from Murphy Boulevard near Dover Hill Park to Schifferdecker Avenue.

Show Me Zero: Driving Missouri Toward Safer Roads (2020)



Purpose: Show Me Zero is the fifth edition of Missouri's strategic highway safety plan, a comprehensive effort across multiple disciplines, aimed at saving lives and reducing serious injuries and unnecessary deaths.

Relationship to this Plan: This plan emphasizes the importance of multidisciplinary efforts in education, engineering, enforcement, and emergency response to fulfill the Zero Death vision. The Zero Death vision means that no lives are lost due to a traffic crash.

The plan concentrates its efforts on addressing four key behaviors accounting for the most car accidents, which include:

- Occupant protection;
- Distracted driving;
- Speed and aggressive driving; and,
- Impaired driving.

The plan also focuses on groups overrepresented in crash data who warrant additional attention, including:

- Teen drivers;
- Older drivers;
- Pedestrians; and,
- Bicyclists.

Key strategies under multidisciplinary categories align with the identified behaviors and those overrepresented in crash data. Strategies are broken down by how different Missourians can implement them within their means, such as profession and areas of influence. The Show Me Zero plan emphasizes that the Zero Death vision can only be achieved with statewide collaboration.

While the plan includes strategies of varying magnitude, the following key strategies are highlighted as important steps to achieving Zero Deaths:

- Handheld electronic devices banned for all drivers
- Employers prioritize driver safety programs
- Statewide primary seat belt law
- Increase in traffic enforcement
- Widespread use of stripes, high friction pavement and traffic separation
- Incentive programs for safe drivers and safer vehicles
- Advanced driver assistance systems standard for new vehicles
- Smart 911 and vehicle-to-everything communication
- Incorporating autonomous vehicle usage



MoDOT Long Range Transportation Plan Update (2018)

Purpose: This plan was developed to strategically guide planning and programming decisions for the development, management, and operation of Missouri's transportation system over the next 25 years. The 2026 update to the LRTP is concurrent to this Plan and currently unavailable. Information below is regarding the 2018 Update.

Relationship to this Plan: MoDOT's Long Range Transportation Plan Update addresses statewide needs for transportation using a performance-based model. The statewide transportation system consists of roads and bridges, transit, aviation, rail, waterways, and bicycle and pedestrian infrastructure. To address transportation needs and demands – across all modes – amid steady population growth and declining revenues, this plan identifies five overall goals:

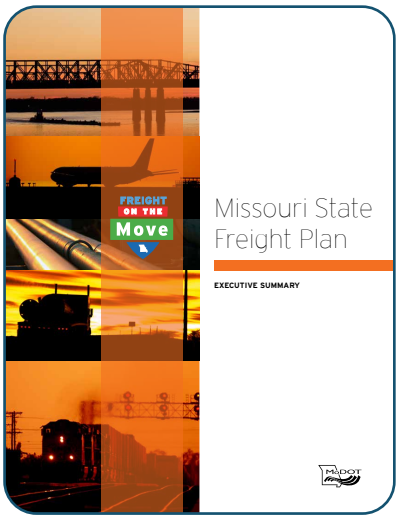
- Take care of the transportation system and services we enjoy today.
- Keep all travelers safe, no matter the mode of transportation.
- Invest in projects that spur economic growth and create jobs.
- Give Missourians better transportation choices.
- Improve reliability and reduce congestion on Missouri's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

Two major trends were identified at a national level that the state is also experiencing:

- There is an increasing market share of alternative-fuel vehicles; and,
- Increasing urbanization statewide and the availability of shared transportation resources that impact vehicle ownership.

Using population, economic, employment, freight, and travel trends, future needs are assessed. For state roads and bridges, the largest anticipated investment is within construction programs. Transit and aviation systems were tied for the highest anticipated multimodal transportation investments. While most anticipated revenue will address maintaining and preserving the existing system in its current condition, high priority unfunded transportation needs include major interstate reconstruction and further investment into projects increasing economic growth and improving safety. Joplin is emphasized as one of the state's larger cities. It was identified as one of the seven urban areas in the state with local transportation systems and one of eight with an airport.

Missouri State Freight Plan (2017)



Purpose: The Missouri State Freight Plan provides a necessary update to the prior plan to comply with the FAST Act requirements, recognizing that freight is an essential part of Missouri's economy, and making smart investments in the system can make a substantial impact in the efficiency of the system overall. The 2026 update to the Freight Plan is concurrent to this Plan and currently unavailable. Information below is regarding the 2017 Update.

Relationship to this Plan: Joplin is one of the larger urban areas in the state of Missouri, acting as a connective hub for freight moving on highways, railways, and airplanes. The goals of the plan recognize that transportation is integral to the financial health of the state, the safety of its residents, and delivering a high quality of life. Specifically, this plan's goals prioritize:

- **Maintenance:** Maintain the freight system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports, and multimodal connections.
- **Safety:** Improve safety on the freight system by decreasing the number and severity of crashes involving commercial vehicles and improving safety at railway crossings.
- **Economy:** Support economic growth and competitiveness in Missouri through strategic improvements to the freight system.
- **Connectivity and Mobility:** Improve the connectivity and mobility of the freight system by reducing congestion and increasing reliability on the roadways; by supporting improved efficiency of rails, waterways, and airports; and by improving connections between freight modes.

This plan's recommendations are comprehensive and focused on improving the state's freight system but go beyond just freight to address the underlying impacts to economic development, environmental sustainability, and quality of life. Program recommendations include:

- Maintain and improve the freight network;
- Use freight prioritization framework to assist decision makers;
- Expand collaboration with Missouri Department of Economic Development;
- Develop supportive freight and land use guidance;
- Increase public awareness about freight;
- Continue engaging statewide economic development partners;
- Host annual freight round-table;
- Consider developing public-private partnerships;
- Identify and preserve critical multi-modal nodes; and,
- Partner with others involved in certified site program.

2025 Public Transit Human Services Transportation Coordination Plan

Purpose: The Human Services Transportation Coordination Plan is an assessment of existing transit-dependent populations, the existing transportation options, and the gaps between the two for Barton, Jasper, Newton, and McDonald counties.

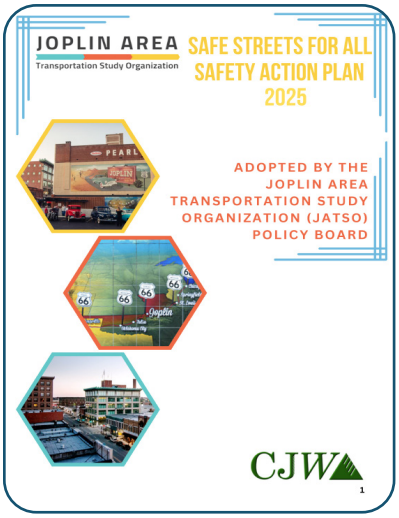
Relationship to this Plan: The Human Services Transportation Coordination Plan covers a portion of the JATSO Region and identifies gaps in transportation options for transit dependent populations within the area. The study highlighted that there is a portion of the population that is elderly, disabled, and/or low income and that portion (especially elderly) is expected to increase in the future. Identified within the JATSO Region, individuals indicated that trips to Galena (KS), Carthage, Oronogo and Neosho from Joplin are unavailable. It also ranked the following strategic goals for the following 5 years:

- Enhancing Accessibility – Expand rural transit, improve ADA compliance, and offer fare subsidies.
- Strengthening Regional Collaboration – Create centralized scheduling, formalize partnerships, and coordinate funding.
- Leveraging Technology – Introduce real-time tracking, mobile apps, and cloud-based scheduling.
- Improving Infrastructure – Add shelters, lighting, and seating; upgrade roads and sidewalks.
- Community Engagement – Host forums, advisory boards, and rider education programs.

Additionally, the larger HSTCC region has a 3 phased implementation plan to effectively address the transportation needs of vulnerable populations across the region. This timeline is designed to guide the rollout of strategic initiatives and reflects the commitment to expanding access, improving service quality, and fostering regional collaboration to create a more inclusive transportation system.

- Phase 1 (2025–2026): Pilot rural on-demand transit, ADA audits.
- Phase 2 (2026–2027): Expand coverage, launch centralized scheduling.
- Phase 3 (2028–2029): Evaluate progress, finalize infrastructure upgrades.

The plan identifies several projects in the JATSO region. In Jasper County, key transportation initiatives include expanding service hours and infrastructure for the Sunshine Lamp Trolley in Joplin, enhancing MAPS Transit with additional vehicles and broader coverage, and upgrading Carthage's municipal taxi system with new vans and dispatch support. Newton County's notable projects center around the Community Action Ride System (CARS), which provides free, volunteer-based transit linking Neosho to Joplin, and the expansion of OATS Transit services with ADA-compliant vehicles. Both counties face challenges such as high rates of disability, limited vehicle access, and rural geography, prompting plans for on-demand transit pilots, express routes to Springfield, and technology upgrades like mobile scheduling apps and real-time tracking.



JATSO Safe Streets for All Safety Action Plan

Purpose: The Safe Streets for All Safety Action Plan (SS4A-SAP) identifies, evaluates, and plans safety improvements on public roads within the JATSO Region.

Relationship to this Plan: The SS4A-SAP ranks projects within the JATSO Region on their ability to increase safety and accessibility while furthering the goals of the transportation network as a whole. Criteria reviewed included injuries/fatalities and location. For each of the twenty prioritized projects, safety enhancements were suggested such as traffic calming measurements, pedestrian signal installations, and infrastructure upgrades. The top ten projects listed were:

- Maintain 7th Street (Schifferdecker to Range Line)
- MO 66 E (7th Street)
- LP 49 S (Range Line)
- MO 43 S (Main Street)
- RT FF (32nd Street)
- Wall Avenue - Downtown Loop (Between 2nd Street and 15th Street)
- 15th Steet - Downtown Loop (Between Wall Avenue and Connecticut)
- W 20th Street
- MO 171 S
- Broadway/2nd Street - Downtown Loop (Between St Louis Ave and Wall Avenue)

Missouri State Freight and Rail Plan (2022)



Purpose: The Missouri State Freight and Rail Plan recommends strategies and policy updates to encourage the preservation and enhancement of freight trucking and passenger and freight rail facilities and services in the state. The 2026 update to the Freight Plan is concurrent to this Plan and currently unavailable at the time of this Plan. Information below is regarding the 2022 Update.

Relationship to this Plan: The State Rail Plan details recommendations to enhance and grow existing freight and passenger networks. Freight demands are expected to grow according to modeling data. The plan's goal is to maintain and grow current networks through a "multimodal approach to mobility, reliability, efficiency and safety," through 4 strategies: operations and technology; programs; policy, outreach and coordination; and projects. The plan highlights wanting to support Missouri manufactures through improved facilities and connections to the larger network. Implementing intelligent and efficient corridors through emerging and existing technologies is a goal that will increase efficiency of operators.

No passenger rail networks are near the study area, but the plan does call for additional funding and planning for freight corridors, recognizing the economic importance of the transportation mode.

Webb City, Missouri Long-Range Sidewalk and Trail Master Plan and Sidewalks Improvements Master Plan (2017)

Purpose: The Master Plan identifies future corridors in Webb City for sidewalk improvements and trail connections.

Relationship to this Plan: The plan includes several future trails and sidewalk improvements that extend and eventually connect the Frisco Greenway Trail with a trail loop around Webb City. The Frisco Greenway Trail extends south from Webb City to the north side of Joplin, offering a completely separated bicycle and pedestrian trail of about 8.5 miles.

Appendix C

Outreach & Public Engagement

Effective and meaningful community engagement is the cornerstone of a successful planning initiative. It requires an ongoing dialogue between those with technical expertise and those who possess lived, local experience. Ultimately, a strong plan emerges not just for the community, but with it.

This Plan was developed with the JATSO board and members of the public. After a series of community meetings, online surveys, and open houses, community members and JATSO staff members guided the thoughts, ideas, and comments that became the recommendations of this document.

This section summarizes the engagement process and its outcomes. A full record of all comments received is available at the end of this appendix.

Marketing and Outreach

The update to the MTP used a blend of in-person and online engagement to ensure all communities and residents felt there were ample ways to engage with the plan. Methods used to inform people of the MTP update process and the various ways in which they could get involved included traditional and digital media. Press releases were distributed in Joplin, Webb City, and Carl Junction to reach different pockets of the region, which were picked up by local news, radio, and other community outlets.

JATSO Webpage and Social Media

Multiple platforms were utilized to keep the community informed and engaged throughout the planning process. Project updates, event announcements, and materials were shared on both JATSO's website and Facebook page, including City of Joplin social media outlets. These online channels provided the public with easy access to the latest information about the MTP.

2 JATSO
Board of Directors meetings

6 Community
and stakeholder meetings

4 Public
open houses



228
comments on posters

20 Stakeholder
meeting participants

Public Open Houses

As part of the community engagement process for the MTP, two rounds of Public Open Houses were held to gather input from residents, stakeholders, and local organizations. These events provided an opportunity for community members to learn about the planning process, ask questions, and share their perspectives on transportation priorities and challenges. The open houses were designed to foster transparent dialogue and ensure that the MTP reflects a broad range of voices and experiences from across the region. Round one focused on existing conditions, constraints, and opportunities while round two presented the draft MTP with recommendations for the future of all transportation modes.

Public Open Houses - Round 1 (June 2025)

This first round focused on existing conditions, constraints, and opportunities for transportation in the JATSO region, and invited the community to share values and priorities to help shape the future of regional transportation planning. Attendees explored a variety of posters and interactive stations designed to gather input. The displays explained what an MTP update involves and the different modes of transportation it considers, including driving, biking, walking, and public transit. The materials also outlined the geographic area covered by the Plan. Participants engaged with maps and prompts addressing key topics such as community demographics, current transportation challenges, travel behaviors, safety and connectivity issues, and locations of concern or interest.

WHAT WE HEARD

Community feedback from the public open houses highlighted both strengths and areas for improvement in the region's transportation system. Residents and community members appreciated the quantity of roads, traffic lanes, and the pace of infrastructure updates, along with features like existing large sidewalks, walking trails, and public transit options. There was a strong sense of community awareness about the need for change and support for multimodal transportation, including biking and walking paths. Improvements on Zora and current bus routes were also noted as positive changes.

Concerns were raised about road maintenance, sidewalk connectivity, traffic flow, and the lack of dedicated paths for pedestrians and cyclists. Specific problem areas included at-grade railroad crossings, congested intersections, and limited transit access for seniors and rural residents. Community members emphasized the need for a more inclusive, efficient, and safe transportation system, with priorities focused on safety, connectivity, maintenance, and supporting growth. Suggestions included expanding bike and pedestrian infrastructure, beautifying public spaces, improving transit reliability, and exploring regional solutions like a western corridor or beltway.



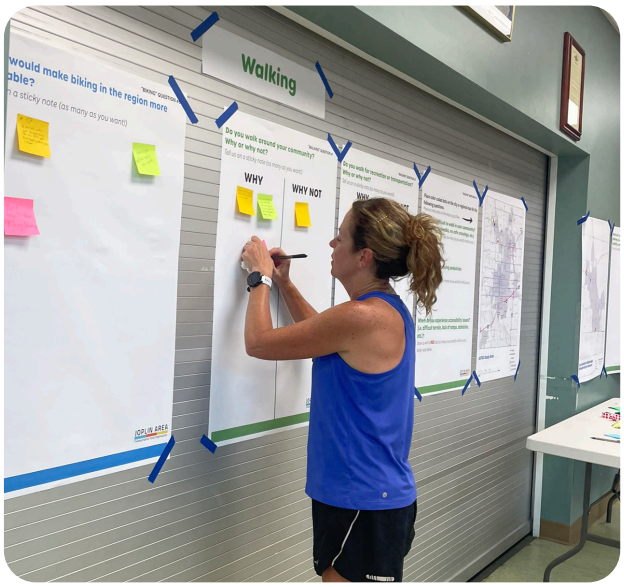
Public Open Houses - Round 2 (September 2025)

This first round presented the draft MTP recommendations including ideas for the future of transportation in the JATSO region. The second round of public input included the Public Open House and Virtual Open House, which asked the community to review the drat Plan's recommendations. The Virtual Open House was available from September 3-19, with digital versions of the Public Open House materials available on a Konveio website for comment. Attendees to the in-person open house viewed posters with content from the draft Plan and left comments.

WHAT WE HEARD

Community feedback from the in-person and virtual public open houses included comments on the benefit of existing infrastructure and services such as trails, sidewalks, and public transit and the desire to expand them. Suggestions made included regional printed bike maps, beautification projects, and trail connections to destinations like the Mohuska Trail, library, Landreth Park, and mountain bike park. Comments regarding streets and freight impacts included desire for changes to the truck routes, an east/west corridor on Schifferdecker, improving connections near the Industrial Park and Webb City, and improving safety at the Hwy 59 and Carthage exit.

A list of comments from the Public Open Houses is available at the end of this appendix.









City Meetings

During the two rounds of Public Open Houses, city staff were invited to visit and participate in the engagement process prior to the public offering a chance to share feedback and ask questions of the project team. The City of Joplin, City of Webb City, and City of Carl Junction participated in this effort.

Agency Meetings

Two meetings with the Missouri Department of Transportation (MODOT) and two with the Federal Highway Administration (FHWA) were held to discuss progress, deliverables, and feedback. These meetings were held in coordination with the two rounds of public engagement in June and September 2025.

JATSO Board Workshops

The JATSO Board served as the advisory group for the MTP update with two workshops during the Plan's development. The first JATSO Board meeting was on Wednesday, June 18, 2025 held to understand transportation values and priorities for the region, review existing conditions, and review drafted vision and goals.

WHAT WE HEARD

The meeting highlighted several strengths in the region's transportation system, including smooth roads, efficient travel times, and active use of the Complete Streets Manual. Participants appreciated recent street improvement projects, the availability of roads and stoplights, and the operational trolley service. Concerns were raised about limited sidewalks and bike lanes, minimal public transit options, and infrastructure gaps such as missing sidewalks and problematic roundabouts.

Success for the MTP update was defined by strong municipal and public buy-in, actionable recommendations, and inclusive community engagement. Key regional needs include improved public transit, sidewalk connectivity, and safer crossings, while desires ranged from expanded trails to visionary ideas like a monorail. Persistent barriers such as funding limitations, political challenges, and railroad coordination were noted, along with frustrations over red tape, staffing, and prioritization issues.

The second JATSO Board meeting was held on Thursday, September 4, 2025 to review the draft Plan recommendations and maps.

WHAT WE HEARD

The meeting focused deeply on maps included in the draft Plan, with comments and edits to each network's existing, future planned, and desired infrastructure. Discussions included prioritizing regional highway connections for west corridor and upgrading 249 to Interstate 249,, transit relationships with the industrial park to support employee commuting, inter-city trail and sidewalk connectivity, and truck and freight efficiency improvements. The group also reviewed Joplin Regional Airport service and infrastructure updates, including a current leakage study.

Community Stakeholder Meetings

Representing the public and interests of the greater community, meetings were held with six community stakeholder groups to learn about priorities and values. These meetings provided valuable insight into needs, concerns, and opportunities from a variety of perspectives including community members, local leaders, and transportation-related industries.

WHAT WE HEARD

The stakeholder meetings reflected a wide range of transportation-related feedback. Participants highlighted several aspects of the current system that are working well, such as the resumption of trolley services and growing partnerships for trail development. The Frisco and Ruby Jack trails, in particular, were praised for their popularity and planned connectivity. Public transit services like MAPS and OATS were also noted as valuable, though limited in scope and reach.

Key priorities include expanding protected bike lanes, improving sidewalk and trail connectivity, enhancing transit access, and better coordination between agencies. There's also strong support for public education on active transportation and more inclusive planning for non-drivers.

A full list of attendees and conversation summaries are available at the end of this appendix.

Community Stakeholder Meeting Groups

The Joplin Housing Authority

Freight/Rail Focus Group

Bike Walk Joplin

Joplin Trails Coalition

Joplin School District

Harry S. Truman Coordinating Council

Online Public Survey

As part of the development of the MTP, a community survey was conducted to better understand the transportation needs, priorities, and concerns of residents across the region. The survey was open from June 1, 2025 to June 30, 2025, spanning the dates of the Public Open Houses and offering opportunities for cross promotion. The gathered input played a critical role in shaping a long-term vision that reflects the values and goals of the community. The 228 responses helped ensure that future investments and strategies align with local priorities and support a more connected, efficient, and equitable transportation system.

WHAT WE HEARD

Responses to the public survey showed a strong desire for a more accessible, connected, and inclusive transportation system in the Joplin region. Many emphasized the need for expanded public transit options, particularly for those working non-traditional hours or living in rural communities. Affordability, reliability, and accessibility for youth, seniors, and people with disabilities were considered top priorities for improving the public transit system.

Bike and pedestrian infrastructure feedback expressed concerns about disconnected trails, unsafe bike lanes, and missing or damaged sidewalks, especially near schools, amenities, and in older neighborhoods. Road conditions, traffic flow, and safety were highlighted, including potholes, poor signal timing, and law enforcement. Participants called for more inclusive planning that considers members of the community who don't drive, better lighting, cleaner public spaces, and long-term infrastructure investments. Many expressed appreciation for ongoing efforts like the Complete Streets Guide and active transportation planning while encouraging the city to model successful systems from other similar regions.

Details of the public survey and responses are available at the end of this appendix.

Engagement Comments

The following pages provide public comments as they were received throughout the planning process and include the Online Public Survey, written comments, and Public Open Houses. Community and Stakeholder Meetings and the JATSO Board Workshops are summarized with a list of attendees.

Public Open Houses - Round 1

What's working well?

- There are plenty of roads and traffic lanes on major streets
- Traffic lanes
- Communication between planning partners
- Awareness to the need for change at a pace the public can get behind
- Large sidewalks
- Walking trails
- Public transit
- Bike paths
- Trails and sidewalks

What's not working well?

- Need roundabout at Briarbrook and Fir Rd
- Building the system too large for the number of vehicles using the system
- Need another entrance/exit for high school. Possible access through residential neighborhood to the west.
- Single lane on Fir Road
- Single lane on Walnut Street in front of high school
- Having enough maintenance budget for low volume routes
- Big trucks on S Hall St
- Some streets need work, railroad crossing are rough
- Need more sidewalks
- Sidewalks that just end or only extend part of the way to and from somewhere

What do you want most our of our transportation system?

- Round-about on Fir Road or double lane
- Round-about on Walnut Street in front of high school
- We need transportation for people that don't have transportation
- Efficient system designed for cars, trucks, bikes, and pedestrians
- Everyone gets home safe!
- More EV chargers
- S Hall at least 3 lanes w/ center turn
- Reduce truck parking on roads- enterprise. Why are they there?
- More bike lanes and trails and sidewalk
- Facilitate growth
- Easy ways to get around
- Safe bike trails, more walking trails, more sidewalks (complete)

Do you drive around your community? Why or why not?

- Yes but I would really like to ride a bike instead of drive my car
- We go to community center, senior center, gas, Lily Pad, dollar store, etc walking
- Work and resident of Carl Junction
- Yes- always in a hurry
- Yes, not enough dedicated ped pathways to allow walking to destinations desired
- Sure do
- To and from work, church, grocery
- Explore- just enjoy driving around
- Yes to see our city's progress

What would make driving in the region more enjoyable?

- Road maintenance
- Improving traffic flow in a heavily used roads such as Fir and Walnut
- Better speed limit enforcement and less angry drivers
- More well maintained alternate routes during peak hours less congestion
- More beautification features and community groups to help with litter
- Less at-grade RR crossings
- Roundabout @ E 15th and Murray
- Less at grade RR crossings OR Barriers to stop traffic for at-grade RR crossings
- We're working on it! Improving Zora is needed. It will be a good rd from Main to 249- future
- Slower traffic, less congestion
- Making traffic lights more synced, Connecticut/St Louis
- Well done murals, plants/flower/parks, places to rest/ seeing people enjoy beauty/municipal landscape

Do you bike around your community? Why or why not?

WHY:

- Efficient way to get around, health benefits
- Yes! More fin, healthier, less stress
- Recreational- health

WHY NOT:

- Not a cyclist
- Not enough dedicated bicycle trails
- I don't feel safe riding my bike. Bike lakes are small and traffic doesn't watch for bikes/peds
- Where I live, age, and eye sight- not possible
- I do not b/c I feel there is a safety issue/ Too many vehicles drive unaware!

Do you bike for recreation or transportation? Why or why not?

WHY:

- I drive to NW Arkansas to bike for recreation
- Enjoy cycling
- Yes, it's fun to do with my kids
- Yes 80/20 recreation
- Recreation- being out in our community allows us to enjoy where we live- allows us to be a part of our city.

WHY NOT:

- Recreation related --> not enough trails w/ jumps
- No bike lanes, high speeds on streets, very limited off street bike paths
- Bikes do not belong on every road

What are your biggest safety concerns while biking?

- Mixing cars and bikes
- Risking getting hit by cars while sharing the road. Risking hitting pedestrians while using sidewalks.
- The industrial mixed with residential- near trailer park.
- Drives that show no tolerance
- Speeding/distracted drivers
- Drivers not paying attention, crossing intersections- they're marked well but drivers are unaware, I think we don't have enough foot traffic/bike traffic so we aren't trained to watch, more paths that ride off the roads will promote more users.

What would make biking in the region more enjoyable?

- The bike trails could be paved. The rocky trails are fine as is. But it would be more enjoyable paved like others in the area
- Paths that go to cool locations and connect retail and offer popular destinations
- Dedicated ped/bike only, ADA routes
- Trails for walking, running, add drinking water available
- More trails for biking/running
- Kayak canoe areas
- Bike lanes that don't end, e.g. Connecticut Avenue and Broadway
- Protected bike lanes, connect to places people need to go
- Connect Joplin to WC and, North flatter.
- Safer routes, beautification along the trails, destinations along trails, trails from somewhere that take you safely across

Do you walk around your community? Why or why not?

WHY:

- Where I live it feels pretty safe and there are trails that can take you on shortcuts.
- I live in the Red Oak area. Some of the roads are rough but the trees make the roads heavily shaded to enjoy a walk.
- Yes, I walk trails for recreation
- I really enjoy the CJ trails and walking on neighborhood streets
- Yes, but I love to bike also, but do not feel safe on roads, need more trails
- My residential area provides a good environment
- Exercise
- Yes- I love to be out in our city environment getting exercise or walking to see the cityscape.

WHY NOT:

- Mosquitos!!!!
- Would love to but there's no way- I did it once and scared to death
- I have to go to the mall for my walking
- No, biking is faster

Do you walk for recreation or transportation? Why or why not?

WHY:

- Recreation and for the dog- seconded
- Recreation
- I mostly walk for recreation because I get a good amount of exercise and there's a park nearby.
- Recreation-exercise
- Health benefits
- Exercise
- Recreation- I fell building a healthier city will bring in more visitors and allow our city to grow with residents living here.

WHY NOT:

- Most of the time I drive my car.

What are your biggest safety concerns while walking?

- Visibility and lack of sidewalks
- Lack of awareness from young drivers
- I watch people walk to the industrial park- assume they work there. Very unsafe.
- Difficult crossing busy streets
- Vehicles not watching for non-vehicles, some trails seem sketchy and have areas where I feel unsafe, crosswalks and corners for traffic and pedestrians.

What would make walking in the region more enjoyable?

- No mosquitoes!
- I second this :)
- More separate trail/sidewalks away from traffic
- Sidewalks that feel safe and seeing more people on the trails
- More crosswalks
- More protected trails
- More landscapes, more beautification, more complete and safe trails and sidewalks, maybe shared so walkers/bikers can enjoy sites equally.

Do you use available public transit services? Why or why not?

WHY:

- I used to use the trolley- it was fun to ride and see the sites on the way to Walmart/hospital/pool

WHY NOT:

- No public services available. Would like to see something like MAPS. Seniors would benefit and need public transit options the most.
- We have no public transportation But there is a big need
- No. CJ stopped MAPS service.
- No need
- No longer b/c the travel time is not convenient and I feel the drivers need to be more rider-aware, there are a lot of inconsiderate riders as well.

What improvements would encourage you to use transit more?

- Anything would be an improvement
- Reliable schedule w/ frequent/ daily service
- Return of service
- Shorter travel distances between stops, cleaner busses

What are your biggest safety concerns while using transit?

- Hit by bad drivers and robbed
- Mostly riders need to follow passenger protocol and drivers need to be able to pay attention to riders on the bus, don't leave riders on the bus while it's running while you run inside to take a brief break. I feel this is unsafe!

What would make transit in the region more enjoyable?

- Inner city busses that go out into the communities surrounding CJ
- Trunk line w/ multiple connector to areas of interest
- A safer feel/environment on the busses, shorter travel times, more connection points

How should the regional transportation projects be prioritized?

- The number of people who would use them
- Community developed needs liksts. Fund the highest priority projects first.
- Improving safety on crowded roads would by my top priority. It would help overall flow of traffic which would help public transportation options and possibly improve local small businesses in the area.
- 1. Funding
- 2. Need as determined by public feedback
- Safety first. Maintain current assets. Then from citizen feedback.
- I feel these projects need a high priority- Joplin could be the destination city- we go to Fayetteville/Rogers b/c they have outdoor activities that are safe, fun, beautiful.

What are your two biggest priorities to improve the transportation system?

- Improve traffic flow on Walnut St and Fir Road
- Getting support for additional funding
- Safety
- Reduce congestion
- S Hall and the increasing truck traffic
- Mornings on S Range Line by coffee shops- backup onto road- don't want on S Madison.
- No diagonals- cross town driving is a maze- S Hall to 32n'd and Jackson
- Complete I-49 and 249 by pass- not the I44 Carthage exchange
- Expand St Louis to 4-5 lanes all the way to airport
- Flyover at Carthage I49 MO71 interchange
- Turn MO249 into I249
- West bypass loop
- Our airport needs more/larger destinations available- instead of traveling to Kansas City, we could keep stayover traffic local. It would bring in more visitors, less train crossings- these are simply a hassle.

What are your hopes for the region's future transportation system?

- Assistance for the elderly and low income
- Carl Junction needs public transportations options. We don't have something like MAPS but would highly benefit having that options for those that can't drive or don't own vehicle. Having this could boost small businesses in our area too.
- 6-lane I-44
- Dedicated bicycle path from NWA to Joplin
- The west bypass (a dream from over the years)
- Give us a loop! Would a beltway be nice- why hasn't commercial development happened yet?
- To support the metro growth
- Most definitely to allow room for our city to become a destination- the more features- done well- the more people will want to be here

Transportation Priorities

Safety- 16

Accessibility- 5

Multimodal- 5

Connectivity- 13

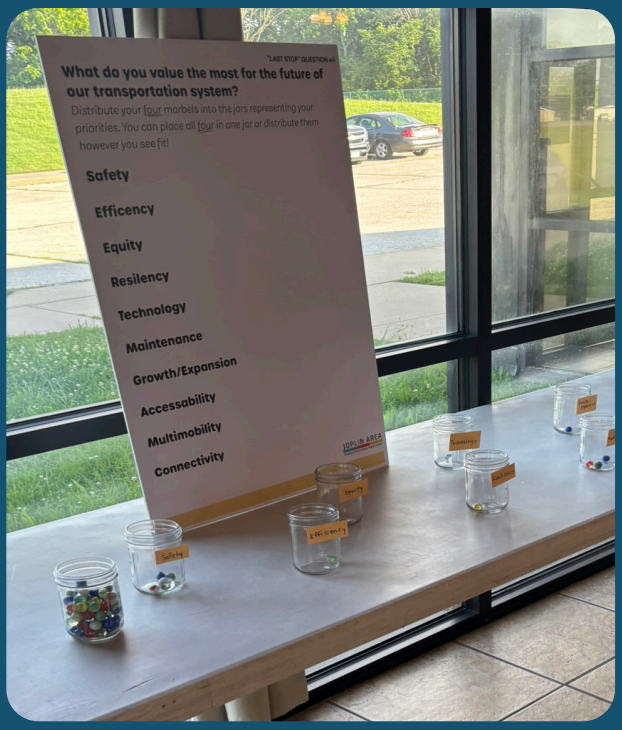
Growth/expansion- 10

Maintenance- 13

Technology- 5

Efficiency- 7

Resiliency- 1



The Roadway Network

- Not sure why you are not considering using Schifferdecker Ave as the west corridor as it is already five lanes most of the way. This would save millions of dollars.
- Is there a typo under "Funded and Illustrative Needs" in the line "Capacity improvements from loop 49 (ridge line) to I-49 south"? Shouldn't it read (range line)?
- The exit and entrance ramp onto highway 59 at the Carthage exit needds to be a priority. It is dangerous.
- What kind of beautification projects have you come up with?

The Bicycle and Pedestrian Network

- There are already sidewalks along Connecticut to 44th Street. Are you proposing to extend the sidewalks into Leawood?
- You should build a trail to connedt landreth park trail with the Frisco at North Street,
- You should figure out how to connect the Mohuska trail to the pedestrian sidewalk by the library. people would be able to ride their bikes all the way from shoal creek to Center Creek.
- There needs to be a connector trail from the W. Zora Bike lane to the new parking lot of the mountain bike park. Zora west of Main is very narrow with no shoulder and heavy traffic. It will be a hazard and very dangerous for individuals and children trying to get to the new park from the neighborhoods to the east
- Printable bike maps

The Transit Network

- Transit system is very good as is.

The Freight and Trucking Network

- I think improving an east west corridor would be beneficial. especially the industrial park between Webb City and Joplin.
- The Truck route needs to be changed from Tamko Products on St. Louis to go North to Zora and then east to 249 instead of going South on St. Louis adding to the already congested traffic along that corridor.

Harry S. Truman Coordinating Council

Friday, June 20, 2025

10 a.m.-11 a.m. / Virtual Teams Meeting

ATTENDEES

Robert Lolley, City of Joplin/ JATSO
Rene Frasier, OATS Transit
Will Cline, HST
Lonnie Jordant, Seneca Road District Manager
Vivian Fung, Olsson
Hannah Sievers, Olsson

Bike Walk Joplin

Thursday, May 29, 2025

1 p.m.-2 p.m. / Virtual Teams Meeting

ATTENDEES

Robert Lolley, City of Joplin/JATSO
Troy Bolander, City of Joplin
Shawn Hull, Current president, Bike Walk Joplin
Anthony Monteleone, Bike Walk Joplin
Amanda Calderón-Kidston, Bike Walk Joplin
Christina Williams, Bike Walk Joplin
Denny Blind, Olsson
Lauren Hildreth, Olsson

Joplin Trails Coalition

Wednesday, May 28, 2025

3 p.m.-4 p.m. / Virtual Teams Meeting

ATTENDEES

Robert Lolley, City of Joplin/JATSO
Troy Bolander, City of Joplin
Michael Atkinson, President of Joplin Trails Coalition
Paul Teverow Joplin Trails Coalition
Bob Herbst Joplin Trails Coalition
Lauren Hildreth, Olsson
Denny Blind, Olsson
Gabby Hogan, Olsson

Freight & Rail Focus Group

Wednesday, May 28, 2025

1 p.m.-2 p.m. / Virtual Teams Meeting

ATTENDEES

Robert Lolley, City of Joplin/JATSO
Anita Horton, Genesee & Wyoming Inc.
Greg Breaston, Genesee & Wyoming Inc.
JD McArthur, Standard Transportation Services, Inc.
John Claybrook, Standard Transportation Services, Inc.
Clayton Cristy, Olsson
Vivian Fung, Olsson
Lauren Hildreth, Olsson

Joplin Housing Authority

Wednesday, June 28, 2025

9 a.m.-10 a.m. / Joplin Housing Authority

ATTENDEES

Robert Lolley, City of Joplin/JATSO
Matt Moran, Joplin Housing Authority Director
Airon Wood, Joplin Housing Authority
Debbie Watts, Resident
Dixie Barila, Resident
Cindy Andrews, Resident
Linda Lorenz, Resident
Andre Cavaness, Resident
Hannah Sievers, Olsson
Lauren Hildreth, Olsson
Vivian Fung, Olsson

Online Public Survey

1. How well do existing roadways in the Joplin Region meet your needs?



2. How well do existing bike lanes and bike paths in the Joplin Region meet your needs?



3. How well does existing transit in the Joplin Region meet your needs?



4. How well do existing sidewalks and walking trails in the Joplin Region meet your needs?



5. How often do you currently travel by the following transportation modes?

PERSONAL VEHICLE (CAR, TRUCK, MOTORCYCLE) **85.4%**

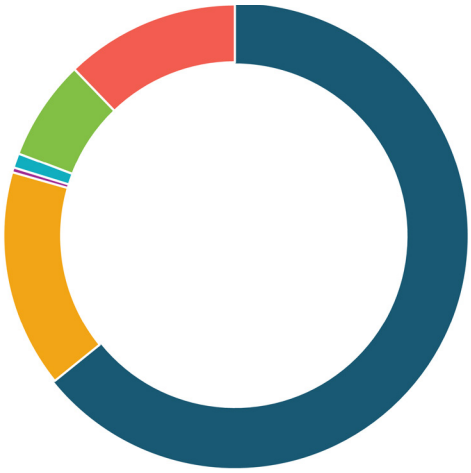
WORK VEHICLE (CAR, TRUCK, MOTORCYCLE) **20.28%**

K OR PERSONAL MOBILITY DEVICE (SUCH A WHEELCHAIR) **16.22%**

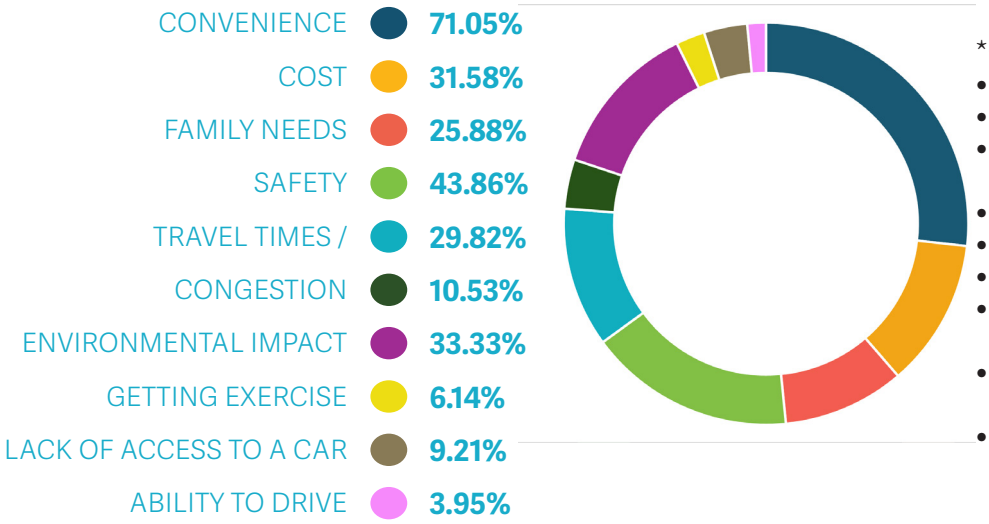
BICYCLE / E-BIKE / SCOOTER **9.33%**

TRANSIT (BUS, TROLLEY, SCHOOL BUS) **1.37%**

RIDESHARE (TAXI, UBER, LYFT, ETC.) **0.45%**



6. Which factors most influence your decisions about how to travel? (Select up to three)



*Other items that were specified:

- Friends without transportation
- Enjoy riding bicycles
- not able to drive/medical ride shares don't show up
- Lack of public transit options
- Unsafe roads for biking or walking
- Distance
- No other reasonable option besides using a car
- you misspelled exercise in the above list
- Homelessness & Safety

7. How important is it for you to have a variety of transportation mode choices? (driving, walking, biking, bus, etc.)



48%

Extremely important

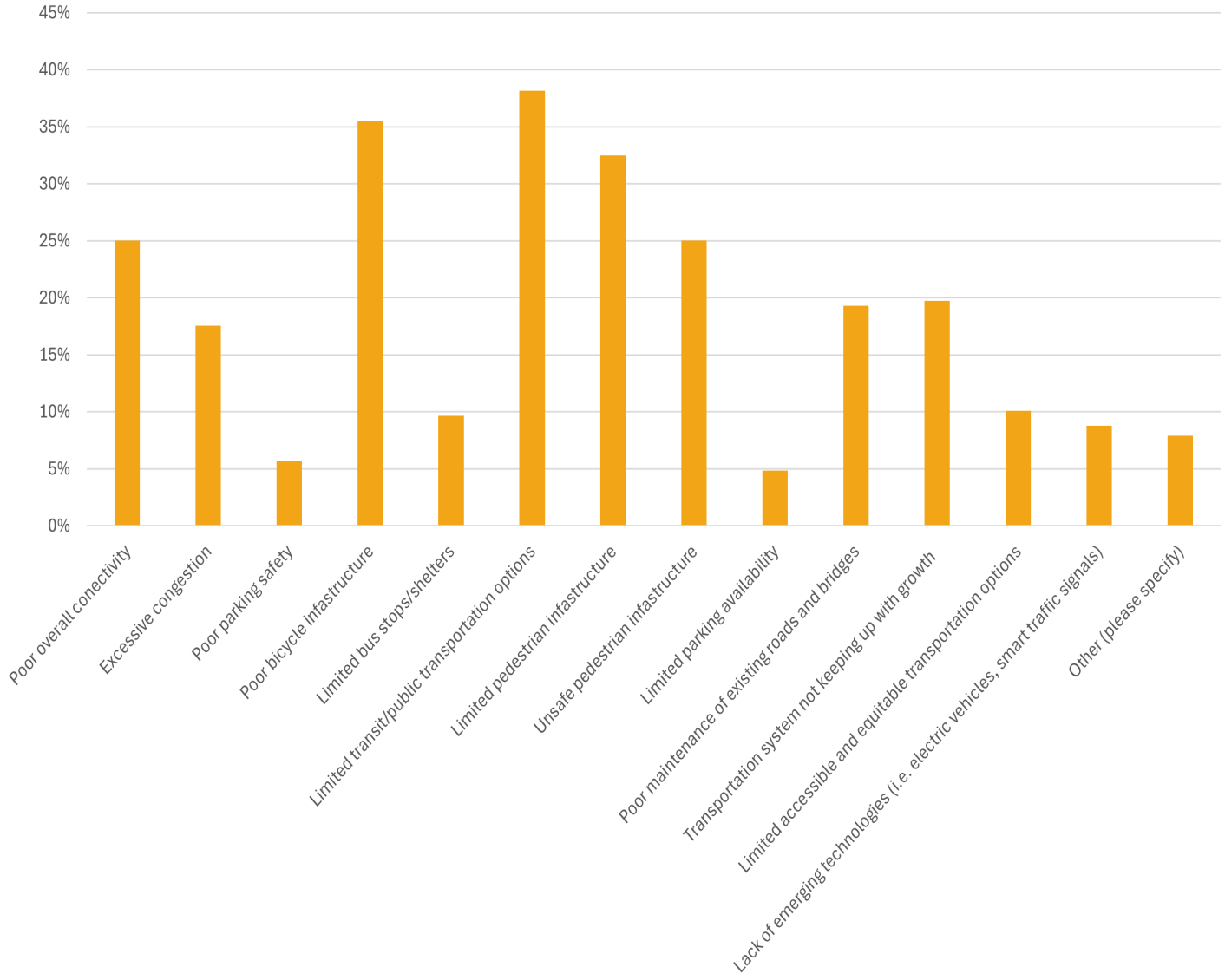
8. How would you rate the overall current state of transportation infrastructure in the Joplin Region?



41%

41% rated 3/5

9. Which challenges characterize the Joplin Region's transportation system overall? (Select all that apply)



*Others specified:

- 249 should be Interstate 49 and get 49 traffic off Interstate 44
- I want to check ALL of the above but am only allowed to select 3!
- Attitude of vehicle drivers about bikes, scooters, walkers
- Keep bike lanes clean
- Dangerous Homeless People & Transit Stops being use as sleeping areas
- Sidewalk repair
- Poor maintenance of residential sidewalks
- No med transport to Carl Junction
- Traffic enforcement
- There is no longer substantial employment and business in Cartersville to support a pedestrian community i.e. a store to enter during a thunderstorm for shelter.
- Parking downtown
- Very few sidewalks and dangerous intersections
- Regular public transportation between Joplin and nearby towns
- People drive really slow, and then we keep lowering speed limits. I really don't understand this.
- Overbuilt roads contribute to speeding and unsafe conditions for people on bikes, walking, etc.
- No connectivity to other metro areas other than by private car

10. What specific corridors or intersections in the JATSO Region are especially problematic? Please indicate why.

- Visability near car lots at 9th & Illinois.
- There are not enough sidewalks and bike lanes, especially in the middle of Joplin.
- I-44 through Joplin and further to Mt. Vernon is very congested with semi trucks. Causes many wrecks. Speed limit should be reduced through Joplin and past I-49.
- more bike lanes, safer bike lanes not just a painted gutter. Look to the Netherlands for proper infrastructure.
- Broadway St in Webb City between Ash and Rose floods during heavy rains which is destroying my front and back yard. I need to re-grade my yard due to the damage, but can't do that until the flooding is addressed. The street sewer drains cannot keep up with heavy rains because we are getting all the rain water from east part of Broadway running into the drain in front of my home.
- 20th & Rex. No pedestrian crossing. Sidewalks on the North side of 20th and Rex along 20th. Don't exist at all. Highly congested area with lots of businesses with no ability to walk to them.
- I like the idea of the bicycle Lane on Main Street but the drivers are not aware and they attempt to share the lane with cyclists. There's not enough signage to make it safe to use. I always take backstreets even though I have a bike lane just because it isn't safe. The bike Lanes need to have better signage for motorists. Also maybe information about fines and some law enforcement activity around ensuring cyclists and pedestrian safety. Law enforcement has been stopping people for walking on the wrong side of the road, but they aren't start being motorists for being jerks toward pedestrians. I see some improvements in our infrastructure but it doesn't seem to be happening quickly enough and with all of the construction around town with fiber and all of that it has caused it to be way worse.
- There's no pedestrian path on South Main Street from 32nd to Mercy hospital. It's really dangerous, especially under the i-44 overpass area
- (Listed in no particular order)
- -Downtown Joplin Area (+ Wall, Joplin Ave)
- 4th St
- 7th St
- 15th St
- -20th St
- 26th St
- Maiden Ln
- Murphy Blvd
- Frisco Trail & Zora, St. Louis, Range Line, Mt. Hope, Fountain
- State Hwy 59 & FF Hwy
- I view the new roundabout intersection on Zora & Duquesne Rd as a hazard due to the inability to see other traffic to the other side. The design of this will inevitably cause a vehicle to go airborne causing a greater danger to other motorists.
- E. Broadway St. and S. Florida Ave - bad visibility when turning from Broadway onto Florida
- W. Belle Center Rd and N Schifferdecker Ave - confusing traffic pattern and fast approaching vehicles. This would be a great spot for a circle.
- Newman Road between Duquesne and Range Line- there need to be sidewalks along this stretch of Newman Road. MSSU students and others are constantly walking in traffic in unsafe ways. An elevated pedestrian bridge over Newman near the Lion Stop would be hugely beneficial.
- Madison and 171 in Webb City is a busy intersection. I've seen traffic backed up to the east past Oronogo St, blocking that intersection. Range Line Road from Newman to I-44 is very congested on weekends and it's near impossible to make a left turn.
- 7th street overpass, north Joplin residential neighborhood
- 26th street lack of sidewalks
- 20th street lack of sidewalks
- Bike lanes every where
- 2nd street bike lanes connecting
- Railroad crossings with difficult terrain
- Crosswalk lights
- Zora and Hall St & Stones Corner on N Main St... Low visibility at round-a-bouts, due to large concrete hump in the middle, cause drivers to panic & sudden acceleration and braking, causing accidents and frustration for all drivers.

- There are a handful of bike lanes, but they don't connect to each other or they are poorly maintained. All major roads (Range Line, main, 20th, 32nd, Maiden lane, Duquesne, etc) ought to have safe bike lanes and sidewalks. The city is rampant with pedestrians walking in streets in places without sidewalks or bike lanes. If Joplin wants to invite minds and money into this town, then they need to make it a place that is welcoming to those with interest in non-automotive transportation. Furthermore, it should serve the very people who live here by creating a space where people can enjoy and thrive by walking biking and running in safety. This area is beautiful, but it is hard to enjoy when getting outside means you might get hit by a car or have something thrown at you by a passing car. If we could have committed bike lanes then people wouldn't have to travel in fear and we could have a happier healthier community.
- Blah
- Newman and Range Line is extremely dangerous for pedestrians and bikers.
- Newman between MSSU and the trail is very unsafe for pedestrians and bikers. It needs a bike lane AND sidewalk.
- Range Line by the mall desperately needs pedestrian crossing zones.
- Range Line past 32nd needs safe crossing options as well. There are lots of pedestrians near the hotels, and it would be nice to have walkable access to coffee shops and our wonderful restaurants for our hotel guests and our up-and-coming apartment area back behind Meynards.
- Murphy Blvd. west of main near Joplin Creek and RR tracks. Hard to see traffic. Fourth and Murphy Blvd. Used to be very dangerous. Have not been through since new interchange opened. RR tracks near 5th and Murphy Blvd. Traffic, poor condition of track crossing. Eastmorland Plaza to Ron Richard Park. Seventh Street crossing. Have improvements been made?
- All of Range Line, all of 7th, all of 4th, all of Florida, Range line/15th, 7th/main, Range Line/newman, 4th/st.louis, 4th/Range Line, 7th/florida, Florida/langston Hughes, Florida/newman.
- All of Range Line but especially 32nd-43rd street area because of left turns in or out of businesses, diverging diamond with people not knowing what lane to be in to go straight vs get on I-44 and where the correct place to stop at the lights within the diamond. Range Line 15th-I-44 because full stop traffic with people trying to change lanes is terrifying. Range Line 8th-15th because no crosswalks. St. Louis 7th-Broadway pedestrians in roadway due to no sidewalks. Every neighborhood should connect to downtown with crosswalks across roads that need painted lines. 20th & Geneva feels very survival of the fittest with a 2 lane crossing a busy 5 lane with no light. 4th/Geneva/3rd has too many streets and driveways all in a small area and it seems to confuse too many people.
- Range Line
- Murphy and Landreth-the entrance from Ozark Christian College has very limited visibility.
- On 7th street, several of the cross streets near main need to be smart so that the left turn lane lights only turn when there is actually people in the turn lane.
- 12th and Mississippi does not have any yield or stop signs, so it is unclear who has the right of way. People who aren't familiar with that intersection assume they have the right of way which has caused a lot of near-accidents.
- Need more dedicated bike paths on roads as well as bike path signage. Riding a bike on Joplin streets feels dangerous so I almost exclusively ride the Frisco trail in order to avoid Joplin roads.
- 20th and Range Line
- 32nd and Connecticut
- 15th and Main
- The crosswalk on 26th by Mercy Park
- I think a lot of the confusion or congestion I often see at these intersections is due to lack of education on how to navigate these areas depending on mode of transportation.
- 249/44
- Terrible roads in some areas. Lack of connectivity. Lack of transportation services for those who can not drive. Lack of safe sidewalks/bike paths.
- North - South to downtown area if walking or biking. No easy way to maneuver through traffic.
- Demott/171 and Fir Rd backs up considerably.
- Fir Rd and Lone Elm is bad as well
- S Madison Street and 171 is awful. 171 feels like there's always a red light, and Madison always feels backed way up.
- The exchange from i44 to Range Line is dangerous and confusing to people that aren't from the area, according to several of my wedding guests.
- 32nd St. almost anywhere on Range Line
- everything west of main between 7th and 32nd
- Range Line & 32nd
- Newman Road between Range Line and Duquesne has several large apartment complexes and of course MSSU, and people walk along Newman all the time, on the narrow shoulders. There needs to be sidewalks and perhaps barriers to protect from roadway traffic.
- Anything on Range Line.
- West Zora Ave needs to be widened to three lanes to N. Loane Elm Rd.

- 32nd and Range Line
- Almost ALL of 7th street needs an overhaul. The street is horrible to drive on and the sidewalks are rough.
- 1 block east of 20th & Rangleline: bad intersection all around, I-44 & Range Line: it's too congested, need more bike lanes & better crossing for bicycles at railroad crossing: 13th & Maiden Lane & on Ruby Jack Trail east of Carl Junction, MO at railroad tracks; needs safer crossing track on trail.
- Range Line, especially South of 32nd (congestion)
- 32nd (congestion)
- 20th (poor sightlines)
- Main (lack of speed enforcement)
- From a pedestrian's perspective, the whole region (no continuous sidewalk paths)
- Range Line is and always will be an issue until traffic can be redirected to other routes.....think Branson. They've got multiple "colored" routes that take you off the main strip to ease up congestion.
- Lots of bike lanes, but the don't connect well and just end in the worst spots
- Range Line
- The entirety of 7th street is terrible. Cut patches, uneven spots in the road, drainage drains on the right sides of the road tear both of my vehicles out of alignment.
- And why do we have a TIMED light on 7th and Pearl? Ridiculous.
- 7th street and Central City Road has a lot of accidents, it needs a light or roundabout. Range Line Road is terrible with congestion every time I drive on it which is several times a week.
- need transportation between Webb City & Joplin & Carl Junction reaching a wider group of people; need ways to get "free" or discounted transportation
- Range Line, Main st
- Range Line is a big one. Trying to get in and out of business is a pain in the ass. Also main street is a place I would like to visit more often and check out local business but the parking is limited/no idea where to park outside of that.
- We currently live in the Webb City/ Oronogo area and the roads going between these two towns need some attention drawn to them. The city of oronogo has recently had major growth and yet nothing has been done to the roads to make sure that they are safely able to keep up with the massive increase in traffic. The intersection at D Hwy and Ivy is especially dangerous with the added traffic due to lots of new construction and someone really needs to look into the safety/ congestion issues there.
- Slow work at I-44 and Main Street overpass area.
- Main and Murphy, every time I go through the intersection there are vehicles that speed up and run the light. A HUGE safety issue, and close to an elementary school. Not pedestrian friendly.
- Most questions don't apply to me but there wasn't a ""not applicable"" choice.
- The bridge on Newman West of Roper Honda is extremely rough.
- There are areas where there is no center line.
- Love the way 4th street was reconfigured between St. Louis and Murphy.
- St. Louis/Prairie Flower from 171 south.
- Murphy and Main intersection - lack of traffic light enforcement. Unsafe pedestrian crossing.
- 4th street no sidewalks from st. louis to Range Line
- 7th and Kentucky, pedestrian trying to cross street without crosswalk, also vehicles trying to turn left onto 7th from Kentucky. This is Water Gardens traffic.
- Side streets with parking on both sides of the street, makes it difficult to travel on.
- Pedestrians crossing major roadways without using crosswalks, like on Range Line.
- Trails and bike paths are still limited to access and awareness.
- 15th and Murphy near Campbell parkway. Unsafe intersection.
- "The turning lanes on 20th Street past Range Line (specifically where the turning lanes for Aldi, Walgreens, and Home Depot meet) are in need of attention. This section of the road is always busy and has many blind spots and I have witnessed many near accidents there. I try to avoid the intersection when I can, often driving the back way from the roundabout near 20th & Duquesne so that I don't have to turn left into Aldi's parking lot and cross two lanes of oncoming traffic. A light or a roundabout is needed there.
- Additionally, the section of road on 4th Street past Range Line where you turn into the Target/Kohl's/Michael's parking lot could use a four way stop or other interchange to avoid accidents.
- Also, please fix the Pennsylvania Street viaduct, even for pedestrian traffic. It may not be cost effective but it's inconvenient to have a cross street blocked off to all forms of traffic. It has been blocked off for years with no update to the public.
- Question 9 days Select All that Apply but more than three cannot be selected.
- High school!
- Range Line, but I understand the congestion

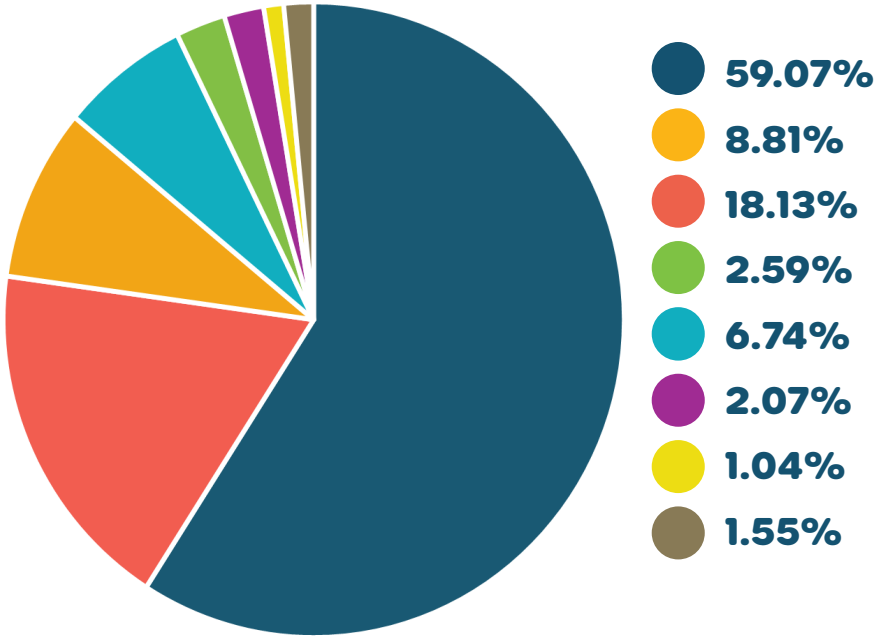
- Our family loves to have good Opportunities For Walking, whether on paths or from one business to another. We also love having bicycle trails, including Mountain biking.
- Especially being able to walk from one place to another instead of having to get into the car to drive short distances.
- Maiden lane and 7th
- Not enough public transportation
- Getting better but just need to sustain that we have a lot of people with canes walkers wcs etc that need help so keep up the good work
- All of Jackson street and no sidewalks, it's just to dangerous
- Lone Elm and Hickory Hill subdivision. Roads in subdivision are terrible. Tax dollars not working in there. Signs and patrol needs to happen. Lots of speeders in there.
- Hillcrest needs signs, roadwork and patrols!
- South Range Line - poor access for turns, etc. We need a place for a Hy-Vee also.
- 15th Rg ln
- All of Range Line Road - Congestion and poor pedestrian crossings
- 15th St and Murphy should have a traffic light. I take my life in my hands every time I have to drive across that intersection.
- Range Line in Joplin/Madison Ave. in Webb City - traffic volume
- Interstate 44 - traffic volume and speeds
- Zora in Joplin - narrow lanes, traffic
- Florida/15th Street intersection in Joplin - traffic, difficulty turning
- Range Line (particularly around 44-29th) for congestion, but surprisingly decent sidewalks. Nowhere is safe for bikes.
- Electric scooters on streets with heavy traffic
- Range Line congestion and traffic lights facing north & south seem to remain red longer than necessary.
- All along Range Line, the flow is so uneven that I try to avoid driving on it.
- It's dangerous to walk or bike here, so all of them unless someone is aware how much danger they are actually in.
- No pedestrian crossing at Range Line and Newman road. No shoulder on Florida between Newman and Broadway. This is problematic for safely connecting bike commuters from the bike lanes on Broadway to all the way tO MSSU. No bike lane on 32nd street forcing bike traffic to walk side walk or risk being hit. Bike lanes are not swept by street sweepers and often have hazardous debris as a result.
- Frisco crossing on fountain road. Road signs blocked by tree limbs. No one stops for people in crosswalk. No pedestrian crossings on Madison(Range Line) in Webb City at traffic lights. Very few sidewalks on Madison. No bicycle lanes on Range Line, north Main in Joplin/Airport Drive, or on McArthur/171 in Webb City or Carl Junction. In cities with more developed pedestrian access there would be wide paths running parallel to the main roads such as 171.
- Fir Rd at Briarbrook Dr
- The on, off ramp at hwy 59 and I44 are to short and need to be fixed. traffic sometimes has to almost stop on I 44 to exit onto 59 highway.
- Murphy and Range Line
- SHOPPING CORRIDOR NEEDS AN ISOLATED WALKING/BIKING PATH THAT DOES NOT MIX WITH TRAFFIC AT THE INTERSECTIONS
- The intersection of Rte. D and Ivy in Oronogo needs something done. The number of wrecks and close call is outrageous. A roundabout or something similar would most likely eliminate the issue as it is hard to see when traffic is coming
- If employers don't operate along a corridor, as many do, public transportation is limited. All corridors are problematic.
- Any to do with being a pedestrian.
- Many people are ran over and killed.
- And the intersection at Newman Rd and Range Line is so dangerous without a green turn arrow.
- Carterville in almost its entirety, primarily the suburbs around it and the town hall and the connector bridge across the highway
- The entire Carterville region, if you don't have a car you are completely isolated with lack of unsafe side walks and streets for pedestrians even in neighborhoods near Carterville city hall.
- I would love more efficient options of getting to Joplin from Webb City/Carterville. I would love to bike, but getting from Carterville to Joplin on a bike is risky. We are not welcome on the road or on the sidewalk. Sidewalks need serious work. I love to walk, but sidewalks today can twist or sprain an ankle.
- 7th Street turning lanes at St. Louis and at Illinois need more room
- We don't need a huge interchange at Fidelity as 249 was created/built to be the new 49...Carthage interchange at 171/49 is the right approach and much safer!!
- North of downtown no sidewalks and no sidewalks 15th and Range Line to Northpark mall
- Overall, there aren't enough sidewalks for pedestrians on the main roads.

- 7th Street. Needs to fix all the pot holes in the road. There are a lot of patches and feels like you're on a dirt road while driving on asphalt/concrete.
- Range Line (congestion), regular transportation for patients to/from hospitals and medical offices, 32nd street (congestion)
- Sidewalks along many of the state named streets are in poor condition. Range Line crossing is not safe for pedestrians between 20th and 32nd.
- Most of Range Line is out of the question for anything other than a motorized vehicle. It would be nice to see Newman, around MSSU, provided more access to biking/walking. MacArthur Dr has limited usability - would be nice to see it expand more from the Frisco Trail.
- Times available, dependability of services, very limiting for being of use to many services....
- Range Line is not great. But I really don't have a solution or suggestion. Maybe roundabouts and/or service roads, but there's likely not adequate space, nor would the disruption of roundabout construction at 7th/20th/32nd likely be worth it. Seems side streets and back roads are the best, as long as they're maintained and don't keep having their speed limits lowered.
- We need less round about, people do not know how to use them
- Train track crossing Maiden Lane is hazardous for bicyclist. The angle of the track and large gaps between track and road have been a cause of cycling accidents.
- 171 KS state line to 249. Alway congested with semi traffic and speeding.
- All the round a bouts. People don't know how to use them properly and freak out
- Ivy/D intersection outside of oronogo needs a roundabout. Increased volume from recent addition of houses, the schools, and the ever expanding of CCO has caused congestion and several severe wrecks in the past few years. The current design was good for a long time but has created several issues in the last 3 years.
- No transit from outlying suburbs into main business areas of town. Safety for woman to walk trails, park walking paths, sidewalks downtime by herself a concern in daytime and of course more so during after work/evening hours. Beautiful walking trails aren't getting used because feels unsafe to take a walk by yourself.
- 171 to North Main to South Main. Most cross streets, stop the flow of traffic with one vehicle coming to a red light. During peak hours, the majority of traffic stops for one vehicle who approaches from the east or west. At Seventh and Main, the light is too short for those traveling along Main.
- Range Line is a mess, 32nd and Davis Blvd is a mess and will be worse with the new growth nearby.
- Range Line
- Stones corner roundabout (coming from North)
- Gum Road & Main (Hwy 43)
- Harps intersection with 171
- The road maintenance and safety of bikers and walkers
- We ar e fortunate to have bike lanes on Connecticut Avenue, Broadway, and a few other streets. However, these bike lanes end and thus it is difficult to get to most destinations.
- The trail from the Missouri Southern State University campus to Northpark Mall would be much more useful if there was a pedestrian and bicycle crosswalk on Range Line at Hodgdon Road. This would allow good connectivity to the bike lane on Broadway and the Joplin and Frisco Trail System.
- Downtown/Main Street. Traffic is too fast and is dangerous for an area that should be people friendly and encouraging for folks to be out of their vehicles.
- Range Line, 7th street, 32nd street
- Not enough bike lanes
- Lack of interconnectivity of trails.
- 7th and Landreth. Too tight.
- Newman and Range Line - cycling from College Skyline and University to the west requires crossing Range Line
- Crossings at the Frisco trail are most dangerous. No safety from crossing traffic. I suggest speed bumps at the crossings that duplicate as pedestrian crossings as well as flashing yellow warning lights for traffic from both directions.
- 15th street between Range Line and Connecticut. specifically 15th, Murphy Blvd, Delaware (5 way intersection)
- biking in Joplin and the area is very dangerous - but i take the risk. the streets are not bike friendly and what you call "bike trail" is half gutter half bike lane and is a paint strip away from lanes of traffic. ...
- The lack of congruent bike lanes and sidewalks makes it unsafe to walk or bike in many areas
- Main Street, 32nd Street
- HW-171 between Carl Junction, Airport Drive, and Webb City is extremely unsafe for bicyclists. There are no sidewalks, the shoulders are narrow and the speed limit for cars is very fast. There are no good alternative east-west routes in that area either so 171 is the only option. I would bike to work much more often if there easy a way to do so without getting killed. Another problem corridor is Madison Rd (CR 230) between Webb City and Oronogo. There are no sidewalks and narrow shoulders there too. The Joplin Trails Coalition is currently building a trail as an alternative route. I urge you to support that effort.

- All of Range Line
- 32nd and connecticut
- 7th and murphy blvd/Illinois needs pedestrian crosswalk signal and ADA curb cuts
- Murphy blvd. across train tracks at 6th st and Campbell parkway both need safe pedestrian/biking connections made to existing paths on either side of tracks
- The new bike lanes on 4th street are great but need take farther
- Florida should be marked for bike lanes
- 15th should be relined with bike lanes
- Train tracks running through town should be evaluated for conversion to trails if they are not being used. Rails to Trails is a good grant program to look into. Tracks that come to mind that might be converted: alongside 7th st from schifferdecker to maiden lane, at least, if not all the way past main. The track that dead ends at the Frisco trail could be converted to trail all the way to where it crosses murphy blvd. There is a track crossing on Davis by sparklight that I'm not sure what it does, but I believe it is unused.
- Sidewalk/bike lane needs install from northpark mall to Newman road, Zora would be even better. Newman rd needs sidewalk/bike lane from Florida to duequense.
- Florida Ave north of 7th -- unsafe for cyclists and pedestrians
- Newman Rd east of Florida to Range Line -- unsafe for cyclists
- 20th & 26th, Main to Pearl Ave -- for some reason, vehicles do not notice redlights
- 26th & Jackson -- difficult for westbound vehicles turning south too see oncoming traffic
- Sidewalks to nowhere (famous in Joplin). A sidewalk that abruptly ends leaving one to walk through yards or uneven, unpaved terrain
- Chapel road and hwy HH in Carthage
- There are very few "safe routes" to schools. This leaves a huge portion of our population with a lack of independent mobility.
- Any road controlled or maintained by MoDOT or crossed by the MNA Rail Road.
- Most of the MoDOT-owned roadways are also the most dangerous in town. These roadways (especially around the off-ramps around I-44, and around other non-interstate MoDOT-owned roadways Range Line) are focused on speed for vehicles at the life-threatening expense of other folks that walk, bike, take transit, and use wheelchairs to get around. They often are designed for high speeds (the largest determining factor in life or death for pedestrian crashes), and there may be many driveways with few pedestrian/bicycle facilities. People still need to access housing/businesses/medical appointments/employment/etc. so they will walk along these roadways and risk their lives daily.
- Foot traffic on Range Line is nonexistent due to it not being walkable
- Hwy 43, between Seneca and Joplin is highly congested. More transportation options connecting the metro areas would be valuable to the citizens, options connecting venues in the metro areas (such as lake, casinos, ballparks, etc.) would also benefits both citizens and businesses.
- Range Line continues to get busier and more congested.
- Geneva and 20th Street (Aldi/Home Depot) feels dangerous during business hours with people allowed to turn every direction."
- Any intersection along Range Line.
- Range line is horrible during busy hours. There are too many entrances/exits to the road for the traffic volume, and people trying to turn left across the road at intersections without traffic signals constantly almost cause accidents as they try to speed out in front of a group of cars and then stop in the middle turn lane to wait to merge.
- Murphy diagonal cuts across 15 & 20 need a light.
- Range Line- excessive traffic. Needs to be 3 lanes each direction with medians to prevent left turns. An option worth considering would be traffic light J turns near 23-34th/ Range Line and one near 10-11th/Range Line.
- Coyote drive- excessive traffic especially during am rush and school out/pm rush. Road needs to have turning lane or made 4 travel lanes between 32nd and at least Apricot (preferable thru to I-44)
- A west Joplin bypass is truly needed. Travel time would be significantly reduced with such connectivity and could possibly relieve traffic on coyote/schifferdecker.
- St. Louis IS THE WORST ROAD IN THE AREA. Please expand to 5 lanes. Turn lane needed on Connecticut when turning west on 32nd. (cars going straight hold up dozens of cars wanting to turn right onto 32nd Street.)Stoplight at 32nd and Range Line should be configured like 7th and 20th (both turn directions should go at once, not every so often.) All Connecticut stop lights should be linked- You stop at one, you'll stop at all of them. Truck route from Shingle plant (on St. Louis) needs to go North on St. Louis to Zora to 249. Taking trucks through the hear of city is frustrating. Mo171 needs passing lanes (at least!). Mo 171/249 needs updated to interstate standards - redoing Carthage 49-171 Interchange to a flyover.

- We've noticed more and more personal items — like toothbrushes, clothes, and trash — being left in parking lots, on sidewalks, and in our parks downtown. It's turning into an environmental issue, and it's getting harder to enjoy the spaces we have without being approached or feeling uncomfortable. If things don't improve, we're one of many seriously considering leaving Joplin.
- Every roundabout
- 20th at & Schifferdecker intersection accident prone
- 20th at West of Maiden Ln school zone often sped thru
- 7th st & 20th st& 32nd st very congested most times from range line to approximately Maiden Ln
- Range Line always congested with turn signals very slow
- Range Line and 32nd street. There is no bike infrastructure
- Range Line, Main, and 32nd streets in Joplin are difficult because of high traffic volumes, lots of driveways, and speed limits of 35 mph or greater.

11. Rank the values that are important to you for the transportation system in the Joplin Region. (Rank the following choices with 1 being the highest value)



Safety: Ensuring the well-being of all users

Connectivity: Providing connectivity between multiple diverse destinations

Accessibility: Providing equitable access for everyone, including those with disabilities

Efficiency: Optimizing resources and reducing travel time

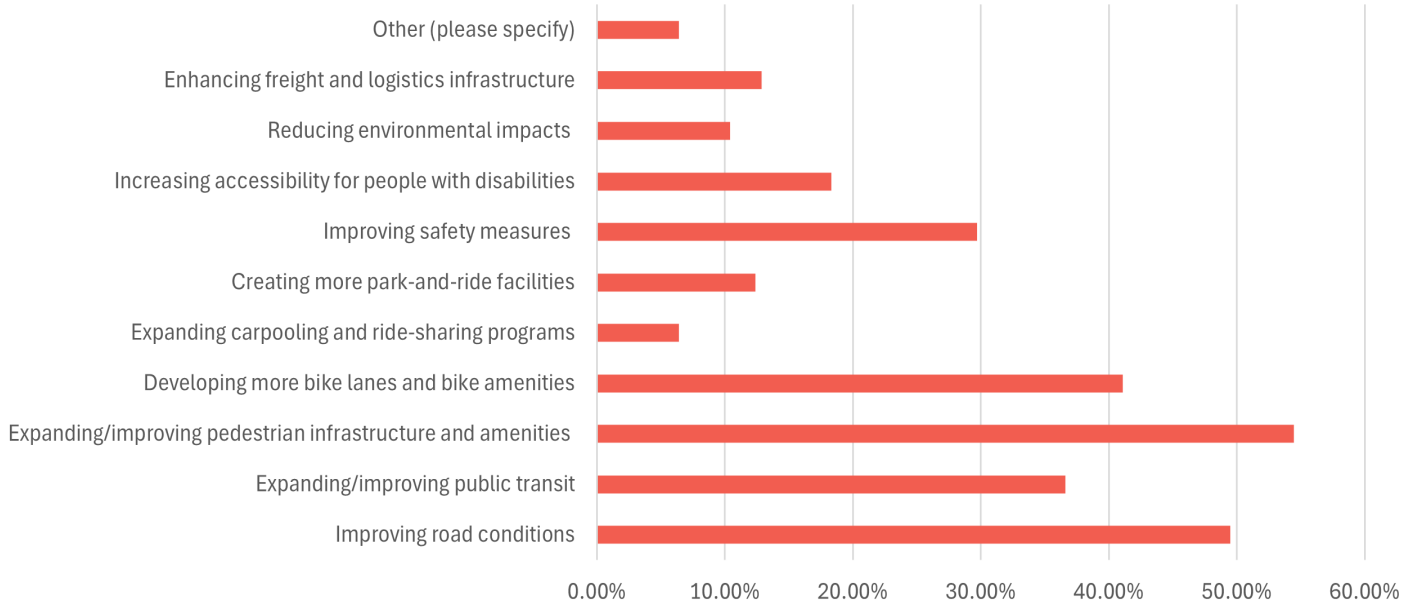
Equity: Fair access to transportation for all community members

Innovation: Embracing new technologies and creative solutions

Sustainability: Minimizing environmental impact and promoting renewable energy

Resilience: Building systems that can withstand and recover from disruptions

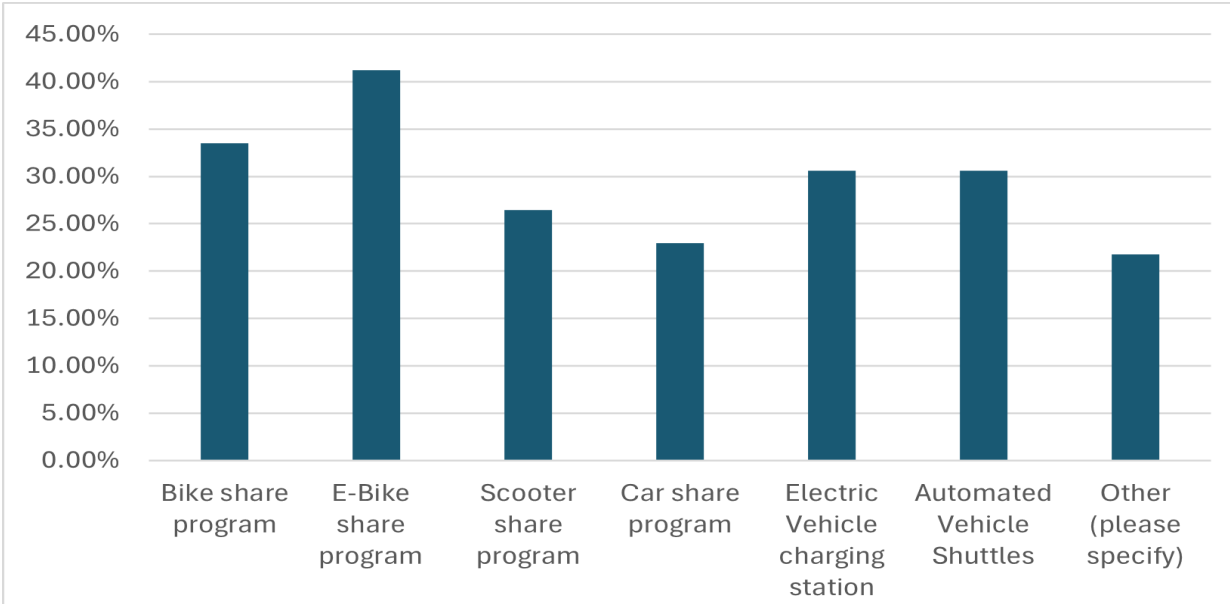
12. Which of the following should be prioritized for future transportation investments? (Select up to three choices)



*Others specified:

- expanding the trolly travel distances to industrial areas for employment.
- Regional transit (bus, vans, EV buses) connecting other towns to Joplin for rural communities.
- Improving the sewer drainage
- More traffic circles
- A traffic camera at Main & Murphy that issues tickets. I've seen a JPD vehicle, Joplin school bus, and numerous business vehicles in addition to regular traffic run the light, in fact, speeding up. This would enhance safety and increase income to the city.
- Creating better flow on congested roads
- More sidewalks & sidewalk repair
- Jose
- 8th St and St Louis is particularly torn up and not on the repaving plan
- THERE NEEDS TO BE LARGE PUBLIC PARKING ON MAIN DOWNTOWN SUCH AS WHERE SHERWIN-WILLIAMS IS.
- Lime scooters or similar. Lyft bikes etc.
- Put a raised median on Range Line to limit where left turns can occur.
- Need to open up the depot and connect it to amtrack and send people to and from KC....need to bring $$$ in.

13. Which transportation resources would you like to see developed or expanded in the Joplin Region? (Select all that apply)



*Others specified:

- the trolly system.
- We need more public transportation.
- Better and safer infrastructure for bikes
- Expanded Sidewalk and Trail Network, Protected Bike Lanes
- Trolly, passenger van, or small bus system
- Guarded bike lanes on busy roads
- More dedicated bike lanes
- I understand it's probably way too expensive to build an underground subway system, but Joplin could build elevated trains like in Chicago. As the city continues to grow into more of a metropolis over the years, better public transit is going to be essential.
- How about real busses, not trolleys. Then it wouldn't be so packed & smelly.
- I'm not sure, they all sound like good programs
- Transit hub station - other smaller towns being able to transport their citizens to a hub and then the station being able to get them where they need to go. To minimize trips for 1 person at a time to/from a similar location
- Buses or trams. Amtrak Station.
- Bike lanes
- License plate ID cameras on main routes to catch suspects
- Increased bus/trolly/train options
- Any form of public transit that can be used consistently for those working in the city and that connects surrounding neighborhoods.
- Public transit (like MAPS or trolley) that has more stops, longer hours (including weekends) and can go into neighboring cities like Webb City and CJ
- BIKE/SCOOTER SHARE IS TRASHY. GO LOOK AT CITIES WITH IT THEY ARE LAYING EVERYWHERE
- Vehicle ownership cost reduction
- Even just a normal bus connected to nearby towns
- More public transportation options and locations
- Regional public transport
- How about offering a consistent service with the current transportation vehicles and drivers, then expanding to neighborhoods/communities.
- None of them
- Bike racing course(s)
- Safe running paths with safe road crossings

- I don't value in any of these.
- Smarter stoplights
- Fully connected bike/walk trail system across the State .
- None of the above, expanded transit should be prioritized over these options
- Bring existing sidewalks into ADA compliance
- Regional transit (and passenger rail to Kansas City, Tulsa, Springfield, and NWA)
- None of the above because I'm assuming all of them will lead to me paying taxes for something I won't use
- We need rail!
- Implement busses instead of trolleys.
- Need to fix homelessness issue before bringing in any ebike or scooters they will just take and destroy.
- Bike trails. Recommend not spending community resources on sharing programs which serve only a few.

14. What else should we know to improve the transportation system in the Joplin Region?

- I will say that I work in a shelter, most of my clients do seek employment and want to work but most of the jobs that will hire them are located outside of the distance and times of operation of the trolly, if that could be expanded it would be helpful to those who are seeking employment without transportaion.
- It would be helpful if there were more bike trails that connected surrounding areas like Carl Junction to Joplin.
- There needs to be more public transportation between Joplin and Neosho, and all around Joplin.
- Some streets through town have too many stop signs or stoplights. Some seem unnecessary.
- Another sewer drain needs to be added up the road on Broadway so the flooding is alleviated between Ash and Rose
- Find a town who has done it successfully and model that don't reinvent the wheel. Think outside of the box, like Europe. We will have a healthier community if our people can bike and walk to their destinations.
- To improve the transportation system in the Joplin region, pair any infrastructure improvements with a strong educational component. Whether it's new routes, expanded service hours, or upgraded transit hubs, these changes will only be effective if the public understands how to use them. Strategic partnerships with schools, community organizations, and local media can help ensure residents—especially first-time or hesitant users—have the knowledge and confidence to navigate the system. Education and infrastructure must go hand in hand to maximize both accessibility and impact.
- Don't build new subdivisions unless they have sidewalks.
- Fix the side roads in Carterville. Some potholes are so deep they cause damage to vehicles.
- It would be cool to continue to connect Joplin with nature trails within the city that have native landscaping and is safe for walkers.
- Make affordability for passengers and upkeep of vehicles a priority
- Expand it
- We need more sidewalks, more bike lanes, and safer ways to connect neighborhoods and apartment complexes to major thoroughfares.
- The city should be connected in it's entirely and safely with fully functioning sidewalks and bike lanes.
- Access to medical facilities for people who do not drive is a challenge if it is a last minute appointment and needs worked on.
- Need more dedicated bike lanes. Joplin roads are dangerous to ride on as a cyclist so I do not get to ride as much as I'd like to. Thank you for your efforts in improving our city!
- This is a great first step in making progress. Thank you!
- Fix roads and infrastructure, be inclusive to all with disability or a lack of transportation. Safety is very crucial as well as the ability to thrive by having a means to get to a workplace. Better connectivity would help with this, along with programs for those unable to drive due to mental, medical, legal, or other reason that keeps them from owning or operating a vehicle.
- I believe Bentonville's bike path & trail system is a goal that this community should work towards having. I do recognize that we don't have Walton funding like Bentonville does, so the existing projects and proposals for bike paths and trails are appreciated. Hopefully we'll get there sooner rather than later.
- Encourage positive citizen attitudes about forms of travel that are not large white pickups
- 4th Street side walk completed from Grand Ave. to Empire Market.

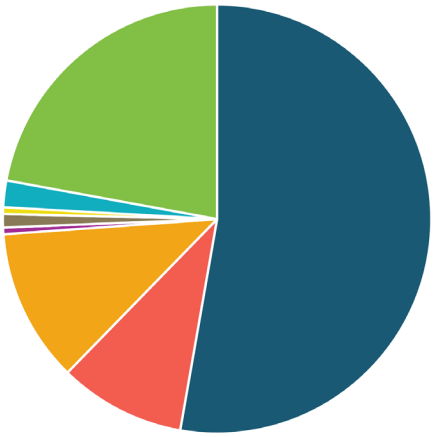
- I myself drive a vehicle for personal and work purposes daily. However, the work I'm in has provided me insight into those that desperately rely on other modes of transportation. We need more handicap-accessible sidewalks throughout the older neighborhoods, so individuals in powered chairs feel more confident about leaving their homes and not getting stuck somewhere. Medical transport is also a huge issue. The CARS program has helped, but there is still a significant number of individuals who miss their appointments due to lack of reliable transport services.
- Your head of transportation system should NOT have previous fraud charges. True story, look it up. Must be a reason you keep loosing drivers.
- Besides adding sidewalks, public education related to bicyclists' rights and sharing the road.
- Make Joplin like NWA and people will stop leaving
- A lot of my patients rely on the trolley system to receive health care so I would love to see this service continue to be offered for them!
- Please look at the number of accidents at 7th street and Central City Road and urge whomever can (possibly the county) to do something to stop the accidents at that location.
- Reliable transportation needs, that exceeds the Joplin area. Majority of doctors and all are in Joplin. Cracking down on reckless drivers.
- St. Louis & 7th is a nightmare (potholes and dips), Range Line traffic can be frustrating; although not sure what you can be done. The widening of Connecticut beyond 32nd street took forever - was that project completed on time? Signs of upcoming street work is very beneficial.
- The new bike park is very exciting but wondering how riders can safely bike there?
- Better maintenance of sidewalks would be great! What about sidewalks on Newman and Duquesne around Missouri Southern?
- Communication and informing the public, this is not just for the transportation system but for all programs, city funded or not. I feel like there has been a hands-off approach that the information is on the internet, "people can look for it, because it's posted", instead of getting more of a "let's figure out how to get this information exposed and heard".
- Joplin is famous for our old electric trolley. Shut Main Street down and bring it back! Third Thursdays are such great events to building community and getting people out of doors and interacting with each other and visiting businesses. Imagine if ever day was like that. Walkable and outdoor infrastructure are wonderful. I love public transportation. It's efficient for the user and the city, reduces so much noise and traffic and opens up the town to our neighbors who aren't able to use a car due to cost or age. We rode the trolley one day and stopped at stores we'd never been to and found things we needed! If we hadn't ridden the trolley we would have just bought that item off of Amazon or something. In addition, Id do anything to help reduce the amount of distracted drivers off of the streets. Standing on Main Street watching cars go by you'll see one out of every four actively using at their cell phones and not looking at the road. It's so dangerous. Those people they could take a trolley or a bus and be on their phone the whole time! Also, I would love to see kids out walking the town and exploring the town. As it is without a car or a parent working so many of them are stuck in their homes and on their phones separate from the community. I would happily pay greater property tax to resolve these issues.
- Keep being involved in the community and take the publics opinion into consideration
- More sidewalks
- Roadwork
- Sidewalks are in deplorable conditions in many neighborhoods.
- Work on improving roads throughout the community - for example, not just on the south side of Joplin.
- Need more places to walk your dog
- I would love to see improvements to lighting to reduce sky glow. Less bright, shielded/point to the ground only, and in warmer tones.
- Sidewalks in developed areas
- There needs to be a focus on whether or not the traffic lights on Range Line are cycling correctly especially the lights at 7th & Range Line. Also, does anyone go to Range Line after dark to make sure the street lights are on?
- Joplin has the worst public transit options I have experienced across many different communities of similar size that I have ever experienced. It is not even remotely possible to participate in work/life balance without a car for access to important places from work through the evenings. It is a shame that the community leadership doesn't value a safe walkable/bikeable/public transit infrastructure to increase health for the community.
- Continuous bike paths and sidewalks would very helpful. Cleaning current bike paths with street sweepers would be beneficial.
- Traffic enforcement of side streets such as Fountain Road would be awesome. Cars and motorcycles race up and down that road at all hours. Also, do away with the small plastic $1 liquor bottles as I've seen numerous by Fountain Rd. coming from Webb City west of the Frisco trail. Especially on Friday and Saturday mornings.

- It's great to see the trolley up and running again. I know several people that do not have transportation and would love to be able to rely on something besides Ubers (which are very costly when needed more days than not). There aren't really safe walking paths to get around town on foot and the trolley doesn't operate much outside of M-F business hours. There also aren't any transportation options to help get people around the greater Joplin area (let's say they live in Joplin, kids go to Joplin schools and daycare but their job is in Webb City, etc). There just need to be more options, safer options, that actually meet the needs of the people who rely on them.
- FOR ONE, CONNECT RUBY JACK WITH FRISCO, THEN FIGURE OUT A GOOD WAY TO CONNECT ALL THE WAY DOWN TO MCINDOE WITH MINIMAL AUTOMOBILE INTERFERANCE. AS FOR ROADS JOPLIN IS REALLY GOOD. NICE WIDE MAIN ROADS AND NEWER SIDEWALKS. VERY NICE. JUST NEED THE TRAILS ALL CONNECTED WITH AN "ADVENTURE OR DESTINATION FEEL" LIKE GOING TO REDINGS MILL OR MCINDOE PARK, MAYBE TRAILSIDE ACCESS TO RESTAURANTS OR BIKE SHOP.
- Road maintenence in neighborhoods is sorely lacking, un even terrain and potholes are dangerous to pedestrians due to lack of stable walking area.
- Make it to where bus or trolley comes out to carterville Missouri. For people that are elderly and disabled to ride to Joplin, for doctors appointments. Or shopping?
- Any investments made to get people out of cars and onto bikes and sidewalks is essential to reduce congestion and pollution. These investments come with large dividends.
- Needing sidewalk on West side of St. Louis street between Neighborhood Market and Park Apartments. Approximately 8th Street to 10th Street. Huge safety issue.
- 49/249 interchange is 1000 times better for our area than redoing Fidelity
- Think about the gaps and the marginalized. Older adults who cannot walk to get to the bus stop, homeless individuals who are trying to get to job interviews and better themselves, low income without phone or internet who cannot book a ride online
- A way to transport people from towns in Jasper county and Newton County to work in Joplin
- Make public transportation safer/easier for tween age or teenagers to use
- Potholes need a higher priority, and rentable e-bikes/e-scooters are a MUST! Carthage is a much smaller nearby town and they have some and Joplin still does not!
- Less round abouts
- Safety and convenience most important. For public transit need to think of ease for someone who is carrying groceries or traveling with children or individuals with limited mobility. They want short rides not long rides with lots of stops
- I feel like Joplin does a good job with it. Just needs to find a way to minimize congestion on Range Line. Offer incentives for businesses to start on Main Street instead of Range Line.
- Better programs for traffic lights
- JATSO is doing a good job. Thank you for the opportunity to complete this survey.
- Love the lane elimination on 4th street. Good move!
- Cleanliness/littering, people walking and stepping into traffic
- The lack of interconnectivity between bike routes severely limits the exposure of the biking community reducing the overall safety of that community.
- More trail connectivity
- Keep looking to the future, there will be differences between current and future modes of transportation.
- The Newman rd bridge east of Range Line is a grew example of infrastructure deterioration and poor segregation of walking/cycling lanes.
- Don't spend a bunch of money on freebie programs where folks will ruin everything provided for their use.
- Please make Joplin bike friendly! And sharing the so-called bike lanes with gutters is not acceptable and should not be called a bike lane. Most bikers I know have given it up because it's too dangerous considering our conditions.
- Find a better way to get public input than these types of surveys. Almost no one knows about them, and they do not capture true public sentiment
- It is encouraging that Joplin has a Complete Streets policy, but now we need to take steps to implement it and create safer streets for everyone.
- Joplin's relatively flat topography gives the area a lot of potential to be very bikeable. Unfortunately, it has also produced a very sprawled urban area with lots of long, high-speed limit roads with no bike lanes or sidewalks. Simply adding bike lanes or widening shoulders in these areas would be a huge improvement in making the area safer for bikes.
- Do not make the fix temporary or short sighted. 20th expansion should be for two lanes each direction, a turn lane in the middle, and shoulders on both sides. Be fiscally responsible with taxpayers money. Plan for the long term and not just 5 years from now.

- The more you improve safe ways to walk and use alternate ways of Transport other than cars the less congested you will be as a city
- Nothing comes to mind
- Bike trails and bike lane connectivity throughout Joplin and the surrounding areas.
- Stop widening the streets
- Thank you for your efforts! Joplin, a fantastic place, will only be better with more transportation options besides exclusively auto infrastructure. Thank you for your efforts getting started with Joplin's Active Transportation Plan, and hopefully we could keep that momentum going.
- it would be great if some joplin area public transport would run on evenings and weekends
- Offering day-pass travel between transit options, promoting transit travel between areas outside of the Joplin area (Neosho, Carthage, Grove OK, and Pittsburg KS.
- Beyond Joplin Metro, working to get Amtrak would be an amazing option.
- If its not self sustaining then it shouldn't be operating. Tax payer burden is an issue and is always getting worse around here
- I am targeted by road rage nearly every time I go anywhere in Joplin if I drive the speed limit (or up to 5 mph over). If we can't have more effective dedicated traffic patrols, it would be nice to see something else like speed cameras. In police updates, it looks like we average over 30 wrecks per week in town.
- The dream is to put in subway!
- Everything I had listed is a MUST.
- It's time to bring back the train depot and connect Joplin to the Amtrak line — especially to Kansas City. That kind of access would bring in new income, more visitors, and a lot more opportunity for our city.
- Right now, when tour buses pull in, you can see the shock on people's faces. This isn't the Route 66 they imagined. Joplin has so much potential, but if we want tourism and local pride to grow, we need to invest in transportation that's safe, functional, and actually used — not just bike paths and trolleys that people avoid because they don't feel safe.
- Let's give people a reason to stop, stay, and come back.
- Stop doing roundabouts
- Bike lanes and off-street multiuse paths are important to the development of Joplin. These activities help improve the quality of life and increase consumer spending.

16. Where do you live?

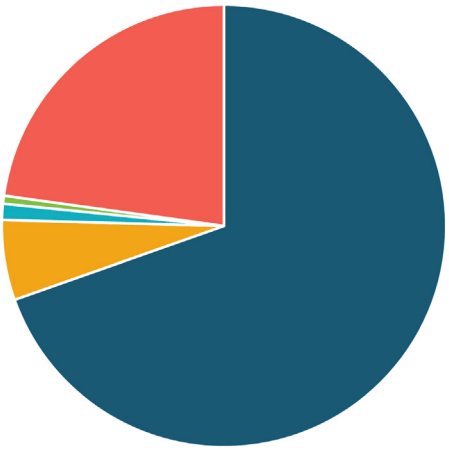
JOPLIN	52.76%
WEBB CITY	9.55%
CARL JUNCTION	11.56%
DUQUESNE	0.50%
LEAWOOD	1.01%
SAGINAW	0.50%
ORONOGO	2.01%
OTHER (PLEASE	22.11%



*Others specified:
- Carthage
- Carterville
- Reddings Mill
- Neosho
- Miami, OK
- Jasper County
- Columbia
- Camino Place

16. Where do you work?

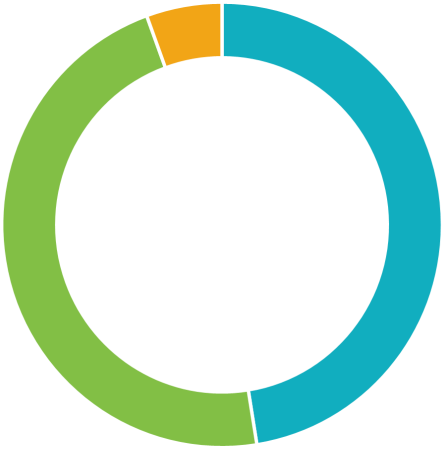
JOPLIN	59.80%
WEBB CITY	5.03%
CARL JUNCTION	1.01%
DUENWEG	0.50%
OTHER (PLEASE	19.60%



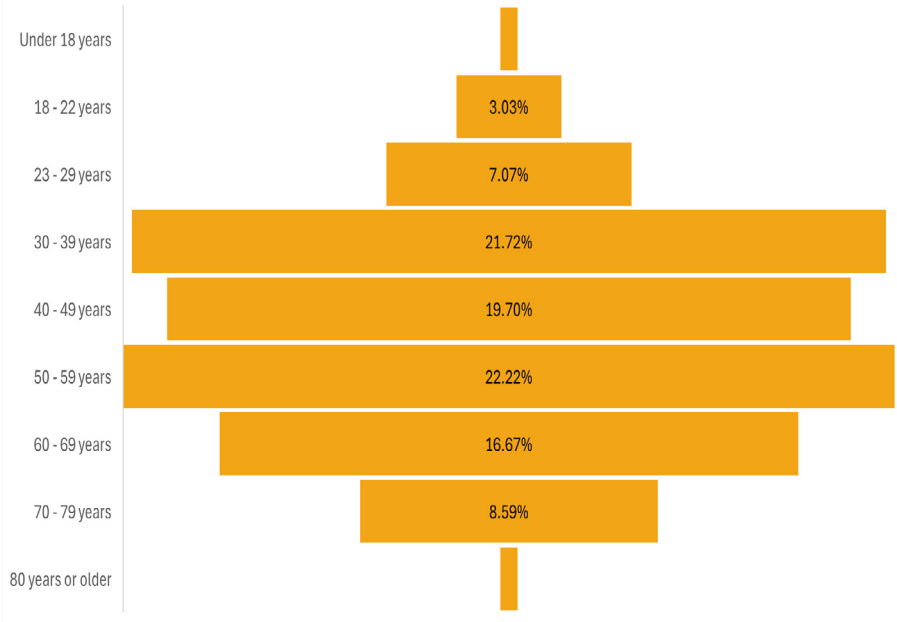
*Others specified:
- Carthage
- Springfield
- Work from home/remote
- Carterville
- Lamar
- Baxter Springs
- Pittsburgh
- Neosho
- Retired
- Diamon
- Columbia

17. Gender

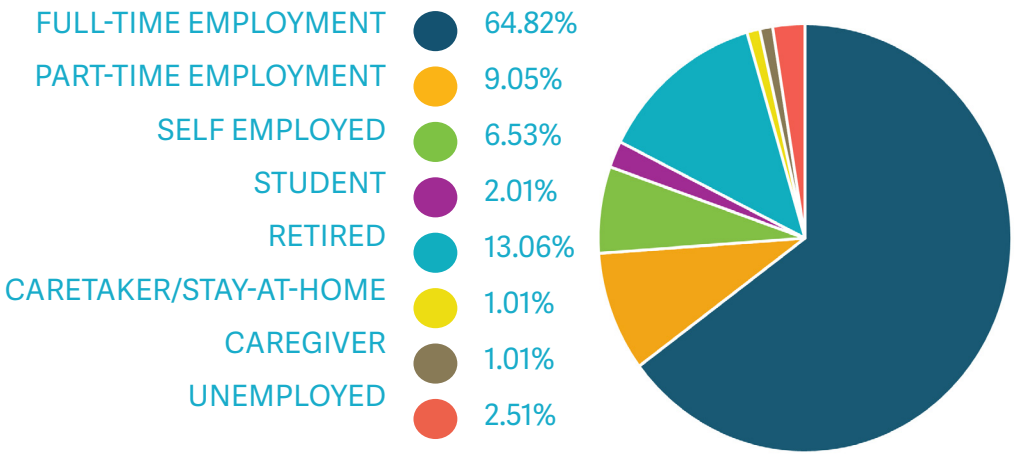
MALE	47.47%
FEMALE	46.97%
OTHER/ NON-BINARY	0.00%
PREFER NOT TO SAY	5.56%



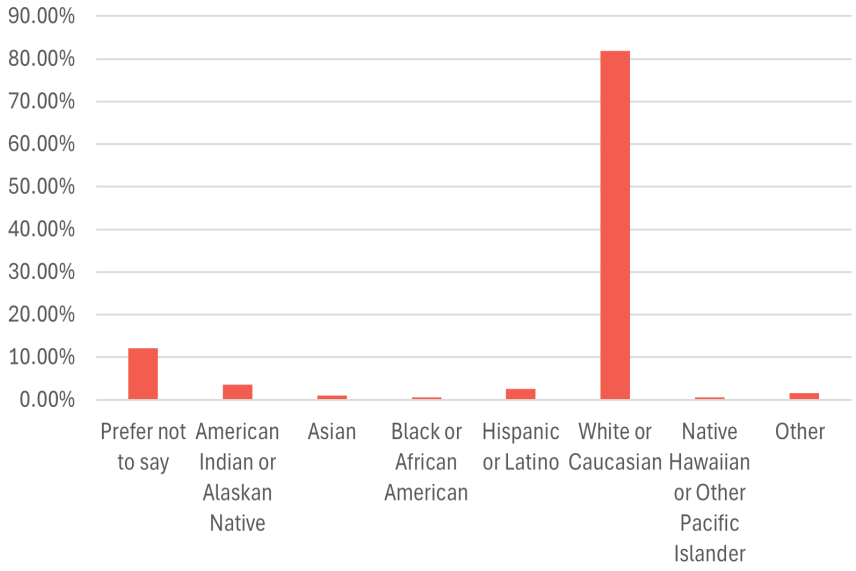
18. What is your age?



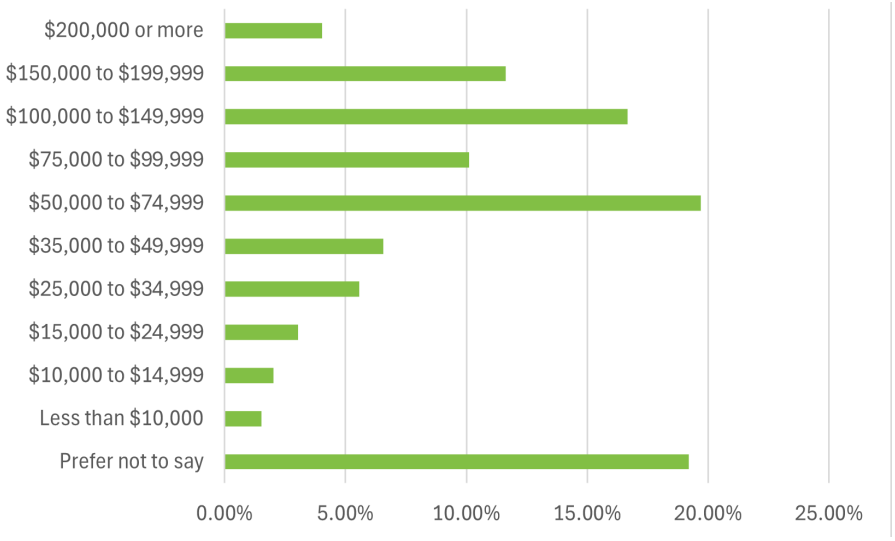
19. What is your current occupational/employment status?



20. What is your race or ethnicity? (Select all that apply)



21. What is your annual household income?



jatso

metropolitan
transportation
plan update

