

MO-KAN REGIONAL COUNCIL

# SAFETY ACTION PLAN

2026



**Executive Summary**

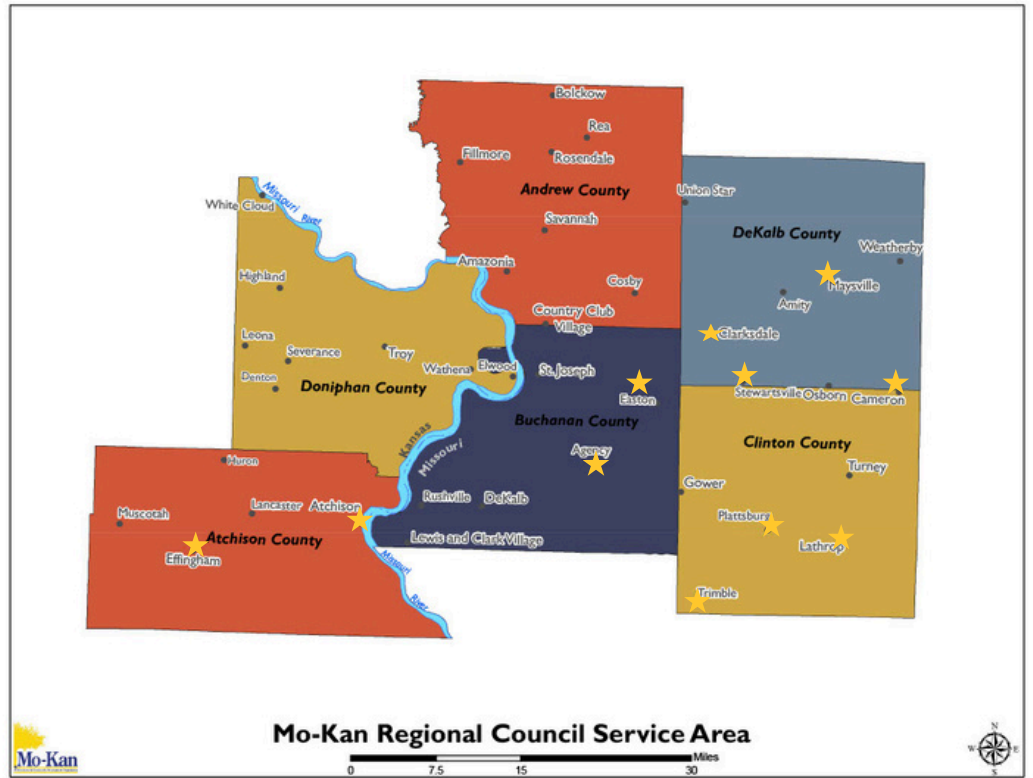
Mo-Kan Regional Council (MKRC) is committed to advancing transportation safety and regional planning across its full service area.

To formalize this commitment, MKRC will adopt a regional resolution in 2026, with participating municipalities and local jurisdictions expected to adopt similar resolutions to support unified action.

MKRC initially pursued the Safe Streets and Roads for All (SS4A) grant was pursued specifically for Andrew County, resulting in an award of \$100,000.

During this time, the St. Joseph Area Transportation Study Organization (SJATSO), the Metropolitan Planning Organization (MPO) for St. Joseph, also received SS4A funding. Due to jurisdictional boundaries, two larger municipalities within Andrew County were incorporated into the MPO’s plan, thereby removing them from eligibility within MKRC’s original scope.

In response, MKRC coordinated with SS4A program administrators to expand its planning area to include the Council’s entire service region, allowing for a more comprehensive and equitable approach to regional transportation safety. Through outreach and engagement efforts, a total of 16 entities formally signed onto the initiative. Participating jurisdictions include:



MKRC’s inclusion as a participating entity reflects its integral role in facilitating cross-jurisdictional collaboration and in providing planning expertise that spans transportation, economic development, and infrastructure. This coordinated effort lays the foundation for a regional safety action plan that will guide future investments, reduce roadway fatalities and serious injuries, and strengthen local and regional partnerships.

# Table of Contents

INTRODUCTION 4-5

---

PLAN DEVELOPMENT PROCESS 7-9

---

SAFETY PARTNERS 10-12

---

DATA ANALYSIS 13-34

---

PROJECTS & STRATEGIES 35-88

---

IMPLEMENTATION &  
EVALUATION 89-90

---

CONTACTS 91

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## Prioritizing Safety Across the Region and Within Our Communities

Between 2019 and 2023, our six-county region experienced 4,738 reported traffic crashes, resulting in 11 fatalities and 369 injuries. Of these, 21 crashes involved pedestrians and 13 involved bicyclists - figures that underscore the significant risks faced by vulnerable road users. These numbers are not just statistics; they represent lives lost, families impacted, and communities burdened.

**This Safety Action Plan was developed in response to those risks, with a clear mission: to reduce and ultimately eliminate deaths and serious injuries on our roadways.**

This plan outlines a coordinated, data-driven strategy to improve safety through a variety of targeted approaches. It places strong emphasis on pedestrian infrastructure, ensuring that residents have safe and accessible options for walking throughout the community. It also prioritizes multi-modal transportation solutions that accommodate all users (whether walking, biking, driving, or using public transit) to promote an equitable and efficient transportation network. The plan addresses critical infrastructure improvements such as new trails, sidewalks, and crossings, especially in areas currently lacking safe connections or heavily impacted by traffic from the US Highway system. Speed management is another key focus, with strategies to reduce speeding and calm traffic in both residential areas and high-crash corridors. Improving safety for children is another top priority, especially along routes to and from school. The plan promotes the implementation of low-cost safety countermeasures (such as improved signage, pavement markings, and visibility enhancements) that can be deployed quickly and efficiently to address known hazards. Together, these efforts support a safer and more connected environment for all road users.

This plan is not only about infrastructure, it is also about building a culture of safety and shared responsibility. Developed with input from a wide range of stakeholders, the plan reflects the values of a community that cares for its neighbors and is committed to creating a safer future for all. With clear goals, proven strategies, and strong community support, we are taking a decisive step toward achieving zero deaths and serious injuries on our roadways.

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# TRANSPORTATION PLANNING RESPONSIBILITIES OF THE MO-KAN REGIONAL COUNCIL

Mo-Kan Regional Council serves as a Regional Planning Commission in Missouri, partnering with the Missouri Department of Transportation (MoDOT) for transportation planning within its region. Consequently, Mo-Kan's transportation planners utilize Geographic Information Systems (GIS) to access transportation data, creating maps, charts, and tables that effectively communicate their findings for developing transportation plans.

## VISION

To establish a network of roads, streets, and secure pathways that provide access to everything our communities offer, ensuring that everyone can reach their destinations safely.

## MISSION

To eradicate fatal and serious injuries caused by traffic accidents by making informed decisions that align with achieving zero roadway fatalities in our region by 2030.

## GOALS

1. Safer Multimodal Infrastructure
  - Reduce conflicts between vehicles, pedestrians, and bicyclists by designing separated, context-sensitive facilities and expanding a connected network of sidewalks, trails, crossings, and bike lanes.
2. Protecting Children and Managing Speeds
  - Improve safety around schools through traffic calming, designated crossings, and Safe Routes to School programs, while also implementing speed management strategies in high-risk areas through enforcement, policy, and design.
3. Targeted Improvements and Public Awareness
  - Use low-cost, high-impact safety countermeasures such as better signage, lighting, and crosswalks, paired with public education campaigns to address transportation risks and build a stronger culture of safety.

# ANDREW COUNTY

CITY OF AMAZONIA, CITY OF COSBY,  
& CITY OF FILLMORE

A recent resurfacing project on Business Route 71 in Savannah improved pavement and shoulders, enhancing safety for all users, including bicyclists, and paving the way for similar improvements nearby. Law enforcement supports safety with regular patrols and school zone monitoring, earning the Andrew County Sheriff's Office Missouri's Blue Shield designation in 2025 for its efforts. However, challenges persist, including limited low-cost safety measures such as improved crosswalks and lighting, minimal pedestrian and bike trail development, few school zone upgrades, and underused speed management and traffic calming strategies.

# BUCHANAN COUNTY

CITY OF AGENCY & CITY OF EASTON

Agency and Easton, Missouri, have no specific safety projects yet, but Buchanan County is improving key intersections and bridges to enhance safety. These efforts lay the groundwork for future transportation improvements in those communities.

# CLINTON COUNTY

CITY OF CAMERON, CITY OF GOWER,  
CITY OF PLATTSBURG, & CITY OF  
TRIMBLE

The county has made key infrastructure improvements that support roadway safety and align with SS4A goals. Projects include resurfacing and widening on I-35 and U.S. Route 69, the replacement of the Route H bridge, and multiple rural road upgrades. These efforts improve pavement quality, add shoulders, and modernize safety features—reducing crash risks and setting the stage for future safety initiatives across the county.

# DEKALB COUNTY

CITY OF CAMERON,  
CITY OF CLARKSDALE,  
CITY OF MAYSVILLE,  
CITY OF STEWARTSVILLE &  
GRAND RIVER TOWNSHIP

MoDOT's resurfacing of low-volume roads improves safety in rural areas, and recent infrastructure funding in Clarksdale may support future safety upgrades. While no specific safety projects are reported in Clarksdale, Maysville, Stewartsville, or Grand River Township, these early efforts lay the groundwork for future SS4A-aligned improvements.

# EXISTING EFFORTS

# ATCHISON COUNTY

CITY OF ATCHISON & CITY OF  
EFFINGHAM

The City of Atchison has improved roadway safety through projects like the River Road Reconstruction and US-73 Underdrain, along with downtown sidewalk and crosswalk upgrades. The city also received a Safe Routes to School grant, funding recent sidewalk work on Santa Fe Avenue and planned improvements on Unity Street and 5<sup>th</sup> Street in 2026.

Effingham is also pursuing local traffic calming and pedestrian safety efforts, reflecting a commitment to safer streets.

# DONIPHAN COUNTY

CITY OF SEVERANCE, CITY OF TROY,  
AND CITY OF WHITE CLOUD

The county has made several roadway safety improvements. Key efforts include bridge repairs funded through state programs to replace aging structures, a planned culvert extension to improve drainage and reduce flooding risks, and pedestrian safety upgrades around the Doniphan County Courthouse in Troy. The county is also enhancing emergency response capabilities by updating GIS data for Next Generation 911. Additionally, the Doniphan West school district is developing a Safe Routes to School plan to promote safer walking and biking for students, supporting community-driven safety and multi-modal transportation goals.

# MKRC

MKRC's Transportation Advisory Committee (TAC) and Multi-Modal TAC guide regional transportation planning by promoting safer, more connected infrastructure and supporting multiple transportation modes to improve mobility and safety. Its guidance helps coordinate and strengthen existing local efforts, ensuring projects align with regional priorities and effectively address transportation challenges across the area. Additionally, these committees work in collaboration with statewide initiatives, helping to align regional goals with Missouri's broader transportation safety and infrastructure programs.



Missouri Transportation Planners at the 2025 NADO Rural Transportation Conference in Des Moines, IA

Utilizing grant funding from the Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) program, the Mo-Kan Regional Council (MKRC) was able to broaden their scope of work to implement this initiative across their entire service region, which encompasses four counties in Missouri and two in Kansas. With these funds, the Mo-Kan Regional Council facilitated the creation of this Safety Action Plan.

The development of the Safety Action Plan was overseen by a Planning Committee composed of community stakeholder representatives, along with Subcommittees organized by county area, and individual town meetings. All committees convened bi-monthly to discuss and refine the plan. Data was gathered by Citlali Samano, the Transportation Planner at Mo-Kan Regional Council, utilizing available national safety and demographic information, as well as local law enforcement data, to pinpoint specific safety concerns within the community.

City officials, along with the Transportation Planner, evaluated current street and sidewalk conditions, analyzing potential areas for recreational trail and safety enhancements throughout the city. Public meetings were conducted, and a survey was distributed to community members to gather input. The survey results were analyzed and incorporated into the plan, alongside public feedback. A public review of the plan was conducted, leading to its adoption by the Council and participating municipalities, with maintenance scheduled every five years to ensure the plan remains current and measurable goals continue to be met.

# ACTION PLAN COMPONENTS

## 01 LEADERSHIP COMMITMENT & GOAL SETTING

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An official public pledge (such as a resolution, policy, or ordinance) aimed at achieving the ultimate goal of zero fatalities and serious injuries on roadways. This commitment should outline a clear goal and a timeline for eradicating roadway fatalities and serious injuries.

## 02 PLANNING STRUCTURE

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A committee, task force, implementation group, or similar entity is responsible for overseeing the development, execution, and monitoring of the Safety Action Plan.

## 03 SAFETY ANALYSIS

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This analysis assesses current conditions and historical trends to establish a baseline for crash incidents in a designated area. It includes a detailed location analysis of crash occurrences, evaluates contributing factors, and categorizes crash types by road users. A comprehensive examination of systemic and specific needs is conducted, covering all roadways. Afterward, higher-risk locations are identified geospatially.

## 04 ENGAGEMENT & COLLABORATION

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Robust public engagement with stakeholders, including the private sector and community groups, ensures representation and constructive feedback. This information is analyzed and integrated into the Safety Action Plan.

## 05 EQUITY CONSIDERATIONS

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Ensure that planning development employs inclusive and representative methods. Underserved communities should be identified through data and various analyses in partnership with relevant collaborators. This analysis encompasses both the characteristics of the population and initial equity impact assessments for the proposed projects and strategies.

## 06 POLICY & PROCESS CHANGES

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This assessment aims to review current policies, plans, guidelines, and standards to identify ways to enhance the prioritization of transportation safety. The Action Plan outlines strategies for implementation through the adoption of updated or new policies, guidelines, and standards as needed.



Culvert in Troy, KS

# ACTION PLAN COMPONENTS

## 07 STRATEGIES & PROJECT IMPLEMENTATION

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Identification of a comprehensive array of projects and strategies, informed by data, the best available evidence, notable practices, stakeholder input, and equity considerations, aimed at addressing the safety issues outlined in the Action Plan. These strategies and countermeasures emphasize a Safe System Approach, effective interventions, and incorporate multidisciplinary activities. Efforts are made to identify and mitigate data limitations wherever feasible.

Once the projects and strategies are identified, they are organized into a prioritized list that includes timelines for the implementation of these strategies and countermeasures. This list should feature interventions concentrated on infrastructure, behavioral, and/or operational safety, along with an explanation of the criteria used for prioritization.

## 08 PROGRESS & TRANSPARENCY

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This method aims to assess progress over time after an Action Plan is created or revised, incorporating outcome data to ensure ongoing transparency with residents and other key stakeholders. At a minimum, the process must include annual public reporting that is easily accessible, detailing progress in reducing roadway fatalities and serious injuries, as well as publicly posting the Action Plan online for community visibility.



City Park in Severance, KS

**ANDREW COUNTY**

Brad Jarvis - Commissioner  
 Fritz Hegeman - Commissioner  
 Teresa Neeley - City of Cosby  
 Sam Johnston - City of Cosby  
 David Arn - Business Owner

**ATCHISON COUNTY**

Mark Westhoff - City of Atchison, City Manager  
 Tina Fitzpatrick - City of Atchison, City Clerk  
 Pat Weishaar - City of Atchison, Fire Chief  
 Mike Wilson - City of Atchison, Police Chief  
 Clinton McNemee - City of Atchison, Public Works  
 Cheryl Moon - City of Effingham, Mayor  
 Adam Ernzen - City of Effingham, City Clerk  
 Dr. Andrew Gaddis - USD 377, Superintendent

**BUCHANAN COUNTY**

Kerri Krume - Village of Agency, City Clerk  
 Julia Black - City of Agency, Planning & Zoning  
 Michael Karns - City of Eason, Mayor  
 Sally McDowell - City of Easton, City Clerk  
 Robert Groce III - City of Easton, Alderman  
 Logan Catlet - City of Easton, Alderman

**CLINTON COUNTY**

Richard Riddell - Commissioner  
 Dan Miller - City of Cameron, Police Chief  
 Mike O'Donnell - City of Cameron, Fire Chief  
 Lance Rains - City of Cameron, Economic Development  
 Jennifer Morrison - City of Lathrop, Mayor  
 Bob Burns - City of Lathrop, City Administrator  
 David Jett - City of Plattsburg, Mayor  
 Steve Garrett - City of Plattsburg, City Administrator

**DONIPHAN COUNTY**

Peggy Franken - Doniphan County, County Clerk  
 Lindsay Norris - Doniphan County Road and Bridge  
 Mark Allen - Doniphan County Sheriff  
 James Richardson - City of Troy, City Clerk  
 Patrick McKernan - Troy USD 429, Superintendent

**DEKALB COUNTY**

Todd Throckmorton - City of Clarksdale  
 Natascha Hays - City of Clarksdale, Mayor  
 Tina Good - City of Clarksdale, City Clerk  
 Amanda Wilkerson - City of Stewartsville, City Clerk

## MO-KAN TRANSPORTATION ADVISORY COMMITTEE (TAC)

Since 1996, Mo-Kan has partnered with the Missouri Department of Transportation (MoDOT) to administer a Transportation Advisory Committee (TAC) and determine the transportation needs in Andrew, Buchanan, Clinton, and DeKalb counties. The TAC's primary responsibility is to act as a public conduit for directly participating with regional transportation planning. This includes prioritizing transportation needs in the region and shaping the Regional Transportation Plan (RTP) and the Statewide Transportation Improvement Plan (STIP). The TAC is formed by three members from each Missouri county who are appointed by the county commissions for each respective Missouri county. Current members of the TAC include:

Brad Jarvis - Andrew County Commissioner  
Sarah Miller - Andrew County Clerk  
Tyler Swink - Director of Public Works, City of Savannah  
Scott Burnham - Buchanan County Commissioner  
Johnnie Hoggatt - Citizen Rep, Buchanan County  
Richard Riddell - Clinton County Commissioner  
Tad Wilson - Public Works Director, City of Cameron  
Mike O'Donnell - Planning & Zoning, City of Cameron  
Chet Owen - DeKalb County Commissioner  
Kyle White - DeKalb County Commissioner  
Missy Meek - DeKalb County Clerk





## MO-KAN REGIONAL COUNCIL (MKRC) BOARD OF DIRECTORS

The MKRC Board of Directors is formed by one representative from each participating community, including any and all counties or municipalities within the Mo-Kan region of Andrew, Buchanan, Clinton, and DeKalb counties in Missouri and Atchison and Doniphan counties in Kansas. Each member is assessed an annual membership fee of \$0.35 per person, with the participating municipality's population being subtracted from the participating county's fee. Cities or counties with a population of 10,000 or more receive an additional board membership per 10,000 in population. The City of St. Joseph therefore holds eight board positions while Buchanan County and the City of Atchison respectively receive two board members while all other members receive only one board position. In 2025, the City of St. Joseph opted not to renew its membership. Current members of the MKRC board are:

Brad Jarvis - Andrew County  
 Scott Nelson - Buchanan County  
 Gary Miller - Buchanan County  
 Tyler Walock - Clinton County  
 Tanya Zimmerman - DeKalb County  
 Joyce Simpson - Doniphan County  
 Mark Westhoff - City of Atchison  
 Bill Murphy - City of Atchison  
 Lance Rains - City of Cameron  
 Todd Throckmorton - City of Clarksdale  
 Robert Groce III - City of Easton  
 Cheryl Moon - City of Effingham

Teresa Douglas-Ford - City of Fillmore  
 Ken Pike - City of Gower  
 Bob Burns - City of Lathrop  
 Pat Fisher Johnson - City of Maysville  
 Steven Garrett - City of Plattsburg  
 Tyler Swink - City of Savannah  
 Tom Lawson - City of Stewartsville  
 Glenn Harmon - City of Trimble  
 Jim Richardson - City of Troy  
 John Hontz - City of Wathena  
 Kerri Krumme - Village of Agency  
 Kristie Arthur - Village of Country Club

The Safety Action Plan was presented, reviewed, and approved by the MKRC Board of Directors on April 15, 2026. Participating communities are encouraged to pass resolutions adopting the Safety Action Plan as their own.



## Mo-Kan Regional Council

Wednesday **April 15, 2026 @ 3:00PM**

### BOARD MEETING

#### AGENDA

#### ANDREW COUNTY

Amazonia  
Bolckow  
Country Club  
Cosby  
Fillmore  
Rosendale  
Savannah

#### BUCHANAN COUNTY

Agency  
DeKalb  
Easton  
Rushville  
St. Joseph

#### CLINTON COUNTY

Cameron  
Gower  
Lathrop  
Plattsburg  
Trimble  
Turney

#### DEKALB COUNTY

Amity  
Clarksdale  
Maysville  
Osborn  
Stewartsville  
Union Star  
Weatherby

#### ATCHISON COUNTY

Atchison  
Effingham  
Lancaster  
Muscotah

#### DONIPHAN COUNTY

Elwood  
Highland  
Troy  
Wathena  
White Cloud

#### CHAIR

Bob Burns

#### INTERIM EXECUTIVE DIRECTOR

Kathy Hahn

224 N. 7<sup>th</sup> Street  
St. Joseph, MO 64501

Phone: (816) 233-3144

Fax: (816) 233-8498

<http://mo-kan.org>

- I. Call to order
- II. Welcome
  - a. Introductions & Community Updates
- III. Approval of Agenda
- IV. New Business
  - a. **Action Item 1:** State Regional Grant Program Submission
  - b. **Action Item 2:** Safe Street Action Plan Submission
  - c. **Action Item 3:** Doniphan County Contract for CDBG Administration
- V. Motion to Enter Closed Executive Session
- VI. Closed Executive Session
- VII. Motion to Exit Closed Executive Session
- VIII. Action on Closed Items (if required)
- IX. Next meeting – 3:00 pm, Wednesday, May 27, 2026
- X. Adjourn

Posted: 04/08/2026

Executive Session – Possible legal action, causes of action or litigation (Missouri Sunshine Law Section 610.021, RSMo)

TITLE VI DISCLOSURE: This document has been prepared in accordance with Mo-Kan's longstanding policy to actively ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Individuals needing assistance due to a physical impairment, limited language proficiency, or other reasons can contact Mo-Kan staff by phone at (816) 233-3144 or at 224 N. 7th Street St. Joseph, MO 64501.

# SIDEWALK ASSESSMENTS

Utilizing GIS tracking and mapping, Mo-Kan Transportation Planner conducted a survey and assessment of sidewalk conditions within the service area. This Sidewalk Assessment will enable local municipalities to pinpoint the areas most in need of repair and plan for potential arterial walkways to enhance pedestrian connectivity throughout the city. Special emphasis was placed on accessibility by evaluating which sidewalks comply with ADA standards and identifying where improvements are necessary to ensure equitable access to pedestrian pathways.

## DATA COLLECTION

Data was gathered using a mix of on-site fieldwork, aerial imagery, and prior assessments. The information obtained during fieldwork encompasses the narrowest width of passage, surface condition, availability of curb ramps, and any obstructions present within the documented segment.

## SCORING SYSTEM

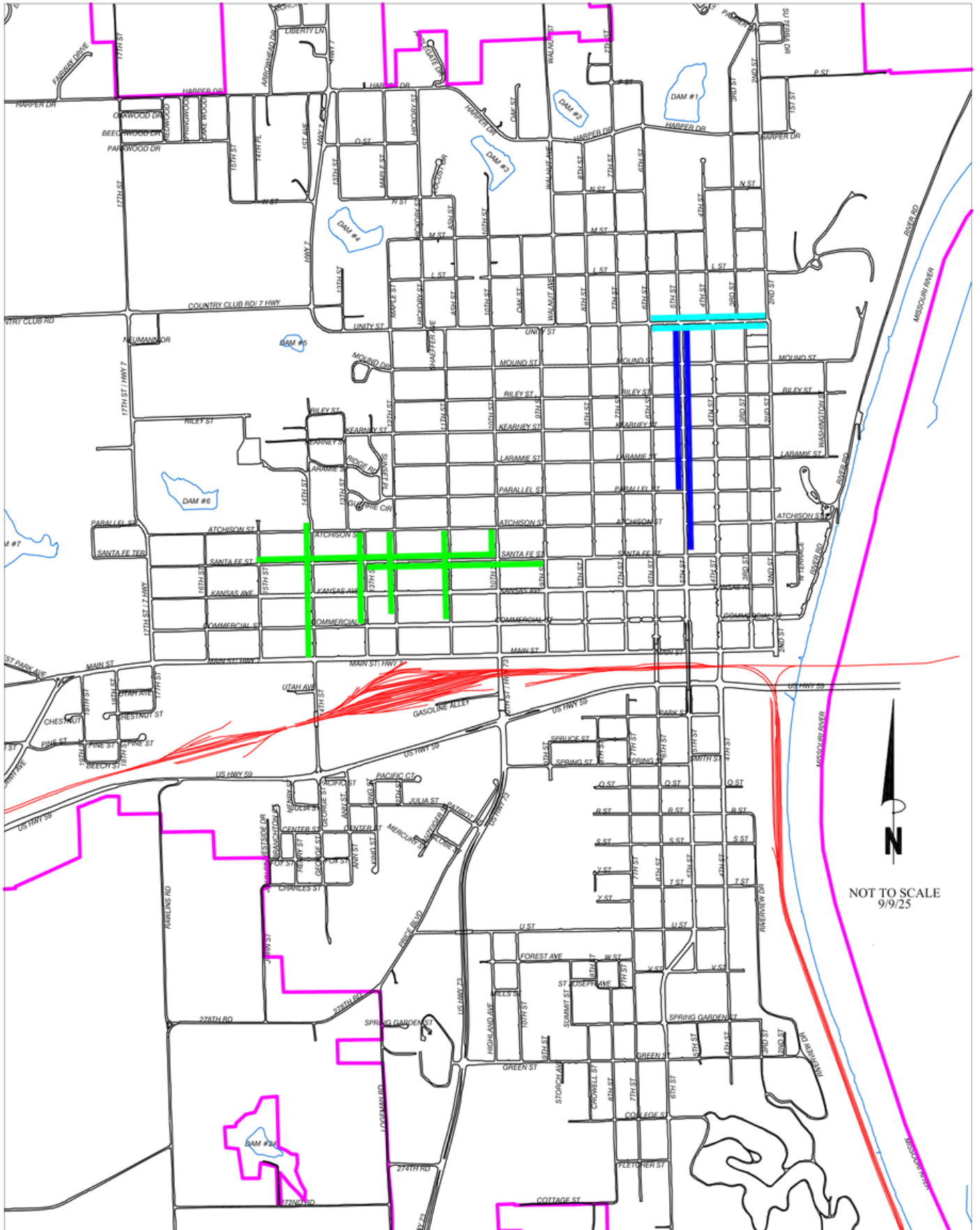
To evaluate sidewalk conditions objectively, Mo-Kan created a scoring system utilizing the following collected attributes:




<p><b>Width Scoring</b>                  &lt; 5 ft = 4 points                  3-4.5 = 2 points                  Less than 1 ft = 1 point</p>	<p><b>Setback from Road</b>                  3-5 ft = 2 points                  0-2.5 ft = 0 points</p>	<p><b>Curb Presence</b>                  Yes = 2 points                  Yes, but Damaged = 1 point                  No or N/A = 0 points</p>	<p><b>Surface Type</b>                  Smooth = 4 points                  Fractured = 3 points                  Uneven = 2 points                  Overgrown = 1 point                  Not Present = 0 points</p>
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### Analysis

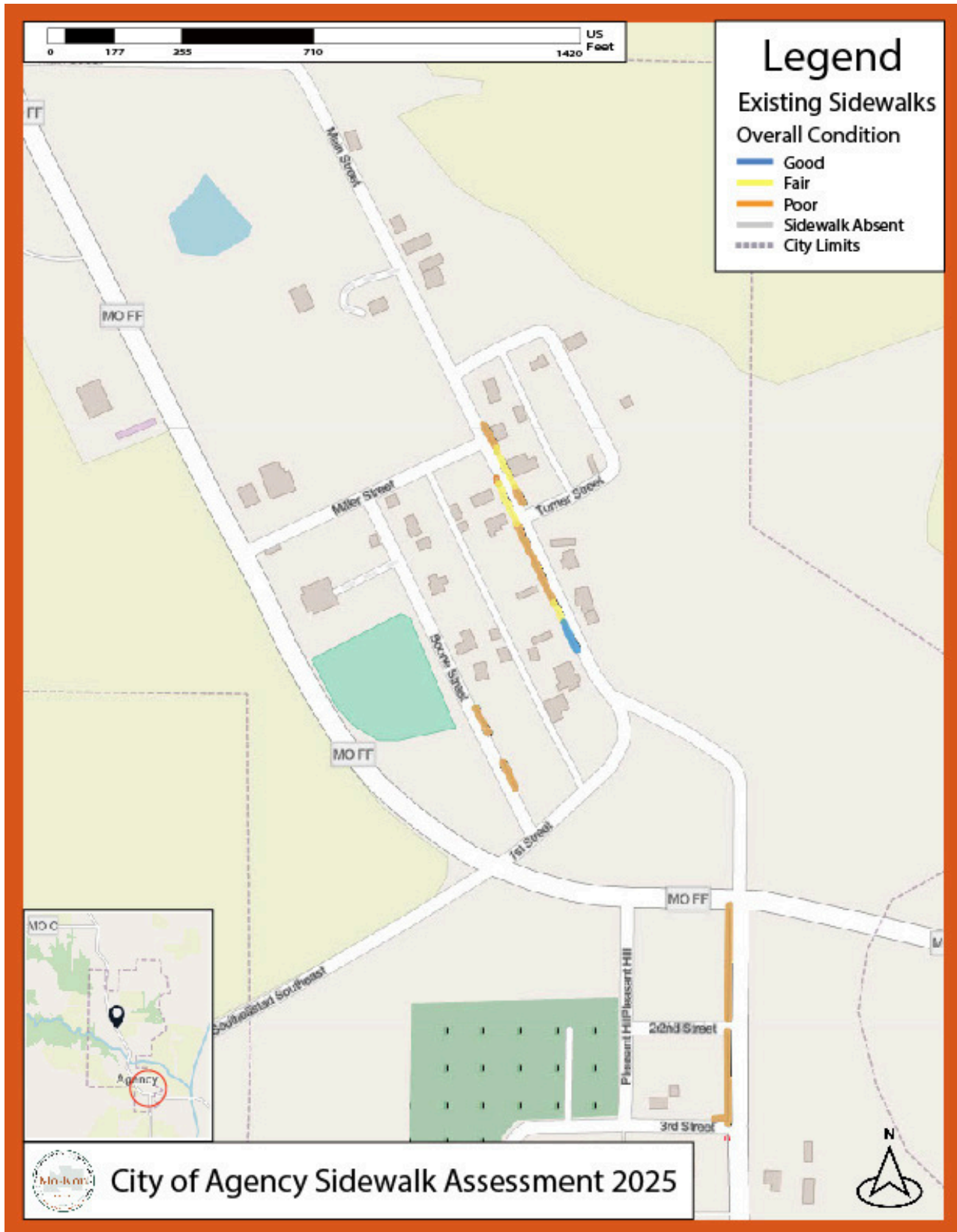
The scoring system was applied within ArcGIS Maps, and were categorized b their total score: Good (8-10 points), Fair (5-7 points), or Poor (0-4 points). Areas that did not have ADA compliancy were marked and areas that had an absence of sidewalk but were proposed were also marked.

# CITY OF ATCHISON

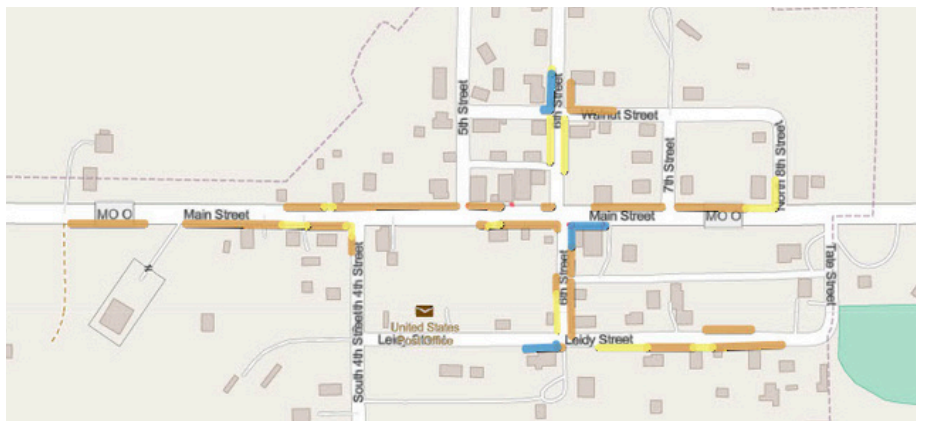
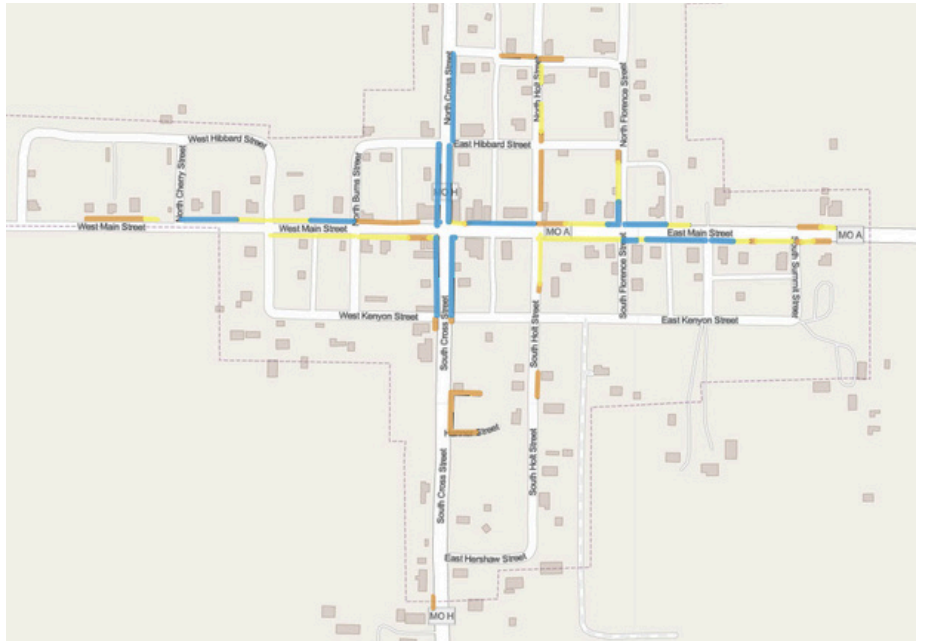
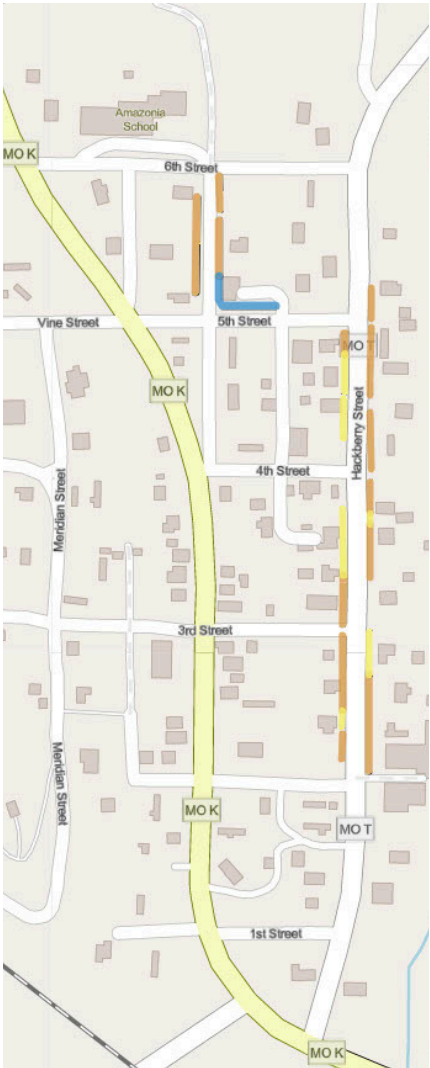


-  Santa Fe West SRTS
-  N 5th Street
-  Unity Street

SIDEWALK ASSESSMENTS







## CRASH STATISTICS

Utilizing MoDOT Transportation Management Systems Crash Statistics, Mo-Kan has analyzed the overall crash statistics of Andrew, Buchanan, Clinton, and DeKalb Counties as well as pinpointed areas of concern for the local communities therein. More detailed analysis of crashes related to specific projects are provided in the Projects & Strategies section.



Presented on the following pages are the ten-year crash statistics by county from November 2015 to November 2025. Keep in mind that the lower crash numbers in Buchanan and Andrew Counties are reflective of the SJATSO crashes being removed from the report, so only crashes occurring in Mo-Kan's region are identified in the totals.

## Safety Toolbox | MO Datazone

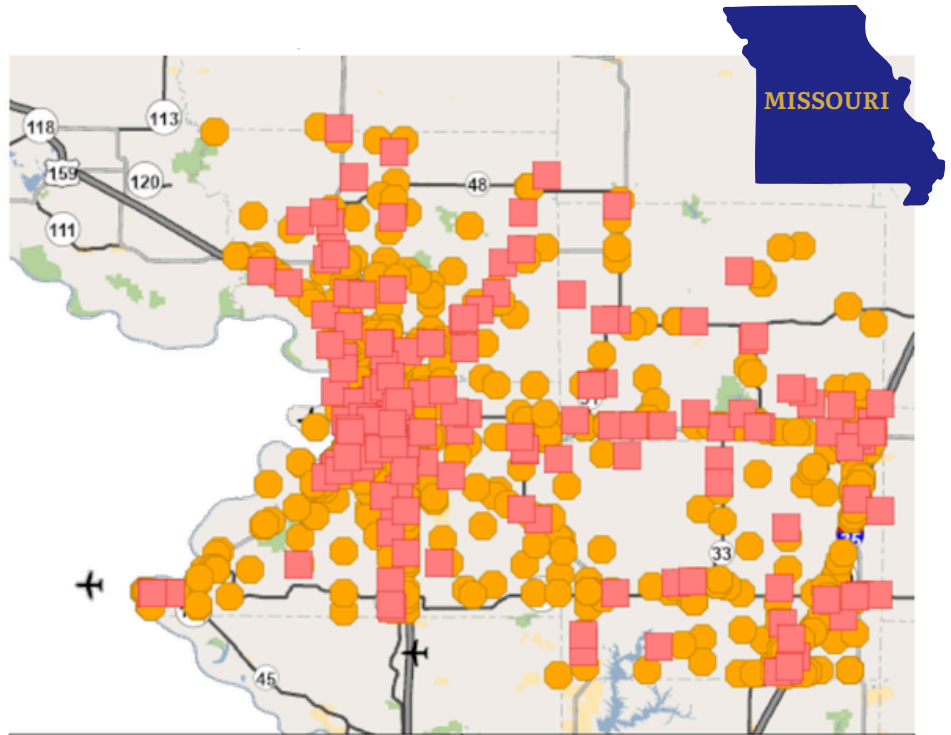
### Crash Statistics Map



Internal or Authorized users only. Interactive map showing the past ten years of crash report data. This tool includes filtering capabilities and the ability to export data.

Typically, the highest crash network across the region are major interstate highway systems. When focusing more on local safety concerns, crash rates should be balanced based on Average Annual Daily Traffic (AADT). Higher-traveled areas like US 36 will inevitably have higher numbers of crashes, while areas with lower traffic counts but higher numbers of crashes should be evaluated to determine if a safety action can reduce crashes or crash severity in the area. Crash rate is factored in each project by taking the number of crashes divided by the ten year period studied. There are more advanced methods of factoring crash severity that can be evaluated in future editions of the Safety Action Plan. AADT and Crash Rates for each project are provided along with a cost estimate and potential funding sources to implement safety improvements.

Removing the SJATSO crash data from the four counties 10-year totals, resulted in a total of 98 fatal crashes in the Mo-Kan region of Missouri from 2016-2025. DeKalb County had the highest total with 30 fatal crashes, followed by Clinton County with 28, Adnrew County with 23 and Buchanan County with 17.



Of the 98 total fatal crashes in the four Missouri counties in Mo-Kan, 47.9% were in the “Out of Control” classification assigned to accidents involving lane departure. Rear-end crashes were the next deadliest crash classification for Mo-Kan, representing 12.2% of the region’s total, followed closely by head-on crashes (11.2%) and right-angle crashes (10.2%).

CRASH CLASS	FATAL CRASHES
AVOIDING	2
DEER	1
HEAD ON	11
LEFT TURN	1
LEFT TURN RIGHT ANGLE COLLISION	1
OTHER	2
<b>OUT OF CONTROL</b>	<b>47</b>
PASSING	2
PEDESTRIAN	2
REAR END	12
RIGHT ANGLE	10
SIDESWIPE	4
WRONG WAY ON DIVIDED HIGHWAY	3
<b>GRAND TOTAL</b>	<b>98</b>

Across the Mo-Kan’s Missouri region, US 169 was the deadliest route, recording 13 fatal crashes. Interstate 35 and MO 6 were the next most dangerous routes, with 7 fatal crashes each followed by US 36 with 6 fatal crashes and MO 116, MO 33 and US 59 each with 5 fatal crashes. There were 21 fatal crashes on Missouri lettered routes and 13 fatal crashes on county roads.

There were a total of 40 crashes involving pedestrians or pedalcycles, including two fatalities and five serious injury crashes. Of that total, 19 of the accidents occurred in Clinton County while 14 happened in Dekalb County. Each county witnessed one fatal pedestrian or cyclist fatal crash.



According to the 2025 Missouri Vulnerable User Safety Assessment report by MoDOT, severe crashes involving vulnerable road users result in a significantly higher number of fatalities over all other road users. While VRU fatalities represent a smaller percentage of the total people who have been killed or seriously injured in crashes in the state, the rate of severe VRU crashes is increasing at a much higher rate. In Missouri the rate of severe crashes increased by 14% for all road users between 2015 and 2023. During that same period, severe crashes involving VRUs more than doubled, increasing by 51%. The VRU share of severe crashes grew from 9% in 2015 to 13% in 2023.

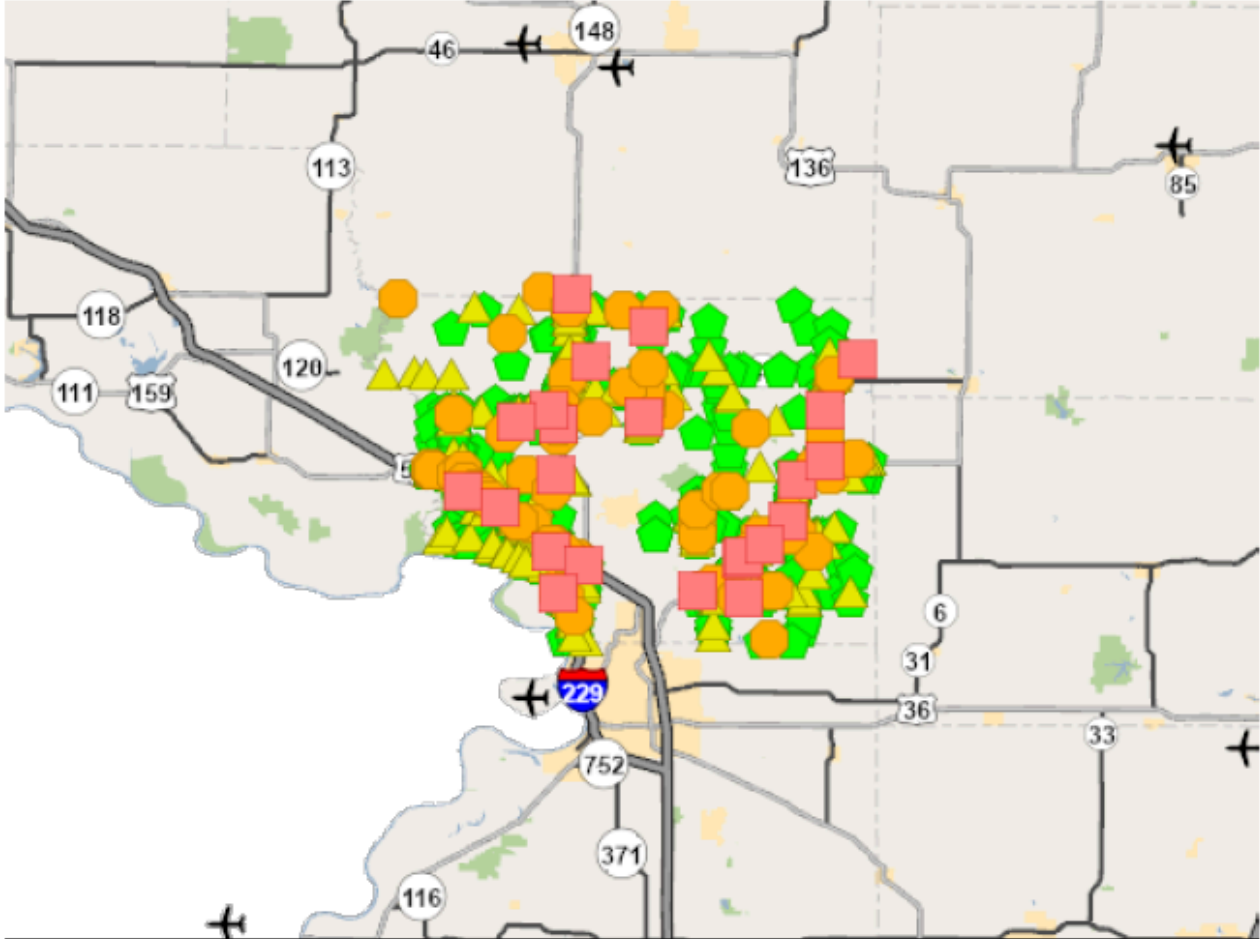
COUNTY NAME	VULNERABLE USERS			
	SEVERITY	PEDALCYCLE	PEDESTRIAN	TOTAL
<b>ANDREW</b>	1	1	2	
MINOR INJURY	1	1	2	
<b>BUCHANAN</b>			5	5
MINOR INJURY			2	2
PROPERTY DAMAGE ONLY			1	1
SUSPECTED MINOR INJURY			1	1
SUSPECTED SERIOUS INJURY			1	1
<b>CLINTON</b>	5	14	19	
FATAL		1	1	
MINOR INJURY	3	9	12	
PROPERTY DAMAGE ONLY	1	2	3	
SUSPECTED MINOR INJURY	1	2	3	
<b>DEKALB</b>	3	11	14	
DISABLING INJURY		1	1	
FATAL		1	1	
MINOR INJURY	1	4	5	
SUSPECTED MINOR INJURY	2	1	3	
SUSPECTED SERIOUS INJURY		4	4	
<b>TOTAL</b>	<b>9</b>	<b>31</b>	<b>40</b>	

# ANDREW COUNTY

## MoDOT Safety Data Zone Crash Tool

This PDF generated on December 9, 2025.

NOTE: The crash data contained in this PDF may not be as current as the date of this PDF.



Crash Totals		Personal Injury Totals	
Fatal Crashes	23	Fatalities	30
Serious Injury Crashes	73	Serious Injuries	90
Minor Injury Crashes	226	Minor Injuries	341
PDO Crashes	688		
Total Crashes	1,010		

- ✕ Unknown
- ⬠ Prop Damage Only
- ▲ Minor Injury
- Disabling Injury
- Fatal

This report contains information that is protected from disclosure by federal law, 23 USC Section 407 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

## ANDREW COUNTY

The portion of Andrew County excluding the St. Joseph Area Transportation Study Organization (SJATSO) MPO’s coverage area, recorded 23 fatal crashes from 2016-2025. US Highway 169 witnessed seven fatal crashes, making it the lone route in the county (outside of I29 which experienced two) to have multiple fatal crashes in the 10-year recording period.

CRASH TYPE	FATAL CRASHES
<b>ANDREW</b>	<b>23</b>
AVOIDING	1
DEER	1
HEAD ON	3
OUT OF CONTROL	11
REAR END	3
RIGHT ANGLE	3
WRONG WAY ON DIVIDED HIGHWAY	1
<b>Grand Total</b>	<b>23</b>

Nearly half of the fatal crashes (11 of 23) were in the “Out of Control” classification assigned to accidents involving lane departure.

COUNTY	Count of Crash Class
<b>ANDREW</b>	<b>918</b>
ANIMAL NOT DEER/DOG/FARM ANIMAL	6
AVOIDING	11
CHANGING LANE	5
CROSS MEDIAN	1
DEBRIS	4
DEER	75
DOG	4
FARM ANIMAL	16
FIXED OBJECT	6
HEAD ON	28
JACKKNIFE	2
LEFT TURN	12
LEFT TURN RIGHT ANGLE COLLISION	11
OTHER	66
OUT OF CONTROL	476
PARKING OR PARKED CAR	6
PASSING	50
PEDALCYCLE	1
PEDESTRIAN	1
REAR END	81
RIGHT ANGLE	20
RIGHT TURN	3
RIGHT TURN RIGHT ANGLE COLLISION	3
SIDESWIPE	23
STRUCK BY FALLING OBJ-MOTOR VEHICLE	3
U - TURN	1
WRONG WAY ON DIVIDED HIGHWAY	3
<b>GRAND TOTAL</b>	<b>918</b>

Looking at all crashes, including non-injury and property damage only accidents, the Out of Control classification represented more than half of the 918 total crashes recorded in the timeframe.

Rear-end collisions was the next largest class classification, but occurred nearly six times less frequently.

Out of Control crashes represented 51.8% of all crashes, followed by rear-end crashes (8.7% and) crashes involving deer (8.1%).

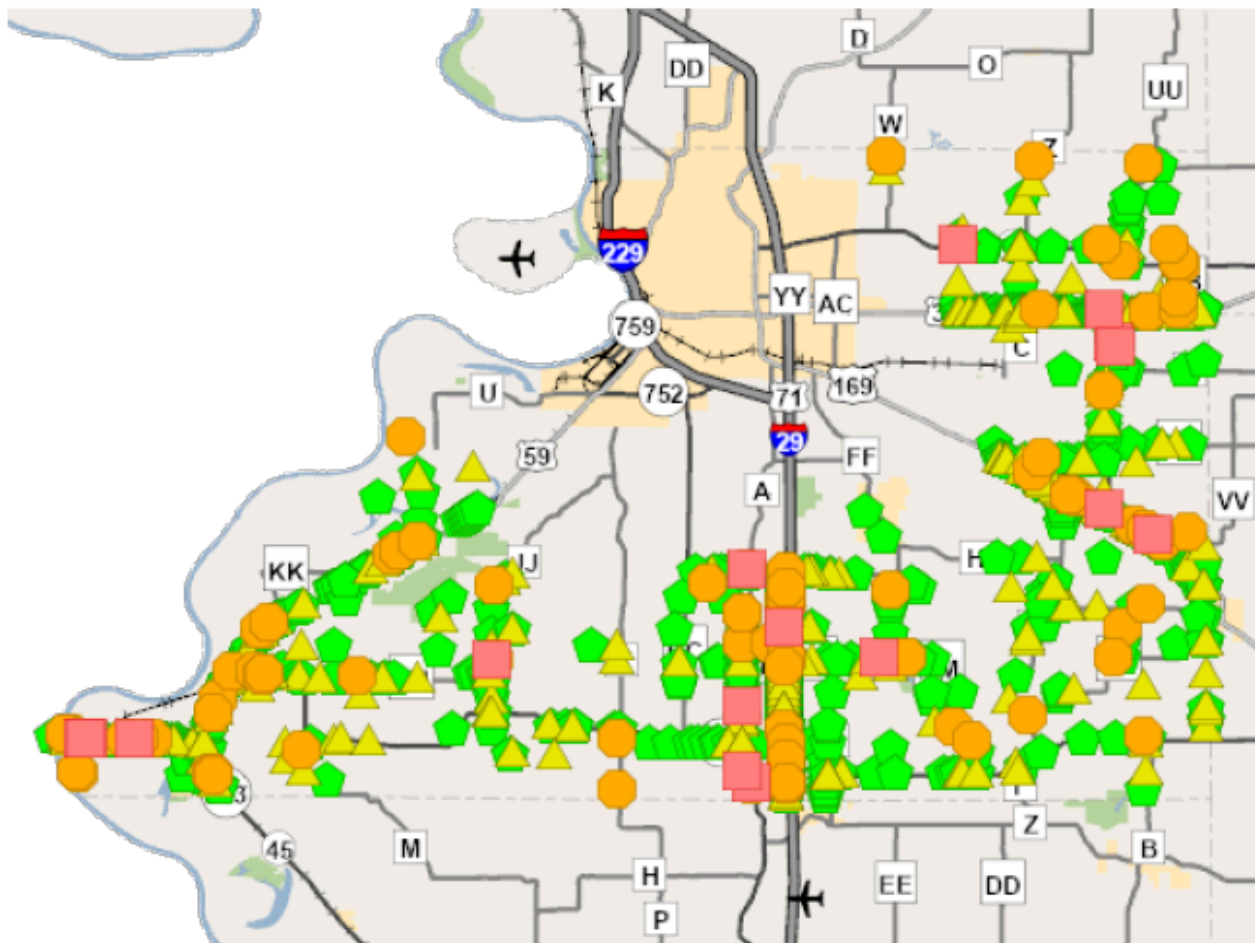
There was one pedestrian-involved crash and one crash classified as involving a pedalcycle, and both resulted in minor injuries.

# BUCHANAN COUNTY

## MoDOT Safety Data Zone Crash Tool

This PDF generated on December 9, 2025.

NOTE: The crash data contained in this PDF may not be as current as the date of this PDF.



Crash Totals		Personal Injury Totals	
Fatal Crashes	17	Fatalities	17
Serious Injury Crashes	86	Serious Injuries	123
Minor Injury Crashes	293	Minor Injuries	438
PDO Crashes	1,007		
Total Crashes	1,403		

- ✕ Unknown
- ▬ Prop Damage Only
- ▲ Minor Injury
- Disabling Injury
- Fatal

This report contains information that is protected from disclosure by federal law, 23 USC Section 407 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

## BUCHANAN COUNTY

The portion of Buchanan County, excluding the St. Joseph Area Transportation Study Organization (SJATSO) MPO’s coverage area, recorded 17 fatal crashes from 2016-2025.

US Highway 59 had the highest fatality rate, with four fatal crashes in the county, followed by MO 371 with three fatal accidents. US 169 and MO 31 were each the site of two fatal crashes during the 10-year recording period.



COUNTY	FATAL CRASHES
BUCHANAN	17
HEAD ON	2
LEFT TURN	1
LEFT TURN RIGHT ANGLE COLLISION	1
OTHER	1
<b>OUT OF CONTROL</b>	<b>9</b>
REAR END	1
RIGHT ANGLE	1
WRONG WAY ON DIVIDED HIGHWAY	1
<b>TOTAL</b>	<b>17</b>

CRASH CLASS	CRASH TOTALS
<b>BUCHANAN</b>	<b>1307</b>
ANIMAL NOT DEER/DOG/FARM ANIMAL	7
AVOIDING	23
BACKING	1
CHANGING LANE	7
CROSS MEDIAN	1
DEBRIS	15
DEER	137
DOG	3
DUAL LEFTS COLLIDE	1
FARM ANIMAL	17
FIXED OBJECT	20
HEAD ON	33
JACKKNIFE	3
LEFT TURN	19
LEFT TURN RIGHT ANGLE COLLISION	19
OTHER	97
OUT OF CONTROL	569
PARKING OR PARKED CAR	14
PASSING	80
PEDESTRIAN	5
REAR END	156
RIGHT ANGLE	26
RIGHT TURN	4
RIGHT TURN RIGHT ANGLE COLLISION	6
SIDESWIPE	36
STRUCK BY FALLING OBJ-MOTOR VEHICLE	2
U - TURN	5
WRONG WAY ON DIVIDED HIGHWAY	1
<b>Grand Total</b>	<b>1307</b>

More than half of the fatal crashes (9 of 17) were in the “Out of Control” classification assigned to accidents involving lane departure.

This is fairly representative of the crash totals for all accidents, including minor injury and property-damage-only crashes.

During the 10 years there were a total of 1,307 crashes in Buchanan County. Out of Control was easily the most common, representing 569 of that total or 43.5% overall.

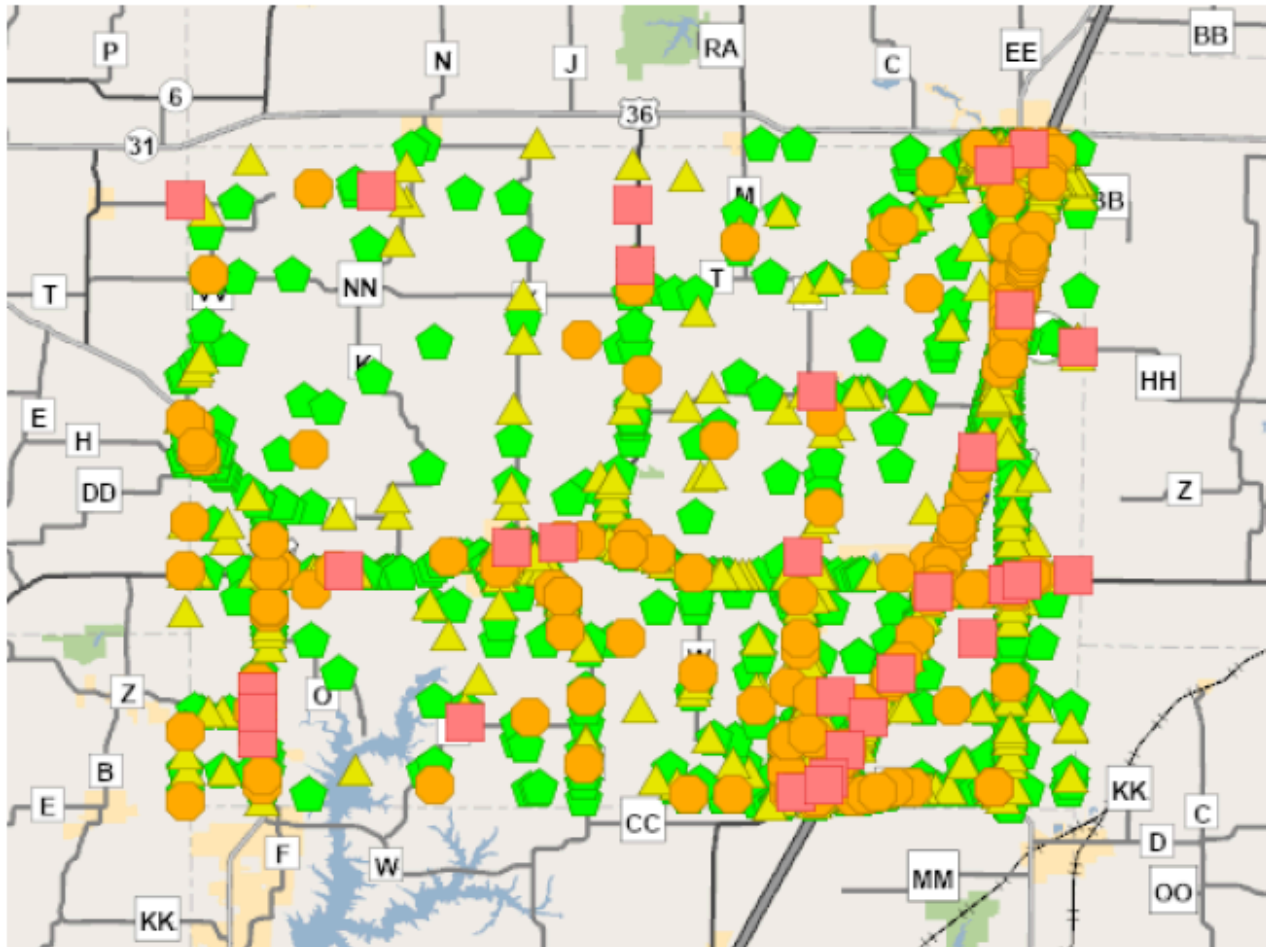
Buchanan County had a much higher number of rear-end crashes (156) nearly 12% of the county’s total. Deer-related crashes had the next highest occurrence rate with 137 incidents followed by passing-related crashes, which totaled 80 incidents.

# CLINTON COUNTY

## MoDOT Safety Data Zone Crash Tool

This PDF generated on December 9, 2025.

NOTE: The crash data contained in this PDF may not be as current as the date of this PDF.



Crash Totals		Personal Injury Totals	
Fatal Crashes	31	Fatalities	32
Serious Injury Crashes	170	Serious Injuries	235
Minor Injury Crashes	643	Minor Injuries	943
PDO Crashes	2,178		
Total Crashes	3,022		

- ✕ Unknown
- ▣ Prop Damage Only
- ▴ Minor Injury
- Disabling Injury
- Fatal

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## CLINTON COUNTY

Clinton County recorded 28 fatal crashes from 2016 to 2025. Interstate 35 and Missouri Highway 116 (MO 116) had the highest total, with five fatal crashes each; while MO 33, US 169, and MO RT A each had three fatal crashes during the 10-year recording period.

Exactly half of the crashes were in the “Out of Control” classification, denoting some form of lane departure. The four side-swiping incidents and the three fatal head-on crashes also would be classified under lane departure.

CRASH TYPE	FATAL CRASHES
<b>CLINTON</b>	<b>28</b>
HEAD ON	3
OTHER	1
<b>OUT OF CONTROL</b>	<b>14</b>
PASSING	2
PEDESTRIAN	1
REAR END	1
RIGHT ANGLE	1
SIDESWIPE	4
WRONG WAY ON DIVIDED HIGHWAY	1
<b>TOTAL</b>	<b>28</b>

CRASH TYPE	CRASH TOTALS
<b>CLINTON</b>	<b>2786</b>
ANGLE	1
ANIMAL NOT DEER/DOG/FARM ANIMAL	12
AVOIDING	34
BACKING	52
CHANGING LANE	9
CROSS MEDIAN	5
DEBRIS	18
DEER	125
DOG	6
FARM ANIMAL	27
FIXED OBJECT	20
HEAD ON	86
JACKKNIFE	16
LEFT TURN	67
LEFT TURN RIGHT ANGLE COLLISION	100
OTHER	153
<b>OUT OF CONTROL</b>	<b>957</b>
PARKING OR PARKED CAR	143
PASSING	155
PEDALCYCLE	5
PEDESTRIAN	14
REAR END	455
RIGHT ANGLE	192
RIGHT TURN	6
RIGHT TURN RIGHT ANGLE COLLISION	28
SIDESWIPE	75
STRUCK BY FALLING OBJ-MOTOR VEHICLE	13
TOWED UNIT DISCONNECTS	1
U - TURN	7
WRONG WAY ON DIVIDED HIGHWAY	4
<b>TOTAL</b>	<b>2786</b>

Overall, there were 2,786 crashes recorded in Clinton County from 2016 to 2025. The Out of Control classification represented 34.4% of the total. Rear-end collisions represented the next highest category with 455 accidents, representing 16.3% of the total. Right-angle collisions represented the next highest crash total with 192 total instances. Passing vehicles were involved in 155 crashes, while there were 143 incidents involving parking or parked vehicles. Deer were involved in 125 crashes during the 10-year recording period.

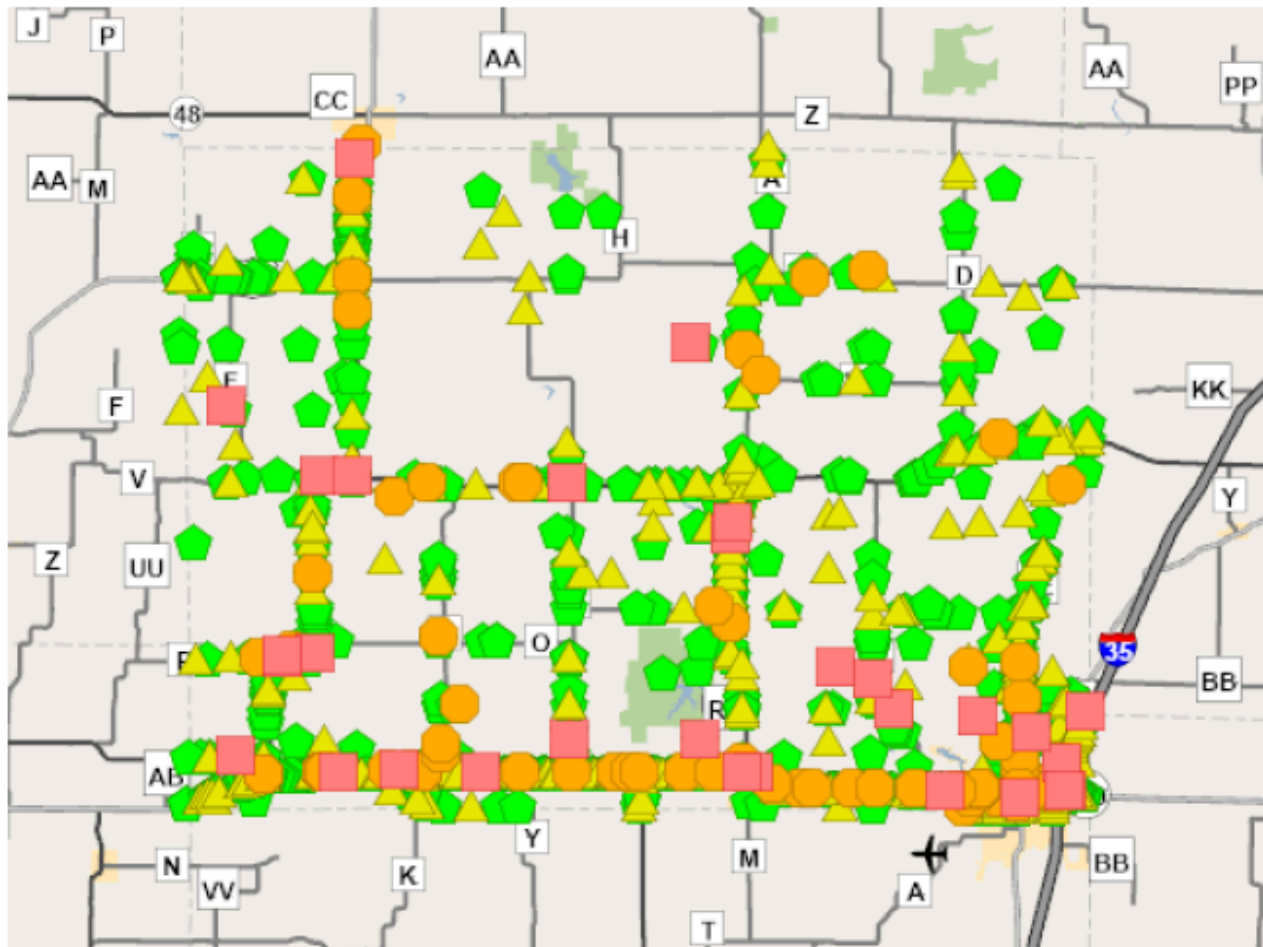


# DEKALB COUNTY

## MoDOT Safety Data Zone Crash Tool

This PDF generated on December 9, 2025.

NOTE: The crash data contained in this PDF may not be as current as the date of this PDF.



Crash Totals		Personal Injury Totals	
Fatal Crashes	30	Fatalities	33
Serious Injury Crashes	90	Serious Injuries	126
Minor Injury Crashes	499	Minor Injuries	750
PDO Crashes	1,496		
Total Crashes	2,115		

- ✕ Unknown
- ▬ Prop Damage Only
- ▲ Minor Injury
- Disabling Injury
- Fatal

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## DEKALB COUNTY

Dekalb County recorded 30 fatal crashes from 2016-2025. The “Out of Control” classification represented the largest total with 13 fatal accidents. There were seven fatal rear-end crashes, and five fatal right-angle crashes.

CRASH TYPE	FATAL CRASHES
AVOIDING	1
HEAD ON	3
OUT OF CONTROL	13
PEDESTRIAN	1
REAR END	7
RIGHT ANGLE	5
<b>TOTAL</b>	<b>30</b>

US Highway 36 experienced the largest volume of fatal accidents in Dekalb County with nine. Missouri Highway 6

CRASH TYPES	CRASH TOTALS
<b>DEKALB</b>	<b>1949</b>
ANIMAL NOT DEER/DOG/FARM ANIMAL	14
ANIMAL OTHER THAN DEER	1
AVOIDING	25
BACKING	3
CHANGING LANE	14
DEBRIS	8
DEER	140
DOG	6
FARM ANIMAL	40
FIXED OBJECT	17
HEAD ON	36
JACKKNIFE	4
LEFT TURN	43
LEFT TURN RIGHT ANGLE COLLISION	80
OTHER	50
<b>OUT OF CONTROL</b>	<b>682</b>
PARKING OR PARKED CAR	29
PASSING	105
PEDALCYCLE	3
PEDESTRIAN	11
<b>REAR END</b>	<b>444</b>
RIGHT ANGLE	125
RIGHT TURN	16
RIGHT TURN RIGHT ANGLE COLLISION	19
SIDESWIPE	25
STRUCK BY FALLING OBJ-MOTOR VEHICLE	2
U - TURN	4
WRONG WAY ON DIVIDED HIGHWAY	3
<b>TOTAL</b>	<b>1949</b>

(MO 6) had six fatal crashes during the recording period. There were two fatal crashes on I35 and two on MO 33. There were five fatal crashes on state lettered routes and four fatal crashes on county roads.

While Out of Control crashes were still the highest percentage of total crashes in Dekalb County (35%), the total of 444 rear-end incidents (22.8%) represented the smallest margin in the MoKan region and also represented the highest secondary incident total in the region. Deer collisions represented the third highest crash classification with 140 total incidents, followed closely by right angle crashes, which totaled 125.

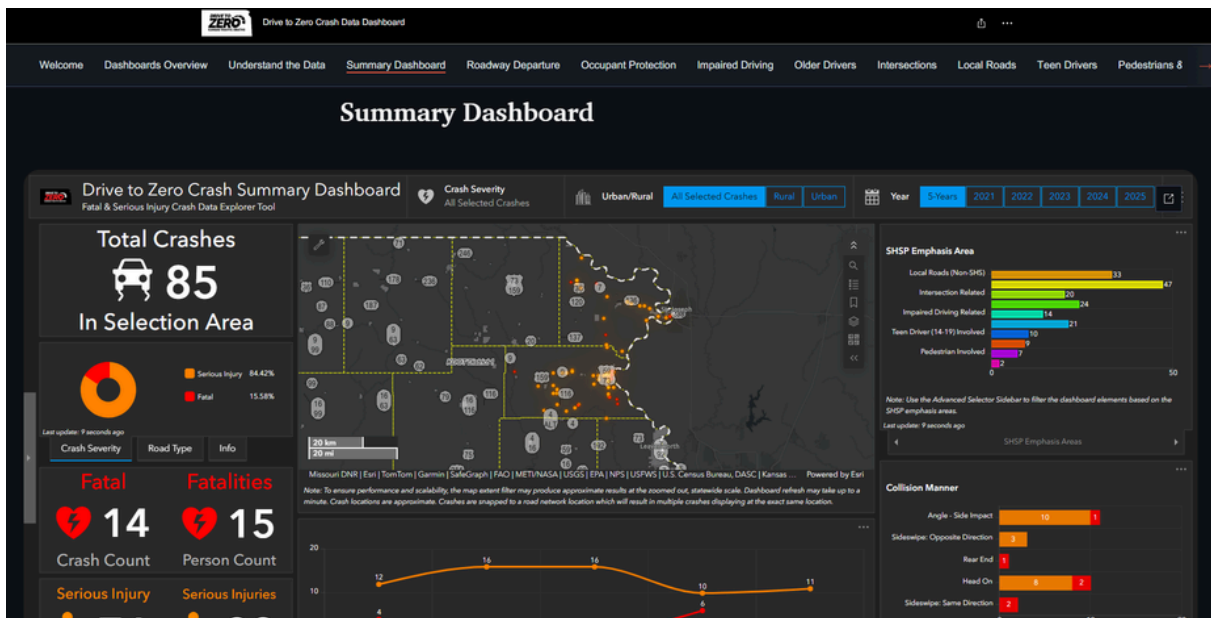
There were 11 pedestrian-involved crashes including one fatality.

# CRASH STATISTICS

The Kansas Department of Transportation (KDOT) has crash data available to the public, making available the records for the past 10 years. A Kansas Open Records Act (KORA) was placed with KDOT and crash data was secured for the period from November 2015 through November 2025.



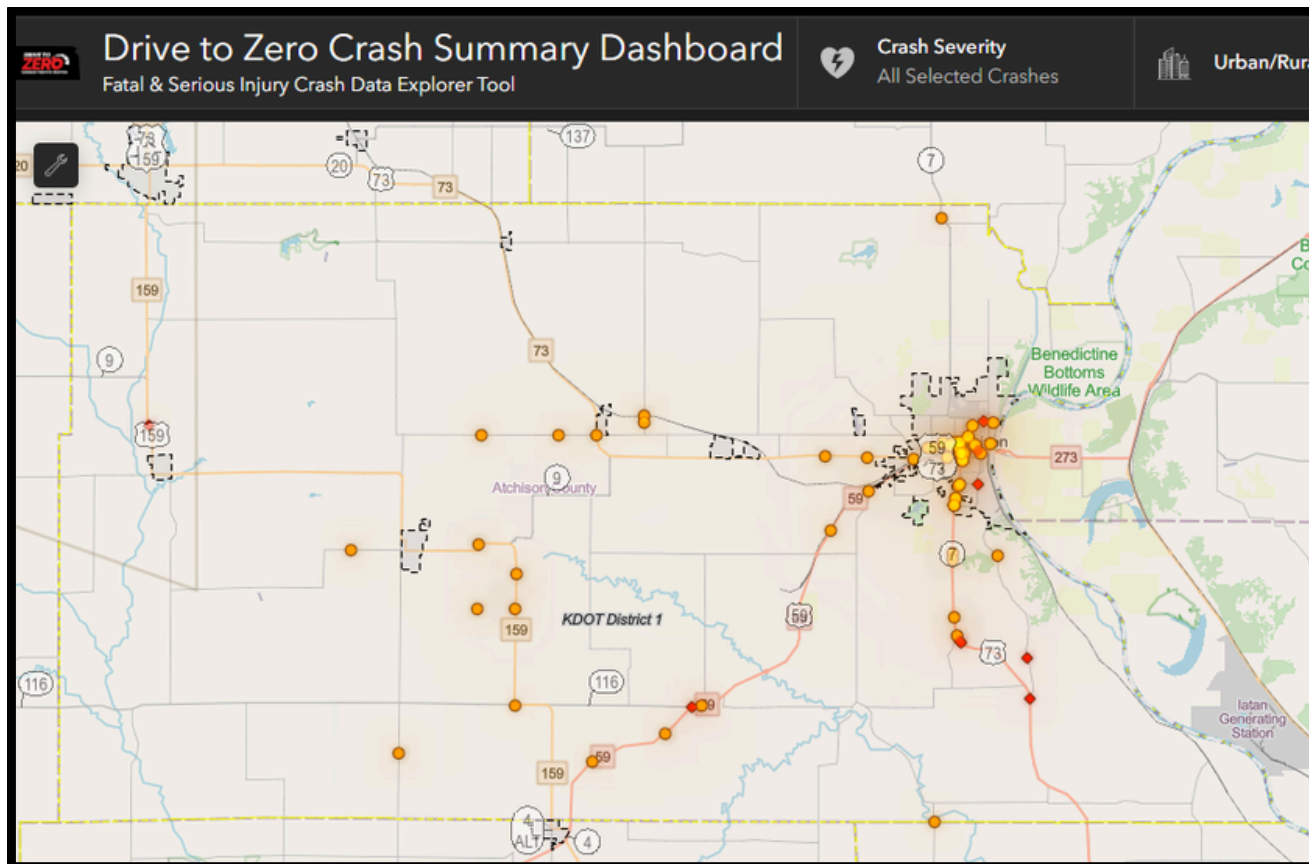
Analysis of this crash data was performed for Atchison and Doniphan counties, helping to pinpoint areas of concern for the local communities therein.



Presented on the following pages are the ten-year crash statistics for Atchison and Doniphan counties in Kansas from 2016 - 2025. While the data recording parameters vary slightly from state to state, for the purposes of this Strategic Safety Plan, the base elements were more than adequate to establish patterns, even across state lines, as far as potential traffic safety issues that are clearly represented in the crash types, locations, and other details shared across both platforms.

# ATCHISON COUNTY (KS)

KDOT Drive to Zero Crash Summary Dashboard  
 Fatal & Serious Injury Crash Data Explorer Tool 2021-2025 data  
 Generated February 24, 2026



- ◆ FATAL CRASHES
- SERIOUS INJURY CRASHES

KDOT crash data 2021 - 2025

Fatal Crashes	9
Injury Crashes	287
Property Damage Only Crashes	1507
<b>TOTAL Crashes</b>	<b>1803</b>

Fatal Crashes	23
Injury Crashes	561
Property Damage Only Crashes	3001
<b>TOTAL Crashes</b>	<b>3585</b>

KDOT crash data 2016 - 2025

## ATCHISON COUNTY (KS)

During this timeframe, Atchison County recorded 3,585 total accidents. Of that total, 561 were injury accidents, including 23 fatal crashes. US Highway 59 and US Highway 73 were each the site of seven fatal crashes. These two routes have the highest ADT numbers in the county, over 4,500 and nearly 3,500, respectively, near the City of Atchison. Kansas State Highway 7 has between 3,000 and 3,800 ADT between Atchison and Leavenworth, yet the route was the site of just one fatal crash in the 10-year recording period.

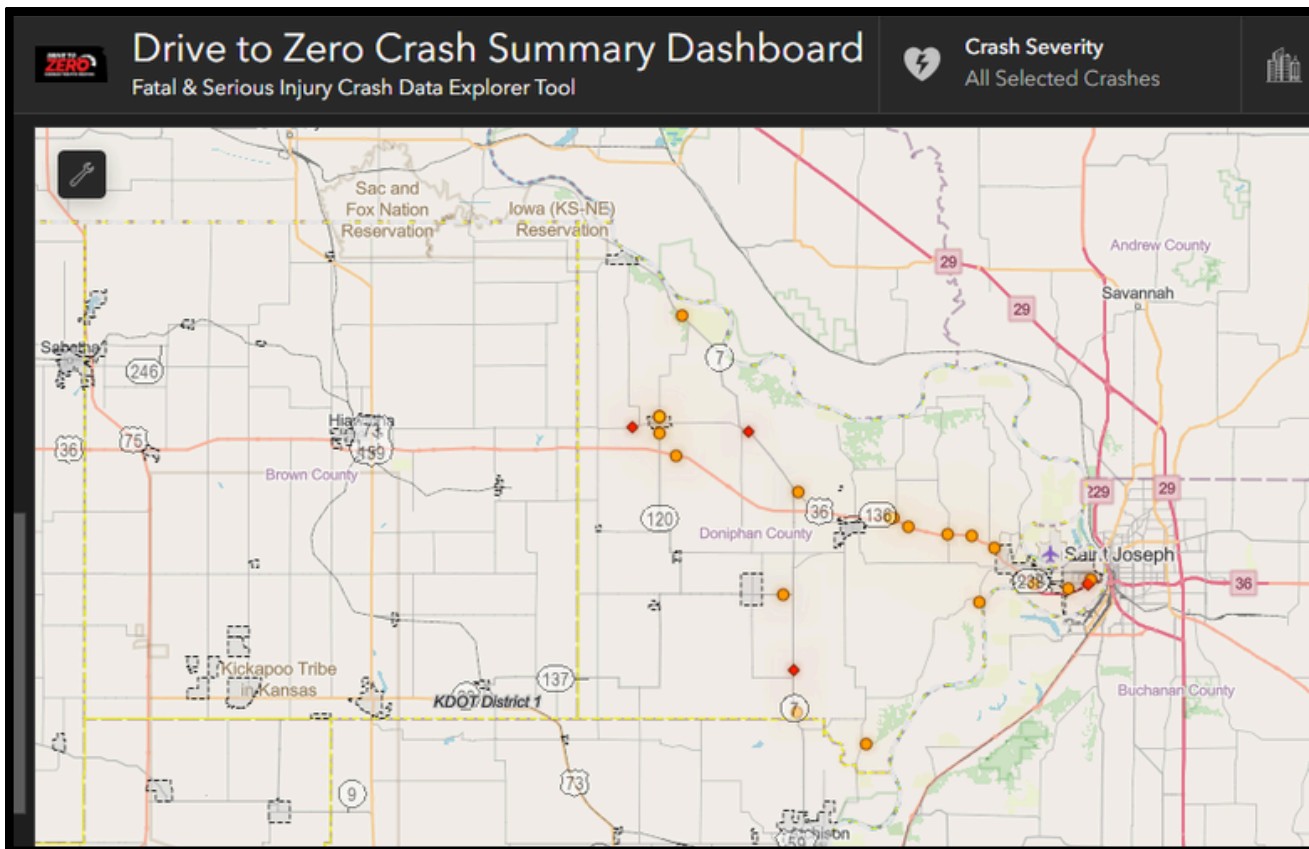
TRAVELWAY	FATAL CRASHES
<b>ATCHISON</b>	<b>23</b>
214TH RD	1
4TH ST	1
6TH ST	1
K007	1
MAIN RD	1
RIVER RD	2
SHERMAN RD	1
U059	7
U073	7
U159	1
<b>TOTAL</b>	<b>23</b>

Of the 23 Atchison County fatal crashes, a total of just 6 occurred in intersections or were intersection-related. Nearly 70% of the fatal crashes (16) were classified as roadway departures, with 15 of the 23 fatal crashes being single-vehicle accidents.

CRASH TYPE	CRASH TOTALS
<b>ATCHISON</b>	<b>3585</b>
COLL W ANIMAL	817
COLL W FIXED OBJECT	695
COLL W OTHER MOTOR VEHICLE	1211
COLL W OTHER OBJECT	53
COLL W PARKED MOTOR VEHICLE	544
COLL W PEDALCYCLE	21
COLL W PEDESTRIAN	23
COLL W RAILWAY TRAIN	2
OTHER NON-COLLISION	109
OVERTURNED	106
UNKNOWN	4
<b>TOTAL</b>	<b>3585</b>

# DONIPHAN COUNTY (KS)

KDOT Drive to Zero Crash Summary Dashboard  
 Fatal & Serious Injury Crash Data Explorer Tool 2021-2025 data  
 Generated February 24, 2026



- ◆ FATAL CRASHES
- SERIOUS INJURY CRASHES

KDOT crash data 2021 - 2025

Fatal Crashes	5
Injury Crashes	75
Property Damage Only Crashes	188
<b>TOTAL Crashes</b>	<b>268</b>

Fatal Crashes	13
Injury Crashes	174
Property Damage Only Crashes	472
<b>TOTAL Crashes</b>	<b>659</b>

KDOT crash data 2016 - 2025

## DONIPHAN COUNTY (KS)

Doniphan County recorded 659 total crashes in the same timeframe, including 174 injury accidents and 13 fatal crashes. US Highway 36 saw the largest total of fatal crashes, with five. It is the busiest roadway in the county, with ADT ranging from 3,000 to 3,600 across the county. Kansas State Highway 7 was the site of three fatal crashes. The north/south roadway on the east side of the county has ADT ranging from 1,800 in the south part of the county down to just 200 in the north, approaching the Nebraska state line.

TRAVELWAY	FATAL CRASHES
<b>DONIPHAN</b>	<b>13</b>
240TH RD	1
ASH POINT RD	1
C175TH RD	1
FRIENDSHIP RD	1
K007	3
K238	1
U036	5
<b>TOTAL</b>	<b>13</b>

As was the case in Atchison County, nearly 70% of the fatal crashes (9) in Doniphan County involved roadway departure. Three of the 13 fatal crashes occurred in, or were, intersection-related.

CRASH TYPES	CRASH TOTALS
<b>DONIPHAN</b>	<b>659</b>
COLL W ANIMAL	165
COLL W FIXED OBJECT	109
COLL W OTHER MOTOR VEHICLE	195
COLL W OTHER OBJECT	17
COLL W PARKED MOTOR VEHICLE	17
COLL W PEDALCYCLE	1
COLL W PEDESTRIAN	2
COLL W RAILWAY TRAIN	1
OTHER NON-COLLISION	80
OVERTURNED	71
UNKNOWN	1
<b>TOTAL</b>	<b>659</b>

## PROJECTS & STRATEGIES

MoKan's team combined analysis of these existing conditions and historical trends with committee members' expertise and experience to establish the Comprehensive Safety Action Plan's projects and strategies.

The analysis completed as part of the project involved review of a variety of contributing factors for crashes involving fatalities and serious injuries across the jurisdiction. By reviewing the locations of crashes, the severity, crash types, and other available data, the committee was able to establish the following suggested projects to help increase safety and reduce the number of fatalities on the road to zero.

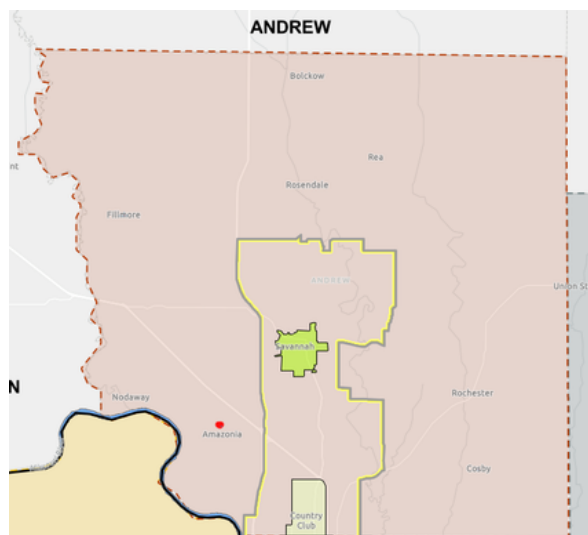
The process considered the systemic safety needs of the rural portions of the region, such as lane departure, while also factoring in vulnerable users data for such groups and pedestrians and bicyclists. These all factored into the following suggested safety projects.



# ANDREW COUNTY

Initially, the primary participant, Andrew County stakeholders, began meeting in 2024 before the scope of the Safety Action Plan expanded to include the whole of Mo-Kan’s service area. In 2025, the focus shifted to the rural areas of Andrew County not covered by the SJATSO, with meetings of the Andrew County Subcommittee being held in Cosby starting on May 29, 2025. Additional meetings were held on July 2 and October 6. Sidewalk assessments were conducted for Amazonia, Fillmore, and Cosby in August. The subcommittee was joined by State Representative Dean Van Schoiack, local business leaders, and community leaders. The feedback gathered revealed a focus on pedestrian safety, primarily for rural students in the area. Two county-wide projects were identified; they, however, have support from MoDOT to improve conditions, and thus were excluded from this plan. One was to improve curve chevrons along a hazardous curve, the other sought solutions to a high-crash intersection with a business and school near the intersection. MoDOT is continuing to pursue options for the intersection with the results of traffic studies pending before options can be included in this plan. The projects that are included include pedestrian safety improvements in the three participating rural communities of Amazonia, Cosby, and Fillmore.

	COUNTY	ROUTE	PROJECT DESCRIPTION
An1	Andrew	6th St.	Amazonia pedestrian crossing and sidewalks
An2	Andrew	Main St.	Cosby sidewalks along Main Street
An3	Andrew	Main St.	Fillmore sidewalks south side of Main Street between Cross and Burns Streets
An4	Andrew	MO 169	Avenue City intersection



# An1: Amazonia Pedestrian Improvements

AADT	CRASH RATE	COST ESTIMATE
633	0.2	\$75,000.00

In Amazonia, pedestrian safety around the Amazonia Elementary School was the community’s highest priority. The school is located on 6<sup>th</sup> Street off of MO Route K. There is currently a school zone sign to the south of the 6<sup>th</sup> Street intersection, but the speed limit remains at 35 MPH through the area. City streets around the school are narrow, some are gravel, and lack sidewalks or have sidewalks in poor condition, creating a hazard for students to walk to school safely. Proposed sidewalks would run in front of the school on the north side of 6<sup>th</sup> Street, down Spring Street, Vine Street, and to the Amazonia Community Building on the west side of MO Route T. This proposed route of sidewalk improvements would require a crosswalk at Vine Street, Spring Street, and 6<sup>th</sup> Street with the community requesting a lighted crossing on MO Route K for students to cross the highway safely from the west side of town. An appropriate funding source for sidewalk improvements would be the Transportation Alternatives Program (TAP) funded through MoDOT. Estimates from previous similar TAP projects would suggest approximately \$75,000 would be required to improve the suggested sidewalks.



# An2: Cosby Pedestrian Safety



AADT	CRASH RATE	COST ESTIMATE
357	0	\$77,500.00

MO Route O runs through the center of the Village of Cosby. The community’s student population gathers at the City Hall building at the intersection of Rt O and 6<sup>th</sup> Street to board the bus each morning. The speed limit drops to 30 MPH at the city limits, with ample signage alerting drivers to the upcoming crosswalk and neighboring fire station at the center of the village. However, citizens have raised concerns about speed and pedestrian safety with the state route crossing through this area. Proposed sidewalk improvements along 6<sup>th</sup> Street on either side of the state route, along with a signaled crossing, would cost approximately half a million dollars. The cost estimate was determined based on similar Transportation Alternative Program (TAP) projects, which cost approximately \$50 per linear foot of ADA sidewalk improvement and signaled crossings, estimated at \$50,000. The community has expressed interest in additional sidewalk improvements along the south side of Walnut Street to connect with existing sidewalks on 8<sup>th</sup> Street and the proposed improvements along 6<sup>th</sup> Street to develop a complete sidewalk network throughout the village. It is Mo-Kan’s recommendation that the community begin with a TAP grant application for the 6<sup>th</sup> Street project before pursuing further development along Walnut Street.

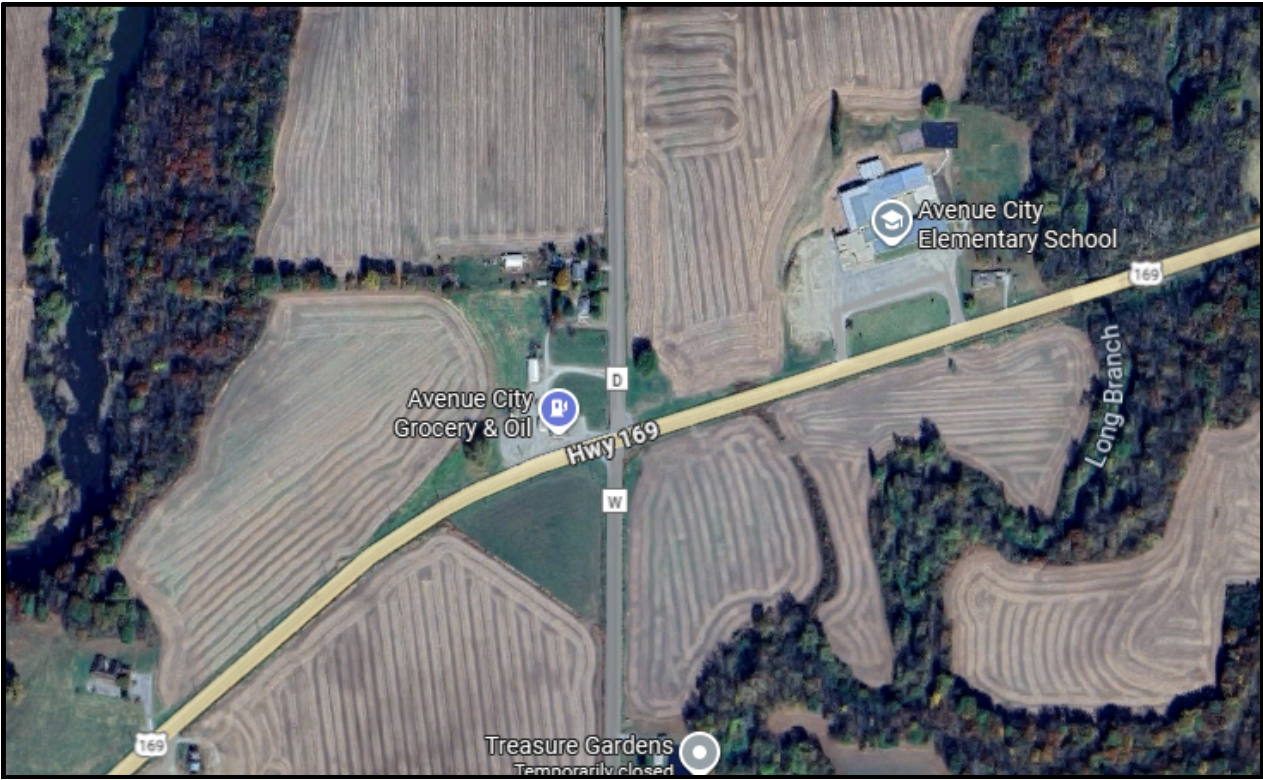
# An3: Fillmore Sidewalk Repair



AADT	CRASH RATE	COST ESTIMATE
234	0.4	\$5,000.00

The City of Fillmore has a fairly robust sidewalk network. However, there are areas of needed improvement to allow for connectivity and maintain ADA accessibility. The community’s historic downtown serves as its civic center with a post office, restaurant, fire station, and Masonic Lodge serving as the city hall; all located along Main Street within a block of one another. While some sidewalks have curb cuts to allow for wheelchair access, the connecting sidewalks themselves are in need of repair to allow for ADA compliance. The primary goal of the community is to allow for access to these civic buildings without the need for disabled individuals to utilize the roadway for pedestrian travel. The primary sidewalk in need of repair is located on the south side of Main Street near the historic bank building. Additionally, some ADA work is required near the post office. Though the work is minimal, the historic nature of the structure may add extra requirements to project development, but may also offer additional funding options. The required repair would replace approximately 75 linear feet of sidewalk at approximately \$50 per linear foot, with additional engineering cost, resulting in a cost estimate of \$5,000. With the city in the middle of a water system renovation project, the recommended funding source would be a TAP grant.

# An4: Avenue City Intersection Improvement



AADT	CRASH RATE	COST ESTIMATE
1486	2.1	\$1,500,000.00

The intersection at Highway 169, State Route W, and State Route D has been a consistent safety concern for residents of the area for many years. There have been nine (9) crashes specifically at the intersection itself in the last ten (10) years, with thirty (30) total along the connecting roadways leading to and from the intersection. Approximately twenty-one (21) crashes have occurred within 1,000 ft of the intersection in the last ten years. 169 has a bridge on either side of the intersection crossing the One Hundred and Two River and Long Branch, respectively, while Route W has a curve and a bridge crossing the same Long Branch to the south of the intersection. 169 sees between 3,176 and 1,665 travelers per day, with a total average daily traffic of the intersection itself averaging at 1,486 per day. 169 is a prime collector arterial for commuters to and from St. Joseph. Less than 1,000 ft from the intersection is Avenue City Elementary School, which currently has two entrances off 169, with parents loading and unloading students at peak hours. At the intersection itself is Avenue City Grocery & Oil, a historic and vital business to the community. However, the station has a large entrance lot off 169 with trucks which may impede vision as well as a side entrance along Route D.

## An4: Avenue City Intersection Improvement

MoDOT, the communities, the school, and businesses have taken efforts to improve safety at the intersection over the last several years. MoDOT conducted a speed study and determined that the posted speed of 60 MPH remained appropriate. Signage that was identified as a visibility hazard is in the process of being evaluated and repositioned. The school added signage and flashing beacons on school zone and speed limit signage.

Mo-Kan transportation planners studied a similar intersection in which sight lines appeared clear, and speeds seemed appropriate, yet a high number of crashes and four crashes resulting in five fatalities occurred at the intersection over the course of ten years. That intersection was US-69 and MO Route 116, located in the southeastern corner of Mo-Kan's region. The intersection was placed on the State Transportation Improvement Program (STIP) in 2019, and in 2022, construction began on a roundabout completed that same year without closure of either road. Crashes at the intersection have reduced from thirty to four in the last few years since the roundabout opened. The cost estimate for the roundabout at US-69 and MO 116 was identified in the STIP as \$1,282,000.



Several differences exist between the Hwy 169 intersection and the US-69 MO 116 intersection, primarily the existence of an operating service station along Hwy 169. It is not the intention of this plan to displace or disrupt business or daily life of residents, merely to identify safety concerns and provide potential solutions. The opinion of a roundabout as a solution is the recommendation of Mo-Kan Regional Council and Mo-Kan alone, it has not been formally endorsed by MoDOT nor state or local officials. Should additional solutions arise, Mo-Kan will work with its partners to improve safety in any way possible. For the purposes of this plan, however, it is Mo-Kan's recommendation that intersection improvements be evaluated and pursued with a cost estimate of \$1.5 million.

ATCHISON COUNTY

CITY OF ATCHISON &  
CITY OF EFFINGHAM

Atchison County, KS has been a part of the Mo-Kan service area since its foundation in 1968; however, they have opted not to pay membership fees for several years prior to this project. Mo-Kan utilized this opportunity to show value in our transportation planning capabilities to improve roadway safety in the area through the planning process. Though the county did not opt to participate in the Safety Action Plan, the City of Atchison and the City of Effingham did join in. Projects in Effingham focus on pedestrian safety for students and community members, while Atchison has a number of major roadways passing through the city with safety improvements planned along them.

	COUNTY	ROUTE	PROJECT DESCRIPTION
At1	Atchison	Country Club Rd	Atchison reduce speed and blind hill warning signs
At2	Atchison	K7	Atchison rumble strips & curve warning sign at K7 & Unity
At3	Atchison	2nd St.	Atchison pedestrian crossings on 2nd Street near college
At4	Atchison	US 59	Atchison pedestrian crossing at 10th Street & US 59
At5	Atchison	6th St.	Atchison 6th Street sidewalk extension
At6	Atchison	17th St.	Atchison turn lane at 17th Street & Main Street
At7	Atchison	US 59	Atchison intersection improvement at US 59 & US 73
At8	Atchison	Main St.	Effingham crosswalk with RFB at Main & Seabury Streets
At9	Atchison	9th St.	Effingham sidewalk along 9 <sup>th</sup> Street to schools

# At1: Atchison blind hill and speed reduction



AADT	CRASH RATE	COST ESTIMATE
3,650	0	TBD

Kansas Route 7 serves as the Glacial Hills Scenic Byway connecting White Cloud to Leavenworth through the heart of Atchison, Kansas. As such, the route brings a large number of vehicles through Atchison’s urban core as Unity Street connects the north part of town to Country Club Road. The intersection of Country Club Road/KS-7 and 17<sup>th</sup> Street is surrounded by the Atchison Golf Club at Bellevue, the Highland Community College Atchison Campus, the Atchison Elementary School, and the Atchison High School. With Benedictine College at the east end of Unity Street, this stretch of highway serves as the educational thoroughfare for the city. As KS-7 approaches this intersection, there is a blind hill, resulting in a number of crashes at the highly used intersection. Country Club Road also serves as the entrance to town from the west, resulting in incoming traffic missing speed reductions heading into the intersection or outgoing traffic increasing in speed too early as they leave town, not knowing that the golf course entrance is nearby. As it is currently designed, Country Club Road is a through road with no stop signs, while north and southbound traffic along 17<sup>th</sup> Street is meant to stop. There is a right-turn lane on northbound 17<sup>th</sup> to eastbound Country Club Road as part of KS-7 and a right-turn lane from westbound Country Club Road to northbound 17<sup>th</sup> Street, but no turn lanes on either eastbound Country Club Road or southbound 17<sup>th</sup> Street.

# At2: K7 Curve



AADT	CRASH RATE	COST ESTIMATE
3,650	0	TBD

As previously mentioned in project At1, Kansas Route 7 serves as a Scenic Byway through the heart of Atchison, Kansas. Unity Street, which connects to Benedictine College and Atchison’s downtown in the east, heads to the west of town before curving north and becoming K7. To continue east on K7 and the aforementioned Country Club Road, travelers have to turn left just after this curve. Visibility is low, and the route lacks advance warning along Unity. K7 southbound has a right turn lane to allow for traffic remaining on K7 to turn without impeding traffic continuing straight south onto Unity, but Unity does not have a left turn lane to access K7 west. Traffic stops along County Club Road on either side of this intersection, adding another element of danger as traffic attempts to cross Unity just after the curve. The curve itself has a warning sign, chevrons, and a railing, but no warning of the approaching busy intersection. One community suggestion was to add rumble strips. However, the area is residential, and rumble strips are not typically recommended in a residential area due to noise. A curve and intersection warning sign could be a low cost correction.

# At3: 2<sup>nd</sup> Street Pedestrian Crossing



AADT	CRASH RATE	COST ESTIMATE
1,850	0	\$25,000.00

Benedictine College is the top employer in the City of Atchison and has seen exponential growth in the last several years. The campus is located in the northeast corner of the city along 2<sup>nd</sup> Street. Additional housing has been constructed to meet demand to the northwest of 2<sup>nd</sup> Street, resulting in an increase in pedestrian student traffic crossing 2<sup>nd</sup> Street to access the campus. Crosswalks exist along 2<sup>nd</sup> Street at key crossing points, namely at N Street, between N and M Streets, and at Unity Street. The City has identified the crossing at N Street to conduct a pedestrian traffic study to see if the area would warrant a signaled crossing due to the number of housing units in the area. The current layout has a crossing across N Street and an angled crossing across 2<sup>nd</sup> Street. The proposed signaled crossing would be across 2<sup>nd</sup> Street. Signaled crossings are estimated at \$25,000-\$50,000.

# At4: 10<sup>th</sup> & US 59 Pedestrian Safety



AADT	CRASH RATE	COST ESTIMATE
11,200	0.2	TBD

US 59 is the primary highway connecting Atchison to Missouri and Lawrence and Topeka. It runs east to west through the heart of the city along the rail line with bridges and railroad crossings leading north into the city’s downtown with Main Street running along the north side of the tracks. The bridges were installed to prevent delays caused by high rail traffic. 10<sup>th</sup> Street serves as the primary entry point for the city, though it is an at-grade rail crossing. 10<sup>th</sup> Street is also part of K7 and US 73, which connects to Leavenworth to the south. As such, the intersection of 10<sup>th</sup> Street and US 59 is one of the busiest and most important in the city. It has been well designed with ample turn lanes and signals, though train traffic can cause backup with a large number of truck traffic utilizing the route. All four corners of the intersection have crosswalks, however, the west side lacks adequate sidewalks.

The current sidewalk system is constructed directly along the roadway with very little separation between traffic and pedestrians. This results in trucks frequently striking and wearing down the curb at the southwest corner as they turn south onto US 73 from US 59. The northwest is likewise too close to the roadway, resulting in erosion that has buried the existing sidewalk. The east side, on the other hand, is properly designed with taller curbs and more of a setback from the roadway.

# At5: 6<sup>th</sup> Street Sidewalk Extension

AADT	CRASH RATE	COST ESTIMATE
3,175	0.2	\$200,000.00



Old 73, the original south entrance to the City of Atchison from Leavenworth, becomes 6<sup>th</sup> Street and curves into 5<sup>th</sup> Street, which crosses over US 59 and the train tracks to the downtown. The area east of 6<sup>th</sup> Street is the city’s historic Jackson Park, which offers extensive walking trails and recreation activities.



New sidewalks installed along 5th Street connect downtown to this residential area, but the new sidewalks terminate at the curve that becomes 6th Street and would connect to Jackson Park. Continuing these sidewalks along 6th Street would connect the Riverfront Trail in downtown Atchison to the walking trails in Jackson Park. A few sidewalks remain along this stretch of road, but similarly to others in town, these are overgrown and too close to the roadway. The additional sidewalk would be approximately 2,500 linear feet along the east side of 6th Street from U Street to College Street along the where the entrance to Jackson Park is located. At approximately \$50 per linear foot plus engineering, Mo-Kan would estimate that the project would cost \$200,000.

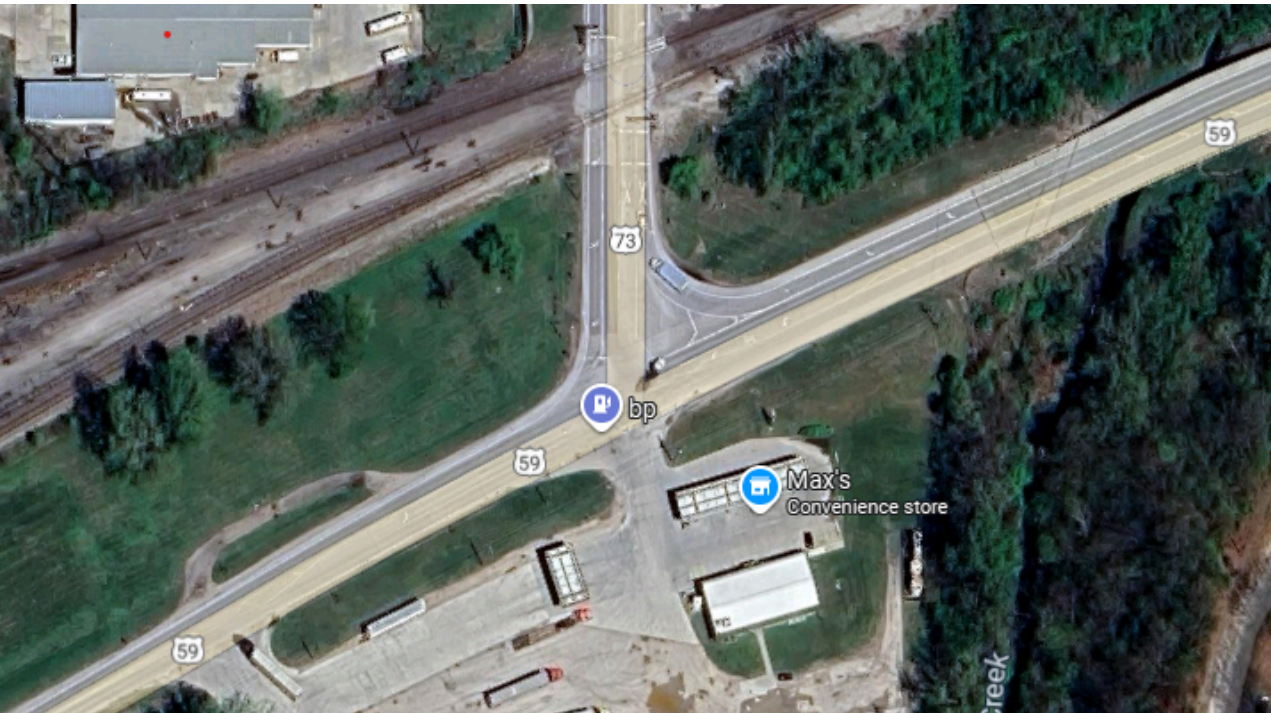
# At6: 17<sup>th</sup> & Main Street Intersection Improvement



AADT	CRASH RATE	COST ESTIMATE
8,345	0.4	TBD

In 2022, a road diet reduced Main Street from four lanes to two lanes with wider shoulders and a center turn lane. This improved traffic safety at 17<sup>th</sup> Street, which is the entrance to K7 north off of Main Street, leading to the Atchison Elementary and High Schools. This route sees increased truck traffic, and similar to the US 59 & US 73 intersection, trucks turning right off westbound Main Street to northbound K7 have worn down the curb and crosswalk.

# At7: US 59 & US 73 Intersection Improvement



AADT	CRASH RATE	COST ESTIMATE
11,200	0.2	TBD

US 73 comes north from Leavenworth to Atchison before turning west along US 59 and turning north again at the west end of town, crossing the railroad tracks at grade before turning west again. The at-grade crossing can result in truck traffic backing up onto the crossing highway, and the east or west-bound traffic can be negatively affected by the rising or setting sun. The intersection has been designed appropriately with a central turn lane and a designated northbound turn lane off of US 59 to US 73. The City of Atchison has recognized increased traffic at the gas station across from US 73 and recommends a right turn lane to allow traffic to safely exit US 53 in a similar manner. The gas station has an alternate truck entrance to the southwest and a turn around lane off the north of US 59. There is a slight lane extension at the northeast entrance, but this southwest entrance does not have much room to turn into the station.

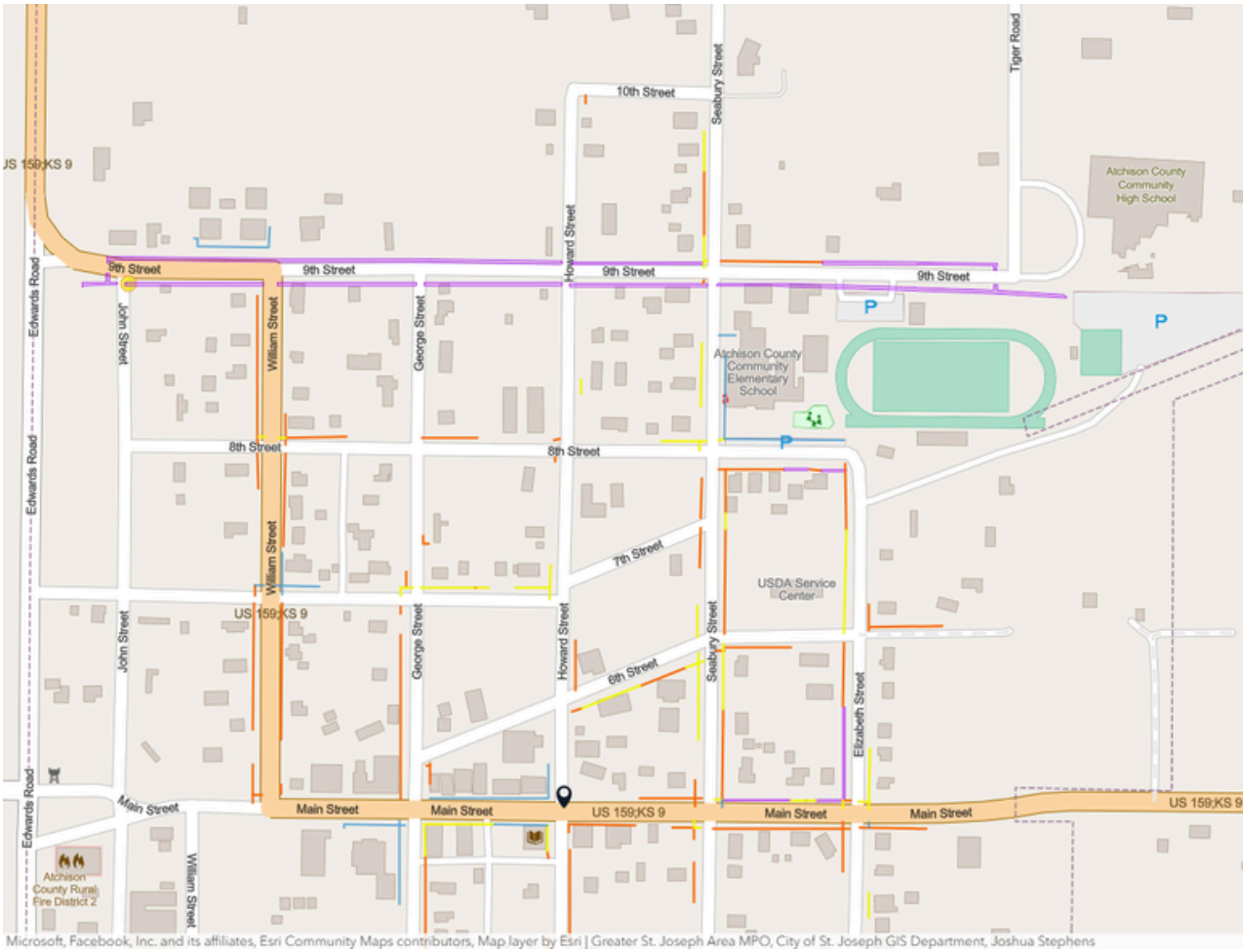
# At8: Effingham Crosswalk



AADT	CRASH RATE	COST ESTIMATE
530	0	\$50,000.00

The City of Effingham is the home of USD 377-Atchison County Community Schools. Pedestrian safety was the highest priority to the community, and while the town has a sidewalk system connecting to the school, there are areas in need of improvement. The above image was taken by Google Street View in July 2022, showing two students walking in the middle of Elizabeth Street, just north of Main Street with no sidewalks as an alternative safer route. Kansas 9/US 159 merges to the east of town and becomes the city’s Main Street, flowing through the center of town before curving north and continuing out of town. As the schools are located in the northeast of Effingham, students from the south have to cross this highway to walk to school. Many of the intersections have ADA crosswalks with curb cuts, but lack painted or signed crossings, and many lack connecting sidewalks. To improve connectivity, the community would like to pursue a signaled crossing at Main and Seabury Street. Seabury connects directly to the school, where there are more appropriate crossings and sidewalks available. KDOT has stated that the City can reach out regarding a permit to add the crossing, with an estimated cost for signaled crossings running \$50,000.

# At9: Effingham Sidewalk Extension



AADT	CRASH RATE	COST ESTIMATE
N/A	0	\$82,500.00

In connection to the pedestrian safety of an additional crosswalk in the City of Effingham, the city is also interested in extending a sidewalk system from the school along 9<sup>th</sup> Street to the Dollar General at the corner of 9<sup>th</sup> Street and John Street. The approximate distance is 1,650 linear feet. However, significant drainage work along the south side of 9<sup>th</sup> Street would make the project either more costly along this route or less desirable than a sidewalk along the north side of 9<sup>th</sup> Street. With linear feet as a cost estimate alone, the project would cost approximately \$82,500.

**BUCHANAN COUNTY**

**VILLAGE OF AGENCY  
& CITY OF EASTON**

Similar to Andrew County, with the SJATSO covering the majority of Buchanan County, Mo-Kan focused instead on the rural communities. The southwest of the county is defined by US 59, the primary route between Atchison, KS, and St. Joseph. Flooding along the Missouri River creates unique challenges to infrastructure which can be too costly to prevent. Mo-Kan has focused on these projects since the flood of 2019 in hopes of preventing delays to emergency services and improving connectivity between our two largest communities. The Village of Agency rests to the southeast of St. Joseph. They face challenges of having a state highway running through the center of the community with limited shoulders and deep ditches along the roadway. They have also noticed an increase in animal activity that has raised safety concerns. The community has limited pedestrian accessibility and would like to improve conditions to allow community members to walk or utilize mobility devices off the dangerous highway route to access services. Similarly, the City of Easton, which is east of St. Joseph, would like to improve connectivity of its pedestrian network and parking opportunities to the city hall and community restaurant.

	<b>COUNTY</b>	<b>ROUTE</b>	<b>PROJECT DESCRIPTION</b>
Bu1	Buchanan	US 59	Flood resiliency on US 59 east of Atchison
Bu2	Buchanan	US 59	Rail to Trail bike lane from Rushville to Atchison
Bu3	Buchanan	Hwy H	Intersection improvement Hwy H & Hwy MM
Bu4	Buchanan	Hwy FF	Agency sidewalk from convenience store to Robin Street
Bu5	Buchanan	Rt N	Easton parking along Elijah and Woodward Streets

A Buchanan County Subcommittee meeting was held in Agency on June 2, with individual meetings in Agency on June 30 and in Easton on April 10 and July 10. Meetings were attended by the community’s respective boards and community members who highlighted their concerns in high-crash areas and a desire for improved pedestrian safety and recreation opportunities.

# Bul: US 59 Flood Resiliency



AADT	CRASH RATE	COST ESTIMATE
3,484	9.0	\$12,870,000

In 2019, the Missouri River flood resulted in a closure of US Highway 59 for a total of one hundred and fifteen (115) days. During the flood of 2011, the highway was closed for 99 days. US 59 is the primary connecting route between Atchison, KS and St. Joseph, MO. As there are only bridges crossing the Missouri River at Atchison and St. Joseph respectively, the closing of one resulted in an increased commute time from 30 minutes to nearly 1 hour. This delay was especially concerning for emergency services as both Atchison and St. Joseph are medical hubs for the surrounding areas. According to Lightcast data, approximately 450 commuters travel from Atchison County to Buchanan County, while approximately 200 travel into Atchison County from Buchanan County and more broadly over 1,000 commuters from Atchison County to Missouri and about 600 commuters from Missouri to Atchison County. St. Joseph and Atchison also serve as education hubs for one another with Benedictine College in Atchison and Missouri Western State University in St. Joseph providing educational opportunities for both communities to attend public or private institutes within 30 minutes of home. The closure of US 59 resulted in an estimated economic impact of \$25,000,000.

## **Bul: US 59 Flood Resiliency**

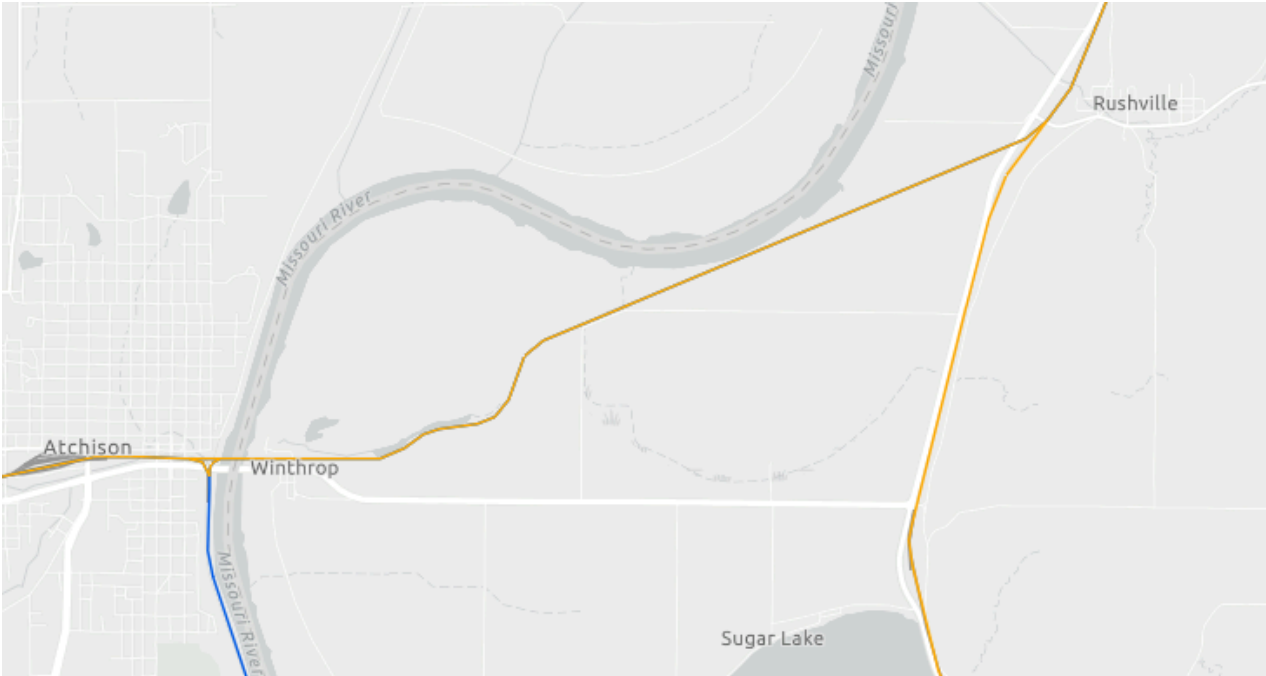
A safety analysis of the roadway shows 90 crashes between 2015 and 2025 with four (4) fatalities and one (1) disabling crash with a total crash severity rating of 94.47. During the 115 day closure in 2019, two emergency water rescues were required for vehicles that attempted to cross the flooded roadway. Letters of support from Atchison Hospital identified that nearly 270 patients required transfer from Atchison to St. Joseph in 2019 and that the detour reduced the chance of survival of a patient suffering cardiac arrest by sixteen percent.

Since the flood in 2019, Mo-Kan has worked towards funding opportunities to install the recommended flood resiliency. Through Mo-Kan's Transportation Advisory Committee (TAC), the flood resiliency project was placed on MoDOT's High Priority Unfunded Needs (HPUN) list with a cost estimate of \$12,870,000. The project would include raising the roadway and installing large tube culverts to allow water to pass under the road in the event of another flood. Due to the large amount of funding required to complete the project, it has remained on the HPUN since 2020, delegated to a Tier 3 priority, meaning that it will only move onto the Statewide Transportation Improvement Plan (STIP) if substantial outside funding is directed to the project. Mo-Kan pursued a BUILD grant in 2020, a RAISE grant application in 2021, and a Community Project Fund application in 2021, each for \$800,000 for Environmental, Hydrology, and Engineering studies, but did not receive funding.



# Bu2: Rail to Trail Bike Path

Mo-Kan conducted preliminary studies into a potential Rails to Trails project to develop a bike route along the abandoned BNSF line between Rushville, MO, and Atchison, KS, in hopes to later connect to trails in St. Joseph. However, upon initial site reviews, it was observed that a bridge along the line had collapsed and would need to be rebuilt as part of the project. Years later, after having not pursued the project further, BNSF reached out to Buchanan County, Mo-Kan Regional Council, and the St. Joseph Area Transportation Study Organization to discuss the purchase or transfer of the Atchison swing bridge across the Missouri River along this abandoned route. The renewed potential led to conversations with the City of Atchison as the swing bridge would connect to their riverfront trail network. Discussions of ownership of the swing bridge are ongoing.



# Bu3: Intersection Improvement H & MM



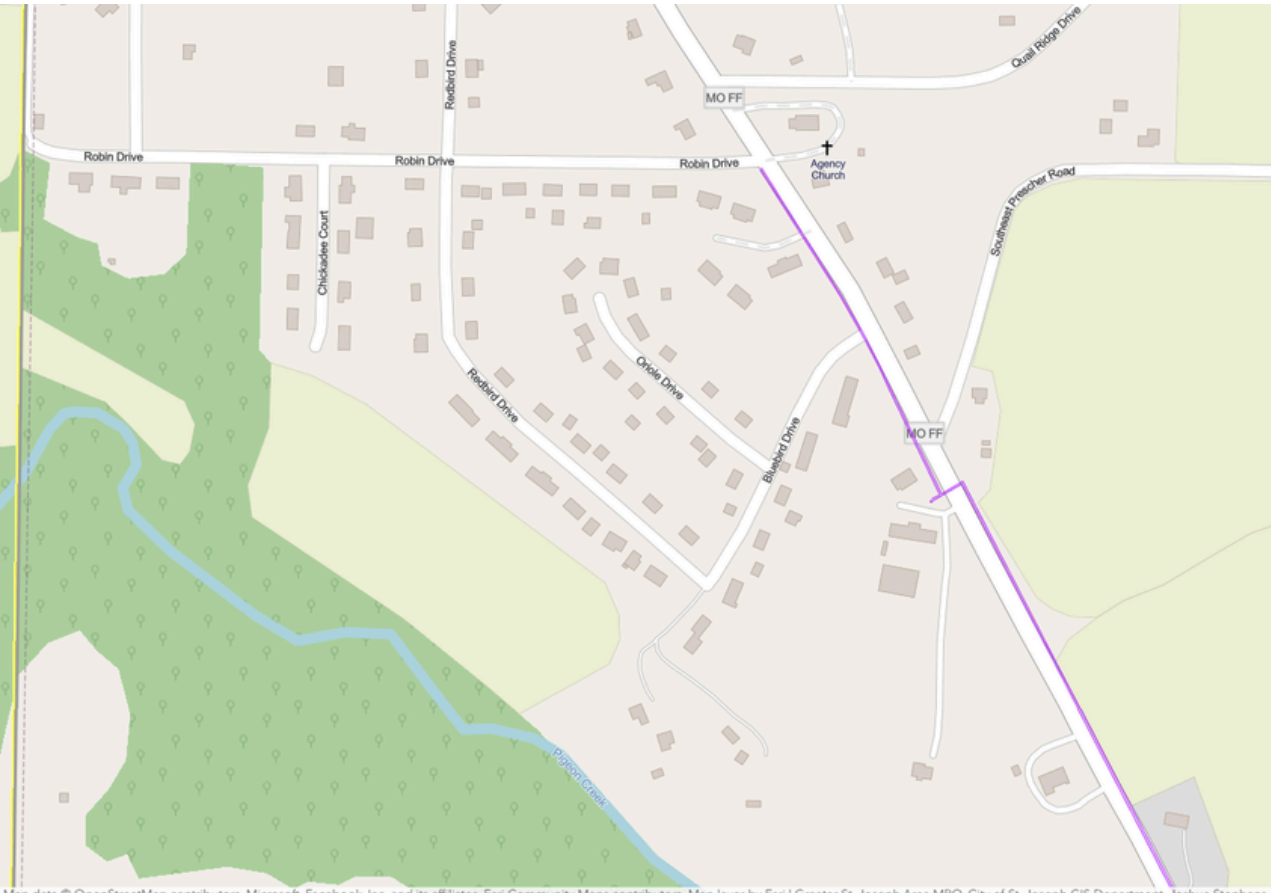
AADT	CRASH RATE	COST ESTIMATE
193	0.1	\$225,000.00

Missouri Route H runs south from Agency, MO before curving west to cross over I-29 to Mid-Buchanan R-V school. At the curve, however, the route continues south on Missouri Route MM. Northbound traffic along H has a stop sign at the intersection, while northbound traffic along MM does not. This intersection not only includes a curve entering a straight roadway with no stop signs, but the intersection also occurs on a hill with very limited visibility for either route when approaching. It is difficult to determine if southbound traffic along H intends to continue straight onto MM or take the curve to continue on H, and likewise difficult to determine if oncoming traffic heading northbound on H will stop at the designated stop sign.

As the route is the primary route for students attending Mid-Buchanan, safety is of utmost importance to the surrounding communities. There is ample signage warning of the approaching intersection and stop sign, but speeds remain at 55 MPH, save for a 45 MPH curve warning. The single crash reported in the last ten years was a vehicle going off the west embankment after turning too wide from northbound MM left onto westbound H.

A proposed solution would be to realign the curve of H to create a T-intersection with MM instead. A similarly proposed intersection improvement had a cost estimate of \$220,000.

# Bu4: Agency Pedestrian Safety



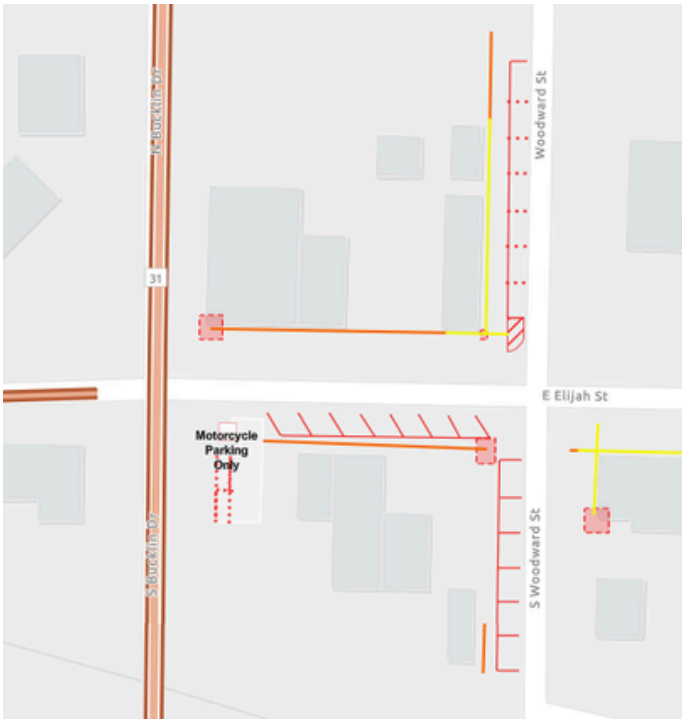
Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri | Greater St. Joseph Area MPO, City of St. Joseph GIS Department, Joshua Stephens

<b>AADT</b>	<b>CRASH RATE</b>	<b>COST ESTIMATE</b>
897	0.6	\$50,000.00

The Village of Agency straddles about three miles of Missouri Route FF southeast of St. Joseph, MO. The roadway has limited shoulder space and deep drop-off ditches running the length of the village, creating not only dangerous roadway conditions for vehicular traffic, but also limiting pedestrian accessibility within the community. Jays Convenient Store serves as the primary supplier for the village with a residential area to the north. With creeks preventing overland travel to the store, residents utilizing mobility devices, bicycles, or walking are required to walk along FF in an unsafe manner. A proposed sidewalk along the west side of FF connecting the convenience store to the residential area would not only improve pedestrian safety, but also improve roadway safety with wider shoulders and potentially curbing to protect pedestrians further. For the approximately 1,000 linear feet of added sidewalks, culvert and flood mitigation, and wider shoulders Mo-Kan estimates the project would cost approximately \$500,000.

# Bu5: Easton Pedestrian Safety

AADT	CRASH RATE	COST ESTIMATE
288	0.1	\$200,000.00



Elijah Street is the entrance to the City of Easton off of MO 31. The City Hall rests just north of Elijah Street on Woodward Street, and the Easton Pub & Grub, the primary restaurant for the community, is located between MO 31 and Woodward. Elijah Street is also the terminus of MO N that connects Easton and Hemple to the east. MO 31 connects to US 169 to the south and US 36 to the north. The City of Easton would like to improve the pedestrian safety of the area with designated street parking, improved ADA connection to the existing sidewalk, and a redesigned sidewalk along the business. While the sidewalk is only approximately 125 linear feet, the ramp and business entrance add additional expenses.

A similar TAP grant for the City of Gower redeveloped an entire block (300 linear feet) of storefront accessible ADA-compliant sidewalks for a little over \$200,000, including stairs, ramps, and railings. Though the distance is half as much, the additional street parking work could bring the project to a similar cost estimate.



## CLINTON COUNTY

Clinton County is a consistent member of the Mo-Kan TAC, and both the county and its respective communities all joined to participate in the Safety Action Plan development. The Clinton County Subcommittee met in Cameron on June 2 and in Plattsburg on October 2, with individual meetings occurring at the county on April 8, in Plattsburg and Lathrop on June 24, and in Cameron on June 2 and June 27. Clinton County has a number of large-scale safety improvement projects along busy roadways. The BB bridge interchange improvement project has been in development with legislative support for several years, and now has a design that could be implemented with appropriate funding allocated. The intersection at US 169 & MO 116 at the center of the county is a high-crash intersection in need of attention.

	COUNTY	ROUTE	PROJECT DESCRIPTION
Cl1	Clinton	Hwy BB	Cameron bridge interchange improvement I-35 & Hwy BB
Cl2	Clinton	US 169	Intersection Improvement US 169 & MO 116
Cl3	Clinton	MO 116	Plattsburg updated curve chevrons on MO 116 east of town
Cl4	Clinton	Town & Country Ln	Plattsburg bike lane and curve chevrons on Town & Country Ln
Cl5	Clinton	Main St.	Plattsburg visibility improvements downtown
Cl6	Clinton	Hwy F	Trimble sidewalk along Hwy F & Oak Street

Meanwhile, within the communities, Plattsburg and Trimble expressed a desire to improve traffic flow and pedestrian safety. The City of Lathrop has recently completed a large sidewalk improvement project to provide safer access to its new school complex. Trimble has seen economic and residential growth to the southwest of its community and would like to add a stoplight where the area connects to the major roadway of US 169, but MoDOT would require a traffic study to determine if it is feasible before that project could be presented. Plattsburg has a number of recreational improvements and a desire for improved parking, visibility, and pedestrian safety in its growing downtown.

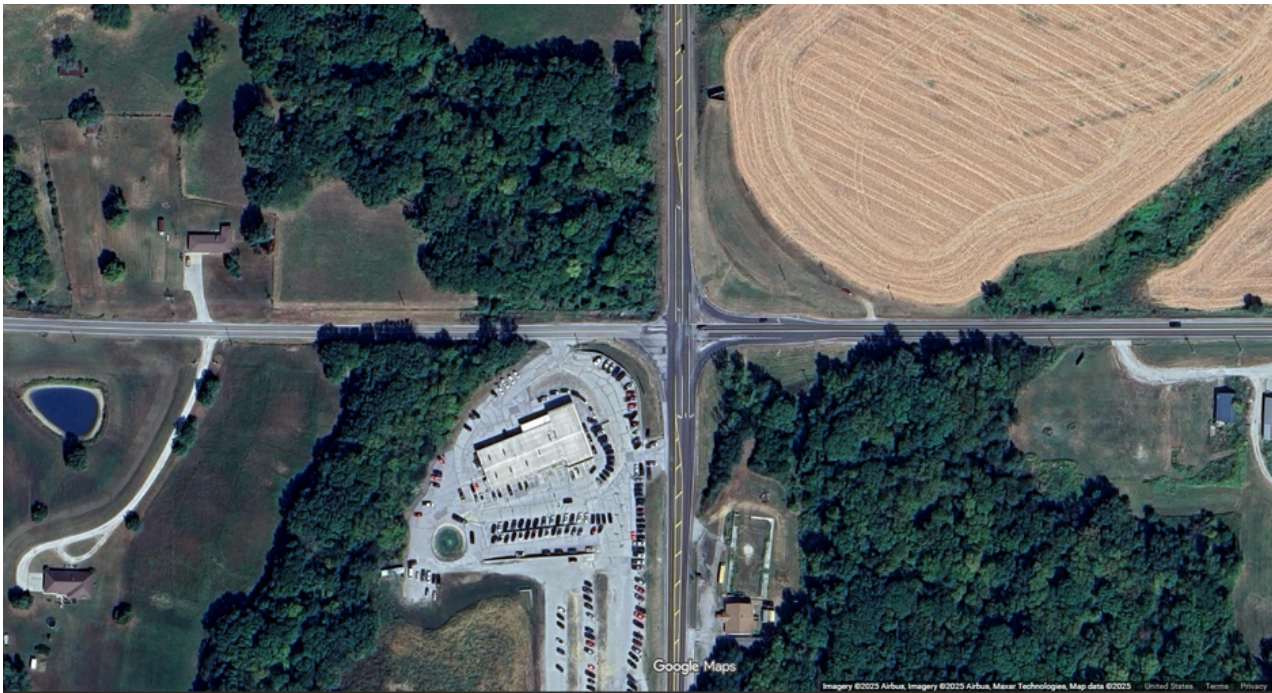
# Cl1: BB Bridge



AADT	CRASH RATE	COST ESTIMATE
408	4.2	\$15,000,000.00

Since at least 2021, the development of a Love’s Travel Stop along MO BB just off I-35 in Cameron, MO, has been the top priority of the Mo-Kan Transportation Advisory Committee. I-35 crosses the United States from Duluth, Minnesota to Laredo, Texas, but for Northwest Missouri, it is the primary arterial connecting to Kansas City. Cameron is strategically situated at the intersection of I-35 and US 36, making it an ideal location for freight amenities. In anticipation of this economic development and increased traffic along BB, just 1.5 miles south of the US 36 intersection, the City of Cameron and Clinton County pursued funding for a study to determine the best redesign option for the interchange. Initially, the project sought \$1,650,000 for a central turn lane. Over the last four years, the project rose to the top of Mo-Kan’s unfunded needs list with an estimated cost of \$18,720,000. It currently resides on MoDOT’s Tier 1 of the HPUN at that cost. However, after state legislators allocated funding towards a more detailed engineering study conducted by Bartlett & West, the recommended proposed project would be to add a large roundabout with an estimated cost of \$10,361,077.00.

# CI2: US 169 & MO 116 Intersection Improvement



AADT	CRASH RATE	COST ESTIMATE
1,416	3.1	\$1,500,000.00

One of the highest crash sites in the Mo-Kan region, more than thirty (30) in ten (10) years, US 169 intersects with MO 116 about six miles west of Plattsburg and five miles south of Gower. 169 provides an alternate route between St. Joseph and Kansas City, providing commuting access to the surrounding area. The Dennis Sneed Ford dealership rests at the southwest corner of the intersection, and the Cross Community Church sits to the southeast. Otherwise, the intersection rests at a valley between rolling hills in all directions.

It is well designed with left and right turn lanes for northbound traffic and a left turn lane for southbound traffic, while extended right turn lanes are available for east and west traffic on 116. 116 has stop signs at the intersection, while 169 does not have to stop. Visibility is not bad, but most crash victims report difficulty determining the speed of oncoming traffic when negotiating the crossing. The stopping of traffic can impede travelers' ability to determine when it is safe to cross or enter the oncoming traffic. MoDOT has pursued several calming measures, including the aforementioned turn lanes, additional signage, and adjustments to current signage.

# CI2: US 169 & MO 116 Intersection Improvement

Mo-Kan transportation planners studied a similar intersection in which sight lines appeared clear and speeds seemed appropriate, yet a high number of crashes and four crashes resulting in five fatalities occurred at the intersection over the course of ten years. That intersection was US-69 and MO Route 116 located in the southeastern corner of Mo-Kan’s region. The intersection was placed on the State Transportation Improvement Program (STIP) in 2019 and in 2022 construction began on a roundabout completed that same year without closure of either road. Crashes at the intersection have reduced from thirty to four in the last few years since the roundabout opened. The cost estimate for the roundabout at US-69 and MO 116 was identified in the STIP as \$1,282,000.



AADT	CRASH RATE	COST ESTIMATE
1,416	3.1	\$1,500,000.00

Mo-Kan transportation planners presented the option to the Transportation Advisory Committee in 2024 with an estimated cost of \$2 million to be added to the state’s High Priority Unfunded Needs List. Though the TAC ranked the project as their second-highest priority, it was not included in the HPUN. MoDOT has continued to monitor the intersection and implement signage changes to evaluate whether further redesign is required.

Several differences exist between the US-169 MO 116 intersection and the US-69 MO 116 intersection, primarily the existence of an operating business along Hwy 169. It is not the intention of this plan to displace or disrupt business or daily life of residents, merely to identify safety concerns and provide potential solutions. The opinion of a roundabout as a solution is the recommendation of Mo-Kan Regional Council and Mo-Kan alone, it has not been formally endorsed by MoDOT, nor state or local officials. Should additional solutions arise, Mo-Kan will work with its partners to improve safety in any way possible. For the purposes of this plan, however, it is Mo-Kan’s recommendation that intersection improvements be evaluated and pursued with a cost estimate of \$1.5 million.

# Cl3: Lois’s Lane Curve



AADT	CRASH RATE	COST ESTIMATE
1,378	0.9	TBD

In 2023, there was a fatal accident along MO 116 east of Plattsburg when a vehicle traveling eastbound on 116 failed to negotiate the curve near Lois’s Lane. The fatality was caused by a health issue that likely caused the crash, but nine total crashes have occurred along the curve in the last decade, with seven of those occurring in the last five years. The majority of these crashes are caused by vehicles failing to negotiate the curve, crossing lanes, or going off the side of the roadway.

# C14: Town & Country Lane



AADT	CRASH RATE	COST ESTIMATE
Not Available	0.4	TBD

The City of Plattsburg has prioritized recreation improvements and safety. An increase in development and traffic around the Plattsburg Country Club has presented a chance to improve safety while developing recreation opportunities. Town & Country Lane runs north and south along the west side of the country club with a sharp curve to the west leading to Concord Drive, which continues a winding route out of town to the south. The curve rests over a wooded hill after another curve, resulting in limited visibility despite warning signs of the approaching curve. A concrete barrier was installed to protect pedestrians, as the walking trail and golf course have no other barriers from the roadway. In 2019, a dirt bike driving eastbound was driven off the road and into the concrete barrier at the curve of Town & Country Lane by a truck that took the curve too wide. In 2017, a vehicle collided with the concrete barrier, failing to negotiate the curve. To increase the accessibility of the route, Plattsburg would like to add a dedicated turn lane off MO 116 onto Town & Country Lane and add bike lanes and sidewalks along 116 and Town & Country Lane to improve recreation. Bike lanes would serve to widen the narrow road, which currently lacks striping. Town & Country Lane is approximately 3,775 linear feet, with approximately 1,000 linear feet needed along 116 to connect to the current sidewalk system. With an estimated \$50 per linear foot, the sidewalks alone would cost between \$200,000 & \$250,000.

# C15: Plattsburg Downtown Visibility

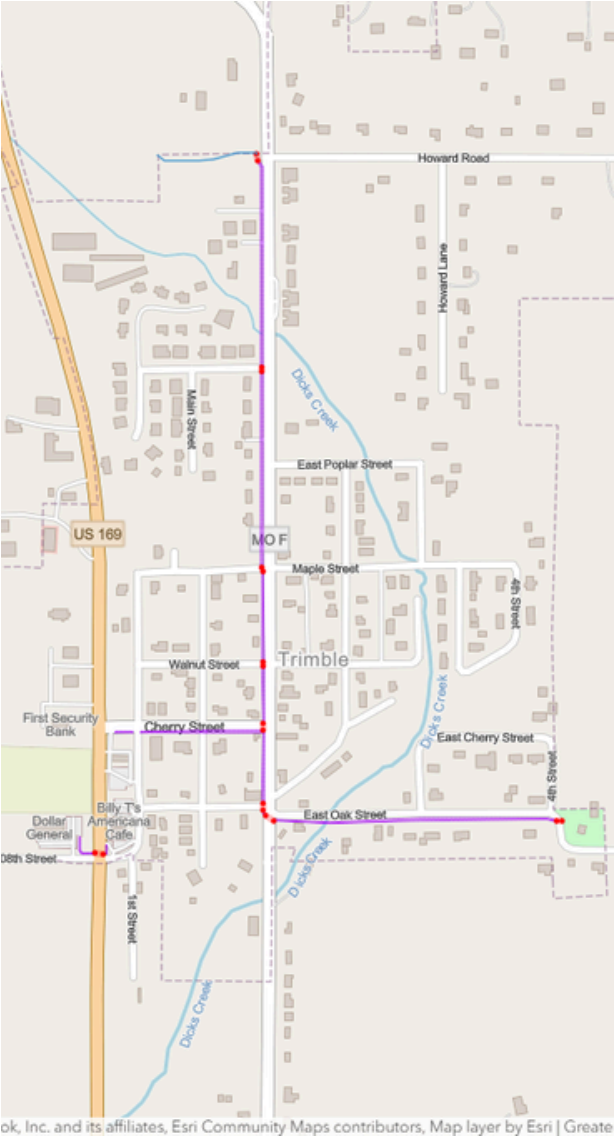


AADT	CRASH RATE	COST ESTIMATE
597	2.8	TBD

The City of Plattsburg is the county seat of Clinton County. As such, there is an increased traffic load around the courthouse downtown. In a historic town as old as Plattsburg, the narrow streets create unique parking challenges. The downtown allows parallel parking along both sides of the street with angled parking around the courthouse. As identified in the above Google Street View image, streets like Locust with the courthouse to the north (right of image) and Main Street ahead, the stop signs at many of the downtown intersections are set far back off of Main Street, meaning traffic entering the main roadway must inch forward from the stop sign and often out around parked vehicle on the busy street to witness any oncoming traffic. Of the many crashes around the downtown, a decent number were the result of traffic backing out from the angled parking spots, while the majority of their statements identify that they were looking for a parking spot when the collision occurred. With local restaurants, grocery store, the license office, city hall, and the courthouse all within the heart of downtown, congestion causes anxiety at best and preventable collisions at worst. Luckily, no fatalities have been reported. The city has pursued additional parking opportunities to help alleviate the issue, but improved sightlines are still required to solve the problem.

# Cl6: Trimble Sidewalks

AADT	CRASH RATE	COST ESTIMATE
182	0.3	\$275,000.00



The City of Trimble is a growing lakefront community north of Smithville and the Kansas City Metro Area. The city would like to connect its main route of Port Arthur Road and Oak Street via sidewalks to allow for safe pedestrian traversal from the residential areas to the community center, where city business is conducted, and the city park provides recreational opportunities for children. The proposed route would begin at Howard Road, connecting to an existing new sidewalk constructed along with a new development in the region. The route would be approximately 3,000 linear feet along the west side of Port Arthur with six crosswalks required on cross streets. An additional 1,500 linear feet of sidewalk from Port Arthur to the community center along the south side of Oak Street would only affect driveways rather than cross streets and bring the total project to 4,500 linear feet.

An additional 750 linear feet along the south of Cherry Street would require two street crossings and would connect the pedestrian route to the town’s primary convenience store, a Trex Mart at Cherry and US-169, bringing the total project to 5,250 linear feet. With an estimated cost per linear foot of \$50 plus additional work for crossings and potential water management along the route, Mo-Kan estimates the cost for the full project would be approximately \$275,000.00

# DEKALB COUNTY

CITY OF CLARKSDALE, CITY OF MAYSVILLE, CITY OF STEWARTSVILLE & GRAND RIVER TOWNSHIP

	COUNTY	ROUTE	PROJECT DESCRIPTION
De1	DeKalb	MO 6	Intersection improvement MO 6 & MO 31
De2	DeKalb	MO 6	Bike lanes & shoulder widening along MO 6
De3	DeKalb	US 36	Acceleration lanes for US 36 at Locust Road
De4	DeKalb	Hwy C	Reflective paint, chevrons, & shoulder widening along Hwy C
De5	DeKalb	US 36	Cameron extend exterior roads of McElwain & Grand Avenue with connecting overpass over US 36
De6	DeKalb	MO 31	Clarksdale intersection improvements and speed reduction MO 31 & Hwy P
De7	DeKalb	Main St.	Clarksdale Main Street improvements
De8	DeKalb	Clark St.	Clarksdale sidewalk to general store
De9	DeKalb	MO 6	Maysville pedestrian crossing with RFB across MO 6 at school
De10	DeKalb	MO 6	Maysville signage improvements around courthouse
De11	DeKalb	MO 6	Maysville speed reductions into city limits on MO 6
De12	DeKalb	Southside Ave.	Stewartsville bridge improvements on Southside Avenue & Euclid Avenue

## DEKALB COUNTY

### CITY OF CLARKSDALE, CITY OF MAYSVILLE, CITY OF STEWARTSVILLE & GRAND RIVER TOWNSHIP

DeKalb County did not opt to join the Safety Action Plan, but its communities did. While the majority of crashes in the county occur along the major interstate of US 36, countywide routes of MO 6, MO 33, and MO 31 also raise safety concerns for the communities that rely on these routes to connect to the urban areas of Cameron and St. Joseph, as well as neighboring communities and counties.

The DeKalb County Subcommittee met in Maysville on May 29 and in Clarksdale on October 9. Individual community meetings were held with:

- Maysville - June 23
- Maysville - August 14: in-person sidewalk assessment
- Clarksdale - June 26
- Stewartsville - May 20, June 19, and June 25
- Grand River Township - August 12.

The City of Clarksdale has several improvement projects with a high crash network entering into town and curving through, with concerns of pedestrian safety addressed by the listed projects. The City of Maysville identified a primary focus on speed reduction, pedestrian safety, and visibility improvements along MO 6, which runs through the core of the city. The City of Stewartsville has pursued grants to improve roadways and pedestrian access to the city's park. The business district of northern Cameron resides in DeKalb County in the Grand River Township, which joined in the development of the Safety Action Plan to identify roadway improvements that could improve business while addressing increased safety concerns expanding business can create.

# Del: MO 6 & MO 31 Intersection Improvement



AADT	CRASH RATE	COST ESTIMATE
666	0.9	\$1,000,000.00

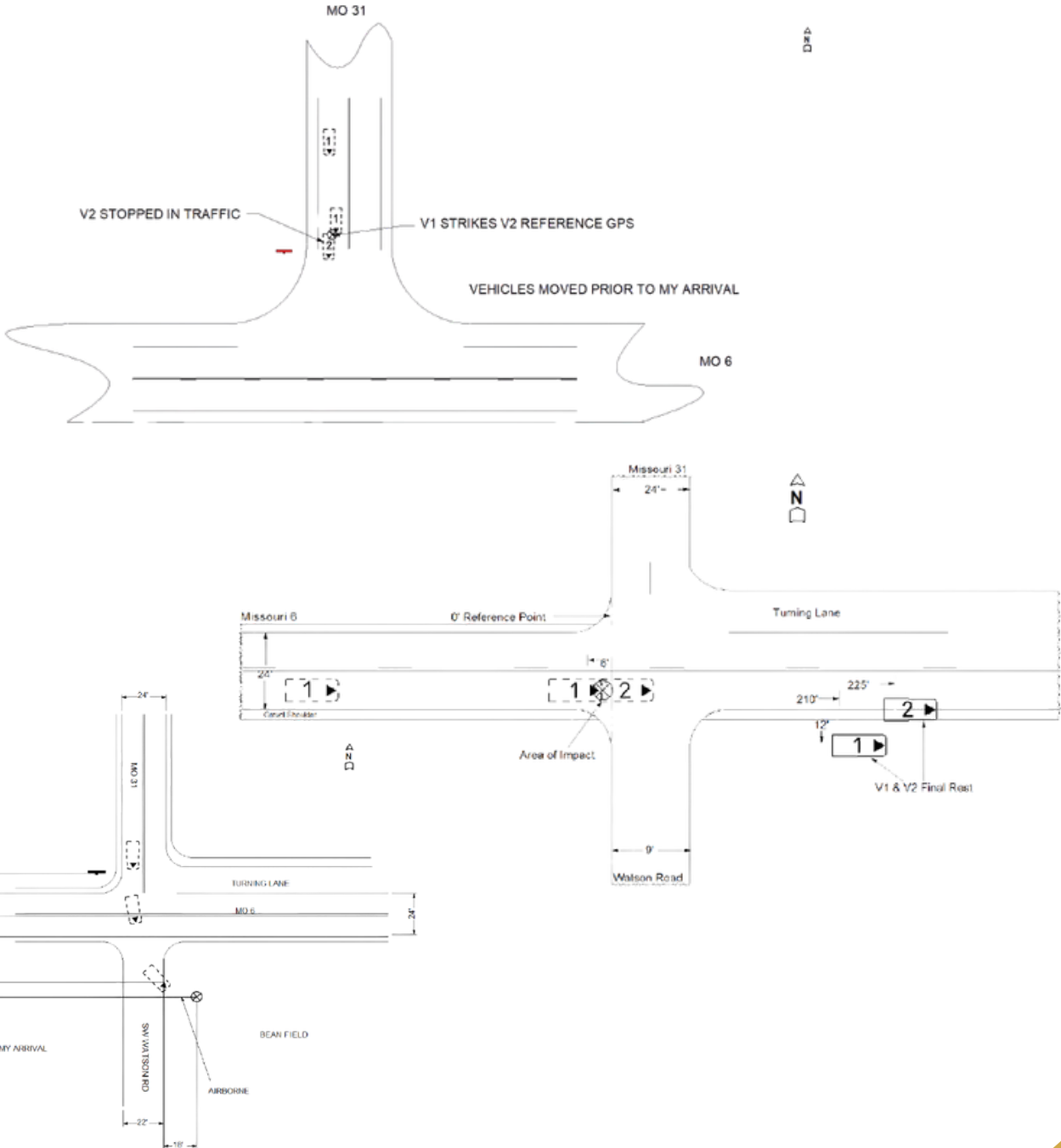
In DeKalb County, MO 6 and MO 31 serve as the main arterials connecting the communities along them to urbanized areas like St. Joseph and Cameron. MO 31 connects US-36 to the south and US-169 to the north, while MO 6 provides an alternate east/west route north of US-36 from St. Joseph’s Frederick Avenue to I-35.

The two MO routes merge for approximately 10 miles, with Clarksdale along the route as MO 6 turns north along MO 31 before they separate again. At the intersection of that separation, MO 6 continues east, unimpeded, while southbound traffic along MO 31 has a stop sign before entering MO 6. A right-turn lane was added to the shoulder of westbound MO 6, but there is no center turn lane for eastbound traffic to turn north onto MO 31.

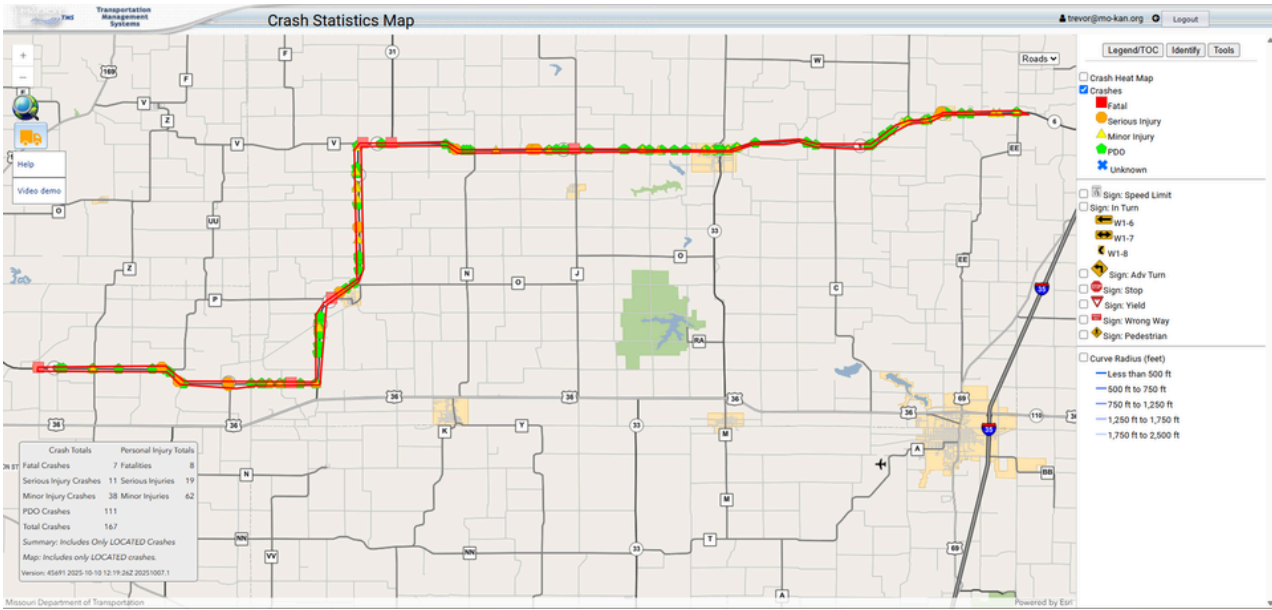
Of the nine crashes at the intersection in the last ten years, one was fatal. The majority of the crashes were rear-end collisions caused by traffic turning north onto MO 31 and **following vehicles failing to notice**. The other types of crashes, including the fatality, were caused by drivers failing to stop southbound on MO 31. Speeds are 60 MPH on both roads with no reduction in speed other than the stop sign warning sign. The intersection does exist at the bottom of a hill and light and fog have been identified as contributing factors.

# Del: MO 6 & MO 31 Intersection Improvement

One possible solution would be the addition of rumble strips on MO 31 to warn of the approaching stop sign, but there is a residence, church, and businesses near the intersection. At the very least, speed reduction signs and a lower speed zone heading to the intersection could improve compliance with the stop sign. A northbound turn lane on MO 6 could also prevent rear-end collisions. A comparable intersection, though with far more crashes, at US-169 and MO FF in Buchanan County is scheduled to have turn lanes added at a cost of approximately \$1,000,000.00. It is the opinion of Mo-Kan that the MO 6 & MO 31 intersection could be improved at a similar cost with an added north turn lane and speed reduction measures to improve compliance with the posted stop sign.



# De2: MO 6 Bike Lanes

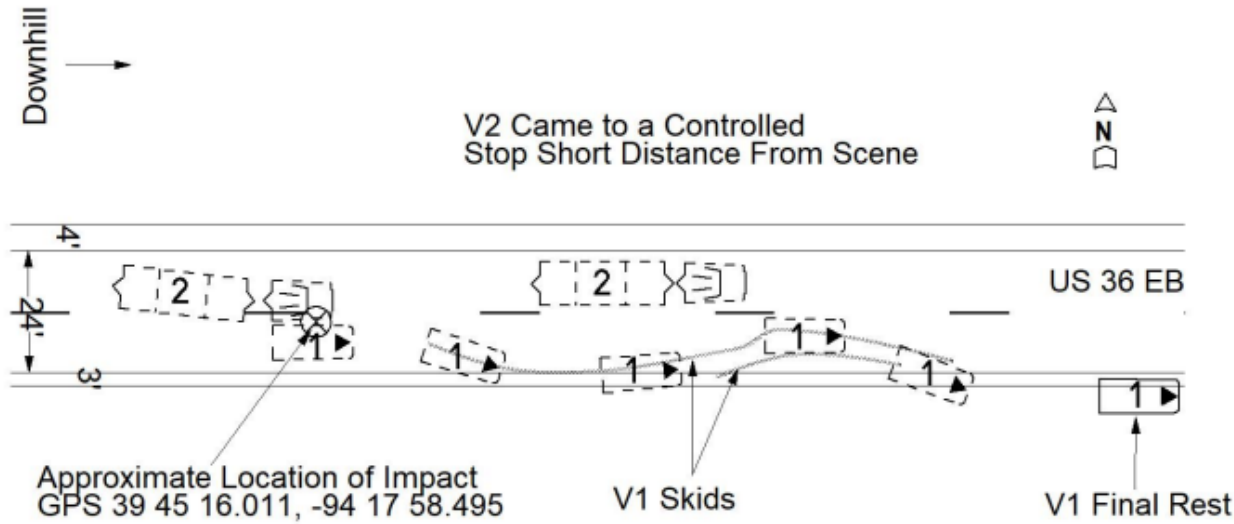


AADT	CRASH RATE	COST ESTIMATE
658	16.7	\$144,000,000.00

MO 6 runs east to west from St. Joseph’s Frederick Avenue to I-35. Approximately 36 linear miles of this route exist within Mo-Kan’s regional boundaries, with only about 4 miles continuing eastward out of DeKalb County and about 4 miles westward within the St. Joseph Area Transportation Study Organization. The Mo-Kan section of the route runs roughly between the Platte River in the west to Grindstone Creek in the east; the SJATSO section runs between I-29 and the Platte River. Along the route, nearly every intersection has a crash, with a majority of them experiencing a fatality in the last ten years. This larger area results in a higher number of crashes, but trends along the route are apparent, with 167 crashes and 7 fatalities occurring in the last decade.

Described as a “pie in the sky” project, Mo-Kan transportation planners have suggested that the addition of bike lanes on either side of MO 6 would not only provide a recreation opportunity connecting St. Joseph to the rural east, but would also provide a wider roadway for agricultural equipment to move over and allow for safer passing along the route. MO 6 has a low volume of average daily traffic but a high rate of speed. The recommended width of a safe bike lane would be 10 ft; a 6 ft lane with a 4 ft buffer. MO 6 is approximately 25 ft wide with limited shoulder space to work with. The project would likely require significant easement purchases that may be an unreasonable expense. A project widening a roadway in southeast Missouri on the STIP is estimated to cost approximately \$4,000,000 per linear mile, so widening the length of MO 6 within Mo-Kan’s region could cost \$144,000,000.00.

# De3: US 36 Acceleration Lane



AADT	CRASH RATE	COST ESTIMATE
5,810	0.5	\$3,500,000.00

US 36 is the primary arterial highway running east to west across Mo-Kan’s region. The highway was expanded to four lanes across Missouri from Hannibal to St. Joseph in 2010. Approximately 2 miles west of Cameron, there is a crossover at Locust Road. Located at this intersection along the northwest corner of US 36 and Locust Road is Dohrn Trucking Company. To the north is Grindstone Lake, a recreation area formed from Grindstone Creek, and to the north of the lake is the Cameron Quarry. As the lake interrupts the northbound path of Locust Road, heavy quarry traffic instead utilizes MO C, which has a crossover of US 36 about a mile east of Locust Road, or Hedge Road, which has a crossover about a mile west of Locust Road. The increase in truck traffic crossing the highway has raised much concern over safety in the area, and the community is taking proactive preventive measures to ensure a reduction of risk factors.

Of the five crashes occurring at the crossover of Locust Road and US 36, four occurred in the eastbound lanes south of the crossover. The above crash indicates that a truck leaving the crossover attempted to merge into the right lane, striking a vehicle passing in its blind spot. These types of crashes occur due to the slower truck traffic merging into the appropriate lane of traffic to head eastbound after the crossover, but the difficulty in getting up to speed in the fast lane causes motorists heading eastbound to quickly reduce speed or swerve to avoid collisions or attempt illegal passing maneuvers in the slow lane. The community has suggested that an acceleration lane installed along the north side of the eastbound lane to allow truck traffic to get up to speed would reduce crashes in the area.

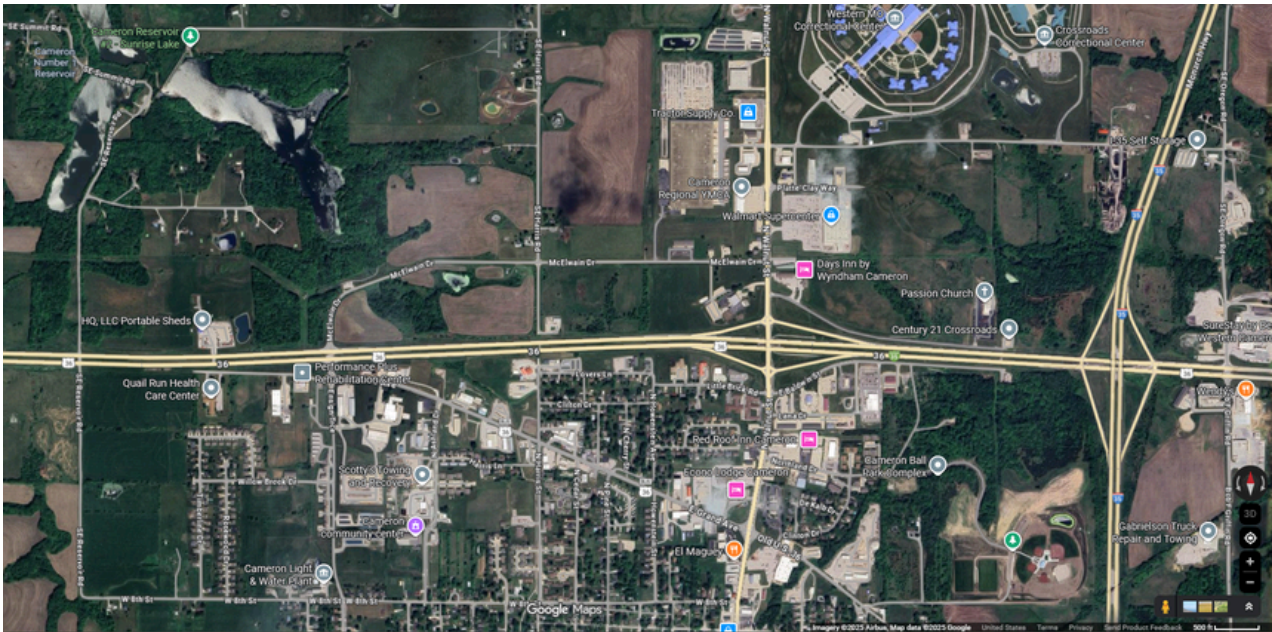
# De4: MO C Visibility Improvements



AADT	CRASH RATE	COST ESTIMATE
353	1.4	TBD

MO C runs north to south for approximately 10 miles between MO 6 east of Mayville in the north and US 36 west of Cameron in the south. The route curves significantly to avoid Grindstone Lake in a region with numerous hills and roads merging onto the highway along the curves. The Cameron Quarry is located in the crux of these curves and has seen increased business and continued development in the area over the last few years. Of the fourteen crashes that have occurred along this stretch of highway, nearly all have been roadway departures due to failure to negotiate the curves. The fourteen crashes also include two fatalities, one of which was caused when a vehicle crossed into the oncoming lane over a hill due to lack of striping after resurfacing had occurred. The community has requested that reflective striping and reflective chevrons be installed at the curves along MO C.

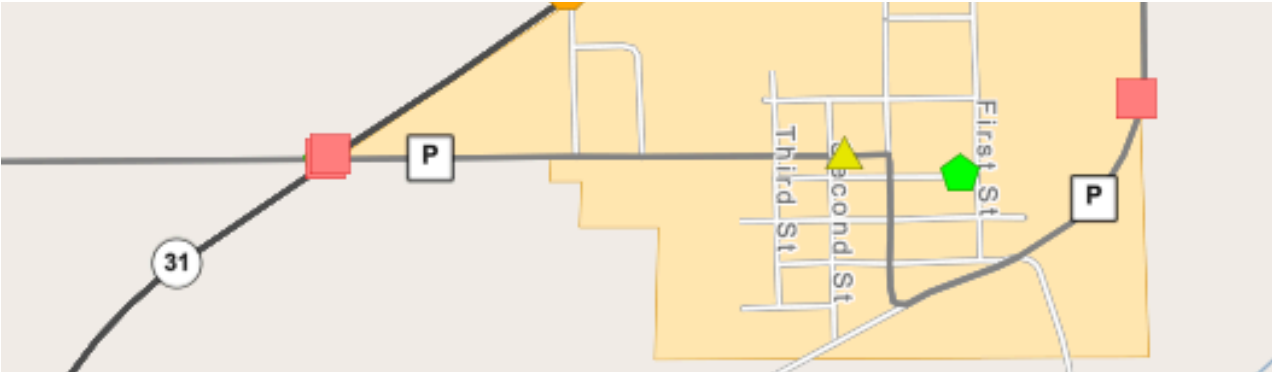
# De5: Cameron Exterior Road Extensions



AADT	CRASH RATE	COST ESTIMATE
6,780	10.5	TBD

Since at least 2021, the crossover of US 36 at Ensign Trace in Cameron has been one of the highest crash areas in Mo-Kan’s region. Old US 36/Grand Avenue serves as the primary entrance to the city for eastbound traffic, resulting in turn lanes at Ensign Trace to allow for safe entry. Economic development along this route increased, and the city added an industrial park to the north, necessitating the crossover. Similar to many intersections in our region, despite good sightlines and speeds, a high number of crashes occurred at the crossover. Due to this, in 2023, the crossover was closed. Barricades were installed, and later the area was leveled to prevent traffic from utilizing the previously existing crossover. Nevertheless, traffic in the area has persisted in looking for alternative crossing points. The primary and most legal of these options is Reservoir Road, a gravel road with a crossover connecting Cameron’s 8<sup>th</sup> Street in the south to the city reservoir to the north. This crossing is more dangerous as it is on a hill and causes dust to impede vision. Businesses in the area lack access and have to travel east to the overpass on Walnut, the main road in Cameron, to access the interstate. The business community is proposing the extension of Grand Ave in the south and McElwain Drive in the north out to Reservoir Road. While this could improve business, it may exacerbate safety concerns as Ensign Trace had before it. The grander desire in the region is for an additional overpass in the area to allow businesses and commuters to access US 36 more safely.

# De6: Intersection Improvement MO 6 & MO P



AADT	CRASH RATE	COST ESTIMATE
753	0.6	TBD

MO P serves as the entrance to Clarksdale along MO 6. MO P goes east to west while MO 6 goes north to south at an angle, resulting in an X-shaped intersection with Y-shaped entrances for right-turning traffic from MO P onto MO 6, but no turn lanes along MO 6 or in the center of either route. Of the six crashes occurring at this intersection, two resulted in fatalities. Nearly all of the crashes are the result of traffic crossing MO P and being struck by the faster traveling traffic along MO 6. MO 6 cuts through a hill south of the intersection, but visibility remains fairly decent. Speeds along MO 6 do not reduce from 60 MPH while eastbound traffic on MO P maintains 55 MPH to the intersection before reducing to 35 MPH when entering Clarksdale east of MO 6. The right turn lanes on MO P have yield signs, while cross traffic or left turns must stop. Turning left onto MO P from MO 6, therefore, requires traffic to swing wide to enter the angled route. Only one of the six crashes was a rear-end collision caused by traffic slowing to exit MO 6 to MO P, the rest were all crossing collisions, including the two fatalities. The community has requested reduced speeds along MO 6 to improve safety at the intersection.

# De7: Clarksdale Main Street

AADT	CRASH RATE	COST ESTIMATE
198	0	\$100,000.00



ates, Esri Community Maps contributors, Map layer by Esri | Greater St. Joseph Area MPO, Cit

## De7: Clarksdale Main Street

The City of Clarksdale is taking proactive steps to improve pedestrian safety in their community. MO P serves as the primary connector for the community, which rests in the southwest corner of DeKalb County along MO 6. MO P enters the city from MO 6 to the west and becomes the city's Main Street as it turns south through town before turning northeast along Bayfield Road, running the length of the eastern boundary of the city before turning east and becoming MO O. As it is a state route, MO P does not have stop signs where it intersects with Main Street and Bayfield Road. These locations, being the entrance to town and the location of the ballfield, respectively, have caused great concern to the community. Instead, southbound traffic on Main Street has a stop sign and must yield to traffic coming eastbound on MO P, which does not have to stop, but must slow to negotiate the curve onto southbound Main Street, though Main Street is a straight road. Speeds reduce from 35 MPH to 25 MPH as traffic approaches the center of town, but the intersection is nevertheless concerning. The community proposes a compromise of a three-way stop at MO P and Main Street.

Similarly, where Main Street terminates at Bayfield, MO P curves sharply eastward along the alignment of Bayfield, which has a stop sign, while MO P does not. This angled intersection is the north end of the ballfield, creating concern amongst the community that southbound traffic could fail to negotiate the curve and place pedestrians at risk. The community proposes a stop sign for westbound MO P to align with the stop sign at Bayfield and concrete barricades to protect the ballfield.

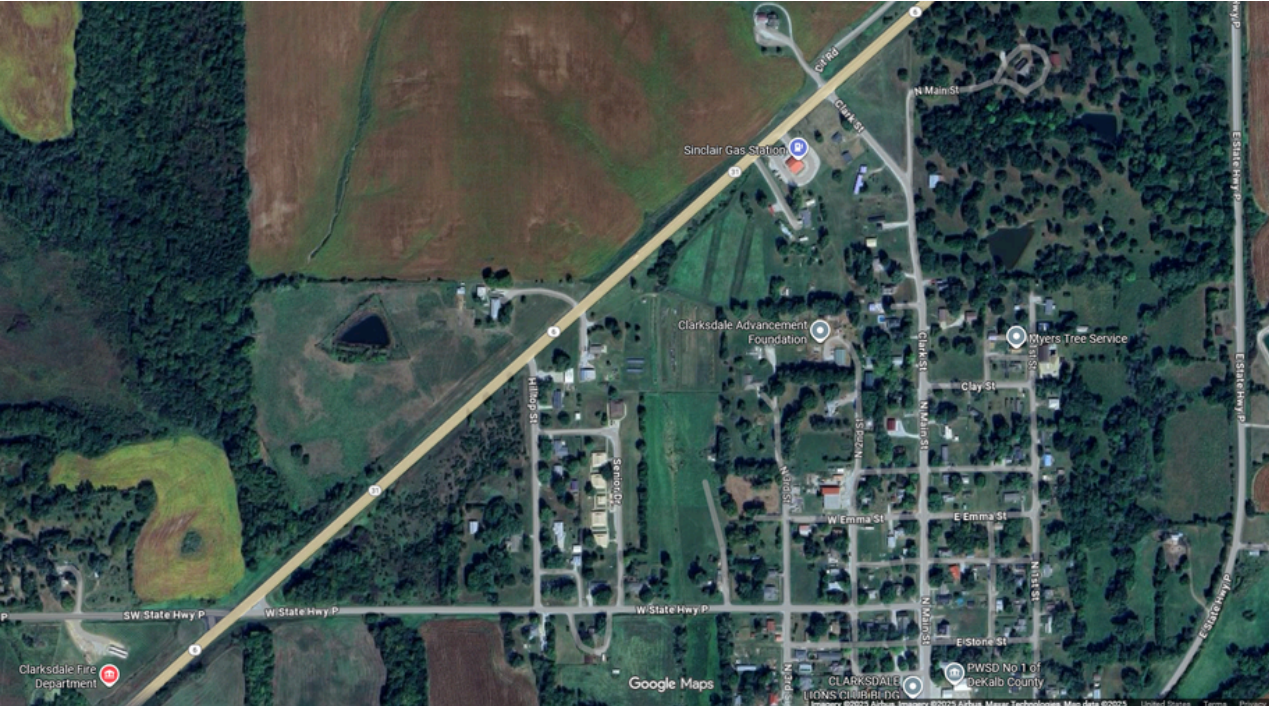
The city park rests between these two intersections, as does the city hall. The City of Clarksdale would like to add improved and dedicated parking spots, including ADA accessible spots, along the north and east sides of the park, where currently there is only a wider easement of the roadway. Sidewalks surrounding the park would improve accessibility to the space and connect to the nearby sidewalk system with an added sidewalk along Main Street to connect to the ballfield, improving connectivity. The increased pedestrian capabilities would also benefit from crosswalks and four-way stops along 2<sup>nd</sup> Street at May and Elm Streets, respectively.

A similar park improvement project for the City of Stewartsville cost approximately \$300,000.00, but included facility construction. That project received a Land Water Conservation Fund grant to offset the expense. A sidewalk within the park would include approximately 800 linear feet at an estimated cost per linear foot of \$50. An additional 550 linear feet from the park along Main Street to the ballfield along Bayfield would bring the total estimated cost to \$67,500.00. Eleven additional stop signs would cost roughly \$1,100.00, while concrete barricades could cost between \$250-\$400 per linear foot, with about 100ft required along Bayfield. An estimated cost of the Main Street improvements in Clarksdale could be \$100,000.00.

# De8: Clarksdale Clark Street Sidewalk

The gas station located just south of Clark Street along MO 6 in Clarksdale serves as the primary grocery store for the community, yet its location at the north end of town, with no pedestrian connection, causes residents who cannot drive to utilize the roadway to walk or travel via motorized mobility devices. A proposed sidewalk along the west side of Main Street and Clark Street to the gas station would require approximately 2,000 linear feet of added sidewalk at an estimated cost of \$50 per linear foot, resulting in a cost estimate of \$100,000.00.

AADT	CRASH RATE	COST ESTIMATE
841	0.1	\$100,000.00



# De9: Maysville Pedestrian Crossing



AADT	CRASH RATE	COST ESTIMATE
657	0.2	\$50,000.00

The highest priority for the City of Maysville is pedestrian safety, specifically for its students. MO 6 is the primary route running east to west through the heart of Maysville, becoming Main Street at the city limit. Speeds do decrease incrementally as traffic enters town from either side, going from 60 MPH to 50, 35, and finally 25 MPH through the core. However, as the eastern entrance to town rests on a series of hills, traffic often struggles to reduce speeds, be it from failing to notice the speed reduction signs or the downward slope of the roadway. Increased commuter and student traffic in the mornings and evenings, matched with the rising or setting sun, increases the hazard of the route.

The entrance to the Maysville School District is at Hillcrest Drive, the very location of the first 25 MPH sign. Sidewalk improvements in recent years have created curb cuts allowing for crossing at this street, but the highway remains dangerous to cross. The community would like to add a lighted crosswalk at Hillcrest Drive to allow students to push a button to cross and alert traffic entering town of the pedestrian school crossing. The cost estimate of such a crossing is approximately \$50,000.00.

# De10: Maysville Visibility Improvement



AADT	CRASH RATE	COST ESTIMATE
830	1.2	TBD

Maysville is the county seat of DeKalb County. The courthouse and historic square remain the heart of the community with brick streets around the north, east, and west sides of the building, and ample parking around the square. However, due to the width of the streets and parking around the square, visibility on the more traveled MO 6 can be limited and dangerous. The southeast corner of the square is also the intersection of two major routes connecting Maysville to the rest of the region. MO 6 runs east to west, becoming Main Street through the city. MO 33 runs north to south from US 36 to the south and becomes MO A north of its intersection with MO 6 in Maysville. MO A continues north to MO Z, which connects to King City to the west. Traffic along MO 6 does not stop at any point across Maysville except for this four-way intersection at the heart of Maysville. The majority of crashes around the square are the result of vehicles inching out into the intersections in order to see if the path is clear or failing to notice the stop signs entirely, while a few are fender benders caused by cramped parking conditions. The current stop signs around the square are set back nearer to the sidewalks than to the roadway. The proposed solution would be to move the stop signs and improve their visibility.

# Dell: Maysville Speed Reduction



AADT	CRASH RATE	COST ESTIMATE
1,126	2.1	TBD

As previously mentioned, MO 6 flows through the core of Maysville, with traffic being used to 60 MPH, reducing incrementally down to 25 MPH. The community often witnesses traffic failing to reduce speeds as they pass through town, increasing the danger of crossings and intersections, specifically the only four-way stop along the route at MO 33. A proposed solution would be flashing variable signs posted at the 35 MPH zones at the east and west entrances to town.

# Del2: Stewartsville Bridge Improvements



AADT	CRASH RATE	COST ESTIMATE
75	0.3	TBD

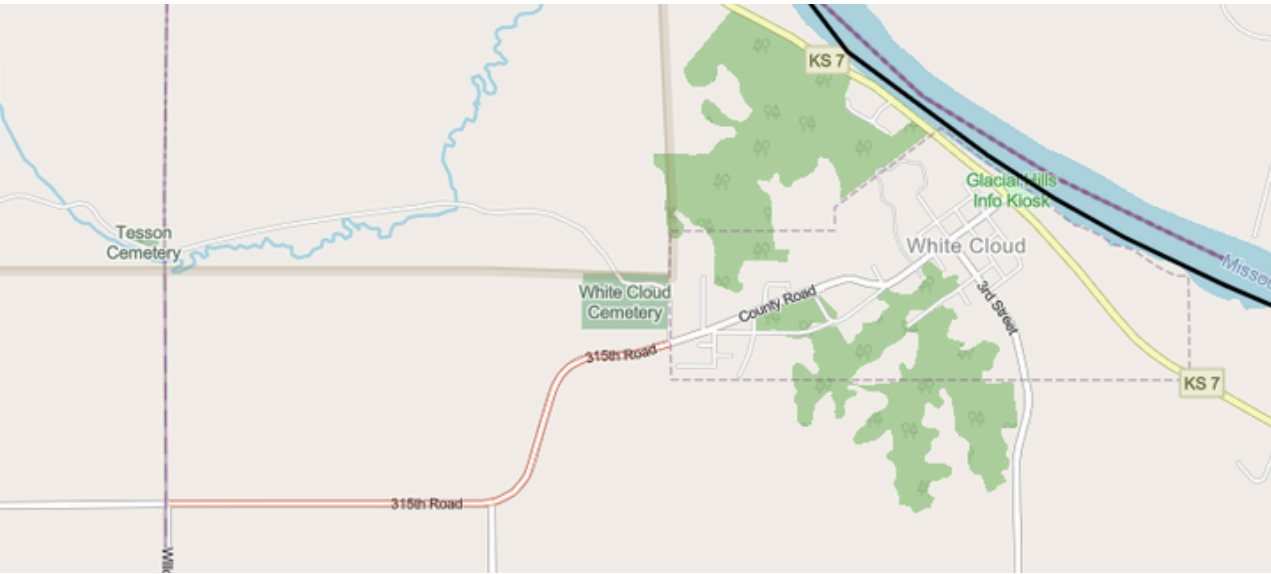
The City of Stewartsville has received Community Development Block Grant and Land Water Conservation Fund awards for roadway and park improvements respectively over the last few years. Continuing to seek ways to improve their community, the city has identified bridges along the branch of the Castile Creek that runs across the south of town. Three crossings at the south entrances to town are determined by the water level of this branch. The primary entrance is MO K, which curves into town before becoming Stewartsville’s Main Street. The curve crosses the branch with a culvert running under MO K before the route reaches an intersection with MO Y. Speeds reduce from 55 MPH on MO K & MO Y to 25 MPH and 35 MPH, respectively, as they enter town and approach the intersection. Traffic leaving town often speeds up early, causing them to navigate the curves at a dangerous rate of speed. This intersection, its curves, varying speeds, and potential for flooding makes it a dangerous intersection. The second entrance to town splits off from MO K at Sawmill Road prior to the curves. Sawmill Road becomes Euclid Avenue when it enters Stewartsville. Where it crosses the creek branch, there is only a one-lane wooden bridge with no railing. The third crossing on Bucks Avenue does not connect to MO K, but does cross the branch with a one-lane bridge. The city has recently made improvements to the Bucks Avenue crossing, but still has concerns regarding the Sawmill Road bridge.

## DONIPHAN COUNTY

Doniphan County joined the Safety Action Plan at the county level, allowing Mo-Kan to provide project development for each of its communities. Unfortunately, because the City of Wathena and Elwood are within the SJATSO, they could not be included in the Mo-Kan Safety Action Plan. Doniphan County Subcommittee meetings were held in Troy on May 28, June 26, and September 30. Planners traveled to Severance, KS to review the town on July 8. Working with the county road and bridge coordinator, Mo-Kan identified a number of potential projects across the county for future inclusion in the plan updates. The City of White Cloud rests in the northernmost corner of the county between the Missouri River and Nebraska border, with the Iowa Tribe of Nebraska and Kansas Reservation to the west. Improving accessibility to the area is a primary focus Mo-Kan will address in coming years. The City of Troy saw robust participation from the school district and public safety. Pedestrian safety connecting the city square to recreation and education was identified as a primary goal. The county itself is pursuing a Community Development Block Grant (CDBG) to improve ADA accessibility to the courthouse. Projects identified in the Safety Action Plan highlight the need to connect the high school and elementary school with a safe pedestrian walkway, improved parking around the high school, and connections to the ballfield.

	COUNTY	ROUTE	PROJECT DESCRIPTION
Do1	Doniphan	315 Rd.	Striping between White Cloud & county line
Do2	Doniphan	Park St.	Troy parking along Park Street for school
Do3	Doniphan	Poplar St.	Troy sidewalks connecting schools along Poplar Street
Do4	Doniphan	Chestnut St.	Troy culvert & sidewalk improvement along Chestnut Street
Do5	Doniphan	Dryden St.	Severance crosswalk & sidewalks around park & City Hall

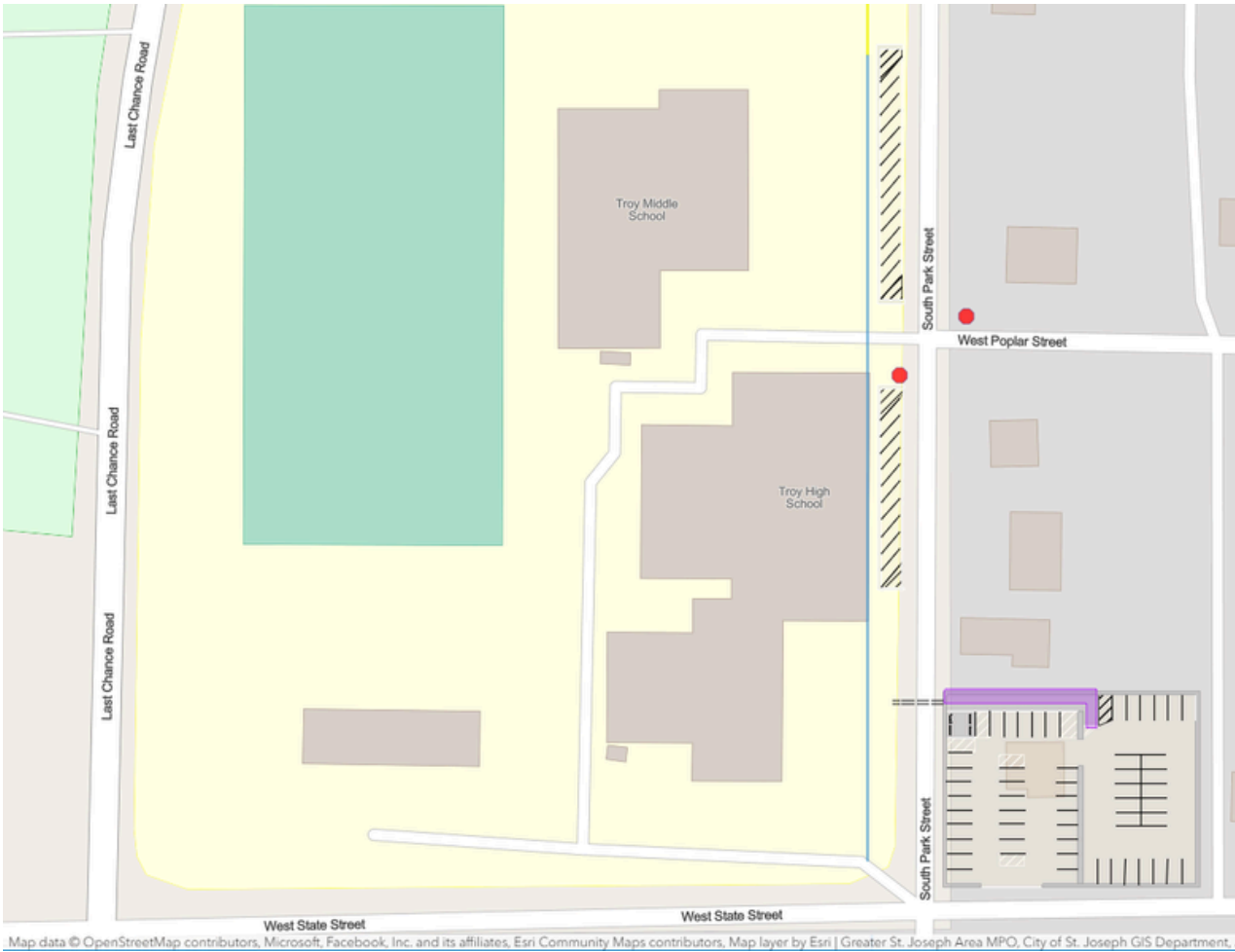
# Do1: Striping White Cloud to county line



AADT	CRASH RATE	COST ESTIMATE
N/A	0	TBD

The City of White Cloud rests along the northeast bend of the Missouri River in Doniphan County near the Nebraska border. The Iowa Tribe of Kansas and Nebraska Reservation abuts the western city limits. From the city limits to the Doniphan County line, 315<sup>th</sup> Road was recently resurfaced and needs restriping.

# Do2: Troy School Parking



AADT	CRASH RATE	COST ESTIMATE
Not Available	0	TBD

Troy High School has limited parking around the school, with a small gravel lot currently located at the southwest corner of Park and State Streets. Students and visitors park along Park Street, narrowing the roadway, negatively affecting visibility, and reducing pedestrian safety around the school. The school has developed plans for angled parking along Park Street and an expansion of the parking lot, paving it with dedicated spots painted on and a crosswalk connecting it.

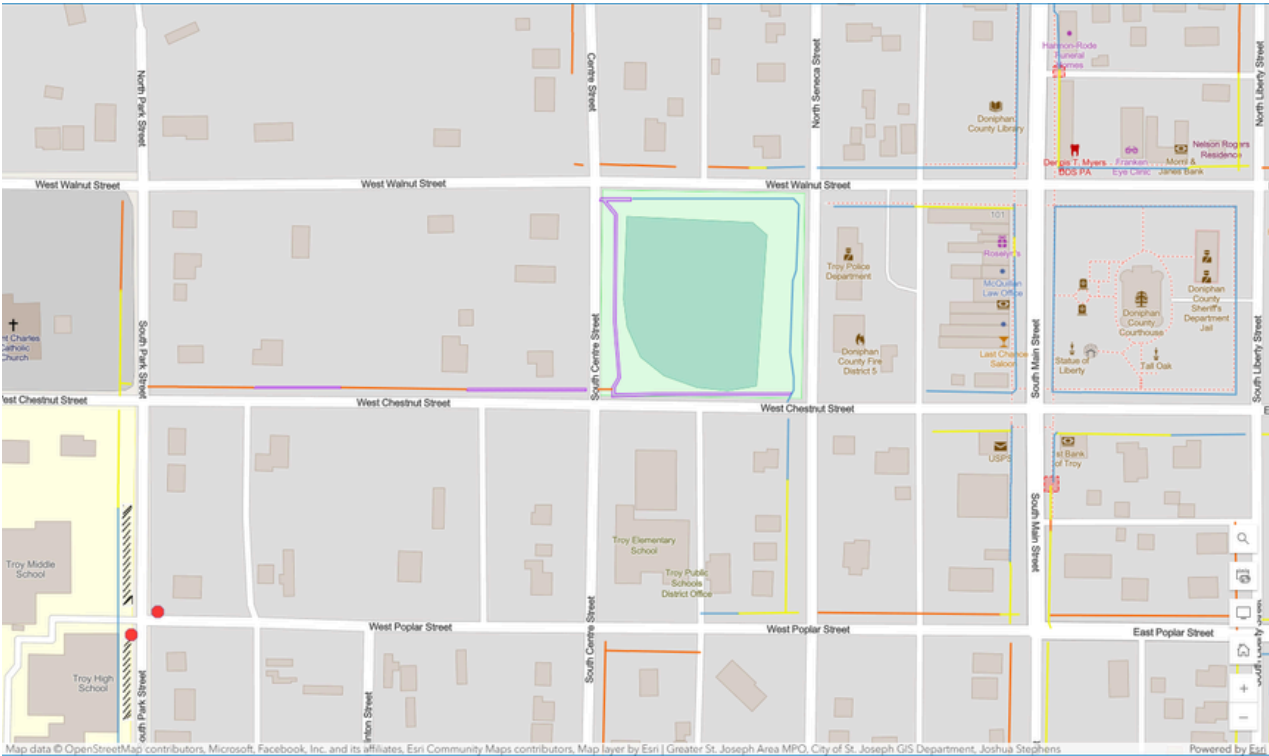
# Do3: Troy Sidewalk



AADT	CRASH RATE	COST ESTIMATE
N/A	0	\$50,000.00

Troy Elementary School sits at the southwest corner of Centre and Poplar Streets. Poplar Street remains brick up to this point. There is a four-way stop and are crosswalks connecting to that southwest corner, but the crosswalk across Centre does not connect to a sidewalk continuing west. Continuing the sidewalk along the north end of Poplar Street would connect the Elementary School to the High School at the end of Poplar Street at Park Street. There is a crosswalk painted across Park Street, but no sidewalk connecting to Poplar Street. Connecting the two schools along Poplar Street would take approximately 1,000 linear feet at an estimated cost of \$50 per linear foot, resulting in a cost estimate of \$50,000.00.

# Do4: Troy Sidewalk and Culvert Improvement



AADT	CRASH RATE	COST ESTIMATE
N/A	0	\$65,000.00

Along Chestnut Street, just west of the main square of Troy, rests a baseball field. In the northeast corner, where the baseline is centered, there are sidewalks connecting the dugouts and seating to public restrooms in the northwest corner. The northeast corner also has a raised concession stand with a dining area, public wifi, and stairs to the field. The outfield areas, however, along the west and south streets, do not have sidewalks connecting the field to the rest of the sidewalk system. Connecting them would allow for better access for the community to this public space. At the southwest corner of Centre and Chestnut Streets is a damaged culvert in need of repair and improved drainage to allow for sidewalk development to occur. The corner has crosswalks, but leads to no connecting sidewalk. While there are intermittent sidewalks along Chestnut to the west, there are spaces missing that, if completed, would connect to the walkway along Park Street, connecting the ballfield to the high school. It would take 650 linear feet to complete the sidewalk around the baseball field, another 650 to repair along Chestnut Street. Not knowing the amount it would require for the water abatement required, the sidewalk development would take about \$65,000.00 to complete.

# Do5: Severance Pedestrian Safety



AADT	CRASH RATE	COST ESTIMATE
N/A	0	\$35,000.00

Severance, Kansas is a community of 76 individuals based on the 2020 census. Its city hall is a historic structure, a former train depot. Its streets have mostly returned to gravel. A large city park resides across Dryden Street from the city hall, with a small wooden bridge allowing entrance over the ditch running along the street. To improve pedestrian safety in this civic center, the community would like to add a small, ADA accessible sidewalk to the front of City Hall, where a sidewalk currently exists. The new sidewalk would connect to their storage facility next door and allow for crossing of the street to the park. The sidewalk would only be about 65 linear feet. Should they wish to include walkways surrounding the park, it could include a path of approximately 620 linear feet. For about \$35,000.00, an improved park, crossing, and city hall sidewalk could be constructed.

Safety and crash data analysis is a critical tool for not only identifying potential safety improvements but also for measuring their effectiveness. Mo-Kan’s transportation team will continue to monitor and review crash data annually through the Missouri Department of

Transportation’s Data Zone Toolbox within the agency’s Transportation Management Systems (TMS) as well as utilizing the Kansas DOT’s Drive to Zero Crash Data Dashboard and other available national safety data such as the NHTSA Fatality and Injury Reporting System Tool (FIRST).

**S**AFETY

**F**IRST



Mo-Kan will document the fatal and suspected serious injury crashes occurring in its six counties in Missouri and Kansas to track the progress toward ZERO. The data and trends will be shared with the Mo-Kan

The Transportation Advisory Council and the public will demonstrate the impact of the Comprehensive Safety Plan as well as the continued need to take steps toward the eventual elimination of all fatal crashes.





# PROGRESS



The Mo-Kan TAC and the agency's transportation planners will continue efforts to improve and upgrade the regional transportation system, with safety improvements being tracked, allowing priorities to eventually be reconsidered as improvements are made, or crash

outcomes change for other unrelated reasons. When improvements to the system are made, the action plan will be revised accordingly. If safety priorities change, those adjustments will also be made within the plan.

Just like new technology, which is outdated from the moment it rolls out, this safety action plan must be regularly reviewed and updated when new data becomes available, and improvements and upgrades to the transportation system are completed to ensure it is a viable, living document and not simply historical in nature.

Progress towards reducing fatal crashes that can be attributed to projects identified in this plan will be celebrated by the organization and publicized through media outreach and public engagement to demonstrate the viability of the drive toward zero and to further encourage continued perseverance for future safety improvements.

— SHOW-ME —  
**ZERO**



SAFER PEOPLE • SAFER VEHICLES • SAFER SPEEDS • SAFER INFRASTRUCTURE • SAFER RESPONSE



# Prepared by Mo-Kan Regional Council

Mo-Kan Regional Council serves the county and municipal governments in Andrew, Buchanan, Clinton and DeKalb counties in Missouri and Atchison and Doniphan counties in Kansas.

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**Federal Highway  
Administration**



**SAFETY  
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