

Illustrative Connected KC 2050 Projects

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$	Project Description	Priority	Primary Mode	When Added
					(in millions)				
50	I-70 & 158th St. Interchangehttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=50	Basehor	I-70 at the N. 158th Street Overpass	80	8.94	As Leavenworth County and Basehor have continued to grow, there has become an increasing need for an additional interchange in the southeast quadrant of the County providing direct access to I-70. The project will also provide an improved bike/ped connection from Basehor across I-70, implementing a section of Regional Bikeway Plan in Leavenworth County (first dedicated multi-use path across I-70 in Leavenworth County).	High Priority	Highway/roadway	2021 Update
53	MetroGreen Trail Extension BLMS to State Avenuehttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=53	Basehor	15900 Conley Road to 1206 155th Street	69	0.89	<p>Projects address residents desires for for sidewalks/bike infrastructure/trails, as identified in September 2019 Citizen Satisfaction Survey by ETC. This survey results identified this type of facility as the most pressing infrastructure need in the city. 64% of residents ranked this type of infrastructure among the most important city capital improvement project for the continuous success for the city of Basehor. This ranked even higher than street maintenance.</p> <p>This project implements Metrogreen and regional bikeway system in areas of greatest need and growth in southern portions of the city of Basehor. Inadequate bicycle/pedestrian infrastructure exist south of State Avenue leaving little options for safe mobility choices. This project directly connects to programmed improvements on 155th Street. These improvements would directly benefit the Glenwood Ridge Elementary and Middle School connecting many neighborhoods to trail networks linked to the Library and City Civic Campus. Project will include multi-use path along existing roadways, safe pedestrian crossings, off road trail along and identified Metrogreen corridor. Project will include native grasses and stormwater BMPs.</p>	Low Priority	Active Transportation	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
52	MetroGreen Trail Extension Parallel to City Parkhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=52	Basehor	Intersection of 158th and Parallel Road to 15832 Leavenworth Road	65	1.51	<p>Projects address residents desires for for sidewalks/bike infrastructure/trails, as identified in September 2019 Citizen Satisfaction Survey by ETC. This survey results identified this type of facility as the most pressing infrastructure need in the city. 64% of residents ranked this type of infrastructure among the most important city capital improvement project for the continuous success for the city of Basehor. This ranked even higher than street maintenance.</p> <p>This project implements Metrogreen and regional bikeway system in areas of greatest need and growth in the north portions of the city of Basehor. Inadequate bicycle/pedestrian infrastructure exist between intersection of 158th and Parallel and City Park leaving little options for safe mobility choices. This project directly connects to programmed improvements on 158th and Parallel. These improvements would directly benefit existing area high school and community's civic campus and activity center which include a new elementary school, city park, early learning center, community library and recreational trails area. Project will include multi-use path from the intersection of Parallel and 158th Street to City Park incorporating safe pedestrian crossings, off road trail along and identified Metrogreen corridor. Project will include native grasses and stormwater BMPs.</p>	Low Priority	Active Transportation	2021 Update
1240	Interstate 49/ Route 58 Interchange Enhancement Projecthttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1240	Belton	Interstate 49/Route 58 Interchange	93	45.00	The primary intent of the project is to address the congestion of the I-49/Route 58 Interchange. The major users of this intersection are motorists and freight; however, added sidewalks, bike lanes and shared use path, will increase usage by pedestrians and bicyclists.	High Priority	Bridge	2020 Update
1343	Regional Safe Routes to School Programming (MO)https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1343	BikeWalkKC	N/a	54	4.50	This project continues existing Safe Routes to School on-infrastructure funding currently being provided by BikeWalkKC and in partnership with other jurisdictions. It includes Youth Bicycle Education and walking school bus programs at K-12 school sites, technical assistance and student travel planning for schools and school districts, and other outreach and encouragement events. The primary audience is K-12 school students.	Medium Priority	Active Transportation	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1036	Highway AA - Capacity and Multimodal Improvementshttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1036	Blue Springs	Highway AA from Sunnyside School Road to City Limits	78	10.00	The City of Blue Springs is experiencing residential growth eastward along the Highway AA corridor from US-40 to the city limits. Significant development in the adjacent City of Grain Valley, which grew nearly 150 percent from 2000 to 2010, has also caused congestion issues on the rural, two-lane roadway. The project will improve the existing corridor from Sunnyside School Road to the city limits (east of Scenic Drive) to a three-lane roadway with a center turn lane and right turn lanes as warranted. The improvements will include a shared use path on one side of the roadway and a sidewalk on the other side of the roadway to accommodate bicyclists, pedestrians and mobility aid users. Intersection improvements at Adams Dairy Parkway, a major north-south roadway, are also planned. The project will extend the corridor improvements that were recently constructed from US-40 to Sunnyside School Road and are associated with a new multi-family development along Highway AA.	Medium Priority	Highway/roadway	2020 Update
1042	Highway 7 (South Phase) - Pedestrian Improvementshttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1042	Blue Springs	Highway 7 from US-40 to Liggett Road	72	2.50	Highway 7 is a north-south principal arterial through the City of Blue Springs that connects multiple commercial areas and adjacent residential neighborhoods. The corridor currently accommodates vehicles, trucks, buses, and bicyclists. However, Highway 7 generally lacks pedestrian facilities, which limits an important transportation choice across and along the commercial corridor. Therefore, the City of Blue Springs will construct pedestrian improvements including sidewalks, ADA ramps, crosswalks, and traffic signal modifications along Highway 7 from US-40 to Liggett Road. Multiple RideKC transit stops along Highway 7 will also be upgraded. Sidewalks and associated improvements will be constructed on one side of the roadway to meet the needs of pedestrians and mobility aid users. If the vision for commuter rail to downtown Blue Springs becomes feasible, pedestrian access could be provided via a connection to the proposed Highway 7 sidewalk.	Medium Priority	Active Transportation	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1037	Highway 7 (Central Phase) - Pedestrian Improvements https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1037	Blue Springs	Highway 7 from I-70 to US-40	69	3.50	Highway 7 is a north-south principal arterial through the City of Blue Springs that connects multiple commercial areas and adjacent residential neighborhoods. The corridor currently accommodates vehicles, trucks, buses, and bicyclists. However, Highway 7 generally lacks pedestrian facilities, which limits an important transportation choice across and along the commercial corridor. Therefore, the City of Blue Springs will construct pedestrian improvements including sidewalks, ADA ramps, crosswalks, and traffic signal modifications along Highway 7 from I-70 to US-40. Multiple RideKC transit stops along Highway 7 will also be upgraded. Sidewalks and associated improvements will be constructed on one side of the roadway to meet the needs of pedestrians and mobility aid users. If the vision for commuter rail to downtown Blue Springs becomes feasible, pedestrian access could be provided via a connection to the proposed Highway 7 sidewalk.	Medium Priority	Active Transportation	2020 Update
22	Adams Dairy Parkway - Phase 7 https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=22	Blue Springs	Adams Dairy Parkway (Jellison Road) from Roanoke Drive to Pink Hill Road	44	4.70	Existing Jellison Road is a two lane Minor Arterial natural road section at the north end of Adams Dairy Parkway. This project would complete the Parkway from Pink Hill Road, an arterial road at the northern border of Blue Springs, to Wyatt Road in the southern portion of the City. The existing roadway is a remnant county road. This project would involve complete streets upgrades, widening the roadway and adding multi-use trails for active transportation activities. The Parkway is one of three north-south arterial roadways which connect to I-70. In 2020 the City made improvements to Roanoke Drive for 1/4 mile to the east of this intersection.	Low Priority	Highway/roadway	2021 Update
34	Wyatt Road https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=34	Blue Springs	Wyatt Road from Adams Dairy Parkway to SW 3rd Street	36	4.70	Existing Wyatt Road is a two lane Minor Arterial natural road section at the south end of Adams Dairy Parkway. The existing roadway is a remnant county road. This project would involve complete streets upgrades, widening the roadway and adding multi-use trails for active transportation activities.	Low Priority	Highway/roadway	2021 Update
1464	Multi-modal Transit Hub https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1464	Bonner Springs	North side of Second Street near the intersection with K-32. Central downtown location with access to several Civic sites (City Hall, Police Station, Post Office, Community Center, Senior Center, etc.)	103	3.50	Multi-modal Transit Facility is intended to incorporate accessibility for pedestrian, bicycle and traditional transit opportunities with a downtown location that fits multiple connections.	High Priority	Transit	2020 Update

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1352	I-49 & Rockhaven Road Interchange	Cass County	I-49, Rockhaven Road, I-49 outer roads	58	11.00	As Cass County has continued to grow, there has become an increasing need for an additional interchange from I-49 in northern Harrisonville. This interchange will provide full and more efficient access to the Cass Regional Medical Center, the only hospital serving central and southern Cass County. The proposed improvements will also allow new and improved access for freight entering the community and paratransit trips for health care.	Low Priority	Highway/ roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
51	Eco-Gateway - Truman Sports Complex and Blue Ridge Cutoff https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=51	Community Builders of Kansas City	Centrally located at the interchange of Interstate-70 (I-70) and Blue Ridge Cutoff (BRC) extending outward at an approximate 1-mile radius of complete street networks and ½-mile radius of focused transit-oriented development (TOD) with regional action and community-focused amenities. Existing streets include those surrounding or connect to Truman Sports Complex (TSC), BRC, E 39th Street, neighborhood local streets, and a portion of Highway-40. Area also includes the extension parking area at Truman Sports Complex.	93	141.14	<p>Eco-Gateway - Truman Sports Complex and Blue Ridge Cutoff (Eco-Gateway) will transform this regional attraction into a multi-modal, sustainable accommodating infrastructure future transportation BRT, Rail, AV and EV while being TOD at under-developed parcels and TSC. The area will capitalize on its exceptional highway and transit access to position itself to attract new development and investment. The area will continue to be a regional entertainment hub drawing sports, concerts and other events at TSC.</p> <p>KCMO's Blue Ridge Area Plan acknowledges this specific location's potential, "When the Truman Sports Complex was constructed in the early 1970's, expectations for development around the stadiums was high. More than 40 years later the commercial development in the area has not materialized as expected and there remain many undeveloped tracts adjacent to the stadiums. There are other under-developed areas where development pressures were once high and have since waned (e.g. 40 Highway) or were once expected but never materialized. Areas with high development potential include those adjacent to major regional attractions (e.g. the Truman Sports Complex), those with interstate highway access and visibility (interchanges on I-70 and I-435 and 350 Highway), and those with access to major vehicular corridors (e.g. 40 Highway, 63rd Street, 23rd Street and 87th Street)." The planning, design, and engineer of Gateway G-TSC will re-examine the types of land uses that are appropriate and sustainable in these areas and includes strategies to proactively attract desired development.</p> <p>In recent decades, numerous studies for development and transit at this area have been conducted but few have come to fruition. Eco-Gateway is a long-term plan to position the Kansas City Metro as a leader in the design of future interstate transportation services, amenities, and technologies. Transportation on interstates will continue to evolve. Eco-Gateway because of its proximity will be able to adapt and be a regional and national model for emerging transportation options available in the area and to EV/AV as vehicles increase in operation over the coming decades.</p>	High Priority	Highway/roadway	2021 Update

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1444	Missouri Route 1 & NE 72nd Street Intersection Improvementshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1444	Gladstone	Missouri Route 1 & NE 72nd Street	71	1.70	Project is in close proximity to a QuikTrip, Walmart, and Hyvee. Project will modify intersection configuration and capacity to reduce travel times and congestion. Project is part of a potential TID which include construction of a new sidewalk on the south side of NE 72nd Street from the intersection to N. Woodland.	Medium Priority	Highway/roadway	2020 Update
47	Eagles Parkway (Route AA) Buckner Tarsney to West City Limitshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=47	Grain Valley	Route AA to intersection with Route BB	74	6.49	Project consists of new turn lanes, street reconstruction, sidewalks, shared pathway, improved drainage, and mitigation area preservation. Primary users consist of motorists, pedestrians and bicyclists.	Medium Priority	Highway/roadway	2021 Update
58	Buckner Tarsney Road (Route BB) Woodbury Drive to Duncan Roadhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=58	Grain Valley	Route BB	65	7.53	Primary users will be motorist from developments in and around the north part of Grain Valley gaining access to the large commercial center at I-70, Grain Valley facilities south of I-70, Downtown Grain Valley. Motorist using this route travel from as far north as Buckner and west from Blue Springs via Duncan Road, Pink Hill Road and Truman Road.Project will include sidewalks along the west side of the corridor to connect to the sidewalks south of the project, a shared pathway along the east side of the road way to connect to existing and proposed trails to the north and south of the project. Project will also include intersection improvements and traffic signal installation.	Low Priority	Highway/roadway	2021 Update
49	Jefferson Road (North I-70 Outer Road)https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=49	Grain Valley	I-70 (North Outer Road) and Route BB (Buckner Tarsney Road)	62	10.35	Primary users will be freight and motorists. Freight from the Blue Springs Logistics project under construction, the Bush Business Park, Valley Ridge Industrial Park and East Kansas City Industrial Park all of which have direct access to Jefferson Road as their primary access to I-70. In addition the East Kansas City Industrial Park is currently undergoing a major expansion of approximately 35 acres. Motorists from several nearby subdivisions such as Eagle Ridge and Woodbury. Other motorists passing through or accessing many other businesses located along this route. Proposed path would provide active transportation to the residential areas as well as non motorized access to the businesses.	Low Priority	Highway/roadway	2021 Update

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1043	East 140th Street Extension	Grandview	East 140th Street	88	16.00	The intent of the project is to improve capacity for all modes of transportation by building a new roadway. The existing roadway is a two lane winding old county roadway with no shoulders and steep drop offs. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Medium Priority	Highway/roadway	2020 Update
1046	Byars Road North Extension	Grandview	Byars Road from Mo 150 to Raytown Road	87	12.70	The intent of the project is to improve north/south capacity and accessibility for all modes of transportation by building a new Parkway and trail system from existing Byars Road to existing Raytown Road. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Medium Priority	Highway/roadway	2020 Update
1044	Byars Road South Extension	Grandview	Byars Road from Mo 150 to East 155th Street	86	13.00	The intent of the project is to improve capacity for all modes of transportation by building a new roadway. The primary users of this project are motorists, pedestrians, bicyclists, and freight carriers.	Medium Priority	Highway/roadway	2020 Update
38	Waters Rd Extension	Harrisonville	This project will provide a route that will connect MO291 Hwy, to the North MO7 Hwy and N. Lexington intersection through Waters Rd and further connection from North MO7 Hwy to State Route EE Hwy. Three (3) intersections will be involved. Waters Rd is a current two-lane residential road that runs east/west providing access to MO291 Hwy from Jefferson Pkwy. It is planned to become a complete two-lane major collector that will run from MO291 Hwy to State Route EE Hwy.	75	14.11	The intent of this project is to maximize capacity and decrease delay by allowing a smoother flow of traffic around Harrisonville. It will help increase safety through fewer collisions, and congestion by the connection of State Route EE, MO7 Hwy, and MO291 Hwy through Waters Rd. Although there are no identified conservation or green opportunities, there may be abilities to include BMPs during the design phase. This project will increase safety for residents by providing a faster and shorter travel distance for Police/Fire/EMS. Primary users will include motorists, pedestrians, bicyclists, and freight. The planned project will include 4 lane miles traveling east/west From MO 291 Hwy to State Route EE Hwy connecting local business in the commercial are to local neighborhoods.	Medium Priority	Active Transportation	2021 Update

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37	S. Commercial Extensionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=37	Harrisonville	<p>This project will connect S. Commercial Street at the S. Brookhart Drive intersection to S. Brickplant Road and E. 267th Street intersection. S. Commercial from S. Brookhart to S. Brickplant & E. 267th is a planned two-lane major collector street that runs east/west, providing access to the regional highway system of the I-49 & S. Commercial St interchange. The intersection at S. Commercial & S. Brookhart is a stop sign for the west bound traffic on S. Commercial St with uninterrupted flow east bound traffic from S. Brookhart.</p> <p>The City’s 2002 Comprehensive Plan identified S. Commercial as a secondary transportation priority. Harrisonville’s 2022 Comprehensive Plan will identify the S. Commercial Corridor as an important capital improvement, currently serving the existing southern business district within the city limits of Harrisonville. With the I-49/M291 interchange completed, the S. Commercial Corridor is one of the City’s top transportation priorities. This project will be the next step following the Harrisonville’s 2022 Comprehensive Plan, which will develop Corridor alignment options and recommended the option the City is pursuing with this project.</p>	74	1.44	<p>Project Intent:</p> <ul style="list-style-type: none"> Workforce Development Social Equity Healthy and Active living (complete roads with sidewalks) Listed MARC freight activity area. Economic Development Data and technology (Intersection lights at S. Commercial St and Brookhart Dr.) Plans to add another Park and Ride for carpoolers. <p>Primary users will be large OTR freight haulers and blue collar workers at the plants and distribution facilities in the Citys industrial park. Other critical users will be the Citys emergency services who will be able to respond to the industrial park much faster. As a minor rail hub, the industrial park provides commodity distribution with access to the interstate.</p>	Medium Priority	Active Transportation	2021 Update

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36	I-49 and Rockhaven Road/Peculiar Drive Interchange	Harrisonville	This project will connect the “bridge with no exists” over I-49, Rockhaven Road and Peculiar Drive to I-49 and create a bridge “with no exists” to the Rockhaven Rd/Peculiar Dr & I-49 interchange. This interchange bridge is a planned as a two-lane major collector street(s) that runs north/south, providing access to the regional highway system of the I-49 interchange. Currently, the “bridge with no exists” over I-49, Rockhaven Rd and Peculiar Dr are “rural” county roads. The City’s 2002 Comprehensive Plan identified the Rockhaven Rd/Peculiar Dr & I-49 interchange as a secondary transportation priority. Harrisonville’s 2022 Comprehensive Plan will identify the Rockhaven Rd/Peculiar Dr & I-49 interchange as an important capital improvement, currently serving the existing northern business district north of the city limits of Harrisonville. With the I-49/M291 interchange completed, the Rockhaven Rd/Peculiar Dr & I-49 interchange is one of the City’s top transportation priorities. This project will be the next step following the Harrisonville’s 2022 Comprehensive Plan, which will develop interchange alignment options the City is pursuing with this project.	71	7.84	<p>This new I-49/US 71 and Rockhaven Road Interchange project in Cass County, MO is a critical component of Harrisonville’s future growth and development. As you may recall, with the successful completion of the I-49/US 71 and Missouri Highway State Route 291 Interchange project in Cass County, MO that has been in-service since October 2012, the City of Harrisonville is again planning for the next phase of the project area, the I-49/US 71, and Rockhaven Road Interchange. Initially, the recently completed interchange (I-49/US 71 and MO Hwy State Route 291 Interchange) was necessary to provide the residents and business with another connection between Harrisonville’s business corridor along Commercial St, Rockhaven Rd and M291 to the interstate. By having the connection (I-49/US 71 and MO Hwy State Route 291 Interchange) has provided residents and the business community with a secondary route between the historic downtown Cass County Square, Harrisonville public schools, City Parks, future commercial development, and their homes. With the previous access to I-49/US 71, traffic was far too congested during peak hours to provide for safe and efficient movement of traffic. Over the long term, the I-49/US 71 and Rockhaven Rd Interchange can possibly be extended and included as part of an outer-ring interstate route connecting I-70 near Blue Springs, MO to the east with the Gardner, KS multi-modal facility to the west. Doing so would provide benefits region-wide, and further facilitate the development of the greater Kansas City area as a premier transportation hub for the entire country.</p> <p>City and County officials believed that the construction of the I-49/US 71 and MO Hwy State Route 291 Interchange was the essential first step in the establishment of another connection to the interstate and the I-49/US 71 and Rockhaven Rd Interchange will be another east-west arterial corridor through the central portion of Cass County, now City and County officials are preparing for the possible extensions and future connectivity into the suburban areas within Kansas.</p> <p>The improvements of the new I-49/US 71 and Rockhaven Rd Interchange will better serve the traffic flow generated by the Cass Regional Medical Center located along Rockhaven Rd approximately one (1) mile south of the proposed interchange within the northern portions of the City of Harrisonville, as well as the surrounding County lands, associated with the continued growth and development along the entire length of the</p>	Medium Priority	Bridge	2021 Update

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						Interstate 49/U.S. Highway 71 corridor within Cass County. The proposed I-49/US 71 and Rockhaven Road Interchange project will also provide significant relief to Harrisonville's three (3) other existing interchanges currently serving the City of Harrisonville, by reducing the traffic congestion and improving the overall safety within these existing interchange			
1248	Jefferson Parkway Phase 2https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1248	Harrisonville	Jefferson Parkway - Community Center to Waters Road	57	1.80	This project will connect and complete the Jefferson Parkway street and sidewalk improvements. Currently The road is a chip-seal 2-lane road classified as a major collector. This proposed project will install 3 lane roadway with a dedicated center turn lane, curbs and gutter, storm drainage, and utilize the new sidewalk.	Low Priority	Highway/roadway	2020 Update
1247	Jefferson Parkway Phase 1https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1247	Harrisonville	Jefferson Parkway - Locust Street and Waters Road	54	2.50	In 2016 the City installed new sidewalks form Locust Street to the City Community Center to keep children from walking in the street when going to the parks. Currently The road is a chip-seal 2-lane road classified as a major collector. This proposed project will install 3 lane roadway with a dedicated center turn lane, curbs and gutter, storm drainage, and utilize the new sidewalk.	Low Priority	Highway/roadway	2020 Update
1284	East Elm Street Wideninghttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1284	Harrisonville	Elm Street from Missouri Highway 7 to Lincoln Road	50	3.00	The primary purpose of the Elm Street project is to provide a safe and reliable transportation collector route for both motorists and pedestrians.	Low Priority	Highway/roadway	2020 Update

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1197	23rd Street (M-78) Complete Streetshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1197	Independence	23rd Street (M-78) Intersections: Lees Summit Road, Hub Drive, Missouri 291, R.D. Mize Road/James Downey Road, Swope Drive, Speck Road, Holke Road, Truman Road.	132	20.00	This project will construct new traffic lanes, sidewalks and ramps, pedestrian signal upgrades, bridge, and complete street improvements of 23rd Street (M-78) between Lee’s Summit Road and Truman Road. The project will improve pedestrian facilities to serve the Independence Middle School complex and other activity centers. The goal is to better serve all transportation modes, provide more interconnectivity between multimodal options, and improve freight movement along the principal arterial. Currently, the corridor is mainly 4-lanes; bicyclists have marked facilities west of 291 Highway, while pedestrians have an incomplete sidewalk. No bike facilities are available east of 291 with very few sidewalks available. The system doesn’t adequately accommodate mobility aid users. Transit stops exist only for the west mile, leaving activity centers at Speck and Truman Road disconnected. This project will improve freight movement; create interconnectivity for all transportation modes. Users of 23rd Street include: freight movement for businesses and schools along the roadway, pedestrians and riders interconnecting with the schools, transit riders bound for activity centers or traveling to work from the environmental justice tracts.	High Priority	Highway/roadway	2020 Update
1059	M-7 Highway Improvementshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1059	Independence	The project will include intersection improvements at Pink Hill Road, Strode Road, Highway FF, Truman Road, 78 Highway, and Bundschu Road. There would be interchange improvements at 24 Highway.	93	40.00	The project will reconstruct 7 Highway between Pink Hill Road and 24 Highway. The existing two lane highway will be widened for four traffic lanes. This will increase the system capacity. The four lane highway will be a safe and direct way to travel for motorists and freight. The Lake City Ammunition Plant is designated as a freight destination and as an activity center. Bicycle facilities will be built on the highway to provide a safe travel route for bicyclists. There will be sidewalks constructed for pedestrians to use.	High Priority	Highway/roadway	2020 Update

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54	Dr. Martin Luther King, Jr. Blvd Complete Streets https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=54	Kansas City, MO	The primary right-of-way of Dr. Martin Luther King, Jr. Blvd/ Highway 56 (MLK Blvd) extending from I-435 interchange on the east to Brookside Blvd intersection on the west. Focused improvements at intersections along this 5-mile corridor from east to west include: I-435, Eastwood Trafficway, Sni-A-Bar Road, Hardesty, Elmwood Ave, Kensington Ave, Cleveland Ave, Swope Parkway/Benton Blvd, Agnes Ave, Prospect Ave, Highway-71, Woodland Avenue, The Paseo, Troost Ave, Rockhill Road, and Brookside Blvd. Presently, the route is a significant east-west for local and regional vehicular traffic with intermittent bus route connections, and extremely limited pedestrian facilities. The southern boundary is a diverse combination of activity nodes and the northern boundary is Park & Recreation land along the Brush Creek (west and central) and less dense development (east).	130	20.70	The intent of the project is to invest in MLK Blvd for all present and future users, as well as make infrastructure design decisions that foster long-term sustainable use by those individuals. Motorists will experience better aligned street grades at non-signalized intersections, traffic calming measures which will mitigate speeding, and see a reduction in barriers that currently limit driver visibility. Pedestrians will experience significant improvements by eliminating the gaps in pedestrian sidewalks that presently exist on the western half of the project area. They will also have more continuous pathways when connecting from transit to activity nodes, developments, and neighborhoods. Transit ridership will increase as more economic opportunities, jobs, and households are slated for development along MLK Blvd. In the past three months, construction activities have begun at Dr. Martin Luther King, Jr. Park and The Rochester (64-unit residential near The Shops). Additionally, the Overlook District's demolition and site grading will be starting in Fall 2021 with \$5M in funding from KCMO's Central City Economic Development (CCED) – removing significant blight/under-utilized properties/vacant buildings and offering Class A office and mixed-income residential housing to MLK Blvd between College Ave and Chestnut Ave. These projects as well as other pipeline development will increase the ridership demand, as jobs, residents, and guests will have trips generated to these locations. MLK Blvd will accommodate multi-modal options benefiting and supporting the neighborhoods, residents, developments, and guests to the corridor. Bicyclist will benefit from improved connection to existing trail and bike networks along the Blue River and Brush Creek as well as to Rockhill Road and Benton Blvd (major north-south bike thoroughfares). Additionally, the existing road section will be able to accommodate bike paths and potential dedication bike lanes as previously studied in the 2017 Swope Parkway/ Blue Parkway Redevelopment Feasibility Study.	High Priority	Highway/roadway	2021 Update

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46	Safety Improvements Across Bruce R. Watkins	Kansas City, MO	<p>The Project will address access and safety improvements for east-west vehicular and pedestrian travel across the Bruce R. Watkins corridor between 51st Street and Gregory Boulevard. In particular, focus will be given to three (3) intersections on Bruce R. Watkins:</p> <p>a) at 53rd Street b) at 60th Street c) at Gregory Boulevard (71st Street)</p>	120	19.48	The project will improve east-west connections across the Bruce R. Watkins corridor, addressing motorized, bicycle and pedestrian conflicts resulting in safer intersections and east-west cross-streets.	High Priority	Active Transportation	2021 Update

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44	West Pennway Complete Streethhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=44	Kansas City, MO	17th Street to 21st Street	91	6.40	<p>West Pennway is an under utilized Major Connector linking Southwest Boulevard and the Crossroads with the West Bottoms. The wide roadway, flanked on both sides with a mix of single-family, multi-family, and institutional land uses, encourages speeding vehicles while discouraging bicycle and pedestrian users.</p> <p>The north end of the corridor is anchored by Jarboe Park and Primitivo Garcia Elementary school. Jarboe Park is a community park with a large playground and swimming pool. The park and Primitivo Garcia both serve the immediate neighborhood and draw users and students beyond immediate neighborhood boundaries.</p> <p>The roadway right-of-way is also a part of the Riverfront Heritage Trail. The trail crosses West Pennway in two locations: at Jarboe Street and just north of the Summit Street/21st Street intersection. The proposed Greenline Trail will also utilize the right-of-way of West Pennway.</p> <p>The southern end of the corridor has the Tony Aguirre Community Center and the Irene H. Ruiz Branch of the Kansas City Public Library system. The corridor culminates at the south end with a five-point intersection and transit stop.</p> <p>The intent of the project is to reduce the pavement width for vehicle users and eliminate oblique intersections; increase bicycle use and improve bicycle safety through the implementation of separated bicycle facilities; improve pedestrian safety and cross-street connections through shorter street crossings and wider sidewalks; reduce storm water runoff through implementation of green infrastructure in the right-of-way; and provide neighborhood activity zones for informal and formal gatherings.</p>	High Priority	Highway/roadway	2021 Update
1415	Red Bridge Reconstructionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1415	Kansas City, MO	Blue River to US 71	70	23.10	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1346	85th Street Reconstruction	Kansas City, MO	Troost to Prospect	69	10.60	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1362	Bannister Road Reconstruction	Kansas City, MO	James A Reed to Raytown Road	66	21.20	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update
1427	Wornall Road Reconstruction	Kansas City, MO	Red Bridge to 135th Street	65	33.70	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update
1372	Front Street Reconstruction	Kansas City, MO	Chouteau to I-435	65	30.70	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and Freight.	Medium Priority	Highway/roadway	2020 Update
1373	Front Street Reconstruction	Kansas City, MO	I-35 to Chouteau	61	48.00	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and Freight.	Medium Priority	Highway/roadway	2020 Update
1414	Raytown Road Reconstruction	Kansas City, MO	I-435 to Blue Ridge Cut-Off	60	16.60	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1380	Lees Summit Road Reconstruction	Kansas City, MO	Phelps Road to Gregory	59	16.70	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update
1365	Blue Ridge Blvd Reconstruction	Kansas City, MO	St Andrews Drive to Grandview City Limits	58	21.20	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1376	Holmes Rd Reconstruction	Kansas City, MO	Blue Ridge to Martha Truman	57	18.00	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1413	Raytown Road Reconstruction	Kansas City, MO	87th Street to I-470	53	11.30	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Medium Priority	Highway/roadway	2020 Update
1325	107th Street Reconstruction	Kansas City, MO	Hillcrest Rd to Raytown Rd	52	12.40	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the morotists, peds, tansit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1385	Little Blue Road Reconstruction	Kansas City, MO	Woodson to Noland	51	15.00	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	High Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1417	Rhinehart Road Reconstruction	Kansas City, MO	Gregory Blvd to Unity Village	50	13.30	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, pads, tansit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1370	Eastern Rd Reconstruction	Kansas City, MO	Cookingham Drive to City Limits	50	12.20	Reconstruct existing roadway and widen to three lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1393	NE 108th Reconstruction	Kansas City, MO	I-435 to Eastern Avenue	50	14.50	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update
1395	NE 76th Reconstruction	Kansas City, MO	Brighton Ave to Shoal Creek Pkwy	48	22.20		Low Priority	Highway/roadway	2020 Update
1369	East Longview Pkwy	Kansas City, MO	I-470 to Bannister	48	32.80	Reconstruct existing roadway and widen to four lanes with bike lanes. Primary users will be the motorists, peds, transit riders and bicyclists.	Low Priority	Highway/roadway	2020 Update
1408	NW 64th St/NW Prairie View Rd Intersection Realignment	Kansas City, MO	NW 64th St & NW Prairie View Rd	47	15.00	Realignment of this segment of roadway allows for increased queuing distance between the existing I-29 on/off-ramps and access road, Prairie View.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1363	Barry Road Reconstruction	Kansas City, MO	Highland Ave to Indiana Ave	47	6.40	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1381	Lewis and Clark Expwy Construction	Kansas City, MO	I-435 to Sugar Creek	46	63.80	Create a new 2 lane roadway.. Primary users will be the motorists, peds, transit riders and freight.	Low Priority	Highway/roadway	2020 Update
1364	Barry Road Reconstruction	Kansas City, MO	Union Chapel to Chariton	46	13.70	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1412	Pleasant Valley Reconstruction	Kansas City, MO	N Brighton to Searcy Creek Pkwy	46	19.90	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1384	Little Blue Road Construction	Kansas City, MO	Noland to Lees Summit Road	44	22.50	Create a new 4 lane roadway.. Primary users will be the motorists, peds, transit riders and freight.	Medium Priority	Highway/roadway	2020 Update
1409	NW 72nd Streeth	Kansas City, MO	NW Prairie View to Roanridge	44	12.90	INTERSECTION AND INTERCHANGE IMPROVEMENTS	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1403	NW 112th Street	Kansas City, MO	Amity to Congress	43	12.30	WIDEN EXISTING FACILITY AND IMPROVE INTERCHANGE	Low Priority	Highway/roadway	2020 Update
1418	Skyview Reconstruction	Kansas City, MO	NW 108th Street to Cookingham Drive	42	14.20	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update
1410	Parvin Road Extension	Kansas City, MO	Kentucky Ave to Route 210	42	51.80	NEW 4 LANE FACILITY EXTENSION	Low Priority	Highway/roadway	2020 Update
1401	North Oak Reconstruction	Kansas City, MO	111th Street to Cookingham Drive	41	4.10	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1421	Skyview Reconstruction	Kansas City, MO	Tiffany Springs Pkwy to NW 108th Street	41	5.70	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1402	NW 108th Street Reconstruction	Kansas City, MO	Congress Ave to Platte Purchase Dr	40	18.00	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1411	Platte Purchase Reconstruction	Kansas City, MO	MO-152 to Tiffany Springs pkwy	39	9.40	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/ roadway	2020 Update
1404	NW 126th Street	Kansas City, MO	169 to Skyview Ave	37	27.60	NEW 4 LANE FACILITY AND INTERCHANGE	Low Priority	Highway/ roadway	2020 Update
1405	NW 126th Construction	Kansas City, MO	US-169 to First Creek Rd	37	8.00	Construction of new 4 lane primary arterial street.	Low Priority	Highway/ roadway	2020 Update
1406	NW 128th Street Reconstruction	Kansas City, MO	Ambassador Dr to Interurban	37	9.30	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/ roadway	2020 Update
1407	NW 132nd Street Reconstruction	Kansas City, MO	US 169 to Woodland Ave	37	18.50	NEW 4 LANE FACILITY AND INTERCHANGE	Low Priority	Highway/ roadway	2020 Update
1397	N Brighton Avenue Reconstruction	Kansas City, MO	Pleasant Valley Road to NE 76th Street	36	14.10	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/ roadway	2020 Update
1398	N Brighton Avenue Reconstruction	Kansas City, MO	Barry Road to Shoal Creek Pkwy	35	11.80	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	High Priority	Highway/ roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1383	Line Creek Pkwy Reconstruction	Kansas City, MO	I-29 TO NW 68TH STREET	31	24.60	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update
1382	Line Creek Pkwy Reconstruction	Kansas City, MO	I-29 to Bell Street	31	17.50	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update
1360	Amity Rd Reconstruction	Kansas City, MO	MO-152 to Tiffany Springs Pkwy	30	13.30		Low Priority	Highway/roadway	2020 Update
1375	Green Hills Reconstruction	Kansas City, MO	NW 72nd Street to Barry Road	30	8.70	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1379	Interurban Rd Reconstruction	Kansas City, MO	Cookingham to Route 92	30	28.20	RECONSTRUCT EXISTING ROAD AND WIDEN TO 3 LANES.	Low Priority	Highway/roadway	2020 Update
1374	Green Hills Reconstruction	Kansas City, MO	MO-152 to NW 108th Street	30	17.80	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1359	Ambassador Drivehttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1359	Kansas City, MO	NW Plaza Circle to NW 128th Street	29	178.70	NEW 4 LANE FACILITY	Low Priority	Highway/roadway	2020 Update
1367	Congress Ave Reconstructionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1367	Kansas City, MO	Ambassador Dr to Cookingham Drive	29	7.50	RECONSTRUCT EXISTING ROAD AND WIDEN TO 4 LANES.	Low Priority	Active Transportation	2020 Update
1347	Ambassadorhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1347	Kansas City, MO	NW 128th Street to Mexico City Ave	29	125.30	2031-2040	Low Priority	Highway/roadway	2020 Update
1378	Indiana Avehttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1378	Kansas City, MO	Barry Road to Shoal Creek Pkwy	27	7.40	WIDEN IMPROVED FACILITY TO 4 LANES	Low Priority	Highway/roadway	2020 Update
1516	Performance Based Interurban Transportation Safety Program 2020https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1516	Kansas City, MO	Citywide (KCMO)	10	960.00	RECONSTRUCT EXISTING FACILITIES WITHIN AREAS IDENTIFIED AS HIGH INFRASTRUCTURE NEED AREAS.	Medium Priority	Other	2020 Update
1517	Performance Based Interurban Transportation Safety Program 2030https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1517	Kansas City, MO	Citywide (KCMO)	10	960.00	RECONSTRUCT EXISTING FACILITIES WITHIN AREAS IDENTIFIED AS HIGH INFRASTRUCTURE NEED AREAS.	Medium Priority	Other	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1423	Traffic Management System 2030https://www.marc2.org/tr_rtp/project_details.aspx?PID=1423	Kansas City, MO	Citywide (KCMO)	10	25.00	IMPROVE CAPACITY OF EXISTING SIGNAL SYSTEM AND RECONSTRUCT EXISTING FACILITIES	Medium Priority	Other	2020 Update
1422	Traffic Management System 2020https://www.marc2.org/tr_rtp/project_details.aspx?PID=1422	Kansas City, MO	CityWide (KCMO)	10	25.00	IMPROVE CAPACITY OF EXISTING SIGNAL SYSTEM AND RECONSTRUCT EXISTING FACILITIES	Medium Priority	Other	2020 Update
1201	Kansas City Streetcar-Riverfront Extension & Bike-Ped Bridgehttps://www.marc2.org/tr_rtp/project_details.aspx?PID=1201	KC Streetcar Authority	Grand Boulevard, Riverfront Drive	150	32.00	<ul style="list-style-type: none">• Extend the momentum, mobility and economic development benefits of the existing KC Streetcar to connect a long dormant area of the Kansas City Riverfront (Berkley Riverfront) to Downtown—expediting the rate and value of planned private investments.• Connect the urban core of the city to recreational green space with the construction of a new multi-use trail alongside the extended streetcar alignment—improving the quality of life and livability for many who would not have previously made the trek to this disconnected area.• Introduce a regional park-and-ride opportunity to the Riverfront—providing convenient access for those commuting from the northland metro to Downtown for work and pl	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1321	Kansas City Streetcar- Long-Range Expansionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1321	KC Streetcar Authority	Independence Avenue, 18th Street, Linwood, 39th Street, I-70, HOA Bridget to Burlington	102	800.00	This is a general system expansion project that includes potential expansion corridors for future consideration. This corridors are as follows: - North Extension (North Rail Plan)- Running across HOA bridge, on Burlington to North KC - Independence Avenue Extension- Eastern route serving as future replacement of planned BRT line. - 18th Street Extension- Eastern route linking 18th and Vine to Main St. spine. -Linwood Extension- Easter route linking major n/s transit corridors. -39th Street Extension- Potential western connection to KU Med center and KCK -I-70- Potential western connection linking downtown KCMO and KCK, and potentially interlining with Independence extension along reimagined North Loop -South Extension- General placeholder extension to serve southern Kansas City, Missouri.	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1354	Smart Moves/RideKC - Mobility Hubs Phase 1https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1354	KCATA	All mobility hubs identified in Smart Moves 3.0.	144	142.20	<p>The Smart Moves 3.0 plan envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. This plan also recognizes that efficient transit thrives on density. Smart Moves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Transit agencies, local governments and the Mid-America Regional Council will use this plan to guide the development of new projects and initiatives that seek to:</p> <ul style="list-style-type: none">•Increase the number of jobs accessible by transit and mobility services.•Increase ridership of transit and use of other mobility options.•Increase development/redevelopment along high-capacity corridors and near mobility hubs.•Increase availability of customer information and resources through technology.•Increase funding for transit and mobility services.•Decrease greenhouse gas emissions and other transportation-related pollutants. <p>The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. By including a network of over 60 mobility hubs that connect different modes and allow residents and workers to easily transfer from one to the other, Smart Moves 3.0 aims to further increase the travel choices available in the region. Expanding the region’s transit system (in terms of route options, frequency of service, days of service) and other mobility services (in terms of mobility hubs, car share, bike share, microtransit, vanpool, carpool, etc.) will not only benefit those who choose to or depend on transit/mobility services but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.</p>	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1355	Smart Moves/RideKC - All Other Service (Support/Express/Microtransit) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1355	KCATA	All Supporting and Express routes identified in Smart Moves 3.0 as well as future microtransit areas. These corridors are primarily existing transit routes but include a significant expansion of the system to meet the multimodal transportation needs of the Kansas City region. The services included in this project support and expand the reach of Fast & Frequent corridors which have been submitted as separate projects.	138	75.90	<p>The Smart Moves 3.0 plan envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. This plan also recognizes that efficient transit thrives on density. Smart Moves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Transit agencies, local governments and the Mid-America Regional Council will use this plan to guide the development of new projects and initiatives that seek to:</p> <ul style="list-style-type: none">• Increase the number of jobs accessible by transit and mobility services.• Increase ridership of transit and use of other mobility options.• Increase development/redevelopment along high-capacity corridors and near mobility hubs.• Increase availability of customer information and resources through technology.• Increase funding for transit and mobility services.• Decrease greenhouse gas emissions and other transportation-related pollutants. <p>The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region’s transit and mobility system (in terms of route options, frequency of service, days of service, and microtransit) will not only benefit those who do not have a car (by choice or by necessity) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.</p>	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1585	Fast and Frequent Service: All Other (39th, 75th and 7th) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1585	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	114.41	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:- 39th, 75th, 7th The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region’s transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1583	Fast and Frequent Service: 31st/rock Island Corridor (stadiums to Raytown) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1583	KCATA	Future improvements to following routes:•31 31st Street/ Rock Island Corridor	137	13.40	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:31st / Rock Island Corridor •The Linwood/Rock Island Corridor represents a connection between the people of Kansas City, Raytown, and Lee’s Summit. While the 31 31st Street route provides service along 31st Street to Blue Ridge Crossing, currently the only service provided approximately adjacent to the Rock Island corridor is the 550 Lee’s Summit Express. This corridor could provide service to the Truman Sports Complex as well as employment centers in the three cities served.The intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region’s transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	High Priority	Transit	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1584	Fast and Frequent Service: 401 - Metcalf Plaza (Downtown OP to 135) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1584	KCATA	Future improvements to following routes:•401 Metcalf-Plaza	137	22.30	This project will develop Fast & Frequent transit services along key corridors as defined by existing high-ridership services and by the SmartMoves 3.0 regional transit plan. Fast and Frequent signifies a transit system with headways 15 minutes or less. Fast and Frequent routes on the following key routes/corridors would provide an efficient way to move through the region and access key destinations and transfer points:39th, 75th, and 7thThe intent of this project is to make using transit and mobility services an attractive and viable option for more Kansas City area residents and workers. Expanding the region’s transit system (in terms of route options, frequency of service, and days of service) will not only benefit those who choose to or depend on transit (i.e. transit riders) but others as well. For instance, expanding the transit system and increasing ridership will take more cars off the road, thereby decreasing traffic for those that choose to/must drive. This decreased traffic will also benefit bicyclists and pedestrians in terms of making their travel safer and more pleasant as well as improving air quality. Decreased traffic/congestion will also benefit the movement of freight as well.	High Priority	Transit	2020 Update
1324	I-70/K-7 Interchange KA-1003-10 (Phase 5) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1324	KDOT	K-7 and K-7 and Kansas Ave.	62	80.00	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Medium Priority	Highway/roadway	Amendment 2
1328	I-70/K-7 Interchange KA-1003-11/15 (Phase 6) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1328	KDOT	I-70 and K-7	60	155.10	Reconstruction, capacity and safety improvements of the I-70/K-7 interchange. The interchange concept includes interchanges at I-70, 130th St, Kansas Ave. K-7 and I-70 will have C-D roads to separate thru traffic from ramp traffic. Primary users will be motorists and freight, but design accommodates transit and provides crossing points for bike/ped at the Kansas Ave and 130th Street interchanges.	Medium Priority	Highway/roadway	Amendment 2
1333	I-70/K-7 Interchange KA-1003-13/14 (Phases 8 & 9) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1333	KDOT	I-70 and K-7	57	69.60	This project will add a thru lane on the I-70 corridor in both the EB and WB directions thus increasing capacity of the highway and meet existing and future travel demands along this busy corridor. This improvement is expected to reduce congestion in the project area and improve mobility, access and connectivity which will benefit motorists ad freight shippers alike.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1322	I-70/K-7 Interchange KA-1003-09 (Phase 4) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1322	KDOT	I-70 and K-7	56	60.10	This project will construct the east half of the proposed interchange and Add the K-7 to westbound ramp movement to the west half of proposed interchange constructed under Proj. No. KA-1003-05. Construct the 134th St. overpass. Add acceleration and deceleration lanes to I-70. Add Collector-Distributor roads from K-7 east to 110th St. This project is designed for freight, motorists, and bike/peds and transit accomodated.	Medium Priority	Bridge	2020 Update
1312	K-7 Upgrade Phase 1: 175th Street to 215th and 125th to I-35 in Olathe https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1312	KDOT	K-7	46	107.80	The first segment from 215th north to 175th would modify K-7 to freeway design standards while 125th to I-35 in Olathe would see construction of arterial street enhancements along K7 from the end of the 4 lane freeway at the signal at 127th south along Lone Elm to I-35. The primary users would be motorists and freight shippers.	Low Priority	Highway/roadway	2020 Update
1320	US-69: Reconstruct U.S. 69 from 151st St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1320	KDOT	US-69	45	230.00	The intent of this project is to increase system condition by reconstructing US-69 and adding through lanes from 179th to 151st St. The primary users will be motorists and freight shippers. The project is also intended to address significant safety issues that have resulted in an corridor already experiencing crash rates above the statewide average.	Medium Priority	Highway/roadway	Amendment 1
1313	K-7 Corridor Upgrade Phase 2: 43rd Street to K-10 and from Lansing to State Ave https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1313	KDOT	K-7	44	67.20	The intent of the project is to modify K-7 to freeway design standards and to construct expressway intersection enhancements from the City of Lansing to State Avenue. The primary users would be motorist, freight, and bicyclists/pedestrians where appropriate.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1293	I-70/I-435 Interchange Flyover Ramphttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1293	KDOT	I-70, I-435	44	100.00	Construction of a flyover ramp at the I-70/I-435 interchange that replaces an existing interchange ramp of a different design. Primary users of the facility would be motorists and freight shippers.	Medium Priority	Bridge	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$	Project Description	Priority	Primary Mode	When Added
					(in millions)				
57	Nation Road (Route 92 to 19th Street) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=57	Kearney	Nation Road from Route 92 to 19th Street/144th Street (1.0 miles)	107	3.86	<p>The City of Kearney is a rapidly growing community with a single highway interchange at I-35 and Route 92. To reduce congestion and vehicular delay associated with the existing interchange, the City and MoDOT are in the process of implementing a new Diverging Diamond Interchange approximately one mile to the south at I-35 and 19th Street. Regional connectivity of 19th Street is limited as the corridor does not currently extend across I-35. Therefore, to connect to the new interchange, 19th Street (approximately 0.4 miles to the east and 0.3 miles to the west of the interchange) will be improved to a three-lane urban roadway to increase capacity for motorists and freight. Improvements will also include bicycle lanes, a shared-use path on the south side of the roadway, and a sidewalk on the north side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. Construction of this interchange project is anticipated to begin in Fall 2021.</p> <p>The interchange project does not include improvements to the Nation Road corridor, which is located approximately 0.5 miles west of the new interchange. With the implementation of the new interchange, Nation Road will serve as a growing but critical corridor as the “western leg” of the city’s arterial loop comprised of Route 92 (with access to existing I-35 interchange), Route 33, 19th Street (with access to new I-35 interchange), and Nation Road. The City has implemented or is planning improvements to these other corridors in order to accommodate the community growth and shift in traffic patterns that is anticipated due to the new interchange. The existing one-mile Nation Road corridor is a rural two-lane collector with no bicycle or pedestrian accommodations. As increased traffic is anticipated due to the new interchange, the proposed Nation Road project improves the corridor to an urban, three-lane roadway in order to increase safety and capacity for motorists and freight. The project will also include bicycle lanes, a shared-use path on one side of the roadway, and a sidewalk on the opposite side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. No intersection improvements are anticipated at the northern terminus (Route 92) due to an existing roundabout and at the southern terminus (19th Street) due to a separate, proposed roundabout project. The Nation Road project is a key component of the greater transportation improvements needed to serve the new I-35 interchange.</p>	High Priority	Highway/roadway	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
56	19th Street & Route 33 Intersectionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=56	Kearney	19th Street & Route 33/Jefferson Street Intersection	103	2.63	<p>The City of Kearney is a rapidly growing community with a single highway interchange at I-35 and Route 92. To reduce congestion and vehicular delay associated with the existing interchange, the City and MoDOT are in the process of implementing a new Diverging Diamond Interchange approximately one mile to the south at I-35 and 19th Street. Regional connectivity of 19th Street is limited as the corridor does not currently extend across I-35. Therefore, to connect to the new interchange, 19th Street (approximately 0.4 miles to the east and 0.3 miles to the west of the interchange) will be improved to a three-lane urban roadway to increase capacity for motorists and freight. Improvements will also include bicycle lanes, a shared-use path on the south side of the roadway, and a sidewalk on the north side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. Construction of this interchange project is anticipated to begin in Fall 2021.</p> <p>The interchange project does not include improvements to the 19th Street and Route 33 intersection that is located approximately 1.0 miles east of the new interchange. The existing intersection is a four-leg, signalized intersection of two urban roadways. In addition to one through lane in each direction, each leg of the intersection has a dedicated left-turn lane (storage length varies) approaching the traffic signal. As increased traffic is anticipated due to the new interchange, the proposed 19th Street & Route 33 Intersection project adds new dedicated right-turn lanes to three intersection approaches and maximizes the storage length of existing dedicated left-turn lanes. Due to shift in travel lanes, a shared-use path and sidewalk at the intersection is relocated. A new shared-use path will also be added on the west side of Route 33 for approximately 0.25 miles from 19th Street to Greenfield Drive. An at-grade rail crossing on 19th Street approximately 0.3 miles west of Route 33 will be upgraded and coordinated with the traffic signal at the intersection. The 19th Street & Route 33 Intersection project is a key component of the greater transportation improvements needed to serve the new I-35 interchange.</p>	High Priority	Highway/roadway	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
55	19th Street & Nation Road Intersectionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=55	Kearney	19th Street/144th Street & Nation Road Intersection	102	2.78	<p>The City of Kearney is a rapidly growing community with a single highway interchange at I-35 and Route 92. To reduce congestion and vehicular delay associated with the existing interchange, the City and MoDOT are in the process of implementing a new Diverging Diamond Interchange approximately one mile to the south at I-35 and 19th Street. Regional connectivity of 19th Street is limited as the corridor does not currently extend across I-35. Therefore, to connect to the new interchange, 19th Street (approximately 0.4 miles to the east and 0.3 miles to the west of the interchange) will be improved to a three-lane urban roadway to increase capacity for motorists and freight. Improvements will also include bicycle lanes, a shared-use path on the south side of the roadway, and a sidewalk on the north side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. Construction of this interchange project is anticipated to begin in Fall 2021.</p> <p>The interchange project does not include improvements to the 19th Street and Nation Road intersection that is located approximately 0.5 miles west of the new interchange. The interchange project does not connect to the 19th Street and Nation Road intersection, and the proposed project is required to connect the transportation network. The existing intersection is a four-leg, stop-controlled intersection of two two-lane, rural corridors. The east leg of the intersection (19th Street) is currently unpaved. The proposed 19th Street & Nation Road Intersection project would construct a four-leg, single-lane roundabout to increase safety and capacity for motorists and freight. Multimodal facilities would also be extended through the intersection including bicycle lanes, a shared-use path on one side of the roadway, and a sidewalk on the opposite side of the roadway in order to accommodate bicyclists, pedestrians, and mobility aid users. On-street bicyclists would use bicycle lanes prior to entering the roundabout, navigate the roundabout using the same path as motorists, and then re-enter bicycle lanes upon exiting the roundabout. The 19th Street & Nation Road Intersection project is a key component of the greater transportation improvements needed to serve the new I-35 interchange.</p>	High Priority	Highway/roadway	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1174	K-7 Corridor Improvementshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1174	Leavenworth County	Expressway intersections on K-7 from the City of Lansing to State Avenue per the K-7 Corridor Study.	43	21.00	Construct expressway intersection enhancements from the City of Lansing to State Avenue.	Medium Priority	Highway/roadway	2020 Update
1579	Highway 152 Extension to Leavenworth County (KS)https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1579	Leavenworth County	From the interchange at Interstate 435 and Hwy 152, Hwy 152 would extend (4 lane divided) west to K-7 located in Leavenworth County, Kansas. Project will include a new bridge over the Missouri River.	8	115.20	The intent of the project is to provide an expansion of Hwy 152 to Leavenworth County. The project will include roadway and bridge expansion. Improvements will include both pedestrian and bike modes. The primary users will be motorists and frieght.	Low Priority	Highway/roadway	2020 Update
1563	Highway 152 Extension to Leavenworth County (MO)https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1563	Leavenworth County	From the interchange at Interstate 435 and Hwy 152, Hwy 152 would extend (4 lane divided) west to K-7 located in Leavenworth County, Kansas. Project will include a new bridge over the Missouri River.	8	172.80	The intent of the project is to provide an expansion of Hwy 152 to Leavenworth County. The project will include roadway and bridge expansion. Improvements will include both pedestrian and bike modes. The primary users will be motorists and frieght.	Low Priority	Highway/roadway	2020 Update
1268	Todd George Parkway - Colbern Road to Woods Chapel Roadhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1268	Lees Summit	Todd George Parkway from Colbern Road to Woods Chapel Road	43	13.00	The project will improve capacity and safety for motorists, pedestrians, bicyclists and freight movement. The project will also facilitate property development in the immediate area while serving as a parallel alternative route to an increasingly congested Interstate 470 with adjacent interchanges at Colbern Road/M-291, Strother Road, and Woods Chapel Road.	Low Priority	Highway/roadway	2020 Update
1051	K-10 Highway and Clare New Interchangehttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1051	Lenexa	K-10 Highway and Clare Interchange	42	45.00	This project will provide facilities for all road users as identified in our Complete Streets study. Traffic lanes for vehicles and freight, sidewalks for pedestrians and mixed-use trail for cyclists.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1524	Leonard and 291 Intersection Improvements	Liberty	Intersection of Missouri 291 Highway with Leonard Street in Liberty, Missouri.	85	2.00	Intent of the project is to improve traffic flow at a congested intersection and provide pedestrian interconnectivity. Currently, during peak periods approximately 2,400 vehicle per hour enter the intersection with 3 percent of the traffic consisting of heavy trucks. These numbers are expected to grow in the future. 291 Highway also serves as a blockage for pedestrian movement through middle of Liberty and this project serves as step to resolving this issue. Primary users will be vehicles, trucks, heavy trucks with freight, and pedestrians.	Medium Priority	Highway/roadway	2020 Update
1451	Liberty Drive Trail Connector	Liberty	Liberty Drive from Wilshire Boulevard to Midjay Drive	50	0.40	The path will serve as a connection between two multi use paths and will serve pedestrians and bicyclists to access an adjacent middle school and elementary school.	Medium Priority	Active Transportation	2020 Update
1472	Lightburne Center City Bypass	Liberty	Lightburne from Mill Street north to Rush Creek Parkway	47	4.20	The project is intended to provide for an alternate route of north south traffic that currently traverses the historic downtown area via Lightburne Street. As traffic continues to grow there is limited opportunities to increase the capacity of the existing route without degradation to the surrounding historic residential neighborhoods.	Low Priority	Highway/roadway	2020 Update
1503	Hughes Road	Liberty	Hughes Road from South Liberty Parkway to Arlington Road.	46	18.00	The Hughes Road project will connect South Liberty Parkway in Liberty to Arlington Avenue in Kansas City and will provide a freight connection between the Ford manufacturing facility, automotive suppliers and automotive related businesses. The project will also connect the Ford manufacturing facility with the large adjacent industrial area East of I-435 and North of MO 210.	Low Priority	Freight	2020 Update
1469	Intersection Improvements at Route H and Route B	Liberty	Intersection of Route H and Route B	33	1.00	Construction of a one lane roundabout at the current rural skewed intersection to provide for vehicular and truck traffic. The roundabout would also provide for pedestrian crossings that would be utilized once sidewalks are extended to the area.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1463	US 69 Highway Intersections https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1463	Liberty	US Route 69 between I-35 and Missouri 33 Highway	32	4.50	The project will construct two new intersections to serve industrial development with primary users being motorists who work in the area and freight hauled by trucks and trains.	Low Priority	Highway/roadway	2020 Update
1156	Tree planting at mobility hubs https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1156	MARC	All 72 mobility hubs identified in the Smart Moves plan.	87	7.20	Tree planting and green infrastructure applications next to mobility hubs helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection, walkability, and transit access. Primary users are transit riders, pedestrians and cyclists. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	High Priority	Transit	2020 Update
1154	Tree planting at bus stops https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1154	MARC	All ATA routes	86	2.30	Tree planting next to bus stops helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection, walkability, and transit access. Primary users are transit riders. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	High Priority	Transit	2020 Update
1155	Native landscaping on highway rights of way (MO) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1155	MARC	All state highway facility rights of way.	63	21.00	Native vegetation along highway right of way helps accomplish multiple goals: heat island reduction, climate resilience, public health, air and water quality protection. Primary users are motorists using state highways, as well as watershed residents affected by environmental impacts associated with highways. In cases in which MARC is listed as the sponsor, local governments or other entities with land use jurisdiction would need to implement projects.	Medium Priority	Highway/roadway	2020 Update
27	Metcalf 3.0 https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=27	Miami County	Metcalf Road from K-68 (LPA: Amity Road) to 271st Street.	60	3.86	Metcalf 3.0 will continue the improvements from Metcalf 2.0 and the K-68 (LPA; Amity Road) and Metcalf intersection improvements. Three major concerns are to be address with Metcalf 3.0. First, improvements to existing pavement with a widening from 11 lanes to 12 lanes, mill and overlay. Address sight distance issues with entrances and other public safety concerns. Second, removal of open ditches for under ground storm water drainage. Third, install a shared use path connecting from Ron Weers Park to 271st Street with the intent to connect to Louis Young Park in the near future.	Low Priority	Highway/roadway	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
26	Johnson Drive (Metcalfe Ave. to Lamar Ave.) Street Rehabilitation Project https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=26	Mission	N/A	122	11.29	<p>This project is located on Johnson Dr. from Metcalf Ave. to Lamar Ave. Johnson Dr. is a four-lane divided arterial with turn lanes and is a regional east/west corridor that is experiencing revitalization and redevelopment. Most of the infrastructure along Johnson Drive is old and has deteriorated over time and there are many locations where ADA improvements are needed.</p> <p>This corridor serves all modes of transportation, including motorists, pedestrians, transit riders, bicyclists, and freight. The project will improve deteriorated sidewalks and include ADA improvements so that pedestrians have a safe travel route. Existing sidewalks are 4 to 7 wide and may be widened to promote walkability as space allows.</p> <p>Johnson Dr. is a transit route and there is a mobility hub further east on the corridor. Bus stops/shelters and a Park N Ride lot are located south on Martway St. where transit riders can easily access Johnson Dr. Sharrows will be provided on Johnson Dr. and new bike lanes have been constructed on north/south streets intersecting Johnson Dr. (Broadmoor and Lamar) so that bicyclists can ride to Johnson Dr. and then travel the corridor. Bike racks will also be constructed.</p> <p>This project will implement Centers and Corridors strategies by focusing improvements in this corridor and connecting activity centers to this concentrated development area. Focusing on improvements to Johnson Dr.to promote concentrated development and goods movement aligned with land use will prioritize investments for Mission. Improving this corridor will promote vitalization and improve quality of life by providing more close options for purchasing goods and entertainment. Replacing aging infrastructure and preserving this corridor will protect our assets and investments.</p>	High Priority	Active Transportation	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1345	I-29 and I-35 Corridor Improvementshttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1345	MoDOT	Interstate 29 and Interstate 35	104	120.00	There are several purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity. 2. Reduce congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore and Maintain Existing Infrastructure by improving bridge and pavement conditions on I-29 and I-35 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across the interstate for non-motorized travel, and support local and regional land use plans. 5. Improve Goods Movement by improving the efficiency of freight movement on the interstate.	High Priority	Highway/roadway	2020 Update
1329	I-70 (I-435 to I-470) Corridor Improvementshttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1329	MoDOT	Interstate 70 from I-435 to I-470	101	150.00	This section of I-70 has a completed First-Tier Environmental Impact Statement. The preferred alternatives for this study were to add general lanes for all traffic to use or the implementation of hard shoulder running for busses. The study went on to have five main purposes for this project: 1. Improve Safety along the corridor by reducing the crash rates and crash severity along I-70. 2. Reduce Congestion by removing key bottlenecks, reduce potential for ramp back-up onto the freeway, and improve multimodal travel times in coordination with plans put forward by local and regional agencies. 3. Restore And Maintain Existing Infrastructure by improving bridge and pavement conditions on I-70 and implement cost-effective investment alternatives. 4. Improve Accessibility by providing travel options for all residents, increase safe access across I-70 for non-motorized travel, and support local and regional land use plans. 5. Improve Good Movement by improving the efficiency of freight movement on I-70.	High Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1203	I-470/US 50 Interchange Improvementhttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1203	MoDOT	Interstate 470 and U.S. 50	95	40.00	The project purpose is to improve the operational and safety features of this interchange. The project will consist of new flyover ramps, ramp modifications, signing, bridge and roadway improvements. This interchange is located in Lees Summit, Missouri which is one of the largest suburbs of metropolitan Kansas City. The existing system will be improved by creating flyover ramps to provide greater mobility, reliability and a safer system by reducing the number of decision points and conflict points. While providing this greater level of service to the public, the freight and transit communities will also benefit from the reduced travel time, greater reliability and safety improvements. The 470 and US 50 interchange serves 153,089 vehicles per day and 49,088 trucks/buses per day. These are freight corridors and are located within freight zones according to the Regional Freight Outlook from 2009.	High Priority	Bridge	2020 Update
1465	US 50 Capacity Project (Colbern Road to Todd George Parkway)https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1465	MoDOT	This project on US 50 crosses the I-470 interchange and ramps, Chipman Road interchange, 3rd Street interchange, 291 South/Jefferson Street interchange, 291 North interchange and Todd George Parkway interchange.	92	75.00	<p>This project is a scoping project (4P2336). This project is located in a rapidly expanding suburban area in the southeastern portion of the metro area. This project will add a lane of through traffic to improve traffic flow and improve congestion. Lee’s Summits population doubled at each decennial census from 1980 to 2000. While the congestion and crash rates in this corridor are not the highest in the district, the area continues to develop, and so traffic volumes are projected to continue to increase in the future. Projections show congestion will continue to worsen.</p> <p>US 50 is a Tier 2 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase in the future. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.</p> <p>This project may also include addition operational and geometric upgrades to interchanges and ramps within the project corridor.</p>	High Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1511	I-35 (I-435 to US 69) Corridor Improvements https://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1511	MoDOT	This project will add capacity to I-35 and make operational improvements to I-35. The project includes the interchange with I-435, Pleasant Valley Road, MO 152, MO 291, US 69 and Lightburne Road.	87	50.00	<p>This project is located along I-35 between two large suburban communities (Kansas City and Liberty). This project will add a lane of through traffic in each direction to improve traffic flow and improve congestion. As Kansas City and Liberty and communities to the east continue to grow, I-35 provides a connection to commercial and industrial areas along I-70, as well as, large employment concentrations in Clay County, Missouri. While the congestion and crash rates in this corridor are not the highest in the district, as northern Clay County continues to develop, traffic volumes and congestion are projected to continue to increase in the future.</p> <p>I-35 is a Tier 1 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase from 15,000. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.</p> <p>This project may include other improvements, as well. If there are bridges that need to be rehabilitated, those may also be added to the project. Many of the interchanges within the corridor may need operational and geometric upgrades.</p>	High Priority	Highway/roadway	2020 Update
1502	MO 291 (I-435 to Ash) Corridor Improvements https://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1502	MoDOT	MO 291 in Clay County has 12 intersecting city streets throughout the corridor.	77	35.00	<p>This project is a scoping project (4P3099). This project is located in a rapidly expanding suburban area in the northeastern portion of the metro area. This project will add a lane of through traffic to improve traffic flow and improve congestion. While the congestion and crash rates in this corridor are not the highest in the district, the area continues to develop, and so traffic volumes are projected to continue to increase in the future. Projections show congestion will continue to worsen.</p> <p>MO 291 is a Tier 2 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase in the future. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network.</p> <p>This project may also include addition operational and geometric upgrades to intersections and ramps within the project corridor.</p>	High Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1466	I-70 Capacity Project (MO 7 to Rt. F) https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1466	MoDOT	This project will add a third lane in each direction from MO 7 in Blue Springs to Route F in Oak Grove. It may requires changes at the MO 7, Rt. AA/BB and Rt. F interchanges.	77	52.90	This project is located in a rapidly expanding suburban area in the eastern portion of the metro area. Eastern Jackson County and rural areas along I-70 continue to develop residential and commercial properties. This development generates additional automobile and truck traffic for I-70. This project will add a travel lane in each direction and seeks to reduce congestion by removing a congestion bottleneck and improving travel times in coordination with plans put forward by local and regional agencies. We believe that reducing queues that impact the freeway and a reduction in congestion will improve safety along the corridor by reducing the crash rates and crash severity. The addition of capacity should also improve Goods Movement by improving the efficiency of freight movement on the interstate.	High Priority	Highway/roadway	2020 Update
1497	I-470 Capacity Project US 50 to 39th Street https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1497	MoDOT	This project will add capacity to I-470 and make operational improvements to I-470. The project includes the interchange with US 50, Douglas Road, Colbern Road, MO 291, Woods Chapel Road, Strother Road, Lakewood Boulevard, US 40 Highway, I-70 and 39th Street.	75	73.20	This project is located along I-470 between two large suburban communities (Lee’s Summit and Independence). This project will add a lane of thru traffic in each direction to improve traffic flow and improve congestion. As Lee’s Summit, Independence, and communities to the east continue to grow, I-470 provides a connection to commercial and industrial areas along I-470, as well as, employment concentrations in the south Kansas City and Johnson County, Kansas. While the congestion and crash rates in this corridor are not the highest in the district, as eastern Jackson County continues to develop, traffic volumes and congestion are projected to continue to increase in the future. I-470 is a Tier 1 Freight corridor in the Statewide Freight Plan. The amount of truck traffic is expected to increase from 4,700. The addition of capacity should improve Goods Movement by improving the efficiency of freight movement and access to the local road network. This project may include other improvements, as well. If there are bridges that need to be rehabilitated, those may also be added to the project. Many of the interchanges within the corridor may need operational and geometric upgrades.	High Priority	Highway/roadway	2020 Update
1387	I-70 Lewis and Clark Viaduct Bridge Rehab https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1387	MoDOT	I-70, Bridge number A5658	40	13.00	The primary users will be motorists, freight and transit users. This is a bridge rehabilitation to maintain our system in good condition.	High Priority	Bridge	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1389	MO 291 over Missouri River Bridge Replacementhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1389	MoDOT	MO 291 North, Bridge number L0568	38	52.20	The primary users will be motorists, freight and transit users. This is a bridge replacement to maintain our system in good condition.	High Priority	Bridge	2020 Update
1386	I-29 Over RR and Local Roads Bridge Rehabhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1386	MoDOT	I-29, Bridge Number L0789, and L0788	38	35.90	The primary users will be motorists, freight and transit users. This is a bridge rehabilitation to maintain our system in good condition.	High Priority	Bridge	2020 Update
1388	MO 9 Heart of America Bridge Rehabhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1388	MoDOT	MO 9, Bridge number A4060	34	15.30	The primary users will be motorists, freight and transit users. This is a bridge rehabilitation to maintain our system in good condition.	High Priority	Bridge	2020 Update
1390	US 24 over RR Bridge Replacementhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1390	MoDOT	US 24, Bridge Number K0394	32	26.10	The primary users will be motorists, freight and transit users. This is a bridge replacement to maintain our system in good condition.	High Priority	Bridge	2020 Update
1391	MO 92 over Missouri River Bridge Replacementhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1391	MoDOT	MO 92, Bridge number K0941	32	55.40	The primary users will be motorists, freight and transit users. This is a bridge replacement to maintain our system in good condition.	Medium Priority	Bridge	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
30	Metcalf Avenue Multimodal Trailhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=30	Overland Park	Metcalf Avenue from 83rd Street to 87th Street	106	2.35	This project will extend the current multimodal trail along Metcalf Avenue between College Blvd and 87th Street up to 83rd Street. The existing sidewalk will be replaced and the overhead utilities will be placed underground. New LED streetlights will be added along with other pedestrian amenities. Transit shelter needs will also be accommodated. The primary users will be nearby OP residents as well as those using transit for work related purposes. Overland Park is also pursuing a scooter share pilot program that will also tie in neatly with this corridor project for first-mile/last-mile connectivity.	High Priority	Active Transportation	2021 Update
33	75th and Metcalf Sidewalk/Transit Enhancementhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=33	Overland Park	75th Street and Metcalf Avenue (401/404 Metcalf bus routes and 475 bus route on 75th)	99	0.52	This project will complete missing sidewalk on the southeast corner of 75th and Metcalf. This will be important for better access by transit riders using the 475 route. In addition, pedestrians crossing the intersection of 75th and Metcalf will find it easier to reach destinations farther to the east.	High Priority	Active Transportation	2021 Update
28	Switzer Road Reconstruction - 167th to 179thhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=28	Overland Park	Switzer Road	96	22.86	The intent of the project is to maximize mobility and access to existing and future land uses along the corridor, address system preservation and maintenance needs, provide for alternative transportation modes and improve system performance, efficiency, and safety. The primary users will be motorists, pedestrians and bicyclists. Motorists will benefit from the increased capacity and safety of the reconstructed roadway which includes shoulders and turn lanes. Bicyclists will be able to utilize the paved shoulders/bike lanes to negotiate the entire corridor and intersections. Pedestrians will be able to utilize the sidewalks to negotiate the entire corridor and intersections.	High Priority	Highway/roadway	2021 Update
40	College Bridge over Indian Creek Reconstructionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=40	Overland Park	College Boulevard	83	8.07	Reconstruction of the College Bridge over Indian Creek. Primary users include motorists, pedestrians and bicyclists. The project will maintain the system efficiency the College Boulevard corridor. The project also provides for system preservation of City infrastructure.	Medium Priority	Bridge	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1132	Bell Road Pedestrian Improvements	Parkville	NW Bell Rd. (MO-Hwy 45 to NW Hamilton St.)	64	0.30	Addition of sidewalks and curb & gutter stormwater management infrastructure along a 0.9-mile stretch of NW Bell Rd., where none currently exist. This is in order to improve safety, mobility, stormwater management and multimodal accessibility. Includes 5 ft. sidewalks.	Low Priority	Highway/roadway	2020 Update
1135	MO-Hwy 45 and Crooked Rd. Intersection Improvements	Parkville	Intersection of MO-Hwy 45 and NW Crooked Rd.	58	3.80	The intent of the project is to properly align N. Crooked Rd and S. Crooked Rd at their intersection with MO-Hwy 45. Currently the two intersections are spaced approximately 450 ft. apart and need to be re-aligned and signalized. The primary users are motorists, pedestrians, and bicyclists.	Low Priority	Highway/roadway	2020 Update
1134	Crooked Rd. Improvements	Parkville	NW Crooked Rd. (MO-Hwy 45 to MO-Hwy FF)	53	10.10	Improve the safety of Crooked Rd. by widening the road, adding curb & gutter stormwater management infrastructure, 3-lane sections where necessary, turn lanes, and improving sight distance conflicts along the roadway.	Low Priority	Highway/roadway	2020 Update
1137	NW Jones-Myer Road Alignment	Parkville	NW Jones-Meyer Rd. (at intersection with MO-N Hwy)	38	3.00	Reconfigure Jones-Myer Rd. and its intersection with MO-N Hwy, which sits adjacent to I-435 and is spaced approximately 750 ft. apart from (and connects into) MO-Hwy 152.	Low Priority	Highway/roadway	2020 Update
1136	Brush Creek Parkway Extension	Parkville	Brush Creek Pkwy (Brink-Myers Rd. to NW River Rd.)	22	12.70	Extend Brush Creek Pkwy from Brink-Myers Rd., where it currently ends, to NW River Rd. This will provide a thoroughfare, which currently doesn't exist, for traffic from MO-Hwy 45 to NW River Rd. which eventually turns into MO-Hwy FF and then connects to MO-Hwy 9.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1486	Route C (North Main Street) Long Term Improvements to C/I & I-49	Peculiar	<p>Route C is a two-lane arterial street that runs primarily north/south, providing access to the regional highway system by way of an interchange with I-49. The intersections along Route C are stop sign controlled for the side street movements, with uninterrupted flow along Route C.</p> <p>The City's 2008 Comprehensive Plan identified Route C as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the Route C Corridor as an important capital improvement, currently serving the existing the downtown business district within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the Route C Corridor is one of the City's top transportation priorities. This project is the next step following the Peculiar's 2015 Comprehensive Plan update, which developed Corridor alignment options and recommended the option the City is pursuing with this project.</p>	96	1.20	<p>In the short-term, the following paragraphs describe the short-term improvement recommendations.</p> <p>Route C and South Street / Peculiar Drive To create a standard intersection configuration and eliminate the skewed approach, Peculiar Drive should be realigned to intersect Route C. This will result in a perpendicular angle of intersection, and a standard four-leg intersection configuration. The Route C and South street intersection will also be a standard four-leg intersection. The new Peculiar Drive intersection to be at the location of the existing fire station driveway on the west side of Route C. The fire station driveway should be reconfigured to access that new road instead of Route C.</p> <p>Route C and Center Street / Peculiar Drive At Center Street, the skewed Peculiar Drive approach should be removed. This will result in a standard four-leg intersection configuration at Center Street. The existing curved segment of Peculiar Drive between North Street and Route C should be converted to parking lots and alleys to provide parking and access to adjacent businesses. The Peculiar Drive approach to the intersection with North Street and W. 1st Street should also be eliminated. This will also result in a standard four-leg intersection at North Street and W. 1st Street. After these modifications, two-way traffic flow should be considered on Center Street and W. 1st Street.</p> <p>Route C and North Street Eliminating the curved segment of Peculiar Drive will increase traffic on the west leg of the North Street intersection with Route C. To provide additional capacity for the increased traffic volume, eastbound and westbound left-turn lanes should be constructed on North Street. These turn lanes will allow the right-turn traffic to bypass the queues of left-turning vehicles during peak times.</p> <p>Route C and Schug Avenue The Peculiar Board of Alderman has adopted the concepts presented in the 2004 study to the east of Main Street. These concepts include realigning Schug Avenue to the existing driveway on the south side of Route C, constructing left-turn lanes on Route C at Schug Avenue, eliminating the Legend Drive intersection with Route C, and providing cross-access through the parcels on the south side of Route C to connect</p>	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
						<p>to Legend Drive. The addition of turn lanes on Route C will considerably reduce the potential for rear-end crashes and decrease congestion in this area.</p> <p>The above short term improvements are currently funded in a MoDOT Cost Share Program and a MARC STP grant with the expected construction in 2021</p> <p>Long Term Improvements</p> <p>In the future, traffic volumes are projected to significantly increase along the Route C corridor and on Main Street. Long delays are projected for the side street movements at the intersections with North Street, Main Street and Schug Avenue. Traffic control improvements will be needed in order to provide acceptable operations for side street traffic accessing Route C. Traffic volumes at the Route C intersections with North Street and with Schug Avenue are projected to be near the thresholds for traffic signal installation, while the Main Street intersection is projected to exceed thresholds. None of these intersections is considered a good candidate for traffic signal installation due to the close spacing of the intersections. As a signalized corridor, there would be a high likelihood for queues to spill back through adjacent intersections during peak times</p>			

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1480	211th Street East from School Road (North) to J Hwy	Peculiar	Beginning with I-49 & Peculiar Way interchange to the west, the 211th Street corridor connecting School Road (north), and improving the existing 211th Street from School Road to MO Hwy J from two lanes to three lanes. The City's 2008 Comprehensive Plan identified 211th Street as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the 211th Street Corridor as an important capital improvement, currently crossing a large tract of undeveloped land. With the I-49/Peculiar Way interchange completed, the 211th Street Corridor is one of the City's top transportation priorities. This project is the next step following the "211th Street Corridor Study", presented in 2011, which developed Corridor alignment options and recommended the option the City is pursuing with this project. The development potential along the Corridor is limitless. The City uses sound planning practices and is creating a well-developed vision for the Corridor prior to development.	88	2.50	The 211th Street (East) Street project is proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West) from Peculiar Drive to Y Hwy. The Peculiar Way (West) project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be the City's future commercial center. 211th Street will be a primary traffic mover through this center, and will serve as one segment of a major collector road linking the City with cities and counties to the east and west. The current condition of the project's 1.0 mile has two lanes of asphalt paving, with a 22 to 23-foot cross-section, with no curbs or gutters, from School Road (North) to J Highway, and a right-of-way of 60 feet. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the 211th Street Corridor will be a major collector Complete Street, with a standard three-lane road, with one travel lane in each direction, and accommodate left-turn movements with a center TWLTL, with shoulders, for approximately 1.0 mile, from School Road (North) to State Highway J.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1029	Peculiar Way (West) from Peculiar Drive to Y Hwy https://www.maricopa.gov/transportation/projects/peculiar-way-west-street	Peculiar	Beginning with I-49 & Peculiar Way interchange to the east, the Peculiar Way corridor connecting Peculiar Drive, and improving the existing Peculiar Way from Peculiar Drive to Harper Road from two lanes to four lanes, then continuing to the west thru rural Peculiar and Cass County from Harper Rd to Mullen Rd, and improving the existing 211th St from Mullen Rd to MO Hwy Y from two lanes to four lanes. The City's 2008 Comprehensive Plan identified 211th Street as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the 211th Street Corridor as an important capital improvement, currently crossing a large tract of undeveloped land. With the I-49/Peculiar Way interchange completed, the Peculiar Way Corridor is the City's top transportation priority. This project is the next step following the "211th Street Corridor Study", presented in 2011, which developed Corridor alignment options and recommended the option the City is pursuing with this project.	81	35.00	<p>The Peculiar Way (West) Street project is proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with 211th Street from School Road (North) to J Hwy. The 211th Street project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be the City's future commercial center. Peculiar Way will be the primary traffic mover through this center, and will serve as one segment of a major collector road linking the City with cities and counties to the east and west. The current condition of the project's 3.2 miles has two lanes of asphalt paving, with a 22 to 23-foot cross-section, for the first 550 linear feet, with no curbs or gutters, from Peculiar Drive to Harper Road. The western-most one-mile stretch, from Mullen Road to State Highway Y, is a two-lane asphalt road with turf shoulders, shallow drainage ditches, and a right-of-way that varies from 40 to 60 feet. The middle two-mile section, from Harper Drive to Mullen Road, is currently undeveloped land.</p> <p>When completed, the Peculiar Way Corridor will be a Major Collector Complete Street, with a standard four-lane median-divided road with shoulders, for approximately 2.2 miles, from Peculiar Drive west to Mullen Road. From Mullen Road west to State Highway Y, it will be a four-lane road, with dedicated left turn lanes for the remaining mile.</p>	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1483	Harper Road from Peculiar Drive to 227th Street https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1483	Peculiar	The Harper Road corridor connecting Peculiar Drive, and improving the existing Harper Road from Peculiar Drive to 227th Street from two lanes to three lanes, including intersection improvements at YY Hwy and Harper Road. The City's 2008 Comprehensive Plan identified Harper Road as a secondary transportation priority. Peculiar's 2015 Comprehensive Plan update identified the Harper Road Corridor as an important capital improvement, currently crossing a large tract of undeveloped land within the city limits of Peculiar. With the I-49/Peculiar Way interchange completed, the Harper Road Corridor is one of the City's top transportation priorities. This project is the next step following the Peculiar's 2015 Comprehensive Plan update, which developed Corridor alignment options and recommended the option the City is pursuing with this project.	80	6.30	The Harper Road project is proposed in conjunction with the completed new interchange at Peculiar Way & I-49 (formerly known as 211th Street and U.S. 71 Highway); and in conjunction with Peculiar Way (West)/211th Street (East) from Y Hwy to J Hwy. The Peculiar Way (West)/211th Street (East) project will be a separate Regional Transportation 2050 project submission. Peculiar's future land-use plan calls for this area to be connected to the City's future commercial center. Harper Road will be a primary north/south traffic mover connected to this center, along the west part of Peculiar; and will serve as one planned segment of a major collector road linking the City with cities and counties to the north and south. The current condition of the project's 2.5 miles has two lanes of asphalt paving, with a 22 to 23-foot cross-section, with no curbs or gutters, from Peculiar Drive to 227th Street, including the intersection of YY Hwy and Harper Road. The section, of Harper Drive from Peculiar Drive to 227th Street is currently undeveloped land. This is a project request so the repairs/upgrades will take place during the construction phase. When completed, the Harper Road Corridor will be a major collector Complete Street, with a standard three-lane road with shoulders, for approximately 2.5 miles, from Peculiar Drive south to 227th Street with dedicated left turn lanes.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1471	Peculiar Trail Extension Preliminary Plans	Peculiar	Peculiar Trail section 1 along Peculiar Drive from YY Highway to 203rd Street. Trail Section 2 follows Peculiar Way from Peculiar Drive to Harper Road and then south to Peculiars Public Works complex.	59	0.20	<p>This project will develop the preliminary plans for two new walking trail sections. TS1 is 2.2 miles long and follows the abandoned St. Louis-Chicago railroad right-of-way from YY Highway north to 203rd Street. This will provide 3.3 miles of uninterrupted trail. TS2 is 1.6 miles long and will follow the City’s right-of-way on Peculiar Way (formerly known as 211th Street), from Peculiar Drive west to Harper Road and then south on Harper Road to the new Public Works/Utilities Maintenance Facility Building complex. TS2 will connect to the future 80+-acre Homer Dunsworth Memorial Park, northeast of the Public Works Building complex on Harper Road. As a “community-sized” park, Dunsworth Park will be a major activity center once it’s fully developed.</p> <p>Peculiar’s residents will be the primary user. The trail sections will connect residents who live near the downtown area to the current and proposed subdivisions to the north and vice versa. Peculiar’s current trail system is 2.74 miles long and has five sections:</p> <ol style="list-style-type: none">1. McKernan Sidewalk is .39 miles of concrete sidewalk from Centennial Street to C Highway.2. C Hwy Sidewalk along C Hwy from City Hall to C/J Bridge over I -49; and is 0.67 miles of concrete.3. Highline Trail is .72 miles of asphalt trail from Highway C/J to YY Highway.4. North Pointe Trail is .21 miles of asphalt trail from 213th Street to 211th Street.5. Raisbeck Nature Trail is .75 miles of gravel trail in Raisbeck Park. It does not connect to the other trail sections. <p>TS1 will connect the existing Highline Trail to the North Pointe Trail, adding 1.25 miles to the existing trails, and then travel north to 203rd Street, another 0.95 miles. TS2 will intersect TS1 at Peculiar Way and Peculiar Drive, and follow Peculiar Way to Harper Road and then south on Harper Road, 1.6 miles.</p> <p>TS1 will intersect with Peculiar Way, which leads to the Ray-Pec School District Complex; a MARC-designated activity center. MoDOT and the City of Peculiar recently completed the interchange at I-49 & Peculiar Way, which provides easy I-49 access to/from the northern parts of Peculiar. TS1 will intersect the proposed 211th Street Corridor, which is a transportation priority for Peculiar. When developed, Peculiar Way will</p>	Medium Priority	Active Transportation	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$	Project Description	Priority	Primary Mode	When Added
					(in millions)				
						<p>be a divided, multi-lane roadway with wide medians to safely accommodate pedestrian and bicycle traffic. Peculiar Way will have mixed-use development, including commercial and light industrial development.</p> <p>In the future, TS1 will connect with a planned Belton/Cass County trail (MetroGreen Cass 05), via the railroad right-of-way. TS1 will connect to the entire MetroGreen Trail System through the Rock Island Railroad Corridor, the St. Louis-Chicago Railroad Corridor, and to the Katy Trail. It will also connect with a “Priority 2” rail-to-trail section (Cass 03) connecting to Harrisonville.</p> <p>TS2 will connect TS1 to the new Public Works/Utilities Maintenance Facility Building complex and an 80+-acre Dunsworth Park, a future community-sized park. The land use plan for this area includes light industrial, heavy industrial, commercial, and medium-density residential.</p>			
1141	MO K Hwy Improvementshttps://www.marc2.org/tr_rt/p/projectdetails.aspx?PID=1141	Platte County	MO K Hwy intersects 45 Hwy on the south end and ties into the 152 Hwy interchange on the north end of the project.	72	12.00	Motorists, pedestrians, school buses, some transit riders, some freight and bicyclists will benefit from this project. Main focuses of the project are congestion mitigation at peak times and to increase overall safety for the residents using the K Hwy corridor. As traffic increases with additional residential development, safety becomes even more critical along with eliminating back ups around and near the elementary school. This roadway improvement would also be an opportunity to install sidewalks for pedestrian traffic and potential a bike/walking path to safely connect the public with Tiffany Park situated to the north of 152 Hwy.	Medium Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1021	MO 92 Hwy Improvements - Phase 1https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1021	Platte County	MO 92 Hwy intersects I-29 on the east end and terminates at the Centennial Bridge that crosses the Missouri River into Leavenworth/Ft. Leavenworth, KS.	71	45.00	Motorists, transit and freight would benefit most from these improvements on this facility that connects the Northern Kansas City, MO metro to the City of Leavenworth and the Fort Leavenworth Army Post. This facility is the only point of crossing the Missouri River between Atchison, KS and Kansas City, KS. During times of flooding along the Missouri River, Hwy 59 into Atchison will overtop and 92 Hwy becomes the connection for many that need to get from the Missouri side into the Atchison area. It provides a connection between Missouri and Kansas for the general traveling public, as well as, allowing for future transit to the Leavenworth area as the metro region grows. It is also a critical point for freight/commerce to pass between states and provides a connection to many who live on the Missouri side and commute to Fort Leavenworth/City of Leavenworth daily for work, business, classes at St. Mary College and training at the Army General Staff and Command College.	Medium Priority	Highway/roadway	2020 Update
1139	MO 92 Hwy Improvements - Phase 2https://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1139	Platte County	MO 92 Hwy intersects I-29 on the west end and terminates just over the Platte/Clay County line at the intersection with 169 Hwy.	70	20.00	Motorists, bicyclists, and some freight traffic would benefit most from improvements to this facility that connects Smithville to the Platte City/KCI Airport area.	Low Priority	Highway/roadway	2020 Update
1140	MO D Hwy Improvementshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1140	Platte County	MO D Hwy intersects N Hwy on the west end, intersects Running Horse Rd near the east end and ties into the I-435 interchange on the east end of the project.	61	12.00	Motorist and pedestrians will be the primary benefactor of this project. The main focus is to increase safety for the residents of this area who travel between I-435 and N Hwy. The current road is narrow and in need of shoulders. As well, vertical curves should be addressed to increase sight distances. As this area continues to grow, additional capacity will be needed. Other features to be address with this project would be preserving and enhancing the natural beauty of the area and provide pedestrian/bicycle trails that could be connected to existing trails thru future projects.	Low Priority	Highway/roadway	2020 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1521	Missouri 7 Improvements from 50 Highway to 163rd Streethhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1521	Pleasant Hill	All work occurring on Missouri 7 Highway, with intersections at Herring Road, Missouri 150 – East, Missouri 150 – West, Stringtown Road (with a potential closure at this intersection), 155th St./County Line, Short Road, and 163rd Street.	58	30.60	This project will continue improvements already made to M-7 Highway in south Blue Springs and in Pleasant Hill south of 163rd Street. The project will expand the highway to 4 lanes, with center left turn lanes where needed, install curbs, gutters, and a shared bicycle/pedestrian path on one side of the road. The primary users of this improved project will be motorists while bicyclists, transit riders, and freight will see improvements which will provide a benefit.	Low Priority	Highway/roadway	2020 Update
1561	Pleasant Valley Road Widening and Improvement Projecthttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1561	Pleasant Valley	Pleasant Valley Road from 435 to I-35, excluding MoDOT ROW.	80	9.20	By widening the road and adding bicycle lanes and sidewalks, the project goal is to allow for more efficient and safer vehicle, bicycle and pedestrian transportation.	Medium Priority	Highway/roadway	2020 Update
6	Missouri River Terminalhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=6	Port KC	I-435, Wilson Road & Kansas City Terminal Rail Road	73	517.50	The overall scope of the project is to develop a multimodal freight center that will expand the regions capacity for efficient management of intermodal containers into and out of the local area and regional freight market. The terminal will also increase the efficiency of moving freight through Kansas City to and from West, Gulf and East coast ports. The terminal will also offer trans loading of grains and oil seeds to the regional market, as well as spurring development along the Blue River Corridor, an industrial area within Kansas City, Missouri, which has been identified as an area needing re-investment and re-vitalization as a former industrial core with significant labor, access and infrastructure advantages. Port KC’s plan is to develop the MRT as a multifaceted facility facilitating the expected growth in Kansas City’s international and domestic trades in containerized goods. The blueprint for an intermodal rail terminal accessible by multiple Class I railroads with a contiguous logistics park presents considerable new commercial benefits and will have a positive regional economic impact on jobs and business investment.	Medium Priority	Freight	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
1437	Missouri Route 9 / Riverway Interchange Improvementshttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=1437	Riverside	Missouri Route 9 interchange and Riverway Boulevard Riverway Boulevard and Tullison Road intersection	59	1.30	The intent of the project is to improve roadway safety and access to motorists to current businesses, entertainment and the future downtown district. The ramp on the north side of rte 9 will help improve land use in the area. By bringing the on ramp closer to route 9, land will be opened up for future downtown development	Medium Priority	Highway/roadway	2020 Update
19	Bridge Street Roundabouthttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=19	Smithville	Intersection of Bridge Street, First Street and Hilltop Street.	84	0.75	The project will improve the safety for all users of this intersection. It will encourage pedestrians to walk to the downtown for shopping, dining and entertainment. It will connect a pedestrian corridor from the North Smithville Addition to the trails to Heritage Park and Smithville Lake and the pedestrian facilities to Smithville schools. Biking and Cycling will also have better access to the Smithville Lake Trails. Motorists will have better / safer access through the intersection.	Medium Priority	Highway/roadway	2021 Update
18	Riverwalk Parkhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=18	Smithville	Along the Little Platte River by HWY 169	78	3.76	<p>The Riverwalk Park will strengthen the overall trail network for runners, bikers, and walkers. Riverwalk supports the community identity through active, prominent trail networks. This project will promote recreation and exercise opportunities close to home and within neighborhoods. This will expand the transportation system beyond street networks, enhancing active transportation options. In addition, RIVERWALK intends to create a linked system of parks, trails and natural areas.</p> <p>Greenways have become one of the most popular family recreation activities across the country. The value of greenways in terms of recreation, education and resource protection is invaluable. Greenways serve as linkages between cities, parks, schools, commercial areas, and neighborhoods. They provide a safe mode of transportation that preserves the environment.</p>	Medium Priority	Active Transportation	2021 Update
23	Pope Lane Extensionhttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=23	Smithville	169 N, NE 172ND ST, POPE LANE	55	1.74	Primary users will be motorists. Also, this project will benefit pedestrian and riders that will be able to access the lake and other trails through this road.	Low Priority	Highway/roadway	2021 Update

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
21	West Bottoms Bi-State Gondolahttps://www.marc2.org/tr_rtp/projectdetails.aspx?PID=21	Unified Government	From Downtown KCK to Downtown KCMO via the 9th Street/St. James right of way	112	47.05	 Summary Link - An aerial lift is a clear and permanent public investment that like the streetcar starter line would draw significant economic development. As a people mover, it would serve an immediate environmental benefit pulling cars off the road network and creating greater pedestrian and bicycle connectivity. With foresight, a new form of transit-oriented infill development could realize the diverse, mixed-income and inclusive community that our citizens have been advocating for and that once existed when these two cities and the region was connected via streetcar. The benefits of such a connection will expand access to housing, jobs, entertainment and services while transforming our own understanding of a shared “Downtown”. In doing so, such a strategic move will not only unlock currently pent up economic development opportunities, particularly in the West Bottoms and Downtown Kansas City, Kansas, but connect the region’s Central Business District to greater affordability options. This will immediately expand our access to a more diverse mix of experiences, land uses, building typologies and demographics that together can chart a more equitable future for the region.	High Priority	Other	2021 Update
				Subtotal	7,704.25				

Project ID	Project Title	Sponsor	Location	Project Score	2019 \$ (in millions)	Project Description	Priority	Primary Mode	When Added
				Grand Total	7,704.25				