

Greater St. Joseph Area

MPO

Metropolitan Planning Organization



2050 MTP Opinion Survey

Key Findings

Agenda

- Survey Details
- Key findings
- Major Findings
- Future transport needs

Survey Details

- A five-page survey mailed to a random sample of residents in the MPO area.
- Residents to either return the survey by mail or complete it online.
- 430 households completed the survey.
- The results for this random sample have a 95% confidence level with a precision of at least $\pm 4.7\%$.

Key Findings

- The survey took place between April and May of 2023.
- The MPO covers portions of Buchanan and Andrew Counties in Missouri (including St. Joseph, Country Club, and Savannah) and Doniphan County in Kansas (including Elwood and Wathena).
- The survey results will inform the development of the region's 2050 Transportation Plan.



MAJOR FINDINGS

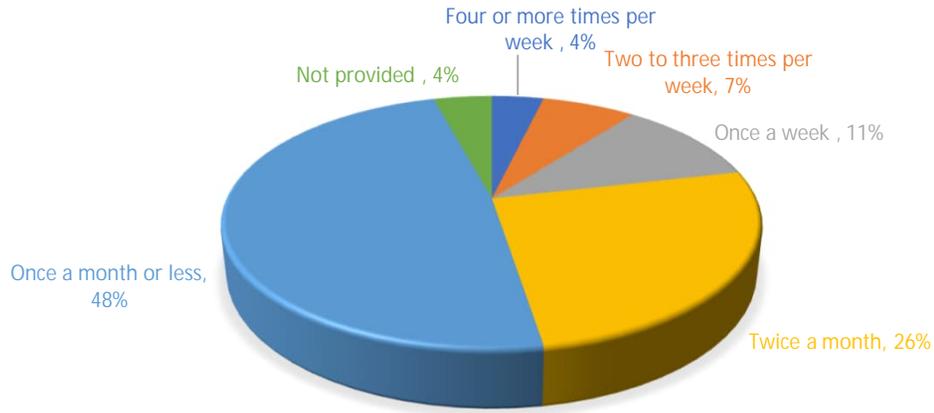
Preferred Form of transport

(N=430)

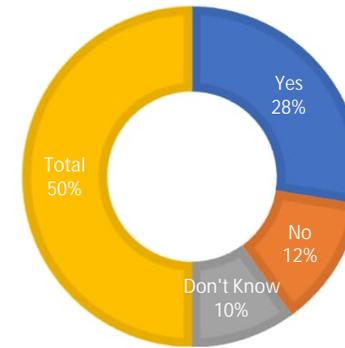
	Daily or almost daily	A few times a week	A few times a month	Less than once a month	Seldom or never	Not provided
Q1-1. Drive alone (personal vehicle or motorcycle)	75.3%	16.7%	4.4%	0.0%	2.8%	0.7%
Q1-2. Drive/ride with others you know (carpool)	10.9%	21.2%	14.9%	9.1%	39.3%	4.7%
Q1-3. Drive/ride with others for hire (taxi, Uber, Lyft, etc.)	0.7%	1.2%	0.9%	6.0%	84.7%	6.5%
Q1-4. Public transportation (Go St. Joe, OATS)	1.2%	1.6%	1.4%	1.6%	87.4%	6.7%
Q1-5. Bike/eBike/scooter/eScooter	1.2%	2.8%	3.0%	4.9%	81.2%	7.0%
Q1-6. Walk	10.5%	13.5%	13.0%	10.9%	46.7%	5.3%
Q1-7. Telework (work from home)	6.7%	5.8%	7.9%	3.3%	66.7%	9.5%

Travel to Kansas City/ Kansas City International Airport

FREQUENCY OF TRAVEL TO KANSAS CITY/KCI AIRPORT



CONSIDERING A SHUTTLE BETWEEN ST. JOSEPH AND DOWNTOWN KANSAS CITY/KCI AIRPORT



- Some respondents suggest:
 - Reintroducing passenger rail
 - Passenger rail line connecting St. Joseph to the airport.
 - Rail connection between St. Joseph and KC and extending the rail network toward Omaha, transforming us into a bustling transportation hub once again.
 - Some respondents believe that investing in rail, can reduce car dependency, enhance walkability, and create a more vibrant city.

Bicycling

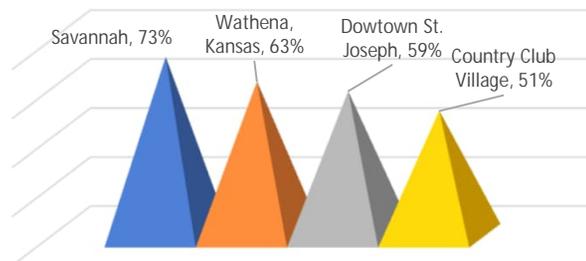
- Greater St. Joseph Area

- 23% of respondents rode a bicycle in the last 12 months.
 - Among them
 - 84% primarily ride for recreation
 - 5% use bicycles primarily for commuting.
 - 11% bike for both recreation and commuting.

- Impact of an Expanded Network:

- 43% believe an expanded network would increase their biking time (for commuting or recreation).
- 40% do not plan to increase their bicycling activity.

Areas where bike safety is perceived as Very Safe or Safe by respondents

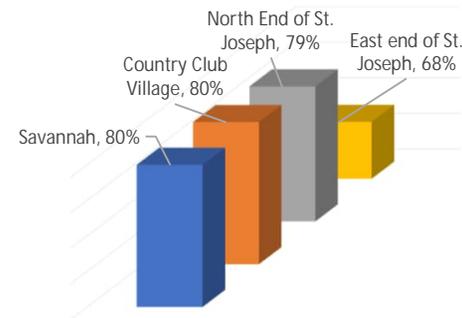


Separated or Buffered bike lanes would make 57% of very unsafe/ uncomfortable respondents safe.

- Shared Use Paths or trails:

- Utilized by 72% in the last 12 months

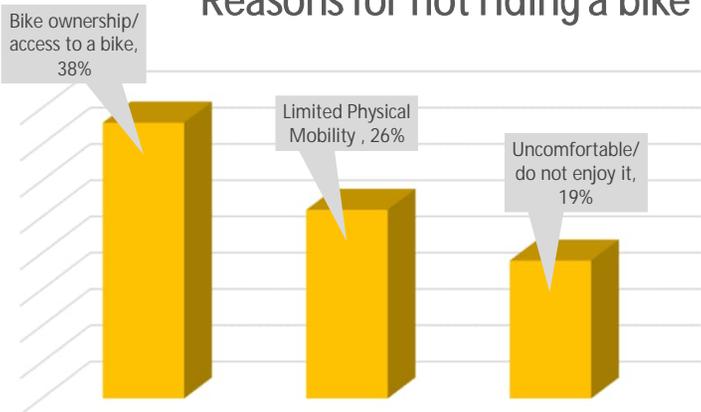
Areas where riding in Shared Use paths/ trails is perceived Very Safe or Safe by respondents



- Better Sight Lines would make 68% of very unsafe/ uncomfortable respondents safe.

Bicycling

Reasons for not riding a bike



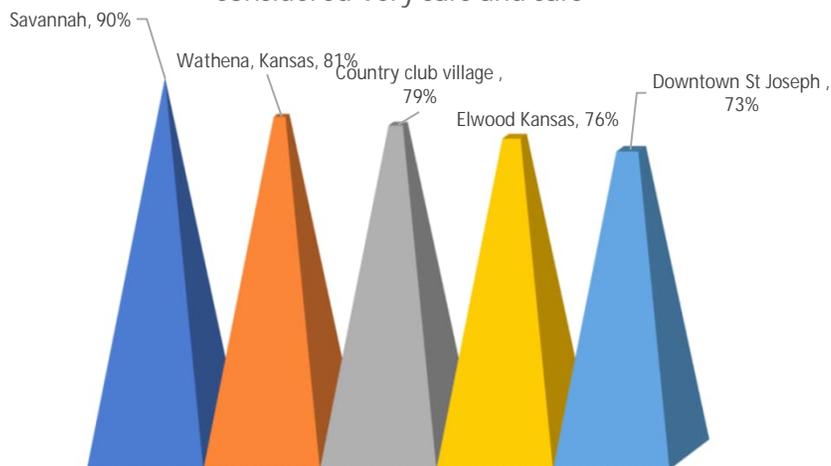
- Respondents suggested
 - The new mountain bike trails offer exciting opportunities for both residents and visitors. Encouraging outdoor activity promotes well-being and community engagement.
 - Legalizing motor-assisted bikes or scooters on sidewalks could provide convenient and eco-friendly commuting alternatives.
 - Reclassifying the Belt (currently a highway) to allow for more bus stops, sidewalks, and protected bike lanes directly supports local businesses and community well-being.

Walking

- Major Roads and Sidewalks

- 30% walked/ wheelchaired along a major road within the last 12 months

Areas were walking along major roads and sidewalks is considered Very safe and safe

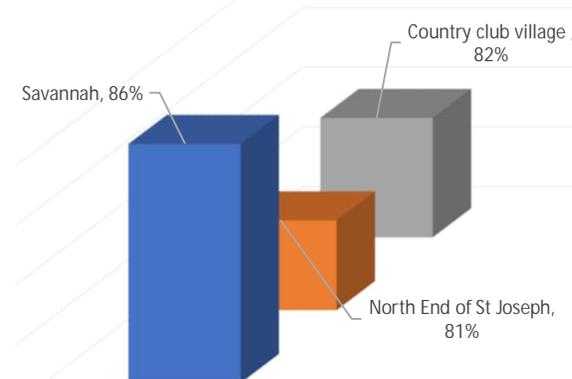


- Extension/construction of new sidewalks would make 65% *unsafe/ uncomfortable* respondents feel safer.

- Shared Use Paths or trails:

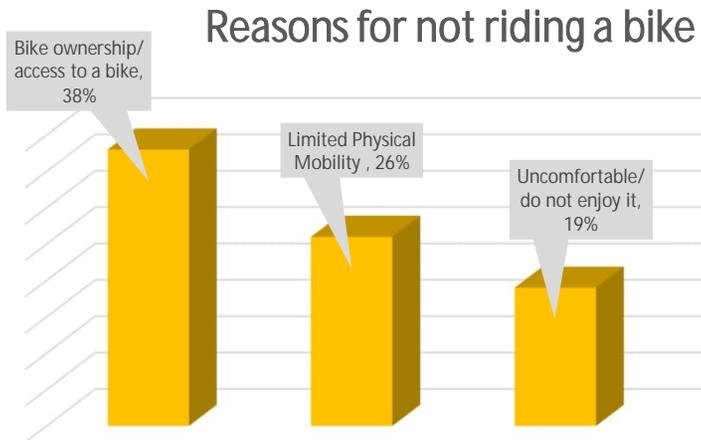
- Utilized by 86% in the last 12 months
- % of respondents who felt very safe or safe walking:

Areas were walking along shared use paths/trails is considered Very safe and safe



- Increased visibility would make 66% of *very unsafe/ uncomfortable* respondents feel safer
- Extension/construction of new shared use paths and trails would make 42% of *very unsafe/ uncomfortable* respondents feel safer.

Walking



- Respondents comments
 - Residents propose making St. Joseph a “walkable community,” starting with the downtown area. Walkability fosters a sense of community and accessibility.
 - Establishing a grocery store within walking distance in the downtown area would enhance convenience and quality of life for residents.
 - More sidewalks in neighborhoods to enhance pedestrian safety.

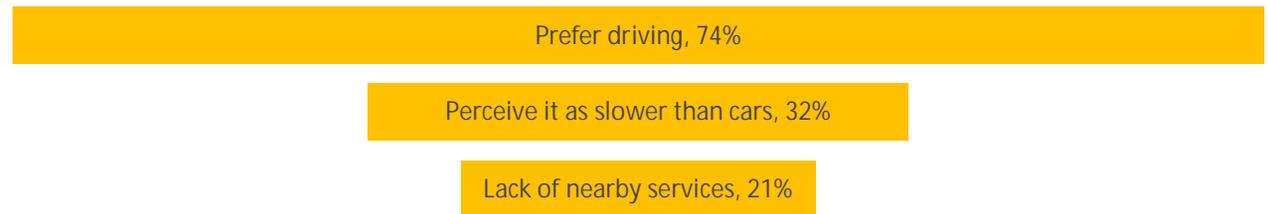
Public Transport

Public Transportation Usage:

- Only 7% of respondents use public transportation.
- Among users:



Reasons for not using public transport



Respondents suggest:

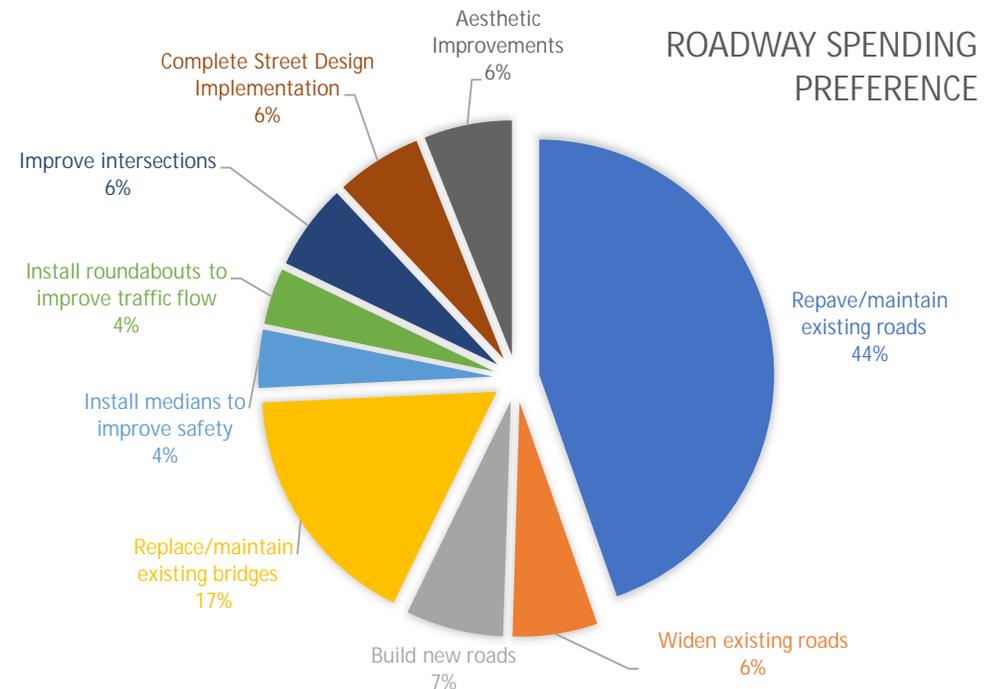
- The DD (developmentally disabled) community faces challenges due to limited bus service hours and lengthy routes. Improving public transportation accessibility is crucial to ensuring everyone can move freely within the city.
- Continue improving bus options and concentrate on enhancing major intersections.

Funding Allocation

Funding Levels for Transportation Projects

- 71% believe that highways and regional roadways should receive *much greater or greater fundings*
- Other Priority Projects:
 - 58% → Freight Improvement
 - 46% Walking/ Pedestrian Facilities
 - 45% → Infrastructure & Technology

Respondents Roadway Spending Preferences:\



Funding Allocation

Respondents Comments on Funding

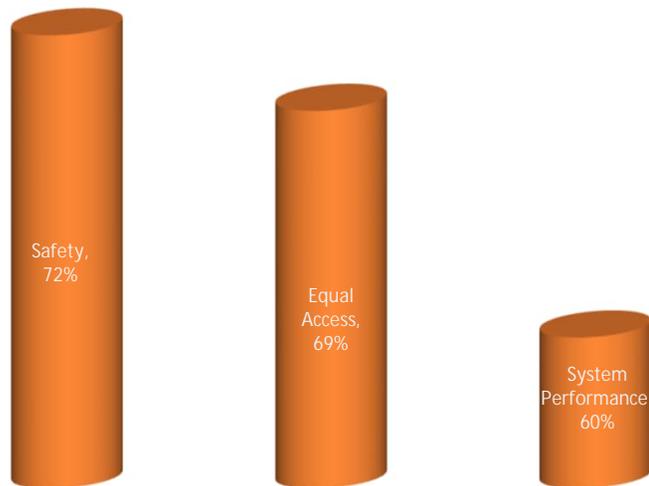
- Prioritize maintaining existing roads, improving gutters, and adding curbs and sidewalks where needed, and avoid abandoning existing infrastructure.
- Residents advocate for allocating funds to infrastructure projects based on actual return on investment (ROI). Routes, streets, and roads that attract and support manufacturing should be maintained or upgraded, while new infrastructure should be strategically planned.
- Some residents suggest increasing taxes specifically for roadways.



Respondents' views

Views on Maintenance and Preservation of Transport Network

88% of residents agreed that Maintenance/ Preservation was the Most Important Issue. Other critically Important or Very Important issues include Safety, Equal access and System Performance.



- Road Maintenance and Retention:
 - Maintaining existing thoroughfares such as I-229, US-36, and I-29. These roads play a critical role in facilitating movement from north to south for both commercial and personal vehicles. Slowing down these routes for perceived riverfront development value could harm the city and region.
 - Residents are concerned about potholes and major cracks in the roads. A freeze/thaw-resistant repair method is necessary.
- Urban Aesthetics and Safety:
 - Residents want the city to improve the appearance of areas like the former Ramada Inn location near the I-29/Frederick Exit and suggestions include adding medians along Frederick to manage traffic flow.
 - Eliminate brick streets and sidewalks in poor condition and pose safety risks.

Other comments on residents regarding future transport needs

Equity & Accessibility and Public Transportation:

- Residents call for equitable distribution of maintenance efforts i.e. areas like Ashland and Noyes receive adequate attention

Specific Infrastructure Fixes:

- Residents highlight the condition of Lake Contrary, and the I-229 double-deck bridge to revitalize the city further. Shortening travel time to downtown would encourage more residents to spend time there. Urgent action is requested to address these infrastructure problems.
- Woodbine Road: Urgently needs a turning lane and sidewalks.
- Riverside Road (south of 36 Highway): Should be widened and redesigned, especially near the Altec entrance.