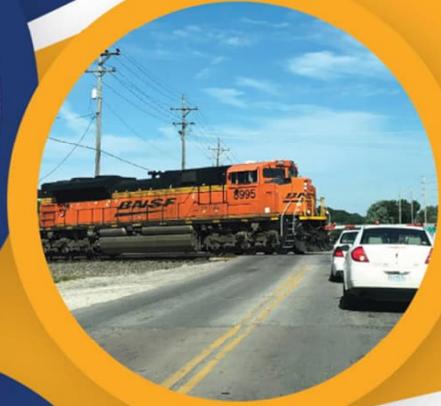


Greater St. Joseph Area

MPO

Metropolitan Planning Organization



2050 MTP MetroQuest Survey

MetroQuest Survey Overview

Demo Link

<https://demo.metroquestsurvey.com/mm6r6q>

Run time

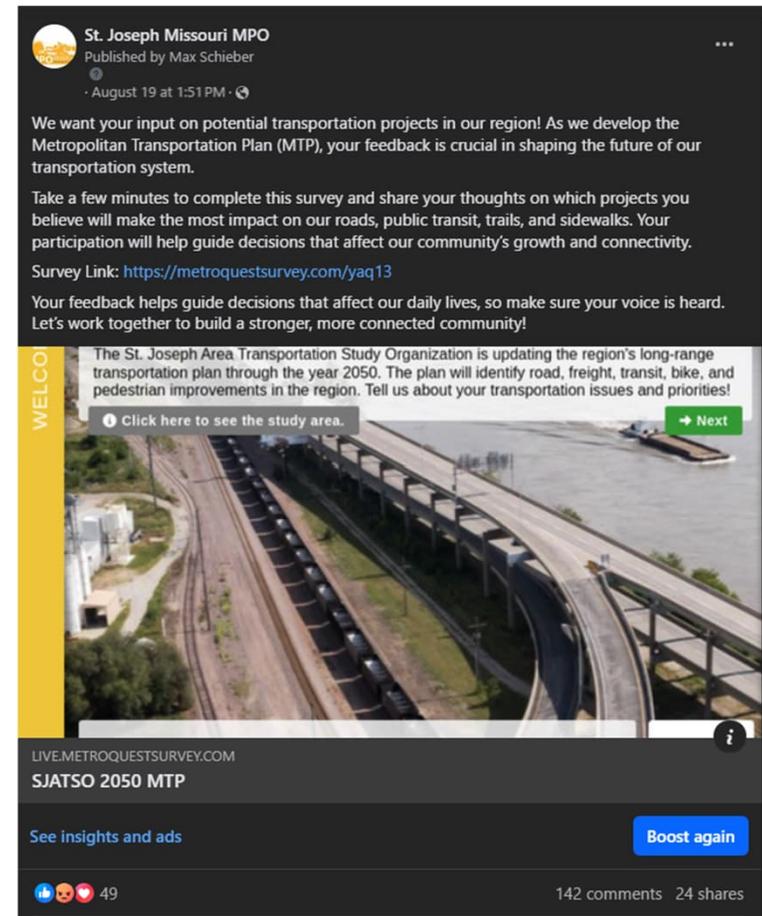
- August 19, 2024 to September 15, 2024

Completion rate

- 281 participants (22.9%)
- 1,226 visitors

Disclaimer

This survey was a self-select survey that was open to anyone from the public and local stakeholders. It is also not a statistically valid survey.





Survey Screens

SJATSO 2050 MTP

More at: <https://stjosephmo.gov/863/metropolitan-planning-organization>

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2050 Transportation Plan

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WELCOME!

Help shape the development of the St. Joseph region 2050 Metropolitan Transportation Plan.

2050 Metropolitan Transportation Plan Update

The St. Joseph Area Transportation Study Organization is updating the region's long-range transportation plan through the year 2050. The plan will identify road, freight, transit, bike, and pedestrian improvements in the region. Tell us about your transportation issues and priorities!

i Click here to see the study area.
→ Next

Review the potential roadway, freight, bicycle and transit projects on the following slides and tell us which projects are most important to the region as we look out 25 years into the future.

ROADWAY AND FREIGHT

TRANSIT, BIKE, AND PEDESTRIAN

LIMITED RESOURCES

WRAP-UP



SJATSO 2050 MTP

More at: <https://stjosephmo.gov/863/metropolitan-planning-organization>

2

Prioritize Improvements for Roads/Freight

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Consider the following projects and identify your priority projects.

Zoom-in and click the pins to view potential improvements. Review all the projects and select "Yes" if you consider it to be a priority. You can add comments for each selection, and you can identify other projects if they are not listed.

WELCOME!

ROADWAY AND FREIGHT

TRANSIT, BIKE, AND PEDESTRIAN

LIMITED RESOURCES

WRAP-UP

SJATSO 2050 MTP

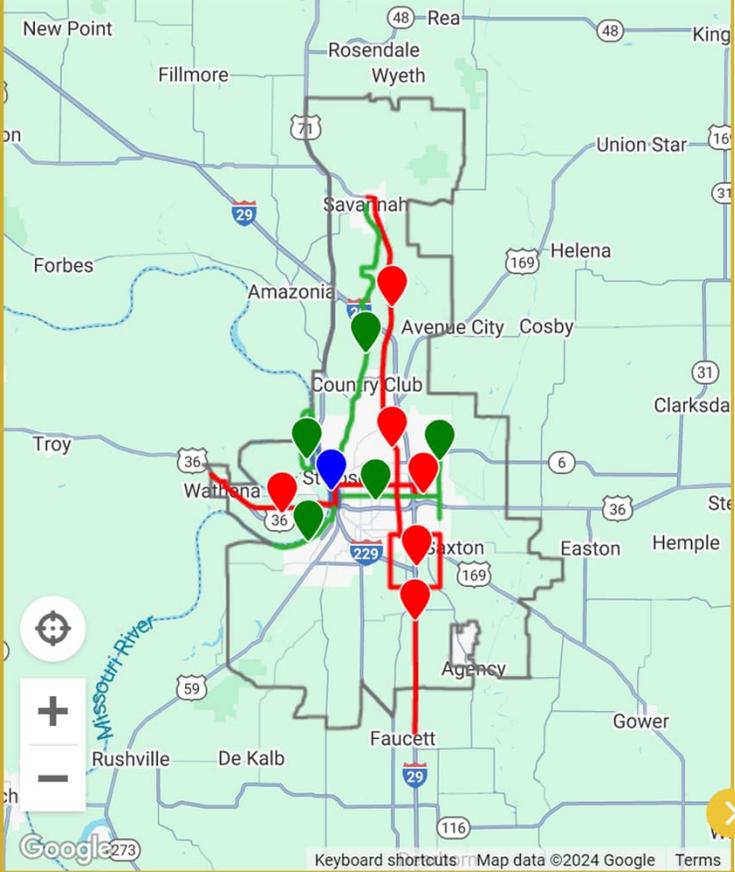
More at: <https://stjosephmo.gov/863/metropolitan-planning-organization>

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WELCOME!
ROADWAY AND FREIGHT
TRANSIT, BIKE, AND PEDESTRIAN

Prioritize Improvements for Other Modes

Consider the following projects and identify your priority projects.



The map shows the St. Joseph area with various project locations marked by pins. A red line highlights a major project corridor running north-south through the center of the city, passing through areas like Savannah, Avenue City, and St. Louis. Other pins are scattered in the surrounding areas, including Waltham, Agency, and De Kalb. The map includes major roads like I-29, I-76, and US-169, as well as the Missouri River.

Zoom-in and click the pins to view potential improvements. Review all the projects and select "Yes" if you consider it to be a priority. You can add comments for each selection, and you can identify other projects if they are not listed.

LIMITED RESOURCES
WRAP-UP

6

SJATSO 2050 MTP

More at: <https://stjosephmo.gov/863/metropolitan-planning-organization>

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How would you spend the money?

Please use the sliders to show your preferences. Your total should equal 100%.

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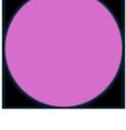
WELCOME!

ROADWAY AND FREIGHT

TRANSIT, BIKE, AND PEDESTRIAN

LIMITED RESOURCES

WRAP-UP

| | | | |
|---|---|--------------------------|---|
|  | <p>Move Fast and Efficiently</p> <div style="display: flex; align-items: center;"> <input style="width: 80%;" type="range"/> </div> | <p>0 % of budget</p> | <p>Please use the sliders to fill the bar and meet the target.</p> <div style="border: 1px solid gray; height: 100px; width: 100%; margin-top: 20px;"></div> <p>0 % of budget</p> |
|  | <p>Build/Support the Economy</p> <div style="display: flex; align-items: center;"> <input style="width: 80%;" type="range"/> </div> | <p>0 % of budget</p> | |
|  | <p>Reduce Fatal and Injury Crashes</p> <div style="display: flex; align-items: center;"> <input style="width: 80%;" type="range"/> </div> | <p>0 % of budget</p> | |
|  | <p>Maintain Existing Infrastructure</p> <div style="display: flex; align-items: center;"> <input style="width: 80%;" type="range"/> </div> | <p>0 % of budget</p> | |
|  | <p>Support Healthy Communities</p> <div style="display: flex; align-items: center;"> <input style="width: 80%;" type="range"/> </div> | <p>0 % of budget</p> | |

1 ✓ WELCOME!

2 ROADWAY AND FREIGHT

3 TRANSIT, BIKE, AND PEDESTRIAN

4 LIMITED RESOURCES

5 WRAP-UP

Thank you for your participation!

Tell us a bit about yourself. Please click finish when you are done.

Final Questions (Optional)

> Please enter your home zip code.

> What is your age?

> What is your annual household income?

> Who do you represent? (You select up to two).
 Citizen
 Business Owner
 Government Official
 Vistor

> What is your primary means of transportation?

Answer the questions you want to, then click Finish:

Thank You!

Thank you for your input! Please visit the SJATSO website to review a draft plan beginning around mid-October.

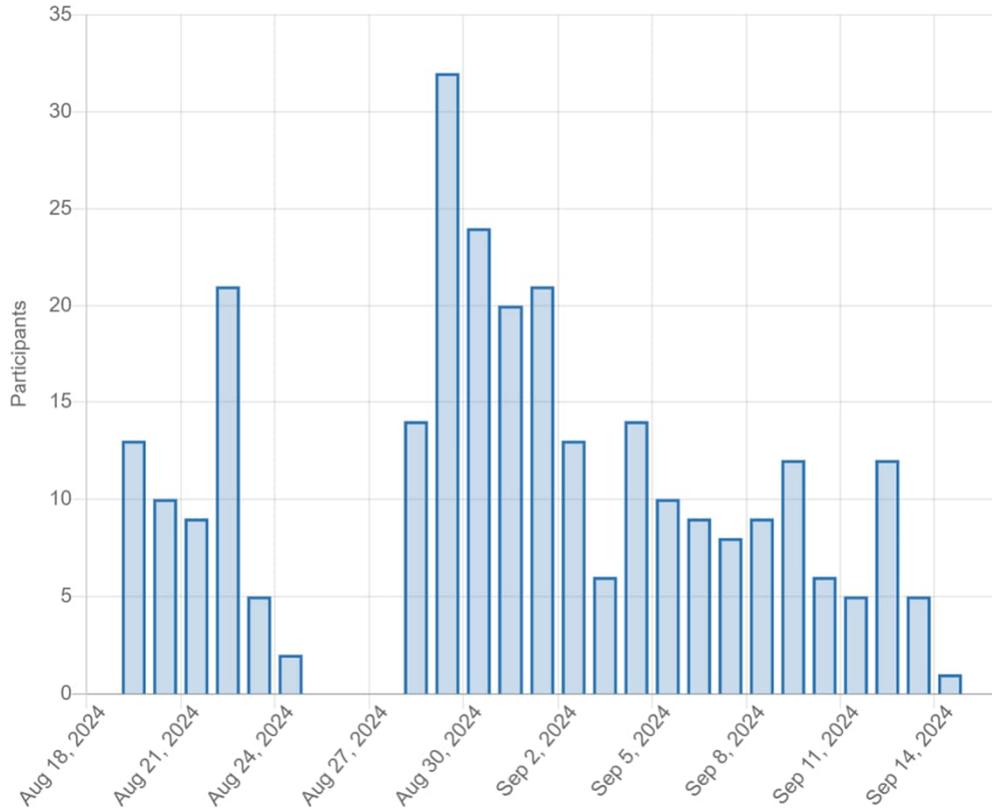
Please share this with others and help us get everyone involved!

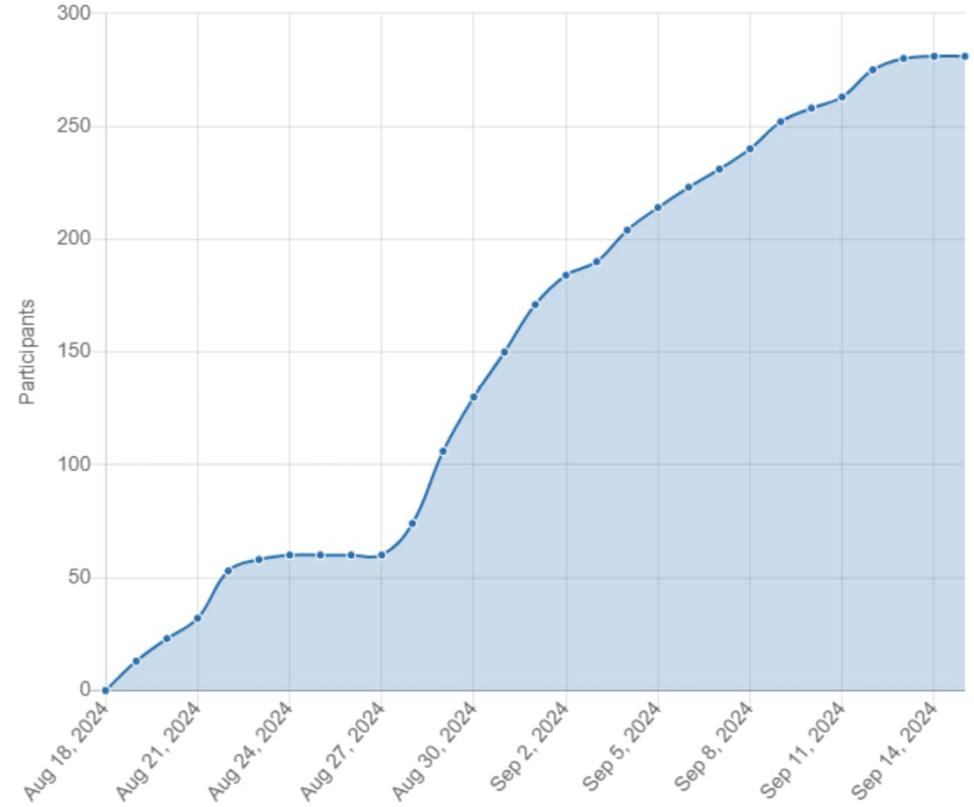


Overview

Daily Traffic



Cumulative Traffic



- 281 participants
- 4,277 survey data points



Points per Participant:

15

Screen 2
Prioritize Improvements for Roads/Freight

Categorial Survey Answers: 1813

Comments: 73

Screen 3
Prioritize Improvements for Other Modes

Categorial Survey Answers: 1059

Comments: 19

Screen 4
How would you spend the money?

Quantitative Data Collection: 555

Screen 5
Thank you for your participation!

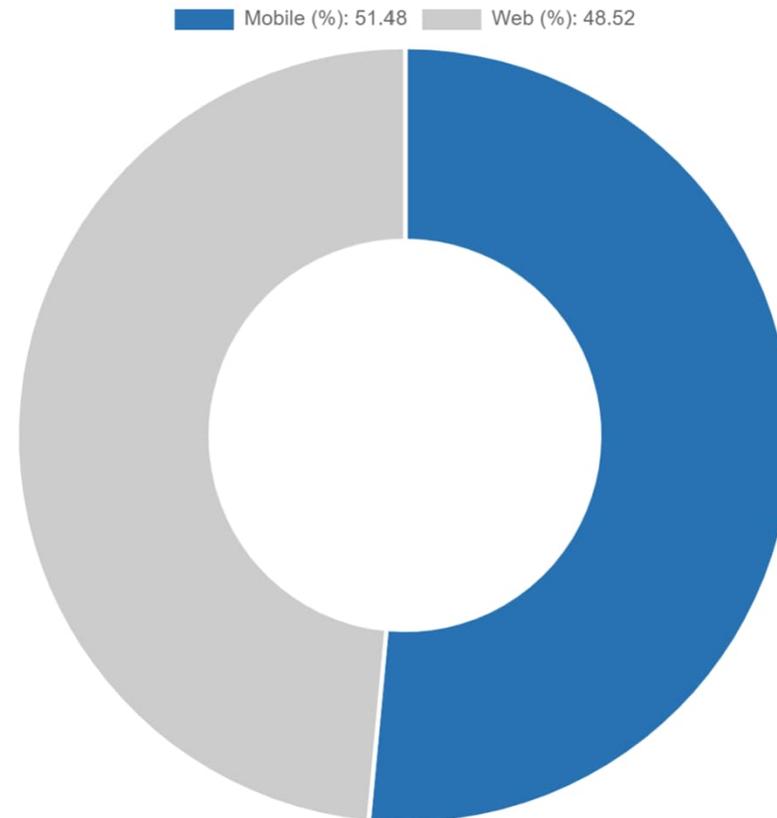
Zip/Postal Codes: 147

Categorial Survey Answers: 425

CheckBox Selected: 186

- Nearly 52% of survey respondents access the survey via a cell phone
- Up from 33% in the last MTP MetroQuest survey in 2019

Traffic - Platform Breakdown





Survey Results

Roadway and Freight

Roadway and Freight Project Descriptions

US 59 Improvements

Explore long-term improvements to enhance the traffic operations and safety of the US 59 corridor within the region, including enhancements within and through Savannah and connecting to Country Club.

I-29 & I-229 Interchange Improvements

Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign that would provide for an enhanced connection to I-229.

New Cook Road (with I-229 interchange) Construct a new east-west roadway (extension of Cook Road) that would include a new interchange at I-229. The new roadway would tie into Cook Road at US 59.

New Airport Access (with River Crossing)

Explore the potential for a new river crossing that would enhance access to the airport and enhance regional connectivity.

US 59 and Port/Freight Access

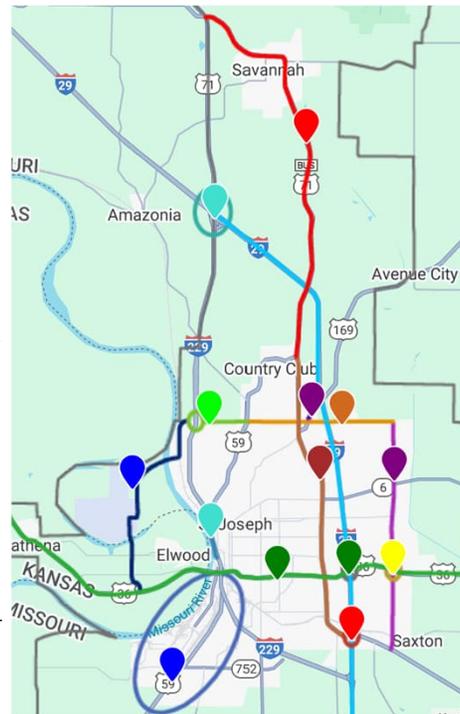
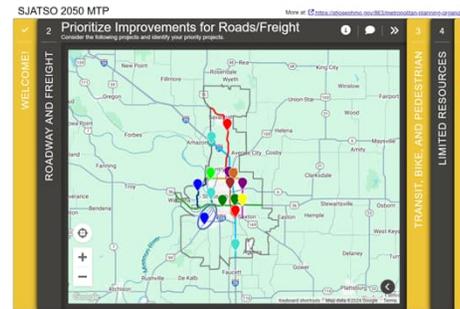
Improve the US 59 corridor, including enhanced intermodal access (including truck, ship, and rail) to the riverport to support surrounding industrial facilities and industrial parks.

US 36 Safety & Traffic Improvements

Improve safety and traffic operations along the US 36 corridor. Identify potential opportunities to improve interchange/ramp connections and look at the long-term potential to upgrade the corridor to interstate standards.

I-29 Operations/Access Improvements

Explore potential capacity, safety, and access improvements along the I-29 corridor within the region. This could include enhancements to existing interchange ramps or exploring a potential new interchange to enhance access just north of the US 36 corridor.



Rochester Road (US 169) Improvements

Improve safety and traffic operations along the corridor. This could include intersection, traffic signal, and/or access improvements, and potentially enhanced improvements to connect to I-29.

Cook Road Improvements

Improve/upgrade the existing portions of Cook Road to add capacity and enhance safety. This could also include intersection and traffic signal improvements.

Belt Hwy. Safety & Traffic Improvements

Improve safety and traffic operations along the Belt Highway corridor. This could include intersection, traffic signal, and/or access improvements.

Riverside Road Improvements

Explore opportunities to improve traffic operations along the Riverside Road corridor. This could include intersection and traffic signal improvements, or the use of alternative traffic designs, such as roundabouts.

I-29 & US 169 Interchange

Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign.

US 36 & Rt. AC Interchange

Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign.

US I-29 & US 36 Interchange

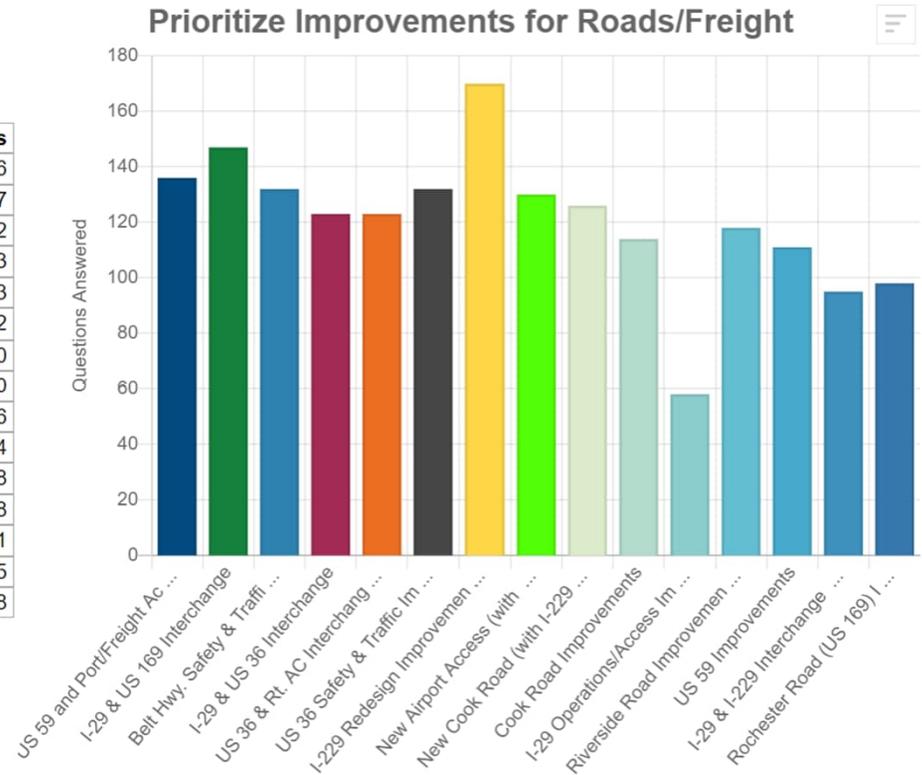
Improve safety and traffic operations within this interchange area. Consider potential long-term improvements/redesign that would provide for an enhanced connection to I-229, and ultimately improved access to the downtown and Stockyard industrial area.

Total Roadway and Freight Responses, by Category

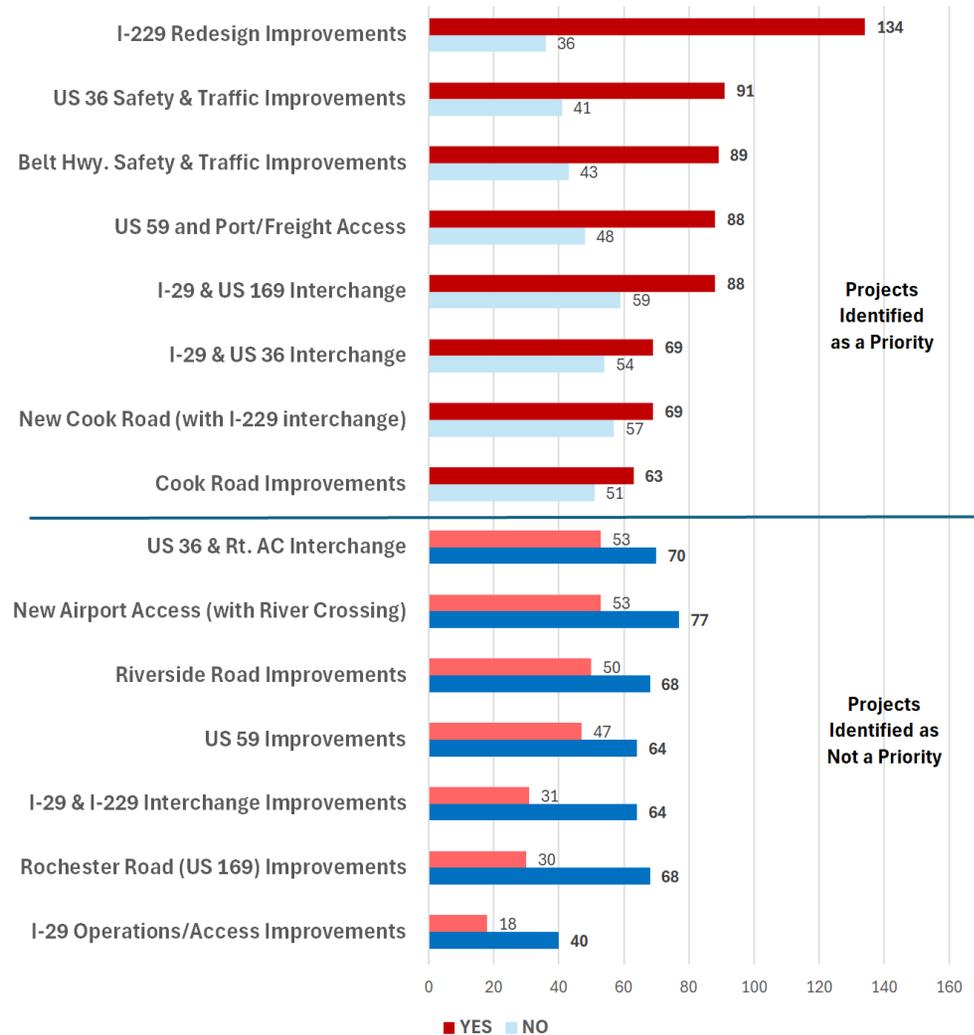
All Categories

Number of Responses by Category

| Question | Responses |
|--|-----------|
| 1 US 59 and Port/Freight Access | 136 |
| 2 I-29 & US 169 Interchange | 147 |
| 3 Belt Hwy. Safety & Traffic Improvements | 132 |
| 4 I-29 & US 36 Interchange | 123 |
| 5 US 36 & Rt. AC Interchange | 123 |
| 6 US 36 Safety & Traffic Improvements | 132 |
| 7 I-229 Redesign Improvements | 170 |
| 8 New Airport Access (with River Crossing) | 130 |
| 9 New Cook Road (with I-229 interchange) | 126 |
| 10 Cook Road Improvements | 114 |
| 11 I-29 Operations/Access Improvements | 58 |
| 12 Riverside Road Improvements | 118 |
| 13 US 59 Improvements | 111 |
| 14 I-29 & I-229 Interchange Improvements | 95 |
| 15 Rochester Road (US 169) Improvements | 98 |



- Addressing the I-229 Double Decker bridge is the top priority
 - This is the same priority from the 2019 survey, with very similar responses.
- Four of the top five priorities remained the same from the 2019 survey
 - US 59 and Port/Freight Access moved into the top five.
 - It is possible that respondents are connecting the I-229 redesign and access to the port/industrial area as the public have noted concerns about the movement of freight (trucks and rail) that will be impacted by an at-grade redesign of I-229.
- Projects below the blue line received more responses indicating that the project is not a priority



NOTE: Projects in chart are ranked in descending order in terms of the total number of times the project was identified as a priority.

Roadway and Freight Comments

The following pages summarize public comments received for the respective projects. Please note that the comments appear as they were received and are unedited. Comments are listed in no particular order.

Belt Hwy. Safety & Traffic Improvements

- The Belt is a bad place for pedestrians
- Just add sidewalks the entire length of the belt.
- Hwys built around a town are always challenging as density happens because they are still treated as a "highway."
Improvement in safety measures and walkability are a must.
- Pedestrian traffic should be the priority along the belt corridor. Sidewalks should be installed where they are missing.
- Upgrades to the belt hi way should be the number one priority for the next few years!
- Sidewalks
- The best improvements would be to create side road access to businesses and eliminate direct access from business parking lots to the belt. In addition traffic light improvements are essential. It's 2024 and it appears that most of not all lights are running on timers. There's so much technology that can be implemented to improve traffic flow with the increased capacity of travelers.

Cook Road Improvements

- Cook does NOT need capacity improvement, but it needs speed control for safety. I live on Cook and always see drivers speed by my front porch while staring at their phones. Roundabouts at key intersections would help. The most traffic Cook sees, by far, is for school pickup/dropoff. Address this with improvements to walkability to the school from nearby housing developments. Currently there is no bussing for kids within 2mi of the school, so without safe pedestrian access, everyone drives.
- An effort should be made to slow down traffic and make Cook safe for cyclists and pedestrians.
- Need bike trail north of town to connect east of i29.

US 36 Safety & Traffic Improvements

- This should be the highest priority project of the ones listed. 36 on the south side of St.Joe is scary to drive at the speeds people drive it...tightly-radiused ramps, no space to merge, blind turns, and random stoplights. As is, I avoid this area at all costs.
- Only west of 22, street. Mainly the outdated 229&36 interchange
- Slow down speed along 36 hwy through town.
- Please consider creating an ordinance prohibiting 18 wheeler jake brake use on the residential section of US 36. Westbound traffic is especially loud from 28th St to the MO river.
- This is long over due.

I-229 Redesign Improvements

- Do NOT want I-229 dumped into downtown.
- If this is referencing that Option D that will eliminate our riverfront development opportunities... then it's a no for me. Downtown and Riverfront businesses are more important than a highway.
- The redesign of the I-229 by replacing the elevated to ground level seems to be the best alternative. It has gone way past just doing repairs on an unsafe outdated structure.
- highest priority to me, the double decker is falling apart and looks very ugly vs a new road with room for a riverfront
- How can you not give us downtown access, 4th street isn't downtown. You're literally cutting us off from downtown, how is this ok.
- Don't remove the double decker.
- Extend the Riverwalk bike/walk path much further south.
- I want to click 'yes' because i229 is a priority, but I also want to click 'no' because I'm not a huge fan of the proposed improvements (plan D). Not a fan of removing exits for downtown access, and also not a fan of eliminating all possibilities of developing quality riverfront property (traditionally some of the most valuable property you can have in river towns).
- Rehab the existing double decker which should have been maintained throughout it's lifespan.
- Keep the iconic double decker

I-229 Redesign Improvements (continued)

- ❑ The double decker bridge needs to be removed.
- ❑ Tearing down the double decker bridge will be the worst choice the city of Saint Joesph has made in a very long time. This poor judgement choice will cripple the businesses left in the stockyards.
- ❑ Not only is this a priority for people that work downtown, But this also the first thing that people are seeing when they are coming to visit downtown for events, shopping etc. Moving the exit and on ramp from where it is would be a HUGE mistake. Put the entrance way down on 4th street next to 36 highway, that area unfortunately looks like the slums, do you really want that to be the first thing people see(high weeds, homeless encampments, trash). People should see our great downtown skyline.
- ❑ 229 needs to stay. Make whatever replacement compatible with interstate rules and regulations. We need INTERSTATE 229 to stay. There is why too much traffic, big rigs included, to have just a city street on the riverfront.
- ❑ PLEASE keep a viaduct so we are not stopped by trains. Also move the new boulevard away from the river so actual space is gained. Just moving double-decker to ground in same location actually would decrease access to the river
- ❑ The structure should be repaired, and maintained. To give up federal funding and burden state and local governments for funding would be a poor decision when tax dollars could go to other worthwhile improvements. Aside from that with the level of construction required, it could very well cripple the industries of the south end and create significant safety concerns on 36 interchanges to the south end. Alternative methods of transport need to be established to support these industries.

I-29 & I-229 Interchange Improvements

- The on-ramp from I-229 to I-29 south needs re-routed. You cannot see traffic when merging on to I-29.

New Cook Road (with I-229 interchange)

- Only if done same time as new airport access
- This intersection would be particularly useful if it included a connection with Waterworks Rd.

Rochester Road (US 169) Improvements

- Southbound exit, turning left without a light, is really dangerous
- A better right hand turning lane on north 169 for I-29 south would help.
- Speed limits thought the residential areas are too high. They should lowered and enforced.
- There are other essential improvements required

I-29 & US 169 Interchange

- ❑ This needs to be a high priority. It is becoming a congested area with diesels in and out of the area. It is a traffic hazard every day.
- ❑ Added on/off ramps at I-229 & A could relieve some congestion of local traffic at I-29 & 169.
- ❑ Entire area does not seem efficient for truck traffic, yet has truck stops in the area.
- ❑ Due to very heavy congestion at this intersection the addition of left turn lanes under I-29 would be welcome. A stop light and left turn lanes at US-169 and FF highway would solve another bottleneck on US 169. Also prohibiting Jake brake use from Riverside road to I-29 would be very welcome.
- ❑ Currently, if a single Semi exits on South Bound exit to 169, it doesn't take long to back traffic up into right lane flow of I-29. I anticipate a significant rear end collision soon. Short term improvements can be made with traffic light adjustments and new technology to improve clearance of the short exit. Long term, the exit needs extended 1/4 to 1/2 mile.
- ❑ The stop light must be eliminated for US 36 through traffic.

I-29 & US 169 Interchange (Continued)

- ❑ It is dangerous to enter I-29 from US36 with the current tight cloverleaf ramp. Difficult to get up to speed to merge in.
- ❑ Get rid of the cloverleaves and dangerous short merge lanes
- ❑ We really don't have a single appealing entrance or exist or sign representation at all of St. Joseph. Whether it's along 36 or 29, St. Joseph is a very easy city to pass right through without seeing what we have. Particularly this intersection is a whole lot of land and nothing for being the crossing of our two most important highways. Need to make it far more appealing/welcoming.
- ❑ This section is dangerous with the shortness of the on and off ramps there.
- ❑ It's only a matter of time before the loops get someone killed.
- ❑ This exit is the single most interruptive and dangerous exit through St Joseph on I-29. Most cities through the US have replaced their clover leaf exits for safer alternatives. As an aside, if there was actual law enforcement and a constant presence to slow traffic down and strictly intervene with tailgaters and other aggressive driving, traffic would be much safer between 229 South Exit and Business 71 exit at Savannah. It's the Wild West out there with no regulation.

I-29 Operations/Access Improvements

- Add interchange at state routes O or H and develops a long range plan to improve a north south loop to connect with riverside road.
- No there are other essential improvements required before this

New Airport Access (with River Crossing)

- Yes, with pedestrian access. People are forced to cross 36 hwy by bike and running along side cars without even a shoulder.
- Not sure why it is focused on connecting from the North? There would be a much larger benefit if K238 was to continue straight south from US 36 into the stockyards. I understand that Kansas and Missouri would both have to play nice for that project to work but the benefit would be worth much more than what is proposed.
- Only if you also do new cook road and 229
- Include shoulder/bike lane for connectivity to kansas

Riverside Road Improvements

- I drive the length of Riverside for my commute everyday. There should be three roundabouts...one at Faaron and one at Gene Field, and one at Cook. These will help with the volume of turning traffic at the first tewo, and will slow folks down at the Cook intersection. There is no need to widen Riverside for the volume of car traffic it sees, but this route is often used by bicyclists. Given the lack of biking infrastructure in this area, you should consider adding a bike lane along Riverside.
- Riverside would benefit from roundabouts. It also needs cycling and pedestrian infrastructure.
- There needs some redesign at this corridor. during the rush hour of the businesses along this area creates a traffic jam morning and night. There needs to be a way to control the traffic at Riverside and 36 hwy for sure.
- Need bike trail
- Would like to see a roundabout for the mosaic traffic, and it would naturally slow the speed of all vehicles.
- No round abouts are needed in this town.
- Seems altec, herzog and mosaic have enough invested in them.
- Additional shoulder space and/bike lane for cyclist to use for easier connection to the north end.
- There are other essential improvements required

US 59 and Port/Freight Access

- Yes. Especially to passenger rail developments.
- I definitely would prioritize this if it includes rail improvements... especially passenger rail to/from KC and eventually passing through up to Omaha... let's do whatever it takes to get this done.
- As long as this does something to let traffic continue even if a train is active in the intersection of 59&752. The tracks cut off emergency services to other parts of our city with no way around.
- The intersection of Alabama & US 59 NEEDS ATTENTION SOON!!!
- This is essential for the south end industries prior to changes to 229 to remove industrial traffic from 36Hwy and improve overall flow in south end. If this is not done prior to the 229 project, industries will be lost and commuters lives will be lost

US 59 Improvements

- Just improved roadway surfaces would be enough.
- Surface repairs would probably be enough.
- At least add a shoulder on this highway.



Survey Results

Bicycle, Pedestrian and Transit

Bicycle/Pedestrian and Transit Project Descriptions

Construct Rails-to-Trails Facility

Explore ways to fund the construction of a regional trail connection between St. Joseph, Country Club, and Savannah.

Provide Bus Service to Savannah

Explore options to provide fixed-route bus service, or microtransit (on-demand or flexible) bus service to connect to Savannah.

Enhance Transit, Bike and Pedestrian Facilities along Belt Highway

Explore ways to enhance the overall delivery of transit service along the corridor. Improve bicycle and pedestrian facilities, as feasible, to enhance safety and improve access to transit services. Includes building a new bus transfer facility.

New Bicycle/Pedestrian River Crossing

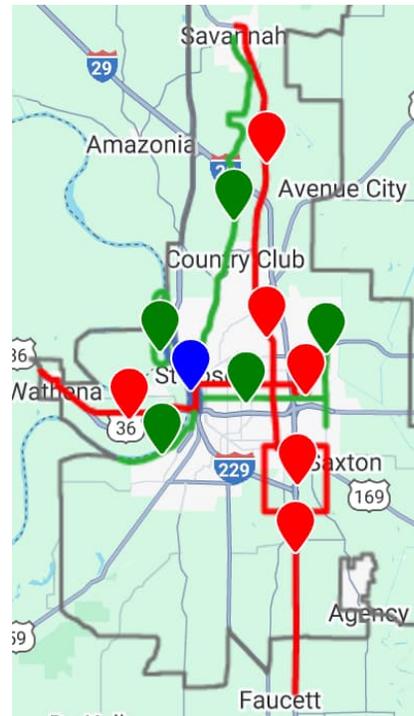
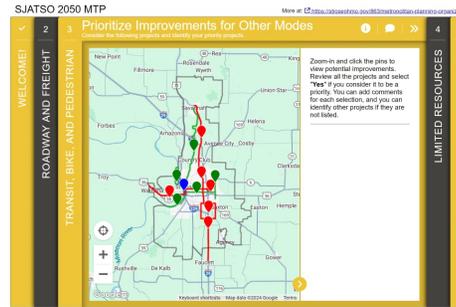
Explore opportunities to provide a new bicycle/pedestrian river crossing. This could potentially be part of a new roadway river crossing, if it is determined that a new roadway crossing is needed, and feasible to construct.

Support for Riverfront Redevelopment

Explore opportunities to enhance bicycle and pedestrian access to the riverfront area. This would be part of a larger plan to enhance overall regional bicycle connectivity.

Enhance Bus Service to the Kansas Portion of the Area

Enhance the provision of bus service to the Kansas portion (Elwood and Wathena) of the St. Joseph Metropolitan Planning Area.



Improve Bicycle/Pedestrian Facilities along Riverside

Explore opportunities to enhance north-south connectivity and safety for bicyclists and pedestrians along this corridor.

Enhance University Mobility Services

Continue to explore opportunities to enhance bus/transit to and from the University. Explore other alternative to increase mobility options for the region, and specifically to enhance University access.

Improve Bicycle/Pedestrian Facilities along Mitchell

Explore opportunities to enhance connectivity and safety for bicyclists and pedestrians traveling between the downtown area and Missouri Western State University.

Construct Quad State Trail Connection

Explore ways to fund the construction of a regional trail connection that would connect the southwest portion of the St. Joseph Metropolitan Planning Area with other regions beyond the planning boundary.

Enhance Park-and-Ride Service to Kansas City

Explore ways to promote carpooling to Kansas City. In addition, explore ways to connect with a future regional bus and/or passenger rail service.

Provide Daily Transit Service to Kansas City

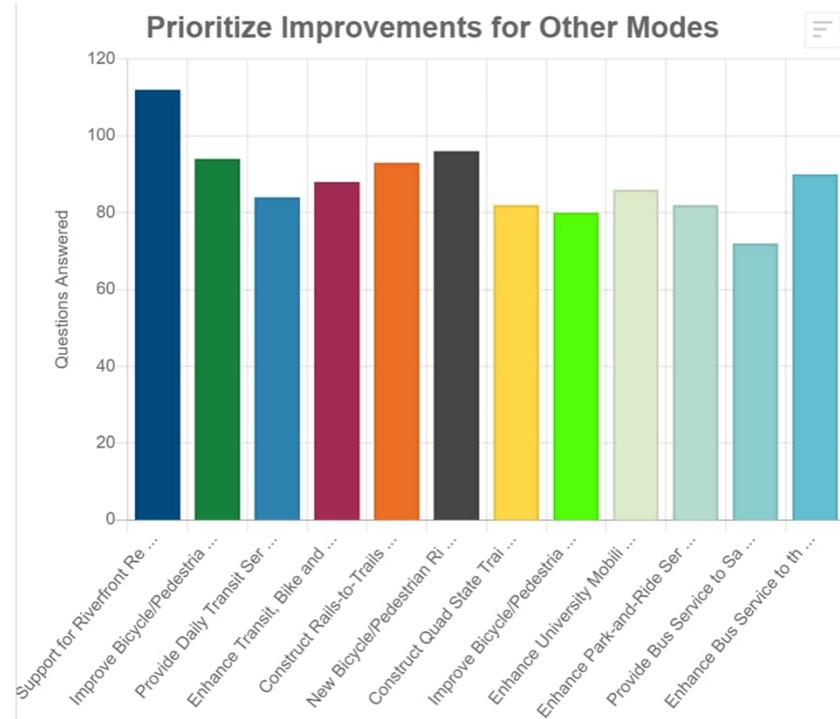
Explore regional bus service to the Kansas City area and consider the potential for long-term passenger rail service. The region will soon be connecting a study to determine the feasibility of a passenger rail connection.

Total Bicycle/Pedestrian and Transit Responses, by Category

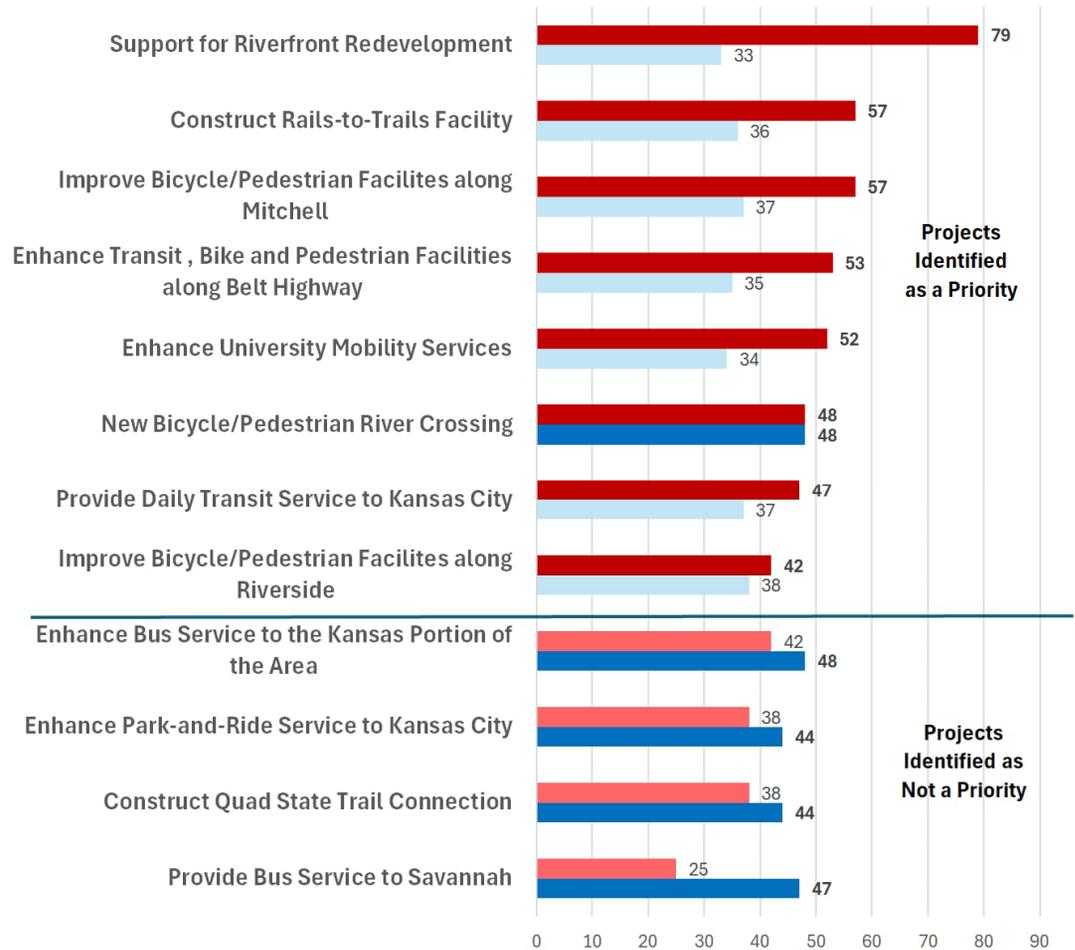
All Categories

Number of Responses by Category

| Question | Responses |
|--|-----------|
| 1 Support for Riverfront Redevelopment | 112 |
| 2 Improve Bicycle/Pedestrian Facilities along Mitchell | 94 |
| 3 Provide Daily Transit Service to Kansas City | 84 |
| 4 Enhance Transit, Bike and Pedestrian Facilities along Belt Highway | 88 |
| 5 Construct Rails-to-Trails Facility | 93 |
| 6 New Bicycle/Pedestrian River Crossing | 96 |
| 7 Construct Quad State Trail Connection | 82 |
| 8 Improve Bicycle/Pedestrian Facilities along Riverside | 80 |
| 9 Enhance University Mobility Services | 86 |
| 10 Enhance Park-and-Ride Service to Kansas City | 82 |
| 11 Provide Bus Service to Savannah | 72 |
| 12 Enhance Bus Service to the Kansas Portion of the Area | 90 |



- Supporting Riverfront Redevelopment is the top priority
 - This is the same priority from the 2019 survey, with a slightly fewer number supporting this as priority (79 vs. 104 from the 2019 survey).
- Four of the top five priorities remained the same from the 2019 survey
 - Enhance University mobility services moved into the top 5.
 - Providing transit service to Kansas City dropped out of the top five but remained a priority.
- Projects below the blue line received more responses indicating that the project is not a priority
 - Constructing a new bicycle/pedestrian river crossing received the same number of yes/no priority votes (48 each)



NOTE: Projects in chart are ranked in descending order in terms of the total number of times the project was identified as a priority.

Bicycle/Pedestrian and Transit Comments

The following pages summarize public comments received for the respective projects. Please note that the comments appear as they were received and are unedited. Comments are listed in no particular order.

Construct Rails-to-Trails Facility

- See this as a lifestyle and economic project
- Yes! And also the old railbeds going Eastward out to Pony Express CA.
- I cannot select yes but would like to. This right here would be AWESOME.

Enhance Bus Service to the Kansas Portion of the Area

- Yes, this would be big for enhancing visitor dollars from outside Buchanan County. We want our neighboring communities to get their shopping and entertainment done in St. Joseph so we can have a happy/healthy metro area.

Provide Bus Service to Savannah

- Shouldn't be a government offered service. Should be private service provided with support of government grants, to reduce financial burden on tax payers. If it is run private it will be properly maintained. If it is government maintained, it will not have the proper sustainable resources.

Enhance Park-and-Ride Service to Kansas City

- YES YES YES... Passenger rail's best days appear to be behind us, but proper planning and execution could be what finally helps St. Joseph grow in a healthy direction. Direct connection to KC would be HUGE for travel and tourism... and the eventual connection to Omaha would be a massive win for public transportation in the entire region. Us being along the way between KC and Omaha would be an incredible asset for bringing in visitor dollars.
- We already have commuter parking that is barely used. That should be your sign that public transit would be a waste of tax dollars

Enhance Transit, Bike and Pedestrian Facilities along Belt Highway

- This is a big one. The Belt Highway severely limits pedestrian and bicycle connectivity across town. It's dangerous and unpleasant to cross the Belt Highway on foot or bicycle.
- I would look at other Parallel options

New Bicycle/Pedestrian River Crossing

- Trash and dangerous
- St Joe has other essential needs that needs to be addressed. Quit wasting our tax dollars on non-essential studies on luxury items and focus the taxes on essential needs.

Enhance University Mobility Services

- Especially prioritize connecting MWSU to downtown. We have so many cool coffee shops, restaurants, retail stores, organizations, etc. that would LOVE to have more college students spend time. Whether as a customer/visitor or as an employee/intern. Every healthy college town has a great downtown/student experience.
- No, the university can provide funding to improve accessibility, not local tax payers.

Improve Bicycle/Pedestrian Facilities along Mitchell

- Improve bicycle connectivity through the city.
- No, more important needs. Anything bicycle related is a luxury when St Joe really has other essential needs.

New Bicycle/Pedestrian River Crossing

- Trash and dangerous
- St Joe has other essential needs that needs to be addressed. Quit wasting our tax dollars on non-essential studies on luxury items and focus the taxes on essential needs.

Provide Daily Transit Service to Kansas City

- Traffic on I29 during the week is very heavy with the diesels
- This should be done as a private business with state support in grants. Don't waste tax payer money on studies. It doesn't take a genius to figure out there is a lot of commuters, I-29 is contested by commuters and people can't drive. But, it's northwest Missouri, so how are you gonna convince people to use public transportation. Especially since the population is going to KC for better pay that St Joseph businesses can't provide

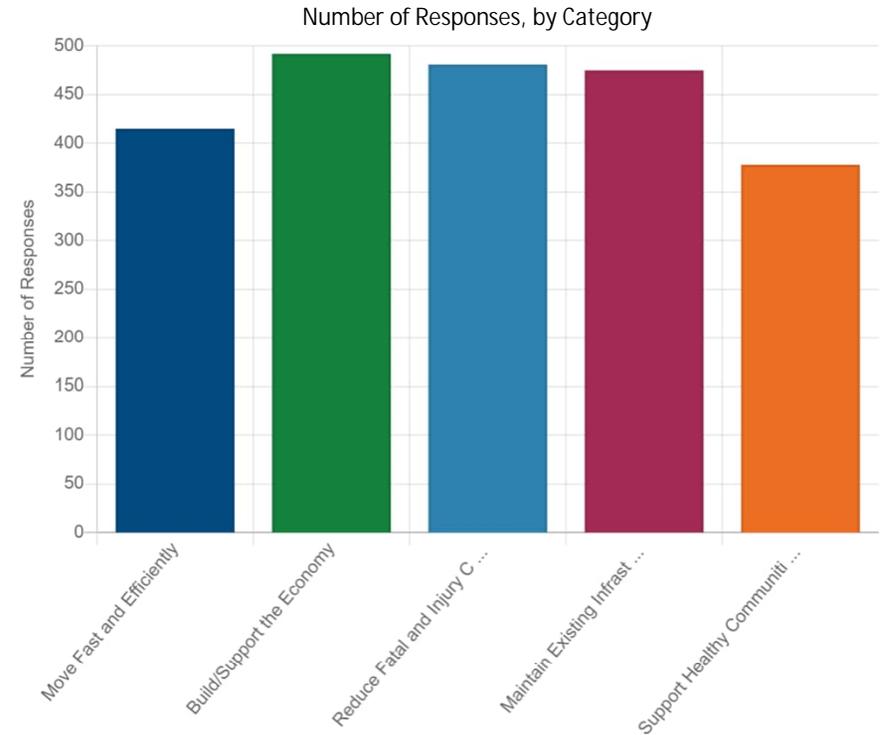
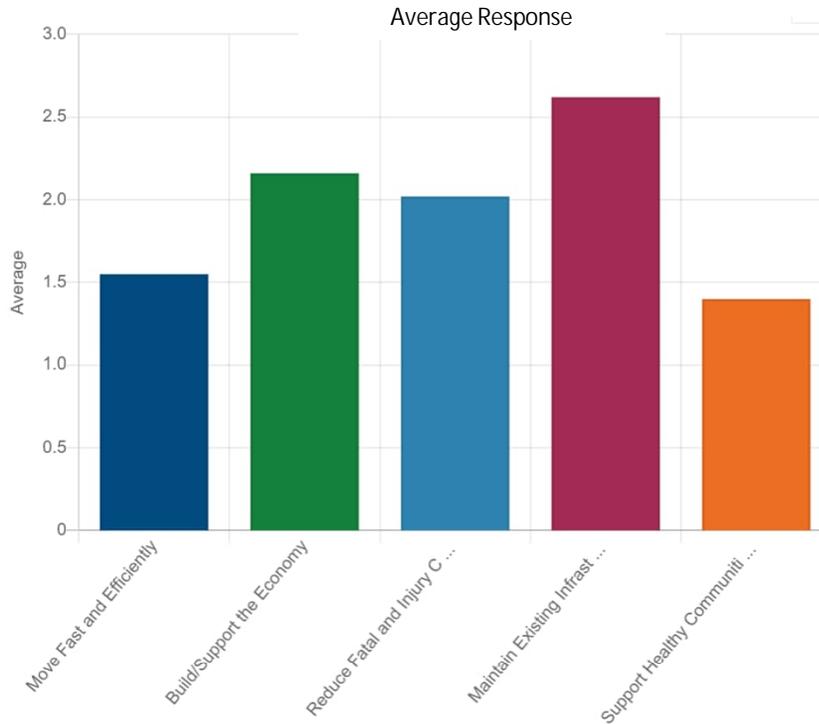
Support for Riverfront Redevelopment

- Extend the Riverwalk bike path much further south. Maybe even to south end?
- There are more important needs to address with tax dollars than this. If you took care of the St Joe economy and resolve the homeless situation in the south end, especially the river front area, that would be enough alone. Rather spend the money to restore existing community attractions (that don't get flooded). Anything in the flood planes of St Joseph is disrespectful to the citizens of St Joseph and their tax dollars



Survey Results Resource Allocation

How would you spend the money?

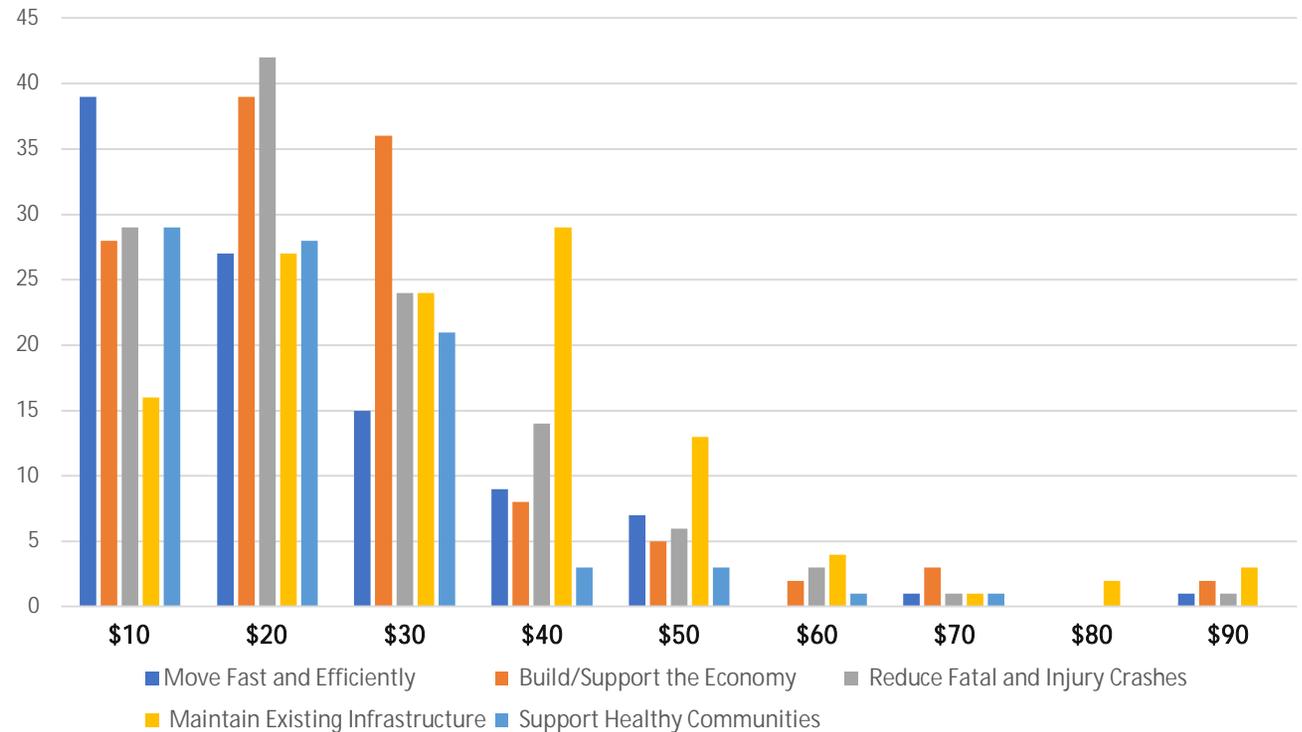


All Categories

Average Response by Selection

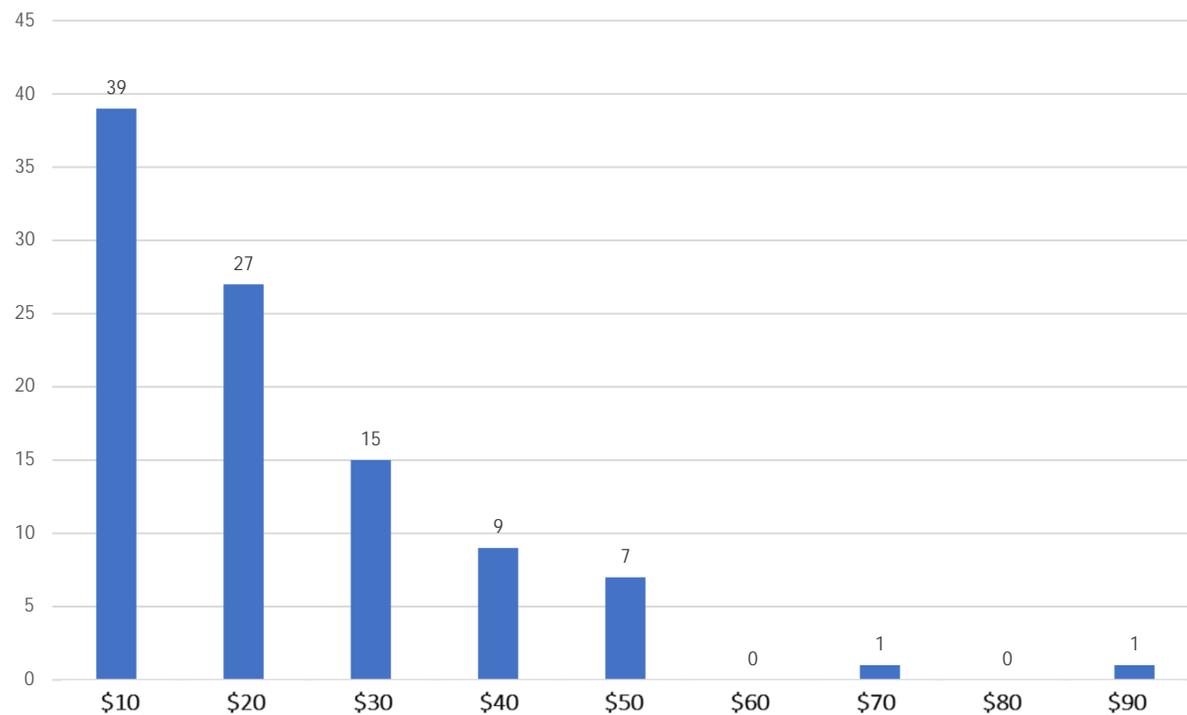
| | Question | Responses | Average |
|---|----------------------------------|-----------|---------|
| 1 | Move Fast and Efficiently | 415 | 1.55 |
| 2 | Build/Support the Economy | 492 | 2.16 |
| 3 | Reduce Fatal and Injury Crashes | 481 | 2.02 |
| 4 | Maintain Existing Infrastructure | 475 | 2.62 |
| 5 | Support Healthy Communities | 378 | 1.40 |

- This chart displays the overall budget distribution by category.
- Participants were given a hypothetical budget of \$100 dollars and could allocate that in \$10 increments.
- A high percentage of respondents spent between \$30 and \$50 on Maintaining Existing Infrastructure (receiving an average 2.62)



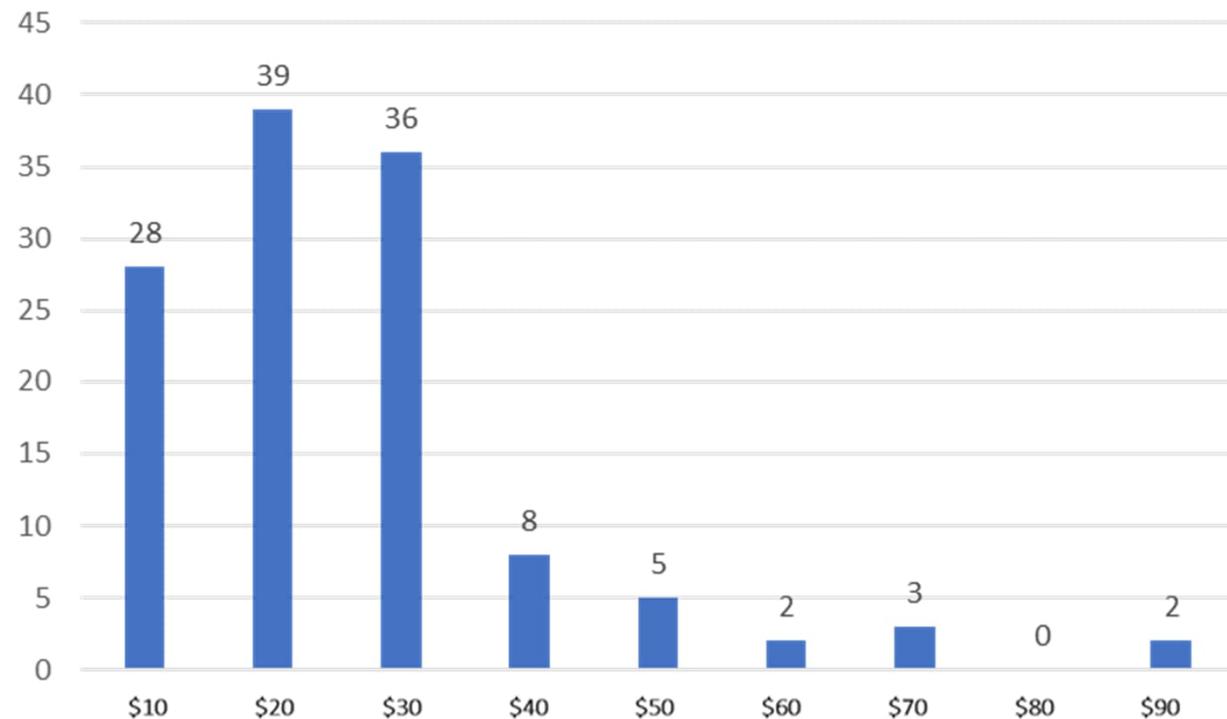
Move Fast and Efficiently

- This category had the highest response for \$10 (or 10 percent) spend of the budget.
- Lower responses in the \$30 plus categories would suggest that the ability to move fast and efficiently through the region is currently not a concern.



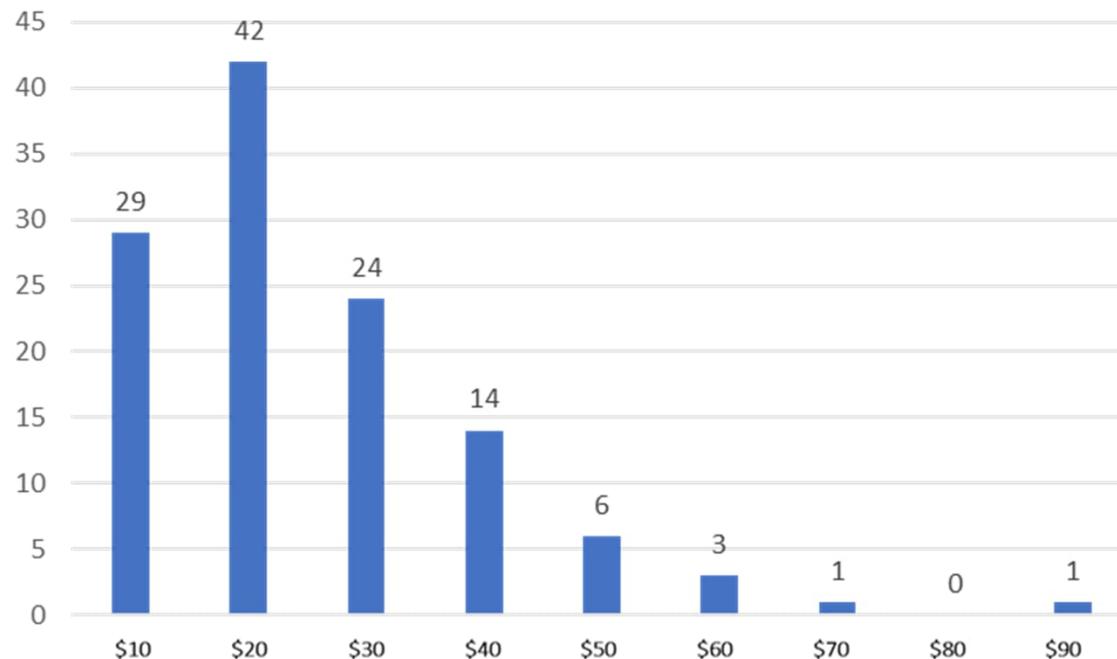
Build/Support the Economy

- Most respondents wanted to spend approximately 10 to 30 percent of the budget on safety.
- The highest responses was \$20 (or 20 percent).



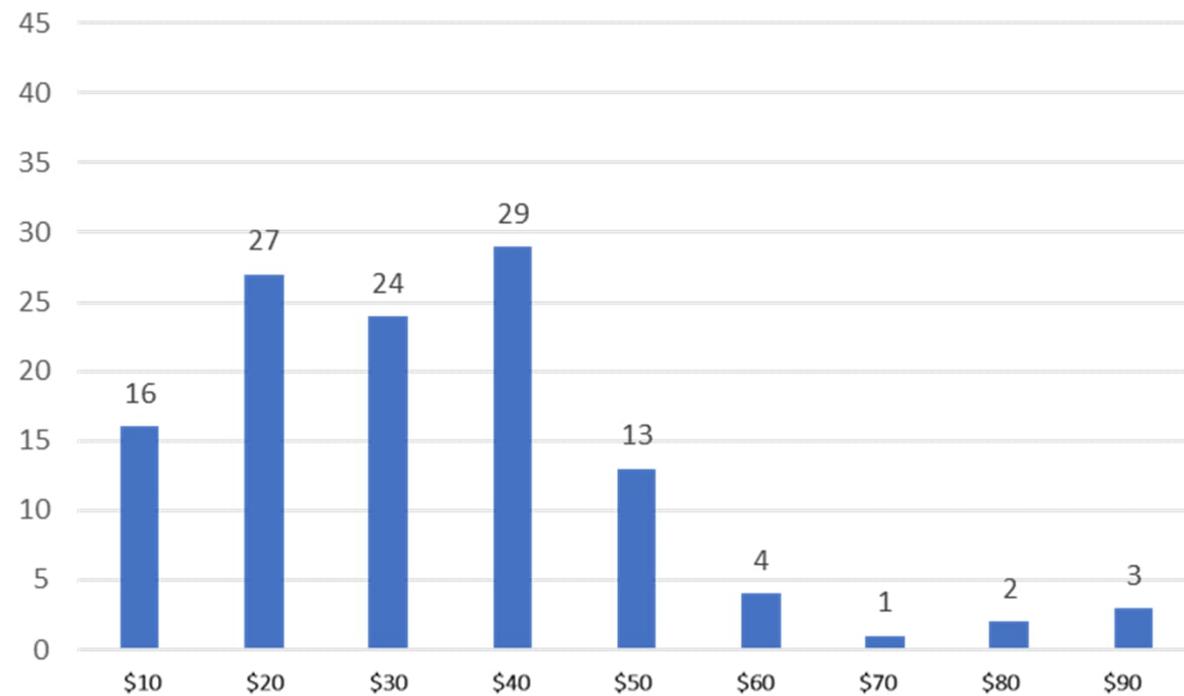
Reduce Fatal and Injury Crashes

- Most respondents wanted to spend approximately 10 to 30 percent of the budget on safety.
- The highest responses was \$20 (or 20 percent).



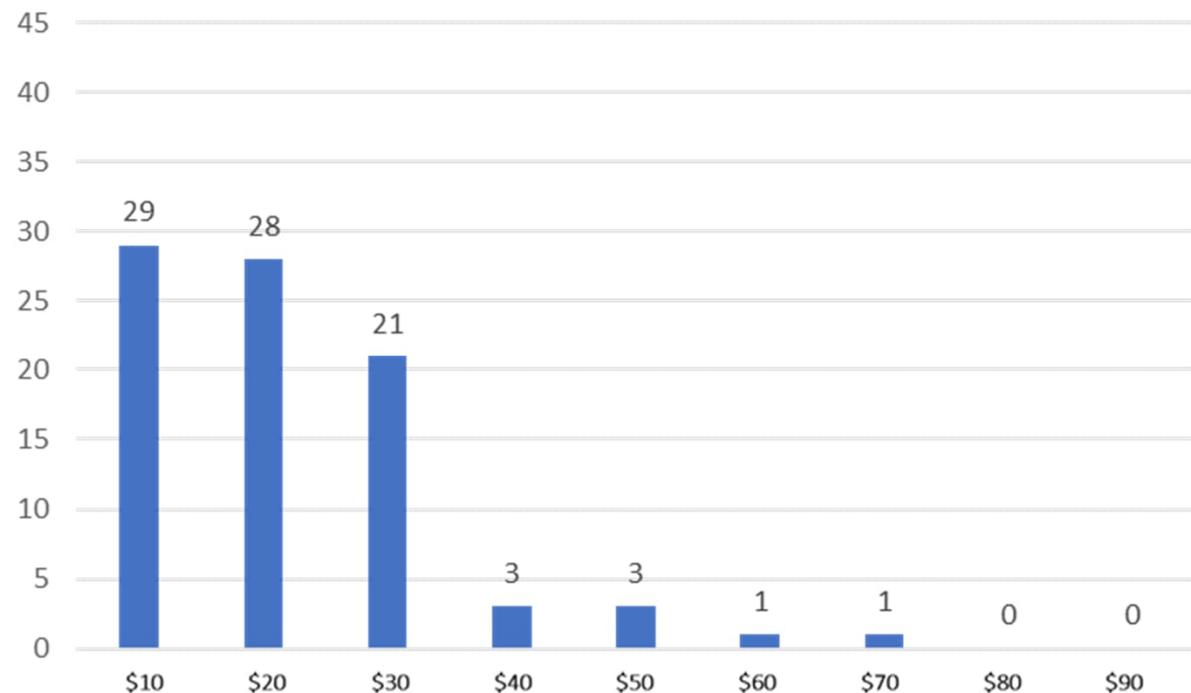
Maintain Existing Infrastructure

- This category had the highest distribution of responses that wanted to spend more on maintaining existing infrastructure.
- 23 respondents wanted to spend at least half of the budget on this category.



Support Healthy Communities

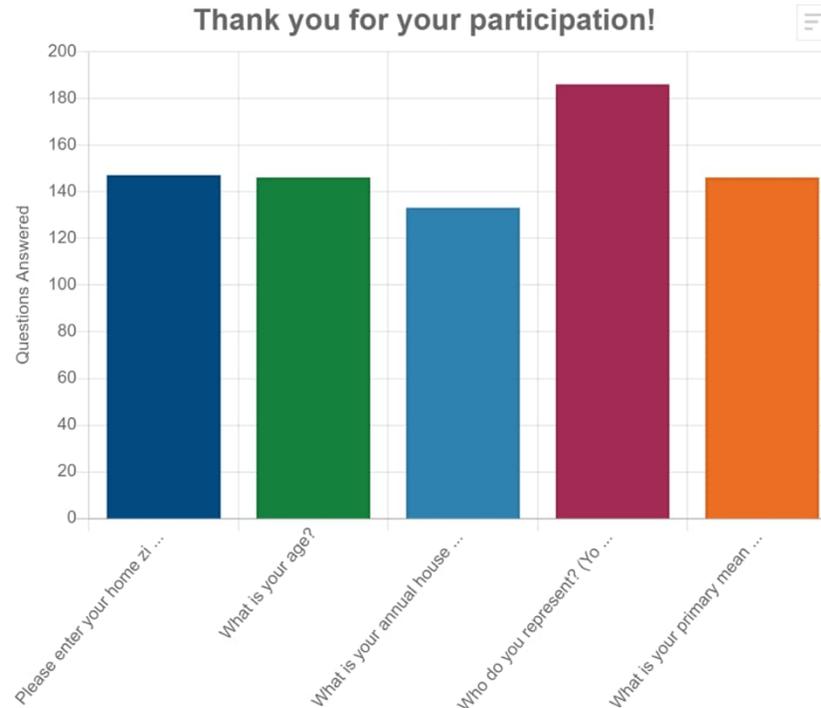
- Most respondents did not allocate any budget to this category.
- Those that did allocated between \$10 and \$30 (or 10 and 30 percent of the budget).





Survey Results Wrap-Up

- This slide shows the number of respondents who answered the respective wrap-up questions.



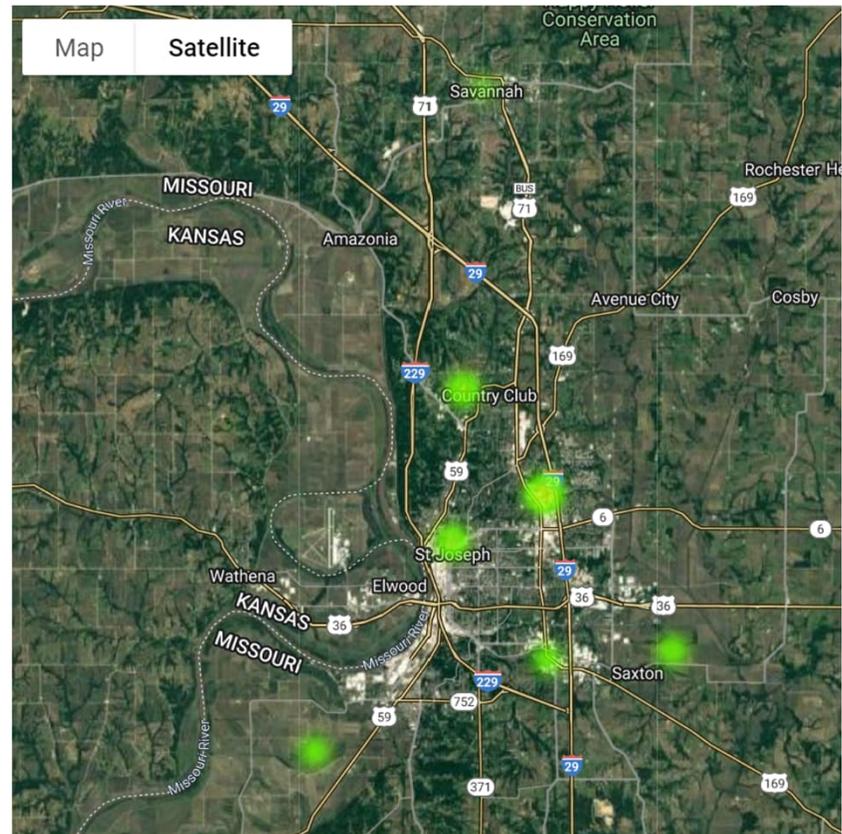
All Categories

Number of Responses by Category

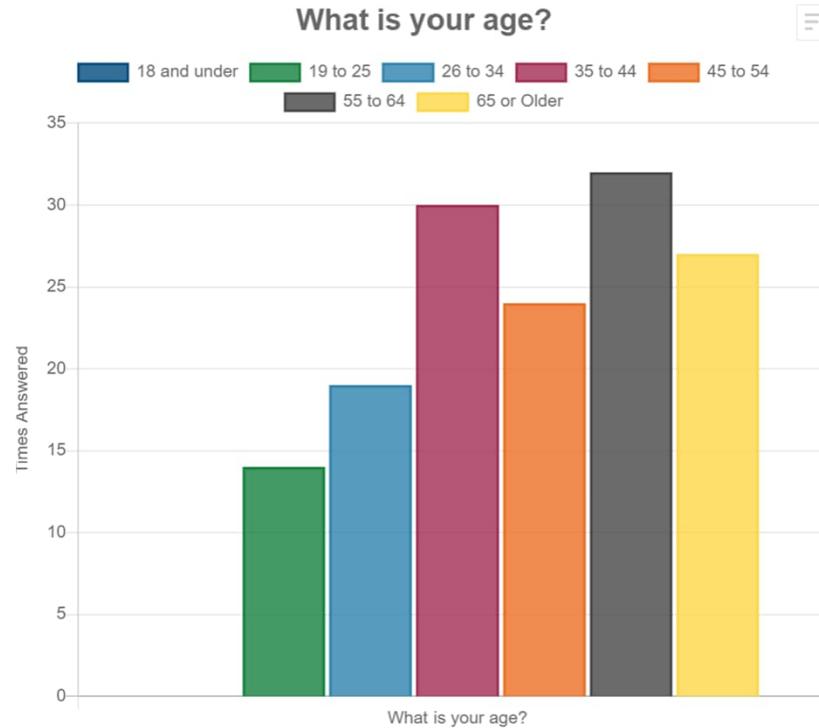
| | Question | Responses |
|---|---|-----------|
| 1 | Please enter your home zip code. | 147 |
| 2 | What is your age? | 146 |
| 3 | What is your annual household income? | 133 |
| 4 | Who do you represent? (You select up to two). | 186 |
| 5 | What is your primary means of transportation? | 146 |

- This slide shows the distribution of zip codes covered.

| ZIP Code | Count | Percentage |
|----------|-------|------------|
| 64506 | 40 | 27.6% |
| 64501 | 23 | 15.9% |
| 64505 | 22 | 15.2% |
| 64507 | 16 | 11.0% |
| 64503 | 14 | 9.7% |
| 64504 | 14 | 9.7% |
| 64485 | 7 | 4.8% |
| 60615 | 1 | 0.7% |
| 63507 | 1 | 0.7% |
| 64401 | 1 | 0.7% |
| 64443 | 1 | 0.7% |
| 64486 | 1 | 0.7% |
| 64490 | 1 | 0.7% |
| 64594 | 1 | 0.7% |
| 65501 | 1 | 0.7% |
| 65504 | 1 | 0.7% |



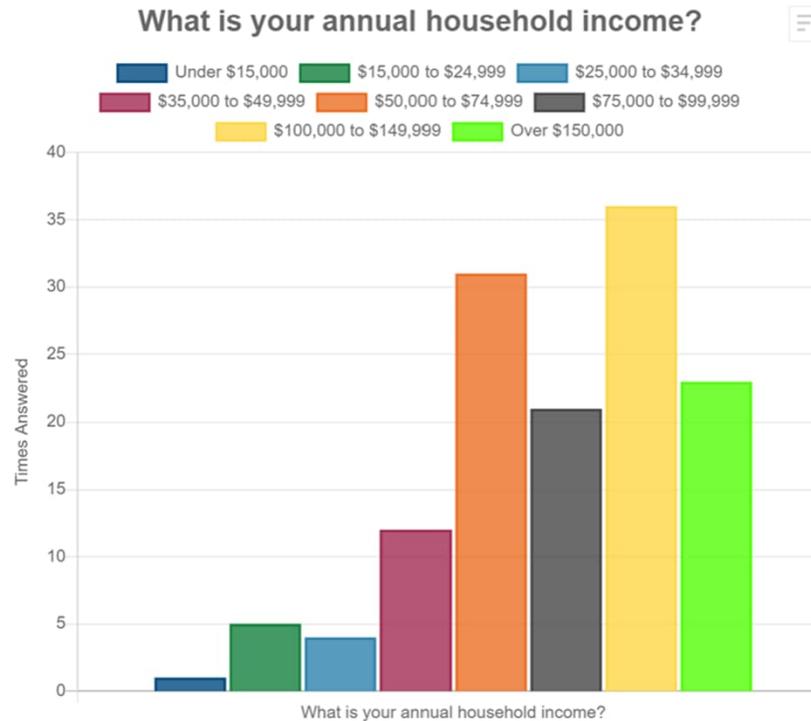
- The survey had a relatively equal distribution of respondents by age
- The 19 to 25 age group had the lowest response rate



What is your age?
 Number of Responses by Selection

| | What is your age? | Responses |
|---|-------------------|-----------|
| 1 | 18 and under | 0 |
| 2 | 19 to 25 | 14 |
| 3 | 26 to 34 | 19 |
| 4 | 35 to 44 | 30 |
| 5 | 45 to 54 | 24 |
| 6 | 55 to 64 | 32 |
| 7 | 65 or Older | 27 |

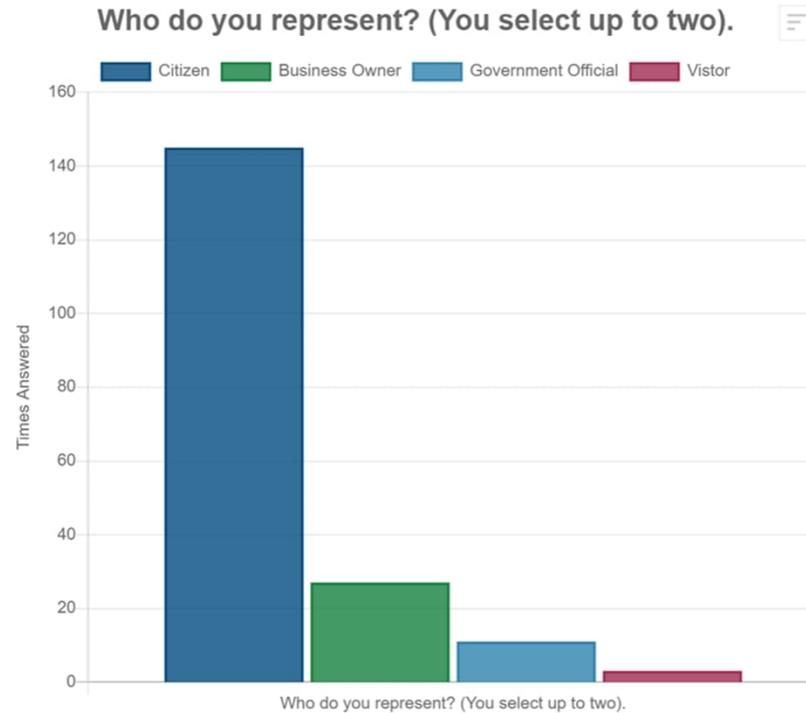
- Most respondents indicated their household income was between \$100,00 and \$149,999



What is your annual household income?
 Number of Responses by Selection

| What is your annual household income? | | Responses |
|---------------------------------------|------------------------|-----------|
| 1 | Under \$15,000 | 1 |
| 2 | \$15,000 to \$24,999 | 5 |
| 3 | \$25,000 to \$34,999 | 4 |
| 4 | \$35,000 to \$49,999 | 12 |
| 5 | \$50,000 to \$74,999 | 31 |
| 6 | \$75,000 to \$99,999 | 21 |
| 7 | \$100,000 to \$149,999 | 36 |
| 8 | Over \$150,000 | 23 |

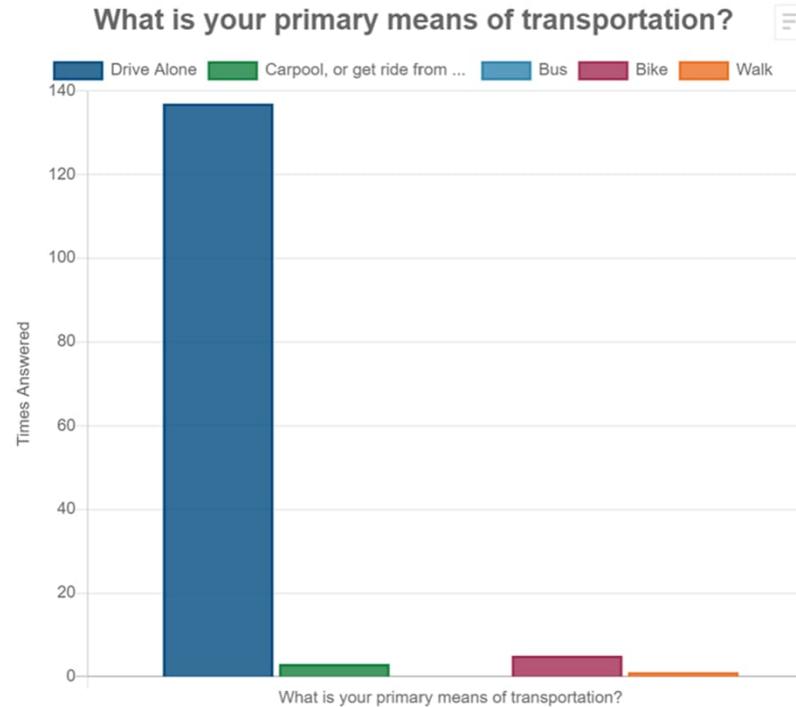
- The overwhelming major of survey respondents were from the public
- 27 indicated they represented local businesses
- 11 indicated they were a government official



Who do you represent? (You select up to two).
 Number of Responses by Selection

| Who do you represent? (You select up to two). | Responses |
|---|-----------|
| 1 Citizen | 145 |
| 2 Business Owner | 27 |
| 3 Government Official | 11 |
| 4 Visitor | 3 |

- Nearly all survey respondents indicated their primary mode of travel is driving alone



What is your primary means of transportation?
 Number of Responses by Selection

| What is your primary means of transportation? | Responses |
|---|-----------|
| 1 Drive Alone | 137 |
| 2 Carpool, or get ride from someone | 3 |
| 3 Bus | 0 |
| 4 Bike | 5 |
| 5 Walk | 1 |