

Appendix A – Public Officials Workshop Results

A “digital” comment board was kept during the Public Officials Workshop. As breakout groups reported the results of their visioning exercises, each comment was captured on the computer and displayed for all to see. This demonstrated that each comment was received and also allowed everyone to see that they were captured correctly. The Answers included here are as they were recorded on the “digital” comment board.

First Visioning Session

How can the transportation system help create the community you, your children, and your grandchildren would want to live in?

- Rail service
- What can be accomplished – look at current bus system – regional
 - Helps with workforce development
- Technology
 - Changing workforce
- Tremendous investment in road system
 - Where does this go?
- Minneapolis
 - Have located parks where people catch the bus – a report that is now available
- Light Rail with hubs in the park systems – integrate parks system – so it’s not just for working hours, but during off hours – be able to use all assets – but be smart about what we can accomplish
- Future – Springfield and surrounding communities will be tied together
- Amenities need to be closer
- What will the improvements be – capacity, be smart, develop for all users
- Intersection improvements are spot capacity
- Need to look at connecting capacity
- How to get from point A to B so that developers aren’t getting pushed between communities, but instead bringing everything together
- Springfield doesn’t have density for certain types of improvements

- Don't have the 7 units per acre
- Utilize the planning process to develop density requirements
- What other communities can be used as a model
- Grow smarter
- The airport has completed a lot of improvements – protect that investment especially during the coming high fuel costs
- Develop a multimodal facility that encourages air, rail, transit, all in one facility that is regional
- A lot of travel to and from Christian county
- Extend West Bypass, National/Cheyenne
- Move people safer along all corridors
- There will be a move to higher density development – people will move closer to their services and where they work
- Develop to at least sustain current level of congestion
- Density of area will be unknown
- Centralized hub system – light rail, bus, whatever that transit is – so that outlying communities can come in and go back out
- Then drill down to local level – sidewalk investment/improvement
- Changes in how people view communities – right now subdivisions of houses – go back to neighborhood stores, ½ mile trips, telecommuting – fewer people on streets
- Continue to see a transportation system that supports an economically stable community
- Regional system
- Offer incentives for populations to become more dense
- Regardless of roadmap – regional connectivity to reduce traffic gridlock
- At some level vehicular traffic will continue – catalyst for in-fill
- Infrastructure investments will need more focus because of costs
- More bike/pedestrian
- Commuter/metro rail service
- Concentrated activity/work centers in outlying areas – Billings, for example
- Promote density in each community
- Enhance the multi-modal network
- Underdevelopment – encourage higher densities and mixed use
- Evenly distribute development

- Pilot project to create a neighborhood school on the north side for biking and walking
- Develop new schools where sidewalks can be provided
- Ensure highway 60 from Rogersville to Springfield is limited access
- Regional mobility
- Consider modes of transportation
- Bikes, trails, mass transit
- Establish park and ride areas
- Car/vanpooling
- Rising fuel costs, types of vehicles
- Grandchildren will probably be driving something small, efficient and affordable
- How will we get there and fund this in the future – technology will come into play
- Assumptions – the area will continue to grow with more, albeit different, vehicles
- Would like to see an increase in density in the core – not a simple process, existing infrastructure is old
- The next generation will have a different perspective
- More multi-modal – impacted by the cost of fuel
- Requires a lot of lead time
- Regional organizational planning is important
- Growth areas need to continue working together
- A system that will give people choices

Second Visioning Session

What is the vision for Transit/Rail/Air that can create the community we want in 2035?

- Bus service is limited now to City of Springfield boundaries
- Need connectivity with all municipalities
- Locate drop-off hubs at the end of greenways trails
- The Chicago Loop
- Bus rapid transit to outlying areas without stops
- Springfield service with more stops

- Employers creating shuttle services to pick-up points
- Highway 60 to Rogersville and beyond, a major link to Memphis
- Passenger Rail
 - BNSF is privately owned – can't perhaps direct location of depots
 - Station would likely be on the outside of Springfield rather than in downtown
- More feasible to get passenger rail to Springfield than light rail
- Improving infrastructure in downtown – replace, find new systems?
- Springfield is only airport with increased passengers – a positive thing
- Need a regional transit authority
- Don't think growth to the south will be endless, that growth will not mean/need a 10-lane road to Nixa
- More growth going to Republic and Rogersville
- Look at connectivity of hub and spokes
- Look at right-of-way and space for future improvements
- Dedicated transit partnerships between smaller communities and CU
- Park and ride lots
- Regional planning – essential component
 - For setting policies for future development
 - Dedicated corridors for future development
 - Funding streams in the future – takes time
- Air travel – in great shape currently, want to continue to plan and reserve for future growth, prevent encroachment
- Rail – partnerships and ways to utilize facilities
- Regional transit system, CU is limited by Springfield corporate limits
- PPP – OTC, MSU, St. John's and Cox – Public Private Partnership
 - Relieves congestion
 - More efficient, economies of scale
- Glad to see progress in aviation
- Reduce fares even more – recognize this requires more partnership
- Flying to St. Louis, for example – cost, early check-in, renting a car – competitiveness
- Springfield is regional center for health care and higher learning

- Businesses could move to people in outlying area
- Expand transit to reduce commutes/congestion
- Regional Transit authority
- National connectivity – air – would still be a 50/50mix business/leisure, jetpack availability
- Airport is designed for expansion, can have up to 60 gates
- Mass transit – move toward a modified/full grid system – ease of use
- Rail – regional passenger rail – use existing rail
- Overcome cultural barriers about getting out of car
- Discussed book - \$20/Gallon
 - Air may become a luxury
 - Focus on bus, commuter rail, Compressed Natural Gas
 - Electric vehicle infrastructure needs to be developed
- Fluidity
- St. Louis – Amtrak connects to metro, bus, etc
- Emulate through a regional transportation center spearheaded by OTO
- Can be a model in Southwest Missouri and is doable
- Mileage assessment for driving
- Need for regional transit
 - Ability to fund
- Density – available in the core of Springfield
 - Use that region to test different vehicles, models to try
- Would like to see better transit and rail
 - But low density
 - No central business or retail district
 - Development is scattered throughout
 - Homogeneity works against us
- Need to change development patterns
 - Empty industrial areas on chestnut could be used for high density residential
 - Abandoned rail for trails

- Jordan creek
- Transit to and from airport
- Intercity rail transportation
- Multi-modal hub to connect transit, rail, air, and regional transit
- Airport – in 25 years a coordinated expansion of airport as smaller regional airports may constrict
- Airport maintains good buffers around airport for development
- Infrastructure and capacity can be addressed along the way
- Passenger rail and light rail out of multi-modal facility at airport
 - St. Louis, Memphis, Nevada to KC
- Employees – how to get to workplace
 - Focus on southern portion of corridor
 - St. John's Cox, Bass Pro
- Culture change needs to take place – a rural mentality
 - Need to go from 3-4 houses per acre to 7
- Different vehicle types
- Need to decide as a region how growth will occur – probably won't see difference unless economics dictates otherwise
- Amenities – Jordan valley, high end development, jobs

Third Visioning Session

What is the vision for Bicycle/Pedestrian that can create the community we want in 2035?

- Trails seemed to be positioned for recreation as opposed to commuting
- Outlying cities are doing things for trails, within own cities
- Strafford looking at BNSF/Route 66
- Look at connecting trails
- Focus on higher density areas
- Integrate with streets – partnership between pedestrian/bike/streets
- People who ride bikes will also ride transit

- Interconnection of various modes
- Amtrak stop in Strafford or airport or wherever – make connections
- Many streets still don't have sidewalks, especially on state routes, policies are changing
- Looking at bicycle friendly communities
- Need CIP tax
- Will be renumbering bike routes like a highway system
- Sharrows and chevrons on roads
- Complete streets programs
 - When building new or fixing old roads – keeping all users in mind
 - Then encourage people to bike, walk, drive – use all modes
- Glenstone, for example could use complete streets
- People who ride bikes may be afraid to ride bikes on streets
 - Width can make it uncomfortable
- County has sidewalks in new subdivisions
- New county roads get sidewalks
- Coordinate with local bicycle plan, will try to widen identified streets, signage
- Develop in a way that promotes walkability, in shopping areas – walking from Wal-Mart to Best Buy
- How putting bikes on the road will affect capacity – down for cars
- Long term planning for 2035 – revisit every 5 years to accommodate the changing reality
- Incremental improvements
 - Pick bite-sized pieces
 - Prioritize
- Continuity – connect greenway system with itself, pedestrian systems
- Bicycle facilities will work better than transit – can get you where you want to go
- Change mindset that trails are for recreation
 - Often empty on weekdays
- Connections between trails

- Expand
- Connect ends of trails with on-street bike facilities
- Bike lanes can enable safety, respect
- Grade separations of freeways
- Sidewalks on all streets
- People in Springfield like to drive fast
- Speed limit reductions set tone
- Need facilities on-site for bicyclists – parking, showers
- Schools
- Connect arterial streets with sidewalks, bus service
- Safety for bike/walk to and from school
 - Site schools accordingly
- Should communities have a dedicated sidewalk fund, including for maintenance
- As usage grows on trails/sidewalks, is there a need for security?
- Amenities for trails attract people to community and keep people here
- Difference between commuter and recreational biking
- Requires connectivity of sidewalks
- Neighborhood schools – need sidewalks around
- Safety policies may increase childhood obesity – busing across barrier streets
- Funding
 - Springfield can add 1-mile of sidewalk a year
- Better connectivity between retail establishments
- Utility companies will hopefully have moved all fire hydrants and electric poles from middle of sidewalks
- Will have clear and connected bike routes and trails
- Need a north/south greenway trail through Springfield
- Obstacles in the middle of sidewalks are a barrier for disabled – wheelchairs and visually impaired
- Safer ways for kids to get to school

- Parents don't let kids walk
- Expand walking school bus program
- More people on sidewalks make them safer
- Need more sidewalks
- Need wider sidewalks
- People aren't walking to work – use it for leisure/school
- Google is doing a national bike route map – connect to a local website
- Current bike plan is good
- Regional transportation authority
- Connectivity
- Incentives – bicycle parking and showers and tax benefits
- Incentives for employers to provide extra facilities
- City has a good start on a bicycle map
- Use greenway trails as collectors
- Any future roadways should have consideration of bicycle facilities

Fourth Visioning Session

What is the vision for Streets/Highways/Freight that can create the community we want in 2035?

- Adding truck lanes to I-44
- Potential that everyone is going to do more shopping on internet – picking up goods in freight centers
- HOV lanes
- Capacity on city streets
- Downtown arterial network
- Future will be difficult – set aside corridors
- Right to eminent domain
- Extend Kansas Expressway and West Bypass corridor to 14 to relieve Campbell and 65

- Plan for new roads
 - Not just lines on paper
 - Preserve corridor
 - Preliminary design
- More connectivity
- Better access control between surrounding communities
- Evaluate each street for placement of bike/pedestrian facilities – some streets may not be appropriate, but be sure that a parallel street provides bike/pedestrian facility
- Extend FF Highway into Christian county
- Connect roads to existing
- Upgrade W. Sunshine
- Hwy 65 to north – with wide lanes there will be more growth
- Widen 160 into Willard
- Be aware of karst environmental concerns
- Hwy 60 east to Rogersville – area is exploding, lots of development
- Make James River Freeway a toll road to pay for improvements
- As gas prices go up, rail shipping will increase, but maybe less or level truck traffic – trucks may be more local
- Funding –
 - toll roads
 - How to move beyond gas tax
- Major north-south corridor through middle of Springfield
- Maintain grid system
- Use technology to better manage existing system – may not need as much expansion
- Future growth will go toward airport
- Different vehicle types
- More expensive fuel
- Population growth
- Growth may reverse and come back in
- Redevelopment in urban areas

- Don't have to drive as far, small yards to mow
- Street configurations to allow for more capacity in higher density
- Demand in outlying communities
 - More people use commuter lot when gas is expensive
 - Additional bus routes
 - Vanpools
- Congress is talking about heavier trucks, harder tires – destroying pavement
- Maybe don't need more lanes, but stronger lanes
- Growth in shipping, will mean more local freight
- Connectivity between regions
- We do a good job of planning and collaborating
- Lines on map are the ones that need to be there
- Non-attainment may be an issue and could affect transportation improvements
- Freight – State's plan for I-70/44 – dedicated truck lanes
- How to use advantages of community to attract distribution
- Changing trucking industry
 - Trucks want heavier weights, but passenger cars want separation, so reduce truck speeds, put in different lanes
- Maintain good grid system
- Continuity in roadway naming
- Maintain arterial spacing and continuity
- Efficient road systems move materials and goods – good economic development, air quality
- Maintain good corridors – to surrounding communities
- New freeway to connect surrounding communities
- Key corridors Kansas Expressway to Nixa, 60 to Rogersville
- Pave everything in concrete
- Highway system is good
- Appreciate work on 13 to Kansas City, 60 east of town, widening on 65, interchange improvements
- Focus on 160 Springfield to Nixa and interchange
- North-South routes in Greene and Christian county

- Loop – Battlefield, Nixa, Ozark
- Improve Campbell north of James River Freeway
- 60 should be freeway, would help keep high speed
- Chestnut and Springfield Center City streets need to be addressed for density
- Rail service
- All modes
- Underground utilities