

Appendix F

Public Comments



**PUBLIC MEETING SUMMARIES
OZARKS TRANSPORTATION ORGANIZATION**

NORTH/SOUTH CORRIDOR STUDY

JULY 17, 2006 – JULY 18, 2006

North/South Corridor – Public Meetings

Number of Attendees: 110

SUMMARY

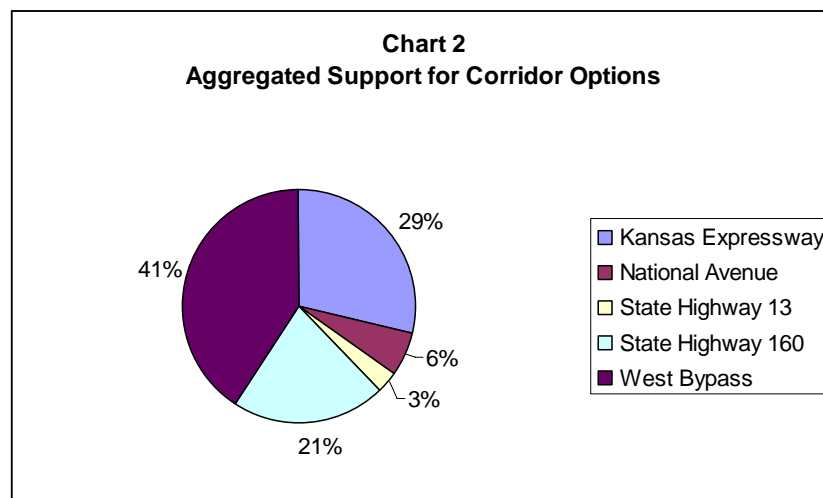
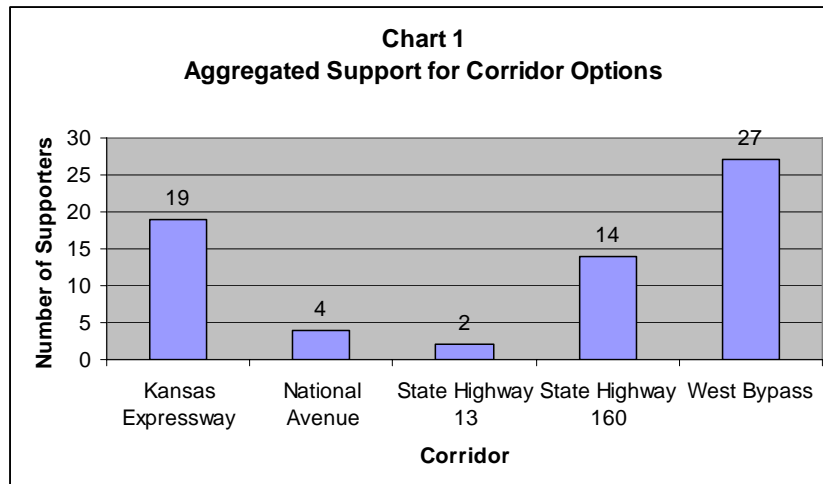
Four public meetings were held in the Ozarks Transportation Organization area on the evenings of July 17 and 18, 2006 to solicit stakeholder input regarding the five proposed routes for the North/South Corridor. A total of 110 residents participated in these forums, which were held in the communities of Battlefield, Nixa, Springfield, and Willard.

Three corridors received most of the support from the public who attended these meetings: the West Bypass, the Kansas Expressway, and State Highway 160. Together, those proposed corridors account for 91% of all the support expressed throughout the initial public meeting process. Charts 1 and 2 summarize these results.

The West Bypass received more support than other proposed routes in the Springfield public meeting, while the State Highway 160 plan received high support at the forum in Willard; these two plans were also the only ones to receive support at the meeting in Nixa.

At the meeting held in Battlefield, the Kansas Expressway route received the most support.

Comments from these meetings are included below and in the individual meeting summaries.



SUMMARY

The corridor options were presented to 17 attendees at the open house in the City of Nixa's Community Center on July 17. Two participants completed comment sheets; each sheet includes notes on the current conditions of the roadways as well as ideas for possible improvements. Also included are opinions on which corridor option represents the best improvement plan for the area. The table and charts below specify the number of comment sheets that identify support for each of the five options.

While there was little support or opposition expressed for any of the options, the State Highway 160 and West Bypass options were both cited once as supportable plans for the North/South Corridor.

COMMENTS ON CORRIDOR OPTIONS**KANSAS EXPRESSWAY**

- Has potential to function as a freeway south of the James River Expressway
 - Questionable prospects of whether such a roadway would attract traffic
 - Presently stimulates economic development at intersecting streets; lack of current demand postpones such development effects

NATIONAL AVENUE

- Consider linking National Avenue and Cheyenne Road
- National Avenue is obvious route to assist with the growth of Ozark and Nixa

STATE HIGHWAY 160

- Could be six lanes

WEST BYPASS

- Lends itself to realignment

CURRENT CONDITIONS

- Springfield Urban Service Boundary
 - East on Highway 60 towards Rogersville
 - Runs to Highway 213

NEEDS & CONCERNS

- Nicholas Road/FR 141/Cox Road is a two-lane connection route from Republic Road to Highway 14 that may already have enough traffic for a four-lane roadway.
- Campbell Avenue/Highway 160 experiences notable congestion
- Route needs to be north of Highway 14

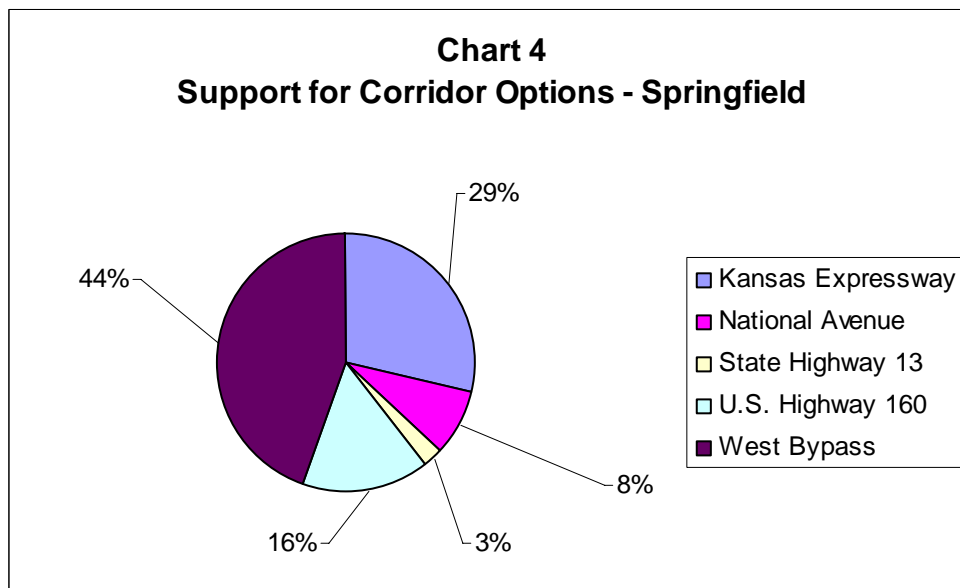
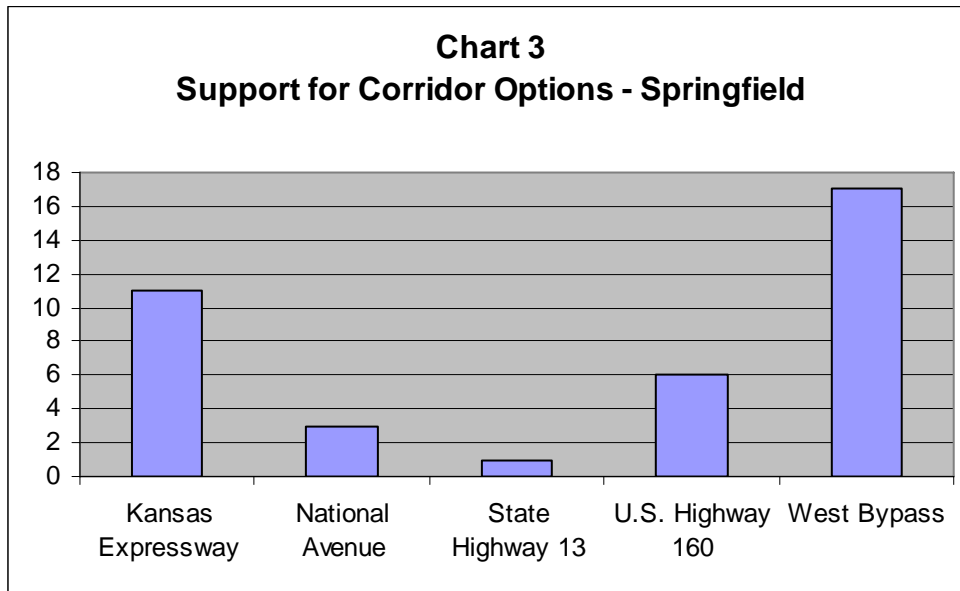
IDEAS

- Interchange potential at Highway 160 and NN
- Look at options to relieve traffic on Highway 160
 - Loop roadway east of Nixa to link Highways 14 and 160

SUMMARY

The public meeting in Springfield on July 17 at the Library Center had 56 people sign in. Of the meeting's 56 participants, 38 submitted comment sheets; included on those sheets are comments in support of certain corridor options.

The West Bypass route received the most support by those in attendance, as 44% of those commenting back this plan. Another 29% of respondents support the Kansas Expressway expansion.



COMMENTS ON CORRIDOR OPTIONS

KANSAS EXPRESSWAY

- Kansas Expressway should get started as soon as possible
 - Bottleneck at Cox Road & Republic Road near Kansas Expressway snarls traffic
 - Construction should go at least to the county line
- Extension of Kansas Expressway does not make sense
 - Future development will require expressway around west end of area connecting to I-44
 - Proposed Kansas Expressway corridor passes through residential neighborhoods that are not suitable for expressway traffic
- Kansas Expressway extension should be last resort
 - Would be too much traffic traveling through a heavily residential area
 - May also be an environmental impact of crossing the James River
- Kansas Expressway a good option but could have too severe of an impact on residential areas
- Kansas Expressway is second priority and West Bypass will eventually need to be built
- Kansas Expressway a good option as some right-of-way is already held for southern extension
 - Cox Road/Republic Road/Kansas Expressway is heavily congested during rush hours
 - New development west of Cox Road will increase congestion at Republic Road
- Kansas Expressway extension is the poorest option
 - Would destroy neighborhoods
 - Presence of Ward Creek and tributaries also make this a poor choice
- Kansas Expressway is the obvious choice
 - Was proposed 20 years ago and should have been completed then
- Kansas Expressway option – should leave existing road and cut through the empty land to the east of Nichols Street
- Kansas Expressway is best option
 - Neighbors and customers say it would serve a very fast growing area and would relieve congestion on Campbell Avenue
- Kansas Expressway extension – extend it as far south as possible; at south side of James River Expressway, it could tie into Highway AA and other farm roads
- Kansas Expressway was supposed to be done in 2008

NATIONAL AVENUE

- Extend National Avenue because of its current congestion

- Continue National Avenue south to Nixa
 - Will relieve congestion on Highway 160
- National extension seems far-fetched due to the floodplain

STATE HIGHWAY 13

- Highway 13 at I-44 is gridlocked during afternoon rush hours due to the inefficient placement of stoplights
 - Flyovers and bridge widening improvements should be implemented to address this congestion

STATE HIGHWAY 160

- Expand Campbell Avenue to 6 lanes
- Campbell Avenue (particularly Campbell Avenue & James River Expressway intersection) needs to be improved
- Expand Campbell Avenue to 6 lanes
 - Primarily only commercial establishments would be affected
 - Improve traffic times to and from southern communities
- Increase Campbell Avenue to 6 lanes and remove some stoplights between Republic & Hwy 14
- Campbell Avenue improvements – will bottleneck and James River Expressway if lanes are added south of the expressway
- 6-Lane Campbell Avenue – good idea, but not viable

WEST BYPASS

- Extending West Bypass will not remove Kansas Expressway issues
- West Bypass is best to address future needs
 - Lake/vacation/commuting traffic will continue to increase
- West Bypass/FF corridor is best option
 - Future growth will occur out west (other areas are already established)
 - Access to the airport would improve
- Westernmost expansion (West Bypass) is easily the best option
 - Three major thoroughfares already exist in eastern portion of area
 - Potentially cheaper land to expand on
- West Bypass is best corridor
 - Allows for a long-range plan to loop West Bypass to other major routes
- Best option is an extension of the West Bypass
 - Kansas Expressway & Campbell already have existing avenues to Highway 14
- West Bypass will eventually need to be built

- West Bypass is best way to relieve congestion
- West Bypass is best option because of future growth
 - Land acquisition costs would be more economically feasible
 - Involves less displacement of commercial and residential properties
 - Better access to airport
- West Bypass is best way to relieve congestion
 - Would provide direct access from Christian County to the airport
 - Could eventually create a loop around Springfield
- Best option is to extend West Bypass south of James River Expressway to turn east and intersect with Highway 160
 - Would accommodate future growth in western Greene & Republic Counties
- Favors extension of West Bypass
 - Pulls traffic away from Campbell Avenue and Highway 160 area and moves it to the west
- West Bypass
 - Would follow trend of western development
 - Would allow better access to the airport – one of the plan's biggest advantages
 - Possibly have higher speeds
- West Bypass best fits future growth

NEEDS & CONCERNS

- Shopping, medical, etc. are driving traffic east-west too
- Unfortunate that residential areas are targeted for highway expansion
- Previous expansion on National Avenue has created terrible drainage issues that need to be addressed
- Plainview Road (between National and Campbell Avenues) is heavily congested
 - Construct double lanes for the #11 bus
- Surprised by the numbers of cars traveling along all of the proposed routes
- Intersection of Farm Road 190 and Cox Road is difficult due to speed on Cox Road
 - Difficult to turn right off Cox Road onto Farm Road 190 – no right-turn lane
- Heavy traffic and frequent stoplights spur avoidance of South Campbell Avenue
- James River Expressway needs to be 6-lanes
 - Need an exit-entrance lane between Campbell and National Avenues
- Widening Cox Road would not sufficiently improve traffic flow

- Key to traffic improvement is a limited access roadway that connects with James River Expressway and I-44
 - Campbell Avenue, National Avenue, and Kansas Expressway options don't readily move a high volume of traffic
- Thinks the plans are “too little, too late” – inadequate for one of the fastest-growing areas of the state
 - Area needs a limited access freeway around Springfield to drive development out from the city core
- Reroute traffic around the Highway 13/I-44/Norton Road Intersections
 - Most congested intersection in the area
 - Lights at Wal-Mart, Lowe's, and I-44 so traffic can't move
 - Semis making left turns also block traffic – this shouldn't be permitted
- Interchange at I-44 at Norton Road is blocked at least once a day
 - Has bumper-to-bumper traffic when fairground events are held
- Kansas Expressway, Highway 160, and National Avenue options need public improvement works and devaluation of “one car, one passenger” attitude

IDEAS

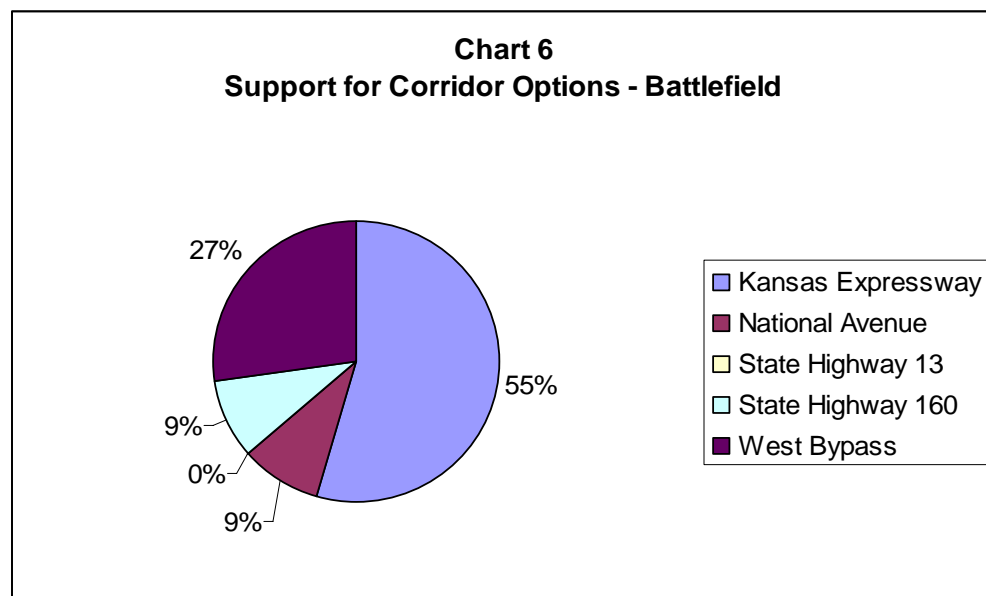
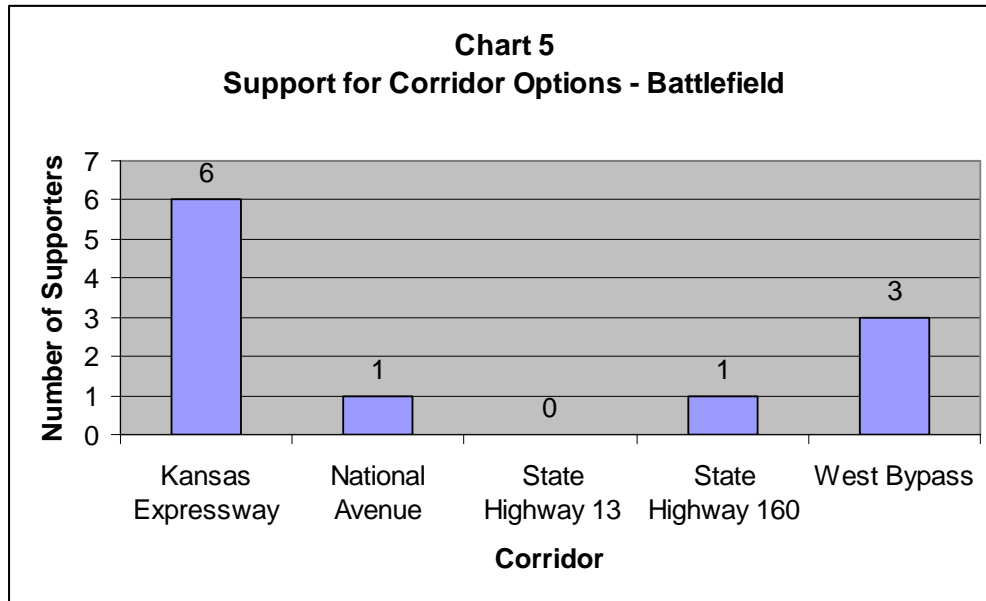
- All of the options will be needed in the future
- In the short-term, OTO should consider making two left turn lanes from West Republic Road onto Kansas Expressway at the traffic light
- “Stop planning and start building some roads”
- Do not install a signal light at Cox Road and Campbell Avenue
- Prefer converting proposed Kansas Expressway extension property to park/greenspace conservation area
- Would like to see alternative paths of travel, including greenway trails, bike paths, and bike lanes
- No new roadways are needed
 - Should use resources to upgrade Campbell Avenue
- Traffic light at Evans Street and National Avenue
 - Nearly impossible to cross Evans Street in the morning with northbound traffic
- Consider extending or upgrading Cox Road
 - Heavily traveled between Christian County and Springfield
 - Would like to see improved Cox Road looped into Kansas Expressway or West Bypass extensions
- Consider improving Cox Road and tying into Kansas Expressway
 - Minimal land purchases would make it more financially feasible

- Interchange at Glenstone Avenue and Independence Drive has a poor sign for Republic Road
 - A stranger would have no idea how to get on Republic Road
 - Would like better signage (maybe a block beforehand) to notify drivers

SUMMARY

The public meeting in Battlefield held at the City’s Community Room on July 18 had 24 people sign in. Of those 24 attendees, 13 completed comment sheets that include their observations of current roadway conditions, possible improvements, and comments in support of certain corridor options.

Two of the routes – the Kansas Expressway and the West Bypass – received the majority of support, with slightly more than half of respondents expressing support for the Kansas Expressway extension. Several attendees opposed the development of any six-lane roads in the area.



COMMENTS ON CORRIDOR OPTIONS

KANSAS EXPRESSWAY

- Favor improvements to National Avenue and Kansas Expressway to relieve the traffic counts on Highways. 65 and 160
- Finish Kansas Expressway Project to Highway 14
 - Best possible route to relieve congestion on Campbell Avenue
- Kansas Expressway should be done first
 - Likely already have the right-of-way for that project
- Kansas Expressway would be best option
 - West Bypass would take too much of a respondent's land

NATIONAL AVENUE

- Favor improvements to National Avenue and Kansas Expressway to relieve the traffic counts on U.S. 65 and 160
- Don't extend National Avenue into Nixa

WEST BYPASS

- West Bypass is good option for the long-term viability of the community
- West Bypass is the logical solution
 - Right-of-way costs would likely be much less at that location
- West Bypass makes most sense
 - Fewer land owners to deal with
 - Potentially less expensive
 - Would benefit Battlefield and the west side of Springfield

NEEDS & CONCERNS

- One participant does not favor establishing a corridor
 - Only increases access to Springfield by "parasites" who move away to buy cheaper property but still "pollute [the] air and public landscapes"
- The further west the corridor is built the better
 - Highways 65 and 160 are already at capacity
 - Goal should be to pull traffic off of those roads
- Need to begin work as soon as possible – "time to stop talking and to start doing something"
 - Congestion at Campbell Avenue & James River Expressway intersection cause some vehicles to divert to other roadways
- No 6-lane roads
- Need an east-west corridor in northern Christian County – other roads are secondary

- If corridor is not state-owned, the entire project may have to be funded by OTO – if it's a state route, MoDOT may also contribute some funding
- Farm Road 194 is getting dangerous because of drivers using it to avoid congestion at the Campbell Avenue/James River Expressway intersection
 - Cars are traveling 55 MPH on a road not wide enough for two cars

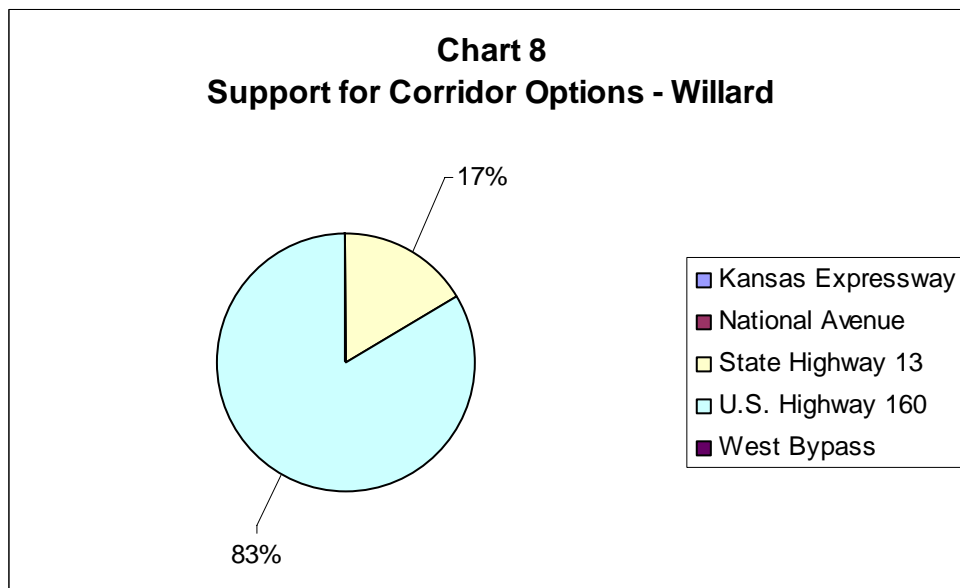
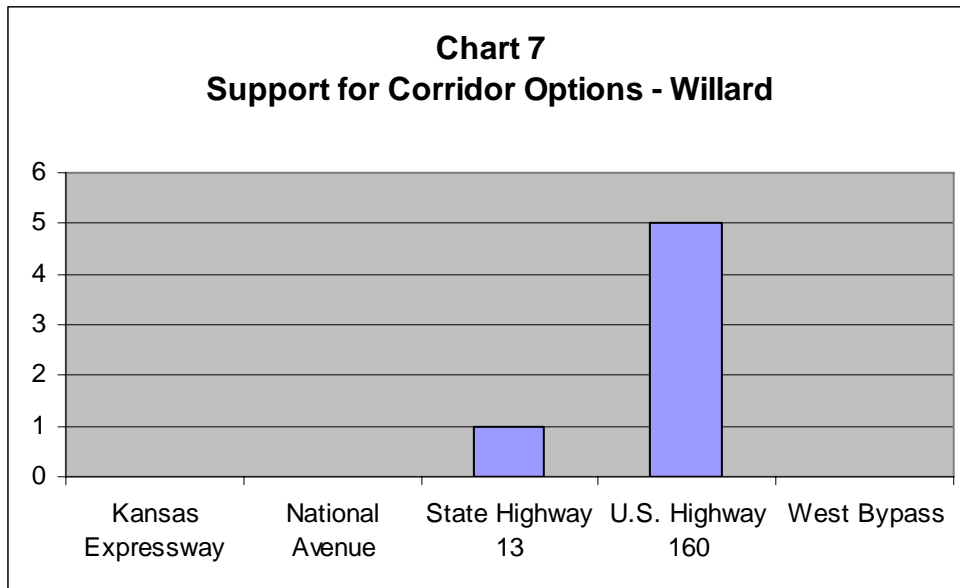
IDEAS

- Consider east-west access to West Bypass that does not involve National or Campbell Avenues
- A route west of Highway FF should be built in 20 – 30 years

SUMMARY

The public meeting in Willard was held at the Community Center on July 18 and attracted 13 participants. Seven attendees submitted comment sheets that include observations of current roadway conditions as well as ideas for possible improvements and comments in support of certain corridor options.

The plan to expand State Highway 160 received the majority of support of those at the Willard meeting, as 83% of those commenting on the proposals supported its improvement.



COMMENTS ON CORRIDOR OPTIONS

STATE HIGHWAY 13

- Highway 13 corridor offers best and most quickly achievable north/south route
 - I-44 interchange can be reconstructed
- Connection from Highway 13 to West Bypass is a second alternative
- Link to Willard from Highway 13 is not a priority

STATE HIGHWAY 160

- Construct four lanes on Highway 160 to Willard
- 4-Lane Highway 160 - acquire right-of-way along AB Road from Highway 160 to I-44 and James River Freeway
- From Emergency Management Director – strong need to widen Highway 160 from Springfield to Willard (at Highway 123)
 - Extremely difficult to access U.S. 160
 - Current situation leads to a high number of accidents
- Highway 160 needs to be widened to four lanes to Highway 123
 - Will allow for an increase and safety and for better development along U.S. 160
 - While some turn lanes have been added, the rapid population increase in the Willard area is overwhelming the current condition of the roadway
- Accessing Highway 160 in the Willard area is nearly impossible from 7 AM to 9 AM and from 4 PM to 6 PM
- 4-lane Highway 160 is priority for Willard

WEST BYPASS

- West Bypass is a preferred corridor

CURRENT CONDITIONS

- Market in Springfield is steady
 - Housing market is still strong
 - Commercial market still strong

NEEDS & CONCERNS

- West loop road running from the south from Willard on AB to MM linking I-44 and Highway 160 is critical
- Intersection at Farm Road 94 and Highway 160 needs to be improved
 - Serves a route for trucks from the Conoco quarry to Highway 160
- Interchange at I-44 and Highway 13 is a major issue
 - Negative impact on people shopping in the area and on those who pass through the area

- Existing map needs to show 266, which runs to the new airport terminal

IDEAS

- Right-of-way should be acquired for northwest area to prevent situations that occurred in south Springfield/Christian County region. This area is experiencing high job growth through the PIC West and T-Mobile enterprises

Additional Comments

CORRIDOR OPTIONS

KANSAS EXPRESSWAY

- Kansas Expressway would help alleviate congestion and has been in the long term planning for 15 years
- Sink holes are very prevalent around Kansas Expressway and Walnut Lawn Street on the east side.

NATIONAL AVENUE

- National Avenue has too much traffic to consider it for additional improvements that will bring even more traffic.

STATE HIGHWAY 160

- Campbell Avenue has too much traffic to consider it for additional improvements that will bring even more traffic.
- Improve Campbell Avenue to a six lane road, there are more commercial sites here and the residential impact would be less.

WEST BYPASS

- FF and West Bypass corridor needs to extend at least to Highway 14.
- Construction of the FF and West Bypass means people will have to travel farther east and west just to go north and south. This means additional needs for roadway improvements to carry traffic east and west.
- Westside needs the north/south corridor more than the east. Prefer the West Bypass option so as to mimic movement on I-65.
- West Bypass is a good option to move traffic away from the center of town.
- FF is currently a fairly open road towards Battlefield, should continue this route while land is available.
- The West Bypass is a good idea because it helps tie in the I-44 and Highway 13 roadways with a westerly route as well as to provide access to the airport

NEEDS AND CONCERNS

- I-44 and Norton Road is a heavily congested area and needs to be considered in the improvements to alleviate congestion.
- Ward Creek crossing along Campbell and Kansas Avenues needs to be addressed in design.
- Rivercut has seen numerous problems along Kansas Avenue because of caves and sink holes.

- Ward Creek is a well maintained wildlife and riparian corridor.
- Would like to see one of the corridors complete a southern loop to Evans Road.
- Using a new or improved north/south corridor to carry traffic to I-44 is a bad idea; congestion on I-44 is already heavy enough.
- Wanda Grey Elementary is missing from the map. School is located at the corner of Cox Road and Plainview Avenue.
- The cave at Rivercut could play a major role in construction and additional roadway work could cause the cave to collapse more.
- There is a bluff located between Rivercut and Cox Road which would limit the amount of Right of Way available for construction.
- Flood concerns from roadway construction currently exist at Jewel Park; don't want additional improvements to increase this.

IDEAS

- Construction of an outer loop on the south side would divert traffic around the City from the south
- This project needed to be completed 15 years ago.

North/South Corridor – Public Meetings Number of Attendees: 252

SUMMARY

The second round of public meetings were conducted as an “open house” that consisted of stations containing information about the proposed corridors and project priorities. This allowed the public more one-on-one contact with representatives from the team. Stakeholders were able to ask questions to get a better understanding of the study as well as provide input through either conversation and/or through comment sheets provided by the team.

Four public meetings were held in the OTO area on the evenings of January 8 and 9, 2007, to solicit the public’s input regarding the priorities of the proposed routes for the North/South Corridor Study. A total of approximately 252 residents participated in these forums, which were held in the communities of Battlefield, Nixa, Springfield, and Willard. Two two-hour concurrent meetings were held each date to allow ample time and opportunity for comment and review for those who wanted to attend.

Comments from the January 8th and 9th Public Meetings

Battlefield Public Meeting

- FR 194 is very dangerous due to the increase in traffic volume.
- Big trucks are cutting off Campbell at AA and going west on Blue Springs Road to FF, which takes them to James River Expressway to avoid the Campbell/James River Expressway Intersection.
- Blue Springs/FR 194 is not wide enough for a car and truck/trailer.
- The extension of FF would be beneficial.
- Want to see the West Bypass/FF extension begin as soon as possible.
- Before bringing the N/S Corridor down and bottle-necking in Nixa, we need E/W repairs.
- Suggest priority for West Bypass/FF and extension of Kansas Expressway and acquisition of ROW or additional property needs to take place as soon as possible.
- The expansion of the airport and its proximity to West Bypass is another factor to favor the West Bypass corridor.
- Wondering if there will be access roads to major intersections off FF for the residents.
- Great project, very much needed.
- Most logical approach would be to consider West Bypass/FF to be tackled first because it is most rural, less infrastructure, etc.
- A second commitment needs to be Highway 14 from an E/W perspective.
- Third: extend National or widen Campbell to 6 lanes to Highway 14.
- The least desirable option would be bringing Kansas south past developed areas. Only extend Kansas to Weaver then widen Weaver Road.
- Kansas should “y” with FF further west and then FF and Kansas should continue south and connect with 160 at or about Reeds Spring Junction.
- The current “y” location will overload 160 this close to Springfield.

- Traffic will continue to increase going south and another route needs to be considered south to the Arkansas state line.
- Victoria Lane/Burrows Lane are private roads and not county roads.

Willard Public Meeting

- Would like to see a 4 lane from West Bypass through Willard.
- 160 north of I-44 should have a higher priority because residents using this route do not have easy access to any 4 lane roads while the other projects have much closer access to 4 lanes.
- It would be cheaper and more feasible to fix the I-44/Highway 13 problem by working on the lights and widening the lanes on the overpass compared to building a brand new road.
- Will not support the new Highway 13 corridor because there is too much potential for environmental damage.
- Widen Highway 13 bridge over I-44 to 6 lanes (both ways)
- Highway 160 to Willard should be 4 lanes now or yesterday.
- Remove the traffic light in front of Wal-mart on Kansas Expressway to improve traffic flow (move it between QT and McDonald's).
- Connector for 160/I-44 junction is a good idea, but do it now and not in 10 years.
- What are the chances of a right turn lane southbound off Highway 13 going west to I-44?
- Traffic backs up on Highway 13 at rush hours for ¾ mile southbound every day.
- Would be cheaper to widen Highway 160 north of I-44 now while there is very little development.
- Desperately need to make 160 4 lanes in order to compete with the rest of the Springfield area.
- Willard is the last town around Springfield to have 2 lane access.
- Highway 160 would be safer and better serve the area as 4 lanes.
- Highway 160 is a bottleneck for traffic from Willard, Ash Grove, Walnut Grove and areas to the west headed to Springfield.
- A light at 160 and Jackson and a turn lane at 160 and Hughes would improve safety.
- Making 160 a 4 lane would allow commercial development to the Willard area.
- Highway 160 is located near the airport and the combination of a good air and ground transportation system will be favorable to new business in the area.
- Right of way issues with highway 160 are already resolved, so construction can start earlier and at a lower cost than other options.

Springfield Public Meeting

- Build Kansas Expressway first because most Springfield people will not use West Bypass.
- Do not like the idea of widening Campbell because that pushes too much traffic to one place.
- First priority should be given to the FF/West Bypass option because the long term benefits outweigh the short term need to provide a quick access to Springfield for Nixa residents.
- Concerned with the equity (Cities vs. Counties).
- Concerned with sprawl.
- Think that economic engines will grow more north and west as land prices go up.
- Support improving the National Avenue corridor, but need traffic enforcement south of Plainview Road because with the recent widening National Avenue has become a speedway for Nixa commuters to and from Springfield.
- This study does not address widening Campbell Avenue and the traffic on Campbell Avenue becomes California gridlock every morning and evening.
- Look into widening Campbell Avenue to 6 lanes and rerouting the outer roads.
- The intersection at Campbell and Plainview is poorly managed.
- The West Bypass extension would be the best improvement.
- Get rid of frontage roads because they back up traffic.
- Farm Road 141 is heavily traveled and traffic backs up going south for 5 blocks at rush hour, so a Kansas Expressway extension around Cox would help many homeowners.
- The realignment of MO 13 to the West Bypass will improve traffic flow to the airport from the north.
- Continue to work on a south extension of FF/West Bypass south of the James River Freeway to connect south of Nixa because this would improve the traffic flow to the airport with a more direct route.

Nixa Public Meeting

- Why hasn't Nicholas Road been considered as one of the options?
- Any extension of National south of James River should be angled southeast to cross CC at or near Fremont then south to 14.
- Look ahead and plan for all four corridors.
- Kansas Expressway/Nicholas Road is the best choice long-term while adding lanes to MO 13 and 160 would help short-term.
- Widen Nicholas Road.
- Don't want Kansas Expressway running through their backyard.
- Concerned with the amount of homes affected.
- Concerned about the environmental impacts.
- Thinks the further west of Nixa the corridor can go, the better.
- Doesn't want a major road running right by schools and churches.
- CC needs improvement and should be a priority.

- Campbell should be widened because it goes through the center of town.
- National should go through to CC and angle over to Fremont Road.
- Concerned about sink holes in the proposed areas.
- The West Bypass extension with limited access should be first, second extend National with limited access and third, extend Kansas with limited access.
- Not happy about the lack of people to talk with at the public meetings.
- Concerned about proposed routes going directly through homes.
- Opposed to the proposed location of West Bypass because drivers will bypass the Highway 14 connection and cut through Pebble Creek Estates.
- Highway 14 improvement should be higher on the priority list due to increased traffic to and from the new OTC campus.
- Can't unload two 4 lane highways on to Highway 14 and not expect major problems.
- Campbell should be 5 or 6 lanes before taking someone's home and land.
- The Kansas Expressway extension should be the first priority.
- Need a western corridor, that being either Kansas Expressway or West Bypass.
- Kansas Expressway would benefit the most people now.
- Stay with Nelson Mill Road at least to its "L" with Union Chapel Road, then curve over to meet with Kansas Expressway.
- Stay with Nicholas Road one-half mile further before curving west.
- Approve of the proposed extension of West Bypass/Highway FF south to join with Highway 14.