

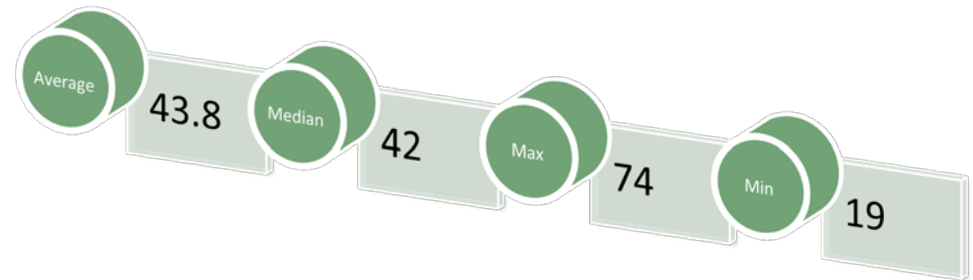
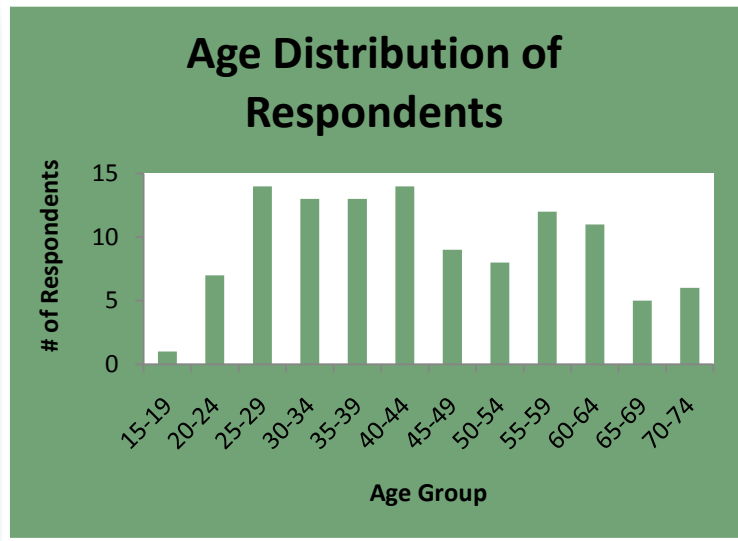
# Appendix – Public Input Survey Results

To collect public input during the planning process, OTO developed a survey that was available both online and in a paper format. This survey was made available at each of the OTO public input meetings, when OTO had exhibits at community events, and online, which any visitor to the OTO website could find. In total, 111 responses were received.

## Respondent Information

To ensure the survey reached a broad range of community members, respondents were asked to provide some demographic information.

### Age of Respondents



## Location of Respondents

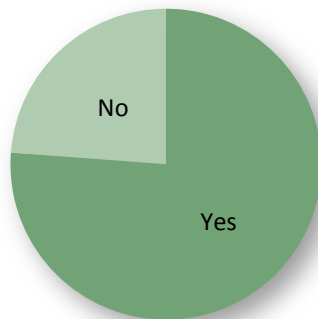
Respondents were asked to list the zip code of where they lived. The following is a summary of those zip codes.

|                |    |
|----------------|----|
| Ash Grove      | 1  |
| Republic       | 1  |
| Nixa           | 46 |
| Ozark          | 7  |
| Republic       | 4  |
| Rogersville    | 2  |
| Strafford      | 4  |
| Willard        | 3  |
| Springfield    | 40 |
| Berryville, AR | 1  |

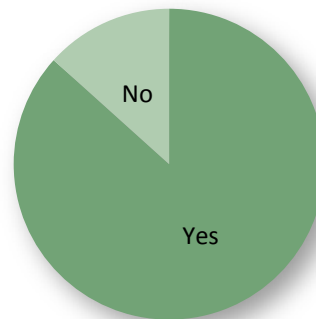
## Questions

Do you think traffic congestion is a problem in our community?

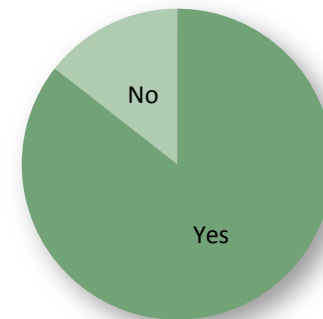
### Now



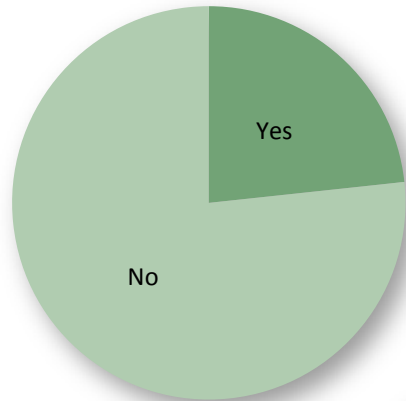
### In 10 Years



### In 20 Years



Considering the diversity that exists in the community (lifestyles, income, age, etc.) do you think the existing transportation system meets the needs of all of our citizens?

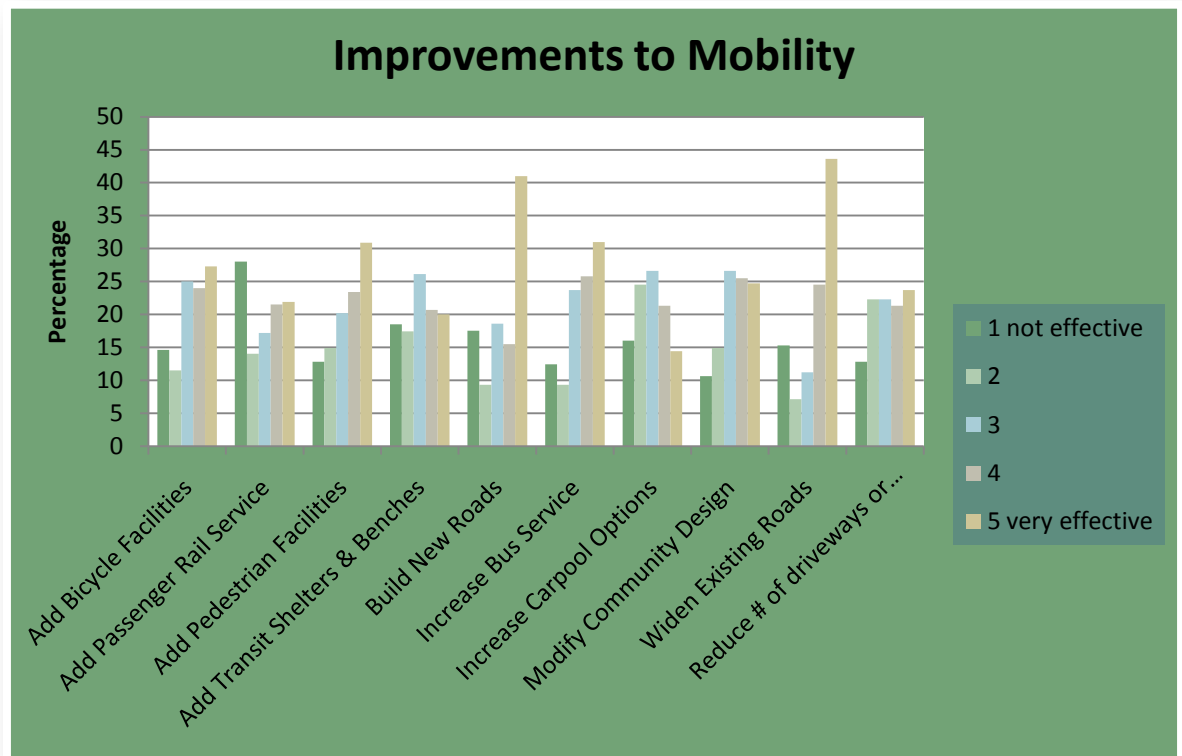


**In your opinion, how effective would the following measures be in improving mobility for the region?**

Respondents were asked to identify how effective different measures would be in improving mobility in the region by rating effectiveness of each measure on a 1 to 5 scale, 1 representing “not effective” and 5 representing “very effective.”

*Analysis:* Respondents identified the following as the most effective measures to improving regional mobility:

- Widen existing roads
- Build new roads
- Increase Bus Service
- Add Pedestrian Facilities



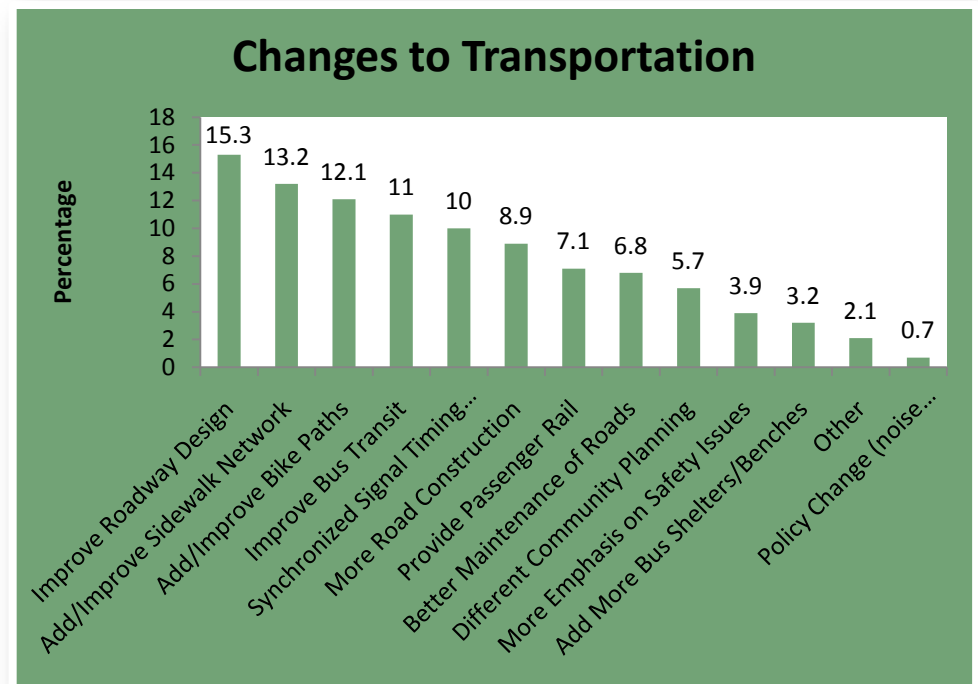
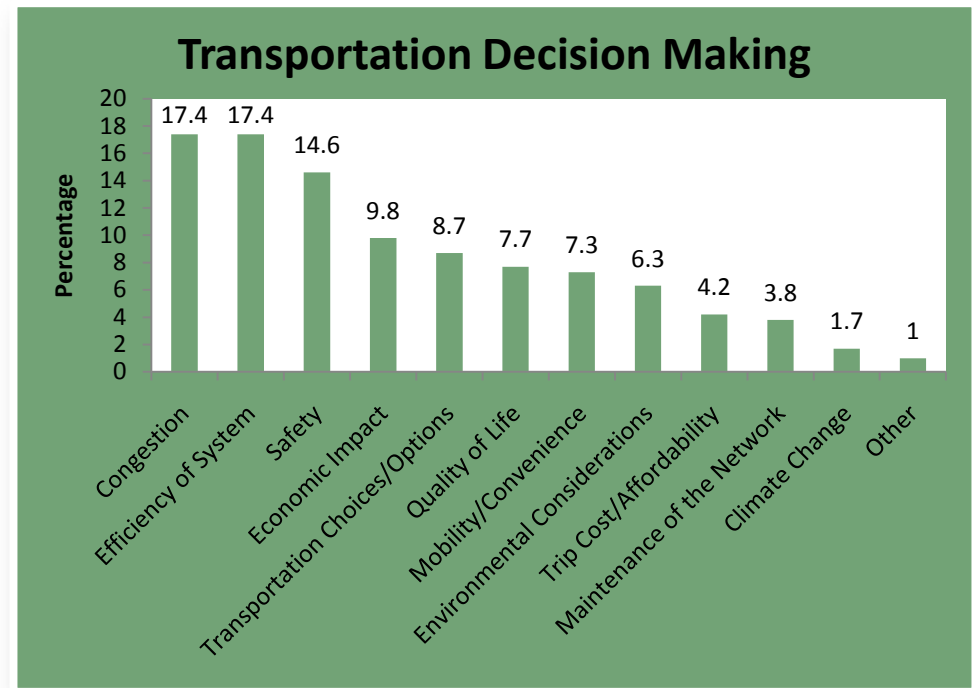
**From the following list, check the top 3 factors that government officials should consider making transportation decisions:**

Respondents were asked to identify the top 3 factors that government officials should consider when making transportation decisions. The purpose of having respondents choose only three factors is to help prioritize community identified transportation issues.

*Analysis:* Congestion and Efficiency of the System were tied as the top two factors government officials should consider. Safety was a close third, but the other factors do not rank nearly as high for consideration when making transportation decisions, though the distribution is fairly similar for Economic Impact, Transportation Choices, Quality of Life, Mobility, and Environmental Considerations. One respondent, under Other, stated that 3 choices were not enough, and that OTO should not ignore the remaining options.

**From the following list, check the top 3 things you would change about transportation in the region:** Respondents were asked to identify the top 3 factors they would change about transportation for the region.

*Analysis:* There is a clear sliding scale of preference for the top 3 recommended changes to transportation in the region. The most preferred option is to Improve Roadway Design. Add to or Improve the Sidewalk Network and Add to or Improve Bike Paths were next. Improving Bus Transit and Synchronizing Signal Timing rounded out the top 5.

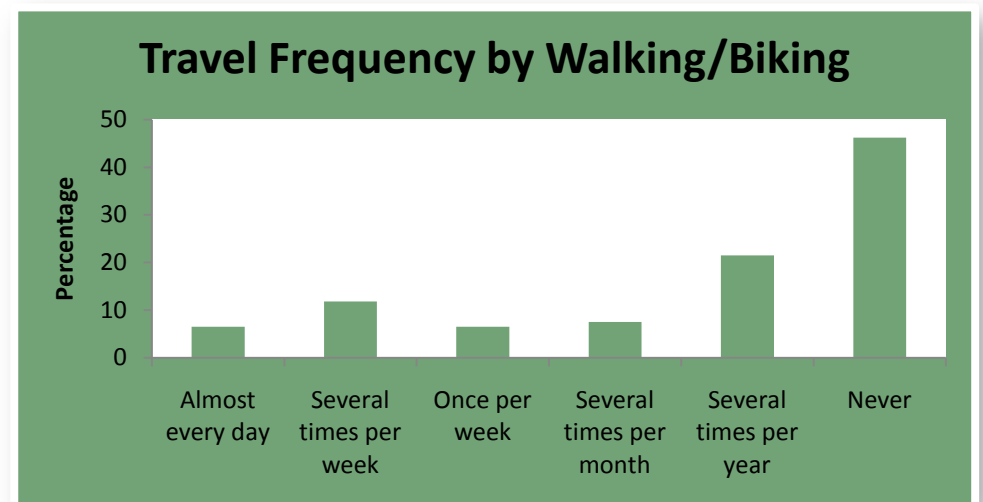
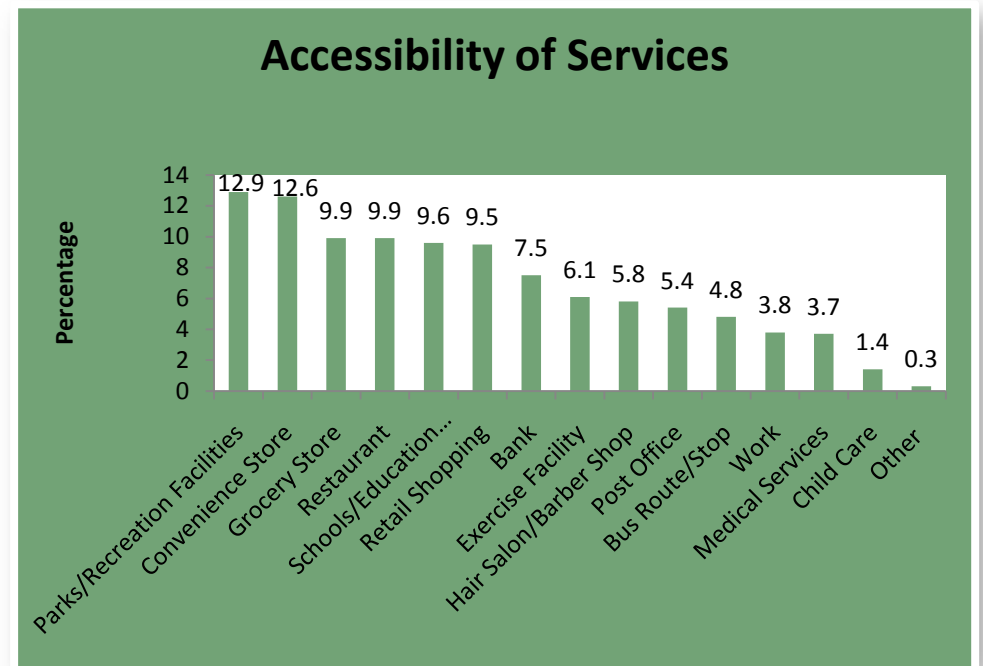


**Check the box if you are able to conveniently walk or bike to and from home or work to any of the following destinations.**

*Analysis:* Respondents indicated that they can walk to bike most easily to Recreation Facilities and Convenience Stores from their home or workplace. With almost equal response, the Grocery Store, Restaurants, Schools, and Retail Shopping are next most easily accessed. Additional services are not as easy to reach by walking or bike from home or work. Those include the Bank, Exercise Facility, Hair Salon, Post Office, Bus Stop, Work, Medical Services, and Child Care.

As a follow-up, respondents were asked –  
**How often do you walk or bike to any of these locations?**

*Analysis:* Most respondents do not walk or bike to these locations. Almost 50 percent indicated they never do, while only about 25 percent said they do at least once a week.



## Open-Ended Responses

The respondents were then asked a series of open-ended questions regarding their appreciation and concerns for the transportation system.

### **What two aspects of the existing transportation system do you appreciate the most?**

*Analysis:* Respondents indicated they appreciate the highway/freeway system in the area and the direction or vision of the improvements being made. Aspects related to the ease of movement, pedestrian access, and greenways were another common theme contained in the respondents' comments. Satisfaction with signal synchronization, public transportation, road condition, and maintenance of the transportation system were also identified as appreciated aspects.

### **What two aspects of the existing transportation system concern you the most?**

*Analysis:* Respondents were mostly concerned with congestion, particularly at intersections. Other concerns were related to the bus/transit system and bicycle and pedestrian safety. Overall safety was a consistent concern for respondents.

### **What two specific transportation improvements do you think should be the highest priority for the region in the next 25 years?**

*Analysis:* Respondents recommended a wide variety of improvements. Most responses related to a single intersection or area. More general responses related to safety and improving congestion. Specific responses included:

- Widen Highway 14 from Ozark to Nixa; this should be more of a priority than CC, but both need to be improved with additional lanes and straightening of the dangerous curves
- Bus route for Nixa into Springfield
- Bike route from Springfield to Nixa, but would need to be level with minimal hills and enough room for bi-directional riders
- Fixed-route transit service in the suburbs, as well as greater frequency in Springfield
- Lakes traffic should bypass Nixa
- Nixa should consider foot and bike traffic, as well as walking school buses
- With an aging population, there should be less focus on walking and biking and more focus on traffic congestion
- Increase the public transportation to be more convenient/frequent
- Improve road network connectivity at the micro and macro levels
- Continue to work to bring Amtrak service to the Springfield area

- Consider aesthetics with new and refurbished road construction – more roads should look like Battlefield between Lone Pine and Luster, and fewer roads like the aseptically offensive nightmare that is Campbell between Sunshine and Republic Road
- Work with local city and county planning departments to allow/encourage denser, mixed-use development, decreasing auto dependence
- Community planning must change to encourage neighborhood business
- Another expressway like James River and Kansas
- Three lane highways
- More diamond interchanges
- Widening of Intersections
- Suburbs need more attention, especially along 14, 160 and CC
- There should be bike paths on all major streets and county roads
- Regulate the lights
- Get a rail system in town
- Keep up the existing road network
- Rail service that would be quicker between regions, like being able to get to St. Louis in an hour; though would rather see area roads get better between cities
- Widen Campbell, I-44, Sunshine, National
- I love living here and it is a great place to be!
- Westside corridor from I-44 to James River Expressway would help divert traffic from the northside of Springfield. A corridor from Highway 360 to the airport could be made from B and MM Highways going north from I-44 to the airport. There is already a need for a much improved highway due to an increase in businesses further south on B and MM.
- Commuter bus transportation to cities outside of Springfield and the funding to do it
- Expand the area covered by OTO to include all of Christian County, the eastern part of Lawrence County, and the western half of Webster County. These areas are major players in the expanding Springfield metro.