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To: Mayor and City Council
From: Doug Colvin
Date: December 31, 2015
RE: NCIP Strategy 1, Priority 1 – Transportation Master Plan

Provided with this memo is a copy of the newly completed Transportation Master Plan to be presented at the January 6th work session. This plan is the result of work directed by Strategy 1, Priority 1 of the Nixa Continuing Improvement Plan (NCIP). Developed by CJW Transportation Consultants with the assistance of City staff and various NCIP Action Team members, it also touches on NCIP Strategy 2, Priority 1, as input was derived from an open public survey (Survey Monkey) conducted in October. This survey provided the planning team with the top 15 projects in both Transportation and Pedestrian facilities for final ranking.

Though several top rated items on both the roadway and pedestrian rankings are general in nature, the list of specific projects carried an overwhelming number of votes by the public. This is indication that the community is generally like-minded on what priorities they believe exist in the transportation system. The other overwhelming factor that surfaced is that most of the top projects involve State or County roadways either whole or in part. This plan will be shared with those agencies as well as the Ozarks Transportation Organization.

At the work session the plan will be presented by CJW and staff for further discussion and direction and will serve as a guide for the next several years.



NIXA PROJECT PRIORITIZATION

PREPARED FOR
CITY OF NIXA, MISSOURI
DECEMBER 18, 2015

PREPARED BY



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INTRODUCTION

The City of Nixa, Missouri and the surrounding area has seen significant growth in the previous decades both in the amount of residents who call the area home and the amount of day to day business activity. As a result of this growth the need for upgrades to the transportation system have become necessary. Some of the necessary upgrades are due to the need to accommodate existing traffic on existing roadways while reasonably providing the capacity needed for potential growth.

At this time the city of Nixa is working to evaluate the current transportation needs of the city while also looking forward to determine future transportation needs. As a part of this evaluation the City is interested in determining what improvements are considered the most important to its citizens as they plan for future transportation projects. Thus, a transportation survey was conducted that allowed for input from the public in the planning process. These projects were then evaluated based upon their technical merits.

The proposed roadway infrastructure improvements reviewed in this report will address existing needs and accommodate for future growth thus providing capacity for further development. The scope of these projects vary from the extension of current roads, realignment of existing roads, widening of existing roads, improvement to intersections, and other enhancements.

City Officials and the consultant team members met with the Nixa Transportation Action Team to discuss potential transportation projects and transportation needs in the community. Both roadway and pedestrian projects were reviewed. Consideration was also given to projects that were already planned, or would soon be under construction. From these discussions 70 distinct projects were proposed for presentation to the citizens of Nixa for further input. The roadway projects vary in magnitude from local and residential streets to expressways and provide a cross-section of the magnitude of the need for transportation improvements in Nixa. Approximately half of the projects would involve cooperation with other jurisdictions including Christian County, and the Missouri Department of Transportation, and most of them are eligible for Transportation Improvement Plan (TIP) funding. To determine which projects should take precedence, several technical merits were taken into consideration. These factors included congestion relief, economic competitiveness, safety, and the current condition of the road system. **Exhibits A, B, and C** show the study area.

ROADWAY NETWORK

The current roadway system consists primarily of a north/south–east/west grid network. Of the 33 existing roadways/corridors of interest, only 8 traverse all the way through or most of the way through the Nixa community. Many of the streets only extend through one quadrant of Nixa and/or come to an end when reaching a barrier such as an undeveloped tract of land, residential neighborhood, or a major street. Many of the proposed projects would provide additional connections for enhanced traffic circulation within and around the community.

The Nixa community also has few adequate connections to other communities. Primary north/south access from Springfield/Greene County through Nixa and Christian County is limited to U.S. Route 160. Primary east/west access through Nixa into other parts of Christian County and Ozark is limited to Missouri Route 14, and Route CC which comes from Ozark and terminates in the northeast part of Nixa. Several of the proposed projects would provide better connections to Springfield, Ozark, Fremont Hills, and Greene and Christian Counties whether through extensions of existing roads from other communities or capacity expansions of existing roadways.

PUBLIC INVOLVEMENT

In the initial stages of project evaluation, the City hosted a public involvement process that invited members of the Nixa community to provide input on transportation improvement projects. Input was received via an online survey that asked for various responses from the public about what projects were most important to them. The first question asked for the viewer's zip code for informational purposes. According to the survey, 95% of responses came from the Nixa area with the remaining 5% spread out among Ozark, Springfield, Clever, Highlandville, and Billings. Only a couple of response came from beyond the local area.

The second and third questions asked for input on potential roadway and sidewalk projects. The public was asked to select the top *five* roadway projects in question two (2) and the top *five* sidewalk projects in question three (3) that they thought the City of Nixa should further pursue. Two project maps were provided in addition to a list of 42 roadway projects and 44 sidewalk projects designated by different alphabetic labels.

The survey responses collected were summarized into a list so that the top fifteen (15) projects from both questions could be identified. The City decided to analyze these two sets of projects to further prioritize them. The findings of the survey priority results for the roadway and sidewalk projects are shown in **Table 1 & Table 2**, respectively.

Table 1: Top Roadway Project Selections

Rank	Project Description	Response Percent	Response Count
1	M) Focus more effort on an addition of an alternative roadway to Springfield	39.7%	323
2	B) North Main Street to State Hwy CC (intersection improvements with added turn lanes).	39.4%	320
3	D) Nicholas Road & State Hwy 14 (intersection improvements -- add turn lanes).	32.3%	263
4	G) US Hwy 160 through town (add permissive left turn flashers, aka, yielding left-hand turns).	29.4%	239
5	A) North Main Street & Aldersgate Drive (intersection improvements) and Aldersgate south to Scott Wayne (lengthening the northbound left-hand turn lanes).	28.7%	233
6	P) Extend State Hwy CC to US US 160	25.3%	206
7	C) North Main Street & North Street (intersection improvements -- add turn lanes and possible roundabout installation).	20.9%	170
8	H) US Hwy 160 & Tracker (add protected {arrow only} left turns all directions).	19.2%	156
9	AA) Main Street (add capacity by widening the roadway)	18.5%	150
10	HH) State Hwy 14 from US Hwy 160 to Cheyenne (proposed improvements)	16.5%	134
11	F) US Hwy 160 & Rosedale Road (intersection improvements -- add turn lanes and signal).	15.6%	127
12	Z) Tracker Road (add capacity by widening the roadway)	15.5%	126
13	E) US Hwy 160 & South Street (intersection improvements -- add lanes).	14.4%	117
14	GG) State Hwy 14 from US Hwy 160 to State Hwy M (proposed improvements)	12.9%	105
15	T) Nicolas Road from State Hwy 14 to Tracker (proposed improvements)	11.4%	93

Source: 2015 City of Nixa Transportation Survey

Table 2: Top Sidewalk Project Selections

Rank	Project Description	Response Percent	Response Count
1	a) Improve pedestrian & bicycle crossings of US Hwy 160	53.8%	416
2	rr) Replace grass-lined ditches with curb & gutter and underground storm water collection	32.9%	254
3	o) New sidewalk on North Main Street from State Hwy 14 to North Road	29.6%	229
4	g) New sidewalk on Cheyenne from the elementary school to McCauley Farm Road/North Street	27.0%	209
5	qq) New sidewalk at Nixa High School from the north parking lot to the track/football field	22.4%	173
6	r) New sidewalk on Northview from Gregg Road to Main Street	21.9%	169
7	l) New sidewalk on Gregg Road from State Hwy 14 to Crane Drive	19.1%	148
8	y) New sidewalk on South Nicholas Road from State Hwy 14 to West Tori Drive	13.7%	106
9	i) New sidewalk on East McCauley Farm Road/North Street from Waterford to Jericho Street	12.8%	99
10	d) New sidewalk on Butterfield Drive from State Hwy M to South Norton Road	12.2%	94
11	p) New sidewalk on McCauley Farm Road/North Street from North Old Castle Road to Cheyenne	11.6%	90
12	ff) New sidewalk on State Hwy M from State Hwy 14 to West Verna Lane	10.7%	83
13	ee) New sidewalk on State Hwy 14 from Eastwood Drive to North Main Street	9.6%	74
14	ii) New sidewalk on Tracker from North Main Street to Rockingham Avenue	8.3%	64
15	pp) New sidewalk trail from the Forest South Subdivision to Gregg Road	8.3%	64

Source: 2015 City of Nixa Transportation Survey

In question (4), the City of Nixa asked the public to rank several transportation related categories based on which ones they felt were more important. The categories to select from included the following:

- Maintain Existing Street & Infrastructure
Repair and improve local streets for a smoother ride and increased service life. Repair and upgrade the residential sidewalks and ADA ramps. Replace or repair bridges if needed at various locations in the City.
- Improve Traffic Flow
Add or improve turn lanes at various City intersections. Upgrade, replace or add traffic signals as necessary. Improve signal timing and synchronization. Provide more roadway connections within the transportation network to improve traffic flow. Expand roadways as needed to improve traffic flow. Provide a safe, walkable community by construction of new sidewalks and ADA ramps as necessary.
- Safety Enhancements
Improve safety within the transportation network, by improving sight distance, identifying problematic accident locations and investing in remediation measures.
- Alternative Transportation
Improve and promote interconnectivity of bicycle routes, sidewalks, and trails.

- Neighborhoods
Provide neighborhood improvements such as street paving, new sidewalks, increased stormwater control and better speed control.
- School Sidewalks
Add sidewalks with ADA ramps as necessary to provide safer and more walkable routes to schools.
- Economic Development
Provide funding for the City to partner with MoDOT, Christian County and other groups to enhance opportunities for economic development. Projects may consider using federal funding, public/public, or public/private cost-sharing strategies that promote economic development opportunities.

Since the question allowed for each category to be ranked with a number (1 being most important, 7 being least important), the responses were added together for each category and then divided by the total number of responses to that category. The categories were then ranked based on their average rating. The survey results for question four (4) are summarized below in **Table 3**.

Table 3: Prioritization of Transportation Categories

Rank	Project Description	Rating Average
1	Improve Traffic Flow	2.59
2	Maintain Existing Streets & Infrastructure	3.34
3	Safety Enhancements	3.75
4	School Sidewalks	4.00
5	Neighborhoods	4.43
6	Economic Development	4.91
7	Alternative Transportation	4.98

Source: 2015 City of Nixa Transportation Survey

The fifth and final question provided space for additional comments, suggested projects, etc.

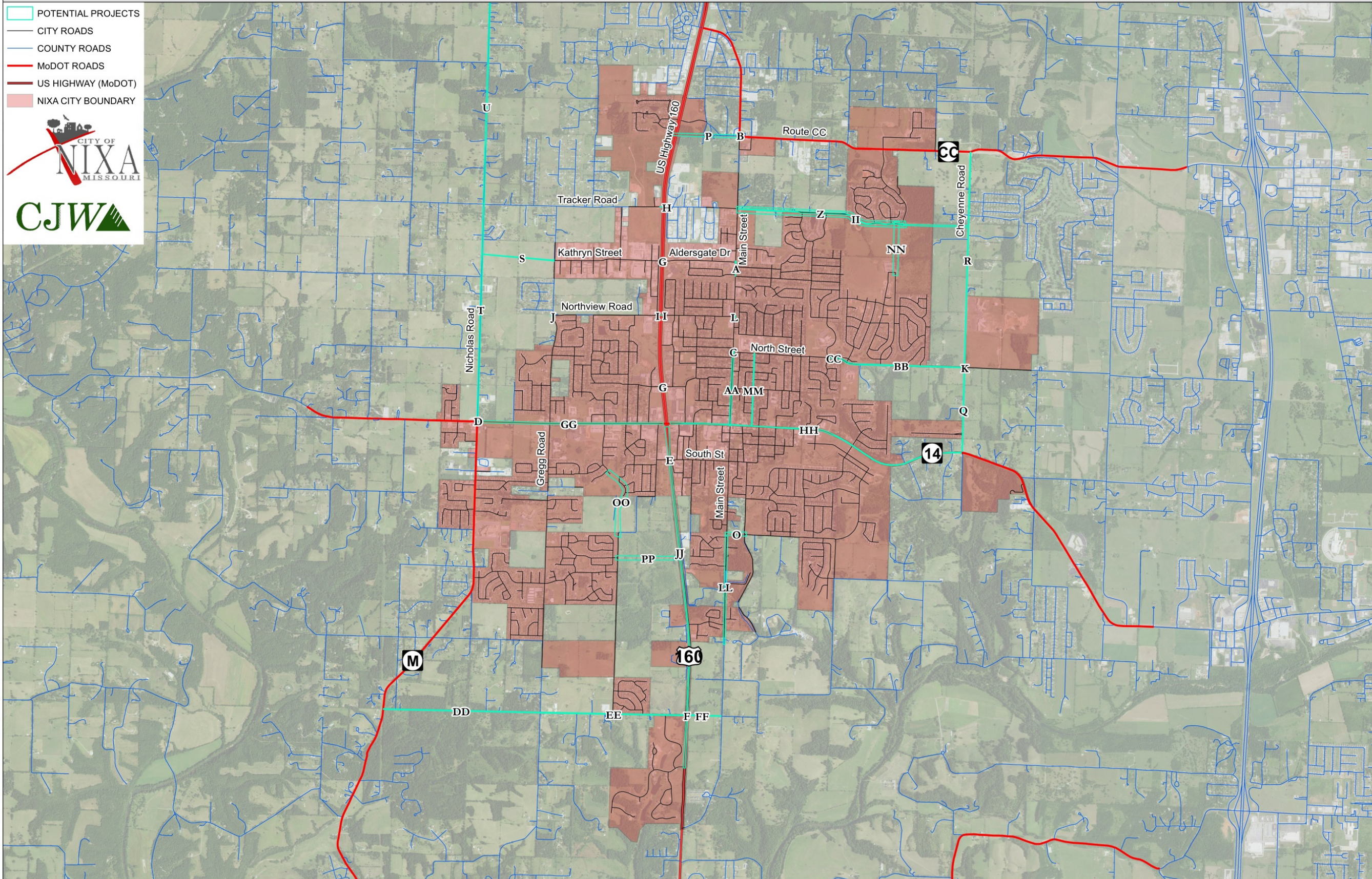
Figure 1 illustrates the proposed roadway projects that were included in the public survey. Figure 2 illustrates the proposed pedestrian projects that were included in the survey.

TRANSPORTATION MASTER PLAN

CITY OF NIXA



- POTENTIAL PROJECTS
- CITY ROADS
- COUNTY ROADS
- MoDOT ROADS
- US HIGHWAY (MoDOT)
- NIXA CITY BOUNDARY



- A. N. Main St & Aldersgate Dr. Intersection Improvements, Aldersgate to Scott Wayne - Lengthen the Left Turn Lanes
- B. N. Main St. & State HWY CC Intersection Improvements - Add Turn Lanes
- C. N. Main St. & North St. Intersection Improvements Add Turn Lanes, Roundabout
- D. Nicholas Rd & State HWY 14 Intersection Improvements - Add Turn Lanes
- E. US HWY 160 & South St. Intersection Improvements - Add Lanes
- F. US HWY 160 & Rosedale Rd Intersection Improvements - Add Turn Lanes, Signal
- G. US HWY 160 through town Add Permissive Left Turn Flashers
- H. US HWY 160 & Tracker Intersection Improvements - Add Protected Left Turns All Directions
- I. US HWY 160 & Northview Rd. Add Protected Left Turns All Directions
- J. N. Gregg Rd & Northview Rd - Add Roundabout
- K. N. Cheyenne Rd & E. McCauley Farm Rd/North St Add Roundabout
- L. N. Main St. & Northview Rd - Roundabout or Signal
- M. Addition of an Alternative roadway to Springfield
- N. Additional North / South Arterial between Main St. and Cheyenne
- O. Extend Old Bittersweet - Main Street to Ozark Street
- P. Extend State HWY CC to US HWY 160
- Q. Cheyenne from North St. to State HWY 14 Proposed Improvements
- R. Cheyenne from North St. to State HWY CC Proposed Improvements
- S. Kathryn from Gregg Rd to Nicholas Rd. Proposed Improvements
- T. Nicholas Rd from State HWY 14 to Tracker Proposed Improvements
- U. Nicholas Rd. from Tracker Rd. to State HWY AA Proposed Improvements
- V. Nicholas / Cox Rd. from State HWY AA to Republic Rd. - Proposed Improvements
- W. Norton St. - Add capacity by widening the roadway
- X. South St. - Add capacity by widening the roadway
- Y. West St - Add capacity by widening the roadway
- Z. Tracker Rd. - Add capacity by widening the road
- AA. Main St. - Add capacity by widening the road
- BB. North St. from Maplewood Hills to Cheyenne Proposed Improvements
- CC. North St. from N. Taylor Way to Cheyenne Rd Proposed Improvements
- DD. Rosedale Rd. from Gregg Rd to State HWY M Proposed Improvements
- EE. Rosedale Rd. from US HWY 160 to Gregg Rd. Proposed Improvements
- FF. Rosedale Rd. from US HWY 160 to N. Main St. Proposed Improvements
- GG. State HWY 14 from US HWY 160 to State HWY M - Proposed Improvements
- HH. State HWY 14 from US HWY 160 to Cheyenne Rd. - Proposed Improvements
- II. Tracker Rd. from N. Main St to Cheyenne Rd. Proposed Improvements
- JJ. US HWY 160 from South St. to Kelby Parkway Proposed Improvements
- KK. US HWY 160 from State HWY 14 south out of town - Proposed Improvements
- LL. MAIN ST. from TWIN OAKS DR. to SUNRISE DR Proposed Intersection Improvements
- MM. MISSOURI AVE. from NORTH ST. to MT. VERNON ST. - Existing Project
- NN. OLD CASTLE RD. from TRACKER RD. to GALLELO DR. - Existing Project
- OO. TRUMAN BLVD. from HEATHER GLENN to BUTTERFIELD DR. - Existing Project
- PP. PEMBROOK from NORTON RD. to US HWY 160 PROPOSED IMPROVEMENTS



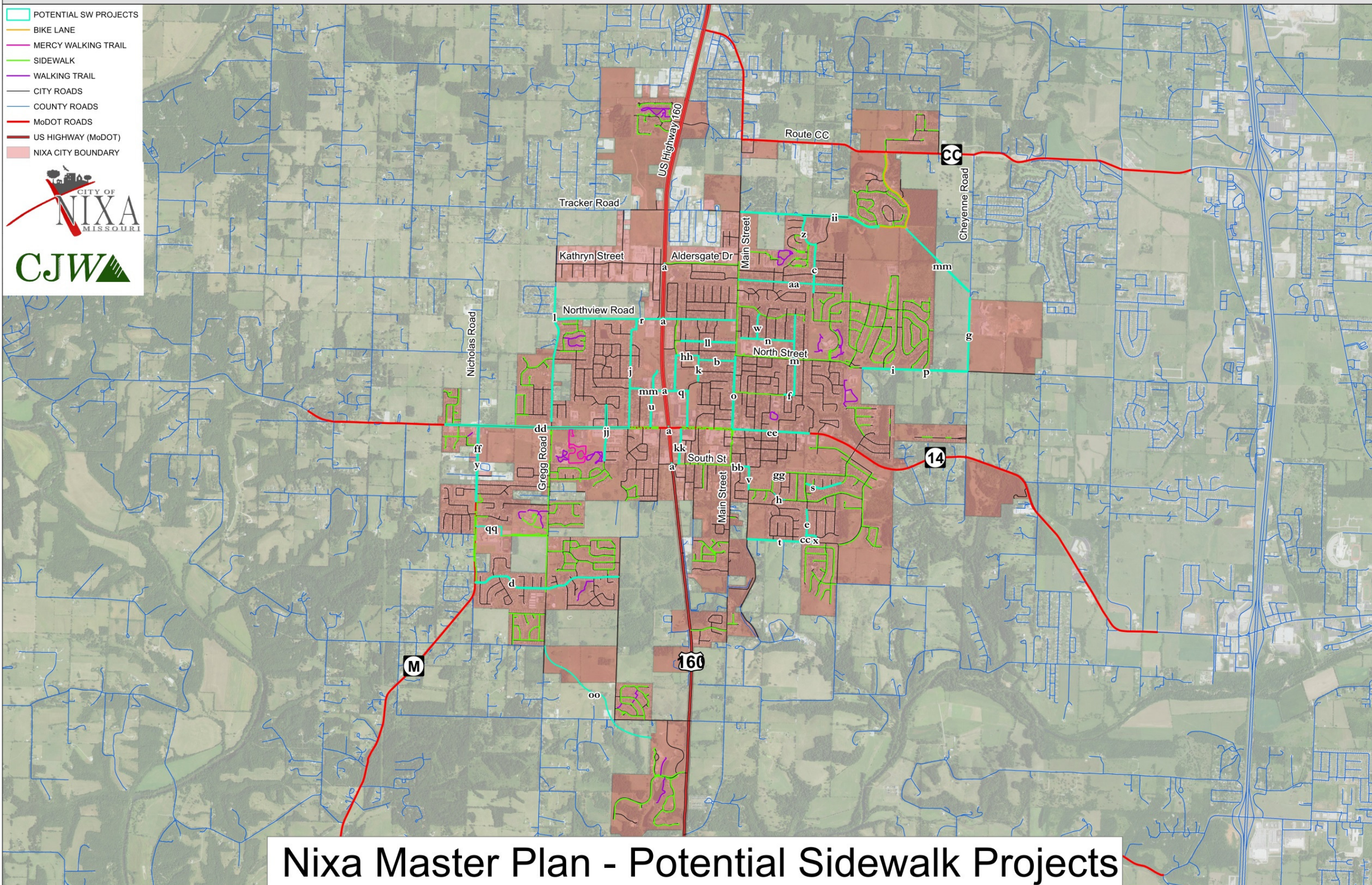
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TRANSPORTATION MASTER PLAN

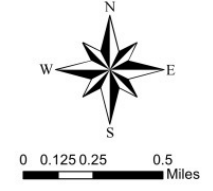
CITY OF NIXA



-  POTENTIAL SW PROJECTS
-  BIKE LANE
-  MERCY WALKING TRAIL
-  SIDEWALK
-  WALKING TRAIL
-  CITY ROADS
-  COUNTY ROADS
-  MoDOT ROADS
-  US HIGHWAY (MoDOT)
-  NIXA CITY BOUNDARY



- a. Improve Pedestrian & Bicycle crossing of US HWY 160
- b. New Sidewalk on W. Bennet St. from Fort Ave to N. Main St.
- c. New Sidewalk on Bluegill St. from Sandy Creek to Ozark Jubilee
- d. New Sidewalk on Butterfield Dr. from State HWY M to S. Norton Rd.
- e. New Sidewalk on Carriage Crossing from Apple Ridge to Southridge St.
- f. New Sidewalk on Cherry St. from Hillcrest Ave. to Knight St.
- g. New Sidewalk on Cheyenne Rd. from the Elementary School to McCauley Farm Rd. / North Street
- h. New Sidewalk on E. Galluphill Rd. to fill in the gaps in existing sidewalk
- i. New Sidewalk on E. McCauley Farm Rd. / North Street from Waterford to Jericho St.
- j. New Sidewalk on Ellen St. from State HWY 14 to Northview Rd.
- k. New Sidewalk on Fort Ave from Tower St to McConnel St.
- l. New Sidewalk on Gregg Rd from State HWY 14 to Crane Dr.
- m. New Sidewalk on Hillcrest Ave from Cherry St. to Aspen Dr.
- n. New Sidewalk on Kyle St. from Hillcrest Ave to Frank St.
- o. New Sidewalk on N. Main St. from State HWY 14 to North Rd.
- p. New Sidewalk on McCauley Farm Rd / North Street from N. Old Castle Rd. to Cheyenne Rd.
- q. New Sidewalk on McCroskey St from State HWY 14 to Tower St.
- r. New Sidewalk on Northview from Gregg Rd. to Main St.
- s. New Sidewalk on Nottingham Gate to fill in the gaps in existing sidewalk.
- t. New Sidewalk on Old Bittersweet from Ridgecrest Ave. to Ozark Rd.
- u. New Sidewalk on Old Wilderness from State HWY 14 to North St.
- v. New Sidewalk on Ozark St. from South St. to Gallup Hill
- w. New Sidewalk on Prospect Ave from Kyle St. to Aspen Dr.
- x. New Sidewalk on Ridgecrest Ave from Southridge to Elegant Dr.
- y. New Sidewalk on S. Nicholas Rd. from State HWY 14 to W. Tori Dr.
- z. New Sidewalk on Sandy Creek from Tracker to Bluegill St.
- aa. New Sidewalk on Scott Wayne Dr from N. Main St. to Walleye St.
- bb. New Sidewalk on South St. from N. Main St. to Ozark St.
- cc. New Sidewalk on Southridge from Carriage Crossing to Ridgecrest Ave.
- dd. New Sidewalk on State HWY 14 from Carlisle Dr. to Ellen St.
- ee. New Sidewalk on State HWY 14 from Eastwood Dr. to N. Main St.
- ff. New Sidewalk on State HWY M from State HWY 14 to W. Verna Ln.
- gg. New Sidewalk on Stoney Path to fill in the gaps in the existing sidewalk
- hh. New Sidewalk on Tower from McCroskey St to Fort Ave.
- ii. New Sidewalk on Tracker from N. Main St. to Rockingham Ave.
- jj. New Sidewalk on Truman Blvd. from Blue Bird Ln to Mclean Ct.
- kk. New Sidewalk on Village Center from State HWY 14 to South St.
- ll. New Sidewalk on W. Lorene St from N. Main St. to McCroskey St.
- mm. New Sidewalk on Wasson Dr from Ellen St to McCroskey St.
- nn. New Sidewalk trail from the Wicklow Subdivision to Cheyenne Rd.
- oo. New Sidewalk trail from the Kelby Creek Subdivision to Gregg Rd.
- pp. New Sidewalk trail from the Forest South Subdivision to Gregg Rd.
- qq. New Sidewalk at the High School from the North Parking lot to the Track/Football Field
- rr. Replace grass lined ditches with Curb & Gutter and Underground Storm Water Collection.



Nixa Master Plan - Potential Sidewalk Projects

TECHNICAL EVALUATION

The project prioritization process is primarily based on data and serves as a road map for determining the best candidates for further action. Project prioritization is a tool that shows decision-makers how projects eligible for funding compare to one another. The project prioritization process chosen for this study is a point system that assigns a weighted value to each factor that is used. This point system is an adaptation of the Missouri Department of Transportation's design process for prioritization of improvements, *Missouri's Framework for Transportation Planning and Decision-Making*. A point system was adapted for both roadway and sidewalk projects for prioritization purposes. The following factors were analyzed as a basis for the aforementioned point system.

Roadway Key Factors

	Total Point Value
Roadway Congestion	
Level of Service	30
Daily Usage	30
Functional Classification	25
Economic Competitiveness	
Connectivity	30
Promotes Economic Development	20
Supports Land Use & Strategic Economic Corridors	20
Safety	
Accident Rate	40
Safety Enhancements	30
Roadway Condition	
Pavement Smoothness	30
Pavement Condition	30
Substandard Roadway Features	20
TOTAL	305

Sidewalk Key Factors

	Total Point Value
Sidewalk Connectivity	
Access to Schools	25
Access to Neighborhoods	20
Access to Commercial Developments	15
Increases Public Mobility	15
Pedestrian Safety	
Pedestrian Accident Rate	35
Safety Enhancements	30
TOTAL	140

The values in the Total Point Value column are the maximum amount for each factor. After completion of the analysis, a summation was made of the points assigned to each project. A list was then compiled with the highest value on the list being the most significant project for improvement.

ROADWAY CONGESTION

Traffic congestion can have many negative effects on a community. By delaying drivers and forcing some to seek alternate routes, traffic congestion increases cost to drivers in both time and resources. This inhibits growth and has the potential to adversely affect existing business and community members. Additionally, traffic congestion unnecessarily increases vehicle emissions. By relieving traffic congestion, a better quality of life can be obtained. In order to prioritize congestion relief, three factors were taken into consideration. These factors were evaluated by CJW Transportation Consultants.

LEVEL OF SERVICE

Level of service (LOS) is a quantifiable measure of effectiveness used to describe the quality of traffic flow along a segment of roadway or through an intersection. Levels of traffic service are an overall representation of such factors as speed and delay time, traffic interruptions, safety, driving comfort, and driving convenience. The *HIGHWAY CAPACITY MANUAL*, most recently updated in 2010 and published by the Transportation Research Board, outlines the procedures and techniques to properly obtain a LOS rating for any given roadway. The more capacity a roadway has, the less traffic delay will be experienced dependent on the number of vehicles. LOS A is granted for free-flowing conditions. LOS F is given for situations in which extreme congestion and excessive delay is experienced. The LOS scale was equated to a point value utilized in this report as follows:

Level of Service	Rating	Total Point Value
A	Exceptional	0
B	Very Good	5
C	Good	10
D	Fair	15
E	Poor	20
F	Very Poor	25

The thresholds that define LOS are based on the type of traffic control used at an intersection or the type of roadway; i.e., whether it is signalized or unsignalized, arterial or freeway. For signalized intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, the delay for each minor movement and approach is determined with no report for the intersection as a whole (since motorists on the main road are not required to stop and are assumed to operate under free-flow conditions). LOS is directly related to control delay. Highway designers strive for a minimum LOS of "C" as design criteria for operations during peak hour conditions, but a Level of Service E is acceptable during the peak hour.

DAILY USAGE

Daily usage is the total volume of traffic passing a point or segment of a roadway for one year divided by the number of days in the year and number of through lanes. For this study, the daily usage for each roadway or intersection was determined by starting with the Annual Average Daily Traffic (AADT), then normalizing it by applying a rate to each project based on how long it would take for the AADT to reach one (1) million. In this way, roadway segments and intersections could both be compared by looking at segment

volumes along roadways and entering volumes at intersections when normalizing the data. A point value for daily usage was assigned for each segment and intersection.

FUNCTIONAL CLASSIFICATION

Functional classification systems group streets and highways according to the character of service they are intended to provide. Functional classification for each project was obtained from the Ozarks Transportation Organization’s *Major Thoroughfare Plan*, last updated in February 2015. The corresponding point system is as follows:

Functional Class	TPV
Expressway/Primary Arterial	25
Secondary Arterial	20
Collector	15
Local	10
Other	5

ECONOMIC COMPETITIVENESS

In any economic climate, economic competitiveness is an important issue when planning the future for a thriving community such as Nixa. Each project was evaluated based upon its potential to help drive economic activity.

CONNECTIVITY

Connectivity between activity centers is important on the local scale and regional scale. Activity centers are sub-community districts that generate a concentration of trips such as schools, shopping centers, government complexes, apartment complexes, and medical facilities. The scale of activity centers is dependent on the size of the community. Since connectivity varies from community to community it is important to have someone with intimate knowledge of the Nixa community determine the connectivity values assigned to each project.

ECONOMIC DEVELOPMENT

Economic development in a community can be facilitated with road additions and improvements. This is why development plans were seen as an important factor in determining the priority of each project. Since development plans and land use are guided by the City’s comprehensive plan, CJW reviewed the City of Nixa’s future land use plan to determine how each project would improve the economic climate in Nixa. Point values were assigned to each project with higher point values being assigned to projects with more influence on economic development.

LAND USE & STRATEGIC ECONOMIC CORRIDORS

When considering the inclusion of new transportation improvements, land use and economy are both impacted and related. Adding additional lanes to an existing roadway that is heavily travelled can, produce tax revenues by providing additional routes for freight movement can be considered an investment for a strategic economic corridor. It is important that cities plan for future roadways, while also continuing to develop primary thoroughfares and vital roadways. Planning for new construction of a roadway that is expected to function as a primary arterial through the area is also part of strategic corridor planning.

In addition, when a new road is built, it can positively impact the future land use plans for the region. Projects that add additional lanes, sidewalk or other transportation features can build upon the existing network in a way that lays the groundwork for future land use changes; priority should be given to those projects that accomplish this better than others.

SAFETY

Traffic safety is important in any city and is a good measure of the effectiveness of a roadway in properly facilitating the moving of people and goods. Traffic accidents not only affect the vehicles involved, but they also affect everyone that works, lives, and drives along a roadway. Traffic safety problems can be manifested in many ways. In an effort to properly account for the multi-faceted aspect of safety, CJW Transportation Consultants evaluated safety from different perspectives.

ACCIDENT RATE

The number of accidents on a roadway or at an intersection is a reasonable measure of safety; therefore, CJW Transportation Consultants accessed 3-year accident reports to determine which intersections and road segments were more dangerous. The accident numbers were normalized by factoring in roadway length and average annual daily traffic volumes. The location with the highest rate received the most points. All of the other locations were broken down into percentages based on the highest accident rate and then assigned a proportioned point value.

SAFETY ENHANCEMENTS

Safety enhancements are physical upgrades that can be made to improve the safety of a roadway. These upgrades were assessed by CJW Transportation Consultants from a transportation engineering perspective. If projects could benefit from improvements such as wider shoulders and clear zones, guardrail, guard-cable, pedestrian refuges, etc., then a higher point value was assigned when compared to projects that already have adequate safety features.

ROADWAY CONDITION

Taking care of the existing system is an often overlooked, but vital, part of infrastructure management. Deterioration of a roadway could lead to unsafe conditions and additional expense, therefore roadway maintenance and upkeep is very important. In addition to expensive rehabilitation projects in the future, motorists often incur expenses due to poor roadway conditions. Potholes, ruts, and other pavement problems can cause undue wear and tear on vehicles thereby adding more expense to vehicle maintenance. Key personnel who oversee the maintenance efforts of the public streets have the intimate knowledge necessary to assess the roadway conditions in the City.

PAVEMENT SMOOTHNESS

Pavement smoothness refers to the variation in the coarseness on the roadway surface. Every road needs a desirable amount of friction between tires and the wearing surface, but the pavement can become too smooth or too rough. Too little friction can increase

accidents during inclement weather. Roads that are too rough can have an undesirable bumpy feel to drivers and can create more maintenance for motorists. In order to determine the proper point values for pavement smoothness, key City of Nixa personnel were asked for their input. They assigned point values to each road based on its current condition with higher point values being assigned to projects that need improvement in smoothness.

PAVEMENT CONDITION

Pavement condition involves more than just the surface of a pavement. An appropriately smooth pavement can have extensive cracking that can lead to other structural deficiencies in the pavement, base, and sub-base. Additionally, smaller problems like cracking can turn into larger problems as the pavement condition worsens due to exposure to the elements. In order to determine the proper point values for pavement conditions, key City of Nixa personnel were asked for their input. They assigned point values to each road based on its current condition with higher point values being assigned to projects that need improvement in the pavement structure more than others.

SUBSTANDARD ROADWAY FEATURES

Substandard roadway features is a way to determine if the roadway is meeting the needs of its users and if the roadway meets all current design criteria. A roadway might be better equipped to handle users if it had a left turn lane or if an existing right turn lane was the proper width for the functional class of the roadway. In order to determine the proper point values for substandard roadway features, key City of Nixa personnel were asked for their input. They assigned point values to each road based on its current roadway feature conditions with higher point values being assigned to projects that have more substandard roadway features.

The following categorical project evaluation criteria were utilized in the prioritization of all fifteen (15) sidewalk projects.

SIDEWALK CONNECTIVITY

A common theme when evaluating the benefits of improving sidewalks often centers on how the new sidewalk will improve the connectivity in the area. The question then becomes to what degree it will improve connectivity. Often it is important to differentiate between different types of connectivity, especially when reviewing sidewalk projects. The following categories are all types of connectivity that affect a city in different ways. These categories were selected based on input from the public acquired through the online survey.

ACCESS TO SCHOOLS

In addressing the public's response to the Nixa transportation survey, each project was evaluated based on its distance to a school. This is not always the deciding factor when designing sidewalk projects, but has been incorporated to adequately reflect the public's input regarding school access by way of sidewalks. Projects were evaluated based on their distance from and access to school facilities.

ACCESS TO NEIGHBORHOODS

Public survey choices also reflected the desire to include sidewalk projects that specifically improve access to neighborhoods. This is a common response from the

public in many different cities. Providing walkable sidewalk access to neighborhoods from commercial districts, recreational facilities, religious establishments and other key destinations allow members of the community to choose alternatives to vehicular travel. These enhancements also help to promote community health and happiness through greater multi-modal opportunities. Projects were ranked according to their ability to provide such access to the neighborhoods throughout Nixa and the surrounding area.

ACCESS TO COMMERCIALS DEVELOPMENTS

The economic prosperity of a region can be greatly impacted by the sidewalk accommodations provided along strategic roadways and pathways. Creating convenient pedestrian foot paths can promulgate advances in commercial expansion and vitality. Economic development was indicated as a category of importance based on Nixa's survey results. Thus, each sidewalk project was evaluated based on its potential impact to the economic growth of Nixa.

INCREASES PUBLIC MOBILITY

In a more general sense, providing specific walkways and trails for the public to access is an important part of connectivity. The effect of constructing planned connections not only connects one part of a city to another, but can also simultaneously boost multi-modal travel. Projects that enhance mobility and connectivity are important for creating communities that are focused on the pedestrian and bicycle aspects of their citizens in addition to providing adequate roadway capacity.

PEDESTRIAN SAFETY

Like roadway safety, pedestrian safety is a vital component to determining a project's overall benefit to a community. Pedestrian safety can sometimes be more difficult to quantify, especially if there have been little or no accidents that involved pedestrian traffic in recent years.

Understanding the safety element of each project is a good way to determine the effectiveness of a sidewalk, pedestrian crossing or trail in keeping with current safety conventions. Traffic safety problems can be manifested in many ways. In an effort to properly account for the multi-faceted aspect of safety, CJW Transportation Consultants evaluated safety from different perspectives.

PEDESTRIAN ACCIDENT RATE

A 3-year review of traffic crashes was completed to determine if there had been any pedestrian or bicycle accidents at the locations of interest for each project. The number of pedestrian and bicycle accidents in Nixa is very low, but some projects did impact areas where pedestrian and/or bicycle incidents had been recorded. Adding a point value to these projects based on crash data can help segregate projects with little safety concerns from projects with some history of accidents.

SAFETY ENHANCEMENTS

The safety enhancements discussed in the roadway safety section above describe the physical upgrades to a roadway or intersection. Similarly, safety enhancements that physically improve pedestrian (or roadway) safety through a sidewalk project should be evaluated to help prioritize. If such improvements could be accomplished by a given project, it received a higher point value compared to a project that had existing safety features or could not address safety in the same ways.

FINDINGS

ROADWAY IMPROVEMENTS

Table 4 contains the prioritization lists for Improvements to Existing Roadways Overall results. By separating existing road projects from road projects with a significant extension portion and totally new construction projects, the projects can be compared in a more complete manner. New roads do not have existing pavement for evaluation, traffic data or traffic accident data, so they must be viewed in a separate list. If only one overall list is evaluated, then those projects appear to be less significant in those categories.

Table 4: Existing Roadway Improvement Results

Street	Description	Prioritization
State Highway 14	US Highway 160 to State Highway M	196.1
US Highway 160	Intersection with Rosedale Road	176.4
State Highway 14	US Highway 160 to Cheyenne Road	175.1
State Highway 14	Intersection with Nicholas Road	161.6
US Highway 160	Intersection with South Street	149.0
Main Street	Intersection with State Highway CC	137.7
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	136.0
Nicholas Road	State Highway 14 to Tracker Road	135.8
US Highway 160	Intersection with Tracker	135.7
Main Street	Intersection with North Street	134.3
Main Street	Aldersgate Drive to Scott Wayne	126.9
Main Street	Widening (North Street to Highway 14)	126.7
Tracker Road	Widening (US Highway 160 to Old Castle Road)	122.7

Based upon the technical review of the existing roadway projects, it was found that State Highway 14 occupied 4 of the top 5 spots. As one might expect, State Highway 14 sees heavy traffic throughout the day, with traffic backups happening regularly during the AM and PM peak hours, and during school arrival and dismissal times. The second project listed based upon the technical review was Rosedale Road and US highway 160. This intersection received several written responses in the online survey from the public; Most to those responses noted the safety concern at the intersection.

Only two roadway projects were evaluated in the new roadway category. Those two projects are an alternate route to Springfield, and State Highway CC from Main Street to US Highway 160. Forty percent (40%) of respondents to the online survey indicated that an alternate route to Springfield would be in their top 5 list of transportation projects. This roadway project received the most votes from citizens.

PEDESTRIAN IMPROVEMENTS

Table 5 contains the prioritization lists for Improvements to the pedestrian transportation network. Each project was evaluated based upon the previously noted categories.

Table 5: Pedestrian Enhancement Results

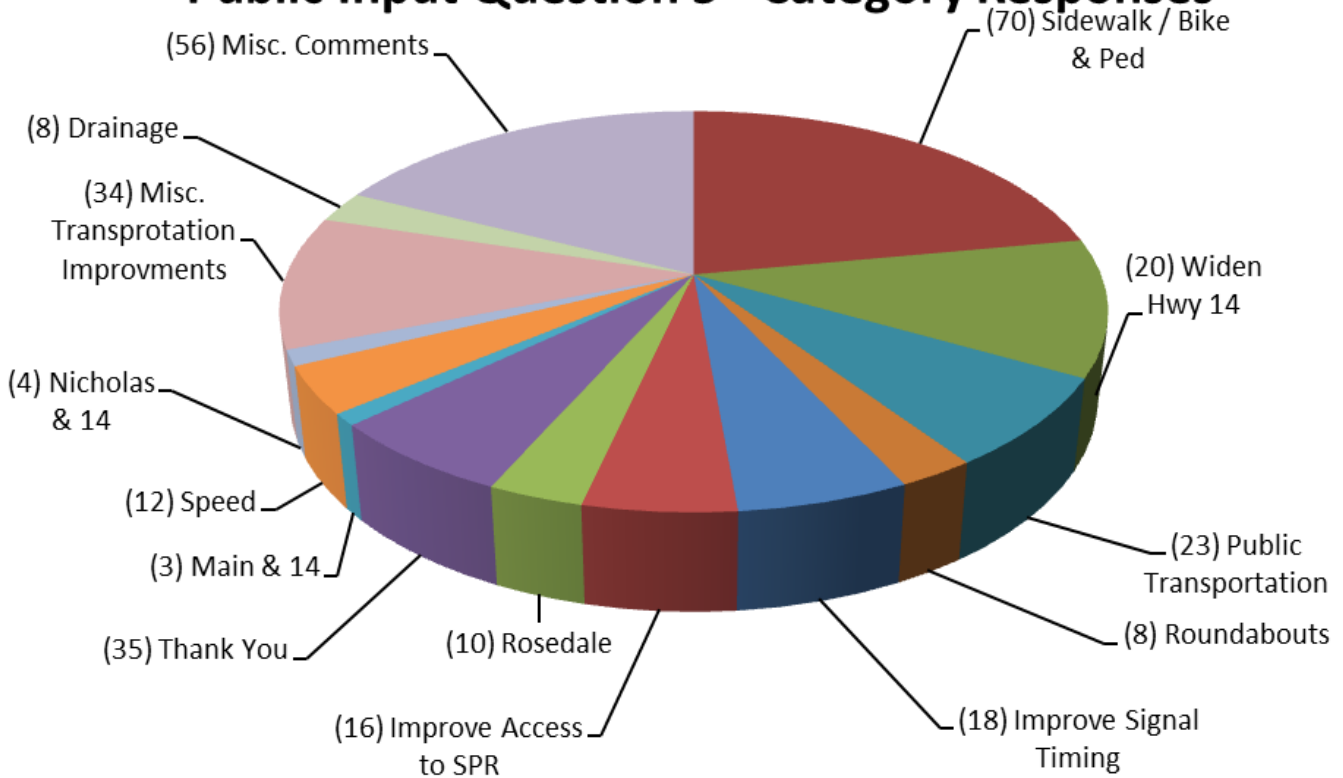
Street	Description	Prioritization
US Highway 160	Improved Crosswalks Across US 160	80
Main Street	New sidewalk from State Hwy 14 to North Road	70
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	60
Cheyenne Road	New sidewalk from the elementary school to McCauley Farm Road/North St	50
Northview Road	New sidewalk from Gregg Road to Main Street	50
McCauley Farm Rd/North St	New sidewalk from Waterford to Jericho Street	45
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	40
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	40
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	35
Tracker Road	New sidewalk from North Main Street to Rockingham Ave.	35
McCauley Farm Rd/North St	New sidewalk from North Old Castle Road to Cheyenne	30
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	25
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Rd	20
Nixa High School	New sidewalk from the north parking lot to the track/football field	15

Improved Crosswalks across US 160 scored high in the connectivity and safety category, resulting in it holding the top spot. It should be noted that this project also held the number 1 spot from the input received from citizens in the pedestrian category. Another project that received high responses from the public was the replacement of grass lined ditches with curb & gutter, thus providing the opportunity for sidewalk improvements.

CITIZEN INPUT

As a part of the online input received from citizens, question 5 was open ended, leaving a place for citizens to voice any additional concerns or comments they wished to add. Out of the 974 responses to the survey, 304 citizens chose to provide additional information and comments. These additional comments were categorized to provide a brief overview of what type of response were received. The comments can be viewed in their entirety in the survey appendix.

Public Input Question 5 - Category Responses



As one will note from the above chart, a multitude of responses (almost 1 in 4) were about sidewalks, bicyclist and pedestrians needs. In addition, there was a heavy response on the public transit side as well.

APPENDIX

ROADWAY TECHNICAL INFORMATION

NIXA PROJECT PRIORITIZATION

December 18, 2015

PREPARED BY:

CJW 

OVERALL - SCORE

Street	Description	Project Type	Traffic Counts**	Linear Footage	Prioritization
Main Street	Aldersgate Drive to Scott Wayne	R+	10,660	540	126.9
Main Street	Widening (North Street to Highway 14)	R+	10,660	4000	126.7
Main Street	Intersection with State Highway CC	R+	9098	-	137.7
Main Street	Intersection with North Street	R+	10660	-	134.3
State Highway 14	Intersection with Nicholas Road	R+	14932	-	161.6
US Highway 160	Intersection with South Street	R+	15100	-	149.0
US Highway 160	Intersection with Rosedale Road	R+ / N+	15100	-	176.4
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	R+	20,967	25000	136.0
US Highway 160	Intersection with Tracker	R+	20,967	-	135.7
Alternate Route	Alternative roadway to Springfield	N	-	-	100.0
State Highway CC	Main Street to US Highway 160	N	-	2,345	85.0
Nicholas Road	State Highway 14 to Tracker Road	R+	6,500	8,025	135.8
Tracker Road	Widening (US Highway 160 to Old Castle Road)	R+	5000	9,000	122.7
State Highway 14	US Highway 160 to State Highway M	R+ ?	14,932	7,000	196.1
State Highway 14	US Highway 160 to Cheyenne Road	R+ ?	12,976	11,320	175.1

Project Type:

N = New road extension.

R+ = Reconstruction, widening, C&G, storm drainage.

R- = Reconstruction, widening and ditch reconstruction.

N+ = Same as 2 plus traffic signalization.



OVERALL - RANK

Street	Description	Project Type	Traffic Counts**	Linear Footage	Prioritization
State Highway 14	US Highway 160 to State Highway M	R+ ?	14,932	7,000	196.1
US Highway 160	Intersection with Rosedale Road	R+ / N+	15100	-	176.4
State Highway 14	US Highway 160 to Cheyenne Road	R+ ?	12,976	11,320	175.1
State Highway 14	Intersection with Nicholas Road	R+	14932	-	161.6
US Highway 160	Intersection with South Street	R+	15100	-	149.0
Main Street	Intersection with State Highway CC	R+	9098	-	137.7
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	R+	20,967	25000	136.0
Nicholas Road	State Highway 14 to Tracker Road	R+	6,500	8,025	135.8
US Highway 160	Intersection with Tracker	R+	20,967	-	135.7
Main Street	Intersection with North Street	R+	10660	-	134.3
Main Street	Aldersgate Drive to Scott Wayne	R+	10,660	540	126.9
Main Street	Widening (North Street to Highway 14)	R+	10,660	4000	126.7
Tracker Road	Widening (US Highway 160 to Old Castle Road)	R+	5000	9,000	122.7
Alternate Route	Alternative roadway to Springfield	N	-	-	100.0
State Highway CC	Main Street to US Highway 160	N	-	2,345	85.0

Congestion Relief - SCORE

Level of Service	30 points
Daily Usage	30 points
Functional Classification	25 points

Street	Description	Level of Service	Daily Usage	Functional Classification	Total Points
Main Street	Aldersgate Drive to Scott Wayne	12	16	15	43.0
Main Street	Widening (North Street to Highway 14)	18	16	15	49.0
Main Street	Intersection with State Highway CC	30	14	15	59.0
Main Street	Intersection with North Street	30	16	15	61.0
State Highway 14	Intersection with Nicholas Road	24	20	25	69.0
US Highway 160	Intersection with South Street	12	20	25	57.0
US Highway 160	Intersection with Rosedale Road	12	20	25	57.0
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	12	16	25	53.0
US Highway 160	Intersection with Tracker	12	23	25	60.0
Alternate Route	Alternative roadway to Springfield	-	-	25	25.0
State Highway CC	Main Street to US Highway 160	-	-	25	25.0
Nicholas Road	State Highway 14 to Tracker Road	12	7	15	34.0
Tracker Road	Widening (US Highway 160 to Old Castle Road)	12	0	20	32.0
State Highway 14	US Highway 160 to State Highway M	18	20	25	63.0
State Highway 14	US Highway 160 to Cheyenne Road	24	18	25	67.0

Congestion Relief - RANK

Street	Description	Level of Service	Daily Usage	Functional Classification	Total Points
State Highway 14	Intersection with Nicholas Road	24	20.0	25	69.0
State Highway 14	US Highway 160 to Cheyenne Road	24	18.0	25	67.0
State Highway 14	US Highway 160 to State Highway M	18	20.0	25	63.0
Main Street	Intersection with North Street	30	16.0	15	61.0
US Highway 160	Intersection with Tracker	12	23.0	25	60.0
Main Street	Intersection with State Highway CC	30	14.0	15	59.0
US Highway 160	Intersection with South Street	12	20.0	25	57.0
US Highway 160	Intersection with Rosedale Road	12	20.0	25	57.0
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	12	16.0	25	53.0
Main Street	Widening (North Street to Highway 14)	18	16.0	15	49.0
Main Street	Aldersgate Drive to Scott Wayne	12	16.0	15	43.0
Nicholas Road	State Highway 14 to Tracker Road	12	7.0	15	34.0
Tracker Road	Widening (US Highway 160 to Old Castle Road)	12	0.0	20	32.0
Alternate Route	Alternative roadway to Springfield	-	-	25	25.0
State Highway CC	Main Street to US Highway 160	-	-	25	25.0

Economic Competitiveness - SCORE

Connectivity	30 points
Promotes City's Economic Development Plans	20 points
Supports land use & strategic economic corridors	20 points

Street	Description	Connectivity	Promotes Economic Development	Use & Sstrategic economic corridors	Total Points
Main Street	Aldersgate Drive to Scott Wayne	5	10	10	25
Main Street	Widening (North Street to Highway 14)	5	10	10	25
Main Street	Intersection with State Highway CC	5	5	10	20
Main Street	Intersection with North Street	5	5	10	20
State Highway 14	Intersection with Nicholas Road	5	5	15	25
US Highway 160	Intersection with South Street	5	5	15	25
US Highway 160	Intersection with Rosedale Road	5	5	15	25
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	0	0	5	5
US Highway 160	Intersection with Tracker	5	5	15	25
Alternate Route	Alternative roadway to Springfield	30	20	15	65
State Highway CC	Main Street to US Highway 160	20	15	10	45
Nicholas Road	State Highway 14 to Tracker Road	10	10	5	25
Tracker Road	Widening (US Highway 160 to Old Castle Road)	10	10	10	30
State Highway 14	US Highway 160 to State Highway M	15	10	15	40
State Highway 14	US Highway 160 to Cheyenne Road	15	10	15	40

Economic Competitiveness - RANK

Street	Description	Connectivity	Promotes Economic Development	Supports Land Use & Strategic economic corridors	Total Points
Alternate Route	Alternative roadway to Springfield	30	20	15	65
State Highway CC	Main Street to US Highway 160	20	15	10	45
State Highway 14	US Highway 160 to State Highway M	15	10	15	40
State Highway 14	US Highway 160 to Cheyenne Road	15	10	15	40
Tracker Road	Widening (US Highway 160 to Old Castle Road)	10	10	10	30
Main Street	Aldersgate Drive to Scott Wayne	5	10	10	25
Main Street	Widening (North Street to Highway 14)	5	10	10	25
State Highway 14	Intersection with Nicholas Road	5	5	15	25
US Highway 160	Intersection with South Street	5	5	15	25
US Highway 160	Intersection with Rosedale Road	5	5	15	25
US Highway 160	Intersection with Tracker	5	5	15	25
Nicholas Road	State Highway 14 to Tracker Road	10	10	5	25
Main Street	Intersection with State Highway CC	5	5	10	20
Main Street	Intersection with North Street	5	5	10	20
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	0	0	5	5
					0

Safety - SCORE

Accident Rate	40 points
Safety Enhancement	30 points

Street	Description	# of Accidents	# of Injuries Accidents	Safety Enhancement	Accident Rate	Total Points
Main Street	Aldersgate Drive to Scott Wayne	5	2	10	11	21
Main Street	Widening (North Street to Highway 14)	8	2	5	3	8
Main Street	Intersection with State Highway CC	3	2	10	1	11
Main Street	Intersection with North Street	1	0	10	0	10
State Highway 14	Intersection with Nicholas Road	3	1	10	1	11
US Highway 160	Intersection with South Street	6	2	10	1	11
US Highway 160	Intersection with Rosedale Road	3	4	30	0	30
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	0	0	10	0	10
US Highway 160	Intersection with Tracker	6	2	10	1	11
Alternate Route	Alternative roadway to Springfield	-	-	10	-	10
State Highway CC	Main Street to US Highway 160	-	-	15	-	15
Nicholas Road	State Highway 14 to Tracker Road	3	1	10	1	11
Tracker Road	Widening (US Highway 160 to Old Castle Road)	18	8	20	6	26
State Highway 14	US Highway 160 to State Highway M	95	21	15	13	28
State Highway 14	US Highway 160 to Cheyenne Road	82	22	15	8	23

Safety - RANK

Street	Description	# of Accidents	# of Injuries Accidents	Safety Enhancement	Accident Rate	Total Points
US Highway 160	Intersection with Rosedale Road	3	4	30	0	30
State Highway 14	US Highway 160 to State Highway M	95	21	15	13	28
Tracker Road	Widening (US Highway 160 to Old Castle Road)	18	8	20	6	26
State Highway 14	US Highway 160 to Cheyenne Road	82	22	15	8	23
Main Street	Aldersgate Drive to Scott Wayne	5	2	10	11	21
State Highway CC	Main Street to US Highway 160	-	-	15	-	15
US Highway 160	Intersection with South Street	6	2	10	1	11
Nicholas Road	State Highway 14 to Tracker Road	3	1	10	1	11
US Highway 160	Intersection with Tracker	6	2	10	1	11
Main Street	Intersection with State Highway CC	3	2	10	1	11
State Highway 14	Intersection with Nicholas Road	3	1	10	1	11
Main Street	Intersection with North Street	1	0	10	0	10
Alternate Route	Alternative roadway to Springfield	-	-	10	-	10
US Highway 160	Add permissive left turn flashers, aka, yielding left-hand turns	0	0	10	0	10
Main Street	Widening (North Street to Highway 14)	8	2	5	3	8

Taking Care of The System - SCORE

Pavement Smoothness:	30 points
Pavement Condition	30 points
Substandard Roadway	20 points

ROADWAY					
Street	Description	Pavement Smoothness	Pavement Condition	Substandard Roadway Features	Total Points
Main Street	Aldersgate Drive to Scott Wayne	15	15	8	38.0
Main Street	Widening (North Street to Highway 14)	20	20	5	45.0
Main Street	Intersection with State Highway CC	18	20	10	48.0
Main Street	Intersection with North Street	18	15	10	43.0
State Highway 14	Intersection with Nicholas Road	25	25	7	57.0
US Highway 160	Intersection with South Street	23	23	10	56.0
US Highway 160	Intersection with Rosedale Road	28	28	8	64.0
US Highway 160	Through town	25	25	18	68.0
US Highway 160	Intersection with Tracker	15	13	12	40.0
Alternate Route	Alternative roadway to Springfield	0	0	0	0.0
State Highway CC	Main Street to US Highway 160	0	0	0	0.0
Nicholas Road	State Highway 14 to Tracker Road	28	25	13	66.0
Tracker Road	Widening (US Highway 160 to Old Castle Road)	13	15	7	35.0
State Highway 14	US Highway 160 to State Highway M	25	25	15	65.0
State Highway 14	US Highway 160 to Cheyenne Road	20	20	5	45.0
					0.0

0.0

Taking Care of The System - RANK

ROADWAY					
Street	Description	Pavement Smoothness	Pavement Condition	Substandard Roadway Features	Total Points
US Highway 160	Through town	25	25	18	68.0
Nicholas Road	State Highway 14 to Tracker Road	28	25	13	66.0
State Highway 14	US Highway 160 to State Highway M	25	25	15	65.0
US Highway 160	Intersection with Rosedale Road	28	28	8	64.0
State Highway 14	Intersection with Nicholas Road	25	25	7	57.0
US Highway 160	Intersection with South Street	23	23	10	56.0
Main Street	Intersection with State Highway CC	18	20	10	48.0
Main Street	Widening (North Street to Highway 14)	20	20	5	45.0
State Highway 14	US Highway 160 to Cheyenne Road	20	20	5	45.0
Main Street	Intersection with North Street	18	15	10	43.0
US Highway 160	Intersection with Tracker	15	13	12	40.0
Main Street	Aldersgate Drive to Scott Wayne	15	15	8	38.0
Tracker Road	Widening (US Highway 160 to Old Castle Road)	13	15	7	35.0
Alternate Route	Alternative roadway to Springfield	0	0	0	0.0
State Highway CC	Main Street to US Highway 160	0	0	0	0.0
					0.0

APPENDIX

SIDEWALK TECHNICAL INFORMATION

NIXA PROJECT PRIORITIZATION

December 18, 2015

PREPARED BY:

CJW 

OVERALL - SCORE - SIDEWALK

Street	Description	Project Type	Traffic Counts**	Linear Footage	Prioritization
US Highway 160	Crossings	C	10,660	540	80.0
Main Street	New sidewalk from State Hwy 14 to North Road	SW	9098	-	70.0
Cheyenne	New sidewalk from the elementary school to McCauley Farm Road/No	SW	10660	-	50.0
Nixa High School	New sidewalk from the north parking lot to the track/football field	SW	14932	-	15.0
Northview Road	New sidewalk from Gregg Road to Main Street	SW	15100	-	50.0
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	SW	15100	-	40.0
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	SW	20,967	25000	60.0
McCauley Farm Road/North St	New sidewalk from Waterford to Jericho Street	SW	20,967	-	45.0
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	SW	-	-	25.0
McCauley Farm Road/North St	New sidewalk from North Old Castle Road to Cheyenne	SW	-	2,345	30.0
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	SW	6,500	8,025	35.0
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	SW	5000	9,000	40.0
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	SW	14,932	7,000	35.0
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	T	12,976	11,320	20.0
Scott Wayne Drive	New sidewalk from North Main Street to Walleye Street	SW			

Project Type:

SW = New Sidewalk

T = New Trail

C = Pedestrian Crossing

OVERALL - RANK SIDEWALK

Street	Description	Project Type	Traffic Counts**	Linear Footage	Prioritization
US Highway 160	Crossing	C	10660	540	80
Main Street	New sidewalk from State Hwy 14 to North Road	SW	9098	-	70
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	SW	20967	25000	60
Cheyenne	New sidewalk from the elementary school to McCauley Farm Road/No	SW	10660	-	50
Northview Road	New sidewalk from Gregg Road to Main Street	SW	15100	-	50
McCauley Farm Road/North St	New sidewalk from Waterford to Jericho Street	SW	20967	-	45
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	SW	15100	-	40
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	SW	5000	9000	40
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	SW	6500	8025	35
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	SW	14932	7000	35
McCauley Farm Road/North St	New sidewalk from North Old Castle Road to Cheyenne	SW	-	2345	30
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	SW	-	-	25
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	T	12976	11320	20
Nixa High School	New sidewalk from the north parking lot to the track/football field	SW	14932	-	15

Sidewalk Connectivity - SCORE

Access to Schools	25 points
Access to Neighborhoods	20 points
Access to Commercial Developments	15 points
Increases Public Mobility	15 points

Street	Description	Access to Schools	Access to Neighborhoods	Access to Commercial Developments	Increases Public Mobility	Total Points
US Highway 160		0	0	15	15	30
Main Street	New sidewalk from State Hwy 14 to North Road	25	20	5	10	60
Cheyenne	New sidewalk from the elem. school to McCauley Farm Rd/North St	25	0	0	5	30
Nixa High School	New sidewalk from the north parking lot to the track/football field	5	0	0	0	5
Northview Road	New sidewalk from Gregg Road to Main Street	0	20	10	5	35
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	0	20	5	5	30
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	20	15	5	5	45
McCauley Farm Road/North S	New sidewalk from Waterford to Jericho Street	15	10	0	5	30
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	0	20	0	5	25
McCauley Farm Road/North S	New sidewalk from North Old Castle Road to Cheyenne	15	10	0	5	30
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	0	10	5	5	20
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	0	15	5	5	25
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	0	15	5	5	25
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	0	10	0	5	15
Scott Wayne Drive	New sidewalk from North Main Street to Walleye Street	0	20	5	5	30

Sidewalk Connectivity - RANK

Street	Description	Access to Schools	Access to Neighborhoods	Access to Commercial Developments	Increases Public Mobility	Total Points
Main Street	New sidewalk from State Hwy 14 to North Road	25	20	5	10	60
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	20	15	5	5	45
Northview Road	New sidewalk from Gregg Road to Main Street	0	20	10	5	35
US Highway 160	Crossings	0	0	15	15	30
Cheyenne	New sidewalk from the elem. school to McCauley Farm Rd/North St	25	0	0	5	30
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	0	20	5	5	30
McCauley Farm Road/North S	New sidewalk from Waterford to Jericho Street	15	10	0	5	30
McCauley Farm Road/North S	New sidewalk from North Old Castle Road to Cheyenne	15	10	0	5	30
Scott Wayne Drive	New sidewalk from North Main Street to Walleye Street	0	20	5	5	30
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	0	20	0	5	25
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	0	15	5	5	25
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	0	15	5	5	25
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	0	10	5	5	20
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	0	10	0	5	15
Nixa High School	New sidewalk from the north parking lot to the track/football field	5	0	0	0	5

Pedestrian Safety - SCORE

Pedestrian Accident Rate	20 points
Safety Enhancement	30 points

Street	Description	# of Accidents	# of Injuries Accidents	Pedestrian Accident Rate	Safety Enhancement	Total Points
US Highway 160	Crossings	1	1	20	30	50
Main Street	New sidewalk from State Hwy 14 to North Road	0	0	0	10	10
Cheyenne	New sidewalk from the elementary school to McCauley Farm Road/No	0	0	0	20	20
Nixa High School	New sidewalk from the north parking lot to the track/football field	0	0	0	10	10
Northview Road	New sidewalk from Gregg Road to Main Street	0	0	0	15	15
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	0	0	0	10	10
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	0	0	0	15	15
McCauley Farm Road	New sidewalk from Waterford to Jericho Street	0	0	0	15	15
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	-	-	0	10	0
McCauley Farm Road	New sidewalk from North Old Castle Road to Cheyenne	-	-	0	15	0
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	0	0	0	15	15
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	0	0	0	15	15
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	0	0	0	10	10
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	0	0	0	5	5
Scott Wayne Drive	New sidewalk from North Main Street to Walleye Street	0	0	0	10	10

Pedestrian Safety - RANK

Street	Description	# of Accidents	# of Injuries Accidents	Pedestrian Accident Rate	Safety Enhancement	Total Points
US Highway 160	Crossings	1	0	20	30	50
Cheyenne	New sidewalk from the elementary school to McCauley Farm Road/No	0	0	0	20	20
Northview Road	New sidewalk from Gregg Road to Main Street	0	0	0	15	15
Nicholas Road	New sidewalk from State Hwy 14 to West Tori Drive	0	0	0	15	15
McCauley Farm Road	New sidewalk from Waterford to Jericho Street	0	0	0	15	15
State Hwy M	New sidewalk from State Hwy 14 to West Verna Lane	0	0	0	15	15
State Hwy 14	New sidewalk from Eastwood Drive to North Main Street	0	0	0	15	15
Main Street	New sidewalk from State Hwy 14 to North Road	0	0	0	10	10
Nixa High School	New sidewalk from the north parking lot to the track/football field	0	0	0	10	10
Gregg Road	New sidewalk from State Hwy 14 to Crane Drive	0	0	0	10	10
Tracker Road	New sidewalk from North Main Street to Rockingham Avenue	0	0	0	10	10
Scott Wayne Drive	New sidewalk from North Main Street to Walleye Street	0	0	0	10	10
Off-road Trail	New sidewalk trail from the Forest South Subdivision to Gregg Road	0	0	0	5	5
Butterfield Drive	New sidewalk from State Hwy M to South Norton Road	-	-	0	10	0
McCauley Farm Road	New sidewalk from North Old Castle Road to Cheyenne	-	-	0	15	0

APPENDIX

PUBLIC COMMENTS FROM SURVEY

NIXA PROJECT PRIORITIZATION

December 18, 2015

PREPARED BY:

CJW 

TRANSPORTATION NETWORK

Your opinion is very valuable to us in developing a vision for the city's transportation network that not only addresses the needs of the city, but also addresses your needs, desires, and concerns. In the space provided, please provide any additional comments, and/or projects you would like to see

Answer Options	Response Count
	303
<i>answered question</i>	303
<i>skipped question</i>	671

Number	Response Date	Response Text
70	Oct 13, 2015 5:54 PM	Recently moved to Nixa and loving our new home and city.
71	Oct 13, 2015 5:52 PM	I personally think the city does a great job.proud I moved to nixa.
148	Oct 13, 2015 4:14 AM	Thank you for asking for citizens input.
210	Oct 13, 2015 1:32 AM	This survey is fairly complex with many choices to rank. It makes me wonder whether you'll get much useable feedback. BUT... many thanks for seeking citizen input.
212	Oct 13, 2015 1:30 AM	I THINK THE CITY AND POLICE DEPT DO A EXCELLENT JOB
223	Oct 13, 2015 1:17 AM	Thank you for these surveys, this is a good start for our city
225	Oct 12, 2015 4:18 PM	We LOVE Nixa!!! Thank you for all you do to make this the best!!
59	Oct 13, 2015 9:29 PM	All the proposed projects are justified. You are on the right track, stay on it.
63	Oct 13, 2015 7:43 PM	Keep up the great work!
244	Oct 7, 2015 8:53 PM	Getting too big, too fast to handle all of the traffic. Happy to see this is being looked at and planning a solution.
298	Oct 5, 2015 3:57 PM	Thanks for the opportunity to provide feedback. We love Nixa!
34	Oct 15, 2015 2:20 PM	Happy with what has been done so far.
39	Oct 14, 2015 9:40 PM	Overall I think you are doing a good job so far.
161	Oct 13, 2015 2:49 AM	I applaud Nixa/Area for its progressive attitude of steering toward the future. It is a great place to live. I hope it remains that way. I feel there are many people here with the city, parks, police and fire departments, school administration, personnel, and teachers that help make this a great place to live and raise children.
127	Oct 13, 2015 11:46 AM	The City has done a great job since we lived there. Please look at those areas where access can be limited on high volume roads. It will help with overall safety and traffic flow.
128	Oct 13, 2015 11:37 AM	I appreciate the chance to give my opinion in this survey. I am encouraged by all of the projects that were listed as choices. I chose the ones most important to me, but I know they are all projects that will benefit the residents of Nixa. Thank you!
198	Oct 13, 2015 1:41 AM	would be nice to have some police patrol on Missouri Street when school lets out.
122	Oct 13, 2015 12:22 PM	The City of Nixa police department needs to spend more time getting to know the public and solving crimes rather than spending as much time as they do writing speeding tickets for people going 5 miles over the speed limit.
292	Oct 5, 2015 5:00 PM	Just keep appearances up! Traveling some of our city streets is discouraging....
286	Oct 5, 2015 5:38 PM	Adding sidewalks and improving traffic flow are the two most important issues I visit with other locals about often. THANK YOU FOR ALL YOU DO!!!!!!
268	Oct 6, 2015 12:56 AM	The city has grown so much however our streets do not accommodate that growth. Neighborhoods should have sidewalks. It is so dangerous walking or biking on the side streets. Hwy 14 and Main Street should be four lane roads.
3	Oct 17, 2015 3:25 AM	I would like to see more bicycle lanes and sidewalks.
5	Oct 16, 2015 10:01 PM	A stop light is desperately needed at Tracker/N. Main and S Nicholas in front of the high school as well as sidewalks on S Nicholas up to Hwy 14.
6	Oct 16, 2015 9:18 PM	Need bike paths around city. Improve traffic patterns with yielding turn lanes on 160.
13	Oct 16, 2015 4:45 PM	I, along with many, many others, feel the need for a stoplight at Tracker & Main St. is essential! And ANYWHERE there is a school, there should be sidewalks available for students to safely walk home on. That should be of utmost importance, above all else. Our children are our future and if they get killed going to or from school, well, I think you see what I mean. :)
26	Oct 15, 2015 7:13 PM	We have too many young children walking to school & home on Missouri St/Ave on the sides of the road and I have seen some close calls involving children walking and automobiles. Sidewalks from the school to HWY14 is a must, if we are going to protect these children from getting hit by sometimes fast moving vehicles!!!
28	Oct 15, 2015 6:53 PM	Sidewalks from 14 to high school on Nicholas road- top priority. This stretch is treacherous on cloudy or rainy mornings when students are coming to school in the dark!
35	Oct 15, 2015 2:13 PM	Some intersections such as Hwy 14 and M Hwy are not level and have dips that make it difficult to cross smoothly. Would love to see more bike/walking trails, and although not transportation-related, a nice city park.
36	Oct 15, 2015 1:56 PM	As roads are improved and repaved allow for bike lanes on all.
42	Oct 14, 2015 7:19 PM	We need sidewalks and a ways to safely cross 14 and 160. Thanks
46	Oct 14, 2015 4:14 PM	Sidewalks, sidewalks, sidewalks. My son walks to & from school from W Hunter to the Jr High. He either has to cross the busy intersection (or walk to the light at Main & Aldersgate) to get to a sidewalk, or walk in the grass all the way to North St to get to a crossing guard. It's insane. Also, rush-hour on 14 in any direction is a nightmare.

47	Oct 14, 2015 2:54 PM	A lot of daily foot traffic on West street and with the new road addition at the south side of the bank several people will now be walking with more traffic
54	Oct 14, 2015 1:11 AM	Sidewalks between neighborhood from Hwy 14 to the Jr. High. Very dangerous with children walking on streets
56	Oct 13, 2015 10:06 PM	Sidewalk on Rosedale between 160 and Gregg Rd would be awesome
58	Oct 13, 2015 10:01 PM	How about some sidewalks in the older parts of town - like Water Street, St. Louis, Elm? We pay taxes too!
68	Oct 13, 2015 6:36 PM	There is a need for a sidewalk on Main street south of South St. The visibility is very poor and young people are often walking in the street. We also need improved visibility at the intersection of Twin oaks and Main Street
69	Oct 13, 2015 6:32 PM	I would like to see sidewalks built down south main st. and sidewalks in the neighborhoods in that area.
74	Oct 13, 2015 5:10 PM	i don't have anything further to add. survey covered my concerns. tracker rd. & main street are my main focus since i live close to this intersection. widening & sidewalks are a huge concern for me. my granddaughters would love to go on walks on their visits with me. since there are no sidewalks, i have to say no & contain our walks to my apartment complex.
76	Oct 13, 2015 5:02 PM	I see Nixa with potential to be a very pedestrian friendly city. Right now, it is not. We need bicycle lanes and fluid sidewalks, especially around schools.
80	Oct 13, 2015 4:31 PM	I THINK THERE SHOULD BE A SIDE WALK THAT RUN'S FROM O'REILLY'S & AUTO MART THE KIDS WHO HAVE BIKE'S OR JUST CROSSING THE STREET SHOULD BE A TRAFFIC LIGHT THERE BETWEEN THOSE (2) STORE'S OR A LITTLE BRIDGE BETWEEN THOSE TO STORE'S.HAVE A NICE DAY.
86	Oct 13, 2015 3:17 PM	i believe that the sidewalks that are currently being built on Aldersgate, should be studied to determine how much use they are receiving. The City of Nixa can then determine how many more sidewalks needed to be built.
87	Oct 13, 2015 3:08 PM	Need a sidewalk on the west side of main to the stoplight by the Jr high. Once the kids cross with the crossing guard, they don't have anywhere to go (assuming in it after school and they are headed west).
89	Oct 13, 2015 2:59 PM	Bike lanes and bike trails. Sidewalk on South Main street south of South Street.
98	Oct 13, 2015 2:04 PM	I love our city! I would love it more if I could bike to work, or just around town safely. I would love to have a bike lane on tracker road and on main street. Thank you for all your hard work!
105	Oct 13, 2015 1:39 PM	Would be nice to be able to safely bike to republic and around the city of Nixa, without being on a highway without at minimum a bike lane. Best case, bike/ped trail.
113	Oct 13, 2015 1:10 PM	Bike trails to connect to greenways or nixa city alternative .
116	Oct 13, 2015 12:44 PM	Make Nixa a bike/walking friendly community.
117	Oct 13, 2015 12:41 PM	Add a sidewalk on Missouri Ave from hwy 14 to the junior high
123	Oct 13, 2015 12:07 PM	I do not know where the sidewalks are needed. I live by Aldersgate and that new sidewalk is very nice and practical. I believe in alternative routes but do not believe that is the best place to put our money. Nixa is big enough and too spread out as it is and does not need any more development. Traffic around the schools including foot traffic should be a priority. 14 to Ozark and a new route to Springfield should be priorities, but not necessarily a city problem.
126	Oct 13, 2015 11:51 AM	Please add sidewalks and safe crossings for children to walk to school.
130	Oct 13, 2015 11:30 AM	We need sidewalks on hwy14 from to at least Kum & GO and The \$ General store
132	Oct 13, 2015 10:40 AM	Definitely would like to see more shoulders on the side of main roads. If you have car issues on a road like Hwy 14 or North St., there is no where to pull over, presenting a traffic hazard. Also it is dangerous if there are bicyclists or pedestrians on those roads. Either having shoulders or sidewalk/bike trails would improve safety.
134	Oct 13, 2015 10:17 AM	There are not adequate sidewalk and walkways around our elementary schools. This should of been addressed a long time ago.
135	Oct 13, 2015 7:58 AM	It is almost impossible to turn out on Main St during peak traffic times. Very hard to ride a bike or walk because of narrow streets and high traffic.
139	Oct 13, 2015 6:26 AM	This was a very insightful survey. Thank you for asking me for my opinion. I hope improved sidewalks will lead to a long term health benefit for all citizens by promoting foot and bicycle traffic. I would like to see dedicated bike lanes and signals so that more school children can enjoy riding bicycles to school in a safe manner. I find it VERY sad to see only 1-5 bikes parked at a school.
146	Oct 13, 2015 4:26 AM	North street at the columns is a very dangerous turn at the steep hill for vehicles, bicyclists, pedestrians. At least put a sidewalk in on North st from junior high all the way to cheyenne to summit. it makes sense to connect the community center, the schools, and the neighborhoods in a much safer manner than was haphazardly slopped together. Its a matter of time before someone gets killed on this route. I dont know what to suggest about the blind hill at the columns. the city made a mistake allowing this neighborhood entrance at this location. figure something out.
153	Oct 13, 2015 3:12 AM	I would like to see bike lanes on Main Street starting at Twin Oak Drive North to Rosewood Rd. This road is too narrow and I would love to be able to ride my bicycle to work instead of taking my car all the time but it isn't safe to do so.
156	Oct 13, 2015 3:08 AM	Never permit a road or subdivision to be built without sidewalks and bike lanes. It's a no-brainer! And fix the mistakes of past!
157	Oct 13, 2015 3:02 AM	Sidewalk on West Park St. between Main St. and Rotary Park.

169	Oct 13, 2015 2:28 AM	On list(s) that were provided I saw many overdue projects that are needed but unfortunately are slow in coming to fruition. I would like to help the city to find a way to better fund and respond to the future transportation needs of the city in a more efficient manner than has happened in the past. Along with this I believe it would be in the city's best way to promote and educate the public on the need to have multiple forms of transportation such as bike trails, sidewalks, mass transportation and others. The country is moving towards a greener more sustainable future and Nixa needs to look not just at traditional transportation but new more sustainable transportation for its residents so that we can be a city that promotes health, growth and sustainability.
174	Oct 13, 2015 2:15 AM	Make Nixa a Bike Friendly City!!
189	Oct 13, 2015 1:54 AM	There is a lot of congestion during several busy times throughout the day. Roundabouts, better signals, more turn lanes, etc. would help. I'd love to see more sidewalks around town to make it safer for runners/walkers.
190	Oct 13, 2015 1:54 AM	Wider shoulders all around would provide safety concerns in regard to pedestrians, bicycles (with no bike paths), and stranded motorists. All these concerns could be addressed with a wider shoulder on all roads, with little expense.
191	Oct 13, 2015 1:53 AM	More sidewalks for the kids & more police officers to patrol the JR High when kids get out of school. Cut the trees down so we don't lose power as much. Keep your promises!!
200	Oct 13, 2015 1:39 AM	I would like to see more useable sidewalks, pedestrian crossings, and walking trails. The city is not designed well for walking at all, which makes it difficult for residents who prefer an active lifestyle but do not wish to drive to the center or another gym every time they want to exercise.
209	Oct 13, 2015 1:32 AM	The more sidewalks, the more livable & pleasant a town is.
220	Oct 13, 2015 1:25 AM	We own our home and have lived in Nixa since 1994 - before that Republic. We have lived in this area over 30 years. We would like to see sidewalks on both sides of each residential street throughout Nixa. And better street lighting.
221	Oct 13, 2015 1:24 AM	There are no sidewalks on Market street leading to John Thomas Elementary and traffic is a problem in the morning and afternoon because cars block our road and others driveways
227	Oct 11, 2015 4:06 AM	We need bike lanes and bike trails.
228	Oct 10, 2015 1:19 AM	Please establish bicycle route between Springfield and Nixa. Nicholas Rd and Hwy 160 are both very dangerous because of narrow roads and busy highway, respectively.
234	Oct 9, 2015 12:50 AM	A side walk or three lane road space from Nicolas and tracker all the way south to the high school would help with traffic and pedestrian /bike safety
237	Oct 9, 2015 12:21 AM	More sidewalks in older neighborhoods that have none. I run daily and in my area there are no sidewalks.
254	Oct 6, 2015 2:00 PM	No real opinion on sidewalks, but had to pick.
257	Oct 6, 2015 12:24 PM	We should NOT be dealing with sidewalks for the school to walk from the parking lot to the field... that is the school's issue and should be from their funds. Sidewalks are not used by most citizens even when provided, so stop spending my money on them. Improve traffic flow and deal with the real issues, not the feel good issues.
273	Oct 5, 2015 10:13 PM	The sidewalks should not be improved beyond what was in place when the schools reduced their operating costs by eliminating bus routes and placing their burden on the city. A Hwy or truck route to quickly get to I-44 and 65 for economic development.
278	Oct 5, 2015 7:22 PM	Bicycle lanes! Some areas of 160 do not even have a shoulder on which to ride. This does not promote green transportation.
280	Oct 5, 2015 7:02 PM	More bicycle-friendly...
297	Oct 5, 2015 4:00 PM	Designated bicycle lanes and promote alternative transportation
60	Oct 13, 2015 9:16 PM	weed and grass control along roads need help so pedestrians can walk along the side of the streets without needing to walk in the auto lanes.
241	Oct 8, 2015 3:33 PM	Having more viable alternative routes to get around on foot or bicycle would be awesome.
91	Oct 13, 2015 2:44 PM	Would love to see a side walk from Aldersgate to US160 on Main st.
101	Oct 13, 2015 1:56 PM	Focus should be on our children having a safe walkable route to/from school that does not require them to walk in street/road or ditch/grassy area. Keep these areas free of ice/snow to keep them safe during the winter months as well.
107	Oct 13, 2015 1:38 PM	It is very difficult to ride a bicycle in Nixa, especially to get to The Center / pool. Perhaps a dedicated bicycle path from the Jr High area to The Center! As an adult I cannot safely ride a bicycle there, I hate to think of children riding their bicycles to the pool - too dangerous!
155	Oct 13, 2015 3:08 AM	Community center, park, and walking track on the west side of town.
165	Oct 13, 2015 2:37 AM	I strongly feel that the city of Nixa needs to be more pedestrian-friendly.
187	Oct 13, 2015 1:56 AM	Additional sidewalks in the Tiffany Highlands subdivision would be nice. Lots of traffic coming to and from this area, lots of kids and general outdoor activity (dog walking, bikes, jogging, skateboards, etc).
90	Oct 13, 2015 2:46 PM	Safe crossing zones is paramount. Especially when at least two minors have been killed trying to cross 160 near CC. Crossing zones should be the #1 priority.

1	Oct 17, 2015 2:46 PM	Unfortunately I live several blocks from the nixa middle school. I have twin girls that go to summit. They are bussed to the middle school and have to walk. I live in the raintree subdivision, Tonya and Dabney. No sidewalks on the west side of main. No crosswalk at northview (very heavy traffic) this infuriates me. It's unsafe and too far for the kids to be walking. All the other kids get bussed home. I will gladly pay extra to get the kids home safe. Times have changed, it's dangerous to have young children walking that far.
125	Oct 13, 2015 11:52 AM	Thank you so much for re-paving the road that connects the forest park subdivision to hwy 14. The "backway" to the subdivision. That was huge!! The Massey Blvd and hwy 14 area needs traffic improvement and pedestrian improvement. I think that area is ready to ignite major business if the comfort level is there for walkers and drivers. It is a very beautiful location that will attract business as well as population/community growth.
4	Oct 17, 2015 2:04 AM	Improvements at the tracker and main intersection, it is dangerous at commute times. Roundabouts are always better than signals, and roundabouts work during emergencies, unlike signals or those inept diverging diamonds that are great until we lose power..
118	Oct 13, 2015 12:39 PM	160 & Hwy 14 is a mess! Fix it!
201	Oct 13, 2015 1:39 AM	There are road improvements scheduled for HWY 14 and 160, but it would be helpful if 14 could be switched to four lanes and 160 switched to six lanes. I am sure this would be interesting to make work, but would help traffic a lot.
224	Oct 13, 2015 1:14 AM	Most important and necessary project is N Main Street and Tracker intersection. Potential death trap.
229	Oct 9, 2015 4:31 PM	The intersection of 14 and 60 would be a priority for me, especially the places where people can pull out into traffic from Central Bank, Nixa Hardware, and Taco Bell, as well as the dangerous spot in front of McDonald's.
291	Oct 5, 2015 5:04 PM	14 & 160 is the worst. The road narrows in-between the two lights and there's not enough room for the cars to spread out to allow the left lane to merge.
214	Oct 13, 2015 1:29 AM	Nixa is awesome! I've lived here only 6 months but the only complaint is flow of traffic at peak hours. More cars than lanes of traffic. Especially at 14 and 160 crossing
29	Oct 15, 2015 6:42 PM	Just glad to see Tracker Rd. & N. Main on the list for next year. That's a bad intersection and is an accident waiting to happen. Thanks!
111	Oct 13, 2015 1:12 PM	Thank you for addressing Tracker and Main. Looking forward to improvements.
181	Oct 13, 2015 2:09 AM	The hwy 14/160 intersection suffers from very severe congestion during busy traffic hours. This intersection and the smaller intersections that are blocked by the traffic backed up around it needs more attention than any other transportation issues within the city.
103	Oct 13, 2015 1:43 PM	Adding turn signals on Main Street at Tracker. Signal at Northview for traffic turning left on Main Street.
206	Oct 13, 2015 1:34 AM	A stop light and turn lanes need to be put in on Main St and Tracker rd. There is almost an accident there several times a day. I would also like to see a side walk put in through N MainSt.
248	Oct 7, 2015 4:05 AM	Adding extra turn lanes at Hwy 14 and 160 is just a waste of time and money. If you sit there in the morning and look where the traffic back up is you'll see the problem is hwy 14 is only 2 lanes and everyone is sitting in traffic to go straight, not turn.
293	Oct 5, 2015 4:43 PM	Intersection of Main and Tracker road needs improvement via turn lanes and widening. Traffic backs up VERY bad there, in all directions. Also, Gregg Road needs widened for increased traffic flow.
2	Oct 17, 2015 4:37 AM	Provide transportation for citizens with disabilities to access the community for work or leisure.
7	Oct 16, 2015 8:31 PM	City bus that goes to Springfield
8	Oct 16, 2015 8:30 PM	Become a more pedestrian friendly city. Nixa needs access to public transportation around nixa and into Springfield.
14	Oct 16, 2015 4:10 PM	Public transportation is definitely something that I have noticed is a need for folks in Nixa that do not have their own. Some cannot afford it, some are special needs and it would greatly improve the quality of life for them.
18	Oct 15, 2015 11:23 PM	I would like to see a shuttle bus to springfield, the library center so nixa residents could take the bus to work in springfield
33	Oct 15, 2015 3:03 PM	We need a form of public transportation from springfield to nixa. How can I as a resident of christian county help make this happen?
43	Oct 14, 2015 5:44 PM	Is a city bus system ever coming to Nixa?
77	Oct 13, 2015 4:57 PM	Public transportation (affordable) to Springfield or at least to Library Center to make connection to bus.
119	Oct 13, 2015 12:31 PM	bus transportation
140	Oct 13, 2015 5:28 AM	If making the city of nixa more pedestrian friendly isn't possible, then having some form of public transportation such as a city bus would be helpful in getting people from one side of the highway to the other. I do love the city of Nixa though!
141	Oct 13, 2015 5:14 AM	I would like to see a public bus system put in place. We have many people in our community who are unable to drive and this service is needed.
154	Oct 13, 2015 3:09 AM	Some sort of public transportation from Mount Vernon to Connect to Springfield transportation system
166	Oct 13, 2015 2:36 AM	Buses to and from Springfield.
167	Oct 13, 2015 2:33 AM	I would like to see shuttle transportation connecting residential area with the shopping and business district and up and down 160.
172	Oct 13, 2015 2:20 AM	Bus system

193	Oct 13, 2015 1:45 AM	Work with Springfield to add bus routes that meet up with theirs.
196	Oct 13, 2015 1:42 AM	I would love for Nixa to partner with City of Springfield for bus or trolley service.
197	Oct 13, 2015 1:42 AM	Would like to see a plan some where in the future for public transportation, even if limited.
215	Oct 13, 2015 1:28 AM	Need city transportation for elderly to physician appointments and to grocery stores. Thanks
239	Oct 9, 2015 12:07 AM	Please consider a public transportation system to and from Springfield.
285	Oct 5, 2015 5:46 PM	A tram to Springfield. Then one to Branson. Or maybe Branson first.
288	Oct 5, 2015 5:26 PM	In order to complete this survey, I was forced to select sidewalk projects. I have never used a sidewalk in Nixa and probably never will. Also, I am very disappointed to see nothing about adding bus service with connections to Springfield. This would do more than any road improvements to alleviate rush-hour traffic. In addition, there should be major incentives for kids to take school buses--the amount of traffic from parents dropping off and picking up kids at school is ridiculous and wasteful.
31	Oct 15, 2015 4:41 PM	1. Traffic light at intersection of cc & main street. Add sidewalk from aldersgate to hwy cc. 2. Address the possibility of adding a bus or shuttle route around town. Starting at city hall, traveling through apartment buildings and medical facilities and shopping centers. Maybe two routes running in opposite directions, so people won't have to wait too long.
102	Oct 13, 2015 1:44 PM	Storm water in the Cherry/Prospect area
152	Oct 13, 2015 3:20 AM	Meet w/ business owners/residents & let them know importance of not plugging up drains with grass, etc. also, get road crews out no matter what time to clear roads of ice & snow
160	Oct 13, 2015 2:53 AM	Make sure that new developments (home and business) include sidewalks, street improvements and adequate control of runoff, so these do not have to be added later.
277	Oct 5, 2015 7:26 PM	The drainage on Prospect Ave is still not adequate.
289	Oct 5, 2015 5:20 PM	Drainage on 400 block of hightower ave! The run off runs under our house and in to our garage and has caused damage 408 n hightower ave Water needs to be diverted
64	Oct 13, 2015 7:35 PM	Adding a storm water budget and start repairing areas that experience 100 year floods every year. These issue are all stemmed from Nixa growing so quickly and adding road after road and not planning appropriately.
110	Oct 13, 2015 1:23 PM	Storm water system for the City of Nixa
129	Oct 13, 2015 11:33 AM	Underground storm drainage at the corner of Wasson and Milton. Too much flooding in that area.
78	Oct 13, 2015 4:45 PM	Properly synchronized traffic signals would be good. Springfield doesn't have them, and it causes stop-and-stop bottlenecks, not an efficient flow.
11	Oct 16, 2015 6:17 PM	The timing of the stoplights at Wasson and 160 and at Northview and 160 are terribly long. We wait to turn on to 160 several minutes when there are no cars going north or south at all.
20	Oct 15, 2015 8:25 PM	I just think in general for every light on 160 to have a left turn with a yield green instead of just an arrow. It would help the flow so much.
45	Oct 14, 2015 4:17 PM	In general, have found it difficult or time consuming to get off main driving artery to local business or "strip mall." Driving routes are not convenient to access local businesses.
211	Oct 13, 2015 1:32 AM	Synchronizing the lights is needed since roads to Springfield are limited. The light on 160 and AA should let more 160 traffic through and should be blinking red for AA during late and early morning hours. Also, the light at AA was suppose to be a blinking red light for AA when there is icy weather but I have noticed it is not being done as promised. Thank you for all the work you are doing. It is very much appreciated being allowed to give our input.
256	Oct 6, 2015 1:15 PM	Synchronize the traffic lights on 160 so you don't have to stop at every intersection from South to Tracker. Address west bound 14 at Main in the afternoon. Traffic backs up every day from Main to Ridgecrest.
264	Oct 6, 2015 1:46 AM	I'm glad to see that Nixa's transportation is being addressed. Our growing pains have been address in the education area, but not the transportation issues. I'd like to see a streamline traffic signals to allow north/south bound traffic to move through the area as quickly as possible. Every additional traffic signal added between here and Spfld adds move commute time.
299	Oct 5, 2015 3:54 PM	Stop light time/synchronization improvements could help. For example, southbound on 160 between 14 and South gets nasty because the South St light does not fall in line with the 160/14 light. Also, timing or sync'ing the other lights in the 160 corridor to allow more straight-through run would help traffic, reduce emissions, etc. Thanks!
50	Oct 14, 2015 3:50 AM	The stop lights are numerous and it seems every one of them is always red! Slows you down and wastes gas having to start and stop constantly... I wish it was more like your characteristic highway... Or at least fewer red lights...
149	Oct 13, 2015 4:10 AM	I would like to not have to stop at every light on 160. I think the light timing is bad!
173	Oct 13, 2015 2:16 AM	Connections to a larger greenway network or a city wide biking trail would be ideal. Widening Main Street south of 14 out of safety is imperative.
175	Oct 13, 2015 2:14 AM	The timing of the lights definitely need some improvements. Especially at 14 and 160. I also think highway 14 and tiffany highlands/14 park place needs some work. Very dangerous.
131	Oct 13, 2015 11:16 AM	Better timing of traffic lights would be great. There is no reason why a vehicle that proceeds through a light just turned green can't get through the next light while doing the speed limit or being slowed by turning traffic ahead of them.

137	Oct 13, 2015 7:20 AM	address the signals on 160 so if you miss one you dont have to stop at them all. It takes longer to get through Nixa than it does Springfield.
185	Oct 13, 2015 2:04 AM	Sync stop lights and provide left turn lanes with arrows separate from straight through traffic at 14 and M. No left turns into or out of Caseys at 14 & M.
204	Oct 13, 2015 1:37 AM	I feel as if better sychronization of traffic lights on 160 south to north during morning rush hour and north to south during evening rush hour would greatly benefit all of the traffic flow up and down 160 Work with MoDOT and get better signal timing at ALL the traffic signals and do speed checks to set better speed limits.
262	Oct 6, 2015 2:23 AM	Two major things that would help immensely, would be allowing a left turn on a green (yielded green) at every single intersection on highway 160, and the second thing would be to create a viable north/south corridor into Springfield by connecting to the west bypass or by improving Nicholas/cox to the point that it can handle increased traffic and increased speed.
51	Oct 14, 2015 3:00 AM	We need more East-West corridors to alleviate the traffic on hiwy 14. We also need major North-South corridors to Springfield. There should be sidewalks on Nicholas from the H.S to Hiwy 14.
73	Oct 13, 2015 5:20 PM	While I want better traffic flow from Springfield to Nixa, I am concerned about the idea I've heard using Nicholas Rd. I would much rather see the expansion done on Campbell Rd and/or bringing National all the way down. Those make more sense to me and seem to affect less residential areas. Thanks for giving us a chance to voice our opinion!
50	Oct 14, 2015 3:50 AM	Getting to and from Springfield on 160 is a real hassle. We avoid 160 any way we can, often taking side streets like Gregg as far north as we can before having to take 160. The stop lights are numerous and it seems every one of them is always red! Slows you down and wastes gas having to start and stop constantly... I wish it was more like your characteristic highway... Or at least fewer red lights...
37	Oct 15, 2015 12:58 AM	Adding turn lanes to busy roads. Adding shoulders to roads where the pavement drops off (north street). Another highway to Springfield.
65	Oct 13, 2015 7:18 PM	Finish alternate route from North to 14 to bypass school congestion at Main and North.
67	Oct 13, 2015 6:40 PM	Extend Cheyenne north of cc to inject to national or at least to east/west arterial being planned.
92	Oct 13, 2015 2:43 PM	There has to be another way to get to Nixa besides 160.... that is why Business in Ozark is growing at a more rapid rate than Nixa. Nixa is becoming too residential with businesses closing and nothing taking its place.
303	Oct 5, 2015 3:43 PM	Most importantly there needs to be more options to get to/from Springfield and more flow for 14 between Nixa and Ozark.
144	Oct 13, 2015 4:37 AM	An alternative route between Springfield & Nixa!
150	Oct 13, 2015 4:01 AM	A new road to connect Nixa to Springfield. maybe Main Street or one close to it, connecting to National St. ?
120	Oct 13, 2015 12:27 PM	Work with state to build more lanes between Springfield and Nixa may consider building bypass connecting 160 to 65 or removing stop lights on 160 and making express way with on and off ramps .
188	Oct 13, 2015 1:54 AM	Please make it faster getting to Springfield. Without 100 stop lights. Have to find a continuous traffic flow to Springfield
192	Oct 13, 2015 1:49 AM	Improved traffic flow going into Springfield and coming back. Especially during rush hour(s)!
282	Oct 5, 2015 6:27 PM	We need alternative ways to get from Nixa to Springfield, or enhancements so that traffic is not so heavy. It's hard to get in and out of town safely and quickly. There is always so much traffic and it's always backed up. I love Nixa, but hate the commute to Springfield.
250	Oct 6, 2015 7:20 PM	Additional transportation routes between Springfield and Nixa. Better traffic flow between 160 and Main Street to Cheyenne Road and to Ozark
252	Oct 6, 2015 3:25 PM	The biggest issue is people traveling north to Springfield on the west side of town. Too many people, not enough road, too much school zone.
238	Oct 9, 2015 12:12 AM	I moved to Nixa in June 2015. I enter Hwy 160N from Rosedale (left hand turn) and cannot see oncoming traffic because of the guardrails. It is very dangerous, day or night. There has been one fatality at this intersection since I've lived here. Please address this issue asap. Thank you for allowing the public's input on these improvements.
93	Oct 13, 2015 2:40 PM	Stoplight at Rosedale and 160. It is never mowed and people are turning blind most of the time. Plus sometimes people on Rosedale wait forever to turn to Springfield
95	Oct 13, 2015 2:21 PM	Hwy 160 & Rosedale--even if a traffic signal was not added, street lights at this intersection would improve safety & visibility.
114	Oct 13, 2015 12:57 PM	You could solve most of the traffic problems by changing or removing the guardrails at 160 and Rosedale. The guardrails are causing problems not solving them
182	Oct 13, 2015 2:06 AM	The intersection at 160 and Rosedale is extremely dangerous and needs a traffic light.
218	Oct 13, 2015 1:27 AM	DEFINITELY STOPLIGHT AT ROSEDALE AND 160. PROBABLY THE MOST DANGEROUS INTERSECTION. I CAN'T BELIEVE IT'S BEEN LIKE THIS THIS LONG WITH NOTHING DONE.
236	Oct 9, 2015 12:29 AM	Rosedale entrance onto a Massey is dangerous! Please improve.

249	Oct 6, 2015 11:42 PM	I recently moved to nixa. I live in the forest South neighborhood. I think the Rosedale 160 intersection is very unsafe. Since I've moved here, there has been one fatality on that road. The guard rails make it hard to see traffic, and both lanes are going very fast. I would like very much to see that improved. Thanks!
260	Oct 6, 2015 2:42 AM	The intersection of Rosedale and 160 has become VERY dangerous with the addition of the guardrail. I believe it should be a first priority before more people get hurt.
276	Oct 5, 2015 7:30 PM	We recently moved to Forest Heights while we build a new home in Kelby Creek. We've noticed some concerning safety issues with Rosedale Road - the Hwy 160 intersection is very dangerous, and the stretch of Rosedale from 160 to Forest Heights is busy and too narrow.
23	Oct 15, 2015 7:31 PM	improve hwy 14 to 4 lane from 160 to 65. improve traffic on west side of town. always problems on hwy 14 getting to high school and coming back before school and rush hour.
115	Oct 13, 2015 12:46 PM	Make highway 14 4 lanes from Ozark to m
164	Oct 13, 2015 2:40 AM	Making Hwy 14 two lanes all the way to Ozark to Nicholas Road. It worries me in the future about emergency crews. Plus a middle lane for turning.
170	Oct 13, 2015 2:26 AM	Widening HWY 14 from Nixa to Clever
177	Oct 13, 2015 2:13 AM	4 lane Hwy 14 through the city.
178	Oct 13, 2015 2:11 AM	One lane traffic on hwy 14 is ridiculous! With as busy of a city as nixa is, there should be at least 4 traffic lanes across 14. The same goes for hwy CC between nixa and ozark.
96	Oct 13, 2015 2:20 PM	hwy 14 needs to be 4-laned, plus turn lane, from Nicholas on the west all the way to US 65 on the east.
104	Oct 13, 2015 1:39 PM	Improve traffic flow at peak times on east/west Hwy 14
108	Oct 13, 2015 1:38 PM	Addressing the traffic issues of Hwy. 14 going through downtown should be of importance. There are limited alternative routes which create safety issues during peak travel times.
199	Oct 13, 2015 1:41 AM	Increase Mt. Vernon to 5 lanes from Main St. To Hwy. M.
270	Oct 6, 2015 12:41 AM	Widen hwy 14 (Mt. Vernon) to 4 lanes through the city.
38	Oct 15, 2015 12:09 AM	Better flow of traffic coming from east 14 into town. Expanding to include turn lanes
41	Oct 14, 2015 8:14 PM	need to re-locate hwy 14 south of city with new right of way. wasson rd in front of caseys needs re-paired badly, traffic into aldis has no idea there is a turn lane
81	Oct 13, 2015 4:19 PM	Traffic congestion on Hwy 14 is terrible. There needs to be a strong study into how that congestion can be fixed. I know that people avoid Nixa solely based on the congestion of traffic.
230	Oct 9, 2015 4:43 AM	I would like to see 4 lane on Hwy 14 through the city, and actually all the way to Ozark. I realize that's more than just a city, but it would definitely help the flow of traffic.
231	Oct 9, 2015 3:56 AM	Hwy 14 between Main Street and 160, and between Gregg Rd and 160 is completely out of control. This needs to be 2 lanes in each direction with a center turn lane and additional turn lanes closest to the intersection. PLEASE!
251	Oct 6, 2015 6:56 PM	Some of the issues I have are on the list but need prioritized. Widening of Hwy 14 to accommodate the heavy traffic and also sidewalks from the High School to Hwy 14 and along Hwy 14! All safety issues and traffic flow issues that need to be addressed immediately. The center turning lanes are a hazard and do not help traffic flows on Hwy 14. Let's get up to speed with the growth of the community!
255	Oct 6, 2015 1:50 PM	Hwy 14 is in need of improvements, until modot can improve this hwy it may be hard to move forward with other projects in the area of this.
283	Oct 5, 2015 6:20 PM	Hwy 14 especially around both caseys needs turn lanes to the school to help with traffic flow there. Main intersection at 160 And 14 needs allot of attention. ... people drive up turning lane to business's to get to the light illegally and cause for traffic accidents.. needs to b fixed so that can't drive up thru there to get to turn lane headed east to turn left @160. Need additional lanes in this area. All of 14 between clever toNixa and Ozark is horrible.
133	Oct 13, 2015 10:29 AM	My greatest concern is the intersection at Mail and Hwy 14. I would like to see left turn lanes going north or south on Main Street. As it is now I often have to wait one or two turnings of the light to make a left turn.
202	Oct 13, 2015 1:38 AM	Improve the main and 14 intersection
233	Oct 9, 2015 3:10 AM	I would like the traffic signals/lights to change at main street and hwy 14 intersection. I try to turn left onto hwy 14 going south on main and its a yeild turn signal. Which at the time of day I'm there is when schools get out and it takes forever to turn. I would love an actual turn arrow for us, for both sides of main street turning onto 14.
109	Oct 13, 2015 1:28 PM	Speeding vehicles in residential areas is a problem. Greater law enforcement involvement and reduction of speed limits is needed, i.e. Dustin Lane between Gregg Rd and Truman Rd.
302	Oct 5, 2015 3:44 PM	speeding is a very big problem in Nixa and should be addressed first before we spend money on new projects.
30	Oct 15, 2015 5:53 PM	Living at the intersection of Fort and Aven, increased officer patrol or speed resisting measures are needed for the area. Many vehicles speed through intersection without stopping, which is concerning with the park nearby.
94	Oct 13, 2015 2:22 PM	it seems speeding and rolling thru a stop sign is the norm now. This really needs to be address before we pay a very high price. It will also show our children what is and is not acceptable.
49	Oct 14, 2015 11:17 AM	Tracker road between 160 and Nicholas- in the morning and late afternoon, the speed is so high that it is dangerous to get on and off of.

112	Oct 13, 2015 1:12 PM	Gallup Hill needs speed bumps between Bradford and Ozark. People go way too fast. I've seen them race side by side. Someone busted through a mailbox and pushed a boulder my neighbors had by it about 6 feet away. It could easily be a kid one day.
121	Oct 13, 2015 12:24 PM	Need Enforced 25 MPH Speed Limit On South Street Between South Main And 160. This is a very narrow street with few very narrow sidewalks very close to speeding passing cars and trucks. This is also a residential area and not a main thoroughfare. There are lots of children on this street. We have a constant flow of cars, tractor trailers, ambulance and police speeding through on South Street between main and 160. Another choice would be for the city to buy up all the residential homes and apartments and then make a 4 or 6 lane 65 MPH thoroughfare out of South Street between South Main and 160.
186	Oct 13, 2015 1:57 AM	There are too many variable speeds for neighborhood roads(20,25, 35mph). I would like to see an adoption of speeds similar to Republic. They have 25mph for neighborhood speeds and 30 mph unless noted for minor arteries. It would reduce the amount of speed signs throughout the city. Secondly, it would also help with focusing on the road (watching out for pedestrians) rather wondering what speed sign they missed as they drove by. Finally, it would help the understaffed police department on monitoring speed limits on the important areas like in school zones.
208	Oct 13, 2015 1:33 AM	Work with MoDOT and get better signal timing at ALL the traffic signals and do speed checks to set better speed limits. 15 mph on a residential street is not good. I've checked the 15mph in the subdivision north of North St. and 100% were going 20mph or more. Speed limits on residential streets should be 25mph.
290	Oct 5, 2015 5:07 PM	I would really like to see the speed limit decrease in south street , as we have pulled kids out of the way of speeding drivers at the bus stops. Kids must cross the roads to get on the bus and south street is made of hills.
301	Oct 5, 2015 3:48 PM	We also need Little a Eagle Drive marked as a school zone , as many pride their bikes for safety and people use it as a short cut and to outrun oncoming traffic Old bittersweet and eagle out of southeast hills needs more Patrol on speeders on old bittersweet. It's really quite frightening how fast some ppl go and they top that hill right as you pull off of eagle. Have had a lot of close calls as well as many neighbors.
19	Oct 15, 2015 9:14 PM	Just to clarify, the intersection at Hwy 14 and Nicholas needs turning lanes in just about every direction and additional lanes from Hwy 14 toward the high school.
79	Oct 13, 2015 4:32 PM	The work that was recently done at the intersection of MM and 14 did not improve safety. It is quite confusing and, in my opinion, quite dangerous.
296	Oct 5, 2015 4:03 PM	Intersection at Hwy 14 and Nicholas Rd. Eastbound Hwy 14 needs a right turn lane with a green arrow. Traffic builds each morning during the school year. Relief is there when the northbound traffic moves across Hwy 14 on Nicholas road, a simple right lane addition and green arrow would allow that traffic to move with no disruption to any other traffic. It sure seems like a relatively easy situation to remedy with plenty of room there.
300	Oct 5, 2015 3:50 PM	The 2 top priorities are 1) Hwy 14 & Nicholas and 2) Main St. & North St.
55	Oct 13, 2015 10:33 PM	from century grade school to Cheyenne a higher speed limit and turn lanes for subdivisions.
274	Oct 5, 2015 8:42 PM	Meadowview drive between deffer and Owen needs posted no semis They get lost looking for diversified plastics and get stuck on the curves..and drive through yards.
275	Oct 5, 2015 7:33 PM	4-way stop sign placement needs to be looked at. There is one at Fort & Aven that should be a 2-way and the 2-way at Fort & Lorene now needs to be a 4-way since it cuts through to McCroskey.
279	Oct 5, 2015 7:16 PM	i would like to see a 4way stop at bluegill and scottwayne. see too many near misses at that intersection.
53	Oct 14, 2015 1:48 AM	Section of Ellen St at 14 is too narrow and should be widened for safety. 4 Way Stop on Ellen needs to be replaced. High speed is an issue since signs removed.
100	Oct 13, 2015 2:02 PM	They took the 4 way stop sign down on north Ellen and know drivers use Ellen as a way to avoid signals on 160 and do not drive speed limit and no speed limit sign going south on Ellen after you leave Northview.
124	Oct 13, 2015 12:05 PM	Make CC 4 lane away from 165 to main st
138	Oct 13, 2015 7:11 AM	Better sight lines at North & Cheyenne. Can't see oncoming cars soon enough. REALLY DANGEROUS INTERSECTION.
143	Oct 13, 2015 4:45 AM	Immediate work is needed on Tracker Rd. just west of Big O Tires/160 where the city put a culvert type drain in (city gravel road on the right). It is very dangerous when passing & needs to be widened on both sides asap before a serious accident happens!
151	Oct 13, 2015 3:39 AM	Priority would be extend either Butterfield or Pembrook to Hwy 160.
195	Oct 13, 2015 1:43 AM	Ozark Rd is so hazardous. There is no shoulder to walk on and it is a fairly busy street.
203	Oct 13, 2015 1:38 AM	Truman near police station needs traffic control such as turn light into Abby Orchard
83	Oct 13, 2015 4:10 PM	Some of our streets are needing repaving badly and we need a light at tracker rd. and at CC Hwy.
85	Oct 13, 2015 3:24 PM	Fix Tracker Road East of Maim in front of Autum Coroners Villas and Copper Leaf.Remove phone polls and re do Tracker to a normal street and remove makeshift barrels. Terrible dangerous road and looks like a temp detour.Can't believe it wasn't on the improvement list.

88	Oct 13, 2015 3:04 PM	I have noticed some striping is worn off of some streets at intersections like 160 and Katheryn. (It may have been fixed?) But there are others off 160. If people are not familiar they don't know what lane to be in. The turning lane at 14 in front of Nixa hardware and central bank is crazy! people will run the whole turning lane heading east and its almost impossible to turn into the bank if your heading west. I have had several close encounters.
97	Oct 13, 2015 2:20 PM	traffic is a mess coming out of the sherwin williams strip mall.Cant believe that design was ever approved
216	Oct 13, 2015 1:28 AM	Stoplight at Bentwater so you can turn North on highway 13 to Springfield and be able to turn into Bentwater coming from Nixa from highway 13.
219	Oct 13, 2015 1:26 AM	How about a north-bound turn into Fountain Plaza to relieve some traffic between McDonalds & Walgreens?
226	Oct 12, 2015 2:20 PM	Rest ripe existing lane, turning lane arrows, etc with reflective paint. Many locations are too faded.
259	Oct 6, 2015 3:52 AM	most wanted improvement is link Nicholas rd going east to northview and Greg rd.
261	Oct 6, 2015 2:23 AM	We need a bypass through town east to west to avoid all school traffic in the morning to allow a better flow to hwy 160.
15	Oct 16, 2015 1:45 AM	East/West roads need to be widened and improved. Other than Hwy 14, none are very well developed or maintained. Tracker especially needs to be widened and improved.
17	Oct 16, 2015 12:38 AM	Need more right turn lanes marked so people will move over to make their turn (especially on hwy 14).
21	Oct 15, 2015 8:11 PM	Improvement of Market Street between Cherry and 14 Hwy. Add Turn lanes on 14 hwy for the traffic backup from John Thomas School of Discovery.
22	Oct 15, 2015 8:01 PM	On Tracker and 160 the road is to narrow. On Tracker going East the turn lane left(south) needs to be extended.
27	Oct 15, 2015 6:59 PM	I would like to see flashing lights on BOTH sides of school zone signs (Mathews Elementary only has them on one side). When you turn out of the parking lot, you can not tell if they are on or not until you pass by the front of the sign. The Junior High has flashing lights on both sides of the school zone sign posts.
52	Oct 14, 2015 2:27 AM	There needs to be a stop light as you turn into subdivision of 14 park place very bad spot to turn in coming off the hill
163	Oct 13, 2015 2:45 AM	Widening/straightening on Nicholas (M) between butterfield and shelvin Rock road. Very dangerous stretch with several accidents here.
179	Oct 13, 2015 2:11 AM	I would like to see Main street a more viable alternative than 160. I would like to see old wilderness road extend to meet up with northview to complete a parallel road for shoppers and new potential retail..ect development. Thanks for helping Nixa Improve and become a larger development
180	Oct 13, 2015 2:10 AM	Driving around the high school is a nightmare. There is a wreck or close calls on Gregg Rd or Nichahols Rd every other day. Especially with our teens driving that area needs to be looked it. And a side walk from the Jr High to the Springs neighborhood. It's not safe for the kids that have to walk home.
213	Oct 13, 2015 1:29 AM	Great that Norton road was repaved but it needs to be widened and/or straightened out. It is heavily used as an alternative route to/from the highschool.
232	Oct 9, 2015 3:18 AM	1. Eliminate yield right-turn in favor of dedicated turn lane with light (eliminates over-shoulder check for oncoming traffic). 2. Eliminate center left-turn lanes in favor of dedicated turn lanes (eliminates merging). 3. Use "frontage" roads and other inlets for business further away from major intersections (eliminates cars trying to stop and turn just a few meters past the intersection).
265	Oct 6, 2015 1:33 AM	Meadowview Dr. from Deffer to Owen needs to be posted no semi trucks. They often get lost there seeking Meadowview ROAD and they get stuck. Also, at Tracker and Main, a right turn lane from west bound tracker onto north bound Main should be included. This intersection is already on your list, but we noticed there's no right turn lane there and that'll back cars up significantly if the R turn lane isn't added to the plan.
269	Oct 6, 2015 12:54 AM	Put in more lanes from Nixa to Ozark ..put a stop lights around the high school in Nicholas and Gregg .. It's almost impossible to get out of there.
9	Oct 16, 2015 8:12 PM	What I do not want to see are light signals replaced by roundabouts. I do not consider them improvements and would not support a tax to pay for them. In fact, I would probably vigorously oppose such a tax. They are hazardous and people don't use them, they just change their routes to avoid them.
281	Oct 5, 2015 6:43 PM	No roundabouts. They're terrible.
24	Oct 15, 2015 7:19 PM	I would be careful putting in roundabouts at North/Main & North/Cheyenne. During peak travel times, I think impatient drivers would cause more accidents.
158	Oct 13, 2015 3:00 AM	Would prefer signal and/or widening roads instead of putting in roundabouts.
253	Oct 6, 2015 2:49 PM	I believe the addition of roads or lanes connecting the surrounding areas (Springfield, Ozark, & Clever especially) would be beneficial in growing the city as it requires less time to travel. I think it is also important to zone along roadways such that there is planning for multiple lanes to the surrounding areas. Working the county to improve infrastructure is important.
258	Oct 6, 2015 11:54 AM	I really do not like diverging diamond intersections. I am also not fond of roundabouts.

267	Oct 6, 2015 1:21 AM	Do not use round about to ease traffic flow, I have lived in Kansas which has tons of them and people are confused on how to use them because they are not familiar with them so they slam on their brakes and cause wrecks....they are not cost effective.Widen the lanes and put in lights instead , which will save the city money!
294	Oct 5, 2015 4:31 PM	Please no roundabouts. They are confusing for most drivers in this area and do not seem to ease congestion like other tools. Plus, they take up more land than a light at an intersection would. Using green space for a roundabout seems counterproductive.
12	Oct 16, 2015 5:58 PM	On previous screen, choice #7 was made as the schools have the funds to provide proper ADA ramps and sidewalk improvements. City should focus on jobs not already integrated with other funding.
44	Oct 14, 2015 4:44 PM	Make improvements in concert with future develops- require developer contributions. Sidewalks, curbs/gutters, etc.
48	Oct 14, 2015 12:52 PM	Take a hard look at this survey and then do the things that the survey indicates to you from the city residents.
57	Oct 13, 2015 10:03 PM	I moved to Nixa from Cedar Rapids, IA 3 years ago. The streets in southern Missouri are so much better maintained than they were up north. When I hear concerns about the condition of roads in Missouri I have to laugh. Our roads are perfect compared to others I've driven on. In Nixa, potholes are rare, street improvements are quickly made.
61	Oct 13, 2015 8:13 PM	The present list is more than can be expected to be accomplished.
62	Oct 13, 2015 7:52 PM	Mixing transportation and parks on the same ballot should not happen.
66	Oct 13, 2015 7:12 PM	We need to work on getting more businesses to Nixa, including restaurants, cable companies, and utilities to help keep costs down.
72	Oct 13, 2015 5:44 PM	Traffic in and out if James river church
75	Oct 13, 2015 5:09 PM	traffic lite is dumb on 14 by city hall
84	Oct 13, 2015 4:10 PM	When it comes to votes for taxes, do a much better job of promoting the value of the projects, comparisons to tax rates in other nearby cities, and picking a voting date that will have the highest turnout of voters.
145	Oct 13, 2015 4:36 AM	na
147	Oct 13, 2015 4:23 AM	None
171	Oct 13, 2015 2:23 AM	None
183	Oct 13, 2015 2:04 AM	N/A
205	Oct 13, 2015 1:34 AM	Stop drivers from viewing mobile phone while driving
207	Oct 13, 2015 1:33 AM	I want the side streets:main st,south st to be cleared during snowy/icy weather.
217	Oct 13, 2015 1:28 AM	Add a tax that is for road use only
222	Oct 13, 2015 1:18 AM	Take over Azalea Road.
235	Oct 9, 2015 12:47 AM	We must try to keep up with the growth of our community
240	Oct 8, 2015 6:52 PM	n/a
242	Oct 8, 2015 3:06 PM	I wish survey questions 2 and 3 had allowed for more than five choices.
243	Oct 8, 2015 12:34 AM	Manhole covers are major speed bumps on slopes in neighborhoods. Is there any way to correct this?
245	Oct 7, 2015 7:11 PM	repair what's in place, establish a maintenance plan to keep current/future transportation projects up to par; sidewalks, traffic flow
246	Oct 7, 2015 2:28 PM	I have noticed when we have heavy snows that the walk ways surrounding Matthews school are not cleaned. Who is responsible for them.Kids are seen walking in the street. Also I believe there should be some rules about where trees are planted when you live on a corner lot. Ex. corner of Cedarwood and Butterfield,tree prevents you from having clear view for turning.
247	Oct 7, 2015 12:47 PM	Work with MoDot to change left turn signals in the City to permissive instead of stop when through traffic is green.
295	Oct 5, 2015 4:18 PM	Question #4 was really hard to prioritize. They are equally important. And I'm really sorry the Parks didn't pass.
10	Oct 16, 2015 6:21 PM	It is very difficult to navigate the streets in Nixa. There are numerous bottle necks. Improvements must be multi-faceted and ongoing. The transportation system is not adequate for a city our size.
16	Oct 16, 2015 1:19 AM	All these idea's are great, however if we do not employ more Police Officer's and keep the good ones it will all be in vain. An educated, well trained, properly manned policed force is the best safety.
25	Oct 15, 2015 7:16 PM	Main Street is very rough between Hwy. 14 and Tracker Rd. The traffic flows just fine, but could use a smoother surface.
32	Oct 15, 2015 4:36 PM	Street lighting needs to be greatly expanded along major streets. It is just too dark for safe driving.
40	Oct 14, 2015 9:05 PM	One of my main concerns is snow removal. Based on the policies on line, if you live on a cul-de-sac street you do not get the snow removed. My issue is that I pay the same taxes as everyone else and we should all have access to the same removal process. There have been a few times, when our street was plowed, which is wonderful, but the majority of the time this is not done. And we have had vehicles get stuck because of this. I do understand that it is harder to plow a cul-de-sac, but if we all pay the same taxes, my street should also be plowed the same as everyone else's. Thank you for sending out this survey to get feedback from the community. We love living in Nixa and this is one of the reasons. :)

99	Oct 13, 2015 2:03 PM	A campaign to explain how improving the community will increase property values would be great.
106	Oct 13, 2015 1:38 PM	Nixa is the only city I have heard of that requires the homeowner to pay for expenses to pipe repairs done under city streets. This is unacceptable.
266	Oct 6, 2015 1:30 AM	NO TAXES!! We all now how you like to come up with ideas and say taxes are needed to complete, yet tax doesn't pass and somehow money is found for projects anyways.
271	Oct 6, 2015 12:32 AM	Our city is way behind our growth. We have to pass the park males tax. The community needs to be educated on what this tax will do for them, not just build parks, but free up funds in the general budget for police protection etc.
272	Oct 5, 2015 10:55 PM	Our traffic has gotten really congested.
263	Oct 6, 2015 2:10 AM	The intersection at Gregg Road and Hwy 14 needs some work to minimize the "dip" when driving North & South. It is extremely rough and hard on the vehicles.
168	Oct 13, 2015 2:32 AM	Poor road maintenance.
176	Oct 13, 2015 2:14 AM	The traffic flow is the biggest problem.
284	Oct 5, 2015 6:07 PM	I suggest using speed bumps in areas where children often play. There are too many reckless drivers in small neighborhoods.
287	Oct 5, 2015 5:33 PM	Existing roads need improved and not just "patched". Tracker at 160 heading east needs help. Also Buckeye Lane needs to be sealed as it's falling apart.
136	Oct 13, 2015 7:42 AM	I don't have any special concerns. There are some pot holes here & there that could use some attention. Frequently there is one at Butterfield/Nichols(M).
162	Oct 13, 2015 2:47 AM	Main and Short: Poor vision due to fences, have to almost pull into traffic to see if there is oncoming traffic
184	Oct 13, 2015 2:04 AM	On street parking on 2 lane capacity streets should not be allowed. If we cannot totally do away with parking on narrow streets at least allow parking only on one side.
142	Oct 13, 2015 4:56 AM	Improve traffic flow on east north street, school zone. People picking up children from two schools are a mess!!!
159	Oct 13, 2015 2:53 AM	Turning lanes on most busy routes would relieve most pressure, esp on all the r way stops
194	Oct 13, 2015 1:45 AM	I think it would really benefit Nixa to turn 160 into a boulevard. A nice grassy median with trees starting from CC straight through town and out to Kelby Creek. It would really spruce up the area and draw more businesses. Also, create some rules about the types of businesses that can go in on 160. Less pole barns and more attractive store fronts. We need to build up the tax base of our city!
82	Oct 13, 2015 4:16 PM	I am truly blessed to live in Nixa and really only have one suggestion. As I live in the Four Winds Subdivision I live in one of the many Subdivisions in this town that has no road maintenance due to no formal agreement with the county from the developer. I actually live just out of the city limits but I know there are Subdivisions like mine in the city with very poor roads and storm draining. I truly feel that other than sidewalk projects to keep our city compliant the many from those suggested sidewalk projects should be used to upgrade the roads in as many Subdivisions as possible.