



Points to Clarify

- Need to clarify the source of project funding. There is a misconception that the City is wasting taxpayer money on this project.
- Need to clarify the scope of the study. The opposition to two-way streets seems to come from a notion that all streets will be two-way.
- Need to clarify that on-street parking locations may change but the total number of spots may not necessarily be reduced, or that a reduction in on-street parking may be mitigated by the creation of off-street parking.

General Beliefs

- There is no issue with congestion.
- The existing street pattern is confusing for visitors.
- The existing street pattern where a one-way street faces a two-way street is undesirable and unsafe.
- Columbia and North Streets need to stay one-way.
- Access to the Heritage Center needs improved.
- Access to the post-office needs improved.
- In general, access coming from the east needs improved.
- Improved signage and way-finding is needed.
- Access to parking needs to be close, convenient, and free especially along Main Street and Fountain Avenue in front of commercial businesses.
- If on-street parking is lost, then free off-street parking needs added.
- If streets are two-way, then loading zones or alleys need designated for deliveries.
- There are mixed beliefs about encouraging bicycle traffic downtown. Some want more amenities, and others want the bicycles to stay on the bike paths or park and stay off the streets.
- Although people recognized that more attractive streets might create more pedestrian traffic, the majority of public/stakeholders showed minimal interest in improving aesthetics or investigating “complete streets” concepts in order to encourage development. Rather, people recognized parking as a key to development.



Question #1 - Do you believe one-way streets are more desirable?

- Yes = 7
- **No = 11**

Question #2 - Do you believe one-way streets affect loading and unload?

- **About the Same = 8**
- Less Difficult = 2
- More Difficult = 7

Question #3 - Do you believe two-way streets affect pedestrian and bicycle safety?

- **About the Same = 8**
- Less Difficult = 7
- More Difficult = 4

Question #4 - How do you believe converting to a two-way street would affect access to existing businesses?

- About the Same = 3
- **Improve Access = 15**
- Decrease Access = 2

Question #5 - Do you believe two-way streets create less confusing circulation pattern?

- **Yes = 17**
- No = 1
- Indifferent = 2

Question #6 - Would you be willing to trade more peak-hour congestion for two-way streets?

- **Yes = 14**
- No = 6
- Indifferent = 0

Question #7 - Would you be willing to trade some on-street parking for two-way streets?

- Yes = 9
- No = 9
- Indifferent = 2

Question #8 - Do you believe more pedestrians and bicycle friendly streets would encourage development downtown?

- **Yes = 15**
- No = 5
- Indifferent = 1



Survey Summary

10/5/10 Public Involvement Meeting

Question #9 - Would you be more likely to visit downtown if there were less one-way streets?

- **Yes** = 8
- No = 4
- Indifferent = 7

Question #10 - Do you work downtown?

- Yes = 10
- No = 10
- Indifferent = 0

Question #11 - How often do you come downtown?

- Daily = 2
- **Weekly** = 8
- Monthly = 1
- Blank = 9

Question	Cheryl Morgan - Turner Foundation	Maureen Fagos - Center City Association		Andy Iricle	Ted VanderRoost, Springfield Foundation	Scott Griffith	James Lagos	Horton Hobbs, III	Flossie Hulsizer	Robert E. Hulsizer	Karen Duncan	Roger Sherrock	Anonymous	Nancy Wilson	Andrea LaMar	Mike Robbins	Ruth Brewer	Marsha Norris	Jaye Taybe	Richard Matthews	
Do you believe one-way streets are more desirable?	No	No	No		No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes	Yes		No	Yes	
Do you believe one-way streets affect loading and unload?		About the Same	About the Same	About the Same	About the Same	Less Difficult	Less Difficult	More Difficult	More Difficult	More Difficult		About the Same		About the Same	More Difficult	More Difficult	More Difficult	About the Same	About the Same	More Difficult	
Do you believe two-way streets affect pedestrian and bicycle safety?	About the Same	More Safe	More Safe	About the Same	About the Same	About the Same	More Safe	Less Safe	About the Same	Less Safe	Less Safe	More Safe		About the Same	About the Same	Less Safe	Less Safe	Less Safe	About the Same	Less Safe	
How do you believe converting to a two-way street would affect access to existing businesses?	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Decrease Access	About the Same	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Improve Access	Decrease d Access	About the Same	Improve Access	About the Same	
Do you believe two-way streets create less confusing circulation pattern?	Yes	Yes	Yes	Indifferent	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Indifferent	
Would you be willing to trade more peak-hour congestion for two-way streets?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	
Would you be willing to trade some on-street parking for two-way streets?	Yes	No	Indifferent	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	No	No	Yes	No	No	No	Indifferent	No	
Do you believe more pedestrians and bicycle friendly streets would encourage development downtown?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	Yes	No	Yes	Indifferent	Yes	Yes	Yes	Yes	
Would you be more likely to visit downtown if there were less one-way streets?	Yes	Yes	Yes	Indifferent	Yes	Yes	Yes	Indifferent	No	Indifferent		Yes	Indifferent	Yes	Indifferent	Indifferent	No	No	Indifferent	No	
Do you work downtown?	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	No	No	
How often do you come downtown?	Weekly		Daily			Weekly				Weekly			Daily		Weekly	Weekly	Weekly	Weekly	Weekly	Monthly	Weekly

Topic	Cheryl Morgan - Turner Foundation	Maureen Fagos - Center City Association	Anonymous	Andy Iricle	Ted VanderRoost, Springfield Foundation	Scott Griffith	James Lagos	Horton Hobbs, III	Flossie Hulsizer	Robert E. Hulsizer	Karen Duncan	Roger Sherrock	Andrea LaMar	Allison Bowling	Mike Robbins	Ruth Brewer	Marsha Norris	Beverly Rice	Patricia Ross
Confusion	Suggests numbering the streets to reduce confusion. States that the dead ends and switching from one-to-two way creates confusion. Offers a solution to fix confusion by finding a way for Columbia (eastbound 40) to intersect with 72.	States that the once-a-year visitor and out-of-town guests tell her the one-way streets are confusing.		Suggests that two-way streets are more intuitive for the driver looking for a business, but one-way streets are more intuitive for the driver passing through.	Comments that two-way makes it easier to navigate to businesses. States that the streets now are confusing for someone not familiar with downtown.		Believes that delivery drivers from out of town could find locations easier with two-way streets. Thinks that two-way would reduce the confusion when giving directions.	Indicates his wife doesn't come downtown because she finds the streets confusing.	Suggests that out of town visitors may find the one-way streets confusing.		States that out-of-town visitors complain about the one-way streets.			Suggests two-way streets allow for time to look for an addresses.	Suggests one-way streets are easier to get around. Feels that two-way streets do create less confusion in certain areas.	States that although two-way streets are less confusing they are more dangerous.	Suggests that one-way streets may be confusing for visitors, but the town is small enough that one way streets don't make too much of a difference.	States the one-way streets are what she knows and she's use to them.	Feels the streets can be rerouted in a simpler, more intuitive way.
Parking		States on-street parking is critical for attracting 1st floor retail.	Indicates that parking doesn't need sacrificed for two-way. Suggests making Fountain two-way with a lane of parking on each side.	Believes there is plenty of parking in downtown.	Wants more public parking available close to downtown.		Feels that losing parking is not necessary. Suggests parking can increase such as on both sides of City Hall along Limestone and Fountain.	Feels it is okay to lose some parking but not all.	Wants to continue free on-street parking.		Suggests some parking loss but not much.	Suggests that on-street parking loss is okay if there are well marked alternatives.						States she wants to keep on-street parking.	
Pedestrians and Bicyclists			Suggests that one-way streets may increase pedestrian traffic. Suggests that although two-lane may slow traffic, it requires pedestrians to look both ways.		Suggests that street flow shouldn't effect pedestrians.		States that the sidewalks are already wide enough and there are plenty of bicycle paths.	Feels that two-way streets were less safe unless there were designated bicycle lanes.		Feels bicycles should stay on the bike trails.		Feels that two-way streets slow traffic down.			Feels that one-way streets allow pedestrians and bicyclists to watch for cars easier.				
Aesthetics					Identifies a need to make downtown welcoming and friendly.			Feels that two-way streets would enhance downtown.	Feels that the streets are fine as is.				Believes she will come downtown just as often regardless of how the streets are oriented.						
Congestion					States there are good streets near by to handle any congestion created by two-way.				Feels one-way streets make great traffic flow.	Feels one-way streets have better traffic flow. Suggests two-way streets create congestion when trucks double park for deliveries.	States some congestion is okay but doesn't want to see "big city" congestion.	Suggests that current traffic levels don't support a one-way system.	Suggests that deliveries could cause temporary congestion when stopped in a through lane.	Feels that there should be one 1-way eastbound and one 1-way westbound to provide faster access and the rest of the streets should be two-way. Indicates that there should be loading zones so trucks don't block traffic.	Indicates that with two-way streets delivery trucks tie up traffic blocking lanes. Suggests that changing some one-way streets to two-way can create congestion, especially if there is an interstate accident and semi trucks reroute through downtown.				Suggests that for a City the size of Springfield there are too many one-way streets.
Access							Suggests that access issues could be resolved by efficiently using alleys.	Suggests that access to businesses would decrease unless on-street parking remains the same since people don't want to walk a great distance to get to a business.	Feels that when two-way streets existed in the past it was horrible to get from Point A to Point B.	Indicates she is not sure if access is affected by two-way streets.			Suggests that one-way streets sometimes make it difficult to get where you want to go.				Indicates that businesses are currently set up to accommodate one-way streets.		Suggests that coming from the north of town to the post office is difficult.
Other													Suggests looking at the possibility of light rail and increasing bus and train usage since these would have a huge impact on Springfield.					Feels the money should not be spent on the street conversion; rather, money should be spent in the neighborhoods.	

Confusion	Two-way streets with better way finding would be less confusing.	The one-way streets are more of an inconvenience, not necessarily confusing for everyday users.	Two-way streets are only less confusing in certain areas.	Two-way streets doubles your options on how to get somewhere.	Two-way streets are better for visitors.	Two-way streets provide better access to the Heritage Center.	Locals know how to get around.	Two-way streets are more intuitive.	It is dangerous where one-way streets face two way streets.						
Parking	Would be willing to trade some on-street parking, but need to identify safe and effective delivery zones.	The study should consider alternative parking patterns such as angle/head in parking.	If on-street parking is removed, deliveries will take up traffic lanes for parking.	Parking should not be compromised to accommodate bike traffic.	We can't lose parking by businesses along Fountain and Main Streets.	The study should consider future parking needs.	There is a need for more convenient, well located parking.	Less on-street parking is inconvenient.	Any loss in on-street parking would need mitigated with sufficient off-street parking.	People don't want to walk far to a business.	People park in Heritage Center and Library as if they are public lots..	The City needs to create free off-street parking lots no further than a block from the destination.	We can't lose parking along Main where we have commercial entities.	There is plenty of parking downtown it is just nor maintained well.	There is not enough employee parking.
Pedestrians and Bicyclists	Two-way streets may prevent the "cut-through" traffic currently happening in parking lots and private drives to "avoid" one-way streets thus making it safer for pedestrians.	Bicyclists should park and walk rather than ride on the streets.	Amenities to support bicyclists are needed.	There are not enough bicyclists to accommodate such amenities.	One-way streets are friendlier for bicyclists and pedestrians since they only need to watch for cars in one direction.										
Aesthetics	Someone commented that clean sidewalks don't develop downtown.	The perception of downtown being boring and unsafe needs to change to get people downtown.	Friendlier streets would not drive development.	Friendlier streets would have minimal impact on encouraging visitors.	If streets were complete and there was more to look at people may walk around more.										
Congestion	There is no congestion.	The study should consider creating loading zones at the front of the block, so trucks don't block traffic lanes and create congestion.	More congestion may improve economic conditions because more traffic means more visibility.	We do not want any congestion.	A longer light time may still be shorter than driving several blocks out of the way.										
Access	Two-way streets would increase access to existing parking facilities.	Two-way streets could improve how alleys are used.	Access to business use to be bad when the streets were two-way.	There is only a few minute delay for having to access a business using the one-way streets.	People don't want to walk far to a business.	Two-way streets would improve access to places coming from the east.	It is easier to find addresses with two-way streets.	Parking garages are set up for one-way streets.							
Other	Columbia and North Streets should remain one-way and the rest should be two-way.	The private sector needs to be involved in encouraging downtown development.	The study needs to keep in mind the EMS needs.	The study should take a strategic piece meal approach.	The study should consider two-way in certain locations such as around City Hall.	The street should be two way at the post office.	The circulation from Westcott to the Heritage Center really needs improved.								

Springfield Downtown Streets Conversion Study
February 15, 2011

Morning Open Comment Session

Mike McDorman

- Spoke about the Chamber of Commerce and its Vision Plan
- Noted that a 32 member stakeholder group was going out to the community and assessing what the community wished to accomplish over the next five years
- Indicated that downtown development was a number one priority
- Mentioned the National Road Park Commons which is a 2.5 million dollar (1st phase) investment into the community
- Commented that changing the one-way streets to two-way was needed to make strides towards redeveloping downtown Springfield
- Noted that there is already a movement with the hospital to build multiple offices downtown
- Stated that today's meeting, and the issues raised, are critical to developing downtown as a destination for visitors
- Indicated that 500-600 million dollars has already been invested in downtown and without two-way streets it was difficult to move forward

Dan McGregor

- Asked if it was feasible to add a parking proposal to this streets conversion project
- Steve Thielen (Burgess & Niple, Inc.) indicated that the City of Springfield previously conducted a parking study and Mr. McGregor could contact the City with specific questions

Ted Vander Roest

- Concerned with the lack of a limited access highway downtown
- Indicated that North and Columbia Streets needed to stay one-way
- Anticipated traffic problems, particularly with traffic traveling westbound, at the intersection of Columbia and Limestone Streets near the post office

Mary Hopkins

- Asked if there will be a bike path on Alternative 3
- Steve Thielen (Burgess & Niple, Inc.) indicated that the bike route was a separate element being considered for all of the alternatives

Carol Frank

- Commented that she hates coming downtown because she finds it confusing
- Indicated that she can't meet visitors at places downtown, and she finds this frustrating
- Stated that anything which makes it more convenient to come downtown is a big plus
- Noted that although cost was important, she felt if the money was spent on the project then people would come downtown

Mike Schulsinger

- Noted that inevitably the streets and utilities would need repairs and one-way streets allowed easier closures and detours, and asked if the study team had considered this
- Steve Thielen (Burgess & Niple, Inc.) indicated this was a consideration and is one of many trade-offs evaluated

Ed Dow

- Asked when the City previously had two-way streets
- Steve Thielen (Burgess & Niple, Inc.) indicated that it was about 50 years ago
- Noted that he remembered the two-way streets and ease of getting around was a reason for changing to one-way streets
- Steve Thielen (Burgess & Niple, Inc.) noted that in the 1950s there was a trend to create one-way streets because of the traffic volumes in downtown areas, but now with lower traffic volumes many communities are going back to two-way streets
- Questions the definition of Wayfinding and walkability
- Aaron Domini (Bird-Houk/OHM) defined Wayfinding as “how intuitive is it to get around”, and defined walkability as “how does it look”
- Concerned about safety of two-way streets and asked if the two-way streets create more left turns. Commented that some drivers, like UPS, only make right turns.
- Steve Thielen (Burgess & Niple, Inc.) mentioned that in some ways two-way streets are safer because the streets are narrow and drivers slow down
- Asked if the cost estimates included the relocation of gas lines, fiber etc.
- Steve Thielen (Burgess & Niple, Inc.) indicated no, the cost estimates at this point do not include utilities and typically the utility companies bare the cost if the utilities are in the right of way
- Said he hears a “built it they will come” attitude
- Aaron Domini (Bird-Houk/OHM) indicated that this was not a “build it they will come” concept, rather a street conversion was only one piece of larger efforts

Jim Foreman

- Noted that this was the third study on converting downtown streets in Springfield
- Indicated that for the third time the conclusion seems to be a conversion to two-way streets
- Says the project needs funding and needs to move forward

Maureen Fagans

- Indicated that Center City fully supports the conversion and a complete streets concept that provides bike lanes and improves the pedestrian experience
- Noted that complete streets will support development
- Commented that today’s street system is not conducive to navigating downtown
- Stated that two-way streets eliminate indirect routes and increase exposure to businesses, both of which are critically important
- Clarified that in the 1950s the goal was to move volumes of traffic through downtown, and the conversion to one-way streets had unintended consequences
- Asked for clarification on the evaluation matrix pertaining to the no-build and the definition of neutral
- Steve Thielen (Burgess & Niple, Inc.) stated that the no-build was the baseline, the existing condition

Lisa Behr

- Indicated that she owns a banquet center and her guests have trouble finding the center
- Noted that the two-way streets would make it easier for guests to find her facility and improve visibility of her facility

Jim Lagos

- Noted that he owns several buildings downtown
- Thanked the TCC for conducting this study
- Thanked Bird-Houk for listening to the public comments from the October 2010 meeting, especially for listening to the traffic and parking concerns
- Noted that this study validates the 2002 study co-sponsored by Center City
- Indicated the current system is very confusing for outside visitors and something needs done as soon as possible

Harvey Banks

- Identified that he is the president of the East High Street Neighborhood Association
- Stated that the reason he goes to the mall instead of downtown was because the mall has more parking
- Commented that he foresees parking loss because of two-way streets
- Noted that he wants to see (with each alternative) the on-street and off-street parking spaces
- Noted that answering the questionnaire was difficult because he believed there were too many assumptions required
- Indicated he needed more information before evaluating the alternatives
- Steve Thielen (Burgess & Niple, Inc.) noted that this study did not consider off-street parking
- Steve Thielen (Burgess & Niple, Inc.) indicated that the displays available at the meeting did show on-street parking spaces and may answer some of Mr. Banks questions
- Steve Thielen (Burgess & Niple, Inc.) encouraged Mr. Banks to review the displays and ask questions of the study team after the open forum

John Landess

- Noted that he owned buildings in the study area
- Commented that he enthusiastically supports the street conversion
- Stated that he has often witnessed cars turning the wrong way at Main and Fountain
- Indicated that he regularly has visitors say how difficult it is to navigate downtown
- Stated that this project is long overdue

Carol Frank

- Noted that Springfield has a downtown with empty buildings and a lot of potential, but nobody wants to come downtown because the streets are confusing
- Commented that the big picture is that Springfield wants to be favorable to business, because businesses mean more jobs and more money for Springfield
- Noted that this project is moving in the right direction

Steve Secture

- Indicated that he moved to Springfield 5.5 years ago and at the time wanted to live downtown but the one-way streets were one reason he chose not to love downtown
- Commented that he sees this project as an investment

Ester Manuel

- Noted that when you travel east to west you go *through* Springfield
- Indicated that North and Columbia Streets should stay one-way
- Indicated that the other streets should be two-way and lead to a welcome center, a destination, rather than a pass through
- Noted that the population of Springfield is different than what it once was

Nicki Lagos

- Noted that she was born and raised in Springfield
- Indicated that Springfield is a viable community where there are things to do downtown, but people pass right by
- Stated that Springfield streets are not user friendly and do not lend themselves to development
- Indicated Springfield should slow traffic down and move to the two-way streets regardless of the cost

Tammy Dallenbach

- Indicated that she works downtown at the PNC Bank
- Noted that the most confusing thing, about the current downtown streets, was that Limestone Street changes names multiple times
- Asked if the project could consider renaming Limestone Street

Ann Collier

- Noted that she is a realtor and lifetime resident of Springfield
- Indicated that on a regular basis she shows people places downtown
- Concurred with all the positive comments to move towards two-way streets

Evening Open Comment Session

Gene Barnett

- Stated that Alternative 1 is important to do
- Noted that one-way streets move people through whereas two-way streets slow people down and people can stop to shop
- Noted that with two-way streets people don't have to go 5 blocks out of their way to reach the post office
- Indicated that it will cost a lot but it is important to do it right the first time
- Suggested that this will improve business downtown
- Noted that with the narrower streets there was more room for bikes and sidewalks
- Indicated the importance of bike paths

Karen Duncan

- Identified herself as a Springfield City Commissioner
- Noted that she attended the October 2010 meeting and was glad to see a better turn out today
- Indicated she has spoken at groups such as the Kiwanis and others about this project
- Indicated that about 75% of the people with whom she spoke stated that they did not want a change
- Suggested that most people are resistant to change
- Commented that some people remember when the streets were two-way and resist going back to the two-way
- Noted that citizens of Springfield have a low tolerance for traffic
- Indicated that Springfield does need to think about economic development and if the street conversion shows support for economic development, then the City needs to do a marketing campaign to support the conversion

Jim Campbell

- Identified himself as the director of the Clark County Park District
- Indicated his interest in trails and promoting bike and pedestrian traffic
- Applauded the efforts thus far to consider these topics
- Noted that daily he comes into Springfield from the west of town and finds it difficult to reach his destination without having to go 5-6 blocks out of his way

David Zak

- Identified himself as a newcomer to Springfield since he moved in about 4 years ago
- Indicated he has personally turned the wrong way on Main Street
- Noted that as a citizen he is excited about this proposal
- Quoted the 2002 Center City co-sponsored street conversion study along with several other studies like one in Kalamazoo Michigan, calling attention to how vacancy rates decreased after a conversion to two-way streets
- Noted that easy circulation was the key to downtown streets
- Indicated that he strongly supports the two-way street conversion

Bob Hulsizer

- Indicated that he is downtown at least 2 days a week and finds the current street configuration fine
- Noted that it took him 90 seconds to travel the core block, as is, and suggested it would take 2 minutes if it were 2-way streets
- Noted that someone can get anywhere in Springfield in 20 minutes
- Indicated that people like Springfield because it is a small town atmosphere and people want to keep it that way

Ty Buckman

- Indicated he has lived in Springfield for 12 years and currently lives about 8 block from downtown
- Commented that he sees the two-way conversion as progress to improve downtown
- Noted that the current one-way streets with 3 lanes of speeding cars make Springfield seem big
- Noted that a two-way street system is a sign of a vibrant community
- Wanted people to slow down and appreciate downtown as a destination

Sam Beloff

- Indicated that he owns Rose Fine Jewelry and Loan in downtown and is also a co-chair of the Downtown Business Association
- Noted that he hears concerns about going back to two-way streets but suggests that not only would downtown benefit from the two-way streets but people could still pass by downtown on the Spring Street overpass
- Indicated that as a business owner he would benefit from slowed traffic
- Noted that corner lots would increase in value because of increased visibility created by two-way streets
- Encouraged people to support this conversion

Maureen Fagans

- Indicated that she represented Center City and also spoke at the morning meeting
- Stated that this project was an opportunity to create a viable, sustainable downtown
- Noted that Center City is encouraging people to write letters of support for this project
- Read the Center City's letter of support
- Noted that this project is long overdue and it is a cornerstone to the redevelopment of downtown
- Suggested the City stop talking about it and just do it

Mike Morris

- Identified himself as a lifetime resident
- Indicated that he absolutely supports Alternative 1
- Noted that he never has a problem driving or parking downtown
- Asked the study team to elaborate on the streetscape proposal
- Asked if the project could do just the streetscape and Wayfinding portion of the proposal and not the street conversion
- Aaron Domini (Bird-Houk/OHM) indicated that the streetscape could be done without the conversion
- Aaron Domini (Bird-Houk/OHM) noted that the streetscape concept followed the City's existing practice/policy such as the streetscape around the City Hall

Dan Hepp

- Identified himself as an avid bicyclist
- Noted that there is no safe place in downtown to leave your bike
- Suggested that narrowed two-way streets for were not a safe option for bicyclists
- Wanted the alternative to keep dedicated bike lanes

Colleen Norman

- Noted that she lived on S. Fountain Avenue 5 blocks from downtown
- Indicated it is very difficult to plan a route downtown to reach the Fountain on Main
- Noted that when the system changed to one-way streets it moved people through downtown and out to the Upper Valley Mall, then to Bechtel Avenue
- Indicated she wants to see downtown Springfield as a destination and wants it to be a user friendly place that accommodates bike traffic

Springfield Downtown Streets Conversion Study Summary of the February 15, 2011 Public Meeting Questionnaire

Total Number of Questionnaires Received: 104

Criteria Evaluation

Criteria	Not Important	Important	Very Important	Total Responses
Travel Time	25 (24%)	48 (46%)	31 (30%)	104
Cost	14 (13%)	57 (55%)	33 (32%)	104
Parking Spaces	8 (7%)	42 (41%)	54 (52%)	104
Access	2 (2%)	38 (36.5%)	64 (61.5%)	104
Wayfinding	7 (7%)	31 (30%)	65 (63%)	103
Economic Development	2 (2%)	20 (19%)	81 (79%)	103
Walkability	3 (3%)	38 (36.5%)	63 (60.5%)	104

Alternatives

	Alternative 1	Alternative 2	Alternative 3	No Build
Strongly Do Not Support	10	22	21	66
Do Not Support	6	22	27	11
Neutral	4	22	22	5
Support	10	19	14	1
Strongly Support	70	7	7	8
Total Responses	100	92	91	91

Attendance at Morning Session: 70

Attendance at Evening Session: 53

Total Attendance: 123

How Did You Hear About The Meeting?

Method	Response
Mail	3 (2%*)
TV	8 (6.5%*)
Newspaper	56 (45.5%*)
Word of Mouth	48 (39%*)
Flyer	9 (7%*)
Web	4 (3%*)
Email	39 (32%*)

*% is of the 123 total attendees

Many attendees reported multiple methods of notification

Springfield Downtown Streets Conversion Study

Letters of Support for Alternative 1

Organization/Business	Representative/Individual	Date
Springfield Symphony Orchestra	Beth Goodrich - Development Director	2/22/2011
Wittenberg University	Mark H. Erickson - President	2/22/2011
Center City Association	Maureen B. Fagans - Executive Director	2/14/2011
Home City Federal Savings Bank	Cindy Gorby - Branch Manager	2/22/2011
Consolidated Insurance Agency	Harold A. Goodrich and R. Andrew Bell	2/22/2011
Monte Zinn Automotive Consultant LLC	Monte W. Zinn - Owner	2/22/2011
Ohio Edison	Tim Suter - Area Manager	2/22/2011
The Turner Foundation	John T. Landess - Executive Director	2/22/2011
Center City Association Board	Joseph R. Jackson - President	3/1/2011
Martin, Browne, Hull & Harper, PLL	Steven J. McCready	2/24/2011
Garrigans	Joe Garrigan - General Manager	2/23/2011
Fred & Bartenstein Associates, LLC	Fred Bartenstein - President	2/22/2011
Ohio Real Estate Title Inc.	Theresa A. Hartley - Vice President	2/23/2011
Max's Jewelers & Loan Co., Inc.	Lawrence A. Beloff - President	2/24/2011
Soma Community Church	Dave Black Pastor	2/22/2011

Petition in Support of Alternative 1

Name	Address
Elizabeth Alexander	4 W. Main Street
Becky Krieger	100 S. Fountain Avenue
Scott Griffith	410 W. Columbia Street
Roger C. Sherrock	117 S. Fountain Avenue
Lynette Ewars	20 N. Fountain Avenue
Larry Schneider	26 N. Fountain Avenue
Ken Churchward	410 W. Columbia Street
John Fleeger, Jr.	1807 W. Columbia Street
Samuel Beloff	26 N. Fountain Avenue

	General Topic/Category	Comments
No Support	No Support for 2-way Conversion	Does not support a 2-way system
	No Support for 2-way Conversion	Feels the project is a total waste of tax dollars. States he has no problem locating where he wants to go. He suggests that those who want the change did not live in Springfield when the streets were 2-way.
	No Support for 2-way Conversion	Indicates that this project seems to be a waste of time, effort and money. Feels 7-9 million is a ridiculous expenditure. Notes he is a senior citizen downtown at least 3 days a week and he has no problem navigating the streets or accessing the places he wants to go.
	No Support for 2-way Conversion	Indicates that there is no problem now with Wayfinding. Supports the no-build because there is no cost. Supports Alternative 3 because we would be more parking with less cost. Notes that once more businesses open then we can consider the east-west conversion. Notes that the no left turn on North Street from Fountain Avenue is very confusing to out of town visitors.
	No Support for 2-way Conversion	Says it feels like a waste of money to do some and not all.
	No Support for 2-way Conversion	Says that changing back to 2-way streets will not bring anchor type businesses to the downtown.
	No Support for 2-way Conversion	Says that if it is not broke don't fix it. Suggests there are not enough businesses to draw people for the change. Indicates that the downtown is not large enough to cause confusion or problems. Suggests that if something is going to be changed then we should fix Bechtel Avenue from Columbia to St. Paris Park. Notes that Alternative 3 is a poor plan that creates confusion. Notes that Alternative 2 does a halfway job that would be confusing. Indicates if there is going to be a change then Alternative 1 is the best option. Questions what will happen to a lane when a truck parks to unload merchandise to a business.
	No Support for bicycle path	Believes the bike path is a bad idea.
Supports Alternative 1	Supports Alternative 1	Believes full implementation of a 2-way street system is by far the best method for rejuvenating downtown.
	Supports Alternative 1	States the project should be done right the first time and the benefits of Alternative 1 outweigh the costs. Believes that economic activity is essential for the long term viability of downtown Springfield. Feels that in the future people will more likely use bikes and walk. Notes that the bike route should be distinctive and safe. States that it is very important to consider the safety of bikers and pedestrians.
	Supports Alternative 1	Feels Alternative 1 is a good solution both for residents using downtown services and for visitors coming from the south. Believes Alternative 1 is more intuitive for Wittenberg guests and visitors. Believes Alternative 2 and 3 are better than the No-Build but not enough. States that it is time to move out of the past and meet what is needed today. Feels the current system is confusing and dangerous for newcomers and guests, and it makes a bad first impression of Springfield. Indicates that currently it feels like a place to hurry through rather than a place to be. Notes that becoming bike-friendly is forward thinking.
	Supports Alternative 1	As a downtown property owner, he strongly supports the maximum implementation of 2-way conversion. Feels this will have a major impact on the viability and attractiveness of his properties.
	Supports Alternative 1	States that 2-way traffic is needed downtown. Notes that travel time is not important because Springfield has a very small downtown. Indicates we need Alternative 1, bikeways and large sidewalks. Notes that there are 6,000 parking places downtown which need to be open to all public cars after business hours (5 pm). Indicates that Alternative 2 is not good enough for 2-way traffic. Feels we should do it right the first time. Notes the difficulty of entering the post office because of the 1-way street.
	Supports Alternative 1	Notes that empirical studies support the positive economic impact of 2-way street conversions. States this is a critical issue for our community and we need the navigability, excitement, reduced speeds, etc. that will spur more downtown development.
	Supports Alternative 1	Says, please do Alternative 1.
	Supports Alternative 1	Suggests less gas is used when you are not going in circles and there is less pollution. Suggests 2-way streets will help small businesses. Feels 2-way streets are less confusing for out of town visitors, and 2-way is safer.
	Supports Alternative 1	Indicates we have to do Alternative 1 now.
	Supports Alternative 1	Appreciates the additional downtown parking that Alternative 1 brings, as well as the ease of accessibility in getting around and bringing more people downtown. Alternative 2 is the second best alternative. If Alternative 1 and 2 are not possible, then Alternative 3 is better than the no build.
	Supports Alternative 1	Feels this project is very favorable for downtown. Notes that underground utility work on 2-way streets increases time and needed traffic flow personnel, yet the benefit of 2-way streets far outweighs these additional repair constraints.
	Supports Alternative 1	Says it is really important for Springfield to find a way to do Alternative 1. Notes that if the money is only available for Alternative 2 or 3, then Alternative 3 is the most important. Indicates that his organization brings people in from out of town every week and it is inconvenience to give different sets of directions to everyone.
	Supports Alternative 1	Notes that Alternative 1 is a good first step.
	Supports Alternative 1	Feels Alternative 1 is the most needed plan. Believes Alternatives 2 and 3 don't do enough. Feels the project is a good idea but cost is a very important consideration.
	Supports Alternative 1	Feels Alternative 1 is a great idea and it allows for full use of the downtown area. States a need to do the total change. Notes that as a City we need to change to see growth and if we do nothing we will continue to go no place as a City.
	Supports Alternative 1	Says it seems best to view the project as a whole and if cost becomes prohibitive then some streetscape development can be deferred or phased in. Feels Alternative 2 does not seem to stand alone as well as Alternative 1 or 3. Suggests that Alternative 3 may have the most impact per dollar since it connects Highway 40 with the center of town.
	Supports Alternative 1	Says that with Alternative 1 guests can find their facility better and Alternative 1 will promote downtown business by 50% because drive by traffic will increase greatly. Indicates that Alternative 2 will help for medical but it leaves out the businesses, for example if people are at the hospital and want to visit restaurants those people would have to turn and turn to find places. Feels it would be easier to give directions to guests using 2-way streets.
	Supports Alternative 1	Favors phasing in the entire project along with efforts to bring in businesses. Believes it work much better if we just "bite the bullet and do it all."
	Supports Alternative 1	Feels we need to do something that will make downtown more attractive and welcoming. Favors Alternative 1 because 2-way will provide more access to both sides of the street and be more inviting.
	Supports Alternative 1	Says that people think it is hard to get around, and we need to make it better. Says we need to get more people downtown. Likes that Alternative 1 will add 70 parking spaces.
	Supports Alternative 1	Alternative 1 is the number 1 choice. Notices that so many cars are unfamiliar with Springfield and end up going the wrong way on a 1-way street presenting a safety issue. If Alternative 1 can't be achieved then supports 2 and 3. Says the fact that retail is rarely successful in downtown Springfield is a testament to the detriment of 1-way streets to economic development. Says the 2-way street project is critical to economic development. Notes that Springfield streets are not user friendly and 1-way traffic makes cars go faster, creating danger for pedestrians.
	Supports Alternative 1	Supports Alternative 1 to make downtown as accessible as possible. Suggests that 2-way streets could alleviate the problems out of town visitors face when trying to find downtown businesses.
	Supports Alternative 1	Notes we need to do as much as possible to inject consumer buying habits to our downtown and get more people using downtown. Says we shouldn't do it half way. Alternative 1, all the way is the best investment. Hopes the project creates much needed jobs.
Supports Alternative 1	Says that although Alternative 1 is the most expense, it has by far the greatest impact in developing the downtown. Indicates that Alternative 3 is better than doing nothing. Says the No build is not acceptable for the future of downtown.	
Supports Alternative 1	Indicates that we need to address the entire area not waste time doing half now and having to address it again later.	

	General Topic/Category	Comments
	Supports Alternative 1	Feels Alternative 1 is somewhat expensive but much more comprehensive. Says that Alternative 2 is comprehensive, costly and not sure if it is worth it. Says that Alternative 3 solves most of the issues and is the least expensive. Indicates we need to do something because it is hard to move around. Agrees this is a good project and notes the nice turnout at the second meeting. Indicates that more work needs done on curbs and infrastructure downtown.
	Supports Alternative 1	Indicates that Alternative 1 is not that much different in cost from Alternative 2 and Alternative 1 provides the best solution.
	Supports Alternative 1	Notes that Alternative 1 is the best for economic development and downtown revitalization, and Alternative 1 has better access and Wayfinding. Says that Alternative 2 and 3 do not do enough of what is needed. Says that the no build is unacceptable.
	Supports Alternative 1	Says that Alternative 1 makes the most sense. Says that Alternative 2 is not as good as Alternative 1. Notes that Alternative 3 is barely better than doing nothing and we can't keep the status quo.
	Supports Alternative 1	Says we need to select 1 or 3 and only use Alternative 2 if the cost of 1 is too much. Indicates that this project is needed for the improvement of downtown. Notes the importance of getting people downtown. Says this is a great project and the City needs to stat on this ASAP. Feels the alternative should go convert Main, Limestone (from Washington St. to North St.) and Fountain (from North St. to High St.).
	Supports Alternative 1	Says it is very important to do Alternative 1 - all the streets. Says Alternative 2 would be an improvement but is probably not as good as doing it all. Says this project is a good use of government money. Indicates that in order to see progress things need to change.
	Supports Alternative 1	Indicates that he owns properties on the streets being discussed. Says we must do all the streets - its all or nothing. Sees the conversion as very important for his reinvestment in properties downtown. Notes that currently it is very inconvenient for visitors of his business.
	Supports Alternative 1	Notes that if downtown is to become a destination, then Alternative 1 makes the most sense. Says that the no build is not an option if redeveloping downtown.
	Supports Alternative 1	Notes that 1-way streets don't have the problem of slowing traffic when people are pulling in and out of on-street parking spaces.
	Supports Alternative 1	Says that a conversion of roads in all directions is critical to methodical, sustained revitalization efforts. Notes that the no build is not an option if we want to move forward. Says that from an economy of scale, it makes the most sense to do this all at one time. Notes that it is imperative that we accomplish as much change as possible. Indicates that Alternative 2 is a strong alternative and provides a good compromise.
	Supports Alternative 1	Says if we are going to proceed lets do it right. Agrees that the time has come to move forward.
	Supports Alternative 1, and supports Alternative 3 as an second choice	Notes for Alternative 3 that something is usually better than nothing.
	Supports Alternative 1, but believes the existing system is not broken	Suggests the preferred alternative should be all or nothing and notes that if the changes fail it will be difficult to return to original conditions. Believes the system is not broken. Questions who will maintain the landscape and other changes.
	Supports Alternative 1, but if it can't then something (i.e. Alternative 2 or 3) is better than nothing	Feels that Alternatives 2 and 3 are lesser options but better than nothing. States that something needs to be done to try and improve the traffic and pedestrian access. Notes that this is an excellent project and he is glad it is being done; however, feels the project was poorly advertised in the fall.
	Supports Alternative 1, but if it can't then something (i.e. Alternative 2 then 3) is better than nothing	Feels that Alternatives 2 and 3 are lesser options but better than nothing. States that something needs to be done to try and improve the traffic and pedestrian access. Notes that this is an excellent project and he is glad it is being done; however, feels the project was poorly advertised in the fall.
	Supports Alternative 1, but if it can't then something (i.e. Alternative 2 then 3) is better than nothing	Feels that Alternatives 2 and 3 are lesser options but better than nothing. States that something needs to be done to try and improve the traffic and pedestrian access. Notes that this is an excellent project and he is glad it is being done; however, feels the project was poorly advertised in the fall.
	Supports Alternative 1, Encourages bicycle connections	Selects Alternative 1 as a top choice and wants to go for the maximum benefit for Springfield. Notes the importance of connecting the bike trails. Asks if the project can phase in streets first then landscape.
	Supports Alternative 1, Encourages bicycle and pedestrian friendly alternatives	Indicates that as part of Alternative 1, we need to include bike/pedestrian access as part of the change. Notes we have needed and promoted a more pedestrian and bicycle friendly downtown for a long time. Hopes we do the proposed changes.
General Support	General comment of support	States we should stop the perception of Springfield being a fly by non-destination.
	General comment of support	Wants to make downtown Springfield a destination stop and not a drive thru.
	General comment of support for an alternative that brings people downtown	Indicates that the downtown is so small that the travel time changes for the better or worse really aren't a big deal. Notes that bringing economic development is what's important. Supports improvements that bring more people and development.
Supports Alternative 3	Supports Alternative 3 with free parking	Notes the project is very expensive and asks who will pay for it. Suggests that Alternative 3 makes more sense than Alternative 1 and 2. Indicates that free parking is very important and is afraid the project will impact free parking.
	Supports Alternative 3 with parking as priority	Believes parking supersedes 2-way streets. Favors Alternative 3 because of the lower cost. Questions the funding for this project.
Supports New Alternative	Suggests a modified/narrowed alternative	Suggests making N. Fountain between North St. and Columbia St. one-way and connecting North St. and Columbia St. to Spring St.
	Suggests a modified/narrowed alternative	Believes it is better to deal with problem areas (e.g. E. High coming into downtown, W. Main coming into downtown and around the post office) rather than making significant changes. Not opposed to some changes like improving pedestrian access, bicycle access and the streetscape.
Bikes	Bikes - Encourages bicycle friendly alternatives	Says the alternative must have a bike lane along Fountain Avenue from Creek to the existing east-west bike path by the Marriot.
	Bikes - Encourages bicycle friendly alternatives	Feels any development should consider safe bicycle traffic, and the streetscape should include bike racks.
	Bikes - Encourages bicycle friendly alternatives	Requests that bicycle safety remain a top priority. Suggests economic development may dramatically increase bicycle traffic.
	Bikes - Encourages bicycle friendly alternatives	Notes that all alternatives need to keep bike lanes.

	General Topic/Category	Comments
Bikes & Pedestrians	Bikes and Pedestrians - Encourages bicycle and pedestrian friendly alternatives	Lives downtown and looks forward to a bicycle and pedestrian friendly downtown.
	Pedestrians - Encourages pedestrian safe alternatives	Asks how much this study costs. Feels pedestrian safety is needed.
Parking	Parking - Encourages parking spaces by existing businesses/uses	Feels parking needs to go with locations. Indicates that loading and receiving supplies was the biggest problem associated with 2-way streets. States that with some elimination of alleys, loading and unloading needs to be marked on the main thoroughfares. Feels streetscaping would improve aesthetics. Believes the slow down of traffic with 2-way streets can help invite bicycle users. Believes downtown needs to attract business and the downtown streets needs to be 2-way. Indicates that maintaining 1-way on North and South bound streets defeats the purpose of moving traffic through the downtown.
	Parking - Requesting more information	Requests more information about parking.
General Comments	General comment about meeting format	Felt the presentation should have used the microphone, and felt the lighting should have been adjusted so it was easier to read the printed presentation.
	General comment about parking	Notes that parking is important as is S. Limestone turning into Spring Street.
	General comment about renaming Limestone Street	Asks that the project consider renaming S. Limestone St. in the downtown and resolve the confusion of the Limestone St./spring St. issue.
	General comment about the expensive costs associated with Alternative 1	States Alternative 1 seems very expensive
	General comment about the expensive costs associated with Alternative 1	Indicates that 9 million is such a large investment and wonders how the investment would pay off.
	General comment about users going the wrong way	States he sees cars going the wrong way down W. Main St on a daily basis.
	General comment - Encourages delaying project until after hospital opens	Says that it seems at a time when traffic patterns will change due to the hospital opening, that these changes may or may not be conducive and should be delayed until after the traffic flow has changed. Indicates that the overall cost is too expensive as well as the costs already incurred to conduct the study.