

Bradford Park

Close and Convenient

Neighborhood Assessment Report



Neighborhood Workshop Assessment: April 10, 2008

Accepted by City Council: September 29, 2008



Neighborhood Assessment Program

Sponsored by:

City of Springfield
Department of Planning and Development
Neighborhood Conservation Office

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VISION 20/20 AND NEIGHBORHOOD ASSESSMENTS



The Vision 20/20 *Neighborhoods Plan*, a portion of the Springfield/Greene County Comprehensive Plan, was adopted on July 10, 2000. The *Neighborhoods Plan* outlines objectives and actions that Springfield and Greene County will pursue to stabilize or improve existing neighborhoods and to create sustainable attractive new neighborhoods. The *Neighborhood Assessment* process was adopted by City Council in order to implement a portion of the *Neighborhoods Plan*. Specifically, the *Assessment* process implements the *Plan* by:

- Allowing local residents to create an "*Assessment of neighborhood condition*".
- Helping local residents to identify where "*Targeted neighborhood improvements*" are needed.
- Identifying where "*Housing services*" and "*Housing assistance*" programs are desired.

Springfield's *Neighborhood Assessment* process mirrors a public input process developed and utilized by the City of Kansas City, Missouri.

With assistance from City staff, residents, business representatives and people who work in local institutions provided input at the Bradford Park Neighborhood Assessment workshop. Participants mapped their community, and identified assets and priority issues in their neighborhood.

The Bradford Park Neighborhood Assessment workshop was held on April 10, 2008, at the Cowden Elementary School.

Bradford Park Assessment Area

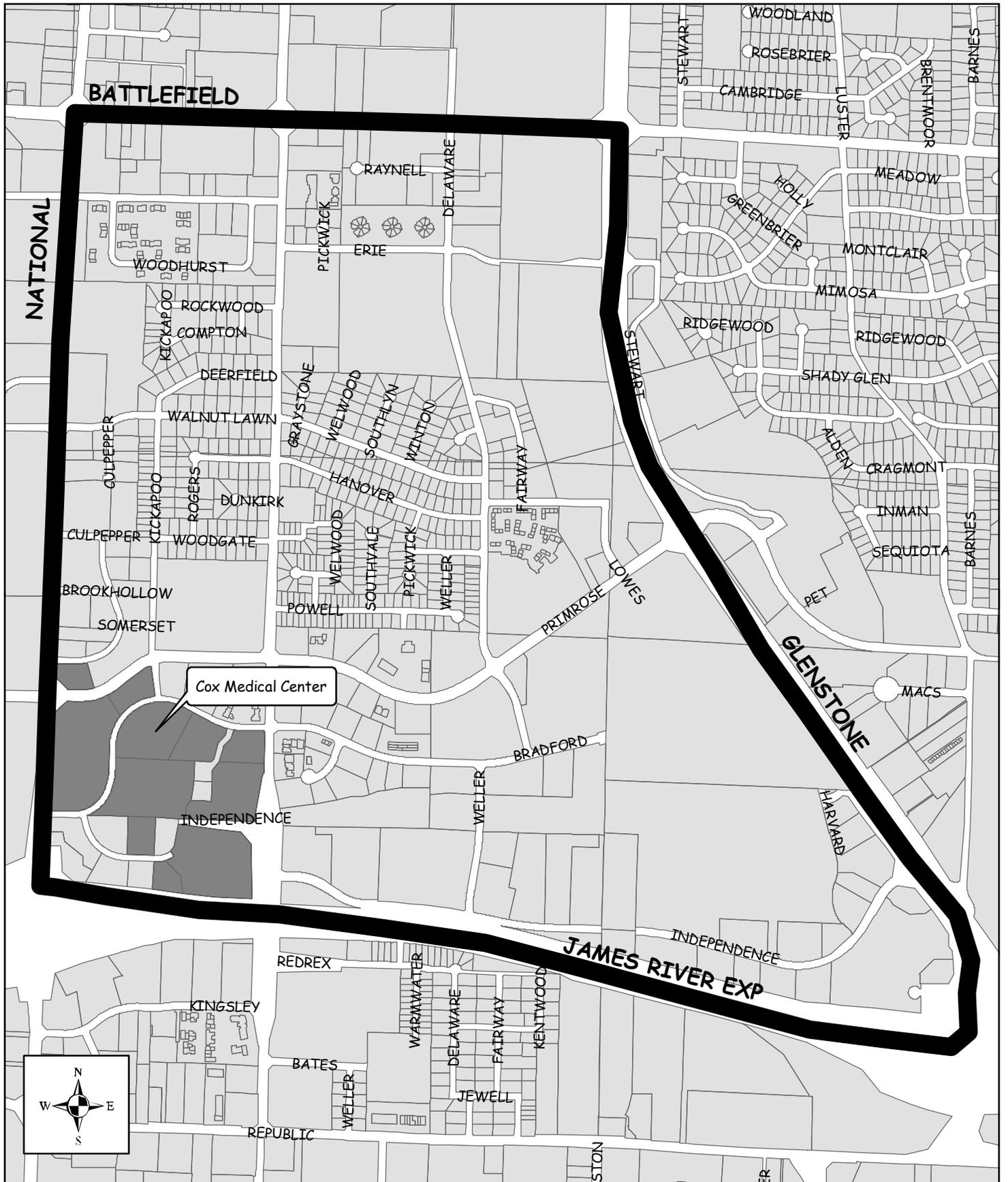


CHART NOTES



Neighborhood Name

The attendees listed several names for their neighborhood. The name recommended help represent how they would begin identifying their neighborhood when giving directions or explaining where they live, shop, or etc.

The selected name:

Bradford Park

Other suggested names:

- Hanover Estates
- Southvale Terrace
- Cowden
- Medical Mile
- Medical Mile - East



Neighborhood Slogans

The attendees listed several slogans to describe their neighborhood. The slogans helped the participants to identify how they viewed their community.

The selected slogan:

Close and Convenient

Other suggested slogans:

- Close and Convenient
- South to the Medical Mile
- A Healthy Neighborhood
- Where everyone wants to be
- Shopping in five.

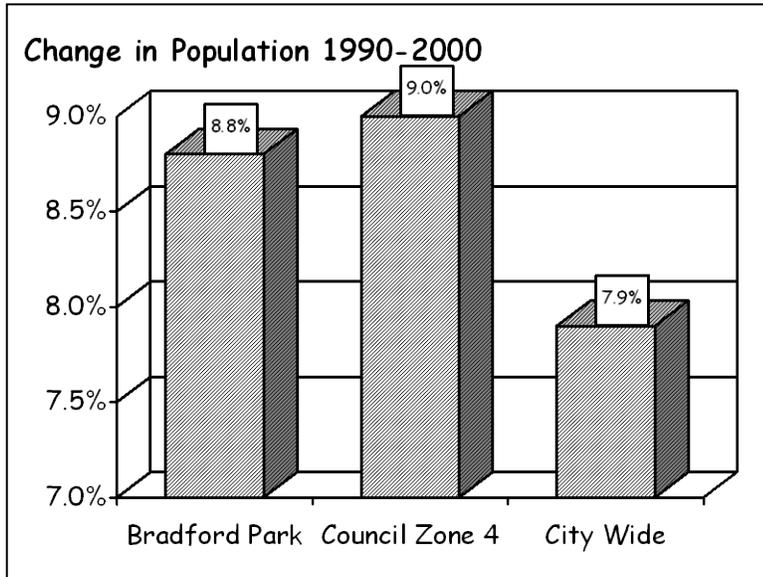
Facts About My Neighborhood

The data presented at the Assessment workshop was from the 2000 Census, the Police Department, Building Development Services and the Planning & Development Department.

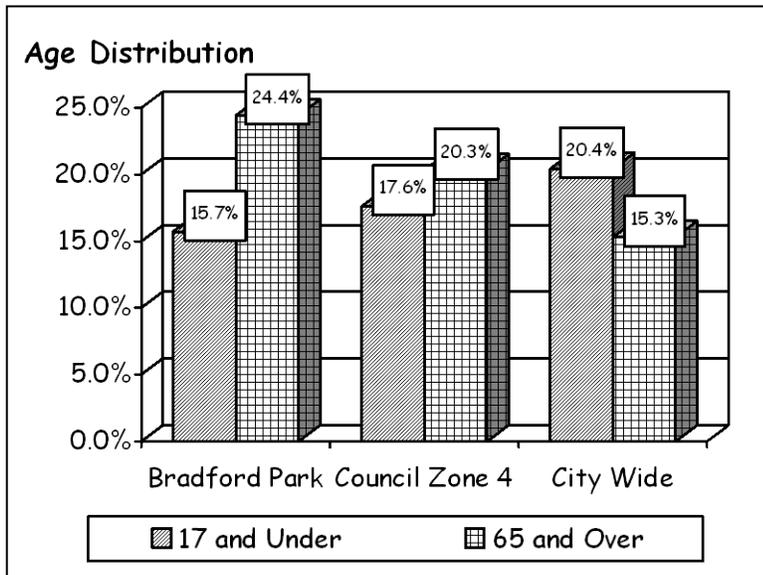


Participants are viewing data about their neighborhood.

POPULATION

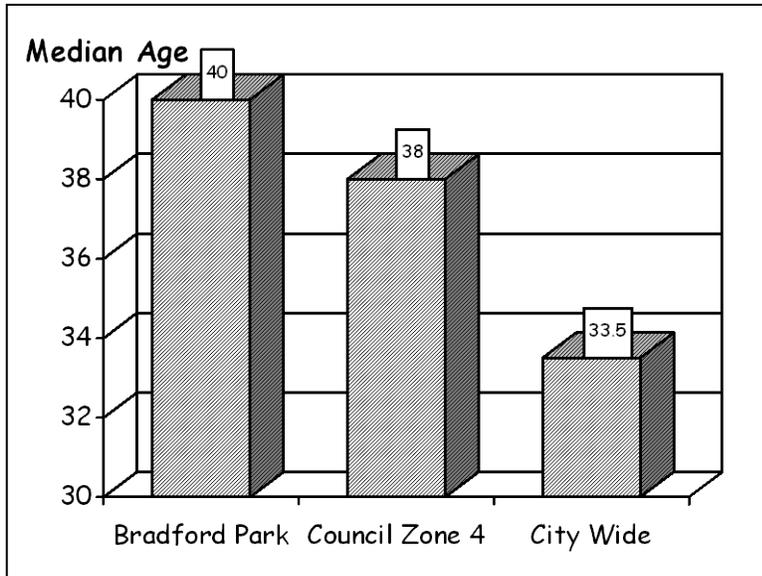


In 2000, there were 2,332 persons living in Bradford Park. Between 1990 and 2000, the population in Bradford Park increased by 8.8%. By comparison, the population increased in Council Zone 4 by 9.0% and in the City by 7.9%.

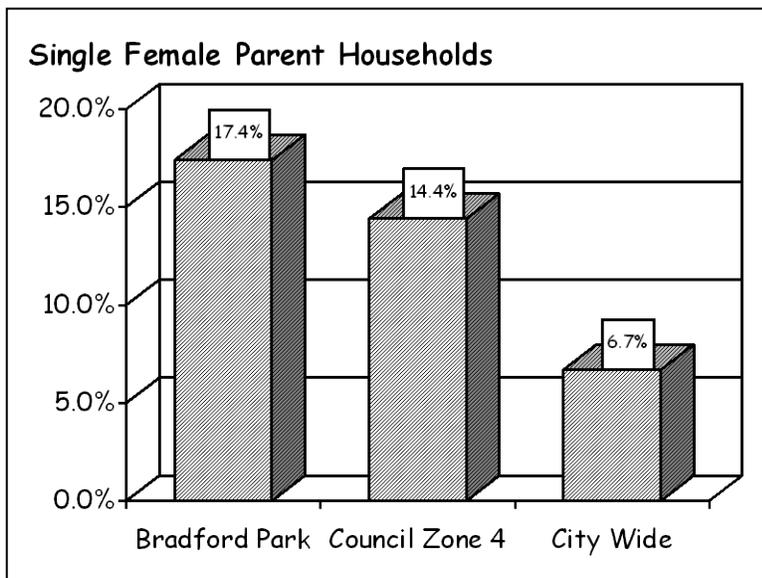


The percentage of people under age 17 in Bradford Park is 15.7% and 24.4% are over the age of 65. By comparison, Council Zone 4 has 17.6% under age 17 and 20.3% over age 65. City Wide 20.4% are under age 17 and 15.3% are over age 65.

POPULATION

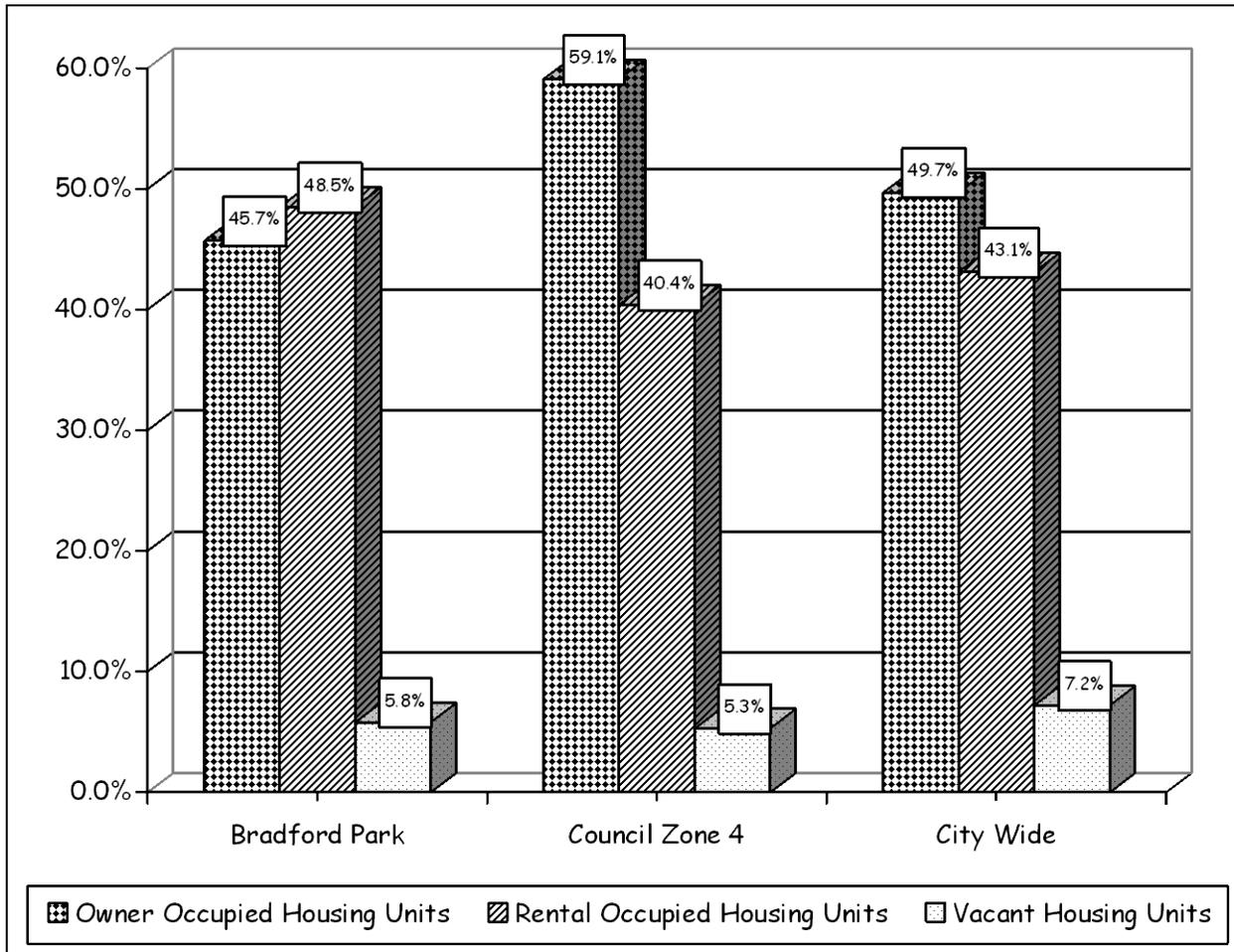


In Bradford Park, the median age is 40, which means that half of the people in your neighborhood are younger than 40, and half are older than 40. In Council Zone 4, the median age is 38 and City Wide it is 33.5.



The percentage of single female parent households (with children under 18 years of age) in Bradford Park is 17.4%. This compares with 14.4% in Council Zone 4 and 6.7% City Wide.

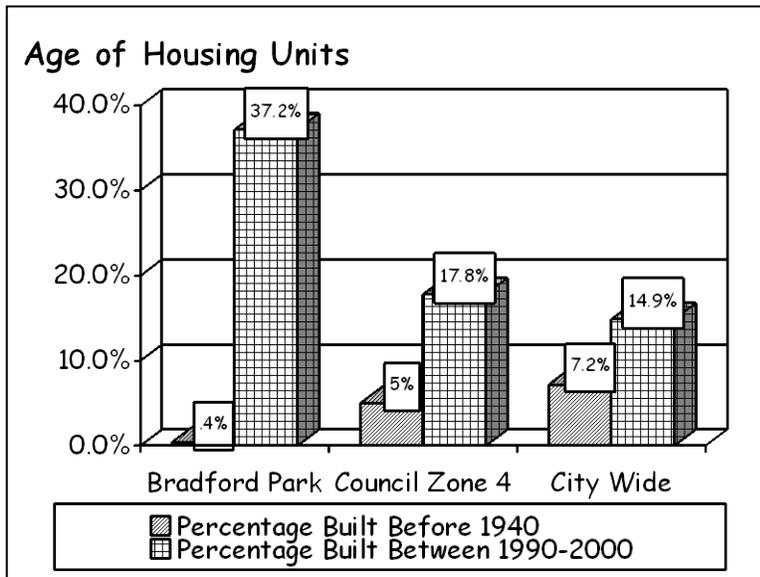
HOUSING



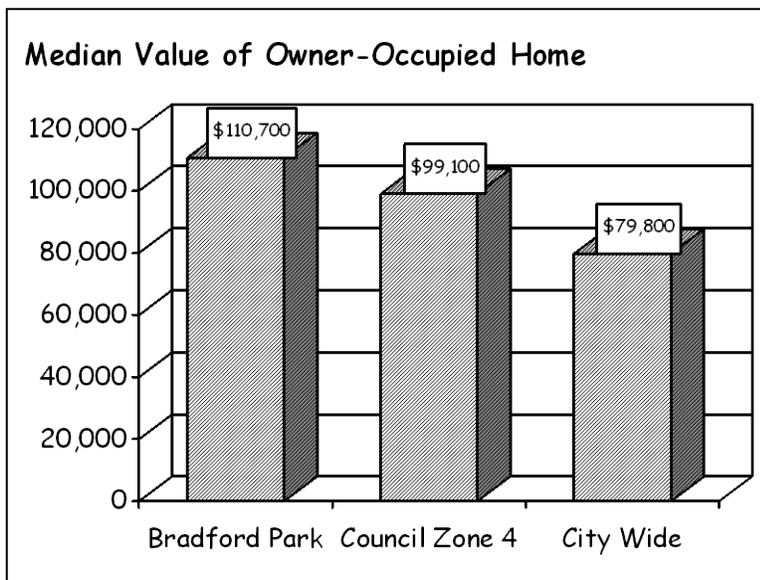
The housing in Bradford Park is composed of 45.7% owner occupied, 48.5% renter occupied, and 5.8% vacant housing. The percentage of owner occupied housing in your neighborhood is lower than that of Council Zone 4 and the City as a whole. The rental housing in the Bradford Park neighborhood is higher than that of Council Zone 4 and the City as a whole.

HOUSING

A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or, if vacant, is intended for occupancy as separate living quarters.

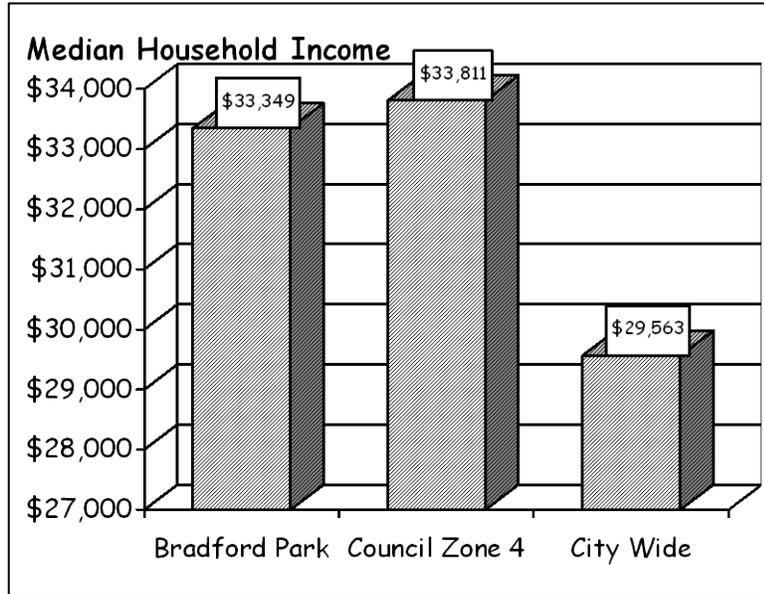


The percentage of housing units in the Bradford Park neighborhood built before 1940 is 4%. This compares with 5% in Council Zone 4 and 7.2% City Wide. In addition, the percentage of housing units built in the Bradford Park neighborhood between 1990 and 2000 is 37.2%. This compares with 17.8% in Council Zone 4 and 14.9% City Wide.

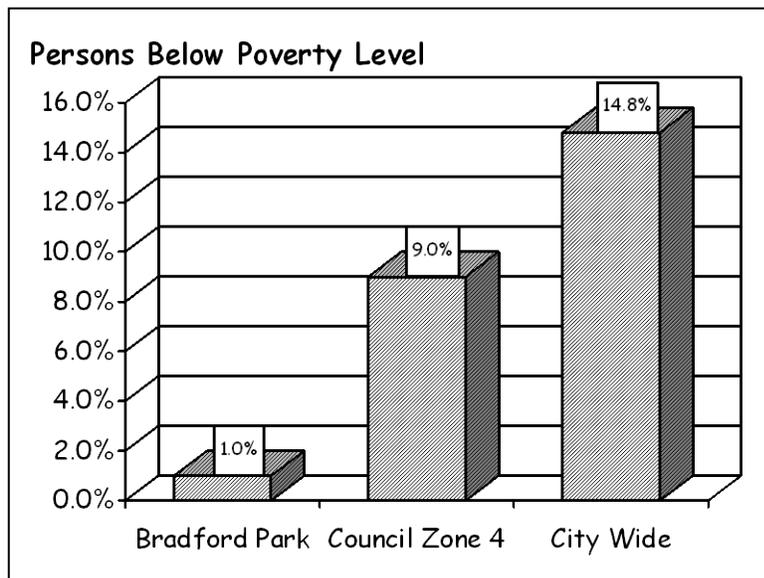


In the Bradford Park neighborhood, the median value of an owner-occupied home is \$110,700. This means that half of the owner-occupied homes in the neighborhood are valued at more than \$110,700, and half are valued for less. The median value of owner-occupied homes in Council Zone 4 is \$99,100 and City Wide is \$79,800.

INCOME AND EMPLOYMENT

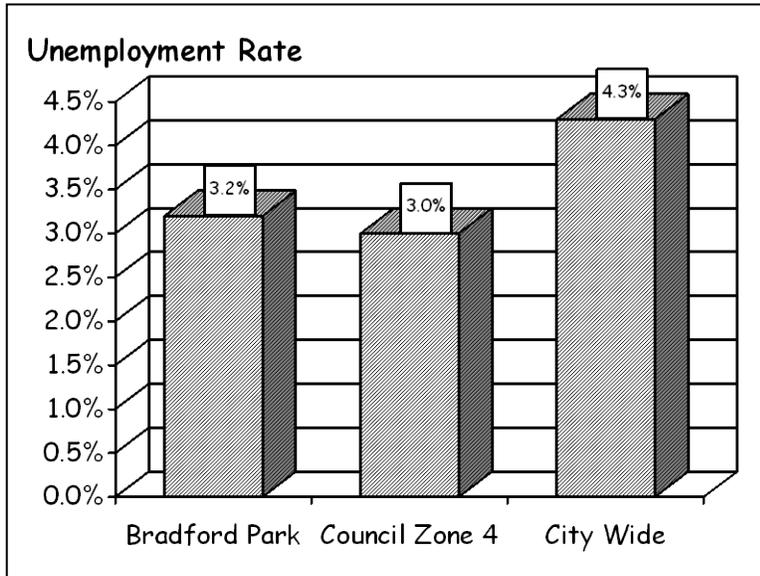


The median household income in Bradford Park is \$33,349, which means that half of the households in the neighborhood have incomes of more than \$33,349 and half have less. This compares with median household incomes of \$33,811 in Council Zone 4 and \$29,563 City Wide.



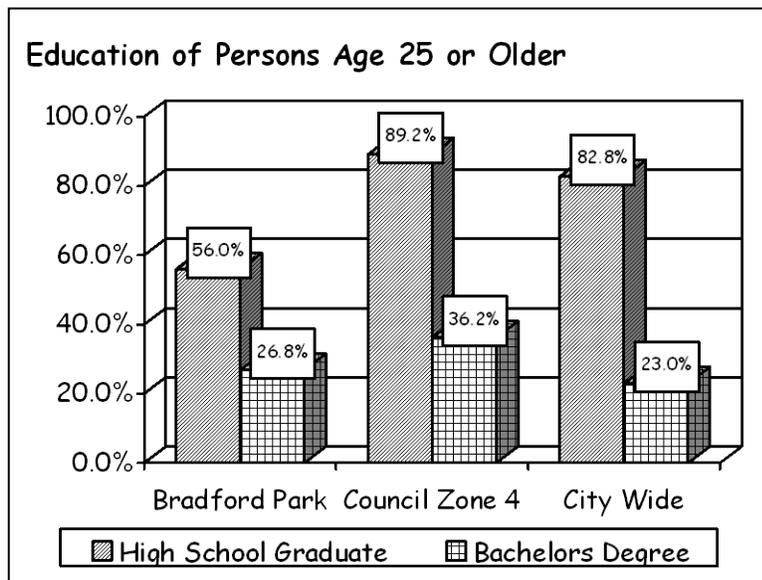
Poverty level is based on the income, age and number of people in the household. The percentage of persons living below the poverty level in Bradford Park is 1%. This compares to 9% in Council Zone 4 and 14.8% City Wide.

INCOME AND EMPLOYMENT

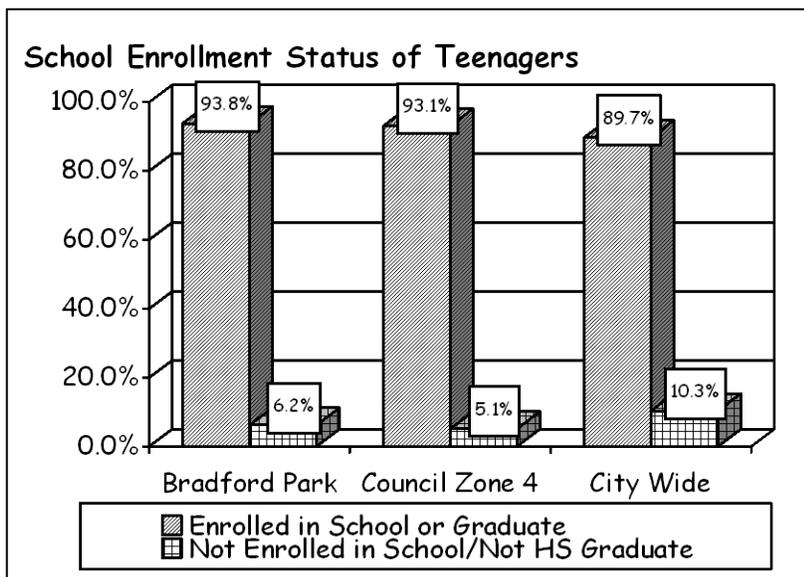


In the Bradford Park neighborhood, 3.2% of persons are unemployed. In Council Zone 4, the percentage is 3%, and City Wide the percentage is 4.3%.

EDUCATIONAL ATTAINMENT AND SCHOOL ENROLLMENT



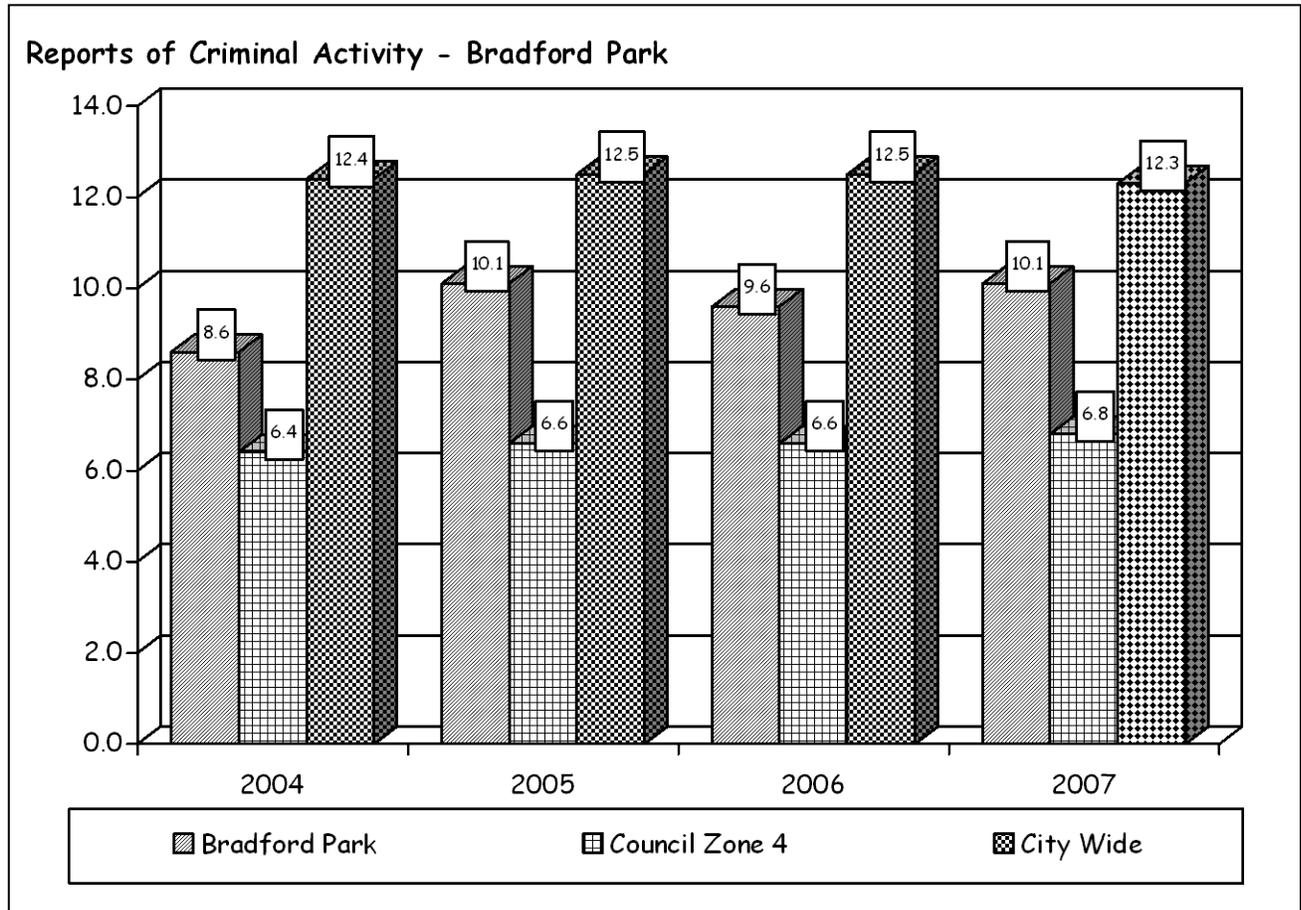
This table shows highest level of educational attainment by persons 25 years of age or older. The percentage of persons within the Bradford Park neighborhood who have attained a high school diploma as their highest level of education is 56%. In Council Zone 4, it is 89.2% and 82.8% City Wide.



The percentage of teenagers within the Bradford Park neighborhood who are enrolled in school or have graduated is 93.8%. In Council Zone 4 it is 93.1% and 89.7% City Wide.

REPORTS OF CRIMINAL ACTIVITY

Reports of criminal activity have been compiled from the year 2004 to 2007 for comparison with your neighborhood, Council Zone 4, and the city as a whole. These reports include calls for service to the Police Department for the following activities: assault, drugs, general disturbances, noise disturbance, loud parties and residential burglaries. The chart below reflects the number of calls for police service per 100 people in each area.



Types of activities are: assault, drugs, general disturbances, noise disturbance, loud parties and residential burglaries.

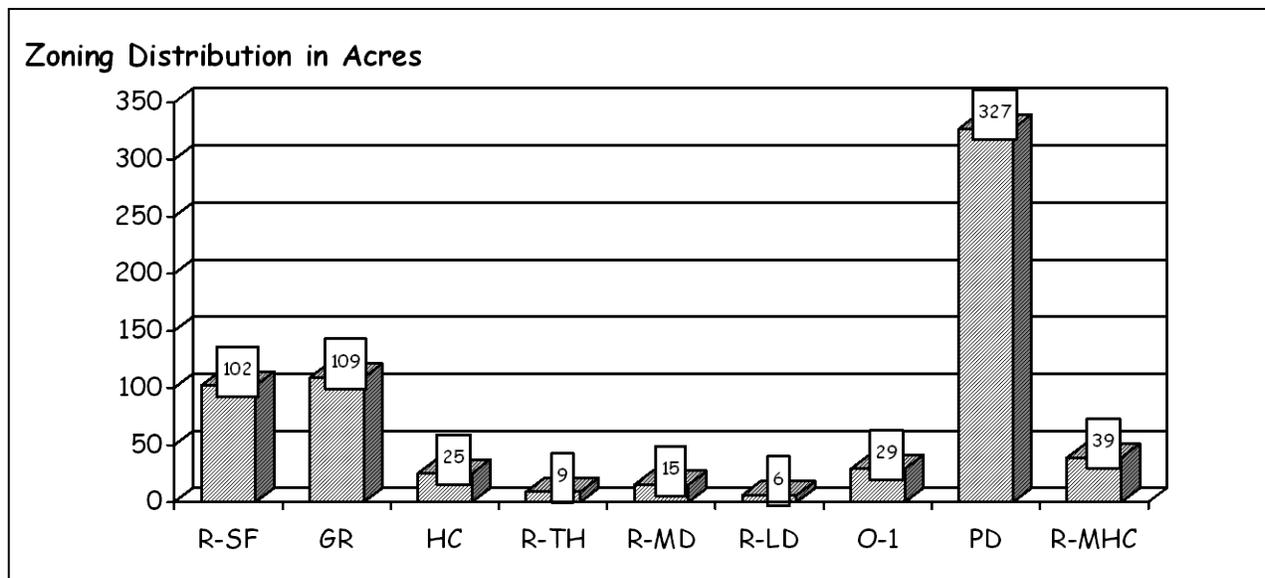
The Bradford Park neighborhood shows a higher concentration of police service calls than Council Zone 4. The lowest number of reported crimes for the Bradford Park was in 2004. Reports of criminal activity remain nearly the same in both Council Zone 4 and City Wide, but City Wide has a higher rate than Council Zone 4.

LAND DEVELOPMENT

The following charts illustrate the breakdown of land in the Bradford Park assessment area by zoning district and by actual land use. Zoning regulates the type of uses that are permitted on each piece of property and how that property is developed. Often times a piece of property may contain a land use that is not permitted by the property's zoning. This discrepancy can occur because the existing land use predated the implementation of zoning in the area. Such uses are referred to as "nonconforming." The existence of nonconforming uses is one of the many reasons that data in the land use table is dissimilar to data in the zoning table.

ZONING DISTRIBUTION

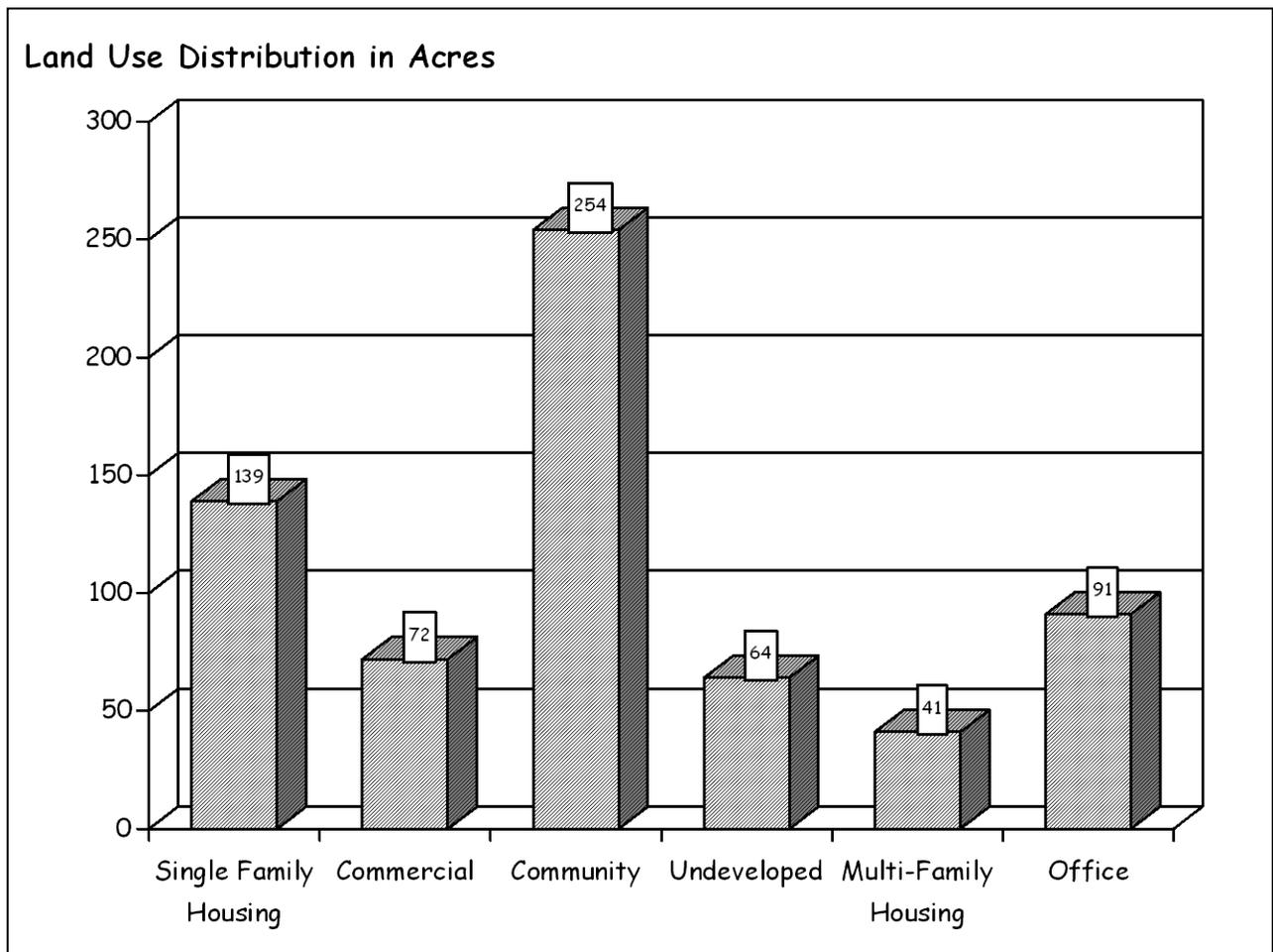
The majority of land in the Bradford Park Neighborhood Assessment is zoned Planned Development and is distributed throughout the area. Residential, Medium Density, General Retail and Planned Development zoning districts also make up a large portion of the acreage in the area. The zoning dictates the type of development permitted in specific areas. *Some land use categories have been omitted from this chart due to insignificant acreage or relevance.*



R-SF=Residential, Single-Family; **GR**=General Retail; **HC**=Highway Commercial;
R-TH=Residential, Townhouse; **R-MD**=Medium-Density Multi-Family Residential District; **R-LD**=Low-Density Multi-Family Residential District; **O-1**=Office District;
PD=Planned Development; **R-MHC**=Manufactured Home Community District.

LAND USE DISTRIBUTION

This chart represents the land use data obtained from the Greene County Assessor's office. Residential single-family, community and office land make up the majority of the Bradford Park Neighborhood Assessment area. Overall the area has a diverse mix of development. *Some land use categories have been omitted due to insignificant acreage or relevance.*



My Neighborhood Is

In this section, you will help identify the general conditions that currently exist in your neighborhood by marking features on the map provided on the next page.

Please identify how you "experience" your neighborhood. Consider the things you want to protect, preserve or enhance in your neighborhood. Think about landmarks, paths, activity centers, areas and places. Use the space below for descriptions, if necessary.

- △ *Landmarks* — significant physical objects, like buildings or monuments
- + *Paths* — routes people use to get places
- *Activity centers* — gathering places to do some activity
- *Districts* — areas of recognizable character
- ≡ *Edges or barriers* — a limit or boundary that prevents people from enjoying the neighborhood or something in it
- X *Features* — things people like and would like to preserve or enhance

△ Landmarks:

- Immaculate Conception (IC)
- Heritage Cafeteria
- The Abbey
- Battlefield Mall
- Medical Mile
- Bradford/Lincoln Park

+ Paths:

- Delaware
- Fremont
- Burrell Center

○ Activity Centers:

- Meyer Center

□ Districts:

- Castlegate

≡ Edges or Barriers:

- Walnut Lawn
- Kickapoo Loop

X Features:

- Bradford Pear Trees

My Neighborhood's Assets

Workshop participants identified assets that add value to their neighborhood. The assets include places, groups, organizations, equipment, skills, abilities and any other asset that adds value to the neighborhood. These assets are listed in random order.

- Immaculate Conception Church (IC)
- Meyer Center
- Cox Hospital
- Bus Route
- Immaculate Conception Church Boys/Girls Scouts
- Shopping



Bradford Pear Trees on National Avenue

Describing My Neighborhood

The *Neighborhoods Plan* recognizes that not all neighborhoods in Springfield are the same. The character and condition of where we live varies according to age, history, type of housing and other factors. Each community has different strengths and opportunities. Each has different assets and priorities that drive unique strategies for improvement. The *Neighborhoods Plan* developed unique Neighborhood Types that generally describe Springfield neighborhoods. Each Neighborhood Type suggests what actions are required for an area to become or stay healthy. These four types (assigned the colors Blue, Orange, Purple and Green in the Neighborhood Assessment workshop) are:

Developing	Conservation	Stabilization	Redeveloping
(Blue)	(Orange)	(Purple)	(Green)

The Assessment is a beginning point from which the community can move forward and achieve quality living environments through a commitment to continuous improvement. The description of the Bradford Park Neighborhood Type is contained in this Workbook.

In the workshop, participants defined the tools, actions and strategies for improving their community. They will use this information to strategically apply public and private resources in a way that is based on existing conditions, trends, opportunities, strengths and needs. Once other neighborhoods identify their type, then similarly "typed" Springfield communities can connect and partner around common issues and projects while assisting each other in developing their organizations.



Those who attended the workshop were asked to vote on the Neighborhood Type that best described their neighborhood. Their choice was **Conservation**.

My neighborhood has been developed for some time. Established businesses and institutions are located in the neighborhood. Places of worship, schools, recreational and entertainment facilities, and businesses provide many opportunities near my home.

Tree-lined streets, historic structures or qualities, public art and/or other amenities characterize the neighborhood and give it a sense of place. Most of the houses are occupied. Little demolition has occurred here and vacant land is scarce.

It appears that both public and private areas are well-maintained, although a house or business periodically falls into disrepair from a lack of routine maintenance (painting, yard upkeep, awning repair, etc.). Some infrastructure repairs may be needed to keep the neighborhood attractive. Generally the problems that do come up can be addressed by our neighborhood association, by a call to the City, or through neighbors getting together to help one another.



Assessment participants seen here are voting on their neighborhood type.

Making My Neighborhood Better

Making My Neighborhood Better

The Bradford Park workshop participants talked about specific actions their community can take to address the issues and challenges identified earlier in the assessment. They brainstormed ideas, concentrating on those actions that can be performed by the community to improve the neighborhood.

Below are the lists of all the ideas mentioned by workshop participants. They voted on the ideas that they most want implemented to make their neighborhood better.

Things we can do with a **Partner**:

- Create a neighborhood organization in the Bradford Park Neighborhood.
- Develop /clean-up the wooded area on Fremont south of Primrose.

Things the **City** should do:

- Preserve Fremont at its current width.
- Install a traffic signal at Primrose and Delaware.
- Consider traffic calming measures on Walnut Lawn between Delaware and Fremont.
- Consider traffic calming on Delaware between Erie and Primrose.
- Install a traffic signal at Erie and Fremont.
- Review and maintain the drainage system at the Abbey; frequent rain causes silt to runoff onto adjacent properties.
- Improve the sight distance on Delaware at Walnut Lawn; a fence, two trees and the curvature of Delaware Avenue restrict the sight distance to north.
- The bufferyard between the residential areas on Kickapoo /Deerfield and the Kelly Green Office Building needs to be better maintained.
- Increase the maintenance in the landscaping in medians on Primrose and National.
- Increase stop sign enforcement at Kickapoo and Walnut Lawn.
- Drainage channel north of Immaculate Conception needs to be maintained.
- Trim trees that overhang Hanover Street.
- Construct sidewalk / path on Walnut Lawn to National and clean-out the brush and old fence.
- Address noise disturbances between the residential areas on Kickapoo /Deerfield and the Kelly Green Office Building.

- Address the congestion / heavy traffic generated from the Immaculate Conception school.
- Review/add street lighting on Kickapoo, Walnut Lawn and Primrose.
- Construct a pedestrian bridge over National near the intersection of Culpepper.
- Install street lighting on Fremont, Primrose and Independence.



Councilman John Wylie talking with participants.

CITY ACTION PLAN

PRIORITIES

During the Neighborhood Assessment workshop, Bradford Park Residents identified 19 actions that they could do "with a partner", or actions the "city" could take. Following the workshop, attendees voted for the actions that they felt were the most necessary to improve their neighborhoods. Bradford Park residents chose the following actions as their top priorities:

1. The City should preserve Fremont at its current width.
2. The City should install a traffic signal at Primrose and Delaware.
3. The City should consider traffic calming measures on Walnut Lawn between Delaware and Fremont.
4. The City should consider traffic calming measures on Delaware between Erie and Primrose.
5. The City should install a traffic signal at Erie and Fremont.
6. The City should review and enforce maintenance of the drainage system at the Abbey; frequent rain causes silt to runoff onto adjacent properties.
7. The City should improve the sight distance on Delaware at Walnut Lawn; a fence, two trees and the curvature of Delaware Avenue restrict the sight distance to north.
8. The City should inspect and enforce maintenance of the bufferyard between the residential areas on Kickapoo /Deerfield and the Kelly Green Office Building.
9. The City should increase the maintenance in the landscaping in medians on Primrose and National.
10. The City should increase stop sign enforcement at Kickapoo and Walnut Lawn.

CITY ACTION ON PRIORITIES

Bradford Park area participants were advised throughout the Neighborhood Assessment workshop that the City could only focus on a few activities in the short term. Based on the input and review of the priorities identified by Bradford Park residents, various City departments and other organizations have committed to taking the following actions in the Bradford Park Neighborhood Assessment Area.

Issue: The City should install a traffic signal at Primrose and Delaware.

Action: The Traffic Engineering Division has been monitoring this intersection for several years in regards to the traffic volumes and traffic crashes. While the intersection does not meet signal warrants at this time, land will likely continue to develop in the area and traffic volumes will meet the warrants for a signal very soon. The City is considering the benefit of a multi-lane roundabout in lieu of a traffic signal at this location and at other locations as well. While the initial cost of this roundabout is higher than that of a traffic signal, a roundabout would provide for less overall delay to motorists, improved safety and lower future maintenance. A concept plan for a roundabout would need to include the reconstruction and realignment of each leg of the intersection for up to 400 feet in each direction. This price tag of a roundabout at this intersection would be around \$1 million. A traffic signal would run less than \$200,000. In light of the huge disparity between the cost of these two options and the limited funding available for a roundabout, the most cost efficient option would be to install a traditional traffic signal. Funding available through the $\frac{1}{4}$ cent Capital Improvement Sales Tax will be used to install the signal.

Issue: The City should consider traffic calming measures on Delaware between Erie and Primrose.

Action: Traffic Engineering conducted traffic volume counts and speed survey on Delaware Avenue between Erie Street and Primrose Street on April 23rd, 2008. The results of this study are as follows:

Traffic Volume: The traffic volume is approximately 3,600 vehicles in a 24 hr-period. The traffic volume on Delaware Avenue is the same as that counted in a traffic study made in 2003 so it appears that traffic growth has leveled off.

Speed of Traffic: Delaware Avenue is functionally classified as a Collector Street with a 36 foot width and 60 foot right-of-way. The street is currently posted with a 30 mph speed limit. The speed data collected showed that the average speed is 31 mph and the 85th percentile speed is 36 mph. This speed profile is similar to other

collector streets within the City with similar design and adjacent land use. Only streets with fewer than 1,000 vehicles per day and less than 34 feet in width can be considered for a posted speed limit less than 30 mph. Traffic calming devices are not recommended for Delaware Avenue in this area.

Traffic Engineering Division employed the use of speed education message boards on Delaware Avenue. Message boards display their speed to the motorist and this should encourage them to slow down. In addition, the speed data was recorded and the results were sent to the Traffic Section of the Police Department for their use in determining how to target enforcement.

Issue: The City should improve the sight distance on Delaware at Walnut Lawn; a fence, two trees and the curvature of Delaware Avenue restrict the sight distance to north.

Action: Traffic Engineering has reviewed the crash history at the intersection and found that there had been only 3 traffic crashes in the past 7 years. They occurred in 2001, 2004, and 2006. The fence and the tree trunks are not within the required sight triangles at the corner of the intersection. To increase the sight distance on Delaware Avenue around the curvature of the roadway, motorists need to pull to the edge of Delaware Street (after stopping at the STOP sign) to improve their view of traffic on Delaware Avenue.

Traffic Engineering has sent a letter to the property owner on the northwest corner of the intersection with a request to trim the low hanging limbs to a minimum height of 12 feet above the pavement grade to meet ordinance requirements. Trimming of these limbs will improve the view for motorists in vans and pickups where the driver has a higher eye height.

Issue: The City should increase stop sign enforcement at Kickapoo and Walnut Lawn.

Action: The Springfield Police Department monitored the behavior of motorist at this intersection. Following a lengthy review, the police officer conducting the review felt these violations were occurring due to inappropriate intersection control. The majority of the traffic at this intersection was north or southbound Kickapoo, and they had a stop sign at Walnut Lawn, but due to Walnut Lawn ending just west of the intersection, these vehicles would only turn east. Those familiar with the area would only give an idle look to the west and roll through the stop sign. Upon contacting the City's Traffic Engineering Division to request a traffic study of the intersection, the signage has been changed to require Walnut Lawn traffic to stop and give the right of way to Kickapoo traffic.

Since this change, the police department has monitored motorist and no violations occurred during that time.

CITY RESPONSE ON PRIORITIES

Issue: The **City** should preserve Fremont at its current width.

Response: Fremont Avenue between Battlefield Road and Primrose Street is functionally a secondary arterial carrying 17,000 vehicles a day. We are near the maximum capacity for a three-lane street. It is anticipated that traffic will continue to grow on Fremont Avenue but the need to expand to four through lanes on Fremont Avenue can be postponed by continuing to invest in National Avenue to keep it attractive as the Major North/South Arterial in this area. The City has recognized that National Avenue may need to be expanded to six lanes between Republic Road and Battlefield Road and this should be completed prior to expansion of Fremont Avenue. However, widening of Fremont Avenue must remain as a possibility if traffic volumes continue to grow. In any event, if Fremont is widened for an additional northbound lane, the total width of the street can be restricted using narrower lanes (10 feet) as compared to (12 feet) which is normally provided on a major arterial.

Issue: The **City** should consider traffic calming measures on Walnut Lawn between Delaware and Fremont.

Response: Traffic Engineering conducted traffic volume counts and a speed survey on Walnut Lawn Street between Fremont Avenue & Delaware Avenue on April 23rd, 2008. The results of this study are as follows:

Traffic Volume: The traffic volumes were low with approximately 400 vehicles counted in a 24 hr-period. This tells us the majority of the motorists using Walnut Lawn Street are residents of the neighborhood.

Speed of Traffic: Walnut Lawn Street east of Fremont Avenue currently has a 30 mph posted speed limit. The speed survey determined that the average speed is 26 mph and the 85th percentile speed is 32 mph. These speed profiles are lower than similar streets within the City with a 30 mph posted speed limit.

Walnut Lawn Street east of Fremont Avenue is 37 feet in width therefore the speed limit will continue to be posted at 30 mph. Only streets with fewer than 1,000 vehicles per day and less than 34 feet in width can be considered for a posted speed

limit less than 30 mph. Traffic calming devices are not recommended for Walnut Lawn in the area.

Issue: The **City** should install a traffic signal at Erie and Fremont.

Response: Traffic signals are warranted when traffic volumes reach certain levels or when there is a record of five or more angle crashes in a year which would be correctable by use of a traffic signal after trying other less restrictive measures. The existing traffic volumes at the intersection of Erie Street and Fremont Avenue do not meet signal warrants at this time. It is recognized that northbound traffic at Fremont and Battlefield can back up to the Fremont and Erie intersection at times. There is a need to add another through lane for northbound traffic at this intersection which would alleviate the congestion and in turn, help traffic on Erie Street (and on Montclair Street) to be able to access Fremont Avenue with greater safety. A traffic signal is not recommended at either the Erie Street or Montclair Street intersections with Fremont. We will continue to review the needs in this area with the needs across the city to determine a priority for including the Battlefield at Fremont project in a future capital improvement program.

Issue: The **City** should review and enforce maintenance of the drainage system at the Abbey; frequent rain causes silt to runoff onto adjacent properties.

Response: The Abbey is undergoing an expansion; the drainage problems reported will be reviewed in relation to that expansion and any necessary changes to their plans will be required to relieve the downstream impact.

Issue: The **City** should inspect and enforce maintenance of the bufferyard between the residential areas on Kickapoo /Deerfield and the Kelly Green Office Building.

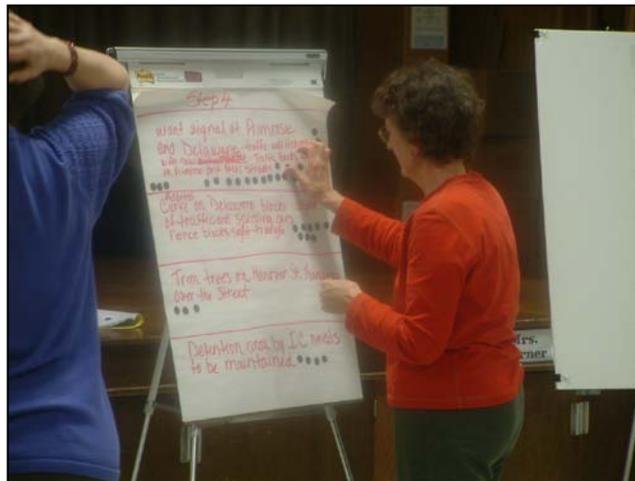
Response: Building Development Services has reviewed the bufferyard plantings in the bufferyard and additional shrubs have been planted or will be planted to improve the bufferyard in this location.

Issue: The **City** should increase the maintenance in the landscaping in medians on Primrose and National.

Response: Bradford Parkway Property Owners Association has provided enhanced maintenance on these medians for several years. Current funding levels are not sufficient to increase public maintenance at this time.

Issue: The **City** should make a commitment not to connect Walnut Lawn between Fremont and National Avenues.

Response: While the City recognizes the desire of the neighborhood not to have Walnut Lawn connected west of Kickapoo Avenue, the City cannot vacate or make a commitment to do that. Walnut Lawn was originally platted as a Collector Street and constructed with a 43 foot (Back to Back of Curb Width). Without Walnut Lawn, there are no collector or secondary arterial east-west streets between Battlefield Road and Primrose. Montclair Street is a local street. Walnut Lawn is located $\frac{1}{2}$ mile south of Battlefield Road and $\frac{1}{2}$ north of Primrose, the normal location for a collector or secondary arterial street. City Council reviewed the plat for Compton Hills Addition in 1968 and determined that the right of way for the Walnut Lawn street connection should be retained and not vacated. If this street were connected west of Kickapoo Avenue, there would be a more balanced traffic pattern for this entire area, more connectivity and continuity to the street system; and the street should have a normal amount of traffic (collectors generally are in the 2-3,000 vehicle per day range) now that the bottleneck at National and Primrose has been alleviated.



Participant is voting

CITY ACTION ON OTHER ISSUES

Other actions, while not determined by Neighborhood Assessment participants to be priorities, were proposed that might require City involvement to be undertaken. Of those actions, the City will commit to or has completed the following:

Issue: The **City** and/or **neighborhood residents** should trim trees that overhang Hanover Street.

Action: Traffic Engineering Division has sent several letters to property owners along Hanover Street requested that they trim their tree limbs to a minimum height of 12 feet above the pavement grade.

Issue: The **City** maintain the drainage channel north of Immaculate Conception Church.

Action: The Public Works Operations Division is working its way down a long list of similar drainage ditches. Maintenance of this particular channel is not the responsibility of the property owner.

Issue: Construct sidewalk / path on Walnut Lawn to National and clean-out the brush and old fence.

Action: The Public Works Operations Division will work with the Neighborhood Conservation Office to clear the existing brush and trees from the Walnut Lawn Street right-of-way. A new sidewalk will be constructed between the existing sidewalk and the end of Walnut Lawn. Signage, placards or other obstacles will be installed to prohibit the use of automobiles through the gap. The Neighborhood Conservation Office will continue to work with the neighborhood to address issues of security and aesthetics in the gap between the two segments of Walnut Lawn.



Participants reviewing the issues

CITY OF SPRINGFIELD CAPITAL IMPROVEMENTS PROGRAM

Some of the issues in the "City Action Plan" portion of this document reference the City of Springfield Capital Improvements Program (CIP). This section of the Neighborhood Assessment Report provides additional background information on this public infrastructure improvement program.

The Capital Improvements Program (CIP) provides a mechanism for scheduling public physical improvements over a number of years. It establishes the City's priorities for public projects based on available financial resources and project ranking criteria. Going beyond just a listing of priority projects, the CIP also:

- Provides a mechanism for estimating all of the City's capital needs; and,
- Allows public improvement proposals to be tested against a set of objective criteria (transportation projects are ranked in part based on average daily traffic (ADT), roadway classifications, and crash data); and,
- Provides an opportunity for long-range financial planning and management, which is essential for projects that take more than one year to construct; and,
- Coordinates the activities of various departments in meeting project schedules; and,
- Informs the public of projected capital improvements.

The CIP is reviewed and adopted annually by the City Council and includes public infrastructure projects throughout the city.

