

# Bingham

Where Neighbors Help One Another

Neighborhood Assessment Report

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Neighborhood Workshop Date: March 31, 2005  
Accepted by City Council Date: September 19, 2005



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.

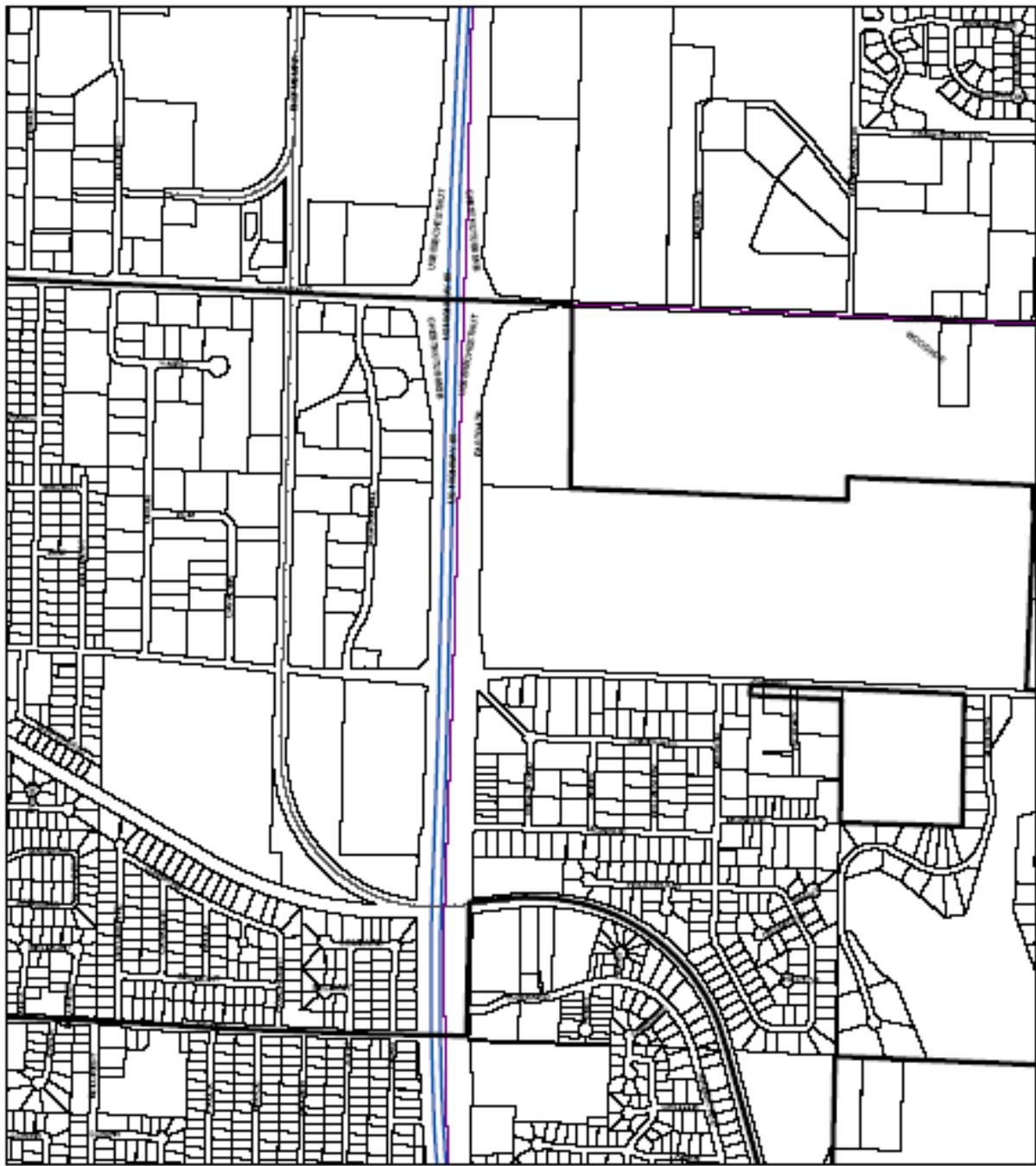
Springfield's *Neighborhood Assessment* process mirrors a public input process developed and utilized by the City of Kansas City, Missouri.

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

# Bingham Neighborhood



# Assessment Area



# CHART NOTES



## 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:

### Where Neighbors Help One Another

Other suggested slogans:

- We Call It Home
- A Grand Place To Live
- Raising The Next Generation

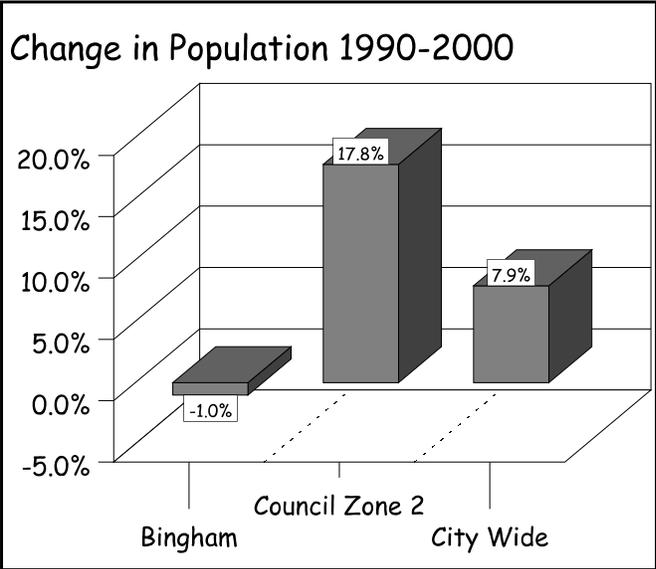


Neighborhood assessment participants are seen here voting on their favorite slogan.

# STEP 1: Facts About My Neighborhood

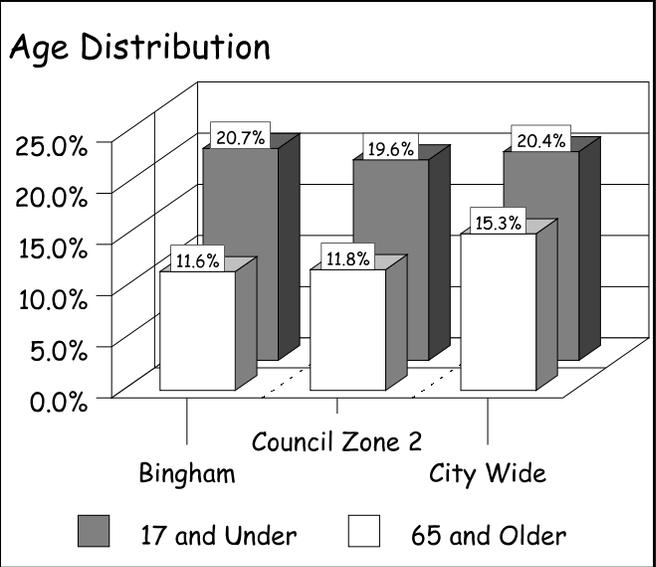
The data presented at the Assessment workshop was from the 2000 Census, the Police Department, Building Development Services and the Planning & Development Department. Below are the facts the participants said were surprising or noteworthy.

## POPULATION



In 2000, there were 5,509 persons living in the Bingham neighborhood. Between 1990 and 2000, the population in Bingham decreased by -1.0%. By comparison, the population increased in Council Zone 2 by 17.8% and in the City by 7.9%.

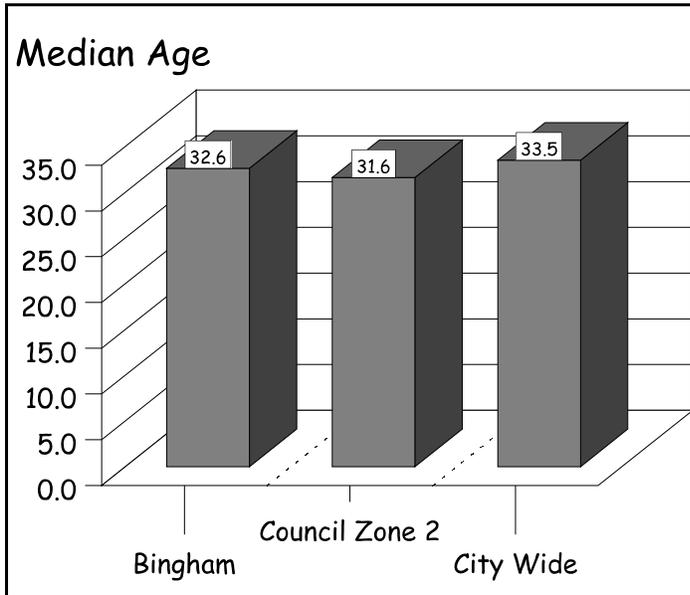
2000 Census



The percentage of people under age 17 in the Bingham neighborhood is 20.7% and 11.6% are over the age of 64. By comparison, Council Zone 2 has 19.6% under age 17 and 11.8% over age 65. City wide 20.4% are under age 17 and 15.3% are over age 65.

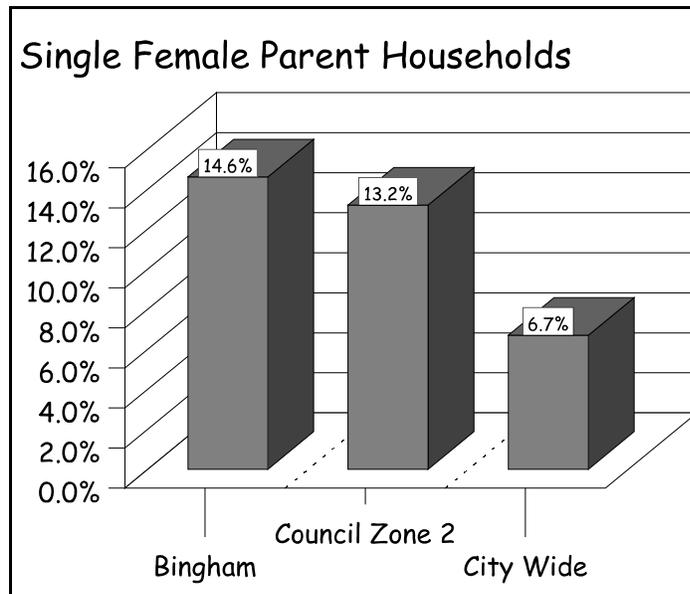
2000 Census

## POPULATION



2000 Census

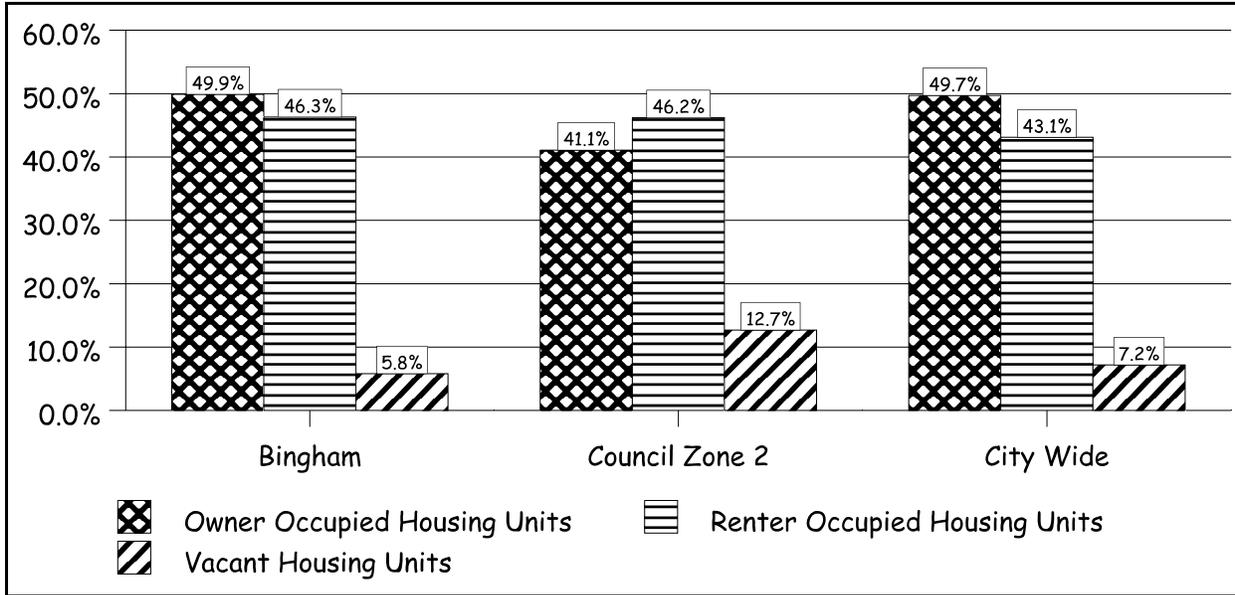
In the Bingham neighborhood, the median age is 32.6, which means that half of the people in your neighborhood are younger than 32.6, and half are older than 32.6. In Council Zone 2, the median age is 31.6, and city wide it is 33.5.



2000 Census

The percentage of single female parent households (with children under 18 years of age) in the Bingham neighborhood is 14.6%. This compares with 13.2% in Council Zone 2 and 6.7% city wide.

# HOUSING OCCUPANCY

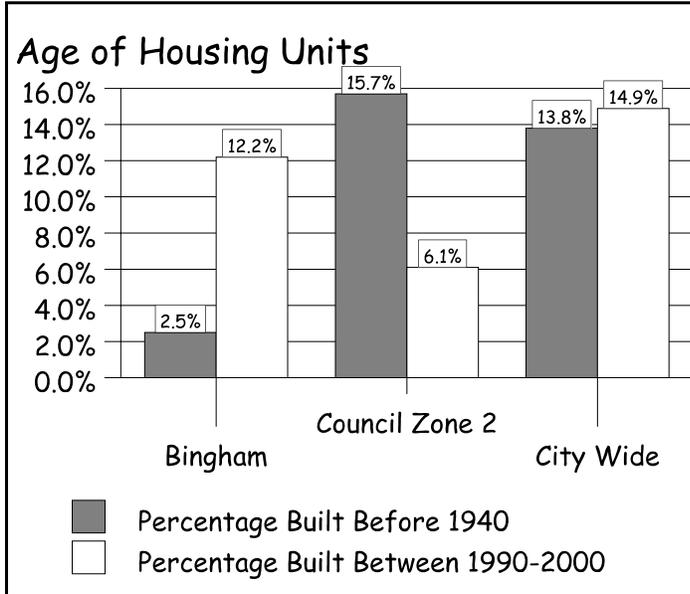


2000 Census

Housing in the Bingham neighborhood assessment area is composed of 49.9% owner occupied, 46.3% renter occupied, and 5.8% vacant housing. This is a higher rate of owner occupancy compared to Council Zone 2 and the city as a whole. Council Zone 2 housing is 41.1% owner occupied, 46.2% renter occupied, and 12.7% vacant. City wide housing is 49.7% owner occupied, 43.1% renter occupied, and 7.2% vacant.

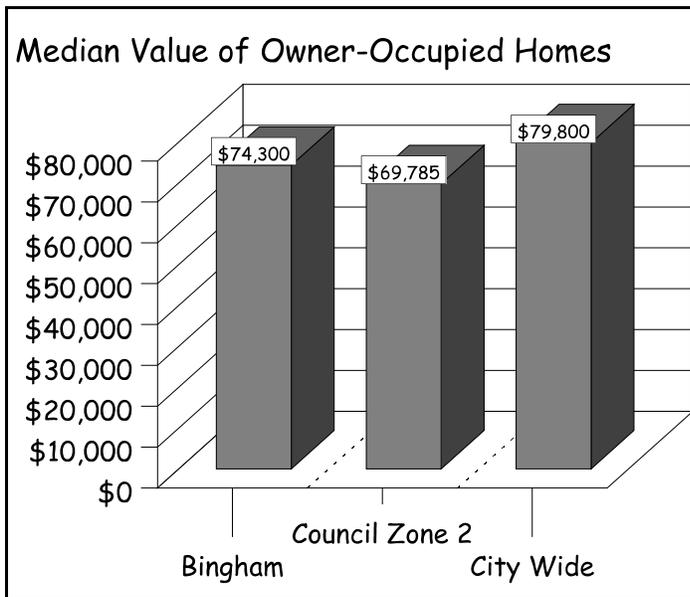
# HOUSING

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 a separate living quarters.



The percentage of housing units in the Bingham neighborhood built before 1940 is 2.5%. This compares with 15.7% in Council Zone 2 and 13.8% city wide. In addition, the percentage of housing units built in the Bingham neighborhood between 1990 and 2000 is 12.2%. This compares with 6.1% in Council Zone 2 and 14.9% city wide.

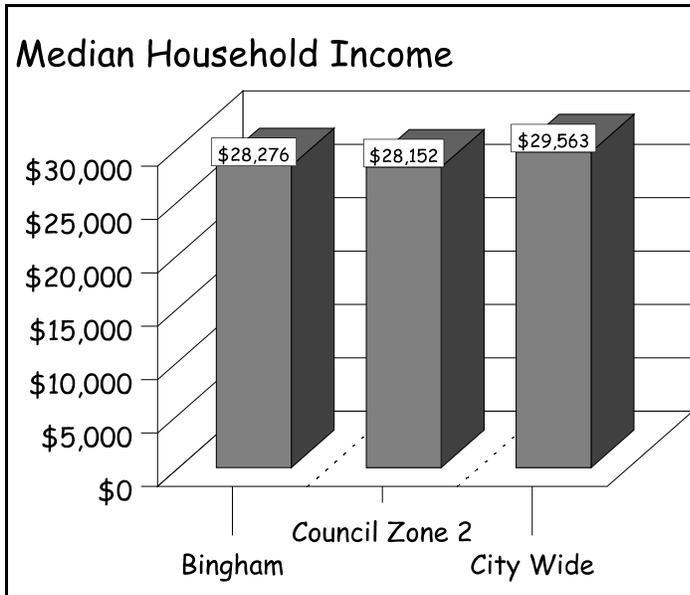
2000 Census



In the Bingham neighborhood, the median value of an owner-occupied home is \$74,300. This means that half of the owner-occupied homes in the neighborhood are valued at more than \$74,300, and half are valued for less. The median value of owner-occupied homes in Council Zone 2 is \$69,785 and city wide is \$79,800.

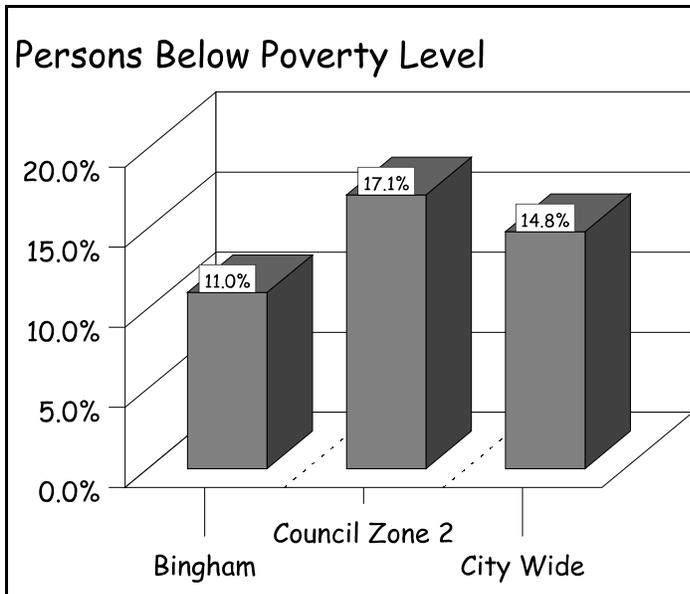
2000 Census

## INCOME AND EMPLOYMENT



The median household income in the Bingham neighborhood is \$28,276, which means that half of the households in the neighborhood have incomes of more than \$28,276 and half have less. This compares with median household incomes of \$28,152 in Council Zone 2 and \$29,563 city wide.

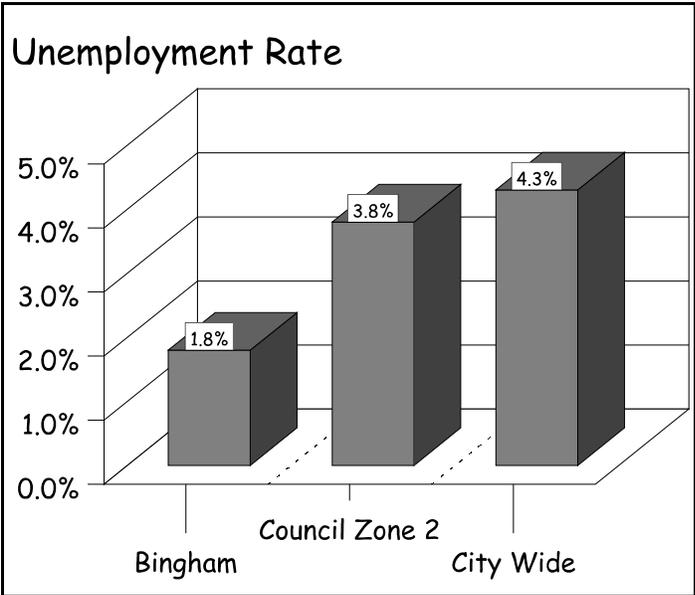
2000 Census



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 the Bingham neighborhood is 11.0%. This compares to 17.1% in Council Zone 2 and 14.8% city wide.

2000 Census

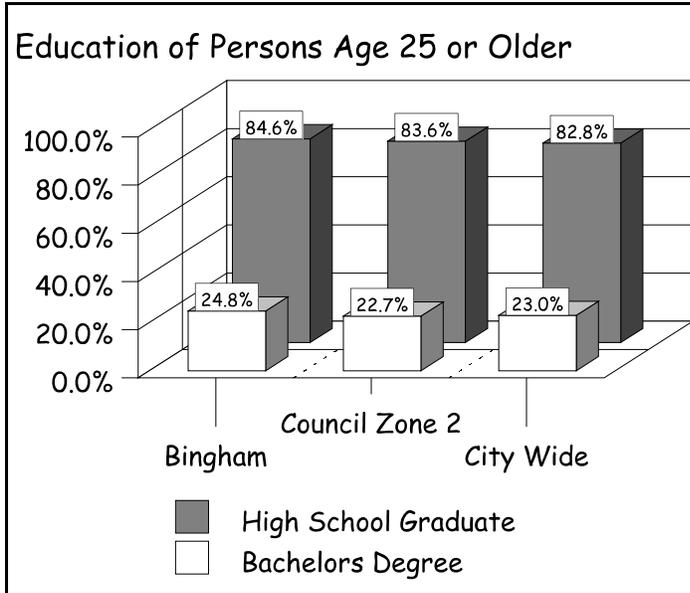
# INCOME AND EMPLOYMENT



In the Bingham neighborhood, 1.8% of persons are unemployed. In Council Zone 2, the percentage is 3.8%, and city wide the percentage is 4.3%.

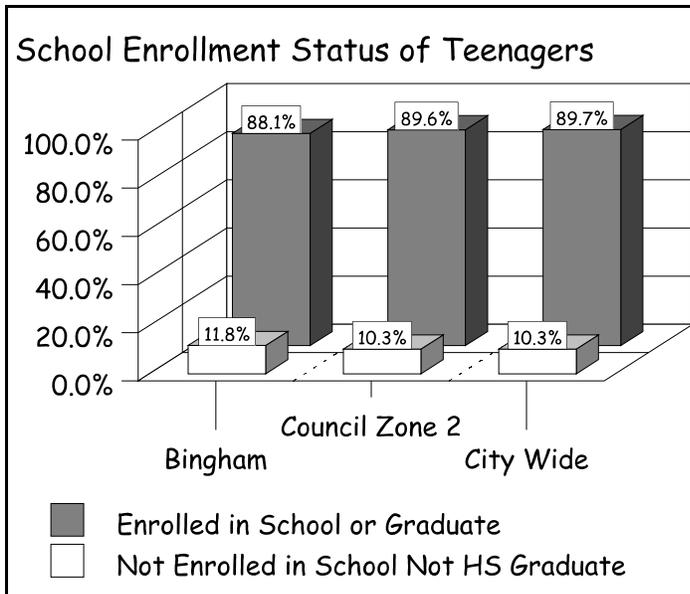
2000 Census

## EDUCATIONAL ATTAINMENT AND SCHOOL ENROLLMENT



2000 Census

Information shows highest level of educational attainment by persons 25 years of age or older. The percentage of persons within the Bingham neighborhood who have attained a high school diploma as their highest level of education is 84.6%. In Council Zone 2, it is 83.6% and 82.8% city wide.

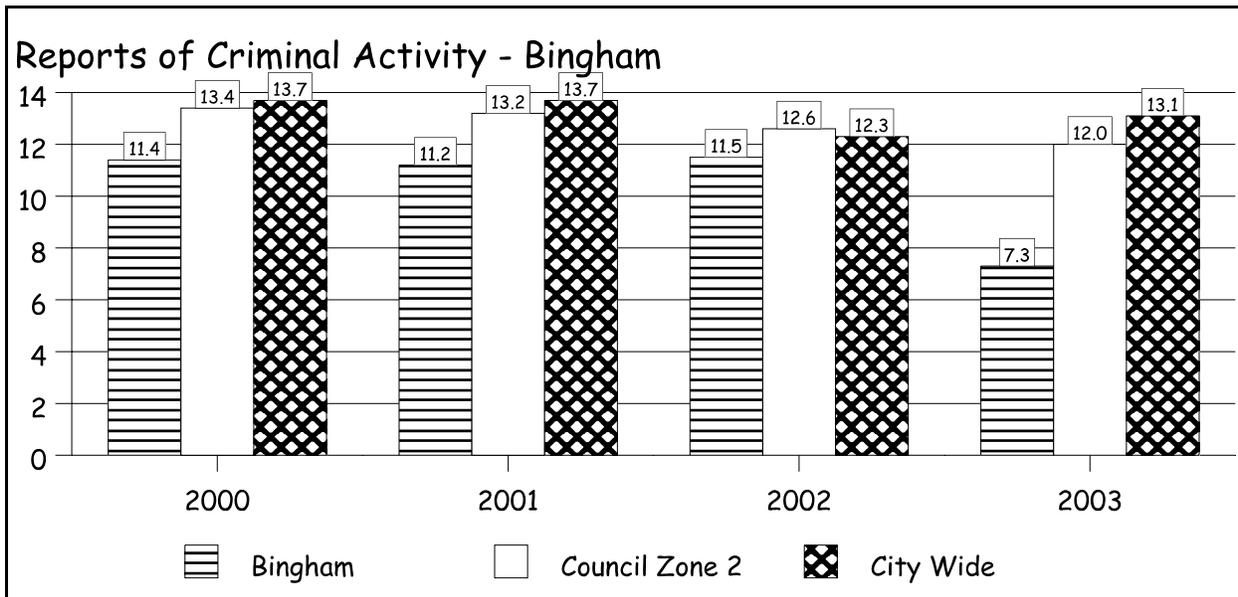


2000 Census

The percentage of teenagers within the Bingham neighborhood who are enrolled in school or have graduated is 88.1%. In Council Zone 2 it is 89.6% and 89.7% city wide.

## REPORTS OF CRIMINAL ACTIVITY

Reports of criminal activity have been compiled from the year 2000 to 2003 for comparison with your neighborhood, Council Zone 2, 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.



Data received from City of Springfield, Police Department; Data compiled by City of Springfield, Department of Planning and Development, Neighborhood Conservation Office

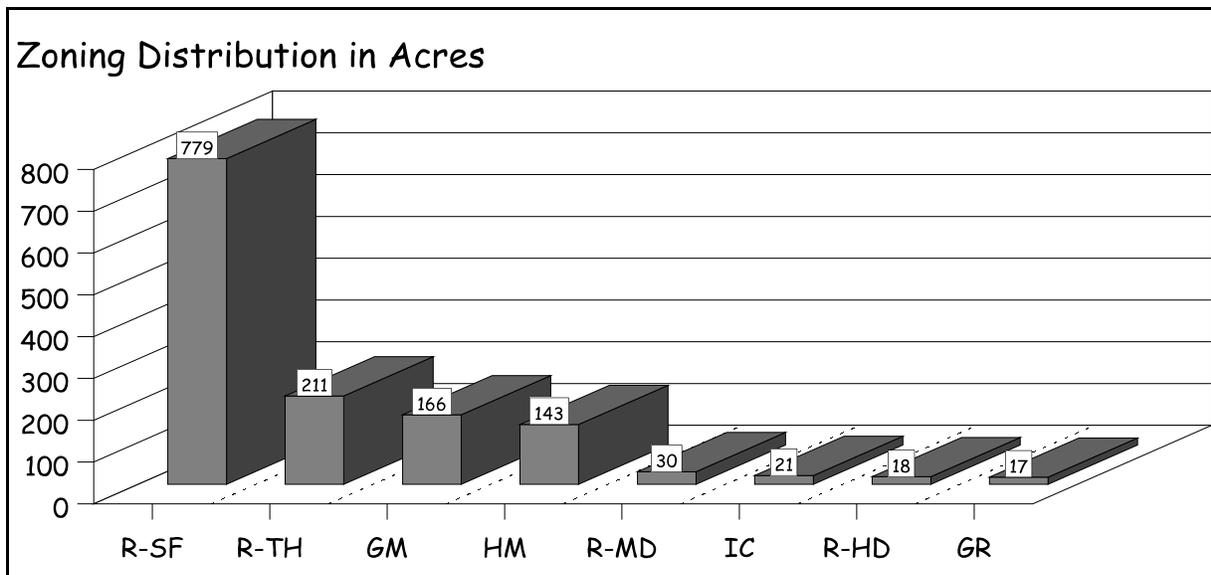
The Bingham neighborhood shows a lower concentration of police service calls than Council Zone 2 and the city as a whole over the last four years. 2003 marks the lowest number of reported crimes for the Bingham neighborhood. Reports of criminal activity slightly decreased in each of the reporting years in the Bingham neighborhood and for Council Zone 2. The city as a whole decreased or stayed the same the first three reporting years but increased during the last reporting year.

## LAND DEVELOPMENT

The following tables illustrate the breakdown of land in the Bingham 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 Bingham Neighborhood Assessment is zoned residential, single-family and is distributed throughout the area. Residential, townhouse, general manufacturing and heavy manufacturing 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.*

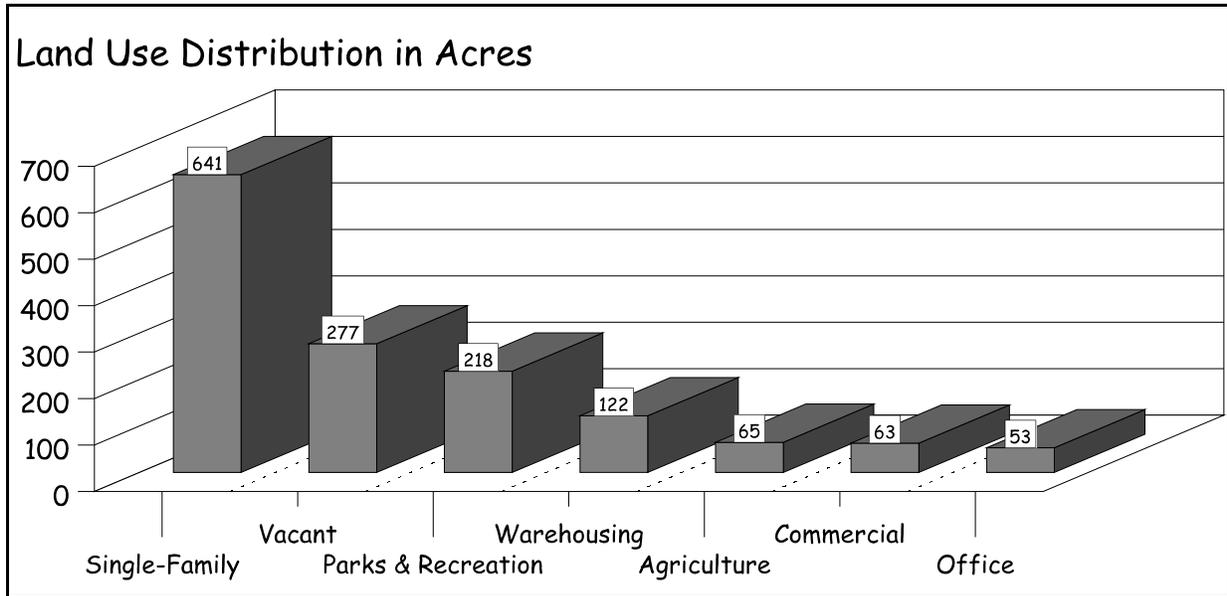


2001 City of Springfield, Department of Planning and Development, Zoning & Subdivision Office

R-SF=Residential, Single-Family; R-TH=Residential, Townhouse; GM=General Manufacturing; HM=Heavy Manufacturing; R-MD=Residential, Medium Density; IC=Industrial Commercial; R-HD=Residential, Heavy Density; GR=General Retail

## LAND USE DISTRIBUTION

This chart represents the land use data obtained from the 2001 aerial survey. Residential single-family and vacant land make up the majority of the Bingham Neighborhood Assessment area. There is also a concentration of parks and recreation, warehousing, agriculture, and other uses. Overall the area has a diverse mix of development. *Some land*



2001 City of Springfield, Department of Planning and Development

*use categories have been omitted due to insignificant acreage or relevance.*

## STEP 2: My Neighborhood Is

Workshop participants identified how they experience their neighborhood, and considered those things they want to protect, preserve or enhance. They thought about the landmarks, paths, activity centers, districts, edges or barriers, and features. These were noted on a wall map.

- △ *Landmarks* — significant physical objects, like buildings or signs
- +++ *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
- ✕ *Features* — things people like and would like to preserve or enhance

### Landmarks:

Water Tower  
BNSF Railroad  
Greenhouse (Barnes/Grand)

### Paths:

Vacant Railroad

### Activity Centers:

Golf Course  
Oak Grove Community Center  
Driving Range  
Churches  
Miles Park  
Carver Park  
Monroe-Ooley Park

### Edges or Barriers:

Vacant Railroad

### Features:

Sinkholes  
BNSF Railroad  
Greenhouse (Barnes/Grand)

# Neighborhood Images



## Activity Center:

Pictured here is some playground equipment located within Miles Park that neighborhood assessment participants consider an activity center within their neighborhood.

## Activity Center:

The driving range located within the Bingham Neighborhood Assessment area is considered an activity center by neighborhood residents.



## Landmark & Feature:

Neighborhood assessment participants consider the BNSF railroad to be a landmark and feature within their neighborhood.



**Landmark:**

Seen here is the water tower located on South Glenstone which neighborhood assessment participants considered a landmark in their neighborhood.

**Activity Center:**

Pictured here is one of the many churches located within the Bingham Neighborhood Assessment area which participants consider to be an activity center.



## STEP 3: 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.

- Bingham PTA
- East Grand Church of Christ
- 800-900 South Barnes
- Neighborhood Watches
- Fire Station
- Lakes Country
- Boys & Girls Scouts
- Elks Club
- Cub Scouts (East Grand)
- Water Tower
- BNSF Railroad
- Greenhouse (Barnes/Grand)
- Vacant Railroad
- Golf Course
- Oak Grove Community Center
- Driving Range
- Churches
- Miles Park
- Carver Park
- Monroe-Ooley Park
- Sinkholes



Pictured here is the East Grand Church of Christ which neighborhood assessment participants consider to be an asset to their neighborhood.



Participants of the Bingham Neighborhood Assessment consider this fire station to be an asset in their neighborhood.

## STEP 4: If I Could Fix One Thing

In every neighborhood there are some things that need to be changed. These issues can prevent residents from enjoying their neighborhood and from doing the things they like to do. Below is the list of “fixes” that workshop participants said they would like to see in the Bingham neighborhood.

- Concern with tractor-trailers on Cherry Street - make a no truck zone.
- Inoperable vehicles on private property.
- Safety concerns with bars on Cherry at Patterson.
- Oak Grove & Catalpa has big tree blocking view - turn not wide enough.
- Additional sidewalks on Barnes from Grand to Monroe.
- New sidewalks on Grand between Barnes and Oak Grove to make them continuous.
- New sidewalks on Cherry from Hwy. 65 to Airwood.
- Prevent garbage being dumped on sinkhole east of 717 S. Sparks.
- Sidewalks on Oak Grove from Cherry to Grand.
- Cherry & Peachtree need markings on the road for stop sign.
- Better lighting at end of St. Louis Street (1800 block east) and address meth labs in the area.
- Signs on barricades at Cherry and Patterson to keep vehicles from going through.
- Flooding on south side of Cherry and Patterson.
- Left hand signal (westbound) on Barnes and Chestnut Expressway needs to be triggered by motion detector.
- Education on identifying meth labs.
- Prohibit and monitor ATV's running on private property.
- Oak trees on Grand and Sparks blocking view.
- Better posting of speeds on Mission Street, Mission Avenue, and Mission Circle.
- Eliminate flooding located in the neighborhood bounded by Oak Grove, Lombard and Rockaway.
- Sidewalks on Cherry between Barnes and Patterson need repaired.
- Don't allow building around sinkholes.
- Dumping on county parcel between Cherry and Monroe.
- On-street parking problems in the 2600-2800 blocks of Monroe Terrace.

- Vacant railroad needs to be cleaned up, prohibit ATV's and create greenway trail.
- More through streets especially Oak Grove from Cherry to Chestnut Expressway with lights.
- Speeding concerns on Oak Grove.
- More lighting on Mission Street, Mission Avenue and Mission Circle. Also closer spacing of lights.
- Leaves need to be addressed in Coachlight Village (assistance in leaf pick-up). Also, mowing and street sweeping throughout neighborhood.



This is a picture of the Oak Grove / Catalpa intersection. Neighborhood assessment participants indicated this tree is blocking the view and the turn is not wide enough.

# STEP 5: 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 four 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

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 descriptions for these four Neighborhood Types are contained in the Bingham Assessment 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.

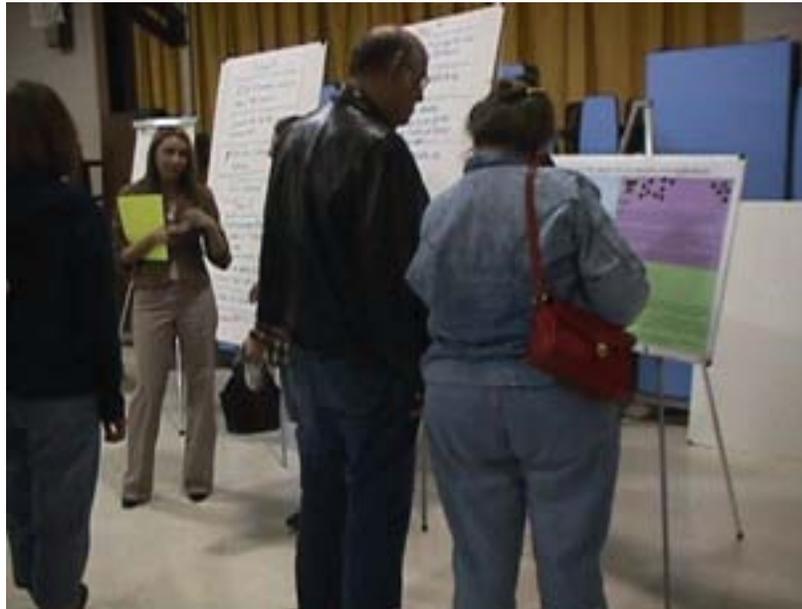


Those who attended the workshop were asked to vote on the Neighborhood Type that best described their neighborhood. Their choice was **Conservation**.

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 are seen here voting on their neighborhood type.

## STEP 6: Making My Neighborhood Better

The Bingham 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**:

- Work with BNSF to eliminate loitering, littering and ATV use on the vacant railroad bed which bisects the assessment area - consider establishing a rail-trail on the railbed.
- Work with MoDOT to provide more frequent opportunities for westbound traffic to enter E. Chestnut Expressway from N. Barnes Avenue - consider more expedient signal timing and/or installation of a motion detector.
- Work with Greene County to eliminate dumping on the county parcel located between E. Cherry and E. Monroe Streets and, S. Hickory and S. Augusta Avenues.

Things the **City** should do:

- Construct new sidewalk segments on E. Grand Street between S. Barnes Avenue and S. Oak Grove Avenue to make existing sidewalks continuous.
- Construct more north-south "through-streets" within the assessment area - in particular, consider the extension of S. Oak Grove Avenue from E. Cherry Street to E. Chestnut Expressway.
- Provide assistance for residents of Coachlight Village (bordered by S. Coachlight and S. Devonshire Avenues, and E. Belmont and E. Lombard Streets) to keep streets clear of leaves - consider leaf pick-up service and/or more frequent street sweeping.

- Eliminate flooding on the south side of E. Cherry Street and S. Patterson Avenue.
- Review development regulations to consider greater spacing of buildings and other hard surfaces from sinkholes.
- Facilitate the removal of inoperable vehicles from private property.
- Widen the curb radii and provide clearer lines of sight at the intersection of S. Oak Grove Avenue and E. Catalpa Street - including the removal or thinning of trees at the intersection which block the view.
- Consider the removal of some or all of the on-street parking on the 2600-2800 blocks of E. Monroe Terrace to improve traffic flow on the street.
- Prohibit and monitor ATV use on public streets and private property (particularly sinkholes).
- Construct additional sidewalks on S. Barnes Avenue from E. Grand Street to E. Monroe Street.
- Provide a clear sight line for traffic stopped at the intersection of E. Grand Street and S. Sparks Avenue - existing oak trees blocking the view.
- Eliminate flooding located in the neighborhood bounded by S. Oak Grove Avenue, E. Lombard Street and E. Rockaway Street.
- Convert E. Cherry Street to a "No truck zone".
- Repair the existing sidewalks on E. Cherry Street from S. Barnes Avenue to S. Patterson Avenue.
- Install signs or barricades at the end of S. Patterson Avenue (at E. Cherry Street) to keep vehicles from attempting to use it as a "through-street".
- Construct new sidewalks on S. Oak Grove Avenue from E. Cherry Street to E. Grand Avenue.
- Provide stop bars markings on S. Peachtree Avenue at the intersection of E. Cherry Street.
- Improve lighting at end of E. St. Louis Street (dead-end at the 1800 block) and investigate the area for a possible meth lab.
- Construct new sidewalks on E. Cherry Street from Highway 65 to S. Airwood Avenue.
- Provide better lighting and closer spacing of street lights on E. Mission Street, S. Mission Avenue, and Mission Circle.
- Remove metal bars at E. Cherry Street and S. Patterson Avenue - children are congregating at them and in close proximity to passing traffic.
- Provide public education on identifying and abating meth labs.

- Address speeding concerns on S. Oak Grove Avenue.
- Prevent dumping of garbage in the sinkhole east of 717 S. Sparks Avenue.
- Provide for better posting of speed limits on E. Mission Street, S. Mission Avenue & Mission Circle.
- Investigate ways to limit the accumulation of trash within street rights-of-way.
- Install "No trucks" signs on N./S. Burton Avenue and S. Monte Vista Avenue to eliminate "cut-through" truck traffic between E. Cherry Street and E. Chestnut Expressway.
- Abate overcrowding in rental properties.

# CITY ACTION PLAN

## PRIORITIES

During the Neighborhood Assessment workshop, Bingham residents identified 31 actions that they could do “themselves”, “with a partner”, or actions the “city” could take. Following the workshop, attendees voted for the actions that they felt were most necessary to improve their neighborhoods. Bingham area residents chose the following actions as their top priorities:

1. The City and BNSF should **partner** to eliminate loitering, littering and ATV use on the vacant railroad bed which bisects the assessment area (consider establishing a rail-trail on the rail-bed).
2. The **City** should construct new sidewalk segments on E. Grand Street between S. Barnes Avenue and S. Oak Grove Avenue to make existing sidewalks continuous.
3. The City should **partner** with MoDOT to provide more frequent opportunities for westbound traffic to enter E. Chestnut Expressway from N. Barnes Avenue - consider more expedient signal timing and/or installation of a motion detector.
4. The **City** should construct more north-south “through streets” within the assessment area - in particular, consider the extension of S. Oak Grove Avenue from E. Cherry Street to E. Chestnut Expressway.
5. The **City** should provide assistance for residents of Coachlight Village (bordered by S. Coachlight and S. Devonshire Avenues, and E. Belmont and E. Lombard Streets) to keep streets clear of leaves - consider leaf pick-up service and/or more frequent street sweeping.
6. The **City** should eliminate flooding on the south side of E. Cherry Street and S. Patterson Avenue.
7. The **City** should review development regulations to consider greater spacing of buildings and other hard surfaces from sinkholes.
8. The **City** should facilitate the removal of inoperable vehicles from private property.
9. The **City** should widen the curb radii and provide clearer lines of sight at the intersection of S. Oak Grove Avenue and E. Catalpa Street - including the removal or thinning of trees at the intersection which block the view.
10. The **City** should consider the removal of some or all of the on-street parking on the 2600-2800 blocks of E. Monroe Terrace to improve traffic flow on the street.

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## CITY ACTION ON PRIORITIES

Bingham area participants were told 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 Bingham residents, various City departments and other organizations have committed to taking the following four (4) actions in the Bingham Neighborhood Assessment Area:

**Issue:** The City should construct new sidewalk segments on E. Grand Street between S. Barnes Avenue and S. Oak Grove Avenue to make existing sidewalks continuous.

**Response:** There is an existing sidewalk on Grand Street between Barnes Avenue & Oak Grove Avenue on the south side of Grand Street from Oak Grove Avenue to 200 ft west. There is an approximate ½ mile gap from where the sidewalk ends to Barnes Avenue. The existing terrain is conducive to sidewalk construction in this area. The cost of the sidewalk will be roughly \$50,000 and will be constructed through the use of Neighborhood Assessment funds.

**Responsible Department:** Public Works

**Issue:** The City should provide assistance for residents of Coachlight Village (bordered by S. Coachlight and S. Devonshire Avenues, and E. Belmont and E. Lombard Streets) to keep streets clear of leaves - consider leaf pick-up service and/or more frequent street sweeping.

**Response:** Springfield is very fortunate to have many attractive and mature trees. These trees add to the quality of life and the general attractive appearance of our neighborhoods. However, it is important that each of us care for these trees in a responsible and environmentally sound manner. This care includes the proper disposal of leaves and other debris from our trees. When MoDNR banned yard waste from Missouri Landfills, the City of Springfield implemented several programs to help Springfield and Greene County residents reuse/recycle yard waste in an environmentally friendly manner. Those options include 1) "Cut it high and let it lie" - which means cut your grass high and leave it on the yard to add nutrients back to the soil, 2) compost yard waste in the back yard, 3) take the leaves to a recycling center, 4) hire a lawn service to manage yard waste, or 5) hire a waste hauler to take yard waste. In addition, placing yard waste in drainage

ways and/or on the street is in violation of City ordinances. If the address of the property is identified then the City will issue a letter reminding the property owner or these options.

The City operates sweepers every work day that the weather permits and to increase the frequency of street sweeping would require the acquisition of additional equipment. At this time, residents are recommended to use one of the above mentioned options and/or to contact the City at 864-1011 to report instances of yard waste being put into city streets.

While the City does not recommend the specific options suggested by workshop participants for providing leaf pick-up assistance, City Council has allocated money for neighborhood clean-up and yard waste pick-up events. The Springfield Planning Department will coordinate with Caring Communities to determine whether funding can be provided for fall yard waste pick-up events in the Bingham Assessment area to assist area residents. These events will be contingent on Bingham residents' willingness to work with Caring Communities by contributing volunteer labor.

**Responsible Department: Planning**

**Issue:** The City should review development regulations to consider greater spacing of buildings and other hard surfaces from sinkholes.

**Response:** Current regulations prevent buildings from being constructed in sinkhole flood areas and limit fill in sinkholes to prevent increases in flood elevations. Many flood-prone homes that were built prior to protective regulations have been acquired and removed from within sinkholes in recent years through the City Voluntary Floodplain Acquisition Program . The Storm Water Services Division of the Springfield Public Works Department is currently updating storm water standards and is considering the requirement of additional development setbacks from sinkholes to further reduce flooding impacts on private property and provide further protection of water quality into the shallow groundwater system.

**Responsible Department: Public Works**

**Issue:** The City should widen the curb radii and provide clearer lines of sight at the intersection of S. Oak Grove Avenue and E. Catalpa Street - including the removal or thinning of trees at the intersection which block the view.

**Response:** Long-term improvement of the curb radii at this intersection is contingent upon the completion of significant storm water improvements. The need to improve this intersection and alleviate a storm water problem is recognized by

the Springfield Public Works Department and is included on the City's Unfunded Needs Project List. Until funding can be identified for this potential project and it can be added to the City's Capital Improvements Program (CIP), any changes made in the radius now would be taken out when the storm water improvements were made.

As an interim solution to improve the radius, the Public Works Department will rework the radius of the intersection. This should make the turn easier and smoother to make and should be completed this summer. In addition, Public Works has improved the sight clearance on the northeast corner of the intersection by removing a large tree. The tree was removed for the following reasons: 1) the tree was a sight problem - but the sight problem was due to the tree trunk and not the branches, 2) the tree was in poor condition with three large dead branches, and 3) the tree was located where the developer of Catalpa Station was to build a sidewalk.

**Responsible Department: Public Works**

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## **CITY RESPONSE ON PRIORITIES**

Some of the priorities identified on page 26 can not be undertaken by the City at this time. City action is either not recommended, or can only take place with further involvement and/or information from neighborhood residents. The following list provides some suggestions which neighborhood residents can use to increase the chances that these issues can be better addressed in the future.

**Issue:** The City and BNSF should **partner** to eliminate loitering, littering and ATV use on the vacant railroad bed which bisects the assessment area (consider establishing a rail-trail on the rail-bed.)

**Response:** The right-of-way in question, extending from Cherry Street to a point just west of U.S. Highway 65, is still owned by BNSF. There are no plans on the part of the Springfield/Greene County Parks Department or Ozark Greenways to establish a linear park trail on this segment of right-of-way. This potential trail segment extends only a short distance, has very few potential access points, provides access to no major destinations or public facilities and is not a

recommended trail location in the *Springfield/Greene County Parks, Open Space and Greenways Plan*.

The Springfield Public Works Department consulted with BNSF about the potential dedication of the rail right-of-way to adjacent property owners (which has apparently been previously done at 2759 and 2801 E. Rockaway). City staff was referred to Mr. Rich Batie, BNSF Network Development. Mr. Batie is the BNSF representative who can be contacted by interested property owners adjacent to the rail right-of-way about acquisition. As of the date of City Council adoption of this report, Mr. Batie can be reached by calling 817-352-6432.

**Responsible Department: BNSF**

**Issue:** The City should **partner** with MoDOT to provide more frequent opportunities for westbound traffic to enter E. Chestnut Expressway from N. Barnes Avenue - consider more expedient signal timing and/or installation of a motion detector.

**Response:** There are detector loops installed in the pavement to detect the traffic on the side streets and left turn lanes. The concern about signal timing has been forwarded to MoDOT for their review and response. MoDOT and City policy is to minimize the delay and number of stops for the maximum number of vehicles, in this case, those on Chestnut Expressway. To keep traffic flowing on Chestnut Expressway, there may be some times of the day in which there is not sufficient time for all of the traffic on Barnes Avenue to enter Chestnut Expressway in the same cycle that they arrived. Contact MoDOT at 895-7600.

**Responsible Department: Public Works, MoDOT**

**Issue:** The City should construct more north-south "through streets" within the assessment area - in particular, consider the extension of S. Oak Grove Avenue from E. Cherry Street to E. Chestnut Expressway.

**Response:** Oak Grove Avenue is classified as a Secondary Arterial Street with an average daily traffic volume of approximately 7,400 north of Grand St. The need to extend Oak Grove Avenue from Cherry Street to Chestnut Expressway has been identified as an unfunded capital need and a preliminary alignment for the street extension has been developed. There has been some interest from private property owners in the corridor for development which may help trigger moving this project up in priority. The estimated cost for constructing this segment of Oak Grove

Avenue is approximately \$500K excluding any right-of-way costs. Extending Oak Grove Avenue from Cherry Street to Chestnut Expressway would likely result in an increase of traffic volumes on the substandard segment of Oak Grove Avenue between Cherry Street to Sunshine Street, which has also been identified as an unfunded need.

**Responsible Department: Public Works**

**Issue:** The City should eliminate flooding on the south side of E. Cherry Street and S. Patterson Avenue.

**Response:** There is a small sinkhole at this location which has a history of ponding water after large rainfall events. Cherry Street is very flat and does not drain well at this location worsening the problem. Sinkholes are natural low areas where water drains and should be left to continue that function. Any improvements should be designed to allow water to continue to drain to the sinkhole but to prevent it from ponding so high as to cause damage or a safety issue to private property or a public street. The long-term solution is to address draining this area when Cherry Street is improved and a drainage system is installed. An interim solution could be to install a short pipe west along Cherry Street to the drainage system at Barnes Avenue or north along Patterson to the Patterson Sinkhole. Determining the best option will require some preliminary design. Any proposed solution must not cause or worsen a drainage problem at a downstream location. The option to the west should not be done until the new drainage system is installed west of Barnes Avenue later this year. Either interim solution should involve reconstruction of the sidewalk to improve safety. The Springfield Public Works Department will continue to study the feasibility of viable interim solutions to this problem; and, will utilize some Neighborhood Assessment funds if it is determined that a project can take place in the near future.

**Responsible Department: Public Works**

**Issue:** The City should facilitate the removal of inoperable vehicles from private property.

**Response:** The majority of City codes are enforced on a "complaint only" basis. The "complaint only" policy means that a complaint must be initiated by a citizen in order for the applicable enforcement department to dispatch an inspector to address the potential City code violation (also known as a "service request"). Service requests generated by citizens typically result in city inspectors maintaining a full workload. Regardless, individual inspectors are given discretion

to abate any other obvious code violation that they may witness when responding to another service request. Multiple code violations are added to a city inspector's workload in this manner.

**Responsible Department: Health**

**Issue:** The City should consider the removal of some or all of the on-street parking on the 2600-2800 blocks of E. Monroe Terrace to improve traffic flow on the street.

**Response:** This request was recently submitted to the Springfield Public Works' Traffic Engineering division who spoke with the citizens who requested the removal of on-street parking. The concern was that emergency vehicles could not access the area. Upon investigation of the request, it was determined that vehicles regularly parked in the evening hours and overnight on both sides of the street, but did not block traffic. The Springfield Fire Department had one of their trucks drive this section of Monroe Terrace and they had no difficulties driving down the street. Staff also spoke with several residents living on the north side of the 2800 E Monroe Terrace that oppose the removal of the parking. It has been city policy to permit parking on street in residential areas unless there is interference with emergency vehicles. No parking control signing changes are recommended.

**Responsible Department: Public Works, Fire**

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## 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 should install signs or barricades at the end of S. Patterson Avenue (at E. Cherry Street) to keep vehicles from attempting to use it as a "through-street".

**Response:** Patterson Avenue at Cherry Street is at an offset intersection with the north leg connecting to Chestnut Expressway and the south leg extending two blocks into a residential subdivision. Sparks Avenue, one block to the west, connects Cherry Street to Grand Street. Traffic Engineering has installed a "NOT

A THRU STREET" sign on Patterson Avenue south of Cherry Street to notify motorists that Patterson Avenue is not a direct connection to Grand.

**Responsible Department: Public Works**

**Issue:** The City should provide stop bar markings on S. Peachtree Avenue at the intersection of E. Cherry Street.

**Response:** The intersection of Peachtree Avenue and Cherry Street is unique since Rockaway Street intersects Peachtree Avenue at a sharp degree angle near the intersection with Cherry. The placement of the "STOP" sign for northbound traffic on Peachtree Avenue is located approximately 40 ft south of Cherry Street's edge of pavement due to the configuration of the intersection. A work order has been issued to the Springfield Public Works department's paint crew to install stop bars on Peachtree Avenue near Cherry Street and at the "STOP" sign for westbound traffic on Rockaway Street.

**Responsible Department: Public Works**

**Issue:** The City and Caring Communities should **partner** to provide more public education on identifying and abating meth labs.

**Response:** The City coordinated with Caring Communities to provide Bingham Neighborhood Assessment area residents with the presentation of "What's Cooking in Your Neighborhood". Interested individuals should inquire about future presentation opportunities by contacting the Community Partnership of the Ozarks at 888-2020.

**Responsible Department: Community Partnership of the Ozarks, Planning**

# 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.

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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. Within the Bingham Neighborhood Assessment area, the stormwater project on the 1900 - 2100 blocks of E. Walnut street (including new curb, gutter, storm draignage and paving) is a prime example of a high-priority, high-cost project programmed through the *CIP*.

# Acknowledgements



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Tom Finnie, *City Manager*

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