

OTO Journey 2030 Goals and Objectives

Adopted April 2006

Streets and Highways

Goal: Provide an adequate system of thoroughfares that will ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of public funds.

Objectives:

Develop an adequate thoroughfare system that will ensure:

- Orderly development of the community,
- Safe and efficient movement of people and goods, and
- Efficient expenditure of public funds.
- Establish a future thoroughfare system that integrates land uses with transportation system needs.
- Recognize and respect a distinct hierarchy of street classification as thoroughfare improvements and development decisions are made.
- Establish a prioritization system for the upgrading of substandard thoroughfares, the replacement of deficient bridges, and the extension of new thoroughfares.
- Map corridors designated as rights-of-way for future thoroughfares so development can be coordinated with road system.
- Designate major streets to foster desirable community patterns and minimize disruption to neighborhoods.
- Maximize traffic flow by implementing access management principles on arterial and collector streets.
- Minimize potential traffic conflicts by controlling the frequency and location of driveway access to arterial and collector streets.
- Discourage the use of arterial streets for short trips by utilizing secondary circulation systems where appropriate.
- Provide sufficient off-street parking and loading facilities to accommodate vehicle volumes generated by the type and intensity of development.
- Discourage on-street parking along major streets.
- Seek equitable and effective methods of financing street improvements.
- Maximize the efficiency of the existing street system by implementing traffic control measures.

Transit

Goal: Provide a level of transit service to the region that meets the basic travel needs of persons without other means of transportation and serves as an alternative to the private automobile.

Objectives:

- Review, adopt, and modify as necessary a formal set of public transportation performance measures to guide transit planning, operations, and policies.
- Within the limits of financial capabilities, provide transit service to all parts of the community that can generate acceptable levels of ridership.
- Operate the transit system as a customer-oriented service, responsive to the needs and desires of the public.
- Review the transit fare structure periodically and develop fare levels, which recover a reasonable portion of operating costs without imposing an undue burden on the passengers.
- Continue to upgrade the transit fleet and maintenance facilities to achieve and maintain a modern, efficient transit operation.
- Evaluate the transit system on a regular basis according to a Transit Development Plan in order to determine the need for service improvements, curtailments, rerouting, route extensions, fare revisions, and other policy changes.
- Explore the feasibility of an Independent Transportation Authority in order to expand transit services to include all jurisdictions within the MPO boundary.

Paratransit

Goal: Encourage the provision of paratransit and not-for-profit transportation services in the metropolitan area, particularly to the populations not served by the transit system.

Objectives:

Maintain the capability to provide transportation to the transportation disadvantaged.

- Encourage better coordination of existing not-for-profit transportation services in the Springfield area.
- Continue to provide special transportation services to the disabled population while exploring methods of making the service more cost-effective.
- Encourage the private sector to provide van, shuttle, or alternative transportation services, where appropriate.

Bicycle and Pedestrian

Goal 1. Define a comprehensive regional bicycle and pedestrian network

Objectives:

- Identify the safe and efficient bicycle/pedestrian routes that connect existing and planned bicycle routes, major destinations, attractions and neighborhoods in the OTO planning area, minimizing vehicular trips.
- Provide a bicycle/pedestrian system that maximizes the utilization of all bicycle and pedestrian facilities.
- Connect existing and planned linear park trails using on-street bicycle and pedestrian facilities to foster a multimodal transportation network.
- Ensure the preservation of Greenways for future development of multipurpose trails.
- Utilize road and trail infrastructure to create a functional bicycle/pedestrian system that is continuous, coordinated among all MPO jurisdictions.
- Ensure that all bicycle and pedestrian facilities are consistent with the regional bicycle/pedestrian system plan.
- Encourage projects that promote the goals and objectives concerning bicycle and pedestrian facilities outlined in the MPO's Long-Range Transportation Plan.
- Encourage land-use development patterns that promote and accommodate bicycle and pedestrian use.
- Ensure all bicycle and pedestrian facilities are compliant with ADA standards, such as pavement markings, surface grade, ramps, etc.
- Establish safe direct routes that connect to desired destinations for people. Particularly utilize the Safe Routes to School Program to establish "designated" pathways to area schools.
- Provide a bicycle and pedestrian system that promotes bicycling as a mode of transportation for employment, school, shopping, social, recreation, and other trip purposes.
- Provide a bicycle and pedestrian facility system designed to permit motorists and bicyclists to safely coexist on the same roadways.
- Act as a catalyst to encourage the MPO communities to implement their internal bicycle/pedestrian component of their comprehensive or long-range plan.
- Provide shower and changing facilities and end-of-trip services for cyclists that commute at work or trail facilities.

Goal 2. Integrate the bicycle and pedestrian network to the existing transportation system

Objectives:

- Ensure that the bicycle and pedestrian network provides access to transit stops and transfer stations.
- Provide bicycle and pedestrian facilities on all bridges, when space allows.
- Unify design standards for bicycle and pedestrian facilities between MPO communities.
- Provide sufficient and safe bicycle parking to complement the bicycle network.
- Provide suitable crosswalks for pedestrians at all intersections.
- Promote safety measures such as medians and “safe havens” near major intersections particularly with wide streets.
- Integrate bicycle and pedestrian travel into all roadway planning, design and construction.
- Form a Bicycle/Pedestrian Advisory Committee made up of OTO representatives and residents of various OTO entities appointed by the City Councils to advise the OTO on all matters related to bicycle and pedestrian issues.

Goal 3. Promote bicycling as an Eco-Tourism mode focusing on historical and natural attractions in Greene & Christian Counties

Objectives

- Inventory possible attractions within cycling distance that may be of interest to cyclists.
- Market and promote the MPO area as a bicycle vacation destination.
- Partner with local agencies/attractions to creatively attract cyclists to the area.
- Capitalize on the Trans-American cycle route within Greene County.
- Capitalize on Historic Route 66 as a cycling attraction.
- Design and sign themed local bike routes which access or connect attractions, i.e. historic schools, WCNB, State Parks, historic sites, and local landscape.

Goal 4. Enhance safety through education and law enforcement

Objectives:

- Provide and coordinate education programs for bicyclists, pedestrians, and motorists.
- Encourage enforcement of ordinances related to bicycle and pedestrian operation and safety.

- Support safe routes to school programs in the MPO jurisdictions.

Goal 5. Promote bicycling and pedestrian safety

Objectives:

- Explore partnerships with other organizations to promote safe bicycling and walking in the MPO area.
- Promote bicycling and walking as transportation to and from school.
- Encourage local jurisdictions to offer incentives to employers that promote bicycling and walking.
- Increase awareness of the benefits of bicycling and walking and the availability of bicycling and pedestrian facilities.
- Involve the media in the promotion of bicycling and walking as a transportation alternative.

Goal 6. Improve the Bicycle – Pedestrian Transit Link

Objectives:

- Allow bicycles on transit vehicles.
- Offer bicycle parking and pedestrian friendly environments near transit locations.
- Improve the connectivity of bicycle and pedestrian facilities that lead to transit stops and locations.

Goal 7. Funding

Objectives:

- Identify and pursue funds for improvements to the bicycle and pedestrian system.
- Provide for the effective administration of a bicycle and pedestrian system and policy including a bicycle/pedestrian coordinator within the MPO.
- Utilize this plan as a tool to access possible public and private funding sources.

Transportation System and Demand Management

Goal: To encourage and promote the safe and efficient management and operation of an integrated, intermodal surface transportation system to provide for the mobility and accessibility needs of people and freight.

Objectives:

- Incorporate Congestion Management System recommended TSM and TDM techniques for the metropolitan area to help maximize efficiency and reduce traffic demand on the transportation system.
- Maintain and improve the quality of transportation services on the existing system.
- Minimize the cost of improving the quality of service on, and the efficiency of, the existing transportation system.

Airports

Goal: Provide airport facilities in Southwest Missouri to meet the needs of air carriers, general aviation, and airfreight in a safe and adequate manner.

Objectives:

- Enhance the Springfield-Branson National Airport, its commercial and general aviation interests, and its regional aviation industries; and provide for appropriate aviation development while minimizing any negative impact on adjacent land uses.
- Continue the phased implementation of the master plan for the Springfield-Branson National Airport, ensuring that improvements are timed to be in place when warranted by air traffic.
- Coordinate airport development with land use patterns to ensure that environmental conflicts are minimized.
- Update the airport plan as needed to ensure the continued validity of the forecasts and recommendations of the plan.

Trucking

Goal: Provide for the safe, efficient movement of trucks through and throughout the MPO boundary area.

Objective:

- Locate truck-generating facilities along major streets, or on collector streets connecting directly to major streets, in order to encourage trucks to confine their travel to arterials and expressways.

Intent – To avoid traffic congestion and safety hazards resulting from truck travel on streets unsuited for such usage.

Intercity Buses

Goal: Facilitate the movement of intercity buses into, out of, and within the urbanized area.

Objectives:

- In the event that additional intercity bus companies serve the area, they should be encouraged to use a consolidated, modern, conveniently located terminal.

Intent – To economize the provision of bus terminal facilities and to facilitate connections between various bus services. In addition to a terminal building, a bus facility should include: short-term and long-term parking, adequate loading and unloading spaces, and turn-around spaces large enough to accommodate a large bus. The location for a terminal should minimize traffic impacts on surrounding streets and should offer convenient access to overnight lodging and eating accommodations.

- Discourage the use of residential streets by intercity buses.

Intent – To protect the residential character of neighborhoods by discouraging intercity bus traffic on residential streets. Intercity buses can have much the same effect as heavy trucks on residential neighborhoods. Bus traffic can be regulated much the same as truck traffic, through the location of terminals and, if necessary, by limiting certain streets to passenger vehicles only. Since there are a limited number of bus companies, and buses as a rule follow defined routes into and out of the city, any major problems with buses using residential streets could usually be resolved through discussions with the companies.

- Provide convenient connections to local public transportation for persons using intercity buses.

Intent – To facilitate usage of intercity buses by residents in the Metropolitan Planning Organization area boundary.

- Encourage expanded intercity bus service.

Intent – To have additional intercity bus service available to people living in or traveling to this area.

Railroads

Goal: Railroad facilities should be compatible with other transportation modes and adjoining land uses in a way, which encourages desirable development patterns, promotes safe and efficient movement of people and goods, and facilitates rail operations.

Objective:

- Provide an appropriate degree of safety between railroad traffic and motor vehicle traffic.

Intent – To provide maximum safety for both modes of travel and adequate access with respect to time and distance to all properties within the vicinity of railroads. An adequate number of grade-separated crossings of frequently used railroads should be provided to ensure timely access to all properties in event of an emergency. Generally, a grade-separated crossing should be provided across main line tracks and switching yards where public necessity requires. There should be grade-separated crossings in urban area at intervals of at least 2 miles.

If a train blocks an at-grade crossing, there should be an alternate way to cross the track with a travel time increase of not more than five minutes. For local tracks where trains may be stopped for extended periods of time, grade separated crossing should also be provided as public necessity warrants an at-grade crossing. If public necessity is not applicable to a specific at-grade crossing, the crossing should be closed.

As plans are developed for new thoroughfares, the degree of protection should be included in project development. At-grade crossings of main line tracks should be avoided to provide for maximum safety and minimal disruption for interstate railroad movement.