

Vision

Through community and regional partnerships, the City of Springfield should work with the surrounding region to create a vibrant transportation system that successfully links people, goods, and places through a safe, sustainable, efficient, effective, and accessible network that supports seamless connections for all modes of travel, thereby maintaining and enhancing economic vitality and quality of life.

Assumptions

The Springfield Region is defined as the Ozarks Transportation Organization (OTO) study area – Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, Willard, and the surrounding portions of Greene and Christian Counties.

The Springfield Strategic Plan will provide guidance for the City of Springfield over the next twenty years, with specific strategies that can be addressed in the next five years. The Ozarks Transportation Organization Long Range Transportation Plan (Journey 2035) provides guidance for the OTO region for the next twenty-five years. The OTO LRTP will include the planning efforts of all member jurisdictions in plan development. The City of Springfield Strategic Plan process began at the same time as the OTO LRTP planning process. To ensure inclusion of the new Springfield plan, and to assist in the development of the transportation portion of the plan (as OTO has done for many of its member jurisdictions), OTO has volunteered to help staff the Transportation Planning Committee for the Springfield Strategic Plan. The recommendations and planning assumptions contained in the Springfield Strategic Plan will be incorporated with the other OTO jurisdiction's recommendations and planning assumptions into the OTO LRTP.

Center City, as defined by the *Springfield-Greene County Vision 20/20 Comprehensive Plan*, is a diverse group of business, residential, and civic districts including and surrounding the historic central business district. This area encompasses what was, at the turn-of-the-century, the entire city limits of Springfield. It is bounded roughly by Commercial Street on the north, National Avenue on the east, Grand Street on the south, and Grant Avenue on the west. Thus, Center City is approximately 1.3 miles wide and 2.3 miles long. Within Center City are several districts:

- The Greater Downtown District, which is composed of the historic central commercial core around Park Central Square, the University Plaza area, portions of the Walnut Street Historic District, the northern half of the Southwest Missouri State University campus, and portions of the Jordan Creek Valley
- The Commercial Street District
- The Government Plaza District and the adjoining Drury College and Ozarks Technical Community College

- The Midtown Neighborhood, including the Boonville Avenue corridor and the Midtown Historic District
- The West Central Neighborhood
- The central industrial area in the Jordan Creek Valley
- Other large institutional uses in Center City are Cox Medical Center North and the home offices of the Assemblies of God church

<http://www.springfieldmo.gov/planning/pdfs/centercity.pdf>

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street (www.completestreets.org).

The Springfield Region will continue to grow and experience demographic changes, while continuing to serve as the retail, medical, educational, and employment hub for the Springfield region, as well as southwest Missouri. High quality of life and livability will continue to be a priority for the population at most income levels, but the definition of quality and livability will evolve and change.

The Springfield region will continue to remain attractive for population growth and as a relocation destination. With continued increasing and consistent regional growth and opportunities for economic development, there will be increasing demand for transportation infrastructure to accommodate the movement of the region's population, goods and services, business commerce, and tourism traffic patterns.

In the next twenty-five years, several factors will create a continued and ever increasing public demand for transportation choices, including rising fuel costs, air quality, land use policies, traffic congestion, new businesses needing a viable transportation network, and young professionals with expectations about having choices as they relate to their own transportation needs.

As fossil fuel becomes significantly more expensive, alternative fuels for vehicles will become much more common. Public transportation, playing a key role in the health and well-being of all constituents, is vital to economic vitality and sustainability, and can serve as a catalyst to all new opportunities.

In the future, personal automobiles will still fulfill an important role, but people will not distinguish themselves as motorists, or transit users, but instead will see themselves as someone who uses whatever mode(s) suit(s) a particular trip.

All users want to make use of all existing systems. Vehicular traffic, pedestrians, and cyclists will continue to be within street or trail rights-of-way as appropriate. The street right-of-way includes sidewalks or other parallel paths along the travel lanes of a roadway.

The Springfield-Branson National Airport will continue to be an important hub to move people and goods across the country.

Safety will be a top priority.

Government agencies have limited resources; therefore it can be assumed that all projects will make use of the most cost effective methods and materials. Most projects are maintenance projects.

Efficient means doing things right. Effective means doing the right things.

Major Goals

1. Economic Development

Encourage economic growth and vitality for Springfield and the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

2. Multi-Modal, Interconnected System

The City of Springfield should work within the region to develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

3. Quality of Life and Livability

The City of Springfield should work to improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

4. Operations and Maintenance

The City of Springfield should continue to maintain streets, sidewalks, trails, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

5. Transportation Needs Assessment

The transportation network should be monitored periodically, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.

Objectives

1. Economic Development

Encourage economic growth and vitality for Springfield and the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

5-Year Objectives

- A. Identify by way of a map and plan for desired areas of redevelopment along existing transportation corridors through the creation of a five-year plan which delineates redevelopment corridors and presents a toolbox to facilitate said redevelopment.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Springfield Area Chamber Transportation Committee
 - MoDOT
 - UDA
 - Private Developers
- B. Continue to plan for and preserve new roadway corridors in anticipation of future development, to improve connectivity, and to relieve congestion.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
- C. Identify areas which are appropriate for new development throughout the transportation network through the use of economic incentives, accelerated transportation improvements, and other proactive methods in order to be prepared for response to economic development projects. At the same time continue to support transportation and infrastructure needs for developments such as Partnership Industrial Center, Partnership Industrial Center West, IDEA Commons and other employment centers where special attention has been and should be paid for new job creation and investment.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Springfield Area Chamber Transportation Committee
 - Ozarks Regional Economic Partnership
- D. Promote the growth and development of the Springfield-Branson National Airport including competitive commercial air service and meeting general aviation needs of the business community. Develop a plan to improve the General Aviation facility so it generates a similar impression upon

users as the new Midfield Terminal. Both should provide economic development opportunities for Springfield.

- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Airport Board
 - Springfield Area Chamber Transportation Committee
 - Ozarks Regional Economic Partnership
 - Private Corporations

Future Focus

Objectives that will take longer than a 5-year timeframe here.

- E. Continue to Identify and plan for desired areas of redevelopment along existing transportation corridors.
- F. Continue to ensure funding is available to participate in economic development/transportation cost sharing to encourage the creation of new jobs and investment in our community. State funding matches, participation with private investment and city-county partnerships should be encouraged to accelerate improvements needed for economic development projects and pools of funds should be set aside for such uses.
- G. Continue to plan for and preserve new roadway corridors in anticipation of future development, to improve connectivity, and to relieve congestion.
- H. Encourage new development throughout the transportation network through the use of economic incentives, accelerated transportation improvements, and other pro-active methods in order to be prepared for response to economic development projects.
- I. Continue to support transportation and infrastructure needs for developments such as Partnership Industrial Center, Partnership Industrial Center West, IDEA Commons and other employment centers where special attention is paid for new job creation and investment.
- J. Promote the growth and development of the Springfield-Branson National Airport including competitive commercial air service and meeting general aviation needs of the business community. Develop a plan to improve the General Aviation facility so it generates a similar impression upon users as the new Midfield Terminal. Both should provide economic development opportunities for Springfield.
- K. Develop a strategy to best maintain and develop the configuration of rail within the Springfield region. Current studies should be reviewed and updated, while considering both interaction with the transportation system and current and future properties served by rail. A visioning charrette with rail stakeholders should be the first step in developing a rail configuration master plan.
- L. Support should be given for international and inter-regional travel and commerce. Passenger and goods movements should be encouraged to grow between the Springfield region and other nearby regions. Connectivity between the jurisdictions of the Springfield region should be enhanced.

Performance Measures

-
-

Estimated Cost to Achieve Goal

One-Time Cost: \$

Ongoing Cost: \$

Proposed Funding Sources:

- Bonds
- General Revenue Funds
- Sales Taxes (i.e., ¼-cent CIP tax)
- MoDOT Cost-Share Program
- ROW Exactions
- Tax Credits/Incentives
- Development and Redevelopment Incentives including Tax Increment Financing (TIF)
- Brownfield and Greenfield/Economic Development
- Neighborhood Improvement Districts (NID)
- Community Improvement Districts (CID)
- Transportation Development Districts (TDD)

2. Multi-Modal, Interconnected System

The City of Springfield should work within the region to develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

5-Year Objectives

- A. Create a complete streets master plan that is designed with a broader focus and all users in mind, including public transit users, motorists, pedestrians, bicyclists, and wheelchair users, as well as people who use other types of mobility aids and/or service animals in the course of their travel, with the ultimate goal to make walking, biking, and transit use safe and attractive. The plan should incorporate context sensitive design standards.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - City of Springfield Traffic Advisory Board, including the Bicycle Pedestrian Subcommittee
 - Ozarks Transportation Organization, including the Bicycle Pedestrian Advisory Committee

- Ozark Greenways, including the STAR (Sustainable Transportation Advocacy Resource) Team
 - MoDOT
 - Visually and Hearing Impaired Community
- B. Conduct a feasibility study to determine how to provide a convenient and direct public transit access to the airport, in order to provide air travelers a quick trip to and from the Springfield-Branson National Airport. In addition, maintain and develop strategies for increasing air travel, keeping in mind that connections between the airport and public transportation should be seamless.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - City Utilities
 - Ozarks Transportation Organization, including the Bicycle Pedestrian Advisory Committee
 - Airport Board
 - MoDOT
- C. Conduct a study to determine the feasibility of creating independent passenger rail corridors from Springfield to both St. Louis and Kansas City.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Ozarks Transportation Organization
 - MoDOT Multi-Modal Division
 - Springfield Chamber
- D. Conduct a study to create a robust intercity bus network that operates 10-minute headways during rush hour service and determine how many buses would be required if the Springfield population rose to the OTO projected population of 185,000 in 2035 and if the regional population were at the OTO projected number of 494,000 in 2035.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - City Utilities
 - Ozarks Transportation Organization
 - FTA
- E. Continue the planning, preservation, and development of north/south and east/west transportation corridors throughout the Springfield region, planning for the existing modes of bicycle, pedestrian, transit, and road, while identifying the potential for additional modes.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Ozarks Transportation Organization
 - MoDOT
 - City Utilities
- F. Provide accurate, up-to-date, real-time, user-friendly, and understandable transportation system information which is available to everyone including first-time visitors and residents, which

encompasses all forms of travel. Develop standards for making transportation maps available on the internet, including the use of MapQuest, Google, Yahoo, and other alternative formats, which can be easily updated and made accessible to all users, including the mobility impaired.

- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Traffic Management Center
 - Ozarks Transportation Organization
 - MoDOT District 8
 - City Utilities

Future Focus

Objectives that will take longer than a 5-year timeframe here.

- Develop a strategy for implementation of the feasibility study recommendations to provide a convenient and direct public transit access to the Springfield-Branson National Airport.
- Implement the recommendation for creating high speed rail corridors.
- Implement the recommendation for creating a robust intercity bus network.
- *(Please consider the variety of statements listed here and help word a briefer statement) The City of Springfield should work within the region to plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities by developing a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies. This should coordinate with OTO's Congestion Mitigation Process document. Develop a transportation policy and a detailed plan that recognizes the importance of transportation for making the region mobile, efficient, and economically connected and strong. The region should provide reasonable access at a reasonable cost to everyone within the region by adopting a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares. (New) Identify existing modal (physical) conflicts and impairments negatively impacting efficient modal movements of people and goods. Engineer reasonable solutions and implement necessary steps to mitigate these impairments. The City of Springfield will work within the region to help deliver, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region.*

Performance Measures

- Completed Studies/Plans
- Air Quality Standards
- Congestion Monitoring
- Annual Progress Report

Estimated Cost to Achieve Goal

One-Time Cost: \$

Ongoing Cost: \$

Proposed Funding Sources:

- Assessment Districts
- Tax Increment Financing
- Private/Public Partnerships
- Development Impact Fees
- Federal Government
- State of Missouri

3. Quality of Life and Livability

The City of Springfield should work to improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

5-Year Objectives

- A. Amend zoning regulations to encourage higher density human scale development and enhance streetscape aesthetics by minimizing setbacks, encouraging horizontal and vertical mixed-use development, and moving parking lots away from the street frontage.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - UDA
 - Private Developers
 - Missouri DED
- B. Consider traffic calming, decibel limits, and enhancing public space aesthetics (examples include street furniture, banners, pedestrian lighting, art, plantings, and special paving) in Pedestrian Districts (to be defined in the Complete Streets Master Plan) as tools to increase quality of life, safety, and access.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Ozarks Transportation Organization
 - MoDOT
 - UDA
 - Property Owners

- C. Within the Complete Streets Master Plan, create design guidelines for all types of streets that address aesthetics, scale, and the Complete Street concept as ways of improving quality of life and livability for all residents.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Ozarks Transportation Organization
 - UDA
 - Private Groups and Associations
 - Private Design Firms
- D. Improve existing high-traffic streets by using ITS/ATMS (Intelligent Transportation Systems/Advanced Transportation Management Systems), and other congestion and access management tools.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
- E. Develop a plan for locating new and existing utilities underground, thereby improving streetscape aesthetics and reducing outages. This plan should identify key redevelopment areas where utility relocation should be a priority.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - City Utilities
- F. Improve the efficiency, convenience, and quality of the public transit system by providing direct easy to use bus routes that are connected to the pedestrian and bicycle networks, by using cleaner and quieter buses, and by adding a Center City shuttle system.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - City Utilities
 - UDA
 - Missouri State University

Future Focus

Objectives that will take longer than a 5-year timeframe here.

- Implement a policy by which all new utilities are placed underground.

Performance Measures

-
-

Estimated Cost to Achieve Goal

One-Time Cost: \$

Ongoing Cost: \$

Proposed Funding Sources:

- Bonds
- General Revenue Funds
- Sales Taxes (i.e., ¼-cent CIP tax)
- MoDOT Cost-Share Program
- ROW Exactions
- Tax Credits/Incentives
- Development and Redevelopment Incentives including Tax Increment Financing (TIF)
- Neighborhood Improvement Districts (NID)
- Community Improvement Districts (CID)
- Transportation Development Districts (TDD)

4. Operations and Maintenance

The City of Springfield should continue to maintain streets, sidewalks, trails, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

5-Year Objectives

- A. Keep streets and sidewalks and trails in good condition with an emphasis on arterial streets.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - MoDOT
 - Parks Department
- B. The City of Springfield should coordinate operations and maintenance efforts with Greene County, the State of Missouri, rail, and transit to insure a seamless connection to the regional system.
 - Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - MoDOT
 - Parks Department
 - BNSF
 - City Utilities
- C. The Springfield-Branson National Airport maintenance plan should continue to be implemented.

- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Springfield-Branson National Airport
- D. Crash rates should be reduced on street system projects.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - MoDOT
 - Police Department
- E. Accessibility should be improved on existing systems in conjunction with maintenance projects.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - Planning
 - MoDOT
 - Advocacy Groups
- F. Through the development of a toolbox that is regularly updated, ensure sustainable practices are incorporated on all projects.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - Planning
 - MoDOT
- G. User travel time should be improved in conjunction with maintenance projects.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - MoDOT
- H. Opportunities should be sought to accommodate all users when planning maintenance projects.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - Public Works
 - Planning

Future Focus

Move objectives that will take longer than a 5-year timeframe here.

Performance Measures

- Use a rating system for roads, sidewalks, and trails – 75% good or better
- User survey to determine public’s perception of seamless connection (80% satisfaction)

- Airport Passenger Survey
- Compare crash rates before and after project
- Feedback from advocacy groups and the general public
- All environmental bmp's are incorporated in the projects
- Use travel time studies
- Use survey to measure effectiveness of user information (outside users)
- Use survey to measure satisfaction of all users to determine accommodation

Estimated Cost to Achieve Goal

One-Time Cost: \$

Ongoing Cost: **Roads - \$4 million/year**
Sidewalks - \$2.5 million/year
Airport - ?/year
Trails - \$100,000/year
???Earlier document listed \$15,000,000 for travel times and surveys???

Proposed Funding Sources:

- Future sales tax increase
- ¼-cent CIP
- 1/8-cent transportation
- State Transportation Taxes
- Enhancement funds
- STP fund
- Grants
- FAA
- Airport Fees
- Park Sales Tax

5. Transportation Needs Assessment

The transportation network should be monitored periodically, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.

5-Year Objectives

- A. Secure a reliable and consistent database that will document and track area population habitat (housing base), employment trends, lifestyle, and consumer habits and movements, as well as business commerce and tourism traffic patterns.
 - Responsible Parties

- Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - Ozarks Transportation Organization
 - Ozarks Regional Economic Partnership (Transportation Subcommittee)
 - Springfield Area Chamber Transportation Committee
- B. Engage all area stakeholders in the opportunity to be apprised of the data and correlated relationships so a consensus of transportation needs can be formulated, transportation priorities established, and adequate transportation funding budgeted. Develop an annual transportation report card and dashboard, putting regional statistics in one place.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - Ozarks Transportation Organization
 - Ozarks Regional Economic Partnership (Transportation Subcommittee)
 - Springfield Area Chamber Transportation Committee
- C. The City of Springfield should work with the OTO to develop a composite transportation map of the region that identifies the key elements needed for regional, cooperative, transportation planning and decision making, such as regional activity centers, principal transportation corridors and facilities, and designated "green space."
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - Ozarks Transportation Organization
 - Ozarks Regional Economic Partnership
 - Springfield Area Chamber
- D. Funding mechanism(s) should be explored for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - Ozarks Transportation Organization
 - Ozarks Regional Economic Partnership
 - Springfield Area Chamber
- E. Evaluate the current transportation system to determine the role that the system plays in determining where the residents live, work, and obtain goods and services, quality of life, quality of environment, and in the ability of people and goods to safely and effectively reach their destinations.
- Responsible Parties
 - Independent Consultant
 - MoDOT
 - Ozarks Transportation Organization

- Ozarks Regional Economic Partnership (Transportation Subcommittee)
 - Springfield Area Chamber Transportation Committee
- F. The City of Springfield will identify and work with responsible entities to develop public support and approval for a specific set of regional and local transportation priorities and (a) funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding. In addition, they will develop a program addressing public attitude and habits regarding bicycling, walking, and the use of public transportation.
- Responsible Parties
 - Public Entities (City, County, State, and Federal Stakeholders)
 - MoDOT
 - Ozarks Transportation Organization
 - Ozarks Regional Economic Partnership
 - Springfield Area Chamber

Future Focus

Objectives that will take longer than a 5-year timeframe here.

Performance Measures

- Total transportation users served per transportation dollar spent utilizing life cycle cost analysis
- Transportation expenditures

Estimated Cost to Achieve Goal

One-Time Cost: **\$250,000**

Ongoing Cost: **\$200,000**

Proposed Funding Sources:

- City/County Transportation Tax
- State/Federal Transportation Grants

Appendix – Definitions

Accessible describes a site, building, facility, or portion thereof that complies with the Americans with Disabilities Act (ADA). An accessible route would be a continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts. More can be found about making transportation facilities accessible at <http://www.access-board.gov/adaag/html/adaag.htm#tranfac>.

Activity Center is a location where there is a concentration of commercial and other land uses. Activity centers can vary in size from the central business districts in large cities to neighborhood shopping centers. They can also be the location of specialized land uses such as university campuses or research parks.

Bus is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include local service, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service is often called **circulator**, **feeder**, **neighborhood**, **trolley**, or **shuttle service**. Other types of bus service are **express service**, **limited-stop service**, and **bus rapid transit (BRT)**. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Commuter Rail is a mode of transit service (also called **metropolitan rail**, **regional rail**, or **suburban rail**) characterized by an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services. Most service is provided on routes of current or former freight railroads. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Congestion Management Process...

Heavy Rail is a mode of transit service (also called **metro**, **subway**, **rapid transit**, or **rapid rail**) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate

rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

High Speed Rail (HSR) and Intercity Passenger Rail (IPR):

- **HSR – Express.** Frequent, express service between major population centers 200–600 miles apart, with few intermediate stops. Top speeds of at least 150 mph on completely grade-separated, dedicated rights-of-way (with the possible exception of some shared track in terminal areas). Intended to relieve air and highway capacity constraints.
- **HSR – Regional.** Relatively frequent service between major and moderate population centers 100–500 miles apart, with some intermediate stops. Top speeds of 110–150 mph, grade-separated, with some dedicated and some shared track (using positive train control technology). Intended to relieve highway and, to some extent, air capacity constraints.
- **Emerging HSR.** Developing corridors of 100–500 miles, with strong potential for future HSR Regional and/or Express service. Top speeds of up to 90–110 mph on primarily shared track (eventually using positive train control technology), with advanced grade crossing protection or separation. Intended to develop the passenger rail market, and provide some relief to other modes.
- **Conventional Rail.** Traditional intercity passenger rail services of more than 100 miles with as little as one to as many as 7–12 daily frequencies; may or may not have strong potential for future high speed rail service. Top speeds of up to 79 mph to as high as 90 mph generally on shared track. Intended to provide travel options and to develop the passenger rail market for further development in the future.

*Corridor lengths are approximate; slightly shorter or longer intercity services may still help meet strategic goals in a cost-effective manner.

http://www.fra.dot.gov/downloads/Research/FinalFRA_HSR_Strat_Plan.pdf

ITS/ATMS stands for intelligent transportation system and advanced transportation management system, respectively). ITS is an umbrella term for a range of technologies including processing, control, communication and electronics, that are applied to a transportation system. It also includes an advanced approach to traffic management. ATMS is a traffic management system for monitoring and providing surveillance and traffic control to improve traffic flow on roadways. <http://www.roadtraffic-technology.com/glossary/>

Light Rail is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Livability is a term currently utilized by the Department of Transportation. Six principles have been developed to coordinate policy among the DOT, Environmental Protection Agency, and the Department of Housing and Urban Development:

1. **Provide more transportation choices.**

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. **Promote equitable, affordable housing.**

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. **Enhance economic competitiveness.**

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. **Support existing communities.**

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. **Coordinate policies and leverage investment.**

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. **Value communities and neighborhoods.**

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

<http://www.dot.gov/affairs/2009/dot8009.htm>

Monorail is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube.

<http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Multi-modal pertains to the collective of various modes of transportation including walking, cycling, automobile, public transit, etc.

Pedestrian Districts are characterized by dense mixed-use development with a concentration of pedestrian-generating activities. These districts should be identified and classified in the Complete Streets Master Plan as recommended under Major Goal 2 to insure that improvements in the right-of-way provide for the ease of pedestrian movement through the use of appropriate design treatments.

Personal Rapid Transit (PRT) should consist of fully automated vehicles capable of operation without human drivers; vehicles captive to a reserved guideway; small vehicles available for exclusive use by an individual or a small group, typically 1 to 6 passengers, traveling together by choice and available 24 hours a day; small guideways that can be located aboveground, at ground level or underground; vehicles able to use all guideways and stations on a fully coupled PRT network; direct origin to destination service, without a necessity to transfer or stop at intervening stations; and service available on demand

rather than on fixed schedules (guidelines developed by the Advanced Transit Association).
<http://faculty.washington.edu/jbs/itrans/PRT/Background.html>

Public Transportation (also called **transit**, **public transit**, or **mass transit**) is transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter or sightseeing service.
<http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Quality of Life at a personal level is the degree of enjoyment and satisfaction experienced in everyday life, embracing health, personal relationships, the environment, quality of working life, social life, and leisure time. At a community level, it is a set of social indicators such as nutrition, air quality, congestion, incidence of disease, crime rates, health care, educational services, and divorce rates.
<http://dictionary.bnet.com/definition/quality+of+life.html>

Sustainability calls for policies and strategies that meet society's present needs without compromising the ability of future generations to meet their own needs. A public policy perspective would define sustainability as the satisfaction of basic economic, social, and security needs now and in the future without undermining the natural resource base and environmental quality on which life depends. From a business perspective, the goal of sustainability is to increase long-term shareholder and social value, while decreasing industry's use of materials and reducing negative impacts on the environment. Sustainable development reflects not the trade-off between business and the environment but the synergy between them. <http://www.epa.gov/sustainability/basicinfo.htm>