



OZARKS TRANSPORTATION ORGANIZATION

SPRINGFIELD STRATEGIC PLAN – TRANSPORTATION

VISION

Through community and regional partnerships, 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.

GOALS

The Major Goal headings below are listed as they were at the meeting. The Goals that were combined are listed together in their respective combined categories. Objectives that were posted separately appear at the end of each list of goals. Words that were underlined on the goal sheets have been underlined accordingly. Words that were written to the side of the goal sheet have been included under the respective goal in ***bold and italics***. Please recognize that these groupings are not set and if a subcommittee would like to discuss either the goals from another heading or goals not listed here at all, it may do so. This list contains all of the submitted draft goals.

QUALITY OF LIFE/LIVABILITY/ENHANCE ECONOMIC DEVELOPMENT FOR THE REGION

- Accommodate future regional growth and economic vitality through strategic planning with public/private partnerships.
- Create systems that will enhance regional economic vitality, while maintaining and improving our community's quality of life.
- Encourage development and re-development opportunities and incentives throughout the region, while balancing the effectiveness, efficiency, and functionality of the transportation system.
- Regional Partnerships
- Development of Comprehensive System
- Support improvement in the quality of life of residents in the region through attention to aesthetics and scale in the planning and design of the transportation system and its public spaces.

Funding

Choice



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- Promote urban density / discourage suburban sprawl.
- Enhance livability and economic vitality
 - Provide a public transportation system that protects the environment and supports the livability and economic vitality of the region.
 - Look for new opportunities to:
 - Encourage growth in corridors that support existing and planned vibrant and interconnected centers, discourage sprawl, and reduce the cost of new infrastructure.
 - Provide employers with access to a broader workforce, enhancing their competitiveness.
 - Support opportunities to realize economic development goals and plans.
 - Provide mobility to aging populations and people with disabilities.
 - Preserve and provide access to open space and natural resources.
 - Encourage projects that promote and accommodate bicycle and pedestrian use.

Livability

Economic Development

- Provide transportation options that provide opportunities for all users, with consideration given to the most appropriate options for safety, accessibility, areas of high density, and suburban connectivity, while ensuring choice and quality of life.
- **Objectives:**
 - Provide incentives for using public-private partnerships in the project development process - public-private partnerships should be used to supplement - not substitute - funding provided through the federal highway and public transportation authorization legislation.

Partnerships

- Develop and maintain partnerships with city managers in our region who will be participating in this public transportation process.
- Maintain and improve current sidewalks while building new complete streets.
- Develop complete streets policies at all levels in the region, i.e. county, city, town.



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SUBCOMMITTEE MEMBERS:

Point of Contact - Curtis Casey - curtisrcasey@gmail.com

Kelly Turner - kturner@oaconsulting.com

Neil Fossnight - neilfossnight@scotteng.com

Mark Burgess - markbigdog@yahoo.com

Ryan Mooney - ryan@springfieldchamber.com

MAINTAIN EXISTING/EFFICIENCY

- Maintain existing systems.
- To maximize efficiency of existing transportation system, encourage traffic planners within the region to view railroad / roadway at-grade crossings in the same manner as they view at grade vehicular intersections; All at- grade conflicts must be considered in planning / designing efficient traffic flow.
 - Identify existing rail / roadway at-grade crossings which are impediments to predictable and efficient flow of vehicular traffic on major thoroughfares.
 - Mitigation of these conflicts enhances the seamless, predictable, efficient, and orderly flow of goods and persons throughout the region.
- Early identification of impediments to the efficient movement of goods and people offers greater opportunity for resolution.
- Maintain the current transportation system infrastructure while maximizing its efficiency through improvements to connections and technology, such as ITS/ATMS.
- Continue to explore resources and new technology to facilitate best management practices for regional mass transit, rail, and air service to enhance regional transportation and quality of life.
- Create, enhance and maintain sustainable, effective and efficient transportation systems.
- Develop sustainable transportation solutions that encourage reduced maintenance and life-cycle costs, managing congestion, and good environmental stewardship.
- Maintain our current transportation system and maximize its efficiency and effectiveness.
 - This goal emphasizes the importance of maintaining what we have, but also improving operations with things like ITS or any potential re-evaluation of bus routes.



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- Maintain the current transportation system and seek to maximize for efficiency and effectiveness to increase capacity for increased transportation demand, reduce congestion, improve safety & enhance the quality of life with considerations for incorporating multi-modal, pedestrian, and the “complete street” concept.

SUBCOMMITTEE MEMBERS:

Point of Contact - Dan Smith - dsmith@greencountymo.org

Phil Broyles - PBroyles@springfieldmo.gov

Martin Gugel - mgugel@springfieldmo.gov

Justin Belk - jbelk@gocjw.com

COMPREHENSIVE REGIONAL SYSTEM

- Create a comprehensive regional transportation system
- Provide an adequate network of transportation corridors that will ensure logical and sustainable development of the community and region, safe and efficient movement of people and goods, and responsible use of resources.
- Provide an integrated, intermodal surface transportation system that encourages regional connectivity and mobility.
- Establish a Regional Transit Authority.
- Create a comprehensive regional transportation system (or authority) that provides transportation options:
 - Offer Public Transportation choices that link jobs and deliver cost effective, dependable and on time commutes.
 - Reduce regional dependence on automobile use in order to reduce our dependence on oil and reduce our carbon foot print.
 - Integrate the bicycle and pedestrian network to the regional transportation system.
 - Facilitate the use of public transportation for medical shopping, cultural, educational and recreational purposes.
 - Connect communities within Greene, Christian and Taney Counties and beyond.
 - Facilitate connections among different modes of transportation.
 - Ensure that the passenger experience is of a seamless public transportation system.



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- Encourage community and regional partnerships in the planning, funding, maintenance, and execution of transportation projects.
- Preserve and expand connections for people and goods between the Springfield region and the North American continent.
 - This goal could include things like maintaining the level of service at the airport, working with the private sector to improve opportunities for shipping freight from Springfield, and advocating passenger rail service for the region. I think this should be done in the context of continental freight movement and the trading relationship between the U.S., Canada and Mexico.
- Develop thru regional collaboration of area stakeholders the designation and preservation of infrastructure corridors that strengthen economic development and accommodate future growth.
- Establish thru a Regional Partnership the development of an Area Transportation System that reinforces long term balanced growth and regional interdependence.
- **Objectives:**
 - Ensure that the regional transportation system is one that offers mobility options to all our citizens and is accessible to everyone - provide the public with a quality system that provides real **choices**

All Modes

SUBCOMMITTEE MEMBERS:

Point of Contact - Jerry Compton - councilzone3@att.net; citycouncil@springfieldmo.gov

Irwin Cohen - irwinch@aol.com

Howard Fisk - fisklimo@aol.com

Roger Howard - roger.howard@bnsf.com

MULTI-MODAL WITH INTERCONNECTIVITY

- Maximize connectivity in the street system throughout the region to help ease congestion on existing high-traffic streets and to limit the need for new arterials and highways.

Efficiency

Effective



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- Establish a more balanced and sustainable transportation system which enhances modal choices by prioritizing transit, pedestrian and bicycle travel, and goods movement instead of just single occupancy vehicle travel.
- Create an accessible pedestrian network that serves short trips and transit, improves the quality of the pedestrian environment, increases safety and convenience, encourages walking, and thereby enhances the efficiency and sustainability of the transportation system.

With Quality of Life

- Maintain and expand existing air service while promoting more competition to keep prices down, and advocate for intercity passenger rail service in Springfield that links the region to the nation's system.
- Create a clean and quiet mass transit system with direct easy-to-use routes that serve higher density residential and commercial areas and connect to the pedestrian and bicycle networks.
- Create multi-modal links so that people have more transportation options.

Comprehensive

- Provide economic opportunities through a multimodal transportation network that offers connectivity between modes *and* within modes; connectivity to/from *and* within our region; and flexibility for all users.

Major Goal?

- Promote safe, sustainable complete streets within urban areas.
- Create linkages among the various modes of transportation that will enable effective and seamless movement of people and goods to their destinations.
- Create a safe and accessible network of multi-modal transportation corridors.
- Enhance multimodal connectivity and mobility throughout the Springfield region. This goal is meant to include all modes.
- **Objectives:**
 - Legislative policy should encourage and support pedestrian and bicycle access to public transportation and the complete streets concept to improve livability, environmental quality and economic health - Recognize environmental benefits of a project
 - Make all future pedestrian walk lights consistent throughout the region.



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- Develop bicycle-and pedestrian-friendly policies, perhaps linked with complete streets.

For entities to adopt

Legislative

- Establish an informal Regional Focus Group. This group would be charged with identifying the impediments to implementing a regional transit system / authority.
- Charge this focus group or another to develop a targeted work plan of how to best mitigate those impediments.
- Continue North/South Corridor development.
- Feasibility study for an outer loop connecting:
 - Fair Grove
 - Strafford
 - Ozark
 - Nixa
 - Republic
 - Willard

Economic Development

- Continued Intersection Improvement throughout the OTO jurisdiction.

SUBCOMMITTEE MEMBERS:

Point of Contact - Carol Cruise - carol.cruise@cityutilities.net

Irwin Cohen - irwinch@aol.com

Sue Phillips - crazycane@sbcglobal.net

Bill Adams - wquarryguy100@aol.com

Andy Cline - acline@missouristate.edu

Terry Whaley - terry@ozarkgreenways.org



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EDUCATION/OUTREACH/CIVIC ENGAGEMENT/ADEQUATE FUNDING

- Promote safety in all aspects of a regional transportation system (highways, public transit, bicyclists, pedestrians, etc.) - create education programs for each mode of transportation
- Refine and expand the opportunities for interested parties to access and participate in the OTO's processes.
- Retain a professional firm to conduct an on-going public opinion survey to ascertain the priorities of residents within the region, and to identify their "wish list" of what elements THEY want integrated into their future transportation systems, as well as their priorities for maintenance of the existing system.
- Continually evaluate the current transportation system to assess the role that system has in the quality of life, in the quality of environment, and in the ability of people and goods to safely and effectively reach their destinations to allow the best decisions, which may affect these matters, to be made.
- Create community and regional partnerships among the public, private and institutional sectors for the promotion and enhancement of all types of transportation systems.
- Development of a funding formula recommendation, for the region.
- Ensure financial viability
 - Ensure the sustained financial viability of public transportation as intrinsic to the region's multimodal transportation system.
 - Seek investments in public transportation that maximize beneficial returns.
 - Demonstrate measurable achievement in the provision of clean, attractive, affordable, reliable and convenient public transportation services.
 - Continually enhance efficiencies through effective management, innovation and technology.
- Demonstrate Value
 - Create and sustain public understanding of the benefits of public transportation to individual health and well being, regional economic vitality and sustainability, and serve as a catalyst for new opportunities for users and nonusers alike.
- Continue to advocate for increased transportation funding that provide the resources critical to a dynamic transportation system for the City, County, and Regional Area.
- Objectives:



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- Develop an advertisement campaign which encourages and demonstrates furthering efforts to make public transportation more affordable, green and time efficient.

SUBCOMMITTEE MEMBERS:

Point of Contact - Charlie Ott - cwott@spsmail.org

Dave Roling - drooling@emerysapp.com

Frank Miller - Frank.Miller@modot.mo.gov

Ann Razer - arazer@springfieldmo.gov

GOALS IN ORDER AS DISCUSSED DURING THE 5/3/2010 MEETING

1. Create a comprehensive regional transportation system
2. Ensure that the regional transportation system is one that offers mobility options to all our citizens and is accessible to everyone - provide the public with a quality system that provides real **choices**
3. Legislative policy should encourage and support pedestrian and bicycle access to public transportation and the complete streets concept to improve livability, environmental quality and economic health - Recognize environmental benefits of a project
4. Provide incentives for using public-private partnerships in the project development process - public-private partnerships should be used to supplement - not substitute - funding provided through the federal highway and public transportation authorization legislation.
5. Promote safety in all aspects of a regional transportation system (highways, public transit, bicyclists, pedestrians, etc.) - create education programs for each mode of transportation
6. Develop and maintain partnerships with city managers in our region who will be participating in this public transportation process.
7. Make all future pedestrian walk lights consistent throughout the region.
8. Maintain and improve current sidewalks while building new complete streets.
9. Develop an advertisement campaign which encourages and demonstrates furthering efforts to make public transportation more affordable, green and time efficient.
10. Maximize connectivity in the street system throughout the region to help ease congestion on existing high-traffic streets and to limit the need for new arterials and highways.



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11. Establish a more balanced and sustainable transportation system which enhances modal choices by prioritizing transit, pedestrian and bicycle travel, and goods movement instead of just single occupancy vehicle travel.
12. Support improvement in the quality of life of residents in the region through attention to aesthetics and scale in the planning and design of the transportation system and its public spaces.
13. Create an accessible pedestrian network that serves short trips and transit, improves the quality of the pedestrian environment, increases safety and convenience, encourages walking, and thereby enhances the efficiency and sustainability of the transportation system.
14. Maintain and expand existing air service while promoting more competition to keep prices down, and advocate for intercity passenger rail service in Springfield that links the region to the nation's system.
15. Create a clean and quiet mass transit system with direct easy-to-use routes that serve higher density residential and commercial areas and connect to the pedestrian and bicycle networks.
16. Develop complete streets policies at all levels in the region, i.e. county, city, town.
17. Create multi-modal links so that people have more transportation options.
18. Develop bicycle-and pedestrian-friendly policies, perhaps linked with complete streets.
19. Promote urban density / discourage suburban sprawl.
20. Maintain existing systems.
21. Establish an informal Regional Focus Group. This group would be charged with identifying the impediments to implementing a regional transit system / authority.
22. Charge this focus group or another to develop a targeted work plan of how to best mitigate those impediments.
23. To maximize efficiency of existing transportation system, encourage traffic planners within the region to view railroad / roadway at-grade crossings in the same manner as they view at grade vehicular intersections; All at- grade conflicts must be considered in planning / designing efficient traffic flow.
 - a. Identify existing rail / roadway at-grade crossings which are impediments to predictable and efficient flow of vehicular traffic on major thoroughfares.
 - b. Mitigation of these conflicts enhances the seamless, predictable, efficient, and orderly flow of goods and persons throughout the region.



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24. Early identification of impediments to the efficient movement of goods and people offers greater opportunity for resolution.
25. Refine and expand the opportunities for interested parties to access and participate in the OTO's processes.
26. Retain a professional firm to conduct an on-going public opinion survey to ascertain the priorities of residents within the region, and to identify their "wish list" of what elements THEY want integrated into their future transportation systems, as well as their priorities for maintenance of the existing system.
27. Provide an adequate network of transportation corridors that will ensure logical and sustainable development of the community and region, safe and efficient movement of people and goods, and responsible use of resources.
28. Identify, implement, and maintain innovative measures to ensure adequate funding and support to improve and preserve transportation-related infrastructure and services now and into the extended future.
29. Provide economic opportunities through a multimodal transportation network that offers connectivity between modes *and* within modes; connectivity to/from *and* within our region; and flexibility for all users.
30. Continually evaluate the current transportation system to assess the role that system has in the quality of life, in the quality of environment, and in the ability of people and goods to safely and effectively reach their destinations to allow the best decisions, which may affect these matters, to be made.
31. Provide an integrated, intermodal surface transportation system that encourages regional connectivity and mobility.
32. Maintain the current transportation system infrastructure while maximizing its efficiency through improvements to connections and technology, such as ITS/ATMS.
33. Accommodate future regional growth and economic vitality through strategic planning with public/private partnerships.
34. Promote safe, sustainable complete streets within urban areas.
35. Continue to explore resources and new technology to facilitate best management practices for regional mass transit, rail, and air service to enhance regional transportation and quality of life.
36. Create community and regional partnerships among the public, private and institutional sectors for the promotion and enhancement of all types of transportation systems.
37. Create linkages among the various modes of transportation that will enable effective and seamless movement of people and goods to their destinations.



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38. Create a safe and accessible network of multi-modal transportation corridors.
39. Create, enhance and maintain sustainable, effective and efficient transportation systems.
40. Create systems that will enhance regional economic vitality, while maintaining and improving our community's quality of life.
41. Establish a Regional Transit Authority.
42. Continue North/South Corridor development.
43. Development of a funding formula recommendation, for the region.
44. Feasibility study for an outer loop connecting:
 - a. Fair Grove
 - b. Strafford
 - c. Ozark
 - d. Nixa
 - e. Republic
 - f. Willard
45. Continued Intersection Improvement throughout the OTO jurisdiction.
46. Create a comprehensive regional transportation system (or authority) that provides transportation options:
 - a. Offer Public Transportation choices that link jobs and deliver cost effective, dependable and on time commutes.
 - b. Reduce regional dependence on automobile use in order to reduce our dependence on oil and reduce our carbon foot print.
 - c. Integrate the bicycle and pedestrian network to the regional transportation system.
 - d. Facilitate the use of public transportation for medical shopping, cultural, educational and recreational purposes.
 - e. Connect communities within Greene, Christian and Taney Counties and beyond.
 - f. Facilitate connections among different modes of transportation.
 - g. Ensure that the passenger experience is of a seamless public transportation system.
47. Ensure financial viability



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- a. Ensure the sustained financial viability of public transportation as intrinsic to the region's multimodal transportation system.
 - b. Seek investments in public transportation that maximize beneficial returns.
 - c. Demonstrate measurable achievement in the provision of clean, attractive, affordable, reliable and convenient public transportation services.
 - d. Continually enhance efficiencies through effective management, innovation and technology.
48. Enhance livability and economic vitality
- a. Provide a public transportation system that protects the environment and supports the livability and economic vitality of the region.
 - b. Look for new opportunities to:
 - i. Encourage growth in corridors that support existing and planned vibrant and interconnected centers, discourage sprawl, and reduce the cost of new infrastructure.
 - ii. Provide employers with access to a broader workforce, enhancing their competitiveness.
 - iii. Support opportunities to realize economic development goals and plans.
 - iv. Provide mobility to aging populations and people with disabilities.
 - v. Preserve and provide access to open space and natural resources.
 - vi. Encourage projects that promote and accommodate bicycle and pedestrian use.
49. Demonstrate Value
- a. Create and sustain public understanding of the benefits of public transportation to individual health and well being, regional economic vitality and sustainability, and serve as a catalyst for new opportunities for users and nonusers alike.
50. Encourage community and regional partnerships in the planning, funding, maintenance, and execution of transportation projects.
51. Provide transportation options that provide opportunities for all users, with consideration given to the most appropriate options for safety, accessibility, areas of high density, and suburban connectivity, while ensuring choice and quality of life.
52. Develop sustainable transportation solutions that encourage reduced maintenance and life-cycle costs, managing congestion, and good environmental stewardship.



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53. Encourage development and re-development opportunities and incentives throughout the region, while balancing the effectiveness, efficiency, and functionality of the transportation system.
54. Enhance multimodal connectivity and mobility throughout the Springfield region.
This goal is meant to include all modes.
55. Preserve and expand connections for people and goods between the Springfield region and the North American continent.
 - a. This goal could include things like maintaining the level of service at the airport, working with the private sector to improve opportunities for shipping freight from Springfield, and advocating passenger rail service for the region. I think this should be done in the context of continental freight movement and the trading relationship between the U.S., Canada and Mexico.
56. Maintain our current transportation system and maximize its efficiency and effectiveness.
 - a. This goal emphasizes the importance of maintaining what we have, but also improving operations with things like ITS or any potential re-evaluation of bus routes.
57. Cultivate an appropriate mix of land use and multimodal choices to serve increasingly varied consumer lifestyle preferences.
 - a. This might be worded differently depending on whether it is in the Springfield plan or OTO plan, but it is meant to include steps toward walkable, transit-ready development centers while recognizing that many people prefer low density development.
58. Maintain the current transportation system and seek to maximize for efficiency and effectiveness to increase capacity for increased transportation demand, reduce congestion, improve safety & enhance the quality of life with considerations for incorporating multi-modal, pedestrian, and the “complete street” concept.
59. Develop thru regional collaboration of area stakeholders the designation and preservation of infrastructure corridors that strengthen economic development and accommodate future growth.
60. Establish thru a Regional Partnership the development of an Area Transportation System that reinforces long term balanced growth and regional interdependence.
61. Continue to advocate for increased transportation funding that provide the resources critical to a dynamic transportation system for the City, County, and Regional Area.



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