

Chapter 14 – Summary of Recommendations

Major Thoroughfare Plan

- OTO should work with the Federal Highway Administration and the Missouri Department of Transportation to regularly update the Functional Classification Map to align with the recommendations of the Major Thoroughfare Plan, within the confines of the federal requirements.
- The classifications of street types contained in Zoning Ordinances, Subdivision Regulations, and Design Standards of the various jurisdictions within the OTO Study Area should agree with those discussed here.
- OTO jurisdictions should design roadways for all users, when appropriate. The adoption of a complete streets ordinance or guidelines can aid staff as they retrofit and construct new and existing roadways.
- The Major Thoroughfare Plan should ensure the continuity of the arterial, collector, and local street systems, while preventing unnecessary traffic through neighborhoods.
- When practicable, land uses should be developed that are compatible with the classification of adjoining streets.
- OTO jurisdictions should regularly update the adopted Major Thoroughfare Plan, subdivision ordinance, zoning controls, and criteria for the installation of traffic controls to ensure land use compatibility and the preservation of the neighborhood unit.
- OTO jurisdictions should, at a minimum, require a simplified traffic analysis with every rezoning request.
- OTO jurisdictions should utilize the guidelines contained in this plan for off-site and on-site improvements related to development proposals.
- OTO should support the implementation and expansion of advanced traffic management systems within the OTO region.
- OTO should continue to promote travel demand strategies throughout the OTO region.
- OTO should continue to support the OzarksCommute.com website and seek new technologies for ridesharing as they become available.
- OTO should continue to participate in the Blueprint for Roadway Safety.
- Projects that improve safety should receive priority for funding.

Public Transit

- OTO and its jurisdictions should continue to review the possibility and funding options for offering regional, commuter transit service.
- OTO should identify recommended transit routes and encourage future transit along those routes.

- OTO jurisdictions should develop land use and growth management policies that encourage transit efficiency along recommended routes.
- Both City Utilities and Missouri State University should use marketing techniques to inform the public that they offer quality service.
- City Utilities and Missouri State University should take advantage of available technologies that improve transit service, when not cost prohibitive.
- When bus stops are moved or when new ones are placed, consideration should be made for pedestrian accessibility.
- Sharrows, shown to the right, rather than bicycle lanes, should be used along transit routes, especially those with frequent stops.
- Transit should be considered when designing and implementing new roadways, as well as when completing retrofit or maintenance projects.
- The Transit Coordination Plan update should further address the need for central dispatching and a single-call service such as 511 for scheduling rides.

Inter-City Passenger Surface Transportation

- Pursue options to connect fixed-route transit service to the Springfield-Branson National Airport, providing a better connection to inter-city bus service such as Greyhound.
- OTO should stay involved with discussions that would bring passenger rail to Springfield.
- The Missouri General Assembly is encouraged to find a stable funding source for passenger rail in Missouri.

Bicycle/Pedestrian

- OTO should maintain a comprehensive list of bicycle and pedestrian needs that is reviewed annually.
- OTO should work with member jurisdictions to expand data availability for bicycling and pedestrian activities. This includes, but is not limited to, bicycle and pedestrian crashes, current and projected use of facilities, system condition, and level of service calculations.
- Bicycle and Pedestrian project selection and funding priorities should support the priorities included in this plan.
- OTO, in partnership with member jurisdictions and Ozark Greenways, should develop an implementation plan which identifies strengths, challenges, necessary easements, and cost for future trail development.
- Promote adherence to the bicycle and pedestrian design standards as set forth in this plan and encourage the continued implementation of additional best practices.

Aviation

- The City of Springfield and Greene County should continue the existing zoning patterns in effect around the Springfield-Branson National Airport. No rezoning of agricultural land use to noise-sensitive uses should be allowed within the noise contours unless a noise analysis is conducted and noise control features are included in the building design.

Goods Movement

- Continue to pursue funding for implementing the Rail Reconfiguration Plan.
- Through subdivision review, OTO jurisdictions should ensure that all new developments have adequate access to the major thoroughfare system without crossing railroad tracks at grade.
- As plans are developed for new thoroughfares, the type of necessary crossing should be considered. At-grade crossings of main line tracks should be avoided to provide for maximum safety and minimal disruption for the motoring public, including additional idling time resulting in additional pollution concerns.
- Adequate warning devices should be provided at railroad crossings when a grade separation is not feasible.
- OTO jurisdictions should consider grade crossing elimination projects or “quiet zone” designations in areas where noise and congestion at grade crossings have adverse community impacts. A quiet zone is a grade crossing at which trains are prohibited from sounding their horns, thereby decreasing the noise level for nearby residential communities. Quiet zones typically require additional engineering solutions which are paid for at the requesting community’s expense.
- When evaluating rezoning requests near a rail line, OTO jurisdictions should consider the suitability of the proposed use. If manufacturing or industrial uses are not feasible and the site characteristics permit, the use of tools like a Planned Development District, can provide for buffer requirements along the rail lines.
- As tracks are no longer needed by the railroad, organizations like Ozark Greenways should be the first contact for rail preservation and trail projects.
- OTO should work to enhance the integration and connectivity of the transportation system, across and between modes, preserving freight mobility as the region continues to develop.
- OTO jurisdictions should encourage truck-generating facilities to locate along major streets, or on collector streets connecting directly to major streets in order to encourage trucks to confine their travels to arterials and expressways.
- Streets with existing or potential truck traffic problems should be identified. OTO jurisdictions should consider recommending truck routes and/or restricting truck use on inappropriate streets.

- Major activity centers requiring extensive goods and service movements should be located near major highway interchanges and along major arterial streets.
- Local standards and regulations should provide adequate off-street loading spaces for businesses which receive or distribute goods by truck. When off-site accommodations cannot be made, there should be an adequate number of on-street loading zones.
- OTO jurisdictions should incorporate delivery and access needs into the site design and review process.
- OTO jurisdictions should prevent zoning that would result in truck traffic through a residential area.
- Developers should be encouraged to design subdivisions that channel truck traffic to the arterial system without passing through residential areas.
- OTO jurisdictions should enact regulations which direct how hazardous materials are transported, including the designation of truck routes for hazardous materials.
- Local jurisdictions, MoDOT, and Emergency Management Departments, as well as other pertinent parties, should coordinate the planning efforts necessary to respond to hazardous material incidents.

Environmental Considerations

- OTO, member jurisdictions, and MoDOT should be aware of environmentally sensitive areas when planning and constructing transportation projects.
- When OTO updates its travel demand model, it should ensure that the model complies with needs for a regional emissions analysis to demonstrate transportation conformity.
- The requirement that conformity must be determined within 12-months after a new non-attainment designation means that OTO should start preparing for the possibility of becoming non-attainment before it becomes a reality.

Financial Capacity and Fiscal Constraint

- OTO jurisdictions, who do not already have one, should explore the creation of a transportation sales tax to provide additional opportunities for matching federal funds and cost sharing on MoDOT projects.
- Cities, counties, and MoDOT should continue to work together on inter-governmental methods of financing transportation improvements and should continue to work with the private sector to ensure that the costs of new roadway improvements are equitably shared between all benefiting parties.