

Comprehensive Regional System

Definition: To improve public transportation by integrating roads, light rail, and bus infrastructure to support future social and transport needs of the region for both passenger and freight.

Temple B – Five – Year Goals, Performance Measures, and Budgets (Complete a Template B form for each major goal)

Year (1 – 25): 2010 - 2035

Major Goal:

The Ozark Transportation Organization (OTO) will develop, implement, and maintain a seamless transportation system that enhances quality of life by promoting a strong and growing economy throughout the MPO/OTO and will promote a transportation system within Springfield and regional activity centers that supports jobs, housing, education, recreation, clean air, water conservation and a sustainable

Assumptions:

In the next twenty-five (25) years the region will continue to grow and experience demographic changes in order to meet the challenges a revised regional transportation approach needs to be taken. In the first five (5) years the Ozarks Transportation Organization should be given a broader scope of responsibility in developing a regional transportation system. This should be created by placing ballot initiatives within the Ozarks Transportation Organization study area of Willard, Springfield, Strafford, Ozark, Nixa, Battlefield, and Republic ballot... The OTO would provide financial assistance to existing public transit operators. As the need for public transportation increases, the OTO role would expand to include the acquisition and operation of public transportation carriers as well as contracting to provide service

Objective:

The Ozark Transportation Organization will help deliver, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the MPO/ OTO. The OTO will promote a transportation system within Springfield and regional activity centers that support jobs, housing, education, recreation, clean air, water conservation and a sustainable environment.

Responsible Group:

Springfield city government, OTO Board, Greene/Christian Counties, MoDot

Objective:

The OTO will promote better inter-jurisdictional coordination of public transportation by developing a composite public transportation map of the region that identifies the key elements needed for regional transportation planning--regional activity centers, principal transportation corridors and facilities, and designated "green space."

Responsible Group:

Springfield city government, OTO Board, Greene/Christian Counties, MoDot

Objective:

OTO will 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.

Responsible Group:

Springfield city government, OTO Board, Greene/Christian Counties, MoDot

Objective:

The OTO longer term objective will provide reasonable access at reasonable cost to everyone in the OTO region in adopting a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

Responsible Group:

Springfield city government, OTO Board, Greene/Christian Counties, MoDot

Objective:

The OTO will give priority to management, performance, maintenance, and safety of all modes and facilities. Develop a consensus among the stakeholders on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs. Create a 5 year sustainable transportation system.

Responsible Group:

OTO

Objective:

The OTO will continue to explore funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

Responsible Group:

OTO

Objective:

The OTO will support options for international and inter-regional travel and commerce. Continue to grow passenger and goods movements between the OTO region and other nearby regions. Connectivity to and between Willard, Springfield, Strafford, Ozark, Nixa, Battlefield, and Republic

Responsible Group:

Springfield city government, OTO Board, Greene/Christian Counties, MoDot

Proposed Performance Measure (s):

- Completed studies/plans
- Air Quality Standards
- Congestion monitoring
- Annual Progress Report

Estimated Cost To Achieve Goal:

\$ _____

One – Time Cost:

\$ _____

Ongoing Cost:

\$ _____

Proposed Funding Source (s)

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

Quality of Life/Livability/Economic Development

Assumptions (Next 5 Years):

1. Our region will continue to grow at a moderate pace.
2. Fossil fuel will become significantly more expensive.
3. Alternative fuel for vehicles will start to become much more common.
4. Springfield will continue to offer opportunities for economic development, which will demand service from the transportation sector.
5. 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.

Goal 1 (Quality of Life & Livability):

Improve Springfield's quality of life and livability by enhancing the aesthetics of the transportation system, improving the connectivity and accessibility of the pedestrian, bicycle, and street networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

Objectives:

1. Encourage redevelopment along existing transportation corridors through the use of zoning modifications, softened requirements, and economic incentives.
Responsible Groups: Springfield, MoDOT, UDA, Private Developers, Missouri DED
2. Construct and maintain ADA accessible sidewalks on both sides of the street and crosswalks at all intersections on all streets in the Center City area (bordered by Grand, Commercial, Grant, & National) and on streets classified as collectors or higher (except freeways) in the rest of the City, thereby increasing the mobility of the disabled, elderly, and student populations.
Responsible Groups: Springfield, OTO, MoDOT, UDA, Property Owners
3. Create a Pedestrian and Bicycle Plan that identifies needed improvements, sets design guidelines for these improvements, and specifies funding sources.
Responsible Groups: OTO, Springfield, UDA, Private Groups & Associations
4. 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 Group: Springfield
5. Consider traffic calming, decibel limits, and enhancing public space aesthetics (through the use of street furniture, banners, pedestrian lighting, art, plantings, and special paving) in Pedestrian Districts (to be defined in Pedestrian and Bicycle Plan) as tools to increase quality of life, safety, and access.
Responsible Groups: Springfield, UDA
6. Create design guidelines for all types of streets that address aesthetics, scale, and the Complete Street concept (definition from Wikipedia: complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.^[1] Proponents claim that Complete Streets also create a sense of place and improve social interaction, while generally improving property adjacent land values.) as ways of improving quality of life and livability for all residents.
Responsible Groups: Springfield, OTO, MoDOT, Greene County, Private Design Firms
7. Improve existing high-traffic streets by using ITS/ATMS, and other congestion and access management tools.
Responsible Groups: Springfield, MoDOT, Greene County

8. Develop a plan for locating new and existing utilities underground, thereby improving streetscape aesthetics and reducing outages.
Responsible Groups: City Utilities, Springfield
9. 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 (possibly by expanding on MSU's existing system).
Responsible Groups: City Utilities, MSU, Springfield, UDA

GOAL 2 (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.

OBJECTIVES:

- Economic Development Cost-Share – 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.
 - Responsible Group: City of Springfield, Greene County, MoDOT, Other Municipalities/Counties,
- Continue to plan for and preserve new roadway corridors in anticipation of future development, to improve connectivity, and to relieve congestion.
 - Responsible Group: City of Springfield, Greene County, MoDOT, Other Municipalities/Counties
- Encourage redevelopment along existing transportation corridors through the use of economic incentives, accelerated transportation improvements and other pro-active methods to be prepared to respond to economic development projects.
 - Responsible Group: City of Springfield, MoDOT, Urban District Alliance, Private Developers
- Master Planned Developments – 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.
 - Responsible Group: City of Springfield, Greene County, MoDOT, Chamber of Commerce, City Utilities
- Encourage the growth and development of the Springfield-Branson National Airport including competitive commercial air service and meeting general aviation needs of the business community. Both should provide economic development opportunities for Springfield.
 - Responsible Group: Springfield-Branson National Airport, City of Springfield, Greene County, Private Corporations
- Carefully preserve rail-served property in the Springfield area to ensure industry using rail lines has access to materials and products moved via rail. Assist willing developers with creating rail-accessible properties to ensure such businesses can continue to operate and expand in Springfield.
 - Responsible Group: City of Springfield, Rail/Freight Providers, Private Investment

FUNDING OPTIONS:

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

MAINTENANCE GOAL #1

Template B – Five-Year Goals, Performance Measures, and Budgets

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal:

Continue to maintain streets, sidewalks, trails, and the airport

Assumptions:

1. Vehicular traffic will continue to be within the street right of way.
2. Pedestrians and bikes will be within the street or trail right of way.
3. The airport will continue to be an important hub to move people and goods across the country.
4. Safety will be a top priority.
5. Government agencies have limited resources, therefore all projects will make use of the most cost effective methods and materials.

Objective:

Keep streets and sidewalks and trails in good condition with an emphasis on arterial streets.

Responsible Group:

Public Works, MoDOT and Parks Department

Objective:

City will coordinate operations and maintenance efforts with County, State, rail, and transit to insure a seamless connection to the regional system.

Responsible Group:

Public Works, MoDOT, Greene County, and Parks Dept.

Objective:

Continue to implement the airport maintenance plan.

Responsible Group:

Springfield-Branson National Airport

Proposed Performance Measure(s):

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?

Estimated Cost to Achieve Goal: \$_____

One-Time Cost: \$_____

Ongoing Cost: \$_____

Proposed Funding Source(s):

Future sales tax increase

1/4 cent CIP, 1/8 cent transportation, enhancement funds, STP fund, grants , FAA, Airport Fees, Park Sales Tax

Roads - \$4m/year

Sidewalks - \$2.5M/year

Airport - ?/year

Trails - \$100K/year

MAINTENANCE GOAL #2

Template B – Five-Year Goals, Performance Measures, and Budgets

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal:

Projects should promote safety, accessibility, and sustainability.

Assumptions:

1. Government agencies have limited resources, therefore all projects will make use of the most cost effective methods and materials.
2. All users want to make use of the existing system.
3. Agencies can only address safety issues related to the system.

Objective:

Reduce accident rates with every project.

Responsible Group:

Public Works, MoDOT, Police

Objective:

Improve accessibility on existing systems.

Responsible Group:

Public Works, MoDOT, Planning, Advocacy Groups

Objective:

Incorporate sustainable practices on all projects.

Responsible Group:

Public Works, Planning, MoDOT

Proposed Performance Measure(s):

1. Compare crash rates before and after project
2. Feedback from advocacy groups and the general public.
3. ADA requirements are met.
4. All environmental bmp's are incorporated in the projects.

Estimated Cost to Achieve Goal: \$_____

One-Time Cost: \$_____

Ongoing Cost: \$_____

Proposed Funding Source(s):

Costs and funding sources incorporated into goal #1

MAINTENANCE GOAL #3

Template B – Five-Year Goals, Performance Measures, and Budgets

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal:

Use the most effective strategies to maximize the efficient operation of the existing systems.

Assumptions:

1. Efficiency: Doing things right.
2. Effectiveness: Doing the right things efficiently.
3. Most projects on the existing system are maintenance projects.
4. Government agencies have limited resources, therefore all projects will make use of the most cost effective methods and materials.

Objective:

Improve users travel time.

Responsible Group:

Public Works, MoDOT

Objective:

Provide effective user information

Responsible Group:

Public Works, MoDOT, Public Information Office, Police

Objective:

Look for opportunities to accommodate all users when planning maintenance projects.

Responsible Group:

Public Works, Planning

Proposed Performance Measure(s):

1. Use travel time studies.
2. Use survey to measure effectiveness of user information. (outside users)
3. Use survey to measure satisfaction of all users to determine accommodation.

Estimated Cost to Achieve Goal: \$ 15,000,000/year

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

State transportation taxes, County 1/4 cent transportation tax, 1/4 cent CIP, 1/8 cent City transportation tax.