

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

Year (1 – 5): 2010 to 2015

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 environment.

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 assume a broader scope of responsibility in developing a regional transportation system. This should be created by placing a referendum on 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

Goal 1. The Ozark Transportation Organization will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the MPO/ OTO that will promote a transportation system within Springfield and regional activity centers, that support of jobs, housing, education, recreation, clean air, water conservation and a sustainable environment.

Objectives:

1. Fully developed a transportation system that will support Springfield and surrounding economic activity centers.
2. Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a public transportation friendly environment.
3. A system of interconnected transportation modes that encourage use of multiple modes within the OTO.
4. Improved internal mobility while providing viable alternatives to the regional core and within regional activity centers.
5. Promote the safe and efficient movement of passengers and goods throughout the OTO.

Strategies:

1. Identify the economic boundaries of Springfield and other regional activity center, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.
2. Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors in Springfield and regional activity centers, such as zoning, financial incentives, , priority infrastructure financing, and other measures.
3. Encourage employers and government businesses to locate employment in the regional core and in existing and/or planned regional activity centers.
4. Identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.
5. Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, priority infrastructure financing, and other measures.
6. Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.
7. Intercept automotive traffic at key locations, encouraging "park once," and provide excellent alternatives to driving in the regional core and in regional activity centers.

Goal 2. The OTO will achieve better inter-jurisdictional coordination of public transportation.

Objectives

1. 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."
2. Region-wide coordination of and transportation planning.

Strategies

1. Improve on the regional process for notifying local governments formally of regional growth and transportation policy issues, and encourage local governments to specifically

- address such issues in their comprehensive plans.
2. Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.
 3. Ensure that major corridor studies include options that serve the regional core and regional activity centers shown on the regional map. These corridor studies should not include lines on a map which immediately devalue potentially impacted residential properties.
 4. Explore the feasibility of develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduces our carbon footprint.
 5. If feasible plan for development to be located where it can be served by existing or planned infrastructure.]

Goal 3. OTO will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

Objectives

1. The OTO becomes a model for protection and enhancement of natural, cultural, and historical resources.
2. Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.
3. Increased transit, ridesharing, bicycling and walking mode shares.
4. Compliance with federal clean air, clean water and energy conservation requirements, including reductions in 1999 levels of mobile source pollutants.
5. Reduction of per capita vehicle miles traveled (VMT) by offering alternative modes of transportation.
6. Protection of sensitive environmental, cultural, historical and residential locations from negative traffic and developmental impacts through focusing of development in selected areas consistent with adopted jurisdictional plans.

Strategies

1. Develop a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.
2. Develop a transportation system supportive of multiple use

- and higher density commercial and residential in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.
3. Support regional, state and federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures.
 4. Develop a regional tourism initiative to encourage air and Bus travel in the region, and additional transit access and automobile parking at the termini of Bus services.
 5. Provide equivalent employer subsidies to employees with the intent to encourage the use of public transportation.
 6. Plan and implement transportation and related facilities that are aesthetically pleasing.
 7. Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.
 8. Reduce energy consumption per unit of travel, taking maximum advantage of technology options.

Goal 4. The OTO will provide reasonable access at reasonable cost to everyone in the OTO region.

Objectives

1. A comprehensive range of choices for users of the region's transportation system.
2. Accurate, up-to-date and understandable transportation system information which is available to everyone in real time, and is user-friendly for first-time visitor and residents, regardless of mode of travel.
3. Fair and reasonable opportunities for access and mobility for persons with special accessibility needs.
4. Convenient bicycle and pedestrian access.

Strategies

1. Plan, implement, and maintain a truly integrated, multi-modal regional transportation system.
2. Plan and implement a tourist-friendly system that encourages the use of transit and provides international signage and information. Note: signage should use the English language.

3. Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.
4. Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

Goal 5. The OTO will give priority to management, performance, maintenance, and safety of all modes and facilities.

Objectives

1. Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.
2. Enhanced system safety through effective and appropriate safety features in facility design.

Strategies

1. Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.
2. Improve incident management capabilities in the region through enhanced detection technologies and improved incident response.
3. Improve highway lighting, lane markings, and other roadway delineation through the use of advanced and emerging technologies.
4. Establish a unified, technology-based method of payment for all transit fares, and public parking fees in the region.
5. Utilize public/private partnerships to provide travelers with comprehensive, timely, and accurate information on traffic and transit conditions and available alternatives.
6. Use advanced communications and real-time scheduling methods to improve time transfers between transit services.
7. Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.
8. Take advantage of new technologies for transportation, such as automated highway systems and personal rapid transit

Goal 6. 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.

Objectives

1. Consensus on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs.
2. A fiscally sustainable transportation system.

Strategies

1. Conduct outreach and education activities to promote public participation.
2. Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement priorities to be implemented with current and forecasted federal, state, and local funding.

Goal 7. The OTO will support options for international and inter-regional travel and commerce.

Objectives

1. Continued growth in passenger and goods movements between the OTO region and other nearby regions.
2. Connectivity to and between Willard, Springfield, Strafford, Ozark, Nixa, Battlefield, and Republic

Strategies

1. Maintain convenient access to all of the region's major airports for both people and goods.
2. Support efficient, fast, cost-effective operation of inter-regional passenger and freight rail services.
3. Support the development of a seamless regional transportation system.
4. Support coordinated ticketing and scheduling among, local bus and inter-city bus service.
5. Develop a regional plan for freight movement.

Multi-Modal with Interconnectivity – (will provide improved public transport links by integrating roads, light rail and bus infrastructure to support the future social and transport needs of the region)

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

Year (1 – 5): 2010 to 2015

Major Goal: Establish an accessible, balanced and sustainable transportation system which enhances modal choices for the Ozarks Transportation Organization study area of Willard, Springfield, Strafford, Ozark, Nixa, Battlefield, and Republic and beyond.

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 Multi-Modal with Interconnectivity regional transportation approach needs to be taken. Several factors will occur that will create a continued and ever increasing public demand for transportation choices. These factors include rising fuel costs; air quality issues (Springfield may be designated a non-attainment area in the very near future); land use policies; traffic congestion; new businesses needing a viable transportation network; and young professionals with expectations about having choices as it relates to their transportation needs.

Objective: Create complete streets that are designed with a broader focus and a myriad of users in mind, including public transportation users, automobiles, pedestrians, wheelchair users, and bicyclists. Make walking, biking and transit use attractive.

Objective: To deliver a new transportation policy that recognized the importance of transportation for making our regions mobile, efficient, economically strong and connected with one another. While personal automobiles still fulfill an important role, people no longer think of themselves as auto users or transit users, using whatever best suits their needs for a particular trip.

Objective: Develop a convenient, direct, public transportation access, for the air travelers in order to provide them with a quick trip in and out of central and nearby cities. Connections between air and bus that is seamless.

Objective: Maintain and expand existing air service.

Objective: Advocate for intercity passenger rail service that links the region to nation's rail system.

Objective: Increase current public transit investment in Springfield.

Objective: Begin the planning process required to create a regions transit system.

Objective: Continue development of a north/south corridor linking Springfield with surrounding areas.

Objective: Conduct a feasibility study for an outer loop connecting areas surrounding Springfield.

Objective: Design and incorporate consistency in future construction of pedestrian walk signals.

Objective: Make maps available through Goggle, Yahoo maps and other alternative formats, which can be more easily up dated.

Objective: Install automatic announcement systems in all busses, light rail, etc.

Quality of Life/Livability/Economic Development

Goal:

Improve Springfield's quality of life, livability, and economic development by enhancing the aesthetics of the transportation system, improving the connectivity and accessibility of the pedestrian, bicycle, and street networks, promoting urban density and discouraging sprawl, 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.
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.
3. Create a Pedestrian and Bicycle Plan that identifies needed improvements, sets design guidelines for these improvements, and specifies funding sources.
4. Create design guidelines for all types of streets that address aesthetics and scale.
5. 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.
6. Consider traffic calming and decibel limits in Pedestrian Districts (to be defined in Pedestrian and Bicycle Plan) as a tool to increase quality of life, safety, and access.
7. Enhance public space aesthetics through the use of street furniture, banners, pedestrian lighting, art, plantings, and special paving.
8. Promote 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 a way of improving quality of life and livability for all residents.
9. Continue to plan for and preserve new roadway corridors in anticipation of future development, to improve connectivity, and to relieve congestion.
10. Improve existing high-traffic streets by using ITS/ATMS, and other congestion and access management tools.
11. Develop a plan for locating new and existing utilities underground, thereby improving streetscape aesthetics and reducing outages.
12. 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).

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

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal: Engage the public in a two-way conversation about transportation needs, priorities, safety and funding.

Assumptions:

Objective: Promote safety in all aspects of a regional transportation system (highways, public transit, bicyclists, pedestrians, etc.).

- Create education programs for each mode of transportation.

Responsible Group:

Objective: Refine and expand the opportunities for interested parties to access and participate in the OTO's processes.

Responsible Group:

Objective: Continually evaluate the current transportation system to assess the role that system has in the quality of life, quality of environment and in the ability of people and goods to safely and effectively reach their destinations to allow the best decisions.

- Customer Satisfaction Survey
- Tracking of Performance Measures

Responsible Group:

Proposed Performance Measure(s):

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

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

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal: Demonstrate the total value of transportation in the everyday lives of Springfield area residents.

Assumptions:

Objective: 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.

Responsible Group:

Objective: Demonstrate how transportation influences choices about where residents live and opportunities that transportation offers for obtaining goods, services, recreation, education and healthcare.

Responsible Group:

Objective:

Responsible Group:

Proposed Performance Measure(s):

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

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

(Complete a Template B form for each major goal)

Year (1-5):

Major Goal: **Ensure financial viability of the transportation system.**

Assumptions:

Objective: **Encourage and offer incentives for community and regional partnerships among the public, private and institutional sectors for the promotion and enhancement of all types of transportation systems.**

Responsible Group:

Objective: **Continue to advocate for increased transportation funding that provides the resources critical to a dynamic transportation system for the City, County and Regional Area.**

Responsible Group:

Objective: **[Objective about spending priorities considering geographic and modal balance within the reason – needs word-smithing].**

Responsible Group:

Proposed Performance Measure(s):

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

MAINTENANCE GOALS #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.

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 maintenance efforts with County and State 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% saftisfaction)
Airport passenger survey?

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

1/4 cent CIP, 1/8 cent transportation, enhancement funds, STP fund, grants

MAINTENANCE GOALS #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
2. All users want to use the existing system.
3. 100% safe is not attainable. 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):

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):

MAINTENANCE GOALS #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.

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):

Estimated Cost to Achieve Goal: \$ _____

One-Time Cost: \$ _____

Ongoing Cost: \$ _____

Proposed Funding Source(s):