

Potential 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. Encourage redevelopment along existing transportation corridors through the use of zoning modifications, softened requirements, and economic incentives.
- B. 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.
- C. Continue to plan for and preserve new roadway corridors in anticipation of future development, to improve connectivity, and to relieve congestion.
- D. 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.
- E. 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.
- F. 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.
- G. 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.
- H. 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.

Future Focus

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

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

- I. 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 design should incorporate consistency in current and future construction of pedestrian walk signals that meet the needs of the mobility impaired. The best technology available should be used to maximize system effectiveness.
- J. 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.
- K. 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 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.
- L. Create a Pedestrian and Bicycle Plan that identifies needed improvements, sets design guidelines for these improvements, and specifies funding sources.
- M. 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.
- N. Conduct a feasibility study within the next five years 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.
- O. Conduct a study within the first two years to determine the feasibility of creating high speed rail corridors from Springfield to both St. Louis and Kansas City, using the medians of I-44 and Highway 13, respectively, linking the region with the Nation's rail system, currently Amtrak.
- P. 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 a high number of 350,000 in 2035. *(Current OTO projections show Springfield at a population 185,000 in 2035 and the region with a population of 494,000.)*

- Q. 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.
- R. Continue the development of north/south corridors that would facilitate linkages between Springfield and the surrounding region.
- S. Design and incorporate consistency in current and future utilization of pedestrian walk signals that meet the needs of the mobility impaired. The best available technology should be utilized to maximize effectiveness.
- T. 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.
- U. 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.
- V. Effective user information should be provided.
- W. 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.
- X. (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.

Future Focus

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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

- Y. 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.
- Z. 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.

- AA. 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.
- BB. Improve existing high-traffic streets by using ITS/ATMS, and other congestion and access management tools.
- CC. Develop a plan for locating new and existing utilities underground, thereby improving streetscape aesthetics and reducing outages.
- DD. 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).

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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

- EE. Keep streets and sidewalks and trails in good condition with an emphasis on arterial streets.
- FF. 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.
- GG. The Springfield-Branson National Airport maintenance plan should continue to be implemented.
- HH. Accidents rates should be reduced on street systems.
- II. Accessibility should be improved on existing systems.
- JJ. Sustainable practices should be incorporated on all projects.
- KK. User travel time should be improved.
- LL. Opportunities should be sought to accommodate all users when planning maintenance projects.
- MM. Priority should be given to management, performance, maintenance, and safety of all modes and facilities. There should be a consensus among the region's stakeholders on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs. This should culminate in a 5-year sustainable transportation system.

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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

- NN. 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.
- OO. 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.
- PP. 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."
- QQ. 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.
- RR. 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 foods to safely and effectively reach their destinations to all the best decisions.

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