

Vision

Through community and regional partnerships, the City of Springfield should work with the surrounding region to 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.

Definitions

Accessible describes a site, building, facility, or portion thereof that complies with the Americans with Disabilities Act (ADA). An accessible route would be a continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts. More can be found about making transportation facilities accessible at <http://www.access-board.gov/adaag/html/adaag.htm#tranfac>.

Activity Center is a location where there is a concentration of commercial and other land uses. Activity centers can vary in size from the central business districts in large cities to neighborhood shopping centers. They can also be the location of specialized land uses such as university campuses or research parks.

Bus is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include local service, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service is often called **circulator**, **feeder**, **neighborhood**, **trolley**, or **shuttle service**. Other types of bus service are **express service**, **limited-stop service**, and **bus rapid transit (BRT)**. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Commuter Rail is a mode of transit service (also called **metropolitan rail**, **regional rail**, or **suburban rail**) characterized by an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly

commuter services. Most service is provided on routes of current or former freight railroads.
<http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Heavy Rail is a mode of transit service (also called **metro**, **subway**, **rapid transit**, or **rapid rail**) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

High Speed Rail (HSR) and Intercity Passenger Rail (IPR):

- **HSR – Express.** Frequent, express service between major population centers 200–600 miles apart, with few intermediate stops. Top speeds of at least 150 mph on completely grade-separated, dedicated rights-of-way (with the possible exception of some shared track in terminal areas). Intended to relieve air and highway capacity constraints.
- **HSR – Regional.** Relatively frequent service between major and moderate population centers 100–500 miles apart, with some intermediate stops. Top speeds of 110–150 mph, grade-separated, with some dedicated and some shared track (using positive train control technology). Intended to relieve highway and, to some extent, air capacity constraints.
- **Emerging HSR.** Developing corridors of 100–500 miles, with strong potential for future HSR Regional and/or Express service. Top speeds of up to 90–110 mph on primarily shared track (eventually using positive train control technology), with advanced grade crossing protection or separation. Intended to develop the passenger rail market, and provide some relief to other modes.
- **Conventional Rail.** Traditional intercity passenger rail services of more than 100 miles with as little as one to as many as 7–12 daily frequencies; may or may not have strong potential for future high speed rail service. Top speeds of up to 79 mph to as high as 90 mph generally on shared track. Intended to provide travel options and to develop the passenger rail market for further development in the future.

*Corridor lengths are approximate; slightly shorter or longer intercity services may still help meet strategic goals in a cost-effective manner.

http://www.fra.dot.gov/downloads/Research/FinalFRA_HSR_Strat_Plan.pdf

ITS/ATMS stands for intelligent transportation system and advanced transportation management system, respectively). ITS is an umbrella term for a range of technologies including processing, control, communication and electronics, that are applied to a transportation system. It also includes an advanced approach to traffic management. ATMS is a traffic management system for monitoring and providing surveillance and traffic control to improve traffic flow on roadways. <http://www.roadtraffic-technology.com/glossary/>

Light Rail is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven

by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps. <http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Livability is a term currently utilized by the Department of Transportation. Six principles have been developed to coordinate policy among the DOT, Environmental Protection Agency, and the Department of Housing and Urban Development:

1. **Provide more transportation choices.**

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. **Promote equitable, affordable housing.**

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. **Enhance economic competitiveness.**

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. **Support existing communities.**

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. **Coordinate policies and leverage investment.**

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. **Value communities and neighborhoods.**

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

<http://www.dot.gov/affairs/2009/dot8009.htm>

Monorail is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube.

<http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Multi-modal pertains to the collective of various modes of transportation including walking, cycling, automobile, public transit, etc.

Personal Rapid Transit (PRT) should consist of fully automated vehicles capable of operation without human drivers; vehicles captive to a reserved guideway; small vehicles available for exclusive use by an individual or a small group, typically 1 to 6 passengers, traveling together by choice and available 24 hours a day; small guideways that can be located aboveground, at ground level or underground; vehicles able to use all guideways and stations on a fully coupled PRT network; direct origin to destination

service, without a necessity to transfer or stop at intervening stations; and service available on demand rather than on fixed schedules (guidelines developed by the Advanced Transit Association).

<http://faculty.washington.edu/jbs/itrans/PRT/Background.html>

Public Transportation (also called **transit**, **public transit**, or **mass transit**) is transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter or sightseeing service.

<http://www.apta.com/resources/statistics/Pages/glossary.aspx>

Quality of Life at a personal level is the degree of enjoyment and satisfaction experienced in everyday life, embracing health, personal relationships, the environment, quality of working life, social life, and leisure time. At a community level, it is a set of social indicators such as nutrition, air quality, congestion, incidence of disease, crime rates, health care, educational services, and divorce rates.

<http://dictionary.bnet.com/definition/quality+of+life.html>

Sustainability calls for policies and strategies that meet society's present needs without compromising the ability of future generations to meet their own needs. A public policy perspective would define sustainability as the satisfaction of basic economic, social, and security needs now and in the future without undermining the natural resource base and environmental quality on which life depends. From a business perspective, the goal of sustainability is to increase long-term shareholder and social value, while decreasing industry's use of materials and reducing negative impacts on the environment. Sustainable development reflects not the trade-off between business and the environment but the synergy between them. <http://www.epa.gov/sustainability/basicinfo.htm>

Assumptions

The Springfield Region is defined as the Ozarks Transportation Organization (OTO) study area – Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, Willard, and the surrounding portions of Greene and Christian Counties.

The Springfield Strategic Plan will provide guidance for the City of Springfield over the next twenty years, with specific strategies that can be addressed in the next five years. The Ozarks Transportation Organization Long Range Transportation Plan (Journey 2035) provides guidance for the OTO region for the next twenty-five years. The OTO LRTP will include the planning efforts of all member jurisdictions in plan development. The City of Springfield Strategic Plan process began at the same time as the OTO LRTP planning process. To ensure inclusion of the new Springfield plan, and to assist in the development of the transportation portion of the plan (as OTO has done for many of its member jurisdictions), OTO has volunteered to help staff the Transportation Planning Committee for the Springfield Strategic Plan. The recommendations and planning assumptions contained in the Springfield Strategic Plan will be incorporated with the other OTO jurisdiction's recommendations and planning assumptions into the OTO LRTP.

Center City is bordered by Grand, Commercial, Grant, & National.

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street (www.completestreets.org).

The Springfield Region will continue to grow and experience demographic changes, while continuing to serve as the retail, medical, educational, and employment hub for the Springfield region, as well as southwest Missouri. 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.

The Springfield region will continue to remain attractive for population growth and as a relocation destination. With continued increasing and consistent regional growth and opportunities for economic development, there will be increasing demand for transportation infrastructure to accommodate the movement of the region's population, goods and services, business commerce, and tourism traffic patterns.

In the next twenty-five years, several factors will create a continued and ever increasing public demand for transportation choices, including rising fuel costs, air quality, land use policies, traffic congestion, new businesses needing a viable transportation network, and young professionals with expectations about having choices as they relate to their own transportation needs.

As fossil fuel becomes significantly more expensive, alternative fuels for vehicles will become much more common. Public transportation, playing a key role in the health and well-being of all constituents, is vital to economic vitality and sustainability, and can serve as a catalyst to all new opportunities.

In the future, personal automobiles will still fulfill an important role, but people will not distinguish themselves as motorists, or transit users, but instead will see themselves as someone who uses whatever mode(s) suit(s) a particular trip.

All users want to make use of all existing systems. Vehicular traffic, pedestrians, and cyclists will continue to be within street or trail rights-of-way as appropriate. The street right-of-way includes sidewalks or other parallel paths along the travel lanes of a roadway.

The Springfield-Branson National Airport will continue to be an important hub to move people and goods across the country.

Safety will be a top priority.

Government agencies have limited resources; therefore it can be assumed that all projects will make use of the most cost effective methods and materials. Most projects are maintenance projects.

Efficient means doing things right. Effective means doing the right things.

Major Goals

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.

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.

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.

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. 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.

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.

- 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.

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.

- 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.

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.

- 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).

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.

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.

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.

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.