



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

LRTP Planning Committee Agenda

December 9, 2020

9:30 am to 11:00 am

Zoom via link to be provided and public viewing via Facebook

<https://www.facebook.com/ozarkstransportationorganization>

1. Welcome
2. November 4, 2020 Meeting Notes----- Tab 1
3. Plan Schedule – Request to Change Meeting Time
4. MTP Implementation Survey Results
5. Project Prioritization/Performance Measurement-----Tab 2
6. Next Meeting – Public Input Results
7. Adjourn

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

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TAB 1



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LRTP Planning Committee Meeting Notes

November 4, 2020

9:30 am to 11:00 am

Attendees:

Dave Faucett, OTO
Sara Fields, OTO
Natasha Longpine, OTO
Andy Thomason, OTO
Brandie Fisher, CU Transit
Matt Crawford, CU Transit
Eva Steinman, Federal Transit Administration
Joel Keller, Greene County
Cole Pruitt, Missouri State University
Zeke Hall, MoDOT
Frank Miller, MoDOT
Britni O'Connor, MoDOT
Stacey Reese, MoDOT

Jeff Roussell, City of Nixa
Mary Kromrey, Ozark Greenways
John Montgomery, Ozark Greenways
Garrett Brickner, City of Republic
Karen Haynes, City of Republic
Aishwarya Shrestha, SMOG
Eric Claussen, City of Springfield
Dawne Gardner, City of Springfield
Martin Gugel, City of Springfield
Kirk Juranas, City of Springfield
Kristy Bork, Springfield-Branson National Airport
Danny Perches, Springfield Area Chamber

1. Welcome

The meeting started at 9:32 a.m. Everyone was welcomed to the meeting.

2. October 14, 2020 Meeting Notes

There were no changes to the meeting notes from the October 14, 2020 meeting.

3. Plan Schedule

Ms. Longpine reviewed the meeting schedule going forward.

4. OTO Member Comp Plan Recommendations

Ms. Longpine made a quick review of the recommendations from the communities that have recently adopted updated comprehensive plans and a quick discussion was had of plans currently in the works. Springfield has developed draft recommendations, and plans have been adopted by Ozark, Strafford, and Willard. Plans are underway in Battlefield, Nixa, and Republic. Christian County is also about to kick off their plan update.



Besides those recommendations categorized as transportation, other sections of area comprehensive plans mentioned transportation-relevant concepts such as aesthetics, trails, and complete streets.

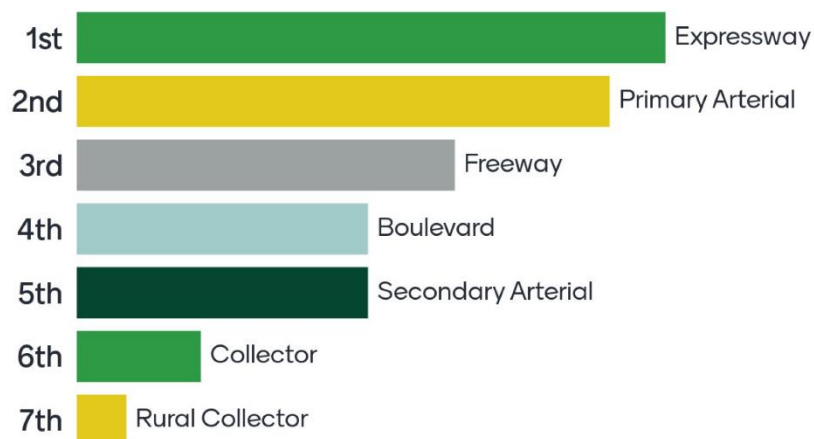
Republic has started on their goals and objectives and is also excited about the projects happening in and around their industrial park. The transportation section will start in spring of 2021.

Nixa is seeing feedback regarding pedestrian access throughout town.

5. Design Standards

The classifications contained in the design standards were reviewed – Freeway, Expressway, Arterials, and Collectors. Mentimeter was used to gather input from participants regarding key components of the OTO Design Standards. Those results are contained here:

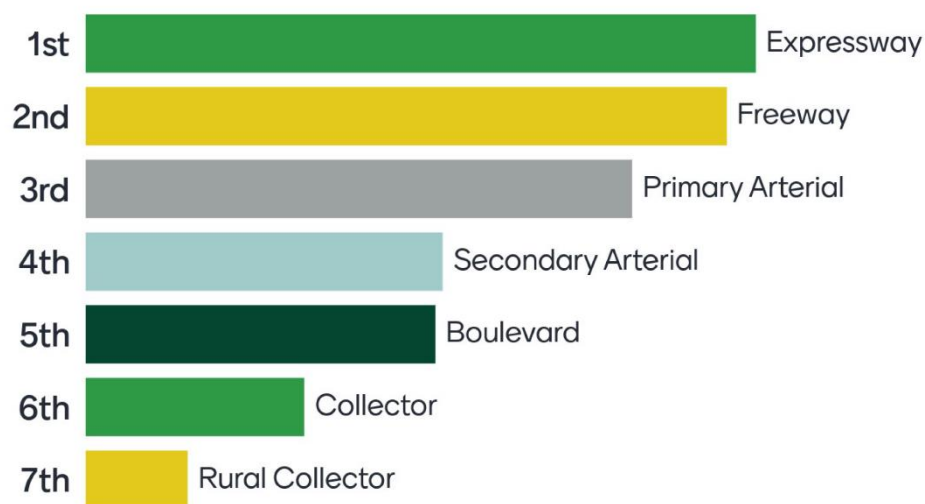
Where should OTO standards be applied most rigorously?



Freeway was not ranked highest, but that could be due to the standards being very set for those. Mr. Brickner mentioned that the standards should be more important in the connections between communities.

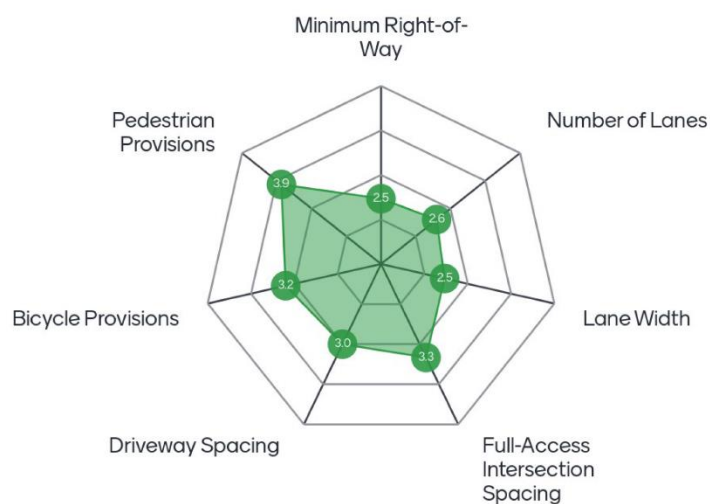


Where is maximum ROW most important?



Mr. Miller mentioned that he ranked Primary Arterial first and that ROW is more important where development is occurring. Ms. Gardner reiterated Mr. Miller's comments. Mr. Juranas said purpose is important, pertaining to safety or speed needs.

What is the most useful part of OTO's design standards?



Pedestrian provisions ranked highest, followed by Full-access Intersection Spacing. OTO's pedestrian provisions can be found on collectors, secondary and primary arterials, and boulevards. Ms. Fields asked if number of lanes and lane width were useful or restrictive? Mr. Brickner suggested alternates be available for the cross-sections of the classified roadways, such as a two-lane version of a primary arterial. In Republic, many roads are along existing development and not going through empty fields. They also find that ROW width is important to capture, but improvements to the full standard don't happen all at once, and rather have a linear progression to a higher use and standard as time moves on.

Using one word, what is the biggest challenge applying the OTO Design Standards?



While “developers’ showed as the most cited challenge, three other related words also came up – conflicting, consistency, navigation. Mr. Roussell mentioned that developers say they weren’t aware of the standards. Ms. Longpine pointed out that using the standards in each community should help them to know what is required and this is an issue that could apply to a city’s own standards.

Mr. Miller offered that OTO’s standards may be an ideal versus the practical design approach or the minimum to be required. This was echoed by Mr. Brickner. Ms. Reese also saw this as being something that could vary from location to location along a roadway.

Committee members were also encouraged to provide feedback off-line.



Using one word, what do you like best about the OTO Design Standards?



All things multimodal, besides the word “multimodal” were emphasized the most as something liked best in the OTO standards. Mr. Montgomery reflected on his experience at BUILD School in NW Arkansas, citing that having an MPO and a regional entity seemed beneficial, but not everyone has one or is aware they do.

Mr. Miller asked how the communities implement the standards. Mr. Brickner said Republic asks for the ROW for a higher classification, but may only have them build to a lower standard. In Nixa, they work with the developer to have them help with part of the roadway and ask for funds to go toward the future development of the roadway. They have adopted the OTO plan and enforce the ROW within it. Ms. Gardner mentioned that they follow their own standards, based on the classification (which does match OTO), and based on a traffic study, may require improvements.

OTO’s standards are often beyond local requirements. Ms. Gardner stated that driveway spacing/access are the most often disputed standards by developers in Springfield. City code is being reviewed and changes would not become less strict, but would allow more opportunities for Springfield to apply their standards. In Republic, their standards are not as complete as they would like and do rely on OTO’s standards for things such as driveway spacing. Nixa, on the other hand, has adopted OTO’s standards and finds developers see the standards as impacting their bottom line. In Greene County, they have their own access management requirements, and are generally close to OTO’s requirements. Access is where they also get pushback, often homeowners looking for another driveway, which can be appealed through the County Commission.



Ms. Fields brought up how OTO should use collectors, since it sounds like they are inconsistently applied. Mr. Brickner suggests OTO only focus on arterials and above. Mr. Roussell, from Nixa who uses OTO's entire MTP, said they use the collector classification beyond the design standards, like for speed limits. Ms. Longpine suggested a possible solution could be to have the collectors and their standard, but maybe look at excluding them from the variance process. This is something to look at further.

Using one word, what is missing from OTO's Design Standards

diversity inclusion alternatives typologies complete
rural secondary arterials

In addition to “alternatives,” which did come up in earlier conversation, diversity and inclusion are also strong results. Alternatives ties in with typologies which can have a contextual or overlay application, allowing for flexibility within certain parameters. A lot of the conversation during the meeting did mention context. OTO staff can develop some suggestions and examples for revised standards that show how this would work. Ms. Kromrey mentioned in the chat that she is the one who put “diversity” and “inclusion” and she was thinking about universal design and the seven principals around vision, hearing, and mobility considerations.

6. Next Meeting – Major Thoroughfare Plan Changes

There was a comment on Facebook, “Developers don't care about springfield: they are dangerous to blind pedestrians and most of the time there's no one working on the project. Can't be sure whether it's safe to get from point a to point b. They don't tell the city, they don't tell transit, they don't tell emergency personnel.” Ms. Gardner mentioned that she works with the commenter and that she is familiar with the issue mentioned.

Staff will review the responses provided and encourage everyone to share offline as well. It would be good to find a solution that is easier and more flexible for



everyone to use while maintaining the goal of a consistent, connected transportation network that is multimodal.

Ms. Fields thanked everyone for their time.

7. Adjourn

The meeting was adjourned at 10:50.



TAB 2

2016 LRTP
Prioritization
Glossary

2016 LRTP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Fatal/Injury Crash Index

Worse rates on similar OTO FCs = 15 Points

Better than rates on similar OTO FCs = 0

MoDOT tracks crash rates along roadways in the OTO region. Each roadway is classified according to the Federal Functional Classification System. A combined Injury and Fatal 3 Year Average Crash Rate was determined for each type of roadway according to the Federal Functional Classification. This same rate for an individual project's roadway was compared to the rate by functional class. A project with a worse crash rate than the rate for similar functional classifications received the total point value.

2.2. Safety Concern

Yes = 5 Points

No = 0 Points

The MoDOT Southwest District maintains a list of locations with safety needs and concerns. This list was referenced to determine if a project was a safety concern. If a project appeared in the Southwest District Safety Plan, it received the total point value.

2.3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 5

If a project improves or removes an at-grade railroad crossing, it received the total point value.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current greater than or equal to 0.86 = 7 Points

Future (2040) greater than or equal to 0.86 = 5 Points

The OTO manages a travel demand model which calculates the volume-to-capacity ratio for the roadways in the OTO region. Generally, a roadway must be a minor arterial on the federal functional classification system to be included in the travel demand model. The model includes a base scenario and a future no-build scenario. In this case, the base year is 2012 and that is used for the "Current" V/C for scoring. The no-build scenario is for 2040, but also includes projects committed through 2018. The ratio of 0.86 was chosen as that is considered Level of Service E (or at capacity). A project along a roadway in the Base 2012 Scenario receives the 7 points if it's volume-to-capacity ratio is greater than or equal to 0.86. The project can separately receive points if it is along a roadway that is also at 0.86 in the 2040 No-Build Scenario.

3.2. Complies with Major Thoroughfare Plan Access Management

Yes = 3 Points

No = 0 Points

The OTO maintains a Major Thoroughfare Plan with Design Standards, which directs how roadways in the region should be designed and built. Projects which are described as improving access management and building to the standard, as well as new projects which will be built with access management, receive the total point value.

3.3. Included in Regional ITS Architecture

Yes = 5

No = 0

The Regional ITS Architecture is a plan which includes Intelligent Transportation System improvements needed throughout the region. If a project includes ITS technologies, it receives the total point value.

4. Environmental Justice

4.1. Environmental Justice Tracts

Inside 4 EJ Tracts = 5 points

Inside 3 EJ Tracts = 4 points

Inside 2 EJ Tracts = 3 points

Inside 1 EJ Tract = 2 points

Inside 0 EJ Tracts = 0 points

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority, Elderly and/or Under Age 18, Low-Income, and Disabled. Each of these categories has been mapped by Census Tract. If the value for a category is greater than the average for the MPO area as a whole, then it is considered an EJ (environmental justice) tract. If the project falls within one or more EJ Tracts, then it receives points on a sliding scale.

5. Multi-Modal

5.1. Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

Connects more than 2 modes or services = 7 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 5 points

No intermodal potential = 0 points

A project can receive the total point value of 7 points if it connects more than 2 modes, but if it only connects to one or two additional modes, then it can only receive 5 points. A single-mode project does not receive points in this category.

5.2. Vehicle Trip Reduction

Project encourages reduction of trips/discourages SOV use = 3 points

No trip reduction = 0 points

SOV means single-occupancy vehicle. If a project includes bicycle and/or pedestrian accommodations, it receives the total point value.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or direct access to a U.S. Highway and connecting routes that connect one U.S. route to another. If a project met this requirement it received the total point value. Projects along assets listed on the Southwest District map in the Statewide Freight Plan were considered a Yes for total point value.

6.2. Local Priority Project

Defined leadership and strong political support = 10

Unknown or no leadership or no political support = 0

Each jurisdiction was asked to identify priority projects. Identified projects received the total point value.

STIP

Prioritization

Glossary

FY 2021-2025 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

30,000 to 40,000 = 5 Points

20,000 to 30,000 = 4 Points

10,000 to 20,000 = 3 Points

0 to 10,000 = 2 Points

2. Safety

Safety Scores for Project Segments and Intersections (40 points possible)

The MoDOT Average 3-Year Accident Rate, 3-Year Fatality Average, and 3-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 3-year period from 2017 to 2019 were provided by the MoDOT Central Office in GIS Segment & Intersection files. The accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

Crashes*100,000,000

3 [yrs]* 365[days]* [AADT] * [Length]

The accident rate for State System Intersections are calculated by MoDOT according to the following formula:

Crashes*1,000,000

3 [yrs]* 365[days]* [ENTERING_VOLUME]

An average for accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

<u>Actual Rate by Type</u>			<u>3-Year Fatality Avg.</u>			<u>3-Year Injury Avg.</u>	
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1

The reclassified rank values for 3-Year accident rates, average fatality crashes, and disabling or suspected serious Injury crashes were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 4 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 4	4
4	2	X4	8
5	3	X4	12
6	4	X4	16
7	5	X4	20
8	6	X4	24
9	7	X4	28
10	8	X4	32
11	9	X4	36
12	10	X4	40

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2018 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2040 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

Environmental Justice Tracts

In order to adequately consider historically disadvantaged groups. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered high percentage tract. If a proposed project intersects or is adjacent to one or both identified tracts it will be given points as follows:

Intersecting or adjacent to tract consider to have a high percentage of minorities = 2 points

Intersecting or adjacent to tract consider to have a high percentage of low income = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor includes a structurally deficient bridge determined to be poor or very poor by MoDOT.

Yes = 4 Points

No = 0 Points