



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

## LRTP Planning Committee Agenda

January 28, 2021

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. Meeting Notes-----Tab 1
3. Multi-Modal Discussion
  - a. Natasha Longpine – MoDOT Freight Plan
  - b. Matt Crawford – CU Transit
  - c. Cole Pruitt – MSU Bearline
  - d. Kristy Bork - Aviation
  - e. Andy Thomason – Bike/Ped/Trails
4. Recommendations Discussion -----Tab 2
5. Performance Measures -----Tab 3
6. Next Meeting (2/25) – Prioritization Criteria/Call for Projects
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.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735- 2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

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TAB 1



# OZARKS TRANSPORTATION ORGANIZATION

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

## LRTP Planning Committee Meeting Notes

January 7, 2021

### Attendees:

Dave Faucett, OTO  
Sara Fields, OTO  
Natasha Longpine, OTO  
Andy Thomason, OTO  
Todd Wiesehan, Christian County  
Matt Crawford, CU Transit  
Adam Humphrey, Greene County  
Joel Keller, Greene County  
Cole Pruitt, Missouri State University  
Frank Miller, MoDOT  
Britni O'Connor, MoDOT

Stacy Reese, MoDOT  
Jeff Roussell, City of Nixa  
Jeremy Parsons, City of Ozark  
John McCart, City of Ozark  
John Montgomery, Ozark Greenways  
Garrett Brickner, City of Republic  
Dawne Gardner, City of Springfield  
Kirk Juranas, City of Springfield  
Kristy Bork, Springfield-Branson  
National Airport

### 1. Welcome

The meeting started at 9:34 a.m. Everyone was welcomed to the meeting.

### 2. Revised Meeting Schedule

Ms. Longpine asked for any questions on the revised schedule. She also mentioned that with the change in TPC and Board meeting months, the Plan adoption date has been moved to July, which allowed time for another meeting.

### 3. Public Input Results

Ms. Longpine shared her screen to show the committee the survey results. The public input effort began in the spring right before everything shut down with COVID, so the in-person events were cancelled. Late summer and this fall, OTO did a big push for input, including mailing 10,000 postcards, selecting every so many addresses from residential parcels in the OTO area, developing a representative set of addresses from throughout the region. With all that, there were 864 responses.

The first question asked respondents to list the one improvement they would want to see by 2045. Staff is currently categorizing the responses. It first appears that trails/sidewalks/bikes get a lot of representation, as does some combination of Kansas Extension/third connection between Christian and Greene Counties,



Highways 14 and CC, and then Passenger Rail. Frank Miller mentioned that this is consistent with the results of MoDOT long range plan six years ago. Other highlights include the freeways around the region. As staff finishes categorizing these, it will be easier to see what priorities rise to the top.

**2** The second question was about the region's strengths. Scenery/Natural Environment came up as the top answer. Next higher answers were good travel times, trails, connectivity, good road conditions. Items not listed as a strength were transit, complete streets, and planning. Staff will also look through the "Other" responses.

**3** The next question was about challenges in the region. First was Congestion, then distracted driving, Not Pedestrian Friendly, and Funding. Ms. Longpine pointed out that Missouri does not have an all-ages texting ban. Mr. Miller asked about the contradiction between a strength of low travel times and a weakness of congestion. He wondered if these were the same people or not. Ms. Longpine said OTO would look into this further.

Mr. Faucett added that the postcard mailing was geographically distributed, and so there is a chance that where someone lives or works could have influenced how these were answered.

Mr. Crawford indicated that congestion doesn't add much to travel times in Springfield and that high congestion may only add 5-minutes to a crosstown trip.

**4** Respondents were then asked what the region would be like in 2045 if there were no obstacles. First were regional, connected trails, then more complete streets, and lower drive times. It was pointed out that the preference for mixed-use developments could tie into the desire for lower drive times. That tied with more capacity and aesthetics.

Mr. Miller mentioned that Missouri is updating its freight/rail plan, which includes Amtrak and the Missouri River Runner. This service does not apply to this region. The plan's focus is on maintaining the service which is taking all available resources. Ms. Longpine pointed out that hyperloop was in the news while this survey was available, of which the proposed route is similar to the Amtrak service.

The desire for aesthetics is also channeling the comments from Forward SGF. Mr. Miller asked if this was related to that or region-wide. Ms. Longpine mentioned that this could be further examined, but also, the plans other communities in the region have completed, included aesthetics. It was added that these costs will need to be considered in the funding estimates of projects and while that may add to the cost, if that is a priority, then it should be included.



**5** The next question asked about what opportunities should be used to the region's advantage. An expanded trail system received the most responses, but there are a number of answers that are close, including regional planning (not selected as a strength), community engagement, sustainable long term funding, and increased funding. During the Board Visioning Workshop, there was a lot of discussion around civic education, which is reflected in the responses to this question.

It is noted that in these answers, there is no singular mandate and that perhaps the respondents recognize many things work together in concert.

**6** The question regarding the use of one word to describe what the transportation system will look like in 2045 will be put into a word cloud. Complex, was one word that seems accurate.

**7-10** The survey included a series of questions about congestion, including the experience to work, from work, and for school/errands. These questions did miss asking what time of day these journeys typically happen. At the same time, the Census only asks about the journey TO work, so this was an effort to expand on that. The response to the OTO survey for congestion on the way to work, was that it is inconvenient, but doesn't last long, which was followed by a mild inconvenience. Over a fifth said it was not a problem.

In comparison, the journey home from work was still predominantly inconvenient, but doesn't last long, with mild inconvenience next, but serious and a parking lot did garner a higher response.

Congestion to/from school was also higher for serious congestion, though not dominant. It is recognized that school traffic can often be its own congestion, as well as part of a protracted PM peak.

For errands, congestion was a mild inconvenience, as well as inconvenient, but doesn't last long, with a combined percentage of more than 70%. Fewer respondents also selected serious issue.

**11-12** Another series of questions asked about transportation funding. First, in the short term, the majority thought funding should be somewhat or significantly increased. It is recognized that this does not match how the vote has gone statewide, but it does mirror support for local tax initiatives.

A greater number of people thought funding should be increased in the long term.



**13** Along with this, the survey asked how \$100 of transportation funding should be allocated across a number of categories. Though the majority answered maintenance, nearly as many answered passenger rail, with significantly fewer dollars distributed to the other categories. Mr. Miller would like to dig further into the passenger rail conversation. Would they be willing to pay \$X amount for a ticket, or do they think it will just cost that much. Beyond these, though, the next two are adding capacity and improving transit. Interestingly, only \$9 of the \$100 were allocated to bicycle and pedestrian improvements, while those have been a priority elsewhere. It could be a function of what the perceived costs are.

**14-23** For further analysis, the survey looked at support for various funding mechanisms. Generally, most funding types were not supported or required more information for a decision. Though a majority supported it, only 45% would support an increased gas tax. Consistently 20% are asking for more information, so any funding proposal should be accompanied by a good information campaign. A VMT tax is definitely not supported by survey respondents. Overwhelmingly, increased property taxes were not supported. TDDs and impact fees did receive some support.

Interestingly, about 75% supported an increase, but hardly 50% supported any one solution. The challenge is how to raise the funding when there is not consensus on the method.

**24** Another set of questions asked about bicycling. Nearly 30% said they don't own a bicycle, but of those that do, the majority use it for recreation or exercise. Very few use it for transportation. Based on the "Other" answers, it appears very dependent on where people live and work.

**25-31** The survey then asks about home and work zip codes, as well as demographics. Respondents were evenly split between male and female, as well as among the age ranges, with a few less in the college ages. The majority of respondents were white, with a few of Hispanic origin. Then the final question was about entry into the prize drawing.

Ms. Longpine asked the committee if this was consistent with what has been seen with other planning efforts in the region. Mr. Juranas asked about maintenance, which is explored in several questions. Good road conditions are considered a strength and then maintaining existing streets was the highest response for how to allocate \$100.

Passenger rail support was an unexpected result of the survey, and showed up in multiple questions. Mr. Roussell said that overall, the survey results are consistent



with what has been seen in Nixa. Mr. Parsons agreed with the alignment with their adopted comprehensive plan. As for Greene County, they haven't conducted any comparable surveys, but it seems consistent in regards to the emphasis on pedestrian needs. Christian County did not have information to add.

Mr. Juranas did reinforce that Springfield has seen a lot of discussion regarding trails and bicycling, so that is consistent.

**4. Next Meeting (1/28) – Prioritization Criteria/Plan Recommendations**

The next meeting is scheduled for January 28<sup>th</sup>. The conversation will continue on prioritization criteria and recommendations to make within the Plan. Staff will put together information on recommendations from the last plan, as well as what OTO members have been recommending, and then what has come out of the public input.

**5. Adjourn**

Mr. Juranas and Ms. Reese expressed appreciation for the review of the public input.

The meeting was adjourned at 10:30.





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## LRTP Planning Committee Meeting Notes

December 9, 2020

### Attendees:

Dave Faucett, OTO  
Sara Fields, OTO  
Natasha Longpine, OTO  
Brandie Fisher, CU Transit  
Adam Humphrey, Greene County  
Joel Keller, Greene County  
Cole Pruitt, Missouri State University  
Frank Miller, MoDOT

Britni O'Connor, MoDOT  
Stacy Reese, MoDOT  
Garrett Tyson, City of Nixa  
John Montgomery, Ozark Greenways  
Garrett Brickner, City of Republic  
Kirk Juranas, City of Springfield  
David Schaumburg, Springfield-  
Branson National Airport

### 1. Welcome

The meeting started at 9:34 a.m. Everyone was welcomed to the meeting.

### 2. November 4, 2020 Meeting Notes

There were no changes to the meeting notes from the November 4, 2020 meeting.

### 3. Plan Schedule – Request to Change Meeting Time

Ms. Longpine mentioned that to ensure participation by all communities, it is recommended that the meetings be moved to Thursday mornings. Mr. Miller requested to avoid third Thursdays. Ms. Longpine stated she would send out a revised schedule.

### 4. MTP Implementation Survey Results

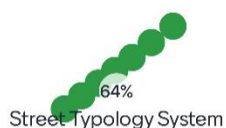
Ms. Longpine shared that everyone had not yet completed the MTP Implementation Survey. She indicated this information would be shared with the Committee once compiled.

Ms. Longpine also asked participants to answer three more questions through Mentimeter.





## How should flexibility be addressed in the OTO Design Standards?



In answering this question, Frank Miller asked if removing specific standards meant not having a standard or having a range instead of a specific number. Ms. Longpine shared that she intended no number, but asked where Mr. Miller would see a range. He suggested that lane width flexibility would be beneficial rather than no lane width.

Street typology received the most votes, suggesting that the committee would prefer a matrix system offering flexibility.

## What one street in your community would benefit the most from flexible design standards?

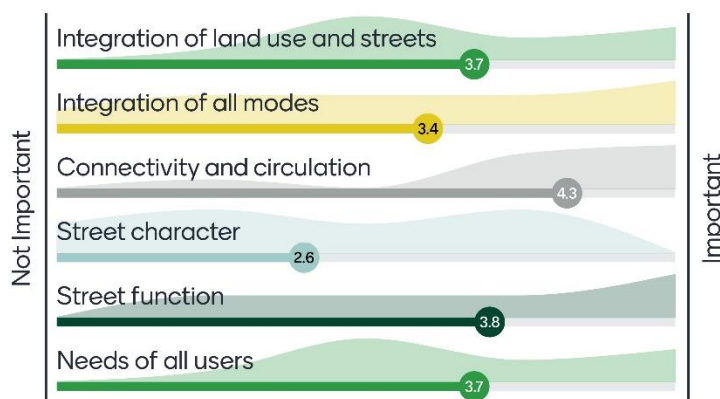
Main St/P Highway	Glenstone n/o Battlefield Road. It is difficult to achieve anything ideal on that corridor.	Existing Streets
Kearney Street	Grand	Glenstone Avenue
Highway 14	Fremont, Glenstone, National	collectors
Greene County - FR 132 east of Springfield is one example that comes to my mind. It's classified as a primary arterial, but this standard might prove to be unachievable unless major land use changes occur along that corridor in the future.		

The answers here included some generalizations, including existing streets and keeping things more flexible. Those suggested included streets with a mix of land uses in place. There may also be cases where the map may classify a road that is beyond existing conditions.

Mr. Miller mentioned that this would be good for older arterials that didn't have access management as they were developed.



## What principles should guide the OTO design approach?



Most important was Connectivity and Circulation, followed by Street Function and a tie between Needs of all Users and Integration of Land Use and Streets. Street Character received the least votes.

### 5. Project Prioritization/Performance Measurement

Public input results will be available in January and that will help inform the prioritization process. Ms. Longpine reviewed the evolution of the OTO prioritization process, from the 2016 long range transportation plan to the STIP Prioritization Process. She provided an overview of the 2016 prioritization factors, identifying changes, including that OTO no longer has a map for Priority Corridors of Regional Significance; Safety is now an index; congestion is now scaled; Environmental Justice is scaled back in the STIP prioritization because projects were already scored based on this in the LRTP; Multimodal and freight have also been adjusted; Economic Development has continued to be a difficult one to quantify; finally the STIP prioritization has added travel time.

One question put to the group is how to best score for economic development. The City of Republic has looked into suitability of development along corridors, included maps of identified parcels with potential to develop. Mr. Brickner said they would share the maps. Criteria included the size of lots, transportation, utilities in the area to serve the lots, sinkholes. Mr. Miller mentioned talking with the Springfield Chamber for discussions from marketing sites or if there is information in the SMCOG Economic Development Plan.

In reviewing the STIP process, it is for a much more narrowed list of projects that have already been vetted through the LRTP process, so this is an opportunity to influence what would appear on the STIP project list.



Once projects are selected, they were organized into cost bands. In the past, the first 5 years are the TIP. Then put into 2 five-year bands, and a 10 year band. Now the guidance states that each year of the first 10 years need to be fiscally constrained. The first 5 will be done through the TIP process, but then the equivalent of a second TIP will need to be developed with constraint year-by-year.

As a final point of discussion, OTO is now able to measure many more things than in the past. The initial performance measures were developed in 2011 and carried over in 2016. With the national push for performance measures, MoDOT has much more data and a great way to share it, so there is additional data that can be used for the process.

## **6. Next Meeting – Public Input Results**

OTO is in the final push of the public input effort/survey. A postcard has been mailed, OTO has Facebook and Twitter posts that can also be shared. The libraries will be sharing the link as well. The close date for the survey is December 17, 2020. OTO asks that everyone help push the survey. As of the morning of this meeting, there were about 725 responses.

An initial review of results show that tolls are not favored and echoing the visioning workshops, everyone loves the area's natural scenery.

## **7. Adjourn**

Mr. Juranas mentioned Springfield City Council's emphasis on quality of place and request for more attention to beautification with public work's maintenance projects, including connecting sidewalks, ADA, and landscaping. There have also been comments about overhead utilities.

Ms. Longpine commented that as project costs are considered in the Plan, these elements should be addressed. Mr. Miller echoed that MoDOT's agreements with several communities have also asked for attention to aesthetics as well.

The meeting was adjourned at 10:21.



TAB 2

# RECOMMENDATIONS

## Planning Factors

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

## Transportation Plan 2040 Goals

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

## Area Community Comp Plan Recommendations

Below is a selection of relevant and generalized recommendations pulled from area communities who have either adopted or developed that portion of their comprehensive plan.

### Bike/Ped/Trail/Multi-Modal

- Provide connectivity between all parks, public open spaces, schools, and commercial districts
- Conserve high quality natural lands for use as passive parks such as an urban forest, mountain bike trails, or education walking trails
- Provide accommodation of multi-modal transport
- Adopt a Complete Street Ordinance
- Provide multi-modal transportation options that are accessible and reliable to users of all ages, abilities, and backgrounds
- Multi-modal connectivity – between activity centers and outwards to neighborhood centers
- Cohesive planning vision and investment – long term quality of parks, greenways, and open spaces
- Establish a comprehensive trails network to enhance physical connections between neighborhood's natural areas and key destinations
- Reduce carbon footprint and heat-island effect
- Support active and healthy lifestyles as well as increased accessibility to essential facilities for all socioeconomic groups, including by walking, biking, and public transit
- Modify zoning code to require new developments include a sidewalk connection to existing adjacent parkland
- Develop more pedestrian and bicycle infrastructure
- Capitalize on trails to encourage biking as a form of recreation
- Connect different forms of transportation into one network
- Create initiatives to improve walkability and bikeability by connecting to trails
- Connect neighborhoods to parks
- Neighborhood amenities- new public spaces, including trails

### Aesthetics

- Establish character throughout the central business district through aesthetic enhancements such as lighting, streetscaping, decorative sidewalks, banners, and other beautifications
- Enhance community assets and support placemaking
- Create beautiful gateways and multi-modal corridors along major roadways enhanced with streetscaping elements
- Streetscaping and placemaking – pedestrian amenities, pocket parks, fountains, wayfinding, collaboration with local arts community
- Revise zoning/signage code to create exemptions and incentives for public art, including murals, sculptures, and decorative sidewalks
- As development occurs, identify sustainable opportunities for incorporating plantings and street furniture

- Preserve and enhance the downtown area

### Funding

- Develop a Capital Improvement Program (CIP) that includes all transportation methods: roads, sidewalks, and trails
- Implement a dedicated funding source for parks and recreation and trail development
- Implement projects that are fiscally responsible
- Seek out new opportunities for funding and partnerships to improve and invest in the City's parks, recreational facilities, trails, greenways, and open space
- Develop financing tools to facilitate façade and streetscape improvements
- Establish a dedicated transportation sales tax to reduce obligations of general fund
- Advocate to state legislators to increase transportation funding at the state level
- Maximize resources and funding opportunities

### Roadways/Operations

- Plan for expansion of the road network
- Ensure future development is compatible with the classification of adjoining streets
- Increase safety for all users of the transportation system
- Improve local traffic flow
- Improve the current road and sidewalk conditions
- Reduce traffic congestion

### Development/Land Use

- Promote reinvestment in commercial corridors and gateways to improve their character, spur economic revitalization, and attract new businesses and industry
- Support new residential development in strategic locations to leverage the City's assets including greenways, neighborhood nodes, and commercial corridors, and foster creative housing solutions
- Integrate transportation and land use
- Leverage the transportation network as an asset and impetus for economic development and tourism
- Identify and pursue potential easements or acquisitions that would increase connectedness of existing parkland to surrounding streets
- Coordinate signage along state-controlled routes with MoDOT
- Establish a coordinated wayfinding system within the community, including signage for major attractions at major intersections with sidewalks and trails

# Visioning Workshop Highlights

## Transportation System in 2045

### Rank

1  
2  
3  
3  
5  
5  
7  
7  
9

### Category

Autonomous  
Connected/Intelligent  
Electric  
Efficient  
Walkable/Active  
Multimodal  
Transit  
Safe  
Congested

## Strengths

Flow of traffic on highways  
Partnerships/Collaboration  
Connectivity  
Growing Trail System  
Alternate Routes

## Challenges

Limited Funding  
Civic Knowledge/Education/Driver's Ed  
Waning Infrastructure  
Development  
Gaps in Connectivity  
Land Use Patterns

## Vision

Regional Transit System  
Proactive Decision Making  
Diverging Diamonds and Roundabouts  
Capacity Improvements Equaling Growth  
Increase Drone Deliveries  
Multi-modal Connection to the Rest of the Nation

## Opportunities

Education/Analysis/Forecasting  
Increased/Sustainable/Long-Term Funding  
Traffic Impact Fees and Gas Tax  
Collaboration/Cost Shares



Plan Ahead for Projects  
Regional Planning/Branding  
Future Looking Laws and Regulations

## Survey Trends

### Overall

Trails  
Bike/Ped  
Transit  
Passenger Rail  
Maintenance  
I-44  
Additional connection between Greene and Christian Counties  
Congestion is inconvenient, but doesn't last long  
Increase funding – but little agreement on how

### Strengths

Scenery/Natural Environment  
Good Travel Times  
Trails  
Connectivity  
Good Road Conditions

### Challenges

Congestion  
Distracted Driving  
Not Pedestrian Friendly  
Funding

### Vision

Regional, Connected Trails  
More Complete Streets  
Lower Drive Times

### Opportunities

Expanded Trail System  
Regional Planning  
Community Engagement  
Sustainable Long-Term Funding  
Increased Funding



using one word, what will the  
transportation system look like in 2045?



## Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure

The following statements outline the Ozarks Transportation Organization's priorities for the development and maintenance of sidewalk and on-street pedestrian infrastructure in the region's seven cities and two counties:

### Structure of Local Bicycle and Pedestrian Networks

- Urban Expressways and Primary & Secondary Arterials should include bicycle and pedestrian infrastructure, including sidewalks, multi-use sidepaths and/or bicycle accommodations
- Freeway corridors should include a parallel network of continuous sidewalks, bike lanes, bike boulevards, and/or other low-stress accommodations along outer roads or other parallel minor streets to facilitate bicycle and pedestrian movement along the freeway corridor
- Local bicycle and pedestrian networks should be identified to facilitate movement between neighborhoods, local institutions, schools, and commercial areas

### Integration of Local Bicycle and Pedestrian Networks and the Regional Hard Surface Trail Network

- The region's Hard Surface Trail Network will be integrated into the fabric of each community through numerous neighborhood-level sidewalk and bicycle connections
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between trails included in the region's Hard Surface Trail Network (*Trail to Trail Movement*)
- Local bicycle and pedestrian networks should be identified and constructed to facilitate movement between local institutions, schools, and commercial areas and the region's Hard Surface Trail Network (*Destination to Trail Movement*)

### Funding

- Local jurisdictions should prioritize the construction and long-term maintenance of their local bicycle and pedestrian network in their annual budgets and capital improvement programs
- Local jurisdictions and MoDOT should negotiate in good faith to find opportunities for cost sharing and beneficial long-term maintenance agreements

# Survey Results

The OTO public input survey for *Destination 2045* was open from March through December 2020. Although COVID-19 halted in-person events, OTO used a combination of Facebook, Twitter, email, mail, and word-of-mouth to advertise. In all, 864 completed responses were received.

If you had to pick just one transportation improvement to have done by 2045, what would it be?

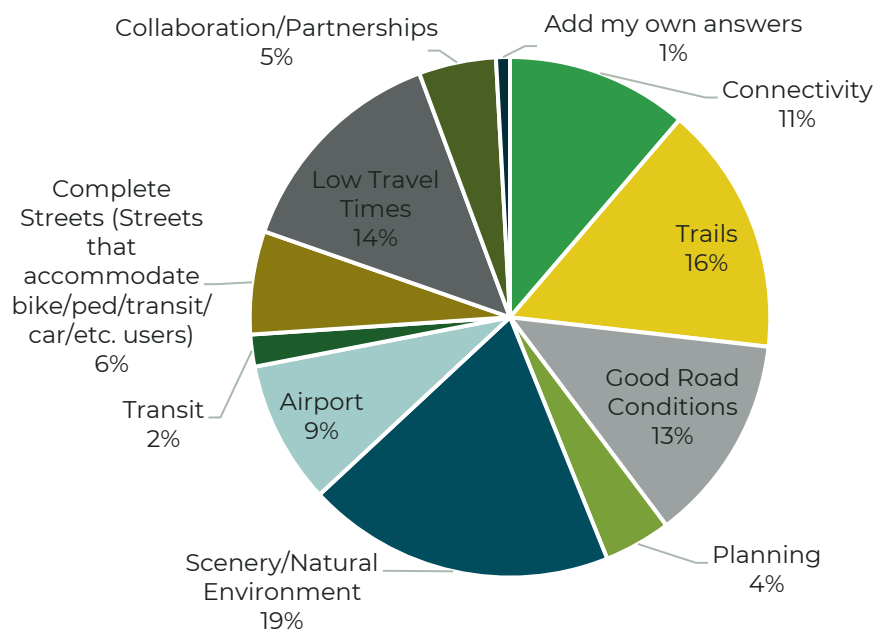
It first appears that trails/sidewalks/bikes get a lot of representation, as does some combination of Kansas Extension/third connection between Christian and Greene Counties, Highways 14 and CC, and then Passenger Rail. This is consistent with the results of MoDOT long range plan six years ago. Other highlights include the freeways around the region.

TODO

As staff finishes categorizing these, it will be easier to see what priorities rise to the top.

Where are we? What makes moving around the Ozarks great? What are the region's transportation strengths? (Mark all that apply)

Scenery/Natural Environment came up as the top answer. Next higher answers were good travel times, trails, connectivity, good road conditions. Items not listed as a strength were transit, complete streets, and planning.

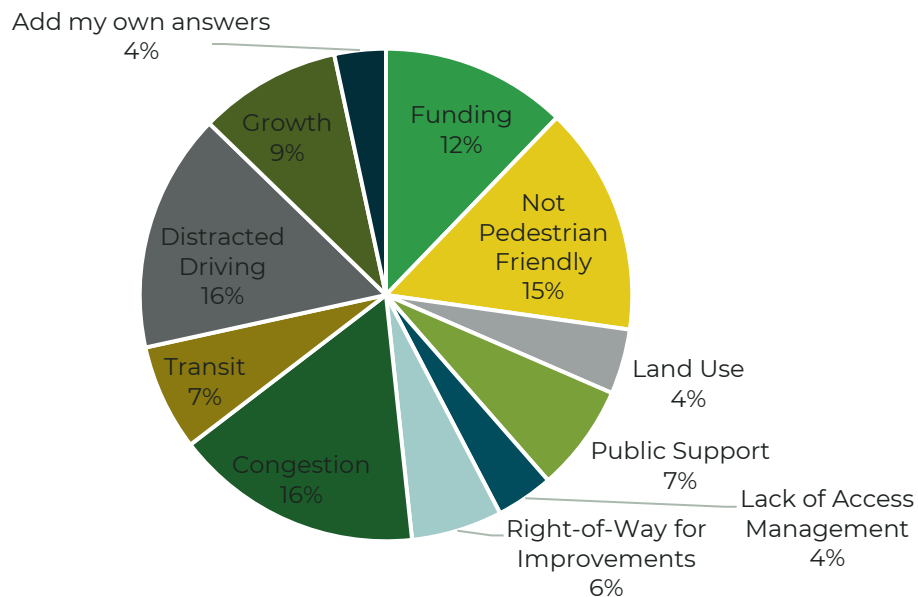


TODO

Staff will also look through the “Other” responses.

Why can't we get there? What are the challenges facing the region today? What is the hardest part about getting around? (Mark all that apply)

First was Congestion, then distracted driving, Not Pedestrian Friendly, and Funding. Missouri does not have an all-ages texting ban. There appears to be a contradiction between a strength of low travel times and a weakness of congestion.



TODO

Compare answers between strengths and challenges.

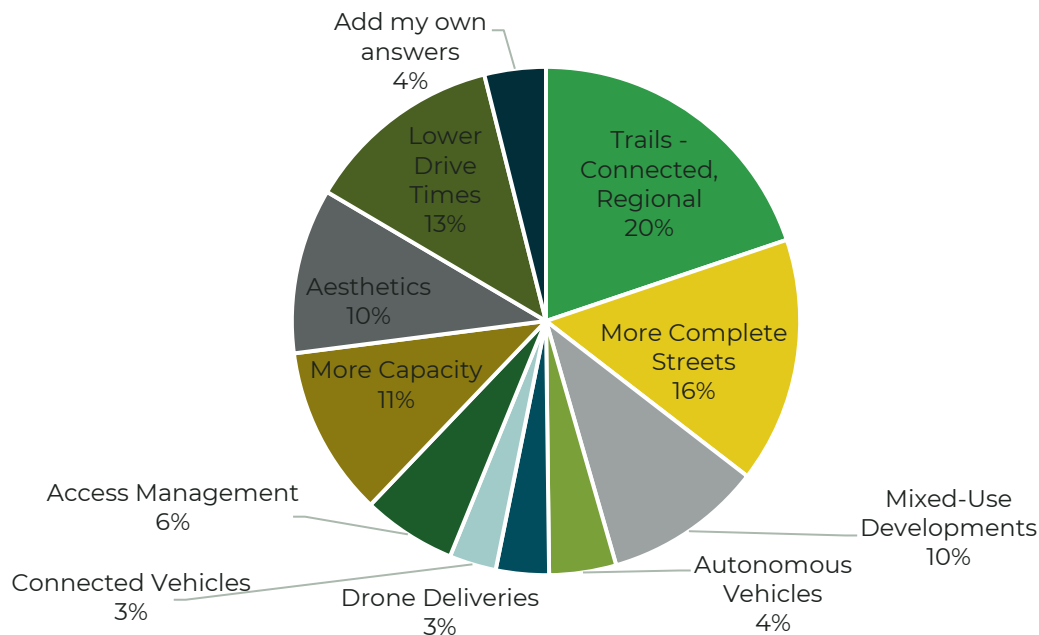
Where are we going? If there were no obstacles, what would you like us to accomplish by 2045? What will the region be like in 20 years? What will help the region attract new residents, entrepreneurs, businesses, and development? (Mark all that apply)

First were regional, connected trails, then more complete streets, and lower drive times. The preference for mixed-use developments could relate to the desire for lower drive times. That also tied with more capacity and aesthetics.

MoDOT is updating its freight/rail plan, which includes Amtrak and the Missouri River Runner. This service does not apply to this region. The plan's focus is on maintaining the service which is taking all available resources. Hyperloop was also in

the news while this survey was available, of which the proposed route is similar to the Amtrak service.

The desire for aesthetics is also channeling the comments from Forward SGF. If desired, these costs will need to be considered in the funding estimates of projects and while that may add to the cost, if that is a priority, then it should be included.



TODO

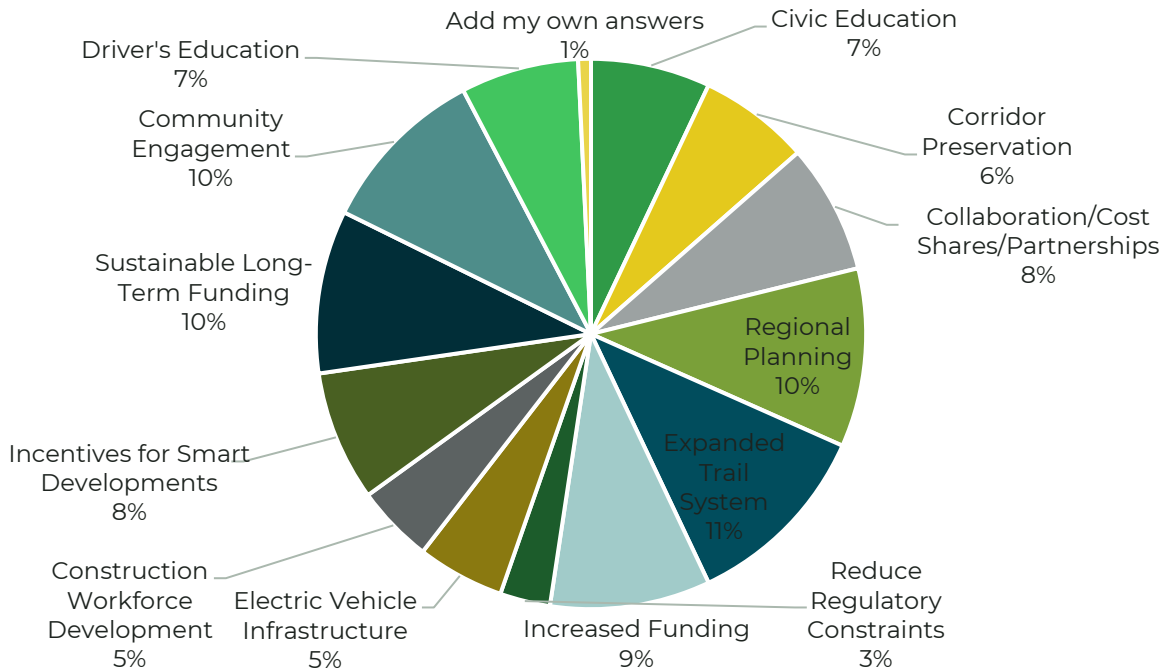
Are aesthetics a geographically based desire?

How can we get there? What opportunities should we use to our advantage?

What actions are needed to ensure the region is strong and viable in the future? (Mark all that apply)

An expanded trail system received the most responses, but there are a number of answers that are close, including regional planning (not selected as a strength), community engagement, sustainable long term funding, and increased funding. During the Board Visioning Workshop, there was a lot of discussion around civic education, which is reflected in the responses to this question.

It is noted that in these answers, there is no singular mandate and that perhaps the respondents recognize many things work together in concert.



using one word, what will the transportation system look like in 2045?

The responses to this question have been loaded as typed into a word cloud generator, which produced a list of the most often mentioned words, excluding common words.

The top twenty-five terms, out of 420 counted, include:

- |                |                 |
|----------------|-----------------|
| 1. Congested   | 14. Multi       |
| 2. Better      | 15. Automated   |
| 3. Efficient   | 16. Streamlined |
| 4. More        | 17. Crowded     |
| 5. Connect     | 18. Road        |
| 6. Access      | 19. Green       |
| 7. Electric    | 20. Car         |
| 8. Busy        | 21. Trail       |
| 9. Same        | 22. Faster      |
| 10. Improved   | 23. Friendly    |
| 11. Autonomous | 24. Modal       |
| 12. Different  | 25. Sustainable |
| 13. Integrated |                 |



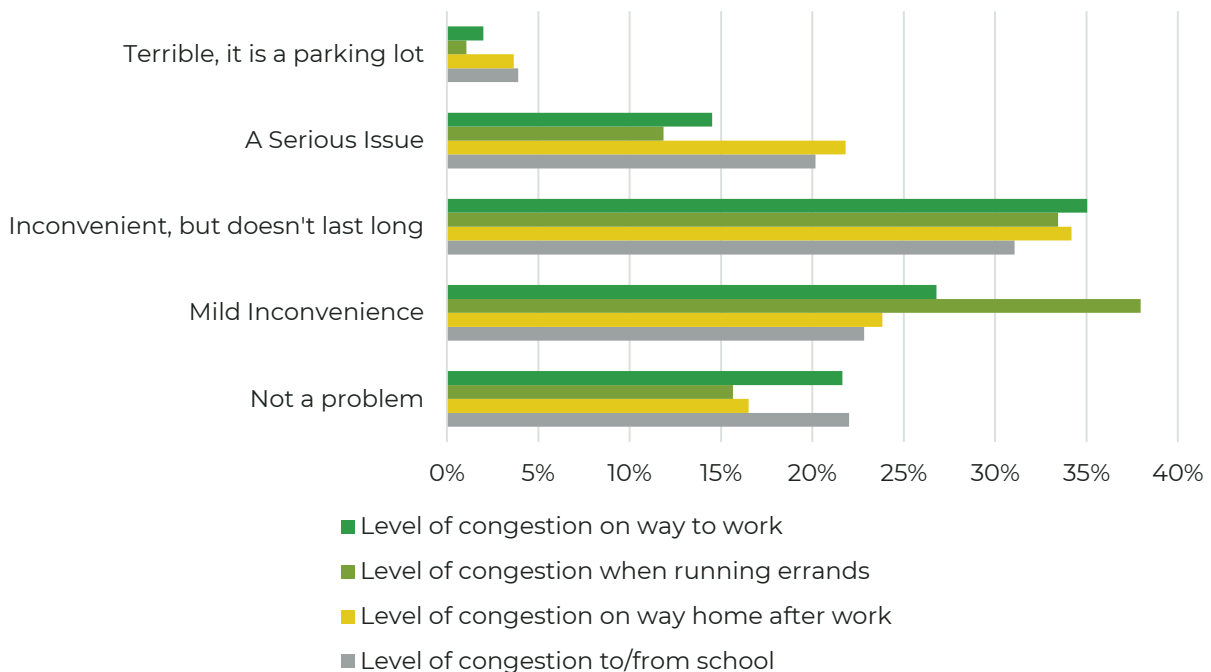
## How would you rate congestion in the region?

The survey included a series of questions about congestion, including the experience to work, from work, and for school/errands. These questions did miss asking what time of day these journeys typically happen. At the same time, the Census only asks about the journey TO work, so this was an effort to expand on that. The response to the OTO survey for congestion on the way to work, was that it is inconvenient, but doesn't last long, which was followed by a mild inconvenience. Over a fifth said it was not a problem.

In comparison, the journey home from work was still predominantly inconvenient, but doesn't last long, with mild inconvenience next, but serious and a parking lot did garner a higher response.

Congestion to/from school was also higher for serious congestion, though not dominant. It is recognized that school traffic can often be its own congestion, as well as part of a protracted PM peak.

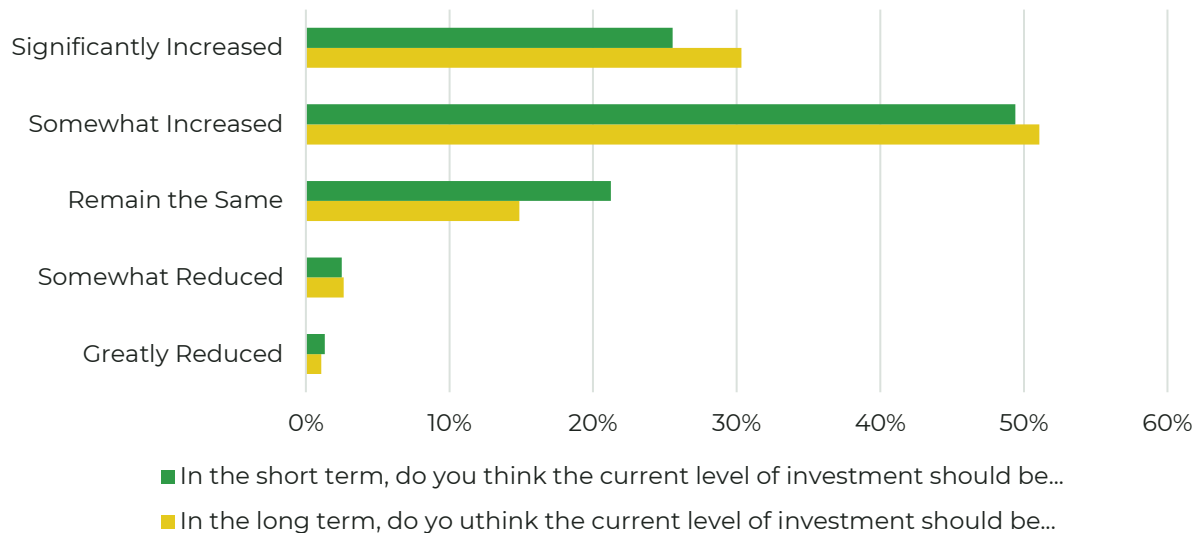
For errands, congestion was a mild inconvenience, as well as inconvenient, but doesn't last long, with a combined percentage of more than 70%. Fewer respondents also selected serious issue.



## Transportation Funding

Another series of questions asked about transportation funding. First, in the short term, the majority thought funding should be somewhat or significantly increased. It is recognized that this does not match how the vote has gone statewide, but it does mirror support for local tax initiatives.

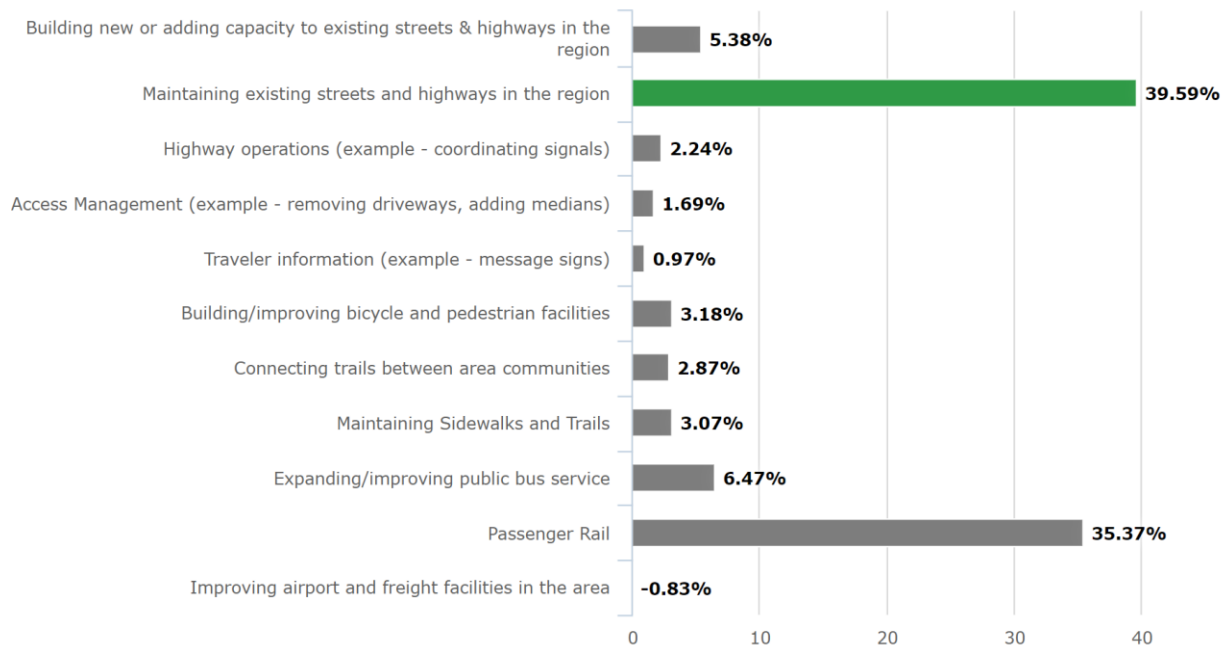
A greater number of people thought funding should be increased in the long term.



## How would you allocate \$100 of transportation funding among these categories?

Though the majority answered maintenance, nearly as many answered passenger rail, with significantly fewer dollars distributed to the other categories. Regarding passenger rail, would respondents be willing to pay \$X amount for a ticket, or do they think it will just cost that much. Beyond these two, though, the next two are adding capacity and improving transit. Interestingly, only \$9 of the \$100 were allocated to bicycle and pedestrian improvements, while those have been a priority elsewhere. It could be a function of what the perceived costs are.





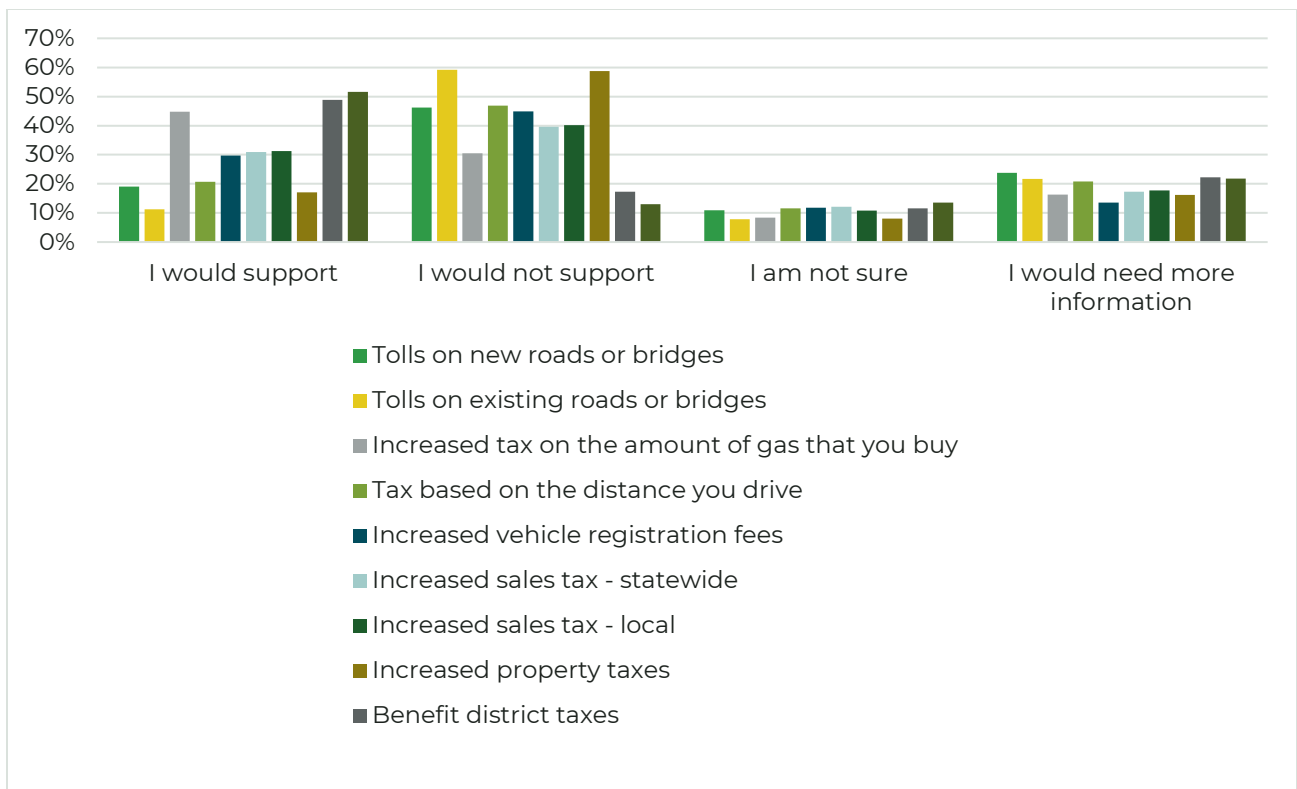
TODO

Learn more about the desire for passenger rail.

Please rate your support for the following sources of additional funding for transportation.

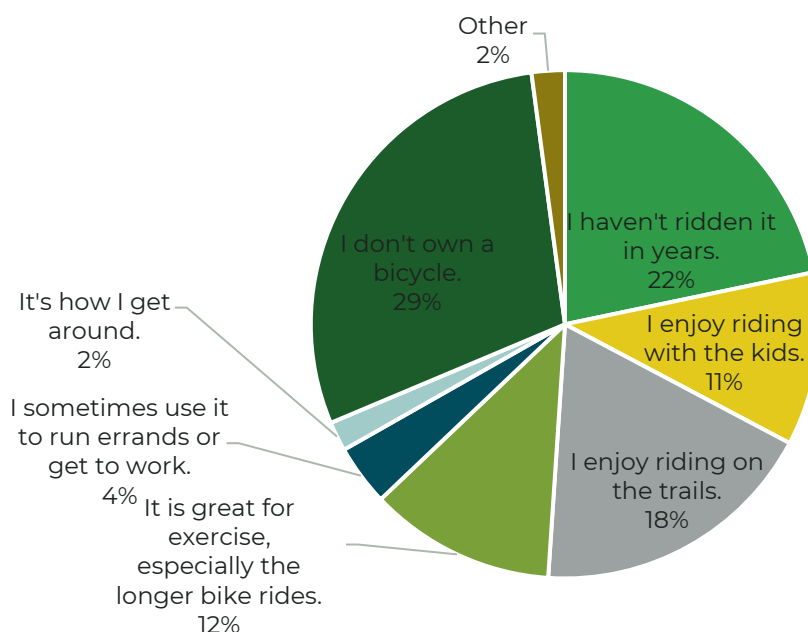
For further analysis, the survey looked at support for various funding mechanisms. Generally, most funding types were not supported or required more information for a decision. Though a majority supported it, only 45% would support an increased gas tax. Consistently 20% are asking for more information, so any funding proposal should be accompanied by a good information campaign. A VMT tax is definitely not supported by survey respondents. Overwhelmingly, increased property taxes were not supported. TDDs and impact fees did receive some support.

Interestingly, about 75% supported an increase, but hardly 50% supported any one solution. The challenge is how to raise the funding when there is not consensus on the method.



### If you own a bicycle, how do you use your bicycle?

Another set of questions asked about bicycling. Nearly 30% said they don't own a bicycle, but of those that do, the majority use it for recreation or exercise. Very few use it for transportation. Based on the "Other" answers, it appears very dependent on where people live and work.



In what Zip Code is your main job site located? What is your home Zip Code? What best describes your gender? Which range best matches your age? What best describes your race? Are you of Hispanic, Latino, or Spanish origin?

The survey then asks about home and work zip codes, as well as demographics. Respondents were evenly split between male and female, as well as among the age ranges, with a few less in the college ages. The majority of respondents were white, with a few of Hispanic origin.

TAB 3

## Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming”[§1203; 23 USC 150(a)].

### National Performance Goals

With this, seven national performance goals were established for the Federal-aid highway program. From these seven goals, seventeen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

#### 1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

- a. Number of fatalities
- b. Rate of fatalities per 100 million vehicle miles traveled
- c. Number of serious injuries
- d. Rate of serious injuries per 100 million vehicle miles traveled
- e. Number of non-motorized fatalities and non-motorized serious injuries

#### 2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

- a. Percentage of NHS Bridges Classified as in Good Condition
- b. Percentage of NHS Bridges Classified as in Poor Condition
- c. Percentage of Pavements of the Interstate in Good Condition
- d. Percentage of Pavements of the Interstate in Poor Condition
- e. Percentage of Pavements of the non-Interstate NHS in Good Condition
- f. Percentage of Pavements of the non-Interstate NHS in Poor Condition

#### 3. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

- a. Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- b. Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

#### 4. System Reliability

To improve the efficiency of the surface transportation system

- a. Performance of the interstate system
- b. Performance of the NHS excluding the interstate system

5. Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

- a. Freight movement on the interstate system

6. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

- a. On-road mobile source emissions

7. Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Plus two transit performance goals with four measures:

1. Transit state of good repair

- a. Equipment (non-revenue service vehicles) State of Good Repair
- b. Facilities State of Good Repair
- c. Infrastructure State of Good Repair
- d. Rolling Stock State of Good Repair

2. Transit safety performance criteria and vehicle safety performance standards

Once MoDOT sets targets, OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project programming. These regional targets will be reflected in a performance measures report, as discussed below. They will also be incorporated into the System Performance Report, found in Appendix 8.

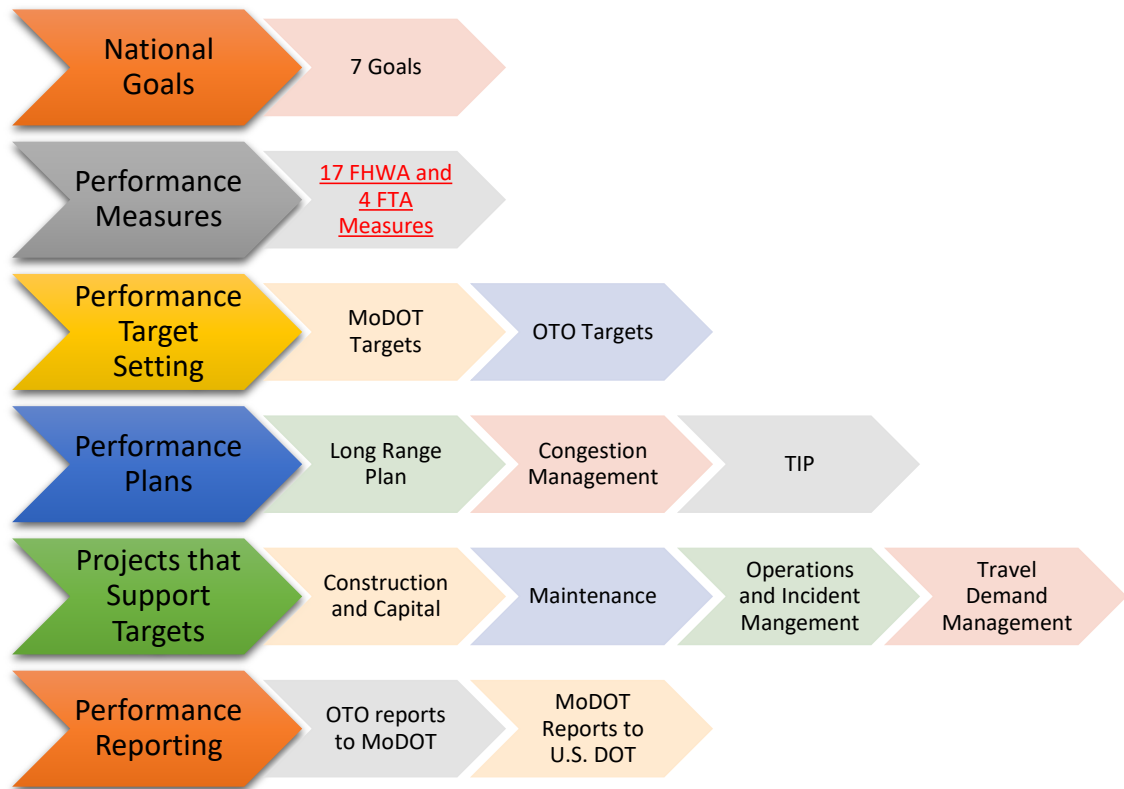


Figure 3-1: Performance Management Process

### Regional Performance Goals

With *Journey 2035*, the OTO developed eleven performance measures, providing a benchmark for the region in terms of safety, system performance, and public health. OTO produces an annual report, indicating the current trend for each measure. The 2014 Annual Performance Measures Report is included in the Appendix. (By the time of Plan adoption, the 2015 report will be available and will replace the information shown in the table below.)

As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.

Table 3-1: OTO Performance Measures

Performance Measure	Target
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes
Modal Balance	Decrease “Drove Alone” to 75 percent for the region by 2035
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035
Average Commute Time	Keep the average commute time less than 25 minutes by 2035
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects

Throughout this process, OTO has encountered challenges in reporting performance. Data is not always available for each desired measure or timeframe. The disparate sizes of the OTO communities dictate which American Community Survey timeframes are available. Other data is not collected annually, meaning it does not change from one report to the next. The MAP-21 requirements, carried into the FAST Act, only stipulate that reports are made with the update of the long range transportation plan.