

2021

State of Transportation



OZARKS TRANSPORTATION ORGANIZATION



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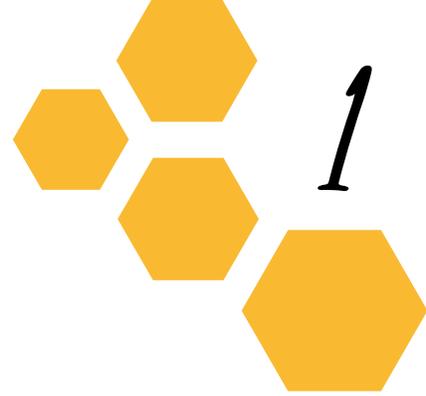
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A note...

From Executive Director Sara Fields, AICP



Resilience is defined as the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The OTO region has proven resilient and in that preparation, ready for future opportunities.

For the first time in 25 years, the state Legislature, with the signature of the Governor, raised the gas tax - adding 2.5 cents per year over five years, from 17 cents per gallon to 29.5 cents per gallon. On November 15, 2021, President Biden signed a new surface transportation authorization bill into law as part of the Infrastructure Investment and Jobs Act. This bipartisan infrastructure law increased funding to states and MPOs, in addition to creating new discretionary funding opportunities.

Also in 2021, OTO adopted a new long range transportation plan, *Destination 2045*. The Plan presents clear goals, creates an investment plan, and includes an action plan that will all help the region take advantage of these new funding opportunities.

If success is where preparation and opportunity meet, then the OTO region is ready to look forward and create an excellent regional transportation system.



Stay safe,
Sara J. Fields



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Destination 2045

On September 16, 2021, the Ozarks Transportation Board of Directors adopted *Destination 2045*, the region's long range transportation plan. The culmination of a multi-year planning and public involvement process, *Destination 2045* sets out goals for the transportation system in 20 years, as well as action items for the next 5. Looking forward, safety will continue to be a number one priority, especially for bicyclists and pedestrians. New technologies, such as electric and automated vehicles, will be considered. Quality, attractive projects will be a must-have.

2045 Goals

Safe for all users on all modes

Asset management and fiscal responsibility

Connected, integrated, multi-modal system

Resilient and prepared for the future

Quality projects implementing best practices



Destination 2045



Learn more:

<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>

Performance Measures



OTO Targets

With the adoption of Journey 2035 in 2011, OTO also adopted performance measures and targets to track progress on mutually-agreed goals. Eleven measures were developed and are reviewed annually for progress. These measures address congestion, safety, development patterns, and system condition.

- Vehicle Miles Traveled per Capita
- Modal Balance
- Bicycle/Pedestrian Network Completion
- Disabling Injury and Fatality Rate
- Transit On-Time Performance
- Percent Housing Near Transit
- Average Commute Time
- Peak Travel Time
- Pavement Condition
- Bridge Condition
- Ozone Levels

National Targets

Since 2011, federal transportation law has required targets be set to address national priorities, as well. While OTO considers the trends and data for these measures, the region has so far elected to plan in support of the statewide targets set by the Missouri Department of Transportation.

MoDOT shares data and progress on these targets, while City Utilities provides additional data on transit safety. Depending on the target, revisions are made on a one-year, two-year, or four-year basis. OTO works with other MPOs around the state to provide feedback to MoDOT on assumptions and results. The OTO Transportation Improvement Program includes discussion on how OTO is planning and programming in support of the set targets. The long range transportation plan, *Destination 2045*, includes a system performance chapter reviewing progress since the prior plan update, at most, every five years.

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement and Economic Vitality
- Congestion Reduction (not OTO applicable)
- Transit Asset Management
- Transit Safety
- Environmental Sustainability
- Reduce Project Delivery Delays

Learn more:

<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>
<https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

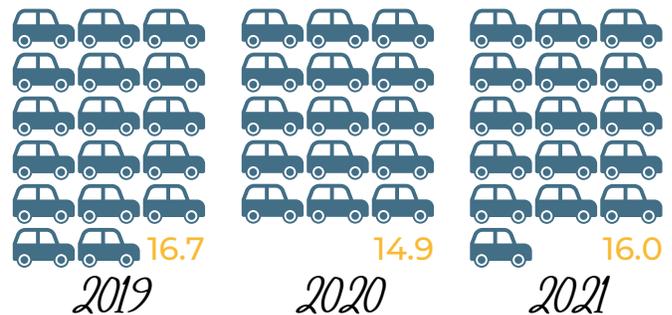
In 2020, traffic was significantly impacted by COVID-19 stay-at-home orders, prolonged at-home schooling, and remote work. This was not the case in 2021. Daily vehicle miles traveled per capita nearly returned to pre-COVID levels. AM congestion continued to decrease, though there was an uptick in the percentage of significantly delayed roads in the PM.

Commute times are derived from a five year sample and do include 2020, which is likely why improvements were seen in nearly every OTO community when comparing 2015-2019 and 2016-2020. In comparison to 2010-2014, commute times have generally decreased for most of the region, excepting Greene County, Republic, Springfield, and Strafford. A number of construction projects have been completed that should improve future commute times, though the construction the region has experienced over the past few years has likely had a slowing effect, as well.

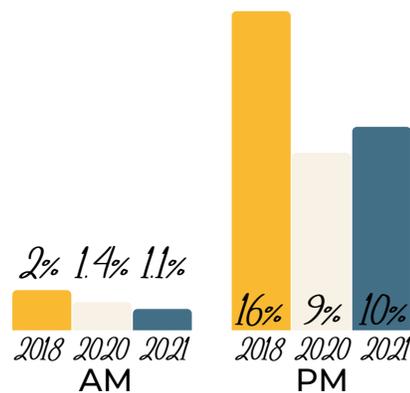
Work to keep traffic moving has kept Ozone values below the standard with the region continuing to stay in attainment.



Daily Vehicle Miles Traveled per Capita



Percent Significantly Delayed Roads





Project Highlights

Projects completed in 2021:

- US 60 at Route 174 Intersection in Republic - improvements in all directions, consolidating 60/413 and 60/174 into one intersection, and new sidewalk
- Mount Vernon Street (Route 14) in Nixa - widen to 5-lanes between Westminster and Estes (completed Spring 2021)
- Jackson Street (Route 14) in Ozark - widen to 5-lanes between 32nd Street and the Finley River Bridge, as well as improve the Jackson/NN/9th Street intersection (completed December 2021)

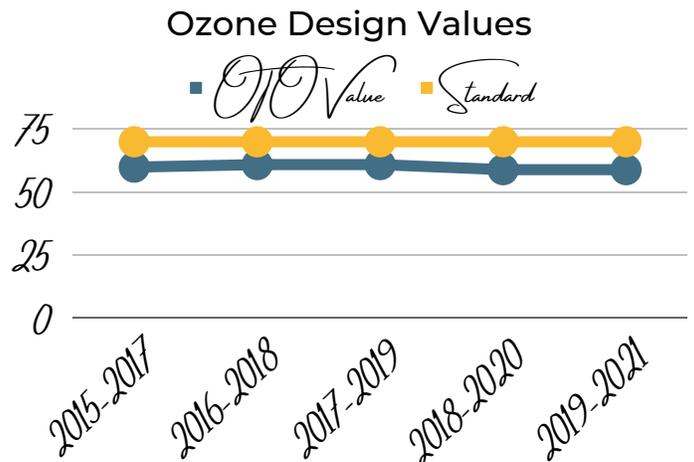
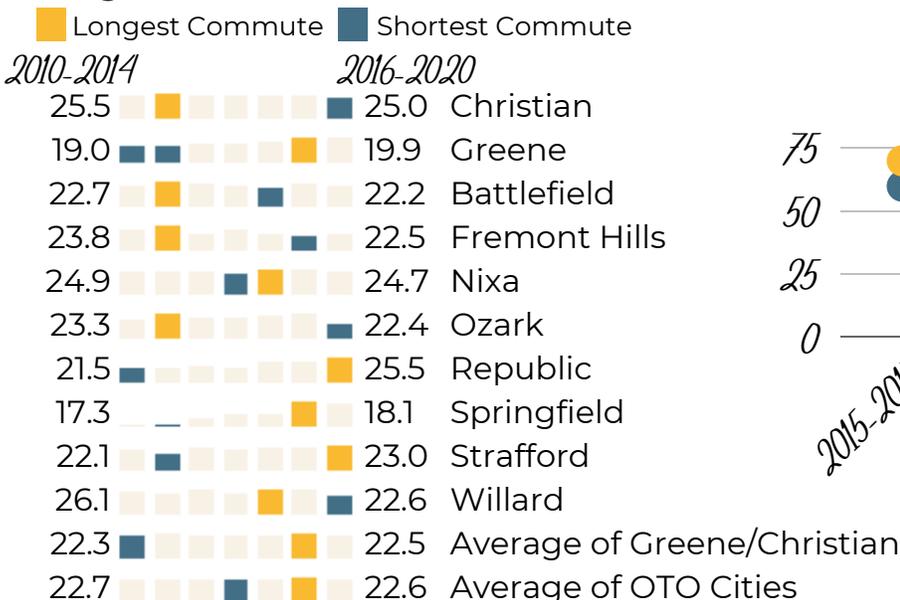
Projects started in 2021:

- US 60/James River Freeway in Springfield - add lanes in each direction between National and US 65
- Glenstone/Republic/Nature Center Way in Springfield - consolidate ramps with US 60 and add roundabout on Glenstone at Republic/Nature Center Way
- Mount Vernon Street (Route 14) in Nixa - widen to 5-lanes between Fort and Tiffany

There were also a number of ITS improvements that tend to be behind the scenes, though no less worth highlighting:

- MOU outlining City of Springfield and MoDOT responsibilities in the operation and maintenance of the Transportation Management Center
- Battery backups installed at 64 intersections
- Installed new CCTV cameras, bringing the total to 67 with 46 miles of coverage
- At Springfield-maintained intersections, new accessible pedestrian signals installed at 5 additional intersections for a total of 51 City-maintained signals
- Signal phasing and timing updates for safety and mobility improvements
- Deployed additional flashing yellow arrow left turn signal heads for a new total of 43 at City-maintained intersections

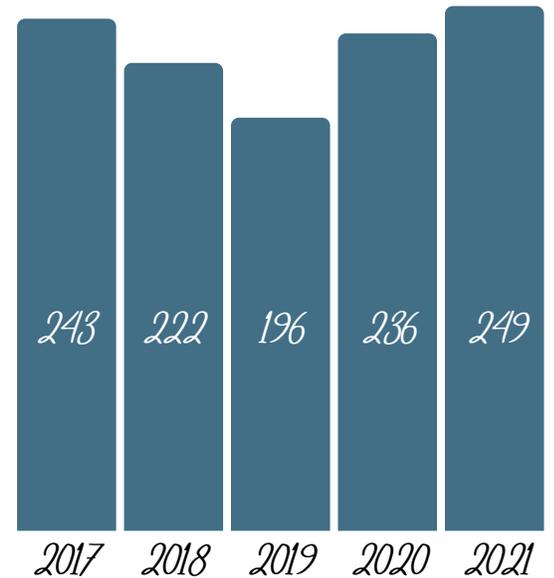
Change in Commute Times 2010-2020



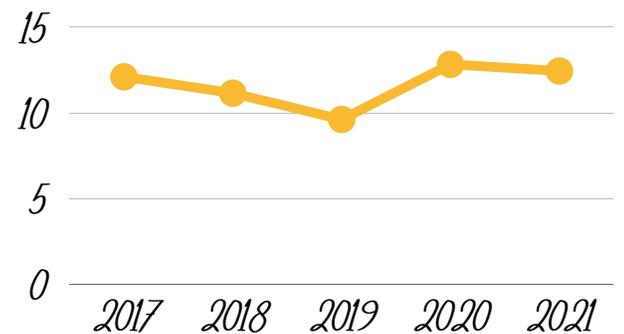
Fatal and disabling injury crashes were at their highest level since 2009. In 2021, the OTO region experienced 249 fatal and disabling injury crashes. Normalized to vehicle miles traveled, 2020 (which had a lower VMT) was a worse year, but not by much. Progress had been made to a new low in 2019. Not just a local issue, crashes were up statewide in 2021, with over 1,000 fatalities.

Crash rates continue to be a major prioritization factor, both in developing *Destination 2045's* investment plan and in the the annual OTO STIP prioritization process. Additional factors, such as removing at-grade railroad crossings, also earn projects points in prioritization.

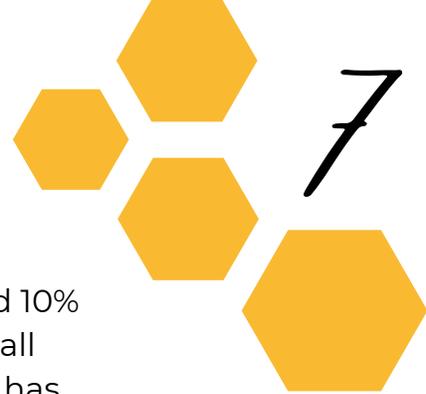
Disabling Injury and Fatal Crashes



Disabling Injury and Fatal Crash Rate



A 2021 report from QuoteWizard, using data from the National Highway Traffic Safety Administration and Insurance Institute for Highway Safety, showed that seatbelt usage in Missouri increased 10% to 88% between 2012 and 2019. The same data shows that 59% of all fatalities in 2019 were unrestrained, second in the nation. MoDOT has continued to promote their campaign, Buckle Up/Phone Down, encouraging safe and attentive driving.



Pedestrian- and bicycle-related crashes are also of concern. While distraction and impairment are identified in a number of these crashes, continuing to provide connected active-transportation facilities will only improve safety. See Mobility for projects that support these connections.

Pedestrian and Bicycle Fatalities



Springfield



MoDOT has adopted a Vision Zero policy, with a goal of zero fatalities by 2030 and zero serious injuries by 2040.

Learn more:

<https://www.savemolives.com/mcrs/show-me-zero>



In 2021, OTO continued to work toward implementing the regional trail system. Funding from the Coronavirus Response and Relief Supplemental Appropriations Act was programmed on three different sections of trail that will be built in the coming years - Wilson's Creek Boulevard trail along ZZ, Chadwick Flyer Phase II west of US 65 in Ozark, and Chadwick Flyer Phase III near Lake Springfield. OTO also worked with the City of Ozark to study where the Chadwick Flyer trail should cross US 65.

The OTO Board adopted *Towards a Regional Trail System*, which sets a goal of 45 miles of new trail by 2045, focusing on the regional trail network. To support this effort, secondary goals were set, including 6 miles of new trail every 3 years and \$6 million in new trail every 3 years.

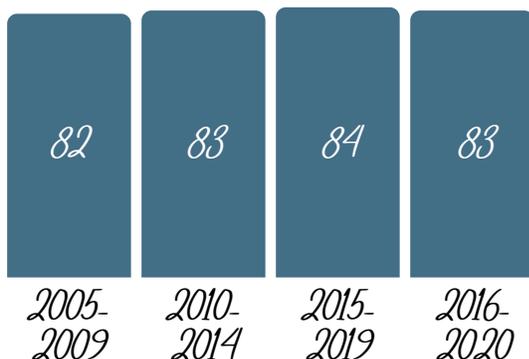
The active transportation network continued to improve in 2021, as well.

- Constructed 1,000 linear feet of multi-use trail along Lone Pine and Covington in Springfield
- Traffic calming streetscape at Pickwick and Cherry, with intersection bulb-outs, raised crosswalks, and new sidewalks
- Reconstructing 2,700 linear feet of Galloway Creek Greenway south of Sequiota Park
- Over 8 miles of new sidewalk throughout the region
- ADA improvements, including curb ramps and sidewalk

Programs continued to promote complete streets and safety throughout the year.

- SGF Yields, promoting pedestrian intersection safety
- Let's Go Smart Walk and Talks
- Better Block SGF demonstration projects

Commute - % Drive Alone



% Roadways with Sidewalk

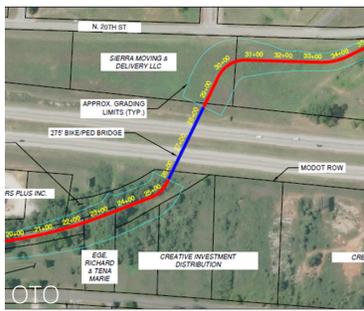
Goal of 35% by 2035, excepting Expys and Fwys



Miles of Trail Network

Goal of 80 miles by 2035



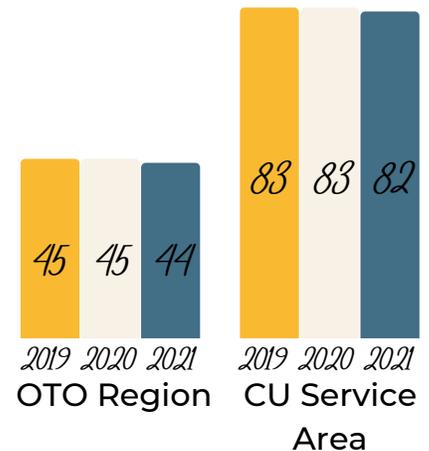


City Utilities Transit took delivery of two electric, zero-emission buses in July of 2021. This is the first step in a plan to get nearly a quarter of the CU transit fleet converted to electric in the next ten or twelve years.

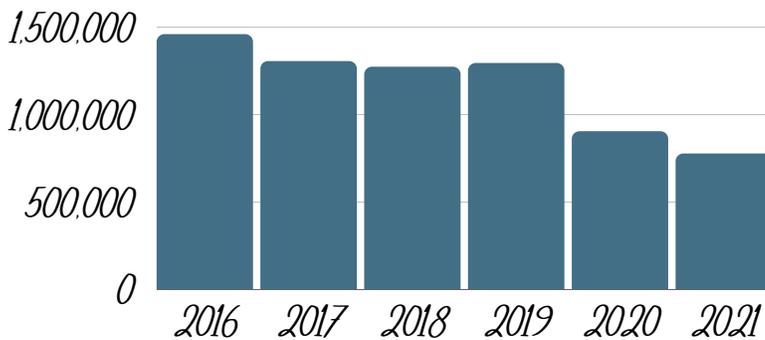
Density in housing near transit decreased with the CU Service Area, as well as throughout the OTO region. CU Transit is planning a route study, and implemented changes could impact this in the future. Greater housing diversity and density is also recommended in Springfield's draft comprehensive plan, *Forward SGF*. With time, this should improve access to transit, as well.

In 2016, with the opening of the new Transit Center, City Utilities implemented a system redesign of all routes. Generally, in the transit industry, route changes can result in a 20 percent reduction in ridership and take 2-3 years to recover. This recovery could be seen in 2019, however COVID-19's impact on 2020 (partial year) and 2021 (full year) is evident.

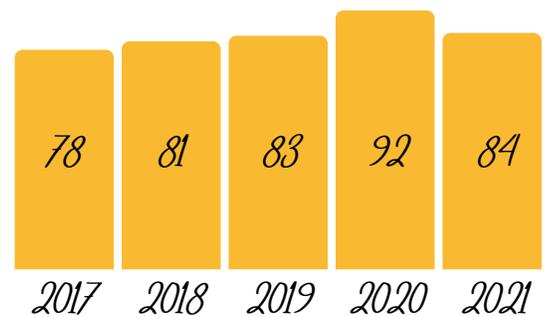
% Housing within 1/4-mile of Transit



Annual Unlinked Trips



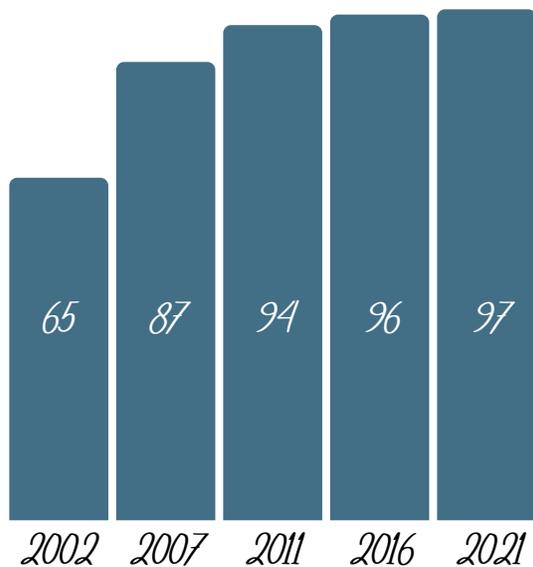
Transit On-Time Performance



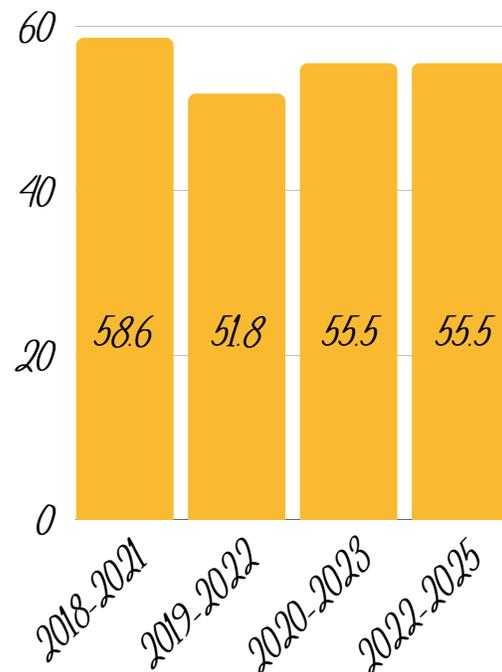
Asset management is key to maintaining an excellent transportation system. Projects that contribute to taking care of the system are programmed ahead of regional priorities. MoDOT maintains bridge and pavement plans that contribute to the overall asset management plan. In the past four 4-year Transportation Improvement Programs, over \$50 million has been dedicated to addressing system condition. About 140 lanes miles were resurfaced in 2021. This is in addition to roadway improvement projects that also replace pavement and bridges, resetting their maintenance lifecycle.

The results are evident in the percent of major roads in good condition at 97 percent and bridges in fair or better condition over 94 percent. Over half of the bridges in the OTO area are rated fair, with 15 percent one point away from being classified as poor. Many factors affect how a bridge is rated, but OTO is aware of the potential impact future bridge inspections could have on this current measure.

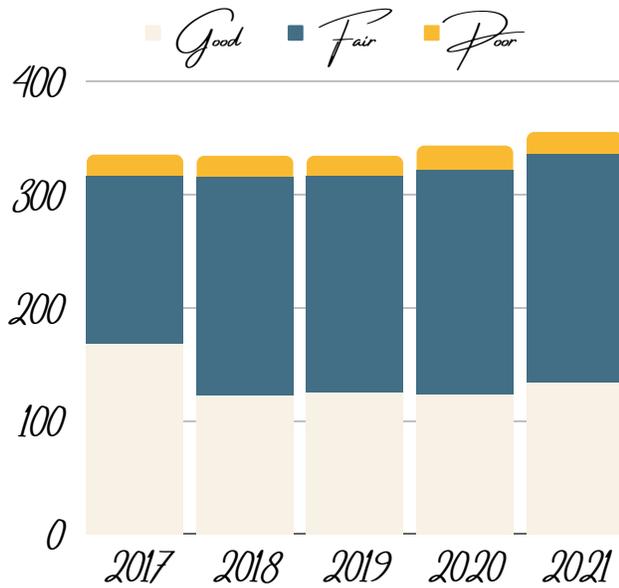
% Major Roads in Good Condition



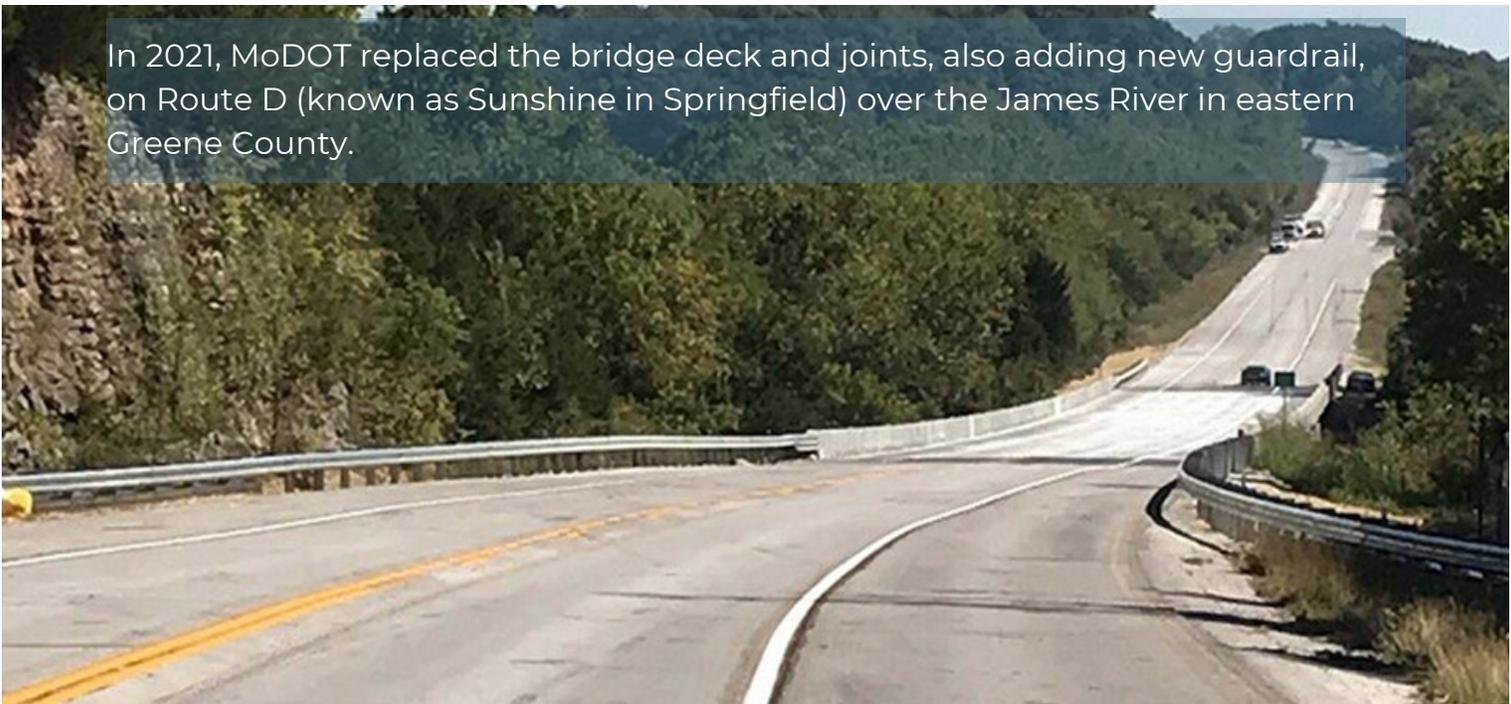
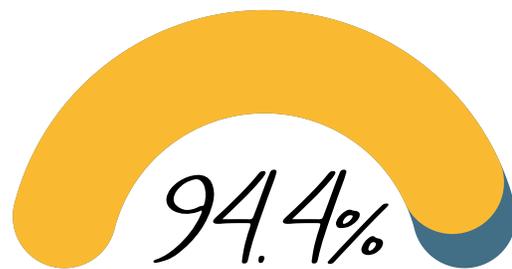
Asset Management Programmed Amount (\$) by TIP (in millions)



Number of Bridges by Condition



Bridge Condition Percent Bridges in Fair or Better Condition

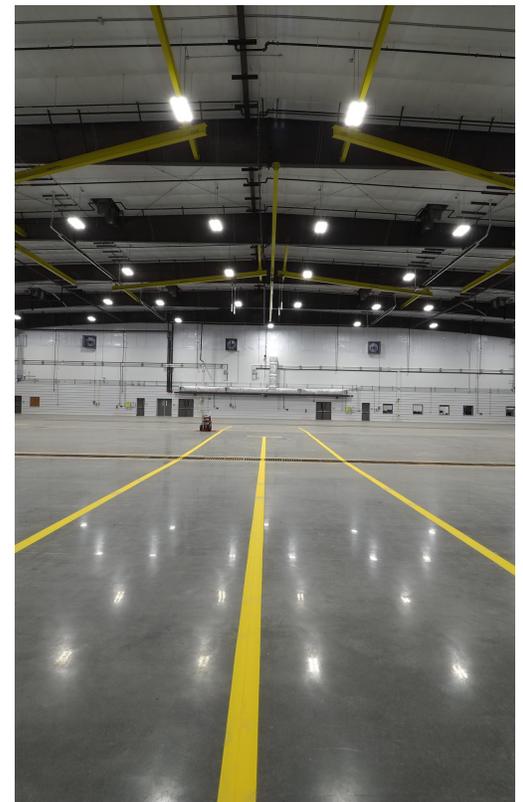


The Springfield-Branson National Airport celebrated many successes in 2021, showcasing a year of recovery. Passenger numbers improved 61 percent over 2020, and while not meeting the records set in 2019, it was still number four in terms of total passengers.

Starting in January, the US Customs Global Entry Enrollment Center opened. Global Entry allows for faster clearance through customs for pre-approved, low-risk travelers.

Envoy Air, Inc., a wholly-owned subsidiary of American Airlines Group, expanded its aircraft maintenance operations at the Airport by moving into a new and bigger facility. Envoy will now be able to service the more modern Embraer E-175 aircraft, providing room for overnight maintenance, as well as line maintenance for the daily American Eagle service to Charlotte, Dallas/Fort Worth, and Chicago.

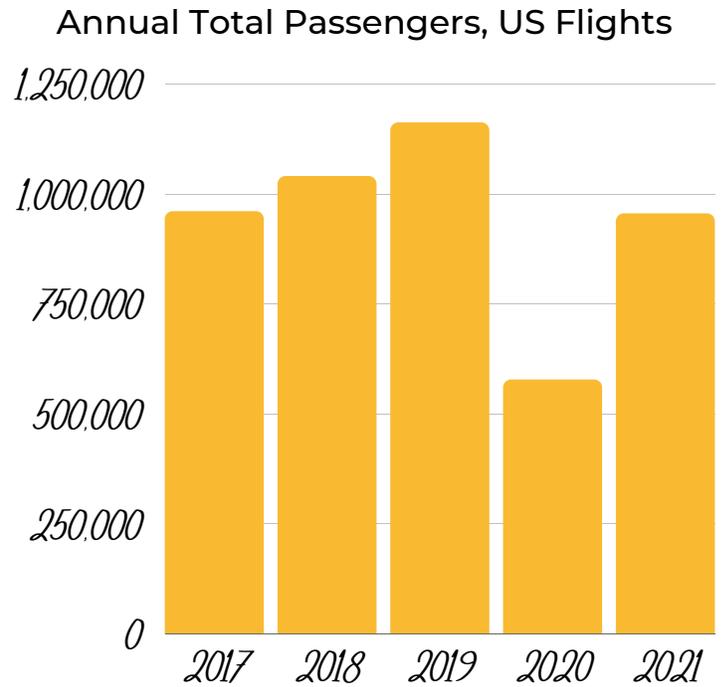
Allegiant added new service between Springfield and Austin, TX, Punta Gorda, FL, and Houston, TX. That puts the airport at a record 15 non-stop destinations.



Top 10 Destinations



- 1 Dallas/Fort Worth, TX
- 2 Atlanta, GA
- 3 Chicago, IL
- 4 Charlotte, NC
- 5 Denver, CO
- 6 St. Petersburg, FL
- 7 Houston, TX (IAH)
- 8 Phoenix, AZ
- 9 Sanford, FL
- 10 Las Vegas, NV



Cargo up over 20% compared to 2020

Other Destinations

- Austin, TX
- Los Angeles, CA
- Destin, FL
- Punta Gorda, FL
- Houston, TX (HOU)



OZARKS TRANSPORTATION ORGANIZATION

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

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