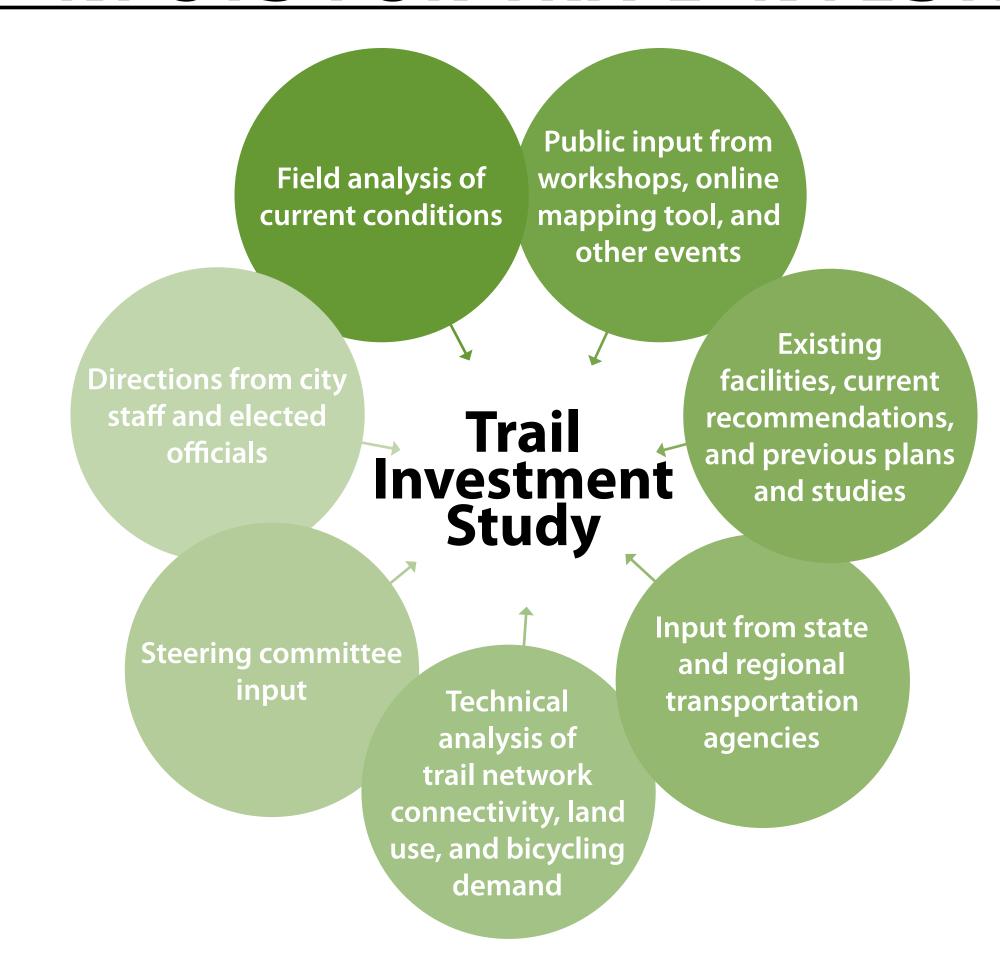
### WHAT IS THE TRAIL INVESTMENT STUDY?

The Ozarks Transportation Organization (the OTO), the Springfield metro area's regional transportation planning organization, is embarking on a study to refine and prioritize more than 70 miles of planned trail alignments recommended in previous plans and studies. When complete, the **Trail Investment Study** will serve as the region's blueprint for trail and greenway investments for the coming years. Critical steps in the study process include property and easement inventory, refinement of conceptual alignments, development of cost estimates for trail design and construction, prioritization of planned trail segments, and documentation of environmental conditions along each trail corridor.

As part of the study process, the OTO wants to hear from you! There are numerous ways you can get involved in the study, from attending open house events to adding ideas to the online interactive map to reviewing draft documents as they are uploaded the study website - **www.ototrailstudy.org**. Your input is important, so we encourage you to learn more about this study and provide your feedback to help build a safe, accessible, and connected trail network for the Springfield region.

### KEY INPUTS FOR TRAIL INVESTMENTS



### PROJECT TIMELINE

 Second Community Workshops (Trail Prioritization)
Wednesday, June 21st from 4:30 - 7:00 pm

Frisco Room, Library Station, Springfield

Easement & Ownership Inventory

March 2017

Refine Trail Alignments April 2017 Develop Cost Estimates May 2017 Implementation Prioritization
June 2017

Draft Study Completion July 2017



## OZARKS TRANSPORTATION ORGANIZATION TRAIL INVESTMENT STUDY

THE TRAIL INVESTMENT STUDY WILL CREATE A PATH FOR COORDINATED TRAIL DEVELOPMENT FOR YEARS TO COME. THE STUDY AIMS TO ACHIEVE THE FOLLOWING GOALS RELATED TO TRAIL PLANNING, DESIGN, FUNDING, AND PRIORITIZATION.

PLACE A STICKER NEXT TO THE GOALS THAT ARE MOST IMPORTANT TO YOU.

Create an interconnected network of trails and greenways to connect people and places across the region

Prioritize trail investments to generate the greatest impact

Define opportunities, constraints, and project costs

Support diverse and sustainable transportation choices

Prepare environmental documentation for future trail development

Support healthy, efficient, and attractive connections throughout the region

Strengthen collaborative planning among local government agencies

Support economic development





## BENEFITS OF TRAILS

### **OZARKS TRANSPORTATION ORGANIZATION** TRAIL INVESTMENT STUDY



A Charlotte, NC, study found that residents who switched to walking to and using light rail for their commute weighed an average of 6.5 pounds less than those who continued to drive to work.

of cyclists increased 25%,

City of Seattle Department of Transportation - Stone Way N

Rechannelization: Before and After Study

Walking & Bicycling

Harris Interactive, 2007)

ransportation funding than the reality of current budget allocation.

decreased 80%

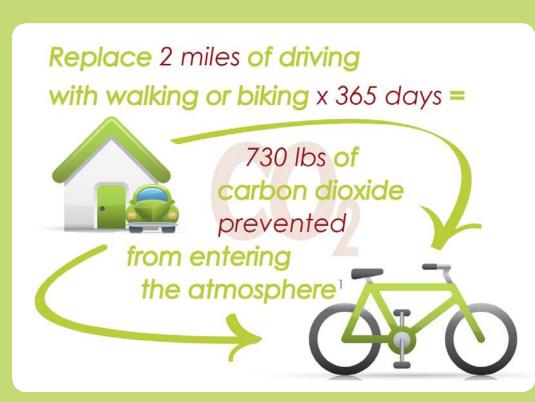
dropped 14%

**Americans' Choices for** 

**Transportation Funding** 

*American Journal of Preventive Medicine 39(2): 105-112.* 

Walking and bicycling facilities promote an active, healthy lifestyle.



Sidewalks, bike lanes, paths, and greenway trails help to reduce vehicle emissions, fuel consumption, and congestion. Thirty percent of Missouri adults are either overweight or obese. Fourteen percent of Missouri children are either overweight or obese.

30%

The Katy Trail, which spans the state of Missouri, generates \$18.6 million in local revenue from the 400,000 annual users.

Businesses, residents, and visitors consider

quality of life factors like walkability and

bikability when choosing locations to settle.

Springfield needs to better position itself to

take advantage of this economic opportunity.

An initial investment of \$6.7M in walking and bicycling facilities has generated \$60M in annual bicycle-related tourism revenue in the Outer Banks, North Carolina.



ECONOMIC BENEFITS

Walking the Walk

**Average Annual Cost of Ownership and Operation** 

Bike - \$308 Car - \$8,698

# HEALTH + ENVIRONMENTAL BENEFITS

ACCESSIBILITY + MOBILITY BENEFITS

Walking and Bicycling facilities provide efficient commuting options.



Walking and biking infrastructure is among the most cost-effective forms of transportation investment.

67%

lane was installed on a South Carolina bridge, 67% of users indicated that their activity levels had increased since the opening of the lane.

McCarthy, D., 2009 - "Wonder's Way Bike Pedestrian Pathway on the Arthur Ravenel, Jr. Bridge: A Successful Model for Facilitating Active Living in Lowcountry South Carolina"

Infrastructure Improvements and

Safety tall sidewalk along

stall refuge islands

onvert unsignalized ersection to roundabout

tall countdown signals

Federal Highway Administration. Desktop Reference for Crash Reduction Factors. http://safety.fhwa.dot.gov/

**27%** pedestrian crash reduction rate 25% pedestrian crash reduction rate

36-40% bicyclist crash reduction rate

Missouri **Perspective:** Missouri is the 19th most dangerous state for bicycling in the nation and 28th most dangerous state for walking.

> Based on per capita fatality rates from 2009-2011 data. Alliance for Walking and Biking. Alliance Benchmarking Report (2014). http:// www.bikewalkalliance.org/resources/benchmarking

Stay in the loop with study updates! Visit: www.ototrailstudy.com









# CONNECTIONS TO TRAILS

### **OZARKS TRANSPORTATION ORGANIZATION** TRAIL INVESTMENT STUDY

Not all trails can connect directly to the region's many destinations. What kinds of improvements would you like to see to make it easier to get to and from trails and greenways? Let us know by placing a sticker in the box of each preferred improvement.

#### TRAFFIC CALMING



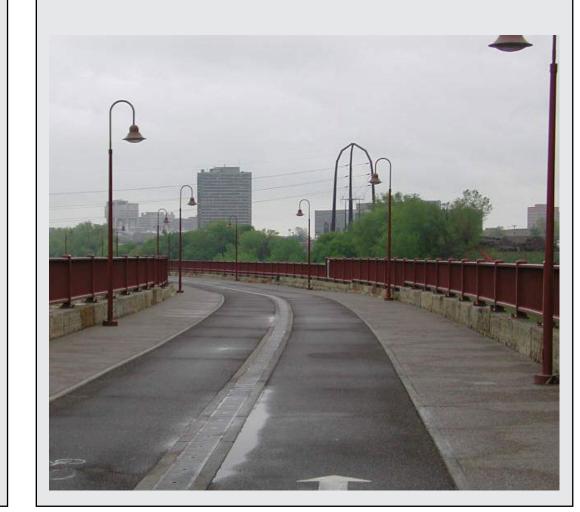




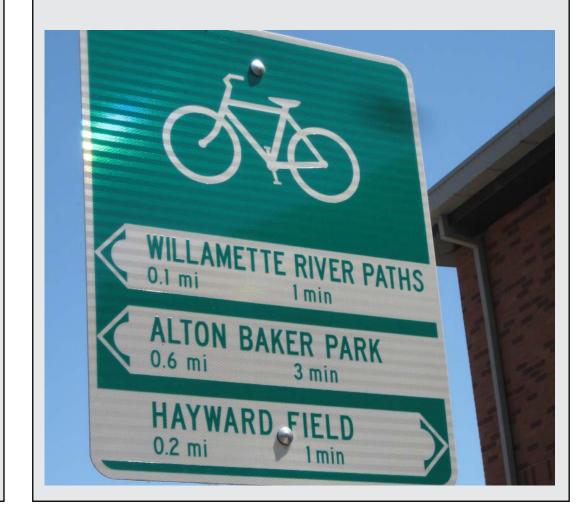
WAYFINDING











BICYCLE PARKING

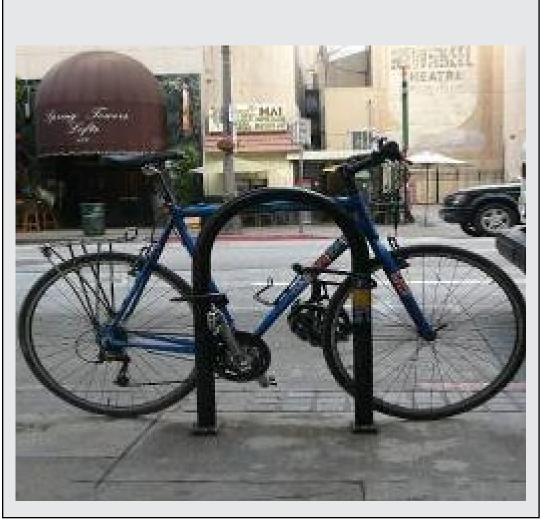
BICYCLE BOULEVARDS (LOW-SPEED, LOW-VOLUME, FAMILY-FRIENDLY STREETS)

BIKE LANES & BUFFERED BIKE LANES



**SIDEWALKS** 

**BICYCLE-FRIENDLY** INTERSECTIONS



















## ALIGNMENT EVALUATION

### **OZARKS TRANSPORTATION ORGANIZATION** TRAIL INVESTMENT STUDY

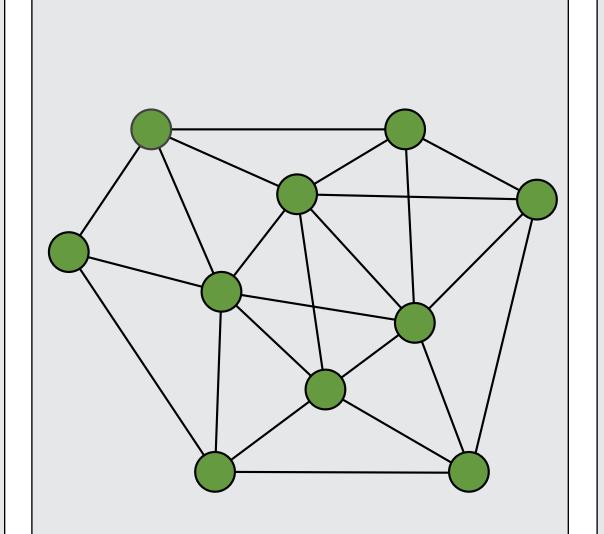
Each planned priority trail is represented by a line on the map, or alignment. These alignments are

being refined as part of this study to better reflect opportunities and constraints along the corridor, like available right-ofway and easements, nearby destinations, and topography.

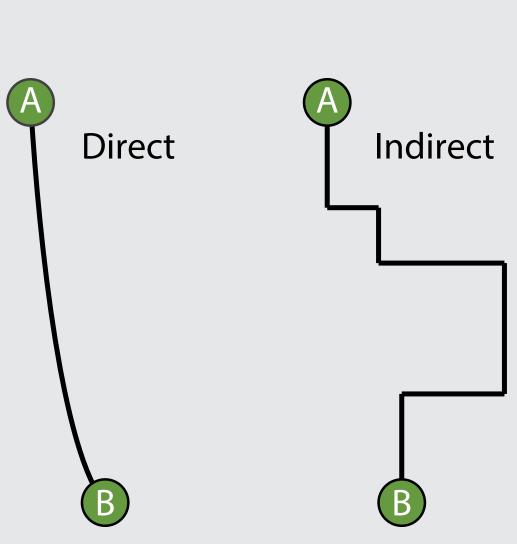
Measurable evaluation criteria are important for both determining the final alignment of each priority trail segment and ranking each segment in order of importance.

We need your input to help determine which evaluation criteria are most important to the community. Let us know which evaluation criteria are important to you! Place a sticker next to the evaluation criteria that matter most to you.

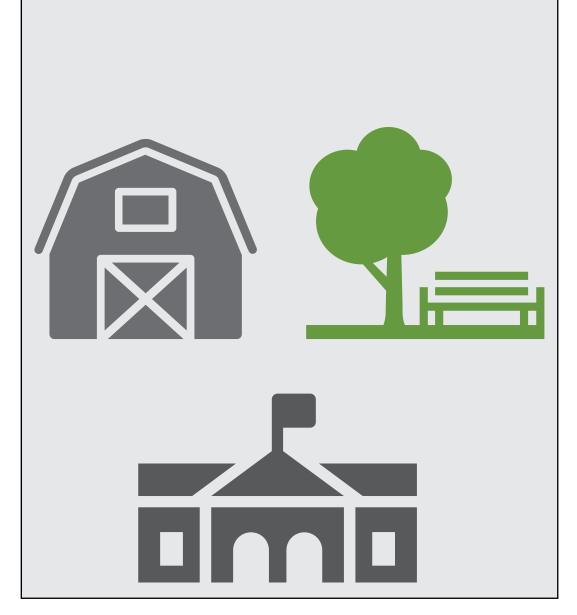
### **NETWORK** CONNECTIONS



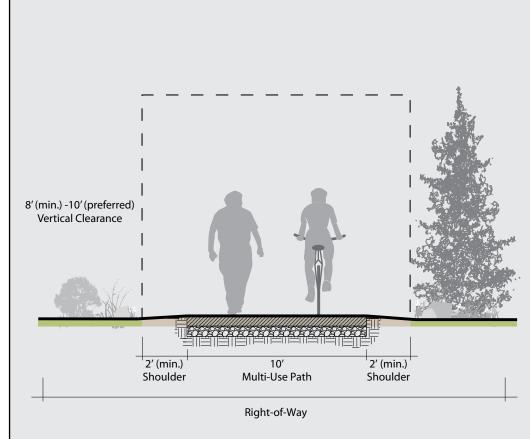
### ROUTE DIRECTNESS



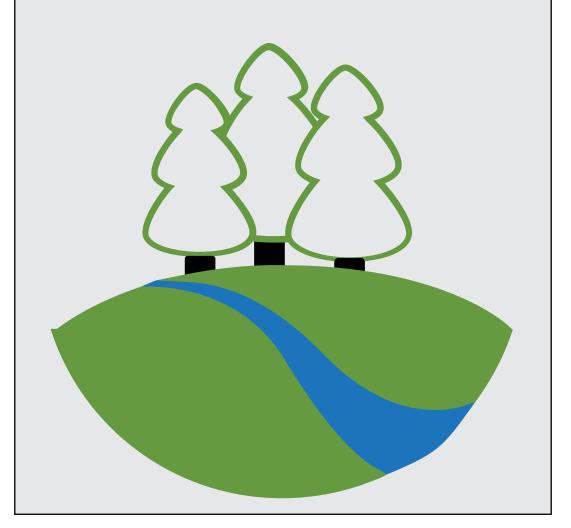
#### CULTURAL & NATURAL RESOURCES



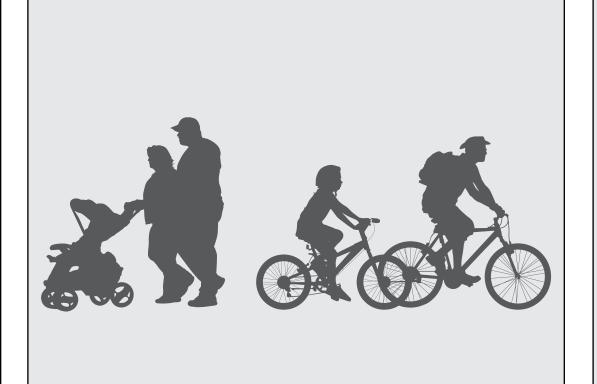
#### OWNERSHIP & RIGHT-OF-WAY



#### ENVIRONMENTAL CONDITIONS



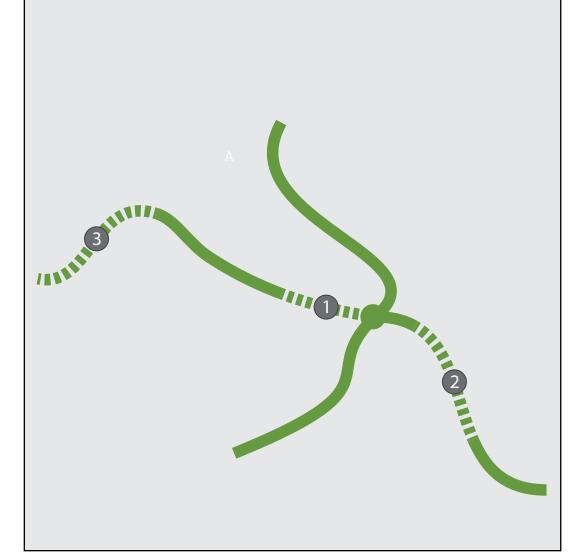
#### ENHANCES BICYCLING & WALKING



#### **USER EXPERIENCE**



### LOGICAL SEGMENTS



#### COST



FACTORS TO CONSIDER FOR

ALIGNMENT EVALUATION













# TRAIL TYPOLOGIES

## OZARKS TRANSPORTATION ORGANIZATION TRAIL INVESTMENT STUDY

## URBAN

**PERMITTED USES** 



#### DESCRIPTION

- Within urban core and integrated into roadway infrastructure
- Very constrained in rights-of-way
- Can be mix of facility types including on street bike facility, sidewalk, or combination
- Include ample connections to multiple destinations

MATERIALS
CONCRETE, ASPHALT

**EXAMPLES** 





## SUBURBAN

PERMITTED USES



#### **DESCRIPTION**

- In developed areas with less right-of-way constraints
- Often connecting parks, schools, and residential neighborhoods
- Commonly sidepath facility

MATERIALS
CONCRETE, ASPHALT

**EXAMPLES** 





## RURAL

**PERMITTED USES** 



#### **DESCRIPTION**

- Very remote trails with limited connections
- Often agricultural
- Can provide unique, pastoral experience
- Consider surfacing alternatives for long term phasing

**MATERIALS** 

ASPHALT, CRUSHED LIMESTONE

**EXAMPLES** 





### RAIL

**PERMITTED USES** 



#### DESCRIPTION

- Can be urban, suburban, or rural
- Most conflicts in industrial and urban areas
- Often have property acquisition constraints
- Can be a rail-to-trail project along an abandoned rail corridor, or a rail-with-trail adjacent to an active rail corridor

<u>MATERIALS</u>

CONCRETE, ASPHALT, CRUSHED LIMESTONE

**EXAMPLES** 





## RIPARIAN

**PERMITTED USES** 



#### DESCRIPTION

- Most often suburban or rural
- Urban creek corridors in Springfield are either capped or channelized, presenting significant challenges for trail development
- Often present the most significant development and permitting constraints

**MATERIALS** 

CONCRETE, ASPHALT, BOARDWALK, CRUSHED LIMESTONE

**EXAMPLES** 



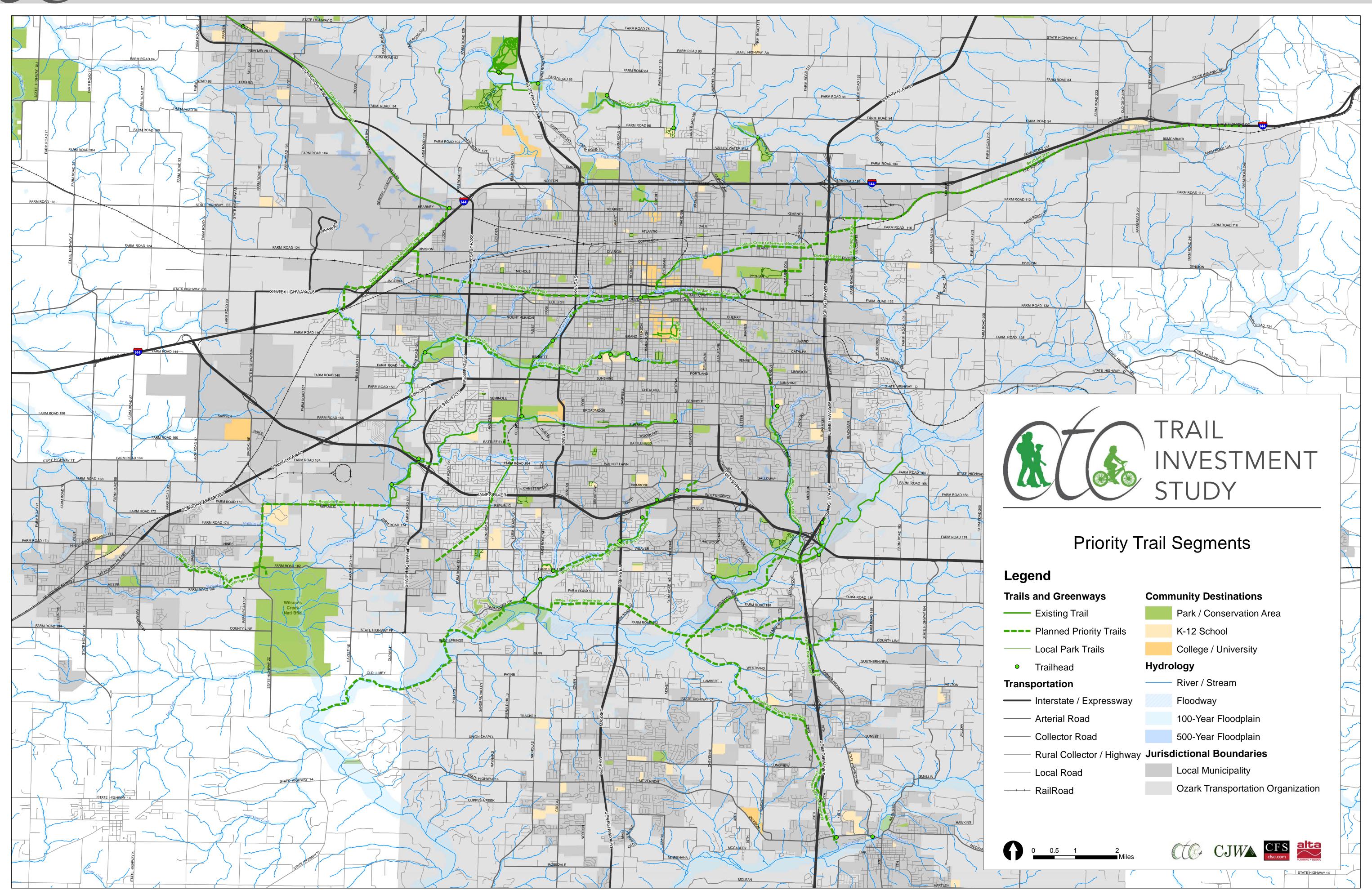


#### **SELECT YOUR PREFERENCE:**



## STUDY AREA MAP

## OZARKS TRANSPORTATION ORGANIZATION TRAIL INVESTMENT STUDY





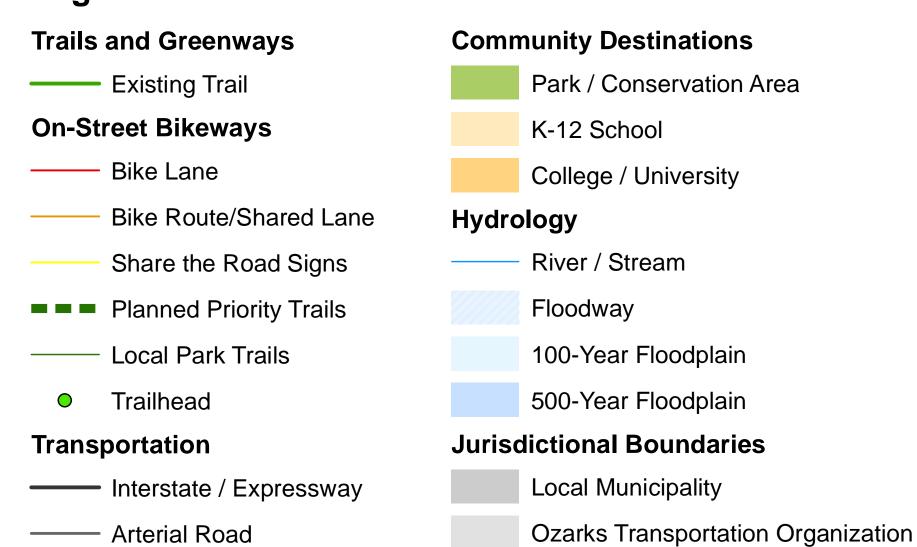
## NORTHWEST AREA MAP

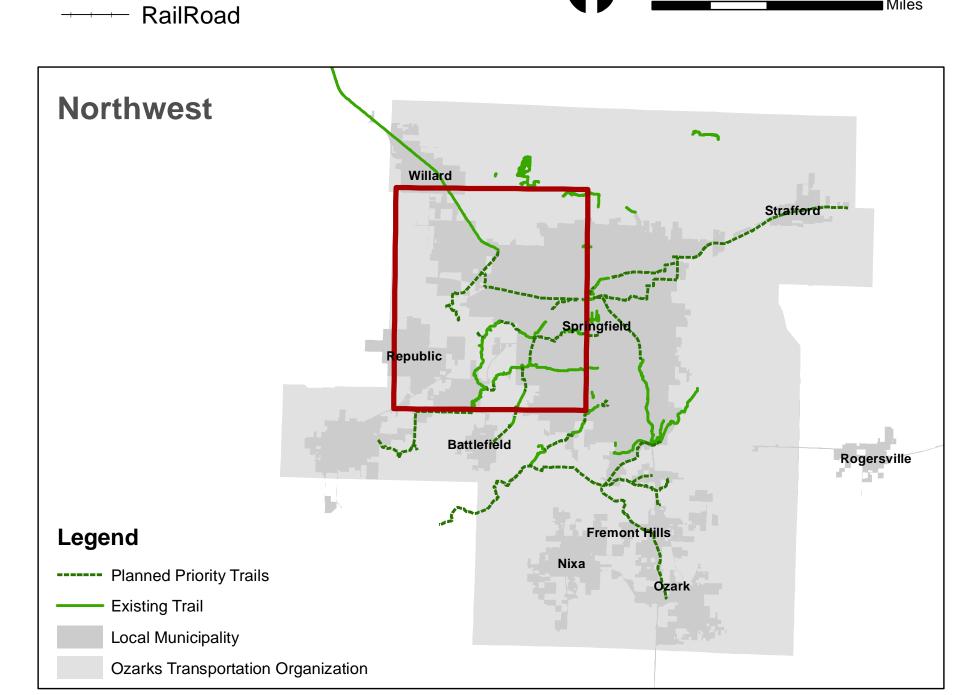
#### Legend

Collector Road

Local Road

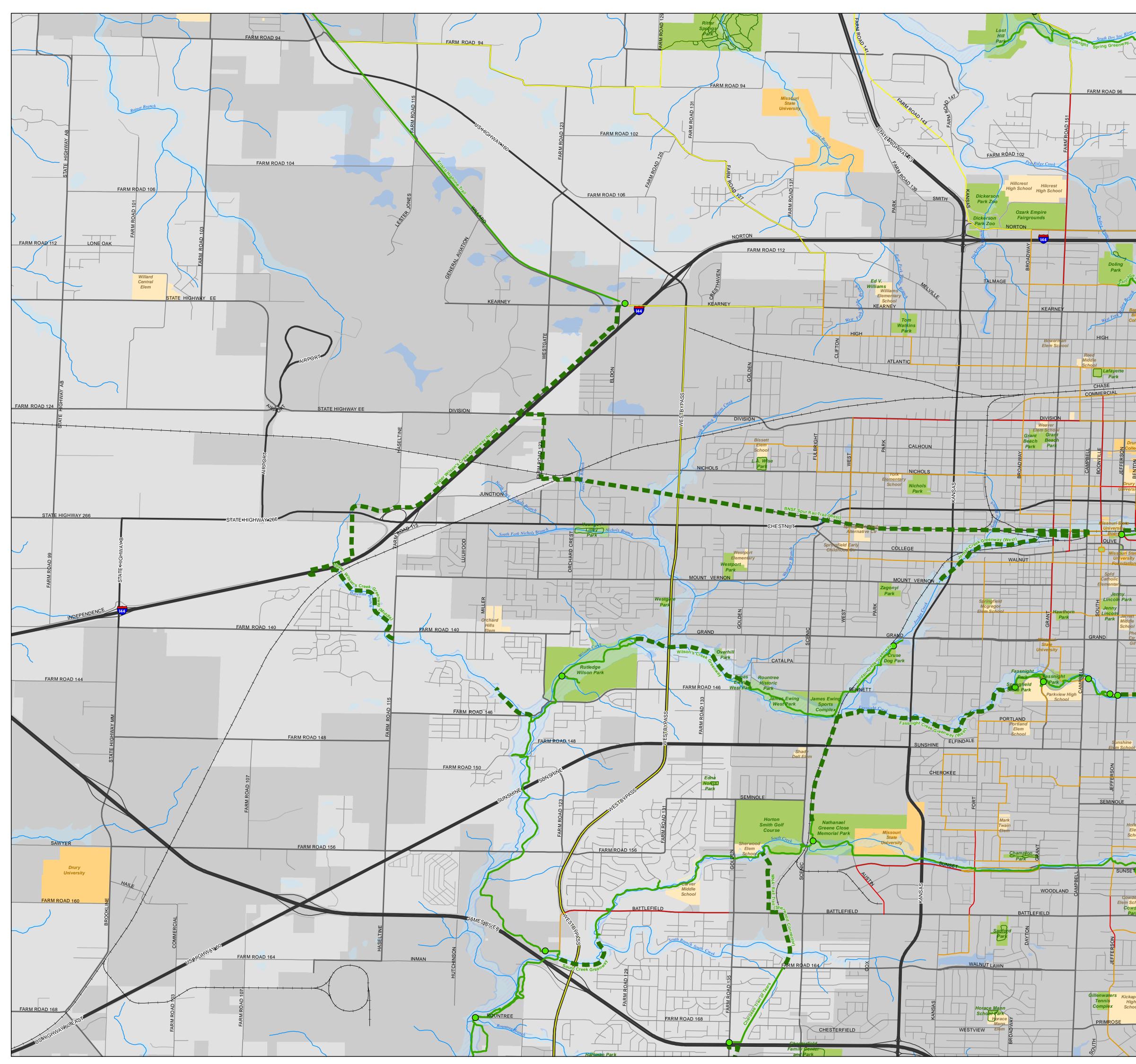
Rural Collector / Highway





0 0.25 0.5







## NORTH CENTRAL AREA MAP

#### Legend

#### Existing Trail

**Trails and Greenways** 

**On-Street Bikeways** 

Bike Lane

Bike Route/Shared Lane

Share the Road Signs

Planned Priority Trails

Local Park Trails

Trailhead

#### **Transportation**

Interstate / Expressway

—— Arterial Road

Rural Collector / Highway

Local Road

----- RailRoad

#### **Community Destinations**

Park / Conservation Area

K-12 School

College / University

#### Hydrology

River / Stream

Floodway

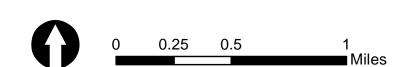
100-Year Floodplain

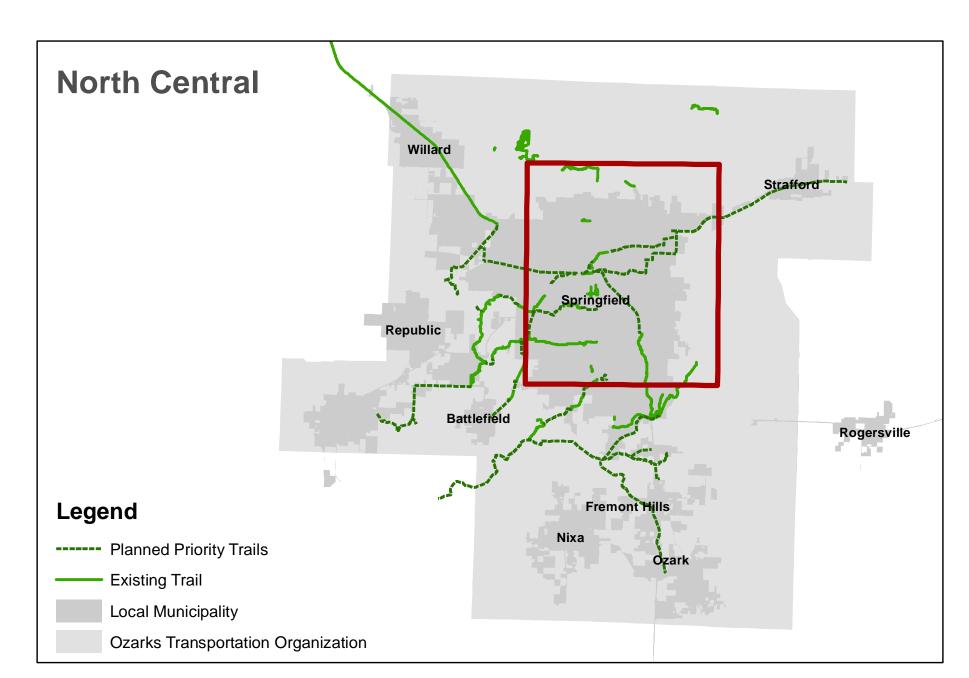
500-Year Floodplain

**Jurisdictional Boundaries** 

Local Municipality

Ozarks Transportation Organization





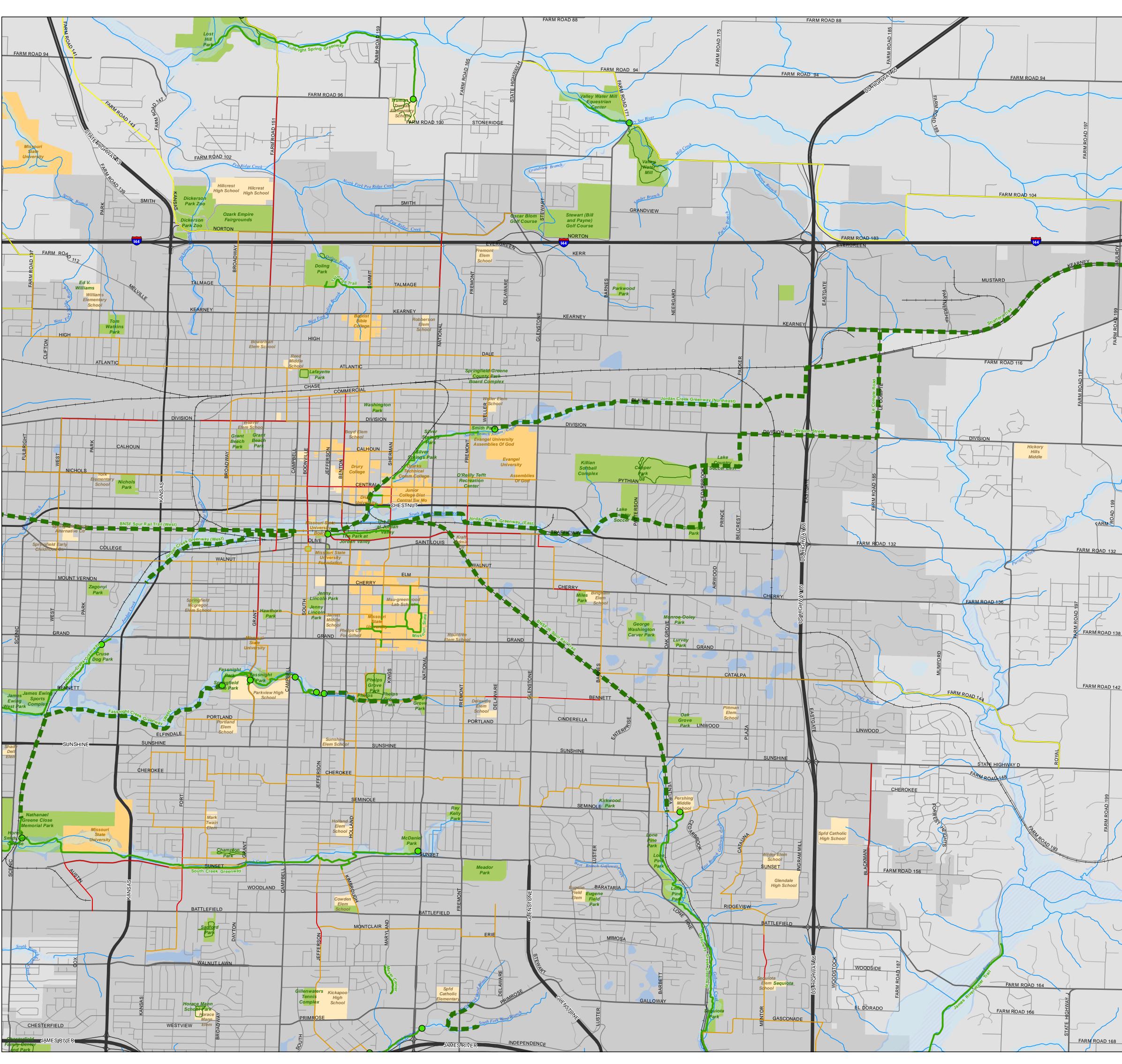








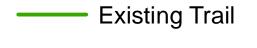






## NORTHEAST AREA MAP

#### Legend



**Trails and Greenways** 

**On-Street Bikeways** 

Bike Lane

Bike Route/Shared Lane

Share the Road Signs

Planned Priority Trails

——— Local Park Trails

Trailhead

#### **Transportation**

Interstate / Expressway

---- Arterial Road

Collector Road

Rural Collector / Highway

Local Road

----- RailRoad

#### **Community Destinations**

Park / Conservation Area

K-12 School

College / University

#### Hydrology

River / Stream

Floodway

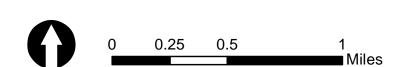
100-Year Floodplain

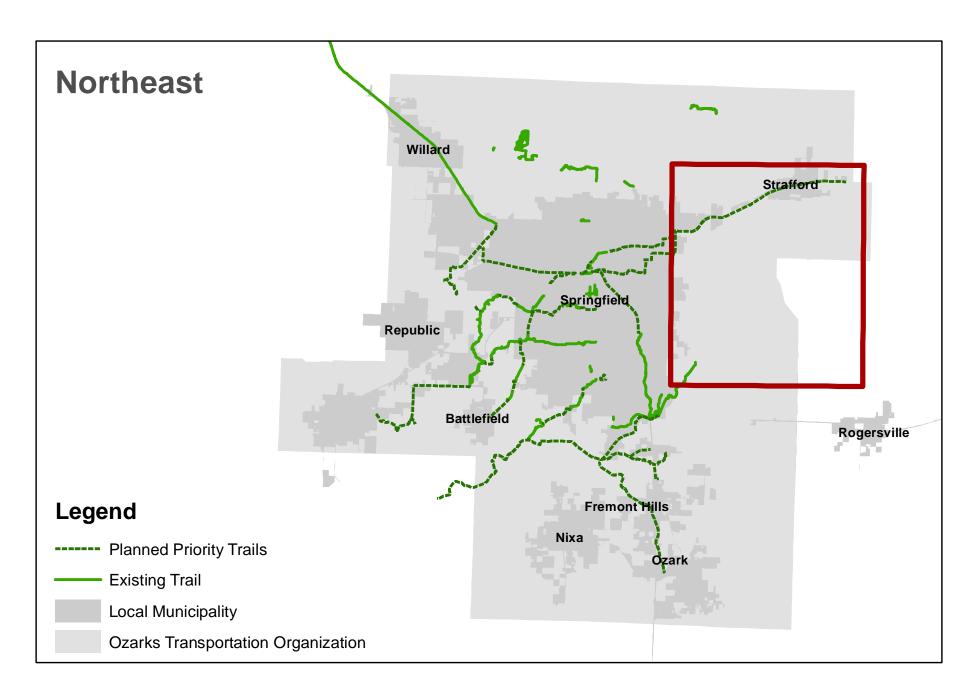
500-Year Floodplain

**Jurisdictional Boundaries** 

Local Municipality

Ozarks Transportation Organization



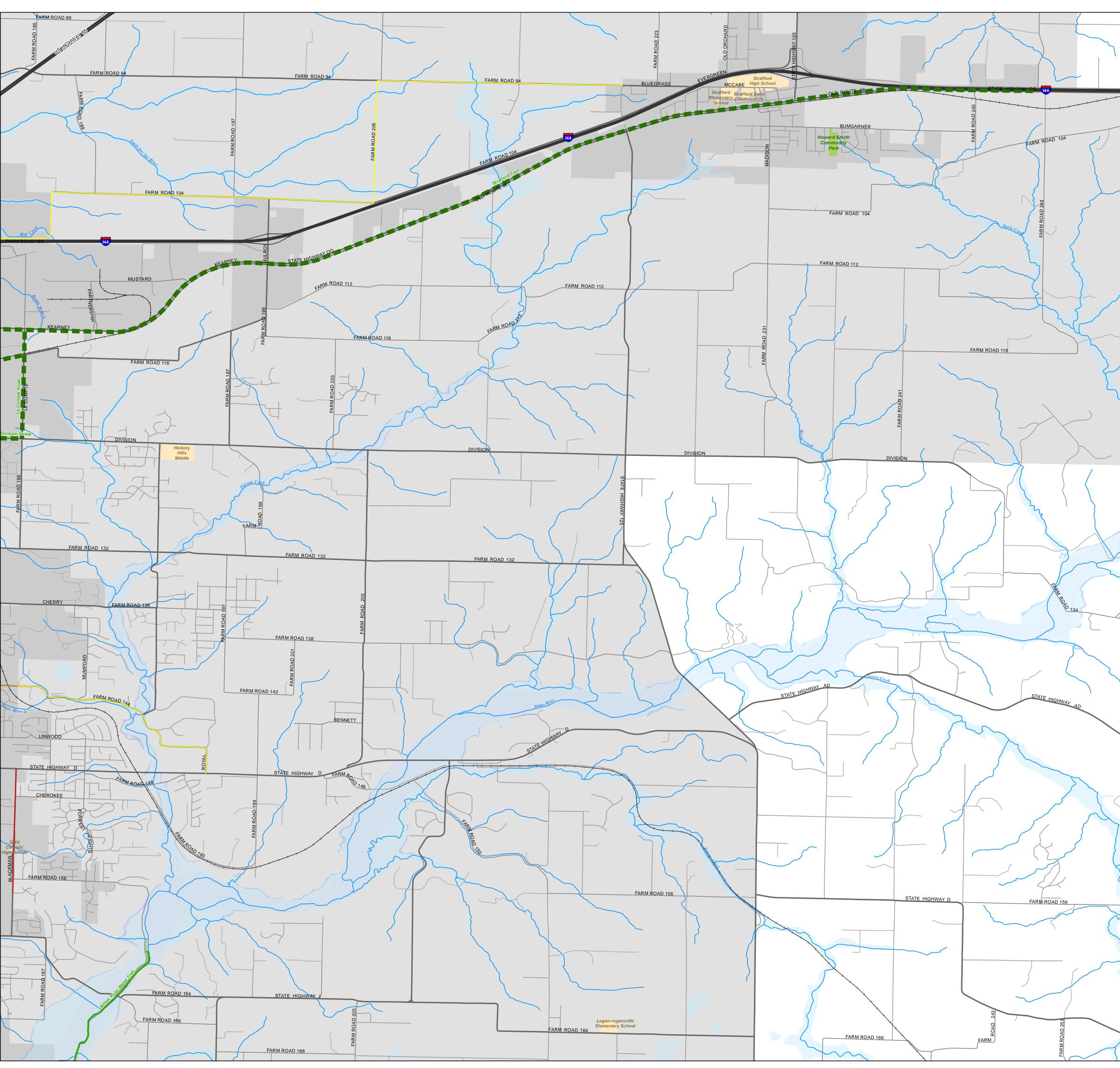








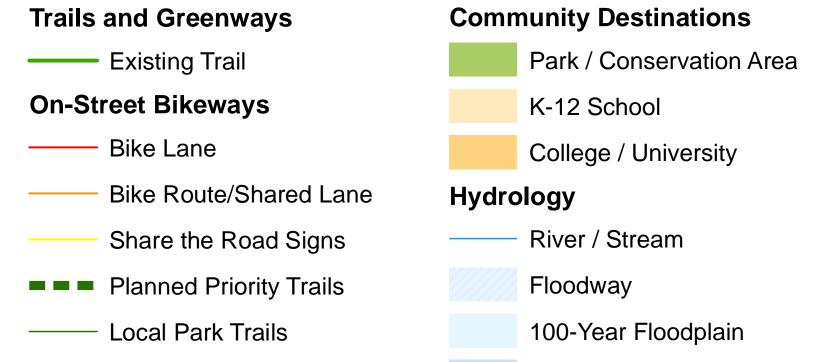






## SOUTHWEST AREA MAP

#### Legend



#### **Transportation**

Trailhead



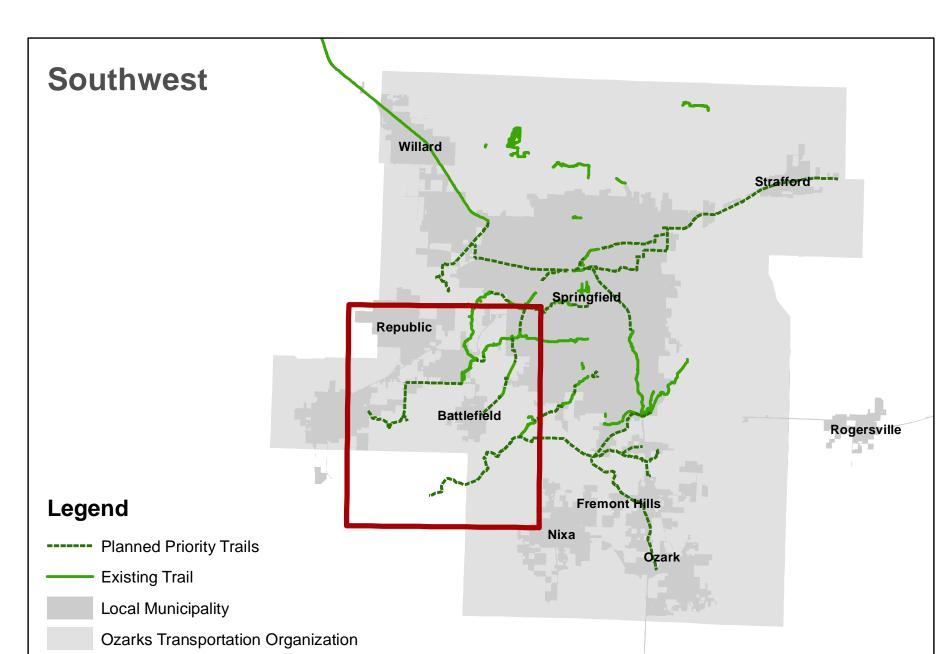
Collector Road Rural Collector / Highway

Local Road

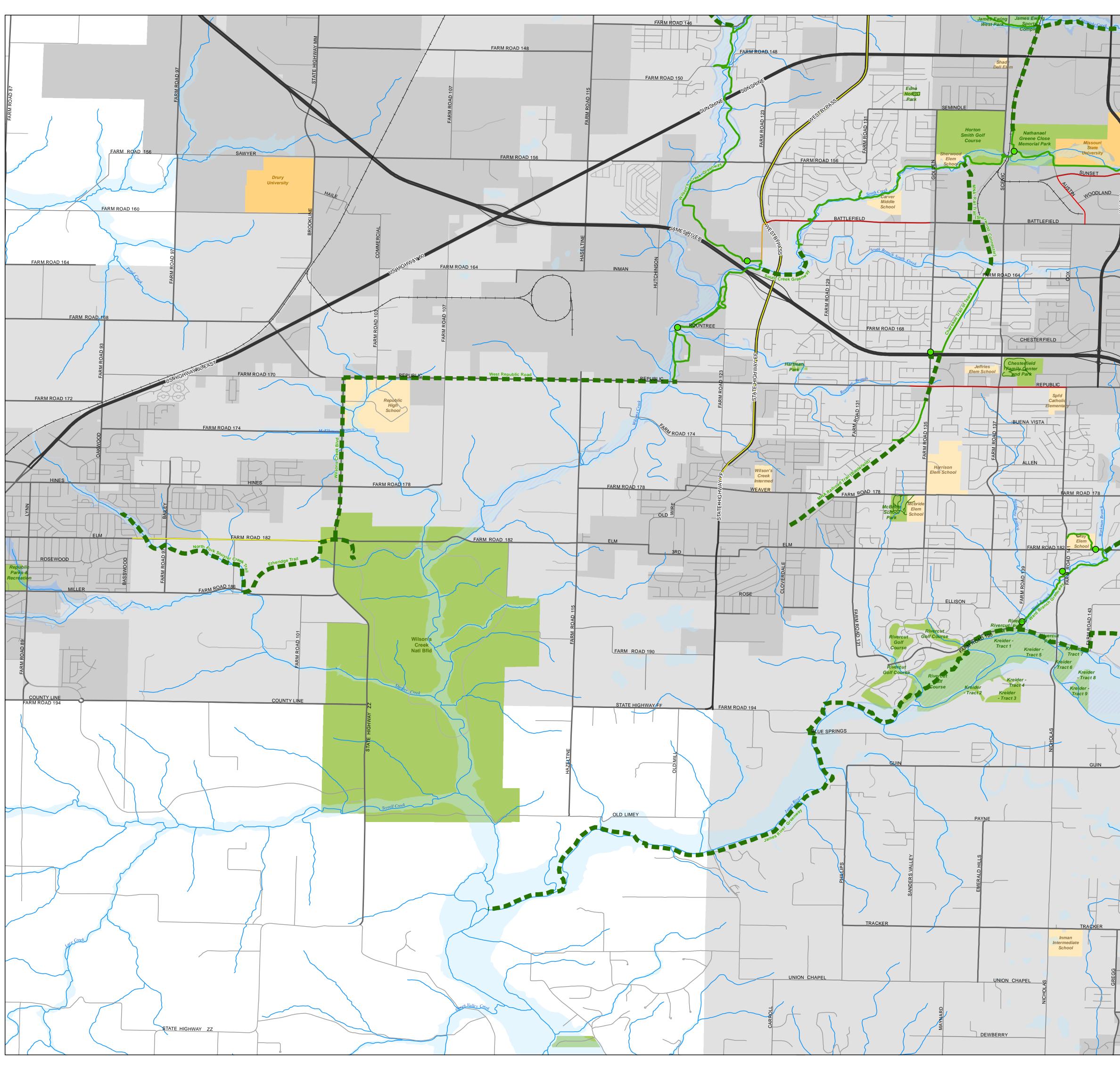
----- RailRoad

## 500-Year Floodplain **Jurisdictional Boundaries** Local Municipality Ozarks Transportation Organization

0 0.25 0.5 1 M









## SOUTHEAST AREA MAP

Local Road

