

2040 Transportation Plan Goal

During the course of preparing the **CROSSROADS Comprehensive Plan**, community members defined the following goal for the transportation element of the plan. This goal continues on and is the over arching goal for the 2040 Transportation Plan.

“Restore, maintain, develop and operate an inclusive multi-modal transportation system with sensitivity to land use relationships.”

Objectives and Strategies

Four objectives that satisfy the goal and address the planning factors were identified. In addition, several strategies were also identified to make sure the objectives are met; hence, the goal is met. The objectives, with each one’s strategies, are presented below.

OBJECTIVE 1 - PRESERVE AND MAINTAIN EXISTING TRANSPORTATION INFRASTRUCTURE TO PROMOTE A MULTI-MODAL SYSYEM WITH EFFICIENT MANAGEMENT AND OPERATION

Strategy #1.

- Restore, maintain, and enhance the carrying capacity of existing highway, rail, transit and aviation facilities and services in Clark County by applying access management methods and technology to improve traffic flow and promote energy conservation, air quality, safety and convenience.
- Implement access management policies and standards that restore, maintain, and protect the traffic carrying capacity of the highway system and improve traffic safety by reducing conflict points.
- Give priority consideration to traffic engineering and operations projects which improve arterial flow by coordinating traffic signals.
- Provide system users with timely information and alternate routing options to improve arterial flow during the construction season and to relieve traffic congestion resulting from incident occurrences and special events.
- Install traffic signal pre-emption equipment to facilitate the movement of emergency service vehicles.
- Enhance local and regional information access systems for transit, paratransit, rideshare and rail passenger services and bikeway facilities.

- Participate with local and regional transportation system operators and the Ohio Department of Transportation in congestion management plans and programs.
- Undertake single occupancy vehicle (SOV) analysis in cooperation with the Ohio Department of Transportation when considering projects that add capacity to the highway system.
- Work with employers and others to implement voluntary travel demand management (TDM) strategies

Strategy #2.

- Systematically replace, rehabilitate and improve the transportation infrastructure to provide acceptable levels of service in Clark County.
- Continue development and use of transportation infrastructure management systems – pavement, bridge, public transportation, safety, congestion, and inter-modal – at the local, regional and state level.
- Encourage multi-year capital improvement planning by local, regional, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes, and fiscal constraint.
- Update the long range transportation plan periodically to maintain at least a twenty year planning horizon.
- Provide sufficient engineering staff and equipment resources, either directly or by consultant services where needed, for environmental, design and construction engineering services so local jurisdictions can move projects through the project development pipeline and demonstrate that projects are “ready to go” when competing for limited financial resources.
- Endeavor to extend the useful life of transportation infrastructure through preventive maintenance, innovative construction methods and materials, and timely reconstruction or replacement.
- Support regional transportation infrastructure projects that impact the level of service within Clark County or for Clark County residents and businesses to access the regional, state, interstate or international transportation facilities and services.

Strategy #3.

- Protect rights-of-way corridors, and buffers for existing, proposed, and future transportation infrastructure in Clark County.
- Review and update of local thoroughfare plans.
- Obtain rights-of-way consistent with approved thoroughfare plans as development occurs.
- Coordinate land use and transportation infrastructure planning among local, regional, and state jurisdictions.
- Conduct corridor and sub-area studies to refine the thoroughfare plans and the long range transportation plan.

Strategy #4.

- Enhance the efficient and safe movement of freight.
- Involve freight service providers in the transportation planning process.
- Determine the special requirements of freight service providers when planning, designing and constructing transportation infrastructure improvements.
- Identify inter-modal opportunities and impediments to freight movements and transfers.
- Preserve and maintain rail infrastructure in the region having an effect on Clark County.

OBJECTIVE 2 - TARGET THE TRANSPORTATION SYSTEM TO GAIN ECONOMIC ADVANTAGE AND SUPPORT THE OVERALL VITALITY OF THE PLANNING AREA

Strategy #1.

- Maximize the benefit of the Interstate System in Clark County.

- Review the interstate corridors in Clark County to identify transportation and land use issues that impact economic development or the local highway system.
- Undertake the studies necessary to obtain new or revised access to the interstate consistent with transportation needs and economic development.
- Support the Ohio Department of Transportation in its plans to improve roadway shoulders so that two traffic lanes can be provided during interstate maintenance projects.

Strategy #2.

- Participate in regional economic development activities.
- Encourage the Ohio Department of Transportation to secure additional discretionary funding or otherwise earmark construction funding.

Strategy #3.

- Maintain, improve, and develop hub-type transportation facilities and services that can serve to retain and expand economic activity in Clark County.
- Encourage public/private partnerships in the development of transportation facilities and services.
- Support the continued modernization and development of Springfield-Beckley Municipal Airport pursuant to the FAA-approved Master Plan and the Airpark Ohio facility in retaining military presence and attracting additional aviation-based economic activity.
- Facilitate maintenance and continued development of the regional short line railroad owned by the West Central Ohio Port Authority and operated by the Indiana & Ohio Central Railroad with its hub operations in Clark County for retaining local industry, attract new industry, and benefiting agri-business.
- Maintain and enhance the area's ability to interchange rail freight traffic with Class I railroads for Clark County access to national and international markets and suppliers.

- Provide local access to rail passenger services that may be initiated by Ohio Rail Development Commission with a station facility in the downtown Springfield area.
- Plan public transportation hub improvements that integrate local facilities and services with access or connections to area transit and paratransit services, pedestrian and bicycle facilities, intercity bus and rail passenger services, and commercial airports.

Strategy #4.

- Use transportation facilities and services to promote tourism in Clark County.
- Develop a regional bikeway network consistent with local, regional and state plans.
- Support the establishment of special event or seasonal excursion passenger train services.

Strategy #5.

- Provide public transportation access to employment sites and other institutions throughout Clark and surrounding counties in the region.
- Provide or assist with the establishment of employer-based rideshare and vanpool programs and equipment.
- Locate and develop sites for park and ride facilities.
- Coordinate activities with other local rideshare agencies, transit systems and paratransit providers, including the private sector.

OBJECTIVE 3 - BALANCE FISCAL NEEDS AGAINST ANTICIPATED REVENUES FOR EFFICIENT USE OF RESOURCES

Strategy #1.

- Maximize the benefit of transportation funding opportunities.
- Undertake strategic planning to take best advantage of currently available transportation funding resources.

- Maximize local leverage of state and federal transportation funding opportunities.
- Develop evaluation criteria to prioritize candidate projects competing for limited financial resources.
- Support initiatives to continue and/or increase federal funding, state gasoline taxes, and Ohio Public Works Commission funding.
- Encourage local communities and Clark County to direct additional discretionary funding to transportation infrastructure and services.

Strategy #2.

- Increase private sector participation in funding transportation infrastructure and services.
- Encourage public/private partnerships in the development of transportation projects and services.
- Study the applicability of development impact fees and value capture techniques applicable to transportation projects and services.
- Assist private sector providers in obtaining low cost, long term capital for transportation infrastructure and equipment.

Strategy #3.

- Maximize the public benefit of current funding for transportation infrastructure and services.
- Solicit proposals and invite bids from private entities to design, develop, operate, and maintain transportation infrastructure and services.
- Foster coordination among human service transportation providers.

OBJECTIVE 4 - ENHANCE THE QUALITY OF LIFE WITHIN THE PLANNING AREA THROUGH CONSIDERING SAFETY, SECURITY, ENVIRONMENTAL FACTORS AND INCREASED MOBILITY

Strategy #1.

- Provide security and greater safety for users of transportation infrastructure or services.
- Make capital investments, where appropriate, that would result in increased security for users of the transit system, the bikeways, parking facilities and any future rail passenger station.
- Reduce the number of at-grade rail-highway grade crossings in Clark County.
- Upgrade passively protected at-grade rail-highway crossings in Clark County with gates and flashing lights.
- Review site distances for motorists at intersections and at rail-highway crossings and make improvements as needed.

Strategy #2.

- Improve personal mobility for users of transportation infrastructure and services by removing impediments.
- Continue development and implementation of transportation facilities and services that are accessible to persons with disabilities.
- Provide for public participation by persons with disabilities by ensuring that public meeting facilities are accessible and needed communications equipment or translators are available upon request.
- Include design and operation features in project that serve to make Clark County more “user friendly” for pedestrians, bicyclists, and motorists.

Strategy #3.

- Ensure that transportation infrastructure and services are provided without regard to race, color, religion, or national origin.
- Conduct periodic Title VI review of the transportation expenditures made and services provided.
- Review each transportation improvement for its impact on neighborhoods, travel times, and access to community services.

Strategy #4.

- Minimized adverse impact of transportation infrastructure and services on environmentally sensitive or socially significant features of the natural or the built environment.
- Participate in state and regional programs aimed at reducing vehicle emissions and maintaining National Ambient Air Quality Standards in Clark County.
- Provide for early coordination among environmental agencies having regulatory authority when developing transportation projects, regardless of funding sources.
- Document the environmental controls – cultural resources, ecological resources, flood hazard areas, land use impact, social and economic concerns, geological information, hazardous materials, air quality, etc. that may be affected by transportation infrastructure or services, regardless of funding sources.
- Incorporate enhancements into the design of transportation infrastructure.
- Provide a pro-active involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans.