

Project History

The Clark County-Springfield Transportation Coordinating Committee (TCC) in cooperation with the City of Springfield and the Ohio Department of Transportation (ODOT) is studying streets in downtown Springfield. The study is determining the feasibility of converting various downtown streets from one-way to two-way traffic. The study is also assessing the potential for creating a complete streets concept that addresses items such as way-finding, walkability, and quality of life. The goal is to develop transportation infrastructure alternatives that support redevelopment initiatives and help improve the economic competitiveness of downtown Springfield.

Purpose Statement

The purpose of this project is to improve the existing transportation infrastructure in order to support community growth and development as identified by the City of Springfield and others, such as, the Center City Association, the Greater Springfield Chamber of Commerce, and the Community Improvement Corporation of Springfield.

Need Elements

Over the past five years, the City of Springfield and private developers have invested millions into the redevelopment of downtown Springfield. The following table provides a list of downtown investments that rely on the City of Springfield's transportation infrastructure.

Project Name	Project Sponsor	Completion Date	Known Investment
City of Springfield Streetscape Improvements (Phase I)	Public/Private Partnership	2007	\$3,000,000
Regional Cancer Treatment Center (New Facility)	Public/Private Partnership	2008	10,500,000
Shawnee Apartments Renovation	Private	2008	\$8,000,000
Ohio Valley Medical Center (New Private Surgical Hospital)	Private	2009	\$15,000,000
City of Springfield Streetscape Improvements (Phase II)	Public	2010	
Bushnell Building Renovation	Public/Private Partnership	2011	\$10,000,000
Springfield Regional Medical Center (New Hospital)	Public/Private Partnership	2011	\$240,000,000
Center City Park (Phase I)	Public/Private Partnership	2011	\$2,000,000
North/Columbia Streets realignment project to support the new Springfield Regional Medical Center	Public	2011	\$6,000,000
Neighborhood Stabilization Program	Public	2011	\$10,000,000
Hollenbeck Bayley Creative Arts and Conference Center (New Facility on Clark State Community College Downtown Campus)	Private	2011	\$12,000,000
Main & High Streets Signal Interconnect	Public	2011	\$2,000,000
Multi-modal Transportation Center	Public	Planned	

Project Name	Project Sponsor	Completion Date	Known Investment
Ohio Valley Regional Medical Center Office Building	Private	Planned	
Springfield Regional Medical Center Office Building	Private	Planned	
Mental Health Treatment Center	Private	Planned	
Office Building	Private	Planned	
National Trail Parks and Recreation Ice Arena	Public/Private Partnership	Planned Early 2012	
City of Springfield Streetscape Improvements (Phase III)	Public	Planned	

The City of Springfield's transportation infrastructure provides critical support for the success of these investments.

Goals and Objectives

Many of the recent and future improvements in downtown Springfield stem from two documents – the City of Springfield's Unified Plan and the Center City Association's study titled *Restarting the Heart: The Center City Renewal*. These two documents detail numerous goals and objective. Following are some of those goals and objectives which directly relate to this project's purpose and need.

In 2007, the City of Springfield presented a Unified Plan that provides a comprehensive approach to organizing and encouraging valuable physical and economic development in downtown Springfield. Two of the goals identified in the Unified Plan are 1) to assist in future transportation, corridor planning, and transportation demand management in downtown Springfield, and 2) to promote pedestrian activity in downtown Springfield.

Furthermore, the City of Springfield's 2007 Unified Plan details the following economic development objectives:

- To retain and expand existing downtown businesses
- To attract new downtown businesses and developments
- To retain current downtown employment and create new downtown employment opportunities
- To make downtown businesses and parking highly visible and attractive

The City of Springfield's 2007 Unified Plan also desires, as Capital Improvement objectives, to improve the quality and design of right-of-way and to enhance pedestrian appeal.

In 2002, the Center City Association worked with members of the American Institute of Architect's Regional/Urban Design Assistance Team (R/UDAT) to study downtown Springfield. The results of this study are documented in *Restarting the Heart: The Center City Renewal*. Recommendations from this study include:

- Connecting downtown developments and districts with well designed, active streets and public spaces, and
- Enhancing corridors and gateways into downtown to create a positive experience of arrival.

More specifically, the *Restarting the Heart: The Center City Renewal* plan suggested achievement of the following goals for the core district of downtown Springfield.

- Enhancing the streets and sidewalks
- Developing Fountain Avenue as a central passage for pedestrians, cyclists, and cars
- Creating around City Hall a center park for Springfield
- Creating a mixed use area that includes conference facilities, an ice rink, housing and shared parking

Summary

In summary, this project is needed to support recent redevelopment initiatives, planned investments and the overall economic development goals of Springfield.

Logical Termini/ Independent Utility

The study focuses on the center of downtown Springfield and the feasibility of converting core downtown streets from one-way to two-way traffic. The study area encompasses Main Street and High Street, which function as a one-way, east and west pair through downtown Springfield, and Fountain Avenue and Limestone Street, which function as a one-way, north and south pair through downtown Springfield. The study area's eastern terminus is Spring Street, where Main and High Streets become two-way streets east of Spring Street. The study area's western terminus is Yellow Springs Street, where Main and High Streets become two-way streets west of Yellow Springs Street. High Street is the southern boundary of the study area. For most of the study area, Main Street is the northern boundary; however, between Fountain Avenue and Limestone Street the study area extends north to North Street, where Limestone Street becomes a two-way street north of North Street.