

Ozarks Transportation Organization



2023 STATE OF TRANSPORTATION

A Note from the Executive Director

Feet on the Ground

Keep it Moving

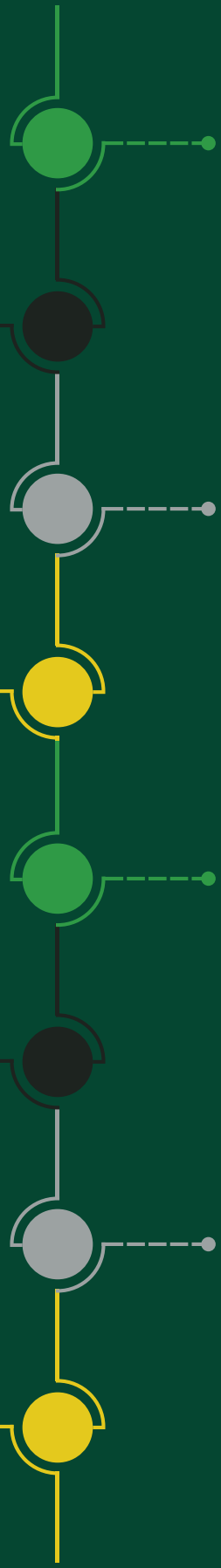
Arrive Alive

Making Choices

The Basics

Take Flight

Navigating the OTO





A note...

This past year has continued to reinforce that partnerships, innovation, and flexibility are how we build projects. I want to thank the Board of Directors for their support in pursuing these actions. There are many examples where coming together made projects a reality. Bringing multiple partners to the table has enabled us to fund better projects.

An excellent example is I-44. The Missouri Legislature and the Governor agreed to add General Revenue, extending the existing MoDOT widening project, funding a complete pavement rebuild, and constructing all proposed phases of the I-44/Highway 13 interchange. Furthermore, Greene County and the City of Springfield, along with OTO, provided funding to ensure the project included aesthetically-designed bridges and a pedestrian underpass with a trail connection.

The OTO Board of Directors and regional partners agreed that I-44 was the top regional priority. The improvement is essential for freight, safety, and economic development. When we all work together, there is nothing we can't accomplish. I am proud that we have been able to continually exemplify regionalism.

*Working together,
Sara J. Fields*

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization.



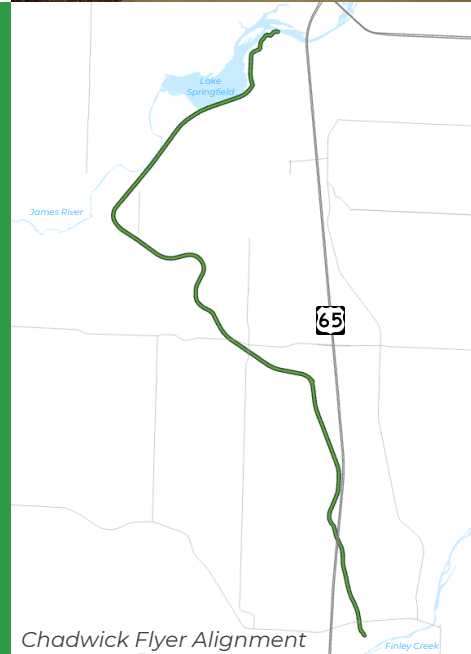
Feet on the Ground

Chadwick Flyer

The Chadwick Flyer Trail is a vital active transportation corridor between the City of Ozark and the City of Springfield. This map shows the alignment from the Ozark Community Center to Lake Springfield. Plans include continuing north to Sunshine Street, providing a total of 12-miles of trail.

2023 Construction and Funding

- 1.8 miles completed between Kissick/Greene County line
- 0.6 miles completed between Jackson and Clay in Ozark (with another 0.8 completed prior)
- 3.2 miles funded, including US 65 pedestrian overpass, with construction planned in 2024 and 2025



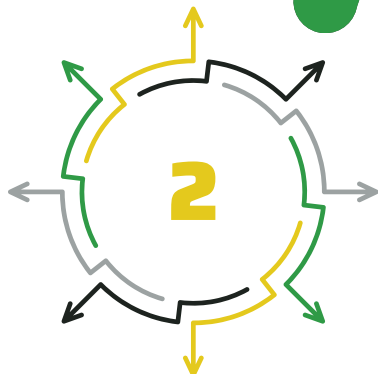
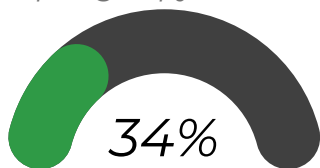
Miles of Trail for Transportation

Goal of 80 miles by 2035



% Roadways with Sidewalk

Goal of 35% by 2035, excepting Expys and Fwys



Other Pedestrian Improvements Underway

- Kansas Expressway Pedestrian Improvements
- Two HAWK signals on Glenstone - south of Evergreen and north of Pythian

Additional Trail Construction Completed in 2023

- Multi-use path along Division in Springfield between Prospect and Cedar Lane
- Multi-use path and sidewalk along the Truman Boulevard extension in Nixa
- Grant Avenue Parkway multi-use trail between University and Catalpa

In-Progress Trail Improvements During 2023

- Multi-use path along Kansas Expressway extension from Republic Road to FR 182
- Wilson's Creek Boulevard Trail (began October 2023 with completion November 2024)



Keep it Moving

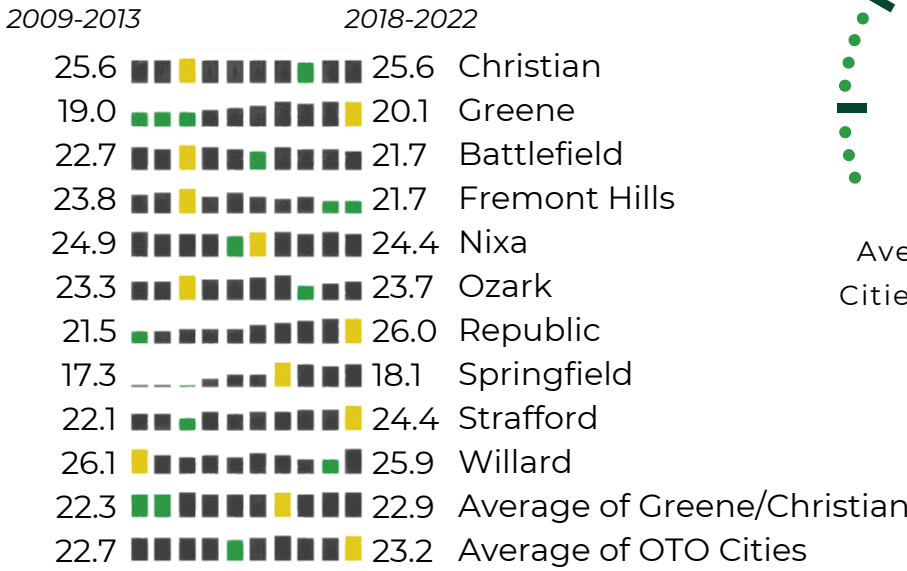
Improving Capacity

Construction projects aimed at improving capacity and reducing congestion have been active across the region during 2023 and into 2024:

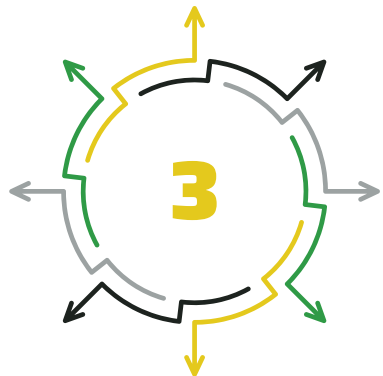
- Route 14 widening between Fort Street and Tiffany
- Route 65 six-laning between Route CC and Route F
- Route 160 at CC and at AA north of Nixa
- US 60 and Route 125 Interchange
- James River Freeway six-laning between National and Kansas Expressway

Changes in Commute Times

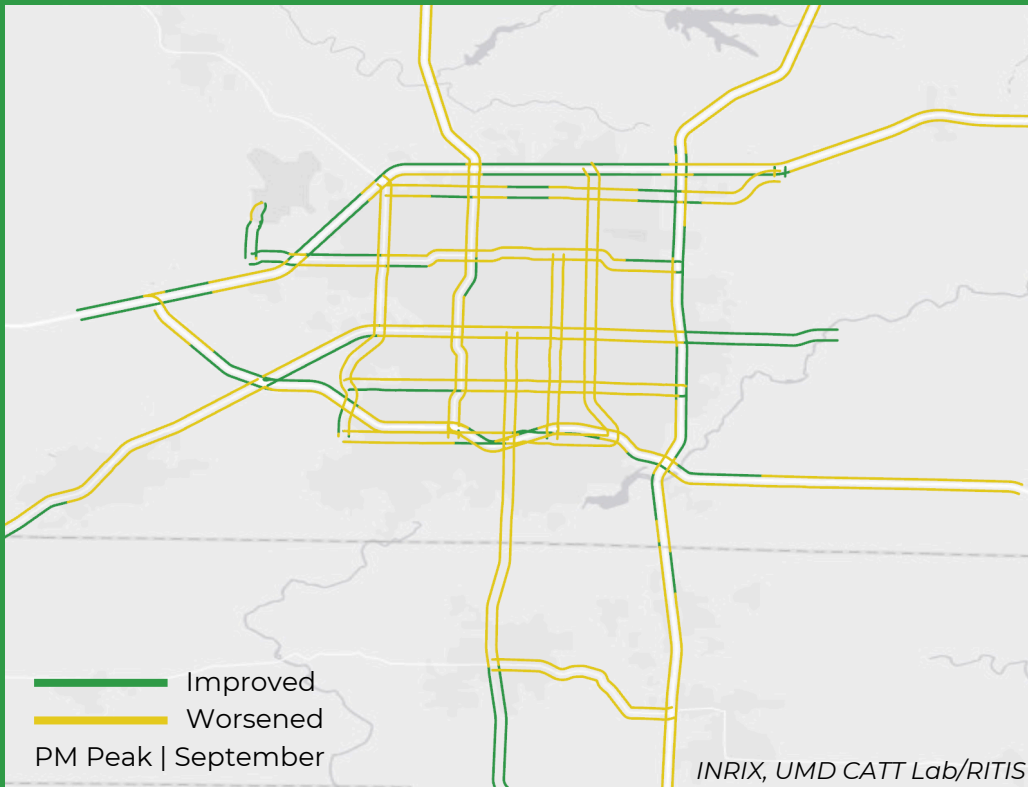
■ Longest Commute ■ Shortest Commute



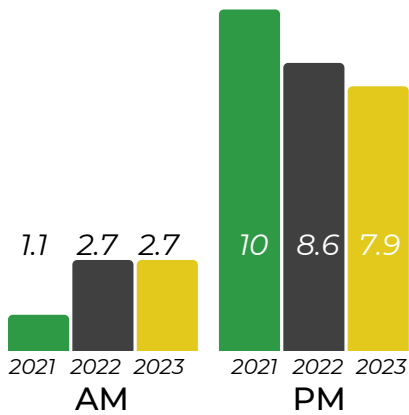
Average Commute Time of Cities within the OTO region.



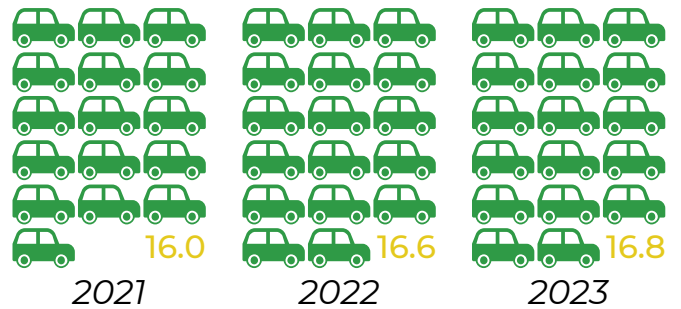
Travel Time Index 2022 vs. 2023



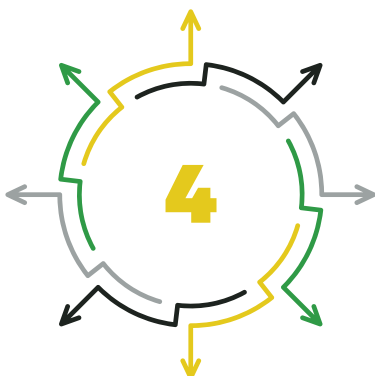
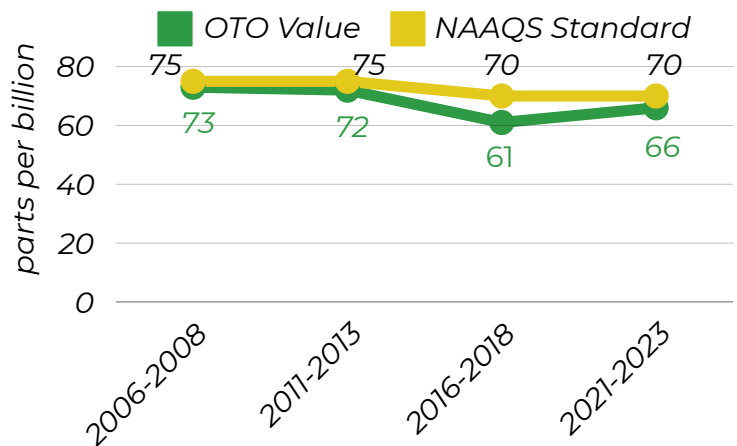
Congestion:
Percent Significantly Delayed Roads



Daily Vehicle Miles Traveled per Capita



Ozone Design Values





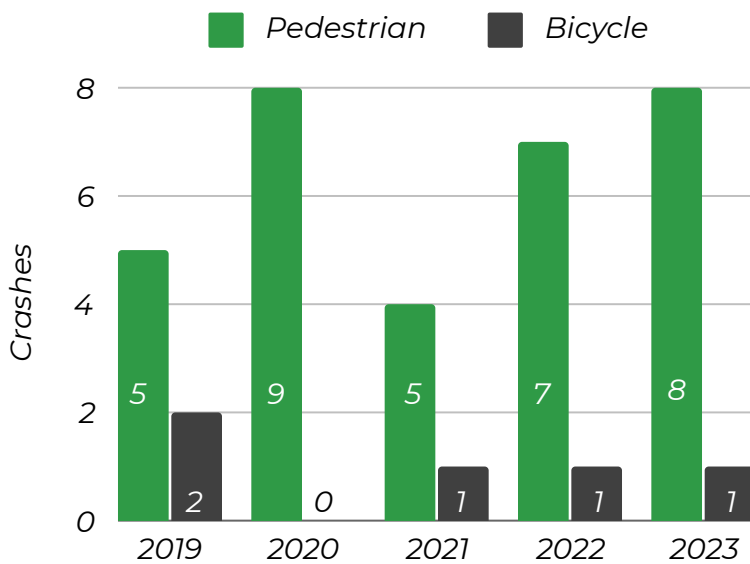
Arrive Alive

Safe Streets

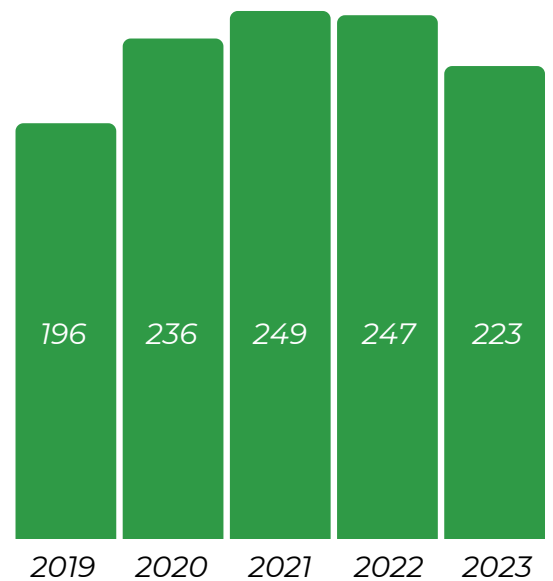
In 2023, the OTO was awarded a Safe Streets and Roads for All grant from the Federal Highway Administration to develop a Safety Action Plan for the OTO region. The plan will provide direction to address causes of fatal and disabling crashes, as well as allow members to access funding for safety projects.

Springfield also continued to develop the SGF Yields program, working to improve pedestrian safety along the roadway, especially at intersections.

Pedestrian and Bicycle Fatalities



Disabling Injury and Fatal Crashes



X-WALK STUDY SITES

4th Quarter 2023

Percent of drivers yielding

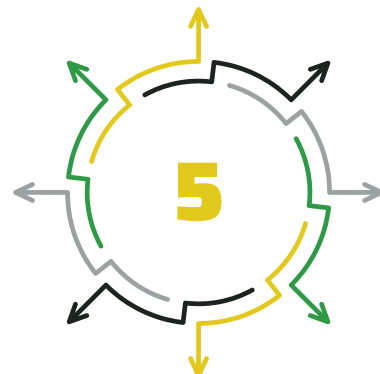
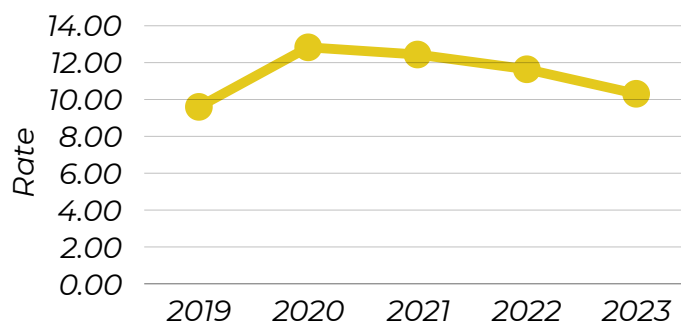
- Mt Vernon at Golden **28%**
- Grant Ave near Talmage **61%**
- Bennett at Delaware **34%**
- Mentor near Greenlee **46%**
- Broadway at Swan **75%**
- Trafficway at Icepark **63%**



Let Walkers Go First.

Disabling Injury and Fatal Crash Rate

Crashes per 100MVT



Making Choices



ConnectSGF

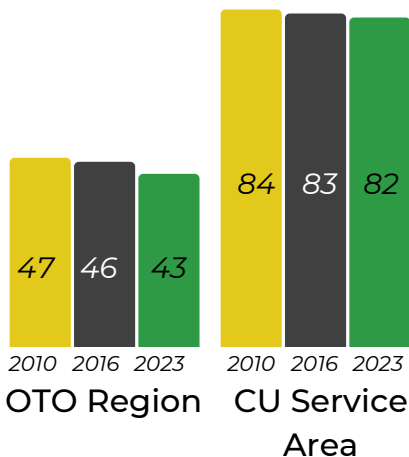
ConnectSGF is a transit optimization study conducted by City Utilities Transit, to improve bus service, both in the short-term and the long-term. Short-term recommendations, to be implemented in 2024, include route and fare changes. Medium- and long-term changes will require additional operating and capital investments, and could include service increases, micro-transit, regional service, and improved travel times.



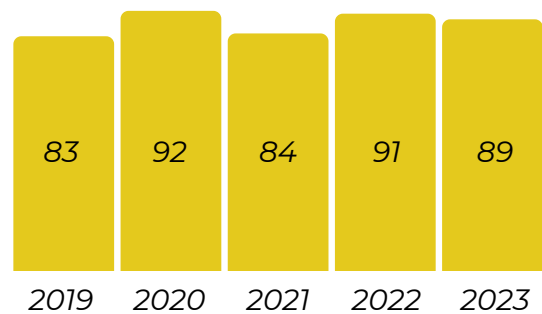
Study Recommendations

Cost Type	Existing	Short-Term	Mid-Term	Long-Term
Operating	\$10.5 M	\$10.6 M	\$19 M	\$45 M
Capital	--	\$7.3 M	\$16 M	\$55.5 M
TOTAL	\$10.5 M	\$17.9 M	\$35 M	\$100.5 M

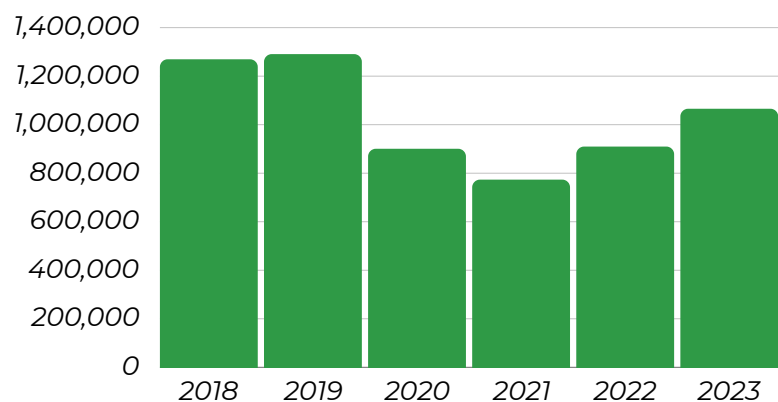
% Housing within 1/4-mile of Transit



Transit On-Time Performance



Annual Unlinked Trips



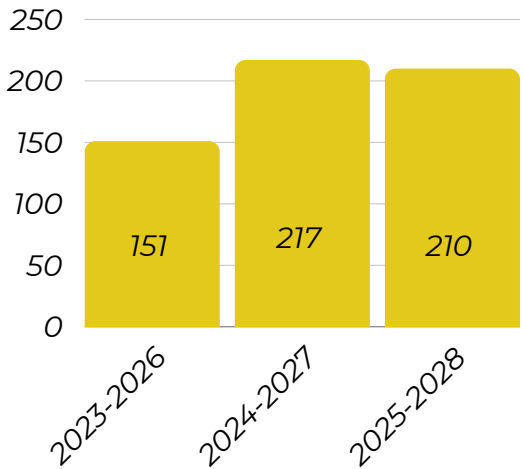


The Basics

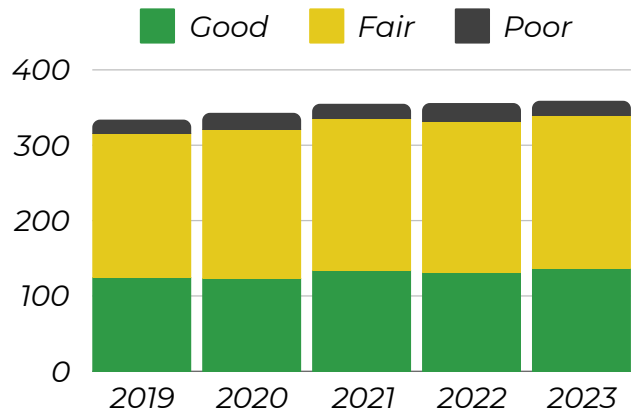
Bridge Improvements

- West Sunshine Street Bridge Replacement Over MNA RR
- US 65 Finley River Bridge Rehabilitation in Ozark
- US 160 Bridge Rehabilitation over the James River
- Cherry Street Bridge over US 65
- Nelson Mill Bridge Replacement in Christian County

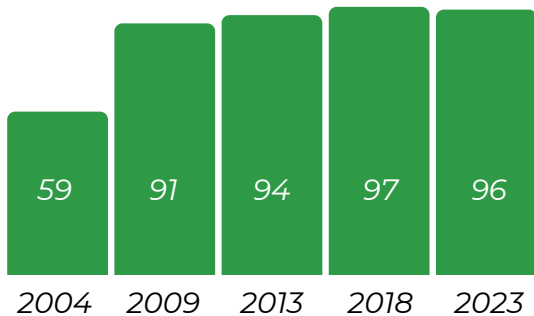
Asset Management Programmed Amount (\$) by TIP (in millions)



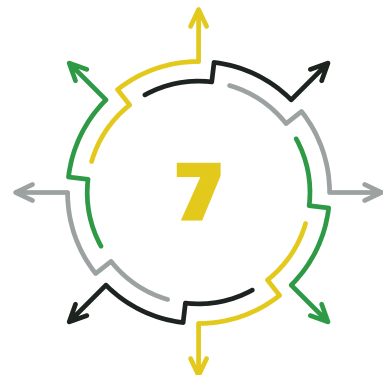
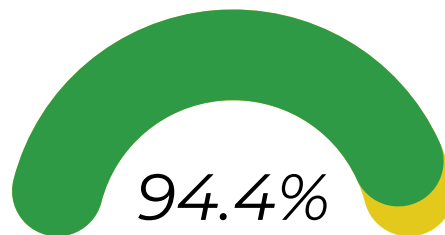
Number of Bridges by Condition



% Major Roads in Good Condition



Bridge Condition
Percent Bridges in Fair or Better Condition



Take Flight



Ozarks Technical Community College

Breaking Records | Breaking Ground

With 1,292,007 passengers, 2023 was the busiest year on record for the Springfield-Branson National Airport, up 15 percent from 2022 and up nearly 9 percent from the previous record-breaking year, 2019.

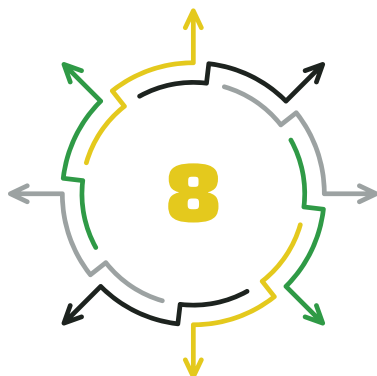
Ozarks Tech Breaks Ground on Aviation Center

In October 2023, Ozarks Technical Community College broke ground on a \$13.2 million facility at the Springfield-Branson National Airport. The facility will support the aviation and powerplant program, teaching students about aviation maintenance.

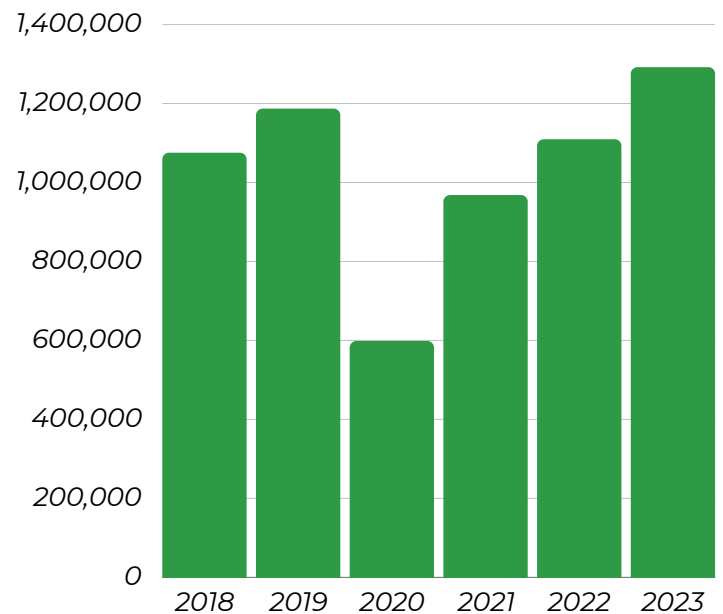
33

MILLION POUNDS

Combined freight moved by cargo airlines in 2023



Total Airline Passenger Numbers





Navigating the OTO

Public input is a cornerstone of OTO's operations. All feedback shared through the OTO is provided to Board of Director's members, as well as any relevant agencies. The QR codes below can be used to access specific plans and priorities established by the OTO.



Ozarks Transportation Organization website
www.OzarksTransportation.Org



Destination 2045 - Long Range Transportation Plan
<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>



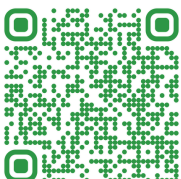
Transportation Improvement Program
<https://oto.ecointeractive.com/>



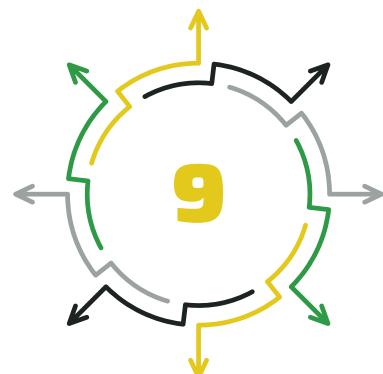
Regional Trail Plan
<https://www.ozarkstransportation.org/what-we-do/bikeped>



Unfunded Needs List
<https://www.modot.org/unfundedneeds>



OTO Legislative Priorities
<https://www.ozarkstransportation.org/what-we-do/legislative-priorities>





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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