Transportation

The transportation system plays a vital role in Pleasant Hope's future development patterns and opportunity for economic growth. This chapter of the Comprehensive Plan focuses on different modes of transportation that will provide for the safe and convenient movement of people and goods into and through the city and that will help ensure that the transportation system is able to expand to manage future growth consistent with the Future Land Use Plan.

Road System

Regional Connectivity

Pleasant Hope is developed along two state highways which provide connectivity to the region. Highway H runs north-south through the community. Highway H is a direct route to Springfield to the south where it turns into Glenstone Avenue, providing commuter access to employment and commercial centers. Highway 215 runs east-west, intersecting with Highway H in Pleasant Hope. Highway 215 intersects with Highway 13 approximately seven miles west of Pleasant Hope. Highway 13 is a limited access highway providing connectivity to Bolivar to the north and also to Springfield and Interstate 44 to the south. Highway 215 also connects to U.S. Highway 65 nine miles to the east, also providing connectivity to the Springfield metropolitan area. Pleasant Hope contains 9.4 miles of city maintained streets.

Road Conditions

Road pavement conditions in Pleasant Hope are good. A survey of road conditions conducted in 2008 noted several system improvement needs, including paving needs, traffic signage needs and bridge repairs. Streets north of Murray Street were resurfaced in 2008, eliminating the problems of potholes and pavement cracks identified in the survey. These street repairs were part of the water system improvement project funded through the Missouri Department of Natural Resources. In October 2009 the city

dedicated the new Ruth Mayfield Bridge over Mill Creek. This bridge replacement project was financed through disaster recovery funds from FEMA.

Carolyn and Kay streets were paved in 2010 and Bradley Street was paved in 2011. All but one local road has been resurfaced and this road is scheduled for resurfacing during 2012. The city has established a 10-year maintenance schedule for all city streets.

Road Functional Classification

The road functional classification system groups roads into different systems or classes, based on the service they are intended to provide. Roads and streets do not function individually. They are part of a network for moving people and goods to their intended destination. Defining the functional classification for the city is important for decision making on improvements to the existing road network and future road development. The following functional classifications are used to classify the road network in Pleasant Hope.

Arterial. A road intended primarily to serve through traffic and where access is carefully managed. These streets serve for the movement of moderate volume, moderate speed traffic through the community to major activity centers. They connect to the limited access highway system. Access to abutting property is a secondary function and access should be partially controlled to maintain the traffic carrying capacity of the road.

Collector. Collectors are intended to move traffic from local roads to minor or principal arterials. A collector road serves primarily to move moderate volume, low speed traffic from local access streets to the arterial system and to provide access to abutting property. The location of major traffic generators on collector roads should be limited to maintain their function for moving traffic.

Local Access. Local access streets are intended to provide direct access to adjacent properties. These streets move low volume, slow speed traffic to the collector system.

In already developed areas, it is not always possible or economically feasible for the existing road network to meet the functional classification guidelines noted on the preceding page. However, the classification system should be used to determine the need for future public and private investments where possible and to make decisions on future land use development that may impact the functional use and carrying capacity of the road network. Table 6-1 notes the major street classification for existing roads in Pleasant Hope.

Table 6-1: Major Street Classification

Street	Classification	Range
Highway H/Main Street	Arterial	Through the city, north-south
Highway 215	Arterial	Through the city, east-west
Highway KK	Minor Arterial/Major Collector	Hwy. H to Hwy. 13
Cowden Street	Major Collector	Hwy. H, to the west and east
Pirate Lane	Major Collector	Hwy. 215 to Cowden
Murray Street	Minor Collector	Hwy. H to the east
Grand Brooke	Minor Collector	Hwy. H to the east

Pedestrian and Bicycle Circulation

At the present time, sidewalks in Pleasant Hope are limited. Existing sidewalks in older sections of the community are generally in poor condition and detract from the visual image of the community. Sidewalks can be planned and constructed in new residential developments as well as planned mixed use developments as they occur in the future. Sidewalks can also be planned as a connectivity element of the city's long range Trails Master Plan. The city should consider developing a sidewalk improvements plan and work with property owners to promote repair and replacement of exiting sidewalks that are in poor condition.

Currently there are no designated bicycle lanes or routes within Pleasant Hope. Again, future implementation of the Trails Master Plan should incorporate provisions for bikeways.

Aviation

Pleasant Hope resident are within relatively close location to commercial aviation, general aviation and other public use aviation facilities. The Springfield-Branson National airport is the largest in the region and is certified for commercial carrier operations; it is located eighteen miles southwest of Pleasant Hope. The Bolivar Municipal Airport is general aviation, public use airport located ten miles northwest of Pleasant Hope. The Buffalo Municipal Airport is a public use airport and is located nineteen miles northeast of Pleasant Hope.

Goals, Objectives and Actions

The Transportation Plan recommendations are summarized in the following goals, objectives, and action. These recommendations promote the development of a transportation system that provides connectivity between the local and major street system, that relates future land use development patterns to road system capacity needs, and that enables both vehicular and pedestrian travel in the community.

Goal 1

Provide for a system of streets and roads that move people and goods safely and efficiently into and throughout Pleasant Hope.

Objective 1

Use the road functional classification system in making decisions on road system improvements and land use development.

Actions

1.1 There should be a reasonable relationship between the intensity of proposed development and the street classification and capacity level.

The capacity of the street system should be a primary determinant in zoning and subdivision decisions for proposed development. If a proposed development will generate traffic levels that will exceed the capacity of the street system, the development should either be prohibited, delayed until the appropriate

transportation system improvements can be made, or the developer should be required to make the improvement necessitated by the development.

1.2 During the development approval process, require all new land development projects to dedicate appropriate right-of-way to meet street classification design standards. All new streets should be constructed to uniform standards and should conform to the Major Street Plan.

1.3 Development should bear a proportional share of the cost of transportation system improvements.

Objective 2

Utilize access management standards to maintain the functional capacity of the major street system.

Actions

2.1 Control the location and frequency of access to arterial and collector streets in order to maintain traffic flow and minimize traffic conflicts.

2.2 The adoption of zoning regulations should incorporate a land development site design and review process.

2.3 Subdivision regulations should also include standards that minimize the number of drive-way cuts along collector and arterial streets.

2.4 Commercial development should be encouraged to utilize common entry and egress access points.

2.5 Require sufficient drive-way access setbacks from intersections of major streets.

Objective 3

Encourage a pattern of street development that provides for connectivity between neighborhood areas and major activity nodes.

Actions

3.1 Encourage road development patterns that provide for connectivity of local streets to the major street system and connectivity between neighborhood areas.

3.2 Subdivision road design should allow for extension or connection of roads to future development on adjoining parcels of land. Major subdivisions should also be designed to include more than one street which provides access to the collector or arterial street system.

3.3 Discourage the development and construction of dead end streets or irregular shaped neighborhood linkages which creating maneuvering problems for emergency vehicles and school buses.

Objective 4

Give priority in the city's capital improvements program for maintaining the integrity of the existing road network, upgrading substandard streets, and programming of new major streets as development warrants.

Actions

4.1 In establishing priorities for major road improvements, the following criteria should be considered:

- Traffic volume on the existing roadway or the projected traffic flow relief that will result from new road construction.
- Incidences of accidents and other safety issues.
- Economic development impact of the project.
- Availability of non-local funding to assist with the project.
- Relationship of the improvement to other planned road improvements (i.e., is it part of a multi-phased project).
- Cost/benefit of the project.

Goal 2

Provide for alternative transportation modes through the community.

Objective 1

Plan for pedestrian and bicycle transportation movement that will meet the needs and interests of local residents.

Actions

1.1 Develop a network of pedestrian walkways that will provide residents an alternative route to access activity centers in the community.

1.2 Utilize the Trails Master Plan as the building block for future bicycle routes and also incorporate bicycle routes into planned street improvements where feasible.

Major Street Plan

Figure 6-1 displays the Major Street Plan for Pleasant Hope. This map denotes the functional classification of the existing major street system as well as proposed future improvements to the major street system. The city should ensure the efficiency of the existing and proposed major street network by (1) requiring that subdivision design promotes connectivity between local streets and the major street network, and by (2) preserving necessary corridors for future planned improvements to the major street network. This includes requiring the dedication of adequate right-of-way to meet functional classification design standards as development occurs on adjoining land parcels.