

CHAPTER 4:

TRANSPORTATION +

MOBILITY

Overview

The Transportation and Mobility Chapter reviews existing conditions of the transportation network within Springfield that provides access and mobility throughout for the community's residents and visitors – whether they are reaching their destination through driving, biking, or walking. The transportation network serves to provide connections between neighborhoods, major employers, recreational opportunities, and commerce, as well as provide utility services such as fiber, water, sanitary sewer, and electricity, found in the public right-of-way. Roads within the plan will be classified into the following categories:

- Major Arterial Roads
- Minor Arterial Roads
- Collector Streets
- Local Streets

In addition to reviewing existing conditions, the chapter also provides a Future Streets Plan and a set of goals, policies, and action items intended to serve as a guide for decision-making and planning of the transportation and mobility network. This planning helps to shape the form and character of the city and ensure continued access and mobility to its residents and visitors. The Chapter will overview the following:

- Review of Existing Transportation and Mobility in Springfield + Public Input Summary
- Road Classifications
- Future Streets Plan
- Goals, Policies, and Action Items



EXISTING TRANSPORTATION NETWORK

Existing Transportation Network

Springfield's transportation network is comprised of a network of vehicular streets and trails to connect residents and visitors to local and regional destinations and hubs. The street network consists of a variety of street types designed to meet the desire of maintaining the small town feel while being mindful of future growth. This includes Major Arterial Roads, Minor Arterial Roads, Collector Roads, and Local Roads. A full map with road classification for the Future Streets Map can be viewed later in this section.



EXISTING TRANSPORTATION NETWORK

The following items provide a definition and description of road and street classifications for Springfield.



MAJOR ARTERIAL ROADS

A major arterial road provides regional connectivity by providing a through travel route which supports a higher traffic volume. A major arterial roadway is designed for higher speeds of 45 miles per hour or greater and has limited access to adjacent land, site entrances, and lower capacity roads. **The primary goal is to efficiently move traffic (especially those from longer distances) through the community, connecting key areas while minimizing local interruptions.**



MINOR ARTERIAL ROADS

A minor arterial road provides local connectivity, linking the community to areas within the city, such as local business districts and downtown, manufacturing centers, and industrial parks. A minor arterial roadway is designed for speeds of 35 miles per hour or greater and has limited access to adjacent land, site entrances, and lower capacity roads. **The primary goal is to facilitate the movement of traffic into and through the community, providing crucial links between local areas and larger road networks.**



COLLECTOR STREETS

A collector street is intended to gather traffic from the local street network and carry the traffic into a higher capacity road system, such as arterial roads. A collector street is designed at lower to mid-range speed levels, such as 20-35 miles per hour and may provide for on-street parking. **The goal is to prioritize local traffic, walkability, and preserve the small-town charm by ensuring residents can cross collector streets safely without concern.**



LOCAL STREET

A local street serves neighborhoods by directing its traffic toward a collector street. It is designed at the lowest speed levels, with traffic calming measures to ensure an environment encouraging lower travel speeds. Local streets may provide on-street parking. **The primary goal of a local street is to foster a neighborhood atmosphere where children can safely play, and residents can enjoy a calm, quiet environment.**

EXISTING TRANSPORTATION NETWORK

Regional Transportation Network

Regional transportation systems may include major arterial roadways which provide regional connectivity to vehicular traffic, or it may include other transportation modes, including regional trail systems that support biking and walking as a travel mode or railway systems and local airports which support the movement of goods and materials.

State Highway 50 (N-50)

The City of Springfield is connected to the Omaha-Council Bluffs Metropolitan area through State Highway 50 (N-50), a north-south highway which bisects the city's corporate limits. As of 2023, N-50 sees an Annual Average Daily Traffic (AADT) of 11,715 vehicles per day, with 1,230 trucks traveling the road on average, per day. The highway provides a thorough connection to State Highway 370, as well as Interstate 80 to the north.

Platteview Road

Platteview Road is an east-west county highway bisecting the city corporate limits. As of 2022, Platteview Road sees an AADT of 4,275 vehicles per day, with 665 trucks traveling the road on average, per day. The County Road provides a connection west of Springfield to Interstate 80, and provides a thorough connection to Lincoln, Nebraska. In March 2024, a portion of this roadway was improved by Sarpy County to increase roadway capacity from a two-lane roadway to a three-lane. This comprehensive plan takes into consideration the future expressway that would carry more regional trips currently on Platteview Road and suggests that Platteview Road can become a collector street long term.

South Sarpy Expressway

In a 2015 Metropolitan Area Planning Agency study, Platteview Road was highlighted as a key east/west corridor between Highway N-31 and U.S. 75. Formally known as the Platteview Road Expressway, the South Sarpy Expressway (SSE) will connect I-80 and I-29 through Sarpy County, serving as a south-metro beltway. Designed as a four-lane highway with controlled access, the SSE will bypass the City of Springfield and is projected to handle six times the traffic volume of Platteview Road today. This expressway offers significant potential for strategic economic development at key nodes along its route, all while preserving the small-town charm of Springfield by acting as a southern boundary for the community.



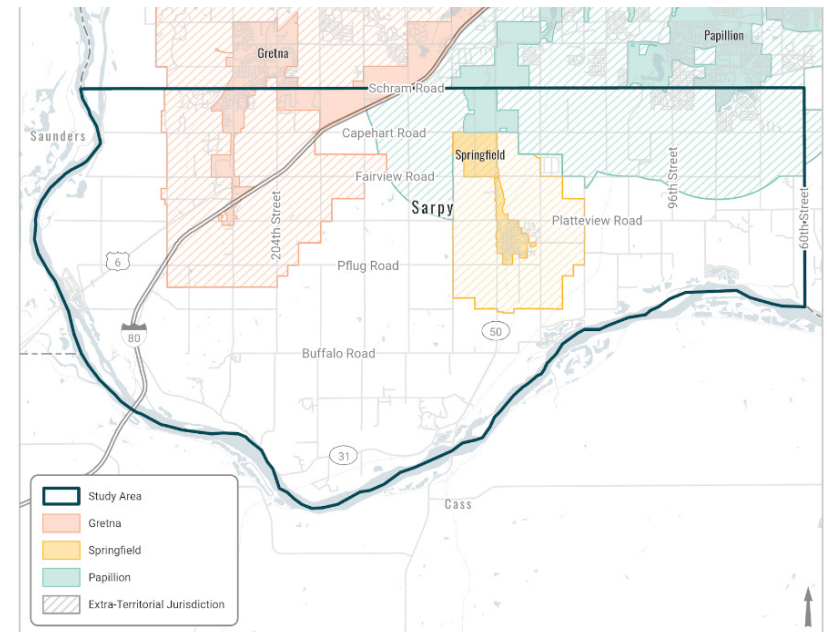
EXISTING TRANSPORTATION NETWORK

WE-STEP

The Western Sarpy County Transportation Enhancement Plan (WE-STEP) is a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, Papillion, Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA).

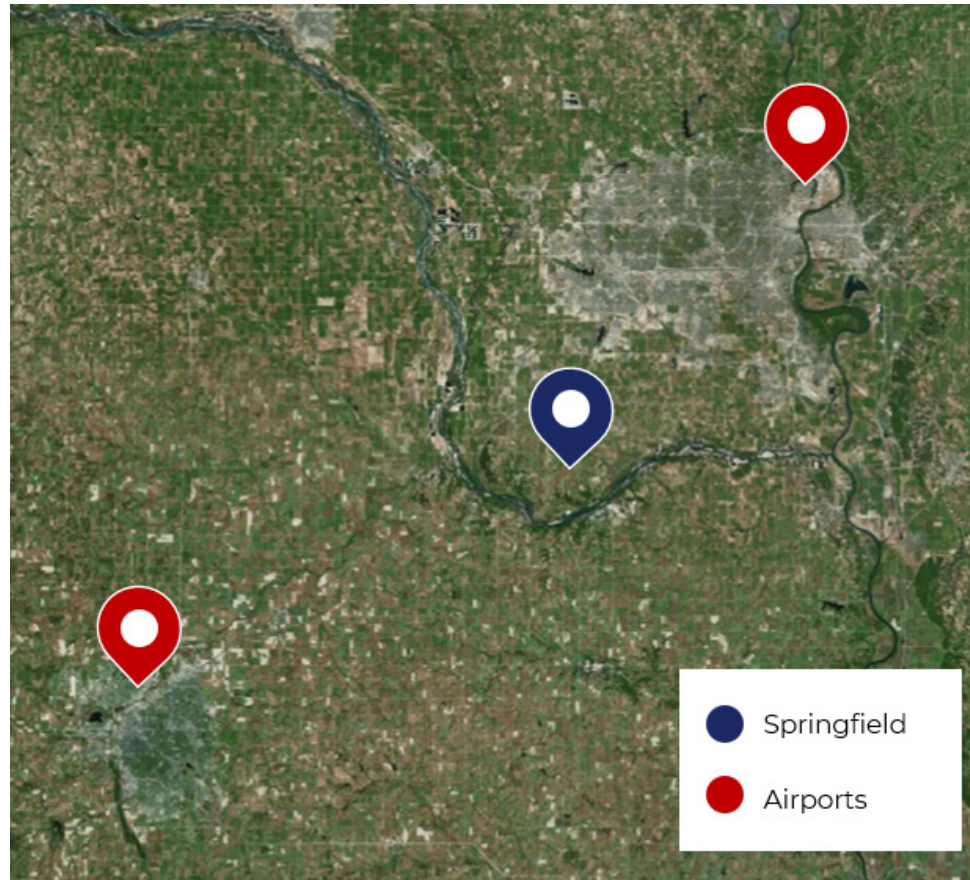
WE-STEP provides a framework to help the rapidly changing communities develop for future generations. The plan identifies a proposed future regional transportation network and flexible guidelines that can fit with whatever develops around it.

A unified set of policies, guidelines, and standards used by the County and each city is recommended to ensure that roadway design, right-of-way (ROW) allocation, utility coordination, and the like are consistent and cohesive across jurisdictions.



Local and Regional Airports

Springfield is near two local airports, Eppley Airfield (OMA), located 25-miles north of the city and Lincoln Airport (LNK), just 41-miles southwest of the city. Both airports are accessible via arterial roadway networks and interstate/highway systems which can support truck traffic, making the city advantageous for new industrial development.



WHAT WE HEARD FROM THE COMMUNITY

Transportation + Mobility Public Input

The community expressed a strong desire for additional trail connectivity to key destinations, both locally and regionally. Maintaining safety and the calm atmosphere that defines Springfield is a top priority, with residents valuing the ability for children to safely ride bikes and walk to school. This sense of safety is crucial to the town's unique identity and high quality of life. There is also a clear desire to reduce traffic speeds throughout the community, particularly on Highway 50 and Platteview Road, to ensure safe pedestrian travel, especially as the town continues to grow. Slowing down traffic on these major roads will help preserve the peaceful, family-friendly environment that residents cherish.



Top Priorities:



STREET TREES



STREET FURNITURE / OUTDOOR CAFE SEATING



GATHERING SPACE + AMPHITHEATER

Lowest Priorities:



ROUNDBABOUTS



MARKED SHARE THE ROAD "SHARROW"



PAINTED ON STREET BIKE LANE

FUTURE STREETS PLAN

Future Streets Plan

The Future Streets Plan for Springfield, which can be viewed on Figure 4.1, provides a plan for future mobility and transportation within the city as it continues to grow.

The plan designates roads within the community and its growth areas as either Major Arterials, Minor Arterials, Collectors, or Local Streets. Definitions for each road classification can be found earlier in this chapter.

The Future Streets Plan also designates areas within the street network that should be improved in the future, with improvements including gateway signage, grade-separated pedestrian crossings, or enhancements to the street intersections. Each improvement should be considered as the City grows to maintain the community's small town feel, as well as improve safety along these transportation corridors.

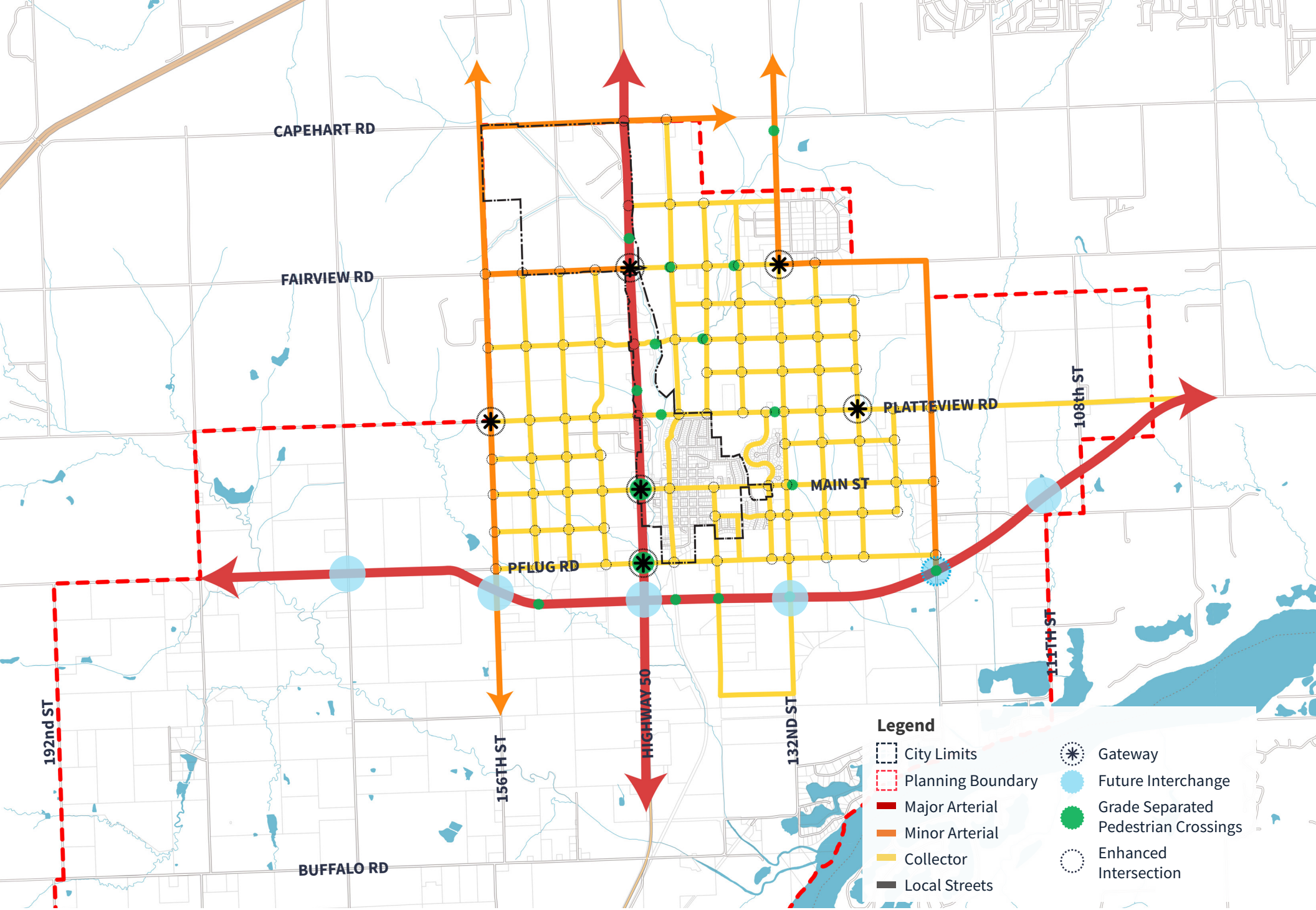


FIGURE 4.1 // FUTURE STREETS PLAN

DESIGN CONSIDERATIONS

Street Design Considerations

The design of a street is an important consideration as it pertains to developing community character and preserving the aesthetics and small town feel. Design characteristics, including street trees or traffic calming measures can also contribute to safety by slowing drivers down and implementing standards to improve visibility at intersections. These can be incorporated through the following:

- Incorporating street trees
- Implementing traffic calming measures
- Enhancing intersections
- Creating bike and pedestrian grade separation



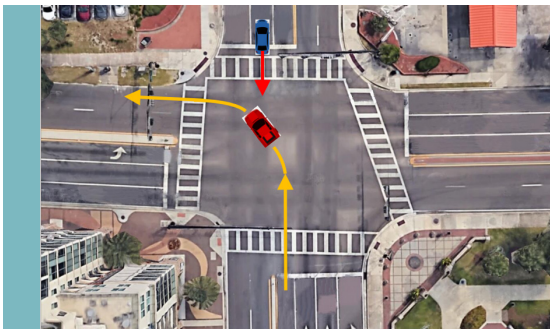
STREET TREES

Street trees can help calm traffic by creating visual cues that encourage drivers to reduce speed, improving road safety and enhancing the overall driving experience. Each large deciduous tree needs 1,000 cubic feet of soil. Ensure there is enough space reserved for public infrastructure like lane widths, sidewalks, trails, and utilities within the right-of-way. Create a tree list to identify suitable species and set spacing standards.



TRAFFIC CALMING MEASURES

Traffic calming measures are designed to increase the safety of a street or roadway through the combination of multiple design and policy strategies. Design interventions can include reducing the traffic speeds, installing raised pedestrian crossings, lane narrowing, or implementing curb extensions. These measures are particularly effective on collector streets where high-speed driving or traffic volume creates risks for pedestrians, cyclists, and residents.



ENHANCED INTERSECTIONS

Although simple, a very important aspect to maintaining a small town feel is the ability to ensure that citizens can walk throughout their community safely. Improvements at key street intersections can enhance pedestrian safety by providing adequate and through sidewalks with safe, signalized crossings and demarcated crosswalks. It is recommended that pedestrian and bicycle crossings at intersections or streets with on-street parking are designed with curb extensions to maintain visibility between vehicles and pedestrians.



BIKE / PEDESTRIAN GRADE SEPARATIONS

In areas where high-speed and a high volume of vehicular traffic provides a physical barrier to pedestrian connectivity, such as the South Sarpy Expressway or Highway 50, it is recommended that the City work with other agencies and local/state jurisdictions to identify and implement appropriate grade separated crossings for pedestrians and bicyclists. These separated crossings should be designed to reduce the number of at-street crossings which create a serious risk to pedestrians and cyclists with high-speed traffic.

GOALS, POLICIES, AND ACTION ITEMS

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Policies

P-5.1	Require development to accommodate all identified roads and streets within the future streets plan.
P-5.2	Require developers to dedicate the necessary right- of- way based upon the recommended road and street cross sections.
P-5.3	Discourage direct driveway access on high traffic arterial roads.
P-5.4	Encourage traffic calming measures on collector and local streets and on roads where possible.
P-5.5	Encourage branding elements on arterial streets within city limits.
P-5.6	Discourage cul-de-sacs as they limit neighborhood connectivity.
P-5.7	Maintain the feeling of safety for pedestrians and cyclists by requiring roads and streets to be built at a regular, pedestrian interval that is walkable, dense, and public.
P-5.8	Provide full community connectivity across major arterials through grade separated infrastructure.

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Action Items

AI-5.1	Develop a standard corridor cross section for each road/street classification that provides adequate space for pedestrians, cyclists and for streetscaping and street trees, looking at the existing streets within Springfield as precedent.
AI-5.2	Complete a study of Highway 50 – reviewing pedestrian and cycling crossings and seek funding for plan implementation of the study area.
AI-5.3	Collaborate with local, county, and state agencies to strategically plan and build support for the future bypass, ensuring it is designed in a way that minimizes disruption to Springfield’s future growth and development.
AI-5.4	Collaborate with other agencies (such as county and State DOT) to create a coordinated design for roads and streets on the state/county system that fall within city limits or the planning boundary that maintain a small town feel while ensuring safety of the transportation system.
AI-5.5	Collaborate with MAPA and other agencies to align the latest WE-STEP recommendations with the updated future streets plan and future land use visions within this document.