

4. Railroads – Springfield does not have rail service.
5. Trails – Springfield has several biking and walking trails. The Bike the Bourbon Trail and TransAmerica Biking Trail pass through the city. The city is working to improve its bike score. As these trails and paths come to fruition, their development could have some impact on future land use.
6. Sidewalks – Sidewalk connectivity within the city needs improvement. Walkscore gives Downtown Springfield a walkability score of 52 out of 100 via measuring the walkability of any address based on distance from destinations and pedestrian friendliness. Schools are the easiest to access from downtown Springfield with parks being the hardest to access due to the nearest park being more than five miles away from the city center. As the city works to improve its sidewalk infrastructure, there could be some impacts on future land use.
7. Riverports – The city does not own or have direct access to any riverports.

### **Future Water and Wastewater Impacts**

Springfield's water and wastewater treatment plants has considerable excess capacity. With infrastructure that already extends to a potentially new industrial site, the city does not anticipate any potential impacts on future land use.

### **Other Impacts & Conclusions**

In the short term, the City of Springfield appears to be well positioned to meet the infrastructure needs for the future. As the impact of regional economic development projects becomes clearer, the city should be vigilant in its planning and implementation of future infrastructure projects that may be needed.

### VII. Springfield Transportation Element

The City of Springfield coordinates with Washington County and the respective state and federal transportation departments to deliver well-maintained and safe avenues of transportation for residents while limiting congestion, increasing pedestrian safety, and addressing other issues. As the county seat of Washington County, Springfield serves as the central hub of activities and amenities for residents. Driving, biking, riding, and walking culminate into the central means of transportation for residents and visitors alike.

#### Transportation Infrastructure

Washington County and Springfield fall within the Kentucky Transportation Cabinet's (KYTC) Highway District 4. Washington County is comprised of 432.884 miles of state-maintained lanes and 52 state maintained bridges.<sup>1</sup> Washington County's highway infrastructure spending has seen steady increases over the past five years reaching a total of \$30,710,606.73 from 2017 to 2021.

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<sup>1</sup> <https://datamart.kytc.ky.gov/>



### Traffic Flow

Several major roads run through Springfield, bringing between 6,000 to 9,000 vehicles daily through the city limits<sup>2</sup>. The busiest section is the Highway 55 Bypass. In 2017, 8,650

<sup>2</sup> <https://maps.kytc.ky.gov/trafficcounts/?xmin=-9494124.92818272&xmax=-9481914.11291418&ymin=4530788.940449555&ymax=4539569.644073804>

vehicles passed through the southern city section of the bypass. In 2020, 7,213 vehicles passed through the northern city portion of the bypass<sup>3</sup>. From 2020 to 2021, West and East Main Street saw between 4,000 and 6,000 travelers per day. North and South Main Cross Street, which intersects with Main Street, had between 2,600 and 2,800 a day in 2021.

### Figure 7.1 Springfield Traffic Flow

The figure below demonstrates the Annual Average Daily Traffic (AADT) count of the roads that run through and adjacent to Springfield. All red highlighted roads had an AADT of over 5,000 vehicles. All orange roads had an AADT between 2,000 and 4,999 vehicles. All green highlighted roads had an AADT below 1,999 vehicles.<sup>4</sup> The interactive map can be found in the footnote below.

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<sup>3</sup> <https://maps.kytc.ky.gov/trafficcounts/?xmin=-9494124.92818272&xmax=-9481914.11291418&ymin=4530788.940449555&ymax=4539569.644073804>

<sup>4</sup> <https://maps.kytc.ky.gov/trafficcounts/?xmin=-9494124.92818272&xmax=-9481914.11291418&ymin=4530788.940449555&ymax=4539569.644073804>



Legend	
<b>Traffic Station Counts</b>	
	Automatic Traffic Recorder (ATR)
	Volume Data Collection Station
	Classification Data Collection Station
	Local Road Bridge



**Commuting**

For the City of Springfield, commuter traffic has increased from 2010 to 2019 by 490 new commuters throughout the city. Although there has been a total increase in commuters, most of these commuters are people who live outside Springfield but are employed within the city limits. Of the 490 increased commuters over the past 10 years, 402 were new commuters traveling into the city for work. The remaining 88 commuters culminate from those already living in the city and working within the city or commuting away for work.

## SPRINGFIELD COMPREHENSIVE PLAN

The increased number of commuters comes out to approximately 40 new commuters per year or a rise of 2.15% per year. There have also been increases in the number of people living and working within the city limits. This increase only amounts to 34 new residential commuters from 2010 to 2019, or an annual percent change of .95%. The same small increases occurred for people living in Springfield but were commuting outside for work. Only 54 new commuters lived inside Springfield but commuted outside for work.

Although there have been general increases in traffic, individuals commuting to Springfield for work are causing most of the gains in traffic volume.

The graph below demonstrates a decade of commuter data for Springfield. The data details the trendlines for the number of individuals who commuted into the city for work, lived and worked inside the city, and lived in the city but commuted outside for work.

**Graph 7.1 2010-2019 Springfield Commuter Inflow/Outflow Data**

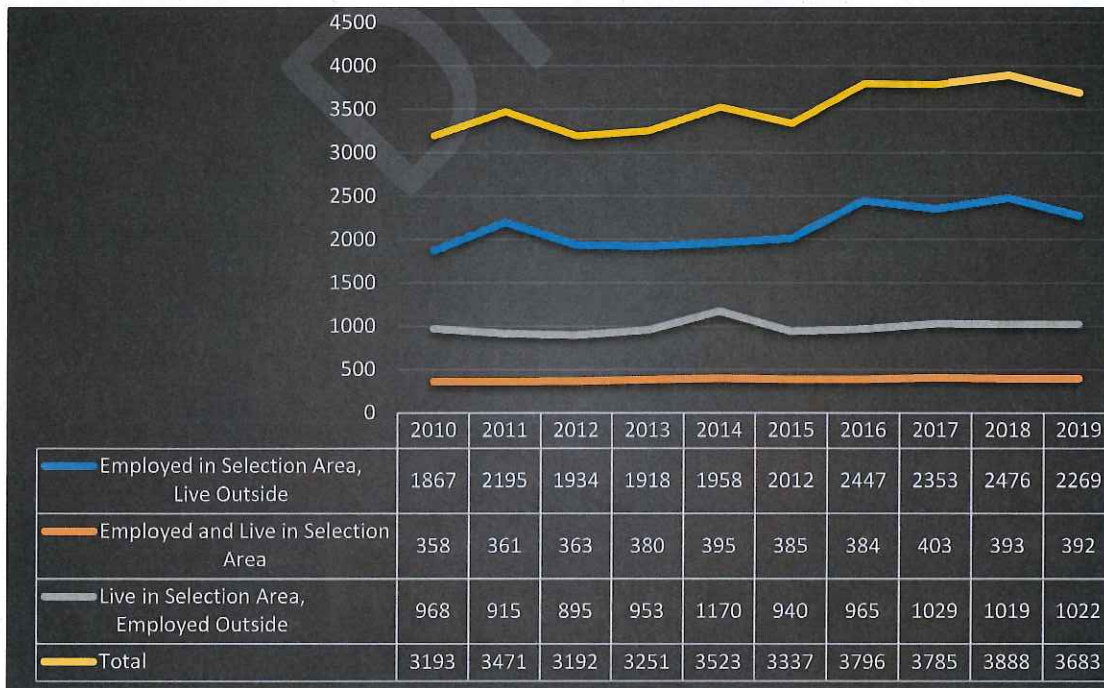
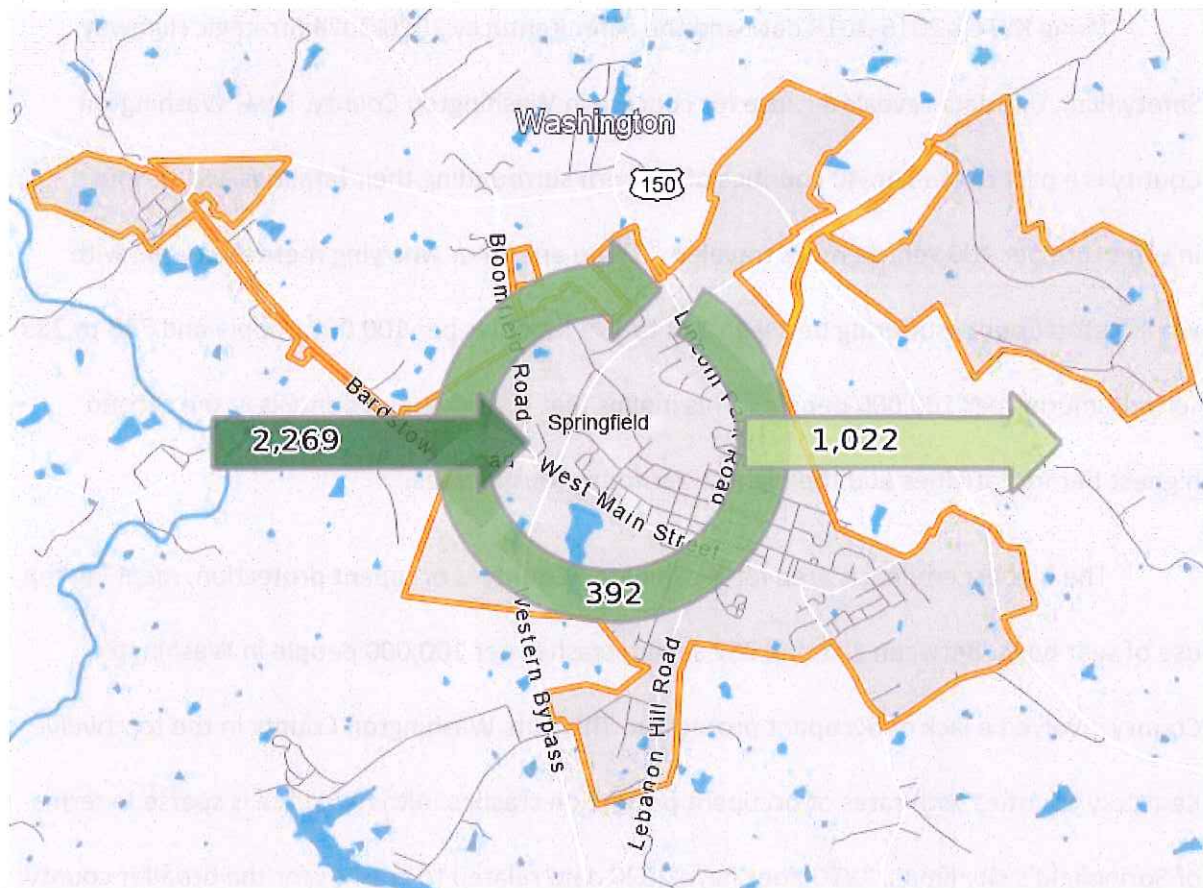


Figure 7.2 2019 Community Inflows and Outflows for Springfield

In 2019, a total of 3,683 individuals commuted in and out of Springfield. The graph below demonstrates these individuals commuting into the city's limits (the dark green arrow), who commute within the town (the green circle), and those who commute out of the city for work (the light green arrow).



**Means of Commuting**

In 2021, Washington County had a total of 11,896 registered vehicles. 2,352 of these vehicles were used for commercial purposes. The vast majority were non-commercial vehicles totaling 9,248. The last 296 were official vehicles. According to the 2020 American Community

Survey, the workers of Springfield mainly travel by car, truck, or van. 90.5% of workers travel by such means. 82.2% of those driving workers drove alone, with the other 8.3% carpooling. The second largest was by way of a taxicab, motorcycle, or different means, accounting for 5.4% of residents. 2.8% worked from home, and only 1.3% walked to work. No one biked to work.<sup>5</sup>

### Accident Patterns

Using KYTC's 2016-2018 data and the Safer Kentucky 2020-2024 Strategic Highway Safety Plan, this data reveals a cause for concern in Washington County. First, Washington County is a part of the Top 40 counties of concern surrounding their fatalities and serious injuries rate per 100 vehicle miles traveled.<sup>6</sup> There are other worrying metrics as well, with Washington County suffering between 122 to 179 fatalities per 100,000 people and 538 to 785 serious injuries per 100,000 people.<sup>7</sup> This means that Washington County is in the second highest tier for fatalities and the highest tier for serious injuries.

The highest emphasis area for Washington County is occupant protection, meaning the use of seat belts. Between 141 and 252 severe crashes per 100,000 people in Washington County involved a lack of occupant protection. This puts Washington County in the top twelve Kentucky counties with rates of occupant protection crashes. Although data is sparse in terms of Springfield's city limits, KYTC does have 2020 data related to crashes for the broader county.

<sup>5</sup> <https://data.census.gov/cedsci/table?t=Commuting&g=1600000US2172660&tid=ACSST5Y2020.S0801>

<sup>6</sup> [https://transportation.ky.gov/HighwaySafety/Documents/16-18-FAI\\_100MVMMMap.pdf](https://transportation.ky.gov/HighwaySafety/Documents/16-18-FAI_100MVMMMap.pdf)

<sup>7</sup> [https://datamart.kytc.ky.gov/SHSP/SAFER%20KY%20SHSP%202020\\_Final.pdf](https://datamart.kytc.ky.gov/SHSP/SAFER%20KY%20SHSP%202020_Final.pdf)

There was a total of 211 crashes in Washington County with 14 of those crashes involving deer. The most recent pedestrian fatality in the County occurred in 2019<sup>8</sup>.

### **Air Transportation**

#### **Regional Air Transportation**

Located at 650 Airport Ln, Springfield, KY, 40069, the Springfield-Lebanon Airport is one of the most centrally located airports in the State of Kentucky. Publicly owned and operated by the Marion-Washington County Airport Board, the regional airport provides aviation services that include aircraft fueling, courtesy ground transportation, pilot supplies, freight loading/unloading, flight training, and other related services. However, no commercial aviation services are provided by the Springfield-Lebanon Airport.

George Hoerter Field has one paved runway that is 5,001 by 75 feet, aircraft parking, hangars, a private passenger terminal and lounge, and a pilot's lounge/snooze room. According to the U.S. Department of Transportation Federal Aviation Administration in 2018, the primary source of aircraft operations is general aviation aircraft at 82%, followed by air taxis at 16%, and the remaining 2% being military aircraft.<sup>9</sup>

#### **Commercial Air Transportation**

Even though the Springfield-Lebanon Airport does not serve commercial air traffic, several nearby airports are available to residents to meet their domestic or international travel needs. The table below demonstrates the nearest airports that support domestic and

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<sup>8</sup> <https://datamart.kytc.ky.gov/>

<sup>9</sup> <https://www.airportiq5010.com/5010ReportRouter/6I2.pdf>

international travel.<sup>10</sup> This information includes the airport’s name, location, distance from Springfield, and whether it supports domestic travel, international travel, or both.

**Table 7.1 Closest Commercial Air Transportation to Springfield, KY**

Airport	Location	Distance	Domestic/International
Blue Grass Airport	Lexington, KY	51 Miles	Domestic
Louisville International Airport	Louisville, KY	55 Miles	Both
Cincinnati/Northern Kentucky International Airport	Hebron, KY	133 Miles	Both
Owensboro-Daviess County Regional Airport	Owensboro, KY	137 Miles	Domestic
Cincinnati Municipal Lunken Airport	Cincinnati, OH	143 Miles	Domestic
Nashville International Airport	Nashville, TN	176 Miles	Both

**Public Transportation**

Although the City of Springfield does not operate or contract out a municipal bus service, there are various other services available to the residents of Springfield. The Transit Authority of Central Kentucky and the Blue Grass Community Action Partnership (BGCAP) are not-for-profit transportation options providing low-cost fares for residents. There are also some

<sup>10</sup> <https://www.travelmath.com/nearest-airport/Springfield,+KY>

other private transportation options that residents can request. Springfield residents can use two of the ride-sharing companies that service the area.

### **Transit Authority of Central Kentucky (TACK)**

The Transit Authority of Central Kentucky (TACK) provides rides for anyone within the Hardin, Meade, and even the Washington County area. TACK is an ADA transport that is fully handicap accessible for wheelchairs. All TACK drivers are certified in wheelchair transportation and securement with additional certification in CPR.

Even with ADA credentials, TACK is for anyone, providing trips for medical appointments, grocery shopping, work transportation, and anything else. All trips must be planned due to the shared ride system that TACK employs. Special discounts are given to seniors, veterans, and those who work in Hardin and Meade counties. The public rate costs \$1 per mile with a \$5 minimum one way.<sup>11</sup>

### **Blue Grass Community Action Partnership (BGCAP) Transit**

The Blue Grass Community Action Partnership has served Anderson, Boyle, Franklin, Garrard, Lincoln, Mercer, Scott, and Woodford counties since 1964, with surrounding counties having the option also to take advantage of the variety of services and programs offered. The goal of BGCAP is the enhancement of participants' quality of life. Through assistance with basic needs like food, clothing, and transportation, BGCAP aims to assist disadvantaged residents out of poverty and into self-sufficiency.

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<sup>11</sup> <https://tacktransit.org/>

Most programs are offered at little to no charge. BGCAP Transit services are available Monday through Friday from 6:00 AM to 6:00 PM, and 8:00 AM to 4:30 PM on Saturday. The ride cost is \$1.75 per mile, with a \$5.00 minimum per ride. The BGCAP Transit Pass reduces the rate to \$1.00 per mile. These passes cost \$20 and can be found at their Frankfort Central Office or Danville Transit Hub.<sup>12</sup>

### **Biking & Walking**

Springfield has a Bike Score of 35 out of 100, meaning it is only somewhat bikeable<sup>13</sup>. Walkscore calculates one's ability to bike in the city limits through a measure of bike lanes, trails, the propensity of hills, and road connectivity, as well as the number of bike commuters in Springfield. Data used for these calculations was gathered from the USGS, Open Street Map, and the US Census<sup>14</sup>.

Although there is minimal biking infrastructure in Downtown Springfield, it is somewhat walkable with schools, errands, and entertainment being the most walkable activities near the city center<sup>15</sup>. Walkscore gives Downtown Springfield a walkability score of 52 out of 100 via measuring the walkability of any address based on distance from destinations and pedestrian friendliness. Schools are the easiest to access from downtown Springfield with parks being the hardest to access due to the nearest park being more than five miles away from the city center. The National Walkability Index measured by the Environmental Protection Agency gives most of

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<sup>12</sup> [http://www.bluegrasscommunityaction.org/bgcap\\_bus.html](http://www.bluegrasscommunityaction.org/bgcap_bus.html)

<sup>13</sup> <https://www.walkscore.com/score/124-w-main-st-springfield-ky-40069>

<sup>14</sup> <https://www.walkscore.com/methodology.shtml>

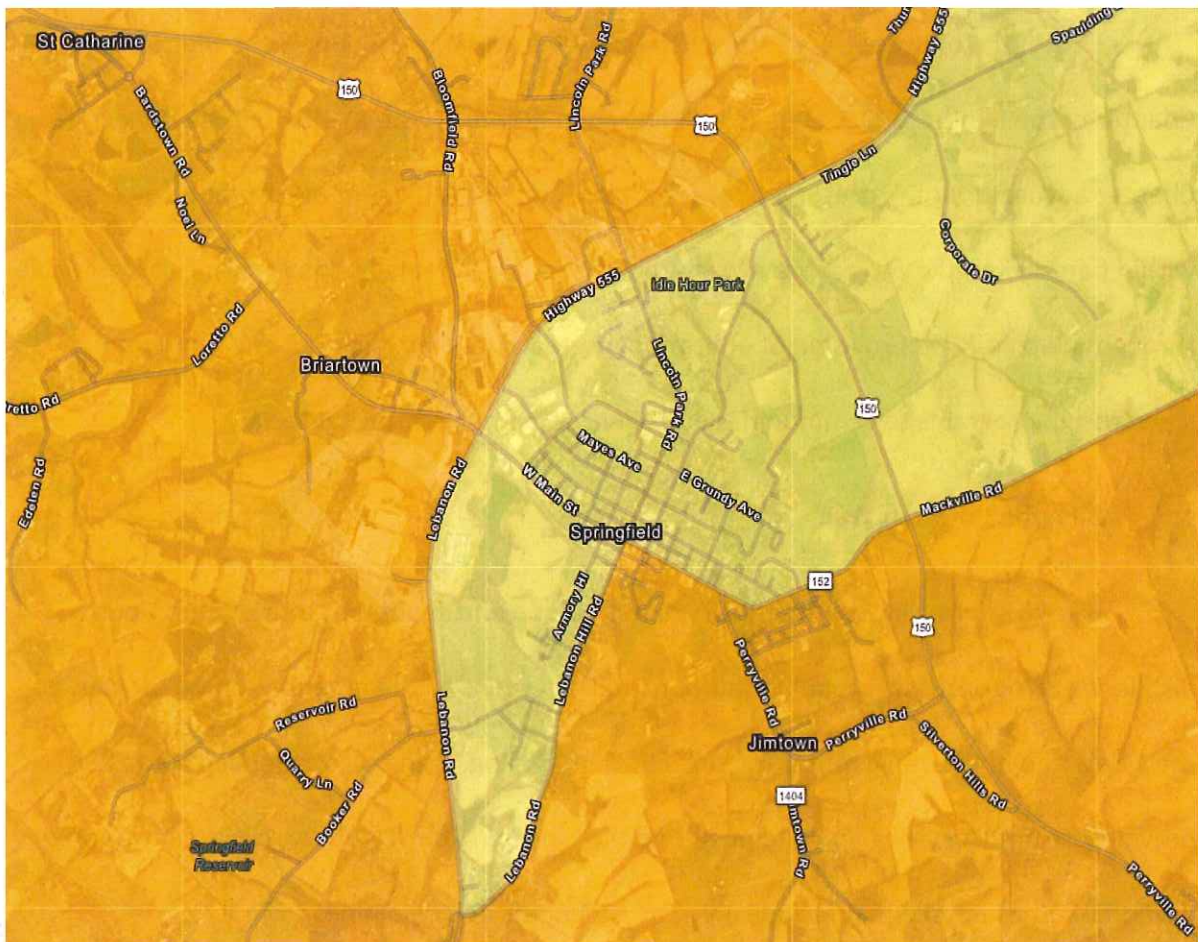
<sup>15</sup> <https://www.walkscore.com/score/124-w-main-st-springfield-ky-40069>

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Springfield a below average walkable score between 5.76 to 10.50 out of 20. Washington County received the least walkable score between 1 to 5.75 out of 20<sup>16</sup>.

**Figure 7.3 Walkability Index of Springfield, KY**

The figure below details the areas of Springfield that are walkable for residents and visitors of the city.







<sup>16</sup> <https://epa.maps.arcgis.com/home/webmap/viewer.html?webmap=f16f5e2f84884b93b380cfd4be9f0bba>

## Legend

### Walkability Index

#### National Walkability Index

#### Walkability Index

-  1 - 5.75 (Least Walkable)
-  5.76 - 10.50 (Below Average Walkable)
-  10.51 - 15.25 (Above Average Walkable)
-  15.26 - 20 (Most Walkable)

## Regional Biking Advocacy Groups

One of the only Central Kentucky bicycle advocacy organizations is the Bluegrass Chapter of the Kentucky Mountain Bike Association (KYMBA). The KYMBA and the Bluegrass Chapter advocate for the preservation, expansion, and enhancement of natural surface trails within Central Kentucky to ensure access to high quality, well-maintained trails. This is possible through the continued provision of education, outreach, and advocacy of environmental stewardship programs to communities and agencies within Central Kentucky<sup>17</sup>.

## Bike the Bourbon Trail

Bike the Kentucky Bourbon Trail is a self-guided and supported tour of numerous distilleries throughout the popular Bourbon Trail of Kentucky. The organization recommends the safest and most scenic routes for self-sufficient cycling. Using recommended routes provided by both a cycling app and posted to the Bourbon Trail's website, cyclists have three potential routes to take that include a variety of lengths and distilleries to visit.

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<sup>17</sup> <https://kymbabluegrass.org/about>

Along one of the longer of these routes are Washington County and Springfield. This three-day, ten distillery bike ride totals 188 miles and includes over 9,000 feet of change in elevation. The City of Springfield sits between the Maker's Mark distillery in Loretto, KY and the Four Roses distillery in Lawrenceburg, KY. Cyclists travel through Downtown Springfield via Main Cross Street and have ample opportunity to stop for necessities and recreation if they so desire<sup>18</sup>.

### **TransAmerica Bicycle Trail**

In 1973, the TransAmerica Bicycle Trail was established to celebrate the 200<sup>th</sup> birthday of the United States. The modern route begins in Astoria, Oregon and ends in Yorktown, Virginia, resulting in a near three-month long expedition across the continental United States on bike. Between Oregon and Virginia lies the State of Kentucky, a key part of the 4,215.5-mile journey. The City of Springfield, furthermore, lies between the checkpoint cities of Murphysboro, Illinois and Berea, Kentucky, thus attracting many cyclists to either stop on their way or stay the night before continuing onward along the trail<sup>19</sup>.

### **Health Concerns**

Improvements in the City of Springfield along the lines of walking and biking could have positive implications for the current health concerns of the City. First, it would provide residents with access to exercise opportunities that have been lacking. In 2022, only 10.7% of residents had access to these kinds of opportunities, which is up 2.6% from 2021. Without

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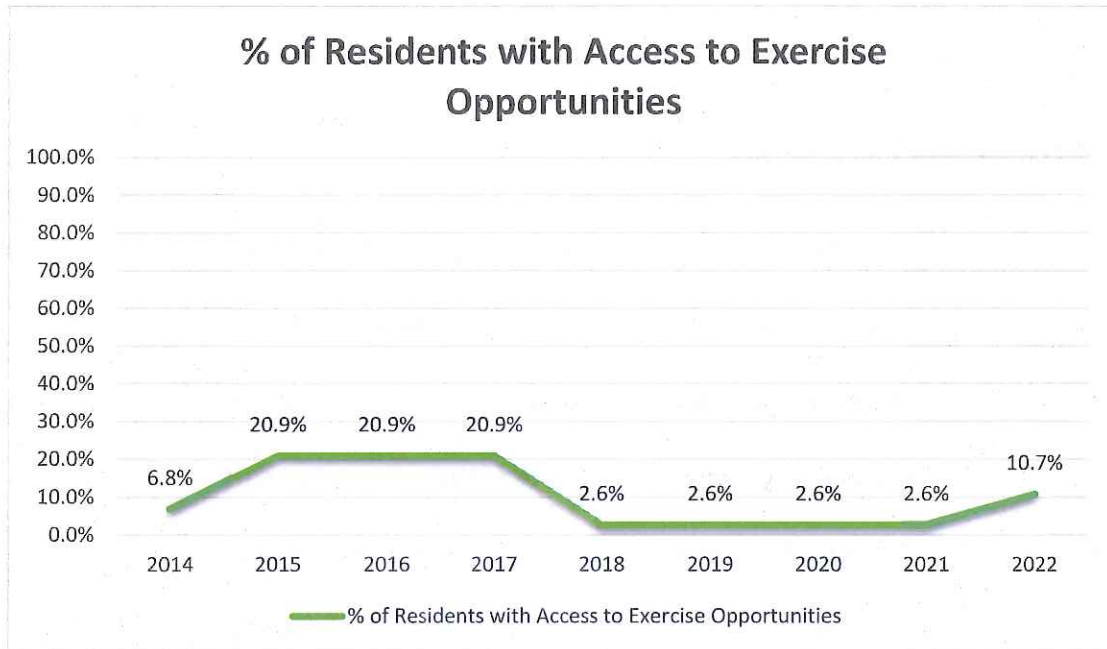
<sup>18</sup> <https://kybourbontrail.com/experiences/bike-the-trail/>

<sup>19</sup> <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/transamerica-trail/>

adequate exercise opportunities, 33.8% of Springfield’s population is left physically inactive<sup>20</sup>.

Graph 7.2 below details the percentage of Springfield residents with access to exercise opportunities.

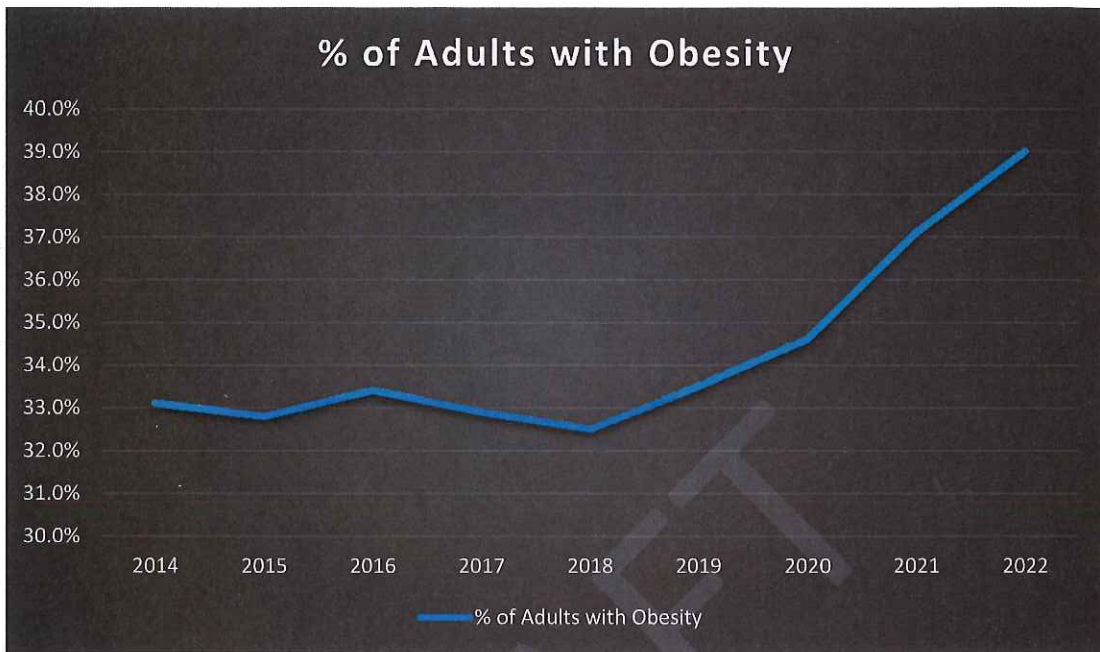
Graph 7.2 Springfield Access to Exercise Opportunities



Nonetheless, the lack of exercise options on top of built-in exercise through walking or biking to work or other activities in-part affects the negative health outcome of Washington County. These issues have led Washington County to have an adult obesity rate of 39%, which has increased since 2014’s rate of 33.1%.

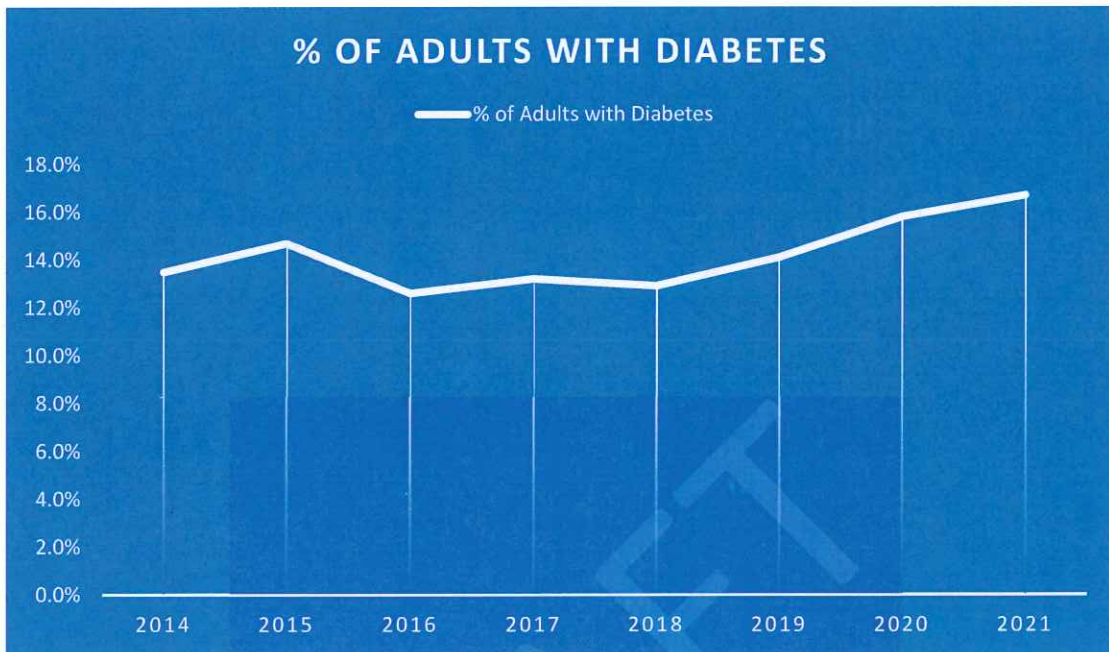
<sup>20</sup> <https://www.countyhealthrankings.org/explore-health-rankings/rankings-data-documentation>

Graph 7.3 Rate of Adult Obesity in Washington County



The increases in adult obesity have correlated with the increases in diabetes in Washington County. In 2014, Washington County had a diabetes rate of 13.2%, which has risen to 16.7% in 2021. Together, these stats indicate rising health concerns for Springfield and Washington County.

Figure 7.4 Rate of Adults with Obesity in Washington County



**Transportation Projects**

**Featured Projects**

Washington County falls within Highway District 4 of the Kentucky Transportation Cabinet’s 12 Highway District designations. Highway District 4 also serves Breckinridge, Grayson, Green, Hardin, Hart, LaRue, Marion, Nelson, and Taylor Counties, making up over 2,902.92 miles of roadway. One of the current featured projects in Highway District 4 is the US 150 Corridor (Bardstown to Springfield). The US 150 Corridor improvements project will occur along two routes.

The first prioritized route is along Frederick Road to Mayfield Lane, which has enough money in the Right-of-Way budget to fund its completion in 2022. The second route from Mayfield Lane to Springfield Bypass will need to have funds approved through the 2022 KY

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General Assembly for the project to advance. The improvements to be made include a 2+1 lane configuration, creation of alternative passing lanes throughout the corridor, modification of existing geometry, and other widening enhancements along the corridor.<sup>21</sup>

### Additional Projects

There are other proposed projects outside the broader US 150 Corridor’s featured project. According to the 2022 Enacted Highway Plan, there are approximately four bridge projects, two pavement rehabs, and three planned air quality projects. A list of these projects is provided below. Another project involves the Lebanon-Springfield Airport costing \$250,000. The airport project will include a perimeter security and wildlife control fencing project.<sup>22</sup>

Highway/Road	Start-Finish	Type of Work	Total Cost	Description
KY-53	2023-2025	AM-BRIDGE (P)	\$4,510,000	Bridge Project in Washington County on KY-53 at Chaplin River
KY-152	2023-2024	AM-BRIDGE (P)	\$1,490,000	Bridge Project in Washington County on KY-152 at Cartwright Creek
KY-458	2022	AM-BRIDGE (P)	\$2,321,000	Bridge Project in Washington County on KY-458 at Beech Fork of Salt River
CS-1041	2023	AM-BRIDGE (P)	\$627,000	Bridge Project in Washington County on Armory Hill at Road Run Creek

<sup>21</sup> <https://transportation.ky.gov/DistrictFour/Pages/default.aspx>

<sup>22</sup> <https://transportation.ky.gov/Program-Management/2022%20Enacted%20Highway%20Plan/2022%20Enacted%20Highway%20Plan%20Combined%20Book%20June%2028%202022.pdf>

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<b>BG-9002</b>	2024	PAVEMENT REHAB- PRK(P)	\$2,200,000	Address Condition of Martha Lane Collins Bluegrass Parkway from MP 39.267 to MP 42
<b>BG-9002</b>	2023	PAVEMENT REHAB- PRK(P)	\$2,200,000	Address Condition of Martha Lane Collins Bluegrass Parkway from MP 42 to MP 44.807
<b>KY-555</b>	2023-2025	AIR QUALITY(P)	\$23,900,000	Improve Mobility on the KY 555 Heartland Parkway Corridor from US 150X to KY 53
<b>KY-555</b>	2024-2027	AIR QUALITY(P)	\$22,600,000	Improve Mobility on the KY 555 Heartland Parkway Corridor from KY 53 to Bluegrass Parkway
<b>US-150</b>	2024-2025	AIR QUALITY(P)	\$11,000,000	Address Issues along US 150 in Washington County from 0.7 Miles East of Grundy Home Road to US 150X.

### Conclusion

Springfield is a slowly growing community at the heart of Washington County. Over the past decade, the growth of Springfield has correlated with an increase in daily commuters. For example, in 2020, West Main Street saw 5,849 AADT or approximately 2,138,885 travelers that year, and in 2021 East Main Street saw 6,092 AADT or approximately 2,223,580 travelers that year. Both Bike the Bourbon Trail and the TransAmerica Bike Trail provide opportunities for Springfield to bring in additional tourists looking for a place to rest. However, Springfield lacks the infrastructure to support biking events such as this, with improvements needed to boost the walkability of downtown Springfield as well. Future transportation infrastructure projects

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will be needed to address these increases in demand and better prepare Springfield to provide safe and efficient modes of travel for residents and visitors alike in the years to come.

## VIII. Community Facilities Element

Community facilities provide the public with access to vital community services. A summary of the existing community facilities and the anticipated future needs of the community defined by projected growth and functional obsolescence are summarized in the section.

### Governmental Offices

#### City Hall

The City of Springfield is the county seat of Washington county. Located at 127 W. Main Street, the building provided office space for the city's administrative services, including water, sewer, city taxes, licensing, building permits, and planning and zoning. The city government is a strong mayor form of government, consisting of the mayor (the executive officer) and six council members. The city council meets regularly on the 2<sup>nd</sup> Tuesday of the month at City Hall.

The city staff includes the city clerk, finance director, city attorney, public works director, parks director, police chief, fire chief, building inspector, Alcohol and Beverage Control Administrator, Main Street director, Office of Emergency Management director, electrical inspector, and the zoning enforcement officer.

### Public Safety

#### Police Department

The Springfield Police Department is located at 1 Police Drive, Springfield, Kentucky. The department provides law enforcement services to the City of Springfield. In total, the staff includes seven officers including the sheriff. In terms of full staffing, the desired number of officers would be a total of nine.

The dispatch center is located within the same complex as the police department. The center has seven dispatchers in total. The police department and dispatch center are located within an old garage that was remodeled in 2002 for its present purposes.

#### Fire Department