CDM

Hamilton Area Transportation Plan (2009 Update)

Technical Advisory Committee Meeting Number 1

April 15, 2009

Opening Remarks / Introductions

- Introductions
- Purpose of Meeting
  - Review the scope of work
  - Review the project schedule
  - Review the public outreach plan
  - Discuss transportation “areas of concern”
  - Discuss transportation “committed” projects
  - Initiate the citizen outreach – via the CAC
- This is a valuable & exciting project !!!!

What is the TAC?

- TAC is an technical advisory committee established for this project only
- Represents technical & jurisdictional interests of the Hamilton community (City, County and MDT)
- Is expected to be knowledgeable and engaged about the project
- Is asked to assist in developing sound, creative and thoughtful solutions/recommendations for the community's transportation system

Transportation Planning 101

- General Overview
- Traditional Methodology
  - ***Inventory*** the conditions and characteristics of the existing transportation system.
  - ***Analyze*** inventoried data to determine the relationships that affect development, transportation demand, and transportation system usage.
  - ***Forecast*** the future development patterns and the associated travel demand, supply, and performance of the transportation system.
  - ***Evaluate*** the forecasts to decide the best transportation improvements.

Transportation Planning 101

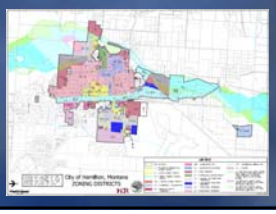
- Transportation Demand Management (TDM) Strategies
- Alternative Travel Modes
  - Bicycle/Pedestrian/Transit
- Traffic Calming Measures
- Corridor Preservation and Access Management Guidelines
- Impact Fee Study Support

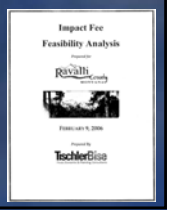
Task 1
Review Study Area Boundary / Prepare Public Outreach Plan / Form Committees

- Two (2) Project Committees
- Technical Advisory Committee (TAC)
  - Agency representatives (City, County & MDT)
  - 6 individuals
  - Meet 4 – 6 times
- Citizens Advisory Committee (CAC)
  - Public representatives
  - 11-12 individuals
  - Meet 4 – 6 times

Task 2
Assemble, Review and Analyze Existing Data & Reports

- Allows CDM to understand "State of Affairs" in community
- Ensures compliance with other planning documents
- Allows CDM to use available, recent data
- Helps to define the overall issues prior to project-specific data collection





Task 3
Identify Goals and Objectives

- Important step in the process
- First look at existing goals and objectives
  - Existing Transportation Plan (2002)
  - Growth Policy Update
  - Other Master Plans
- Review goals and objectives with public
- Also, make sure we understand what everybody wants out of the Plan, and how the plan is intended to be used by the local community

Task 4
Data Collection and Field Studies

- For the Existing System…….
  - Intersection analysis
  - Crash analysis
  - Geometric analysis
  - Truck issues
  - Corridor capacity
  - Transit analysis

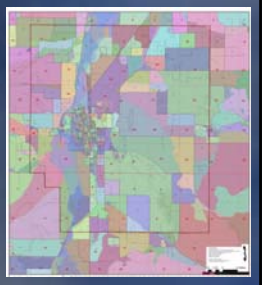
- Data collection will completed when school is in session, or both!

Task 5
Develop Socioeconomic Baseline and Forecasts

- Task begins with a “Basis of Planning”
- Need control totals for future population and future employment out to the planning horizon
- “Basis of Planning” should be consistent across all planning efforts/documents
- “Basis of Planning” has already occurred

Task 6
Develop Land Use Baseline and Forecasts

- Growth is assigned to individual census blocks
- *TransCad* model input relies on future:
  - dwelling units
  - retail jobs
  - non-retail jobs



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Task 7
Travel Demand Modeling of Existing and Projected Conditions

- MDT develops "calibrated" base year model
- CDM reviews the calibrated model for confidence
- Results of land use forecasting go into future year model (2015 and 2030)
- Allows a first look at what the future might hold
- Allows the development of "modeling scenarios"

Task 8
Analysis and Problem Identification

- Existing & future intersection issues
- Existing & future corridor capacity issues
- Signalization issues
- Crash analysis / safety
- Trucks
- Operational deficiencies
- Must define the problem before a solution can be identified!!!!

Task 9
Alternatives Modeling and Assessment

- Will utilize the *TransCad* model to respond to major identified problems via alternatives modeling
  - Roadway expansions
  - Roadway closures
  - New corridors to serve traffic / development
  - One-way couplets
  - Other

Task 10
Analyze Alternative Modes of Transportation

- Assess bicycle, pedestrian, and transit facilities and operations
- Not just "quality of life" issue
- Can examine from different points of view:
  - Connectivity
  - Accessibility
  - Convenience
  - Aesthetics
  - Usage
  - Safety
  - Multi-modal coordination

Task 11
Analyze TDM Strategies

- Transportation Demand Management (TDM) establishes how and when people are on the roadway system
- CDM has some standardized language that should be considered for the 2009 Plan update
- CDM can identify those strategies that have a high chance of success in the community
- Is a necessary part of a true "multi-modal" planning effort

Task 12
Miscellaneous Issues and Products

- Corridor preservation measures
- Access management guidelines
- Right-of-way needs & suggestions
- Roadway functional classification changes
- Other

Task 13
Develop Preliminary Recommendations

- Transportation System Management (TSM) Recommendations
  - Usually “smaller scale” projects
  - Pavement markings, turn bays, intersection control/re-alignment
  - Sight distance improvements
- Major Street Network (MSN) Recommendations
  - Major infrastructure – roadway expansions, new corridors, roadway re-configurations, etc
  - More time and $$$ to develop

Task 14
Evaluate Transportation Financing Mechanisms

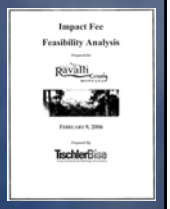
- Summarize available transportation financing mechanisms
- MDT provides the traditional Federal and State funding source descriptions
- Also investigate City, County, and other sources
- Impact Fees (discussed later)

Task 15
Prioritize Recommended Improvements

- Increasingly asked to provide a “Top Ten” list of infrastructure needs in Plan
- Can attempt to develop the most important projects for consideration by the community
- Elected officials often want to weigh in on this during adoption process
- Projects must be flexible to changing conditions and available funding sources

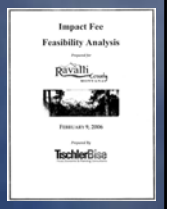
Task 16
Impact Fee Support

- Impact Fee legislation increased effort of documentation required for establishment of impact fees
- Several different methodologies available
- Legislation requires a specific Capital Improvements Plan (CIP) for justification of fees
- Increasingly, communities turn to their Transportation Plan to develop this CIP



Task 16
Impact Fee Support

- Items to watch out for:
  - Documentation of “cost per trip”
  - Documentation of what projects in CIP are attributable to growth
  - Definition of Level of Service – legislation loosely refers to level of service
  - Agreement with land use forecasts (open for challenge)
  - Jurisdictional boundaries (need well defined study area boundary)
  - Other???



Task 17
Report Preparation

- Draft & Final Technical Memorandums
  - Public Outreach Plan
  - Study Area Boundary Adjustments
  - Goals & Objectives
  - Socioeconomic Analysis/Growth Projections
  - Traffic Model Calibration Analysis
  - Crash Analysis
  - Capacity Analysis
  - Alternative Network Modeling
  - Problem Identification
  - Preliminary Recommendations

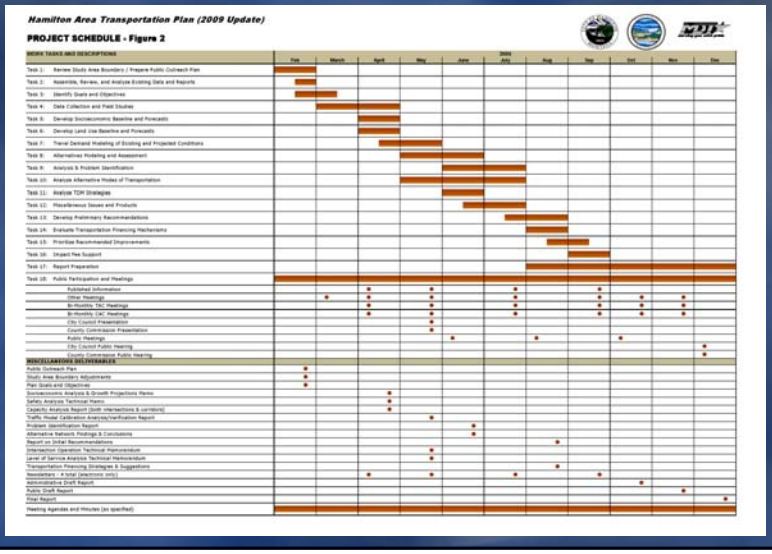
Task 17
Report Preparation

- Administrative Draft (20 copies)
- Public Draft (20 copies)
- Final (20 copies)
  - 20 spiral bound
  - 1 unbound
  - Electronic version on CDs

Task 18
Public Participation and Meetings

- Six (6) TAC & CAC meetings
- Three (3) public meetings
  1. Visioning & issues / intro to project
  2. Presentation of existing system findings & land use forecasting
  3. Preliminary recommendations
- Two (2) City Council Meetings & Two (2) County Commission Meetings
  1. Informational presentation early on
  2. Formal public hearing
- Ten (10) "Other" meetings

Project Schedule



Lessons Learned

- You can never have too much public interaction.
- Make sure the community leaders have general consensus on land use forecasts.
- Don't wait until the end of the project to bring elected officials in.
- Impact fees – make sure everybody knows what the expectations are!!!

Lessons Learned

- Transportation plans are a mixture of engineering and planning.
- Recognize the needs and desires for this effort may be different between the County and the City.
- You may not be able to reach consensus with everybody – be honest and give it your best effort.
- Transportation Plans are positive and very valuable to the community!!!
- Lastly – enjoy what you do.

Conclusion / Questions

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