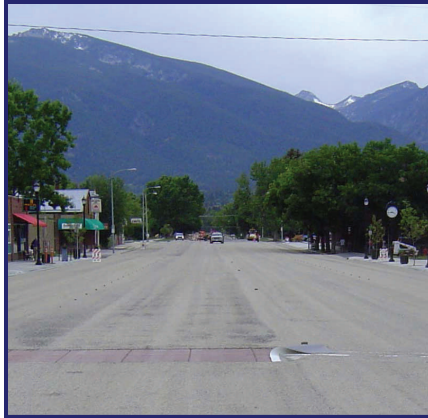


Hamilton Area Transportation Plan (2009 Update)

Study Area Boundary

Working Draft



Prepared For:

City of Hamilton
Ravalli County
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Hamilton Area
Transportation Plan
2009 Update

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DRAFT

1.0 Introduction

The City of Hamilton, Ravalli County, and the Montana Department of Transportation (MDT) have initiated a planning process to update the existing Hamilton Transportation Plan (Plan). The existing Plan was completed in 2002 and provides the basis for transportation planning activities undertaken in the last decade. The update of the transportation plan will include analysis of recent demographic data, economic data, and transportation conditions.

All transportation plans begin by defining the study area. Sometimes this study area follows governmental boundaries such as city limits, but most often they include land outside city limits in which future growth is seen as likely to occur. As part of the Hamilton Area Transportation Plan (2009 Update), an evaluation of the past Transportation Plan's Study Area Boundary was undertaken in consultation with the City of Hamilton, Ravalli County, the Montana Department of Transportation. In addition, a review of the study area boundary utilized for the Hamilton Growth Policy Update (2009) was also performed. After these reviews, adjustments were deemed necessary and made to the Study Area Boundary as described in this technical memorandum. The new study area boundary was enlarged over the previous study area boundary to capture land use changes and impacts occurring both within and outside of the urban area. In most Montana urban areas where transportation planning is done, this is highly desirable to ensure adequate future land use changes are captured outside of the city limits proper.

For Hamilton, the study area boundary includes the entire city limits of Hamilton, as well as a portion of unincorporated lands surrounding the City, and consequently within Ravalli County. These lands are generally located to the northeast, east and southeast of the City proper.

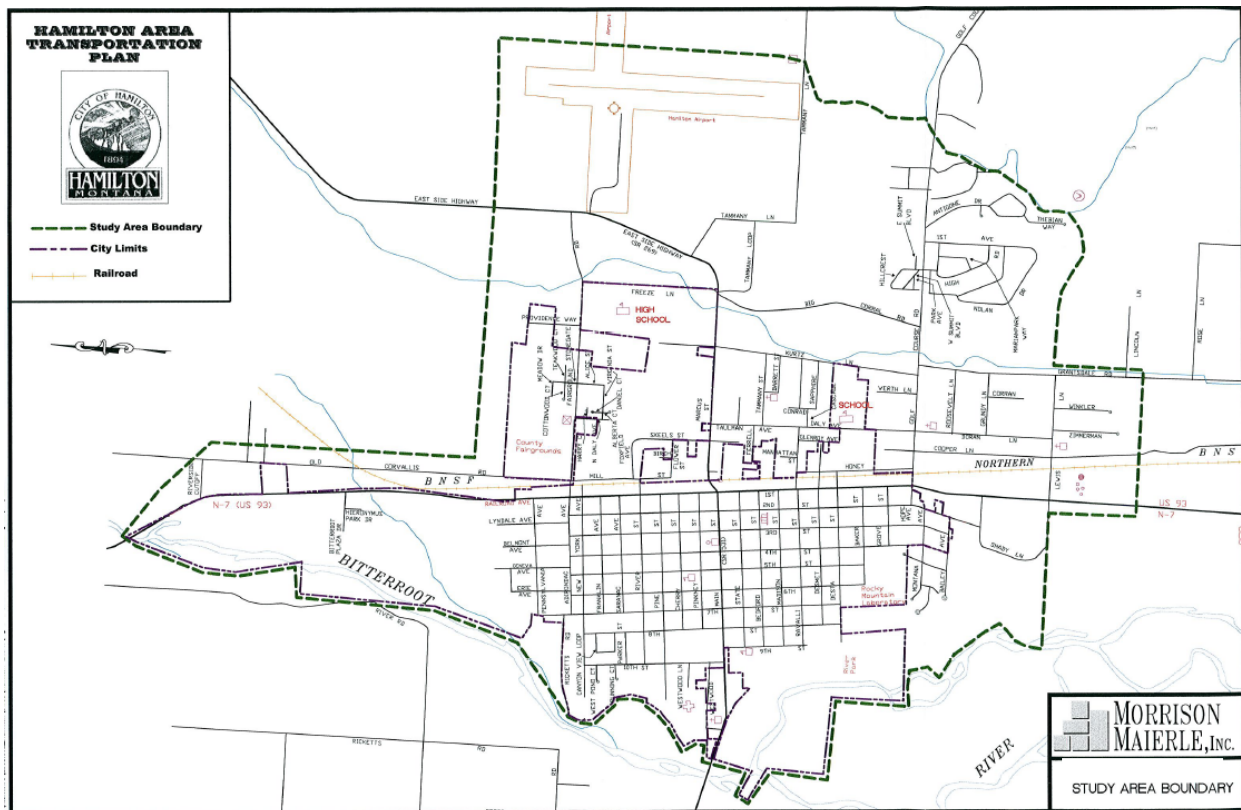
The study area boundary was developed for three primary reasons: first, to include land where recent growth has occurred or is anticipated to occur in the foreseeable future; second, to include the 2002 Transportation Plan's study area; and third, to mimic the identical study area boundary utilized in the Hamilton Growth Policy Update (2009).

It should be recognized that there are many other areas that are not formally included in the study area boundary that will exhibit development patterns affecting the area transportation system. This generally includes most of the unincorporated area of Ravalli County that may seek services or recreational opportunities with Hamilton proper. These areas are not included in the study area due to both funding and jurisdictional constraints, however cursory attempts and land use forecasting will be made to evaluate overall transportation impacts through the travel demand modeling process.

2.0 Previous Study Boundary

The previous study boundary is shown on **Figure 1** on the next page of this document and is as depicted in the existing 2002 Hamilton Transportation Plan.

Figure 1
Previous Study Area Boundary
(Hamilton Transportation Plan – 2002)*



* From Hamilton Transportation Plan 2002 prepared by Morrison-Maierle, Inc. (June 2002)

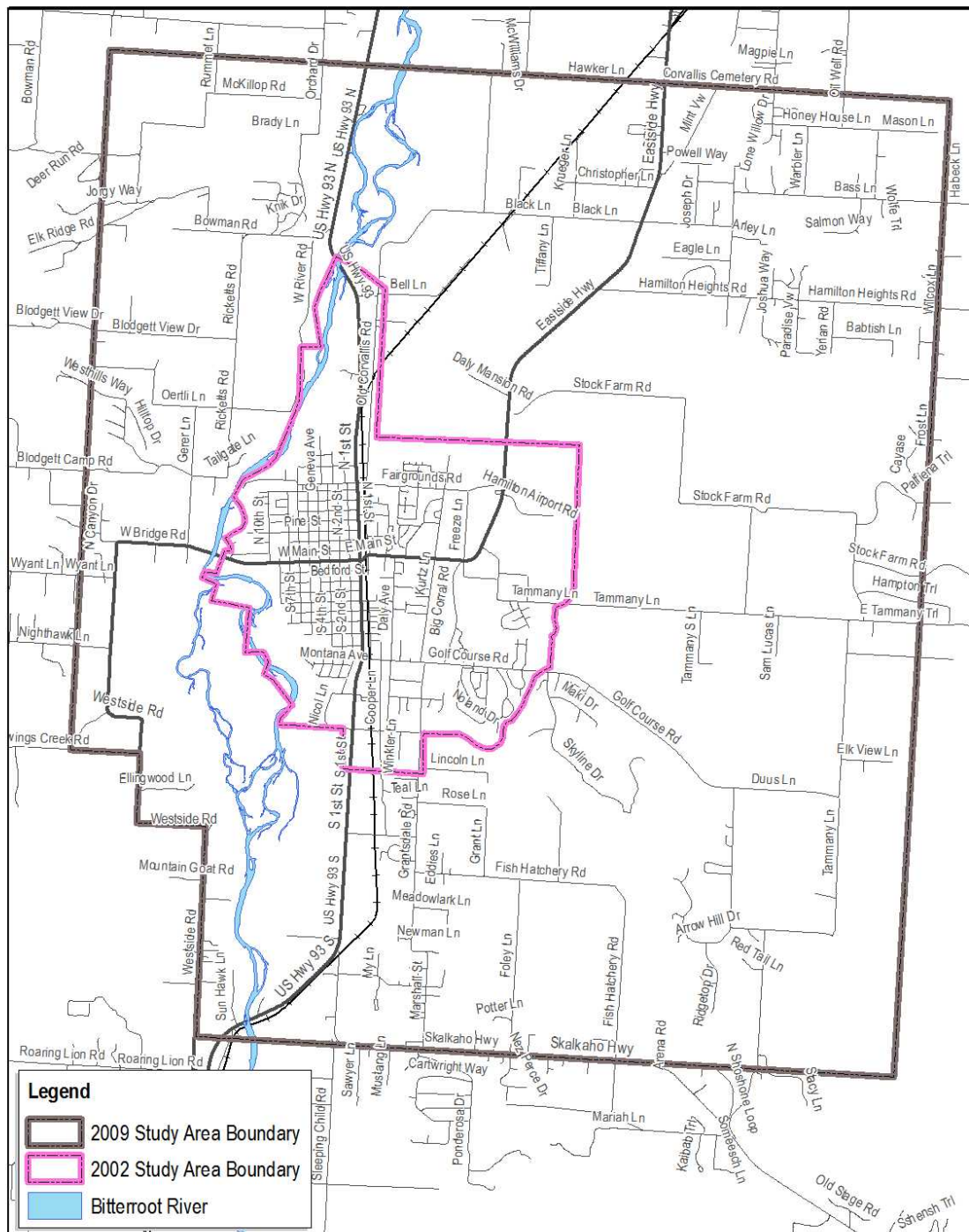
3.0 Deletions to Study Boundary




The new study boundary includes everything in the previous study area, along with additional areas that are developing and/or forecast to develop over the planning horizon of the study (i.e. the year 2030). Therefore, no land was removed from the study area.

4.0 Additions to Study Boundary

The main area of expansion to the study area boundary is along the northeast, east and southeast portion of **Figure 2**. This includes areas that were identified for future dwelling unit growth as per the Hamilton Growth Policy Update (2009). All of these areas were not within the formal study area boundary of the 2002 Hamilton Transportation Plan. Of particular note is that areas to the west of the Bitterroot River are included in the new boundary to capture existing residential and non-residential uses that were not captured during the previous transportation planning effort.

Figure 2
Previous and New Study Area Boundary (Superimposed)



Study Area Boundary
 Hamilton Area Transportation Plan (2009 Update)

0 1 2 Miles

5.0 New Study Boundary

The new study boundary is shown on **Figure 3** and will be used for all aspects of the Hamilton Area Transportation Plan (2009 Update). This study boundary includes all of the major employers in the area, and includes all of the land that may be used for employment centers in the next twenty years. It also includes developing residential land uses in the area, and those areas likely to increase the housing supply in the future and subsequently add traffic onto the transportation network. It is important to recognize that areas outside of the formal study area boundary will still have an effect on the transportation system within the study area boundary. Land use changes outside of the “formal” boundary are still accounted for and incorporated into the travel demand model, however precise transportation system impacts are not identified outside of the “formal” study area boundary.

Figure 3
New Study Area Boundary
(Hamilton Area Transportation Plan (2009 Update))

