



Hamilton Area Transportation Plan (2009 Update)

Citizens 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”
 - ◆ Initiate the citizen outreach – via the CAC
- ◆ This is a valuable & exciting project !!!!

What is the CAC?

- ◆ CAC is an advisory committee established for this project only
- ◆ Represents diverse interests of the Hamilton community
- ◆ 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

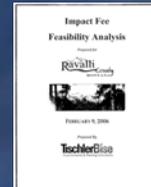
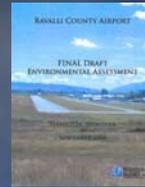
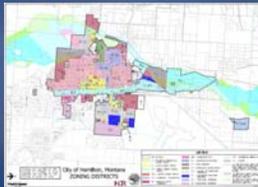
Review Study Area Boundary / Prepare Public Outreach Plan / Form Committees

- ◆ 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

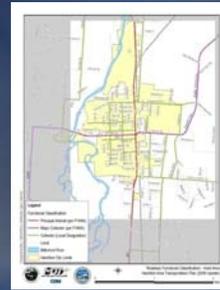


Task 11 Analyze TDM Strategies

- ◆ 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

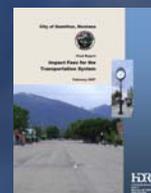
Task 16 Impact Fee Support

- ◆ 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**

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

◆ Conclusion/Questions



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