

Executive Summary

This update is intended to offer guidance for the decision-makers in the greater Hamilton community. It contains analysis of a multi-modal transportation system within the project's study area boundary. This Plan includes an examination of the traffic operations, roadway network, transit services, non-motorized transportation system, trip reduction strategies, and growth management techniques available to a growing community. This document also identifies the challenges with the various transportation systems and offers recommendations in the form of improvement projects and progressive programs that will mitigate existing concerns and/or meet future needs. This has been accomplished through meaningful dialogue with the public and dozens of stakeholders, along with the analysis of the Consultant team and both the Transportation Advisory Committee (TAC) and the Citizens Advisory Committee (CAC). Both of these committees were established exclusively for this planning project, and both provided oversight assistance in the development of this Transportation Plan Update.

This plan strives to achieve a balance in addressing existing challenges while at the same time planning for the future. Growth within the Hamilton area was projected using control totals available in the Hamilton Growth Policy (2009). From the available data, dwelling unit and employment growth was assigned to areas within the community likely to grow during the twenty year planning horizon (year 2030). By using a travel demand model, the percent increase in roadway traffic volumes was developed between the current year (year 2009) and the planning year (year 2030) to determine those areas that may realize increased traffic volumes. The model used current socio-economic data and growth trends to project traffic volumes, as presented in **Chapter 3** of the Plan. These projected traffic volumes identified future traffic problems within the area.

The analysis of the existing transportation system and future traffic conditions indicated a need for numerous improvements in the area. These infrastructure improvements are contained in **Chapter 5** of this plan and are broken down into three categories:

- Major Street Network (MSN) Recommendations,
- Transportation System Management (TSM) Recommendations, and
- Non-Motorized Network Recommendations & Considerations.

The Major Street Network (MSN) projects focus on upgrading entire corridors and/or the construction of new roadways. Eighteen (18) MSN projects are recommended at a total cost of approximately \$27,535,000. TSM projects focus mainly on intersection improvements, such as the addition of turning lanes and signalization. A total of twenty six (26) TSM projects are recommended at an estimated cost of about \$1,741,500. The Plan also strives to strengthen and/or reinforce policy and procedural

actions for both non-motorized and motorized travel. **Chapter 8** of the plan presents concepts and guidelines for corridor preservation and access management principles, the utilization of Interlocal Agreements to implement the many recommendations found in the plan, transportation level of service guidance, and a variety of bicycle design guidelines.

In analyzing the numerous infrastructure projects that have been recommended in the Transportation Plan, seven (7) projects stand out as being of most value to the community, both in terms of addressing existing concerns and planning for future growth. Although the prioritization of these seven projects are best left to elected officials and the community as funding becomes available, the authors' "top seven" projects are listed below:

Top Seven Projects for Implementation

(in no order of priority)

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| MSN-2 | Fairgrounds Road (Old Corvallis Road to Eastside Highway)
<i>Reconstruct to city "business collector" standards within an 80 foot right-of-way (or easement). (Estimated Cost \$2,700,000)</i> |
| MSN-3 | Old Corvallis Road (Fairgrounds Road to GSK)
<i>Reconstruct to city "business collector" standards within an 80 foot right-of-way (or easement). (Estimated Cost \$5,800,000)</i> |
| MSN-10 | New East-West Connector #1 (Old Corvallis Road to Eastside Highway)
<i>Construct a new route between Old Corvallis Road and Eastside Highway. The new roadway should be built to city "residential collector" standards within an 80 foot right-of-way (or easement). (Estimated Cost \$2,640,000)</i> |
| TSM-1 | US Highway 93 Access Management Plan
<i>Complete a comprehensive Access Management Plan for US Highway 93, beginning just south of the Bitterroot River where the recent US 93 construction project ends (near RP 49), all the way to the Angler's Roost Bridge (RP 43.7) area. MDT would complete this plan with local community participation. (Estimated Cost \$130,000)</i> |
| TSM-7 | Fairgrounds Road and Old Corvallis Road
<i>Reconstruct to an urban intersection with curb and gutter, sidewalks, signing, and turn bays. (Estimated Cost \$310,000)</i> |
| TSM-26 | Hamilton Area Non-Motorized Plan
<i>Develop a "Non-Motorized Transportation Plan". The current update to the Transportation Plan just begins to explore non-motorized planning in the community, and a full "Non-Motorized Transportation Plan" will allow the</i> |

community to achieve a higher level of understanding and planning as it relates to bicyclists and pedestrians. (Estimated Cost \$20,000)

Policy Formation of Transportation Advisory Committee (TAC) and Usage of Interlocal Agreements
The City, County and MDT staff should create a formal Transportation Advisory Committee (TAC) to consider future transportation project implementation strategies, with elected official participation. Coincident to the business of a TAC, governmental Interlocal Agreements should be explored between the City and the County to better define implementation strategies between the project partners. (Cost unknown)

It is important to plan for the inevitable growth in the community by preserving roadway corridors, when able to do so, and also by recognizing the signs of declining levels of service on area intersections. Although this Transportation Plan is a tool that can be used to guide development of the transportation system in the future, local and state planners must continually re-evaluate the findings and recommendations in this document as growth is realized and development occurs.

If higher than anticipated growth is realized in the community, or if growth occurs in areas not originally planned for, transportation needs may be different from those analyzed in this plan. An update and re-evaluation of this document is recommended every five years if at all possible.

Finally, it must be explicitly stated that implementation of the many recommendations contained in the plan do not occur solely through expenditure of funds by the local government. Examples of plan implementation that occur at little to no cost to the local government can include the process of right-of-way (or easement) acquisition through development, as well as some TDM strategies. Elected officials, and the community at-large, should constantly seek out ways to partner with each other to create a truly multi-modal transportation system for the travelling public.

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