

Work Program



TRANSPORTATION PLANNING - 600

ISSUES AND GOALS

The FY 2008 transportation planning program emphasizes the implementation and documentation of the transportation planning activities which will advance the region's ability to meet the future travel needs of the OKI region. To that end, the goals and objectives of the ***OKI 2030 Regional Transportation Plan*** outline the focus of this ***Unified Planning Work Program*** and detail the specific work elements for the year.

Within this context, measures to address the transportation planning issues confronting the OKI region include:

- Continue to implement the recommendations of the *OKI 2030 Regional Transportation Plan* (a.k.a. long range transportation plan)
- Responding to the planning requirements of the Clean Air Act Amendments (CAAA) of 1990, new eight-hour clean air standards and the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, including land use and congestion management.
- Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).
- Continuation of transportation system management (TSM) activities, and focus on travel demand management (TDM) activities, to improve system efficiency, and to help realize reductions in vehicle miles of travel, congestion, air pollution, and fuel consumption.
- Access management and right-of-way preservation along major roadways in growth areas, and development of access management plans and policies within local jurisdictions.
- Transit planning and coordination of transit services.
- Continuation of planning and deployment of integrated intelligent transportation infrastructure. Update the regional ITS Architecture.
- Advocation of smart growth concepts, tools and techniques, and enhanced coordination of local and regional planning, to legitimize and strengthen the linkages between land use planning and the transportation infrastructure.
- Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
- Identification and implementation of safety and/or capacity-enhancing measures through traffic operations improvements at problem locations.
- Continuation of freight planning and improvement in the efficiency of intermodal freight operations.
- Monitoring and surveillance of socioeconomic data and transportation-related data.
- Update and enhancement of the travel demand/air quality model and other analysis tools.

- Promotion of bicycle and pedestrian planning and facility development to enhance mode choice for urban travel needs.
- Provision of educational seminars, workshops, and other training opportunities for representatives of local governments, especially in the areas of transportation planning, traffic engineering, and public process consultation.
- Development and extension of linkages between transportation, tourism, recreation, and economic development to improve the vitality and competitive advantage of the region.
- Development and promotion of scenic byways in the region, in accord with federal, state, and local initiatives.

PROGRAM GOAL

The overall goal for transportation planning is the implementation of balanced and efficient intermodal and multimodal transportation services for the OKI region. More specifically it is the intent of the program to address the goals of the *OKI 2030 Regional Transportation Plan*.

- 1) Improve safety and security
- 2) Improve accessibility and mobility options
- 3) Protect and enhance the environment
- 4) Enhance the integration and connectivity of the transportation system
- 5) Promote efficient system management and operation
- 6) Emphasize the preservation of the existing transportation system
- 7) Support economic vitality
- 8) Involve a broad spectrum of agencies and the public in all aspects of transportation planning

These goals are consistent with the metropolitan planning factors outlined in the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Within the context of these goals, and in consideration of perceived local area needs and OKI's overall role in transportation planning, efforts will be directed toward the following types of activities.

- 1) Maintain a long range transportation plan to serve as a guide for transportation investment and service decisions.
 - Maintain, refine, and update the *OKI 2030 Regional Transportation Plan*, including the travel demand model upon which it is based, in conformance with the requirements of the CAAA and SAFETEA-LU.
 - Consideration of non-motorized modes of travel to increase the number of trips for utilitarian vs. recreation purposes made by bicycling and walking, and to improve the safety and convenience for these modes in the region.
 - Improve the interaction between regional and local planning activities, and strengthen the relationship between land use planning and transportation planning at all levels.

- 2) Maintain current socioeconomic and transportation system inventories and projections.
 - Maintain up-to-date estimates and forecasts of demographic and land use activity for input to transportation planning activities.
 - Maintain current transportation system inventory and usage data.
- 3) Evaluate local area transportation problems and develop recommended solutions.
 - Assist units of local government in analyzing the impact of traffic generated by proposed developments and preparing recommendations for street access and traffic control to serve the needs of the proposed development, while preserving the capacity and safety of the public roadways.
 - Assist and encourage units of local government in the development of access management policies and corridor plans, to preserve and protect the functional integrity of the roadway system.
 - Inventory and evaluate traffic operations at problem intersections and formulate recommendations for improvements regarding striping, signage, channelization, signalization and other traffic controls.
 - Inventory and evaluate traffic operations on key segments of existing roadways and develop traffic flow improvement recommendations.
 - Provide technical assistance for the preparation of basic pedestrian, vehicular and/or bicycle circulation plans for small to medium size areas.
- 4) Prioritize transportation projects to assure project funding and full utilization of federal and state funds.
 - Develop and maintain a biennial Transportation Improvement Program.
 - Conduct a TIP and Plan conformity analysis consistent with the State Implementation Plan for Air Quality as required.
- 5) Assist in implementation of specific transportation projects.
 - Evaluate local social service agency applications for vehicle purchase under FTA's Specialized Transportation Program (Section 5310).
 - Develop a coordinated transit plan for the region consistent with JARC/New Freedom programs.
 - Assist local communities and other agencies in establishing park-and-ride lots for carpooling, vanpooling, and transit.
 - Assist in the development, implementation, and coordination of bicycle and pedestrian facilities and programs throughout the region.
 - Assist in the planning, programming, and implementation of projects funded by the states under the TEA-21 Transportation Enhancement program.
 - Assist local communities in the planning and development of scenic byways throughout the region.
 - Promote the deployment of an intelligent transportation system (ITS) to improve the transportation system efficiency and management.
- 6) Provide traffic engineering and transportation planning information and technical assistance in support of development and implementation programs.

- Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access management, smart growth, roadway financing, right-of-way preservation, site impact studies, traffic control and regulation, bicycle/pedestrian planning and design, and others.
 - Provide transit planning assistance to urban and rural transit systems.
 - Provide travel demand forecasts with turning movement projections for KYTC projects.
 - Provide process-related assistance in arranging and conducting public meetings, and in promoting issue identification and understanding, goal-setting and prioritization, and community outreach activities.
 - Provide technical data and assistance to individual transportation corridor and facility studies.
- 7) Improve the efficiency by which goods are transported, transferred among modes, and distributed within and beyond the region.
- 8) Involve a broad spectrum of agencies and the public in all aspects of transportation planning. OKI has a formal public involvement policy.

Support and Assistance from the States

The Ohio Department of Transportation, the Kentucky Transportation Cabinet, and the Indiana Department of Transportation support and assist OKI in many ways, including provision of a district representative, traffic count data, and TIP programming information, all of which are essential to the ongoing planning process.

Transportation planning subcategories of this UPWP:

- 601 Short Range Planning
- 602 Transportation Improvement Program
- 605 Surveillance
- 610 Long Range Planning
 - .1 System Management
 - .4 Land Use
- 625 Transportation Services
 - .2 Public Involvement Planning
- 665 Special Studies
 - .1 Regional Freight Study (currently unfunded)
 - .4 Regional Ozone Reduction Program
- 667 .1 Commuter Assistance Services - RideShare
- 674 Mass Transit Exclusive
 - .1 JARC/New freedom
 - .2 Southwest Ohio Regional Transit Authority (SORTA)
 - .3 Transit Authority of Northern Kentucky (TANK)
 - .4 Middletown Transit System
 - .5 Clermont Transportation Connection
- 684 Ohio Exclusive
- 685 Indiana Exclusive
 - .1 Dearborn County Transportation Planning (CPG)
 - .2 Dearborn County Transportation Planning (STP)
 - .X I-74 Corridor Plan (currently unfunded)
- 686 Kentucky Exclusive
 - .1 I-471 Corridor Study
 - .3 Safety and Operational Studies
- 700 Environmental
- 710 Environmental
 - .1 Local Water Quality Activities
 - .2 Great Miami Drinking Water Protection Project
 - .3 Mill Creek Headwaters Project
 - .6 Water Quality Program
- 720 .1 Mobile Source Emissions Planning
- 800 Regional Planning Activities
 - .1 Regional Planning Activities

601 - SHORT-RANGE PLANNING

OBJECTIVES

To address short-term problems and needs relating to transportation of persons and goods in the OKI region, and to identify actions, including Transportation System Management (TSM) and Transportation Demand Management (TDM) measures, that present a systematic approach to solving these problems.

To coordinate with units of local government regarding the development and adoption of land use plans, thoroughfare plans, zoning ordinances, subdivision regulations, and other governmental controls addressing the relationship between land use planning and transportation planning.

To utilize the transportation planning expertise and resources of the OKI Technical Services staff in providing data, technical assistance and planning services to those responsible, within the public and private sectors, for community development and implementation programs. A major part of this element will be the development and implementation of transportation enhancement projects in the four Ohio counties.

To provide interaction between OKI staff and community planning or citizen organizations, relative to area wide or sub-area level transportation matters.

To provide, through workshop and conference sponsorships, training and support to public and private non-profit agencies to enhance and improve transportation capabilities and resources.

To update the OKI Regional Bicycle Plan document and the corresponding portion of the *OKI 2030 Regional Transportation Plan*.

PREVIOUS WORK

Recent examples of short range planning activities include the following:

- Promotion of access management concepts and guidelines as a means of preserving the traffic carrying capacity of major streets and roadways. Based on 2003 revisions to the Ohio Revised Code, accomplished largely through the efforts of OKI staff, three of the four Ohio counties in the OKI Region have now adopted county-wide access management regulations, and the fourth county has begun preliminary work on its regulations.
- Traffic operations and area circulation studies have been completed for intersections, interchanges, roadway segments, small municipalities and proposed new developments. Staff participation on the Butler County Thoroughfare Plan Advisory Committee and two of its subcommittees, the Colerain Corridor Task Force and the Beechmont Avenue Comprehensive/Vision Plan Update Advisory Committee.
- Facilitating coordination between the Ohio Department of Natural Resources, the Hamilton County Park District and the Village of Terrace Park toward the extension of the Little Miami Scenic Trail.
- Development of a brochure which describes popular bicycling facilities in the region, and publicizes bicycle maps and safety materials available from OKI.

- Update of the OKI Bike Route Guides for the four Ohio Counties.
- Sponsorship of a series of Walkable Community Workshops in conjunction with the National Center for Bicycling & Walking. OKI continues to assist in follow up on programs initiated by several communities.
- Technical assistance and support for bicycle policies, plans, programs, and projects for counties, local communities, and bicycling interests. Recent activity in this area includes continued work with the Ohio River Trail Planning Committee, the Miami-2-Miami Coalition, the West Fork Mill Creek Greenway Committee and the Williamsburg to Batavia Hike/Bike Trail, all of which have specific projects under active development.
- Participation in Cincinnati Bike/Pedestrian Advisory Committee meetings for several years.
- Preparation of a detailed study of user activity on the Warren County section of the Little Miami Scenic Trail in 1998. This project included detailed user surveys of origin, destination, mode, and expenditures.
- In FY06, OKI co-sponsored, as part of a committee of public and private organizations, a Traffic Engineering Workshop. This was the 25th annual workshop, which regularly attracts over 100 registrants.
- Assistance to local governmental entities regarding the implementation of the Transportation Enhancement program, including the administration of OKI's Ohio Urban Area TE Program under TEA-21.
- Technical assistance to the Clermont Transit Connection, the Middletown Transit System, Butler County Regional Transit Authority, Southwest Ohio Regional Transit Authority, and Transit Authority of Northern Kentucky, regarding provision of transit service and related transit items.
- Review and prioritization of FTA Specialized Transportation Program applications as well as applicant assistance for agencies located in Butler, Clermont, Hamilton and Warren Counties.
- Assistance has been provided in addressing the needs of the transportation disadvantaged.
- Staff has tracked the development of the federal Safe Routes To School program and disseminated information to the region with newsletters, presentations, a session at the Traffic Engineering Workshop and a Ohio SRTS workshop.
- OKI's previous planning for bicycle travel include:
 - The OKI Regional Bicycle Plan in 1991, updated in 2001 and summarized in the *OKI 2030 Regional Transportation Plan*.
 - The county Bike Route Guides first published in 1983 and last updated in 2003 (KY) and 2005 (OH).
 - Providing CMAQ funding to Metro for bike racks on the buses in 2002.
 - The OKI bicycle parking program in 2005 to provide racks and lockers to local businesses and agencies to encourage employees and customers to bike.