

# Central York County Connection Study

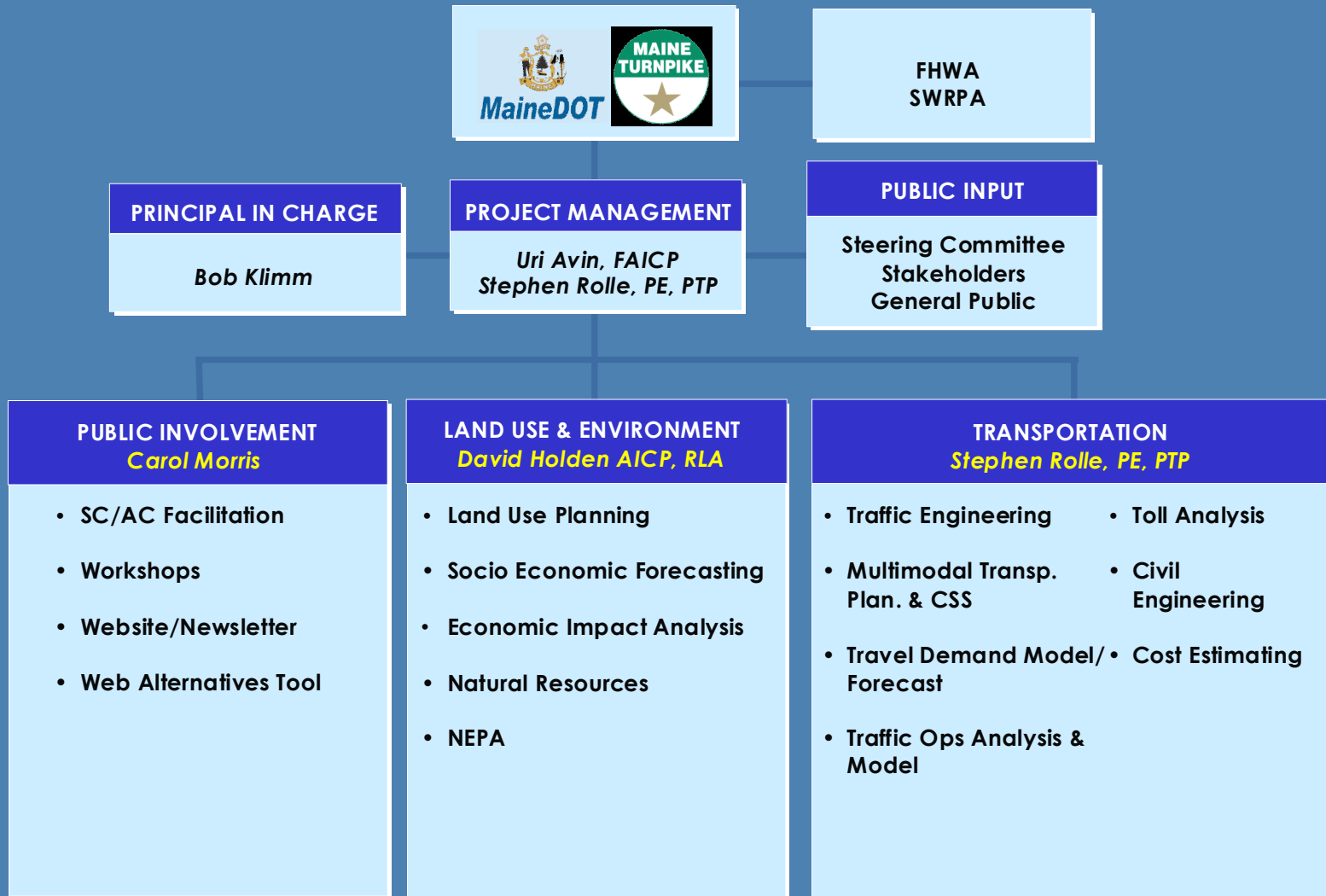
# Agenda

- Welcome and Introduction
- Study Overview
- Public Involvement Plan, Steering Committee Role
- Study Purpose and Need Statement and Exercise
- Sample Measures of Effectiveness (MOEs)
- Next Steps/Next Meetings

# Study Overview

# CYCCS

## Key Roles and Tasks

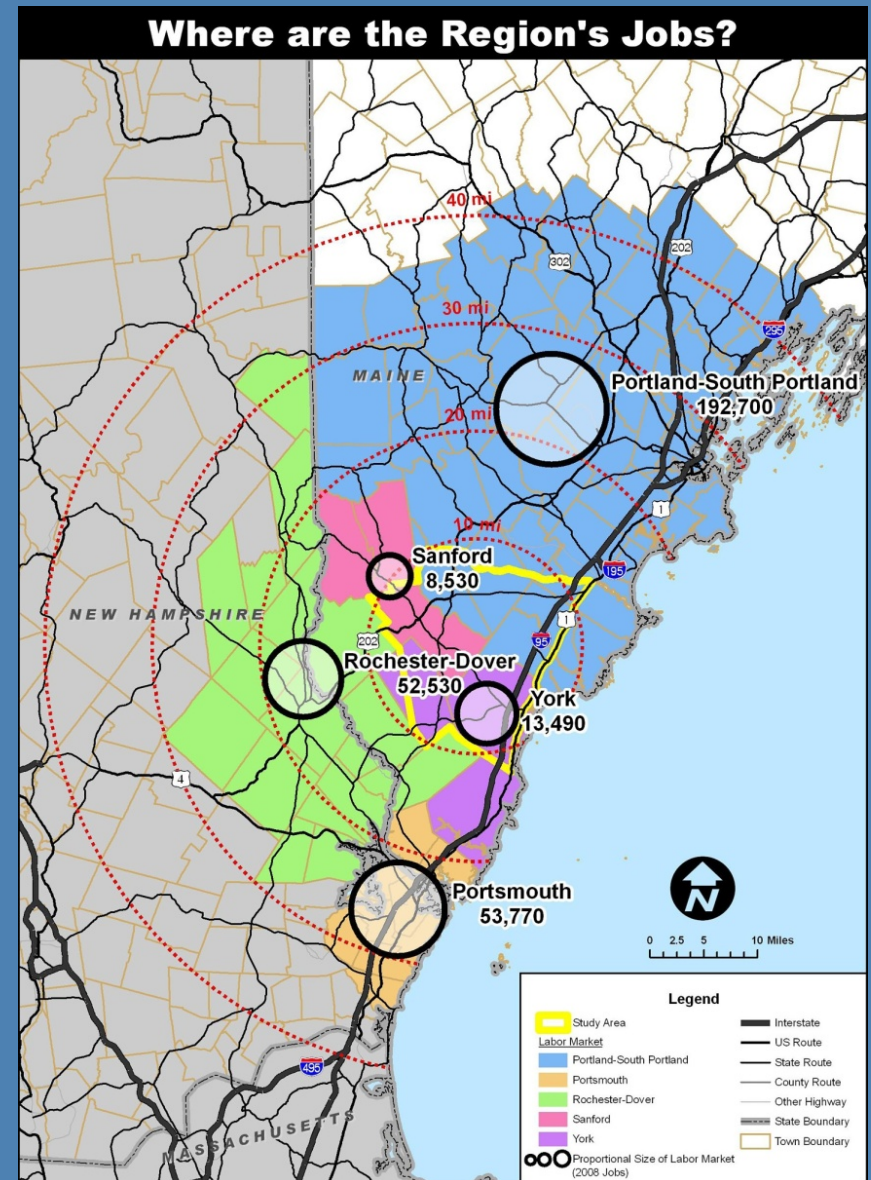


# Study Purpose

- **Guided by Purpose and Need Statement**
- **Considerations may include:**
  - **Economic development and growth**
  - **Mobility and access**
  - **Traffic safety**
  - **Environmental, livability considerations**

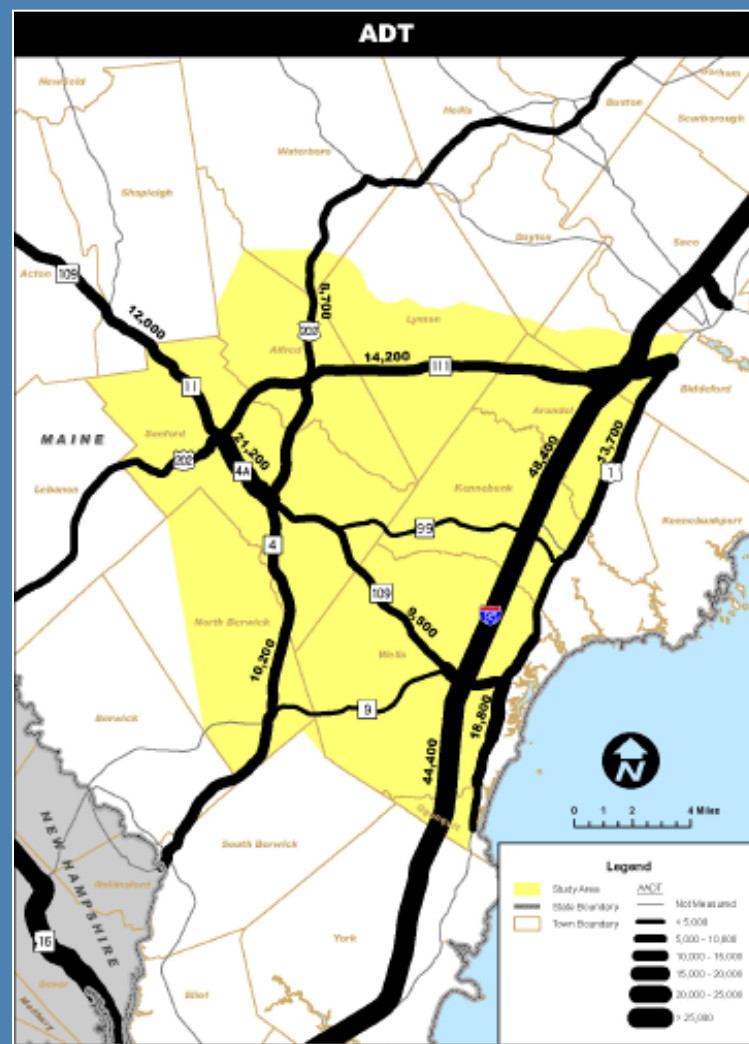
# Economic Development Considerations

- To which future markets should Central York County relate?
- How can Central York County most effectively and efficiently connect to the larger job and consumer markets along the I-95 axis?
- How will a better jobs-housing balance in Central York County affect traffic?



# Transportation Considerations

- What do travel patterns look like today and how might they change in the future?
- How do existing corridors perform today & in the future (mobility, access, safety)?
- How might added capacity or new connections change accessibility and desired development opportunities?
- How can TDM, TSM and transit help?



# Land Use Considerations

- Do current plans, zoning and codes support current and future regional travel corridor functions?
- Do current plans, zoning and codes support the corridors' enhanced economic development potential for the region?
- Are the answers to the above two questions in conflict? How might any such conflicts be resolved?





# STPA Principles

## Sensible Transportation Policy Act [STPA] Requires

---

Transportation dollars invested by MaineDOT & Maine Turnpike Authority be coordinated with

local land use management and economic development efforts

to assure that every opportunity for extending the life of that investment is taken.

# Consistency with STPA

## STPA Objectives

1. Minimize the harmful effects of transportation;
2. Coordinate available and potential future modes;
3. Give preference to non-highway new capacity projects before building new highway capacity;
4. Repair, maintain & improve Maine's transportation system for safety, efficiency, & adequacy;
5. Reduce reliance on foreign oil & promote energy efficient transportation;
6. Meet transportation needs of all Maine people, (incl. rural and urban populations ... elderly & disabled);
7. Be consistent with ... Comprehensive Planning and Land Use Regulation Act;
8. Incorporate public participation process ...
9. Promote investment incentives for communities that act to preserve the system;
10. Be cost effective & operate within fiscal constraints

# Study Work Flow

- **Study Initiation**  
*Sept, 2010 – Dec, 2011*
- **Initial Development and Evaluation of Concepts**  
*Oct, 2010 – April, 2011*
- **Detailed Screening and Evaluation of Strategies**  
*March, 2011 – Aug, 2011*
- **Study Finalization**  
*Aug, 2011 – Jan, 2012*

# Study Work Flow

- **Study Initiation**
  - Mobilize team and administer the study
  - Collect and assess data and information
  - Build models and tools
  - Develop Purpose and Need statement
  - Initiate public outreach

# Study Work Flow

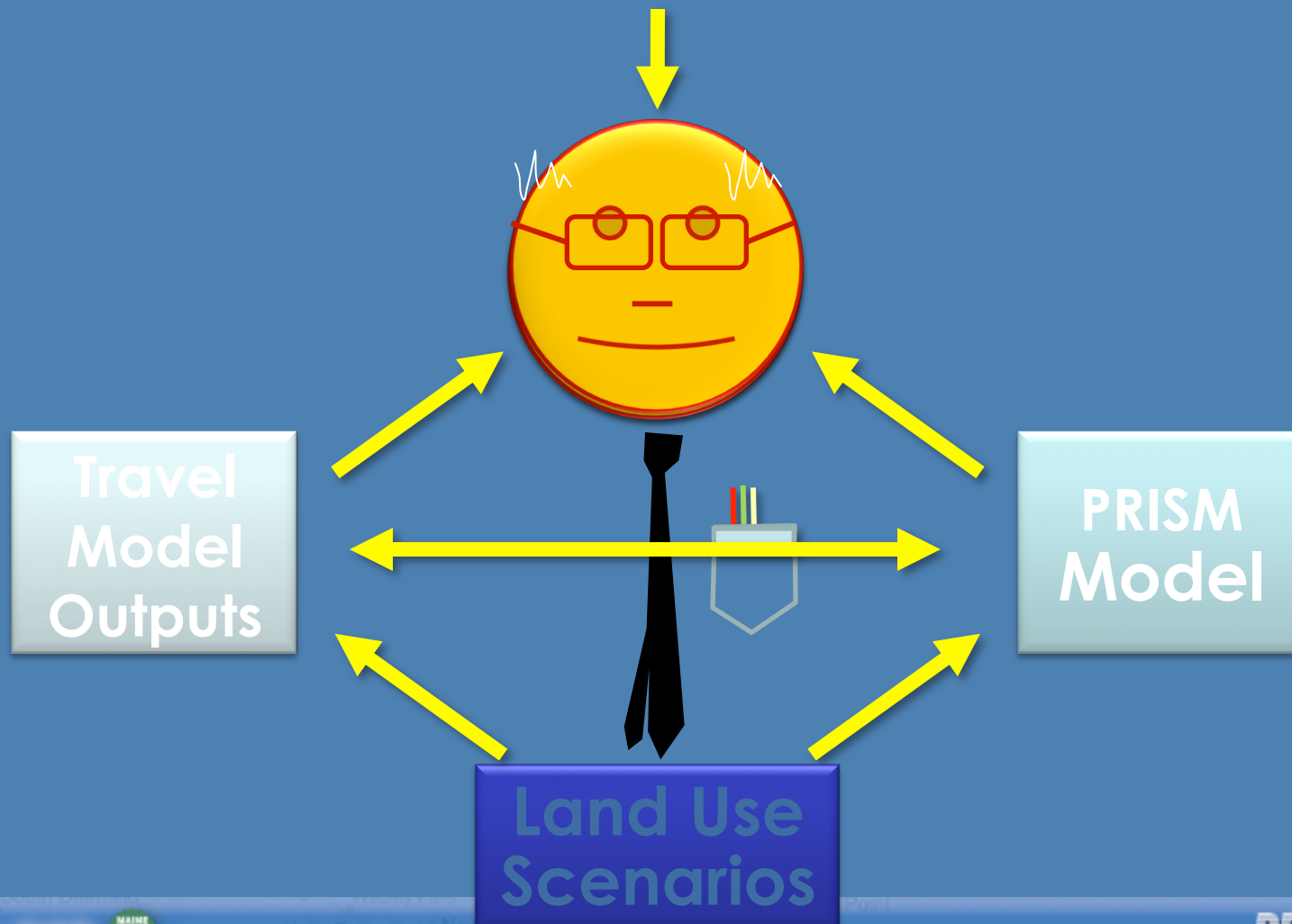
- **Initial Development and Evaluation of Concepts**
  - Develop evaluation criteria and MOEs
  - Define range of concepts for consideration
    - Work with committees to develop and refine
  - Evaluate concepts
    - Modeling (travel modeling, econ impacts, WEBOT)
    - High level evaluation of performance and impacts
  - Recommend and select concepts for further refinement and evaluation

# Study Work Flow

- Detailed Screening and Evaluation of Strategies
  - Refine evaluation criteria and MOEs
  - Develop packages of complementary strategies for detailed evaluation
  - Detailed evaluation of strategy packages
    - Modeling (travel modeling, econ impacts, WEBOT)
    - Study affects of land use and access management strategies
    - Detailed evaluation of performance and impacts
  - Select and prioritize recommendations

# Relationship of the Key Work Elements

## Public Interaction



# Study Work Flow

- **Study Finalization**
  - Document study process
  - Public review and comment of study report



# Study Progress

- Past studies and local plans
- Data collection and mapping
- Develop and initiate public participation program
- Initiate Steering Committee and begin formation of Advisory Committee

# Public Participation Plan

# Study Committees

- **Study Team**
  - Consultants, MaineDOT, MTA, SMRPC
    - *Manage and conduct study*
- **Steering Committee**
  - Ten communities in Study Area
    - *Inform Study process by local understanding and regional perspective*
    - *Update municipal officials*
- **Advisory Committee**
  - Diverse interest groups
    - *Voice of the public*
    - *Update constituents*

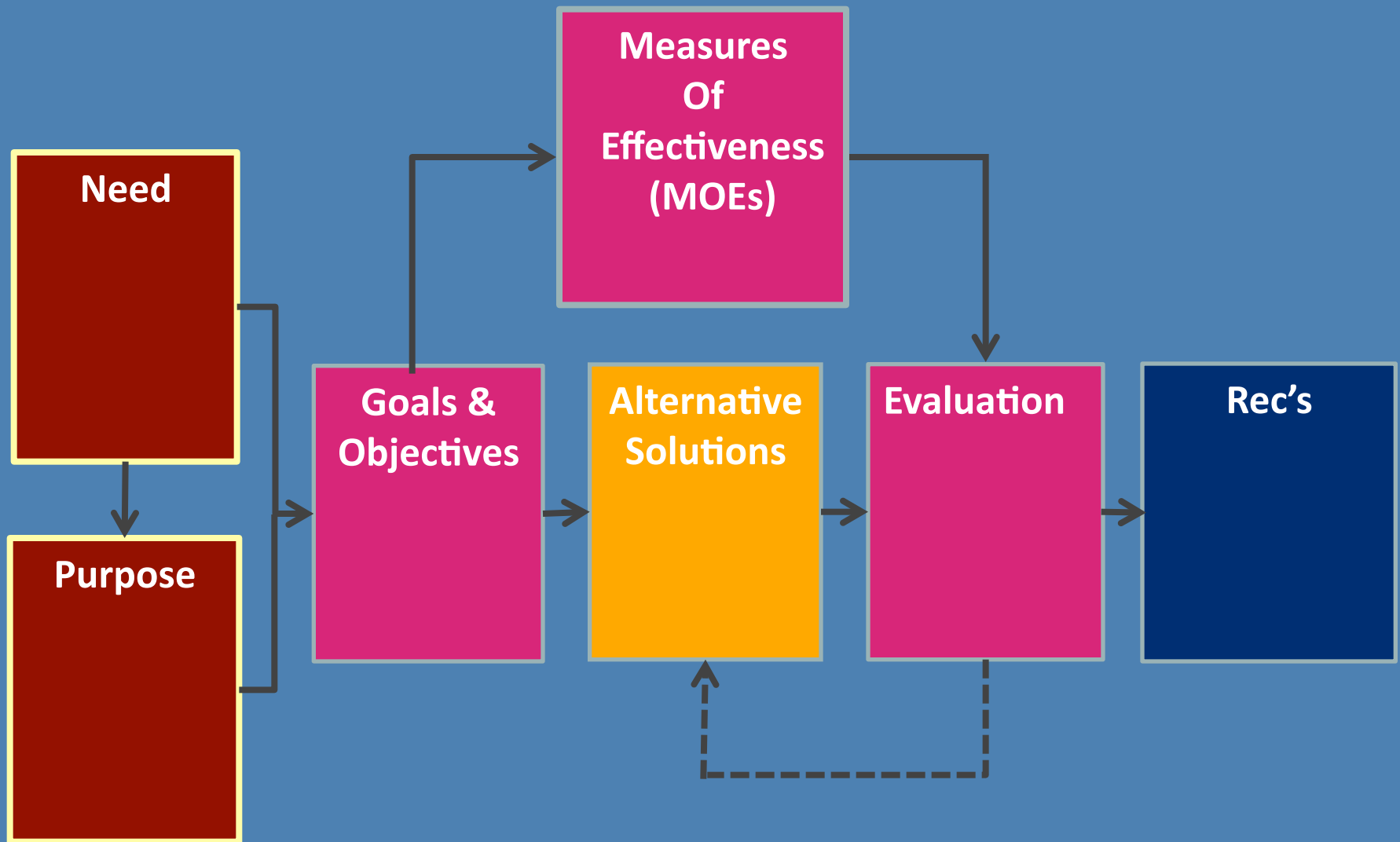
# Public Communications

- **Meetings/Workshops**
  - Five meetings held throughout Study Area
- **Website**
  - Meeting minutes, study documents, question and answers
- **WEBOT**
  - Provides details about potential costs and tradeoffs of study options being considered
  - Interactive, solicits opinions and attitudes
  - Helps public to understand impacts

# Public Communications

- **Media**
  - Proactive relationship
  - Press releases plus some paid advertising
  - Increase awareness of study goals, meetings, website
  - Steering Committee role with media
- **Newsletter and Interested Party emails**
  - Four newsletters, printed and electronic
  - IP list is key update tool - need your help to build
- **Purpose and Need Statement**
  - Developed by committees and public
  - Key guiding document that leads to measures by which to determine study recommendations

# How Purpose and Need Drive the Process



# Purpose and Need Statement- Template

- Study name
- Background
- Evidence
- Statement of purpose
- Statement of need
- Goals

# An Example



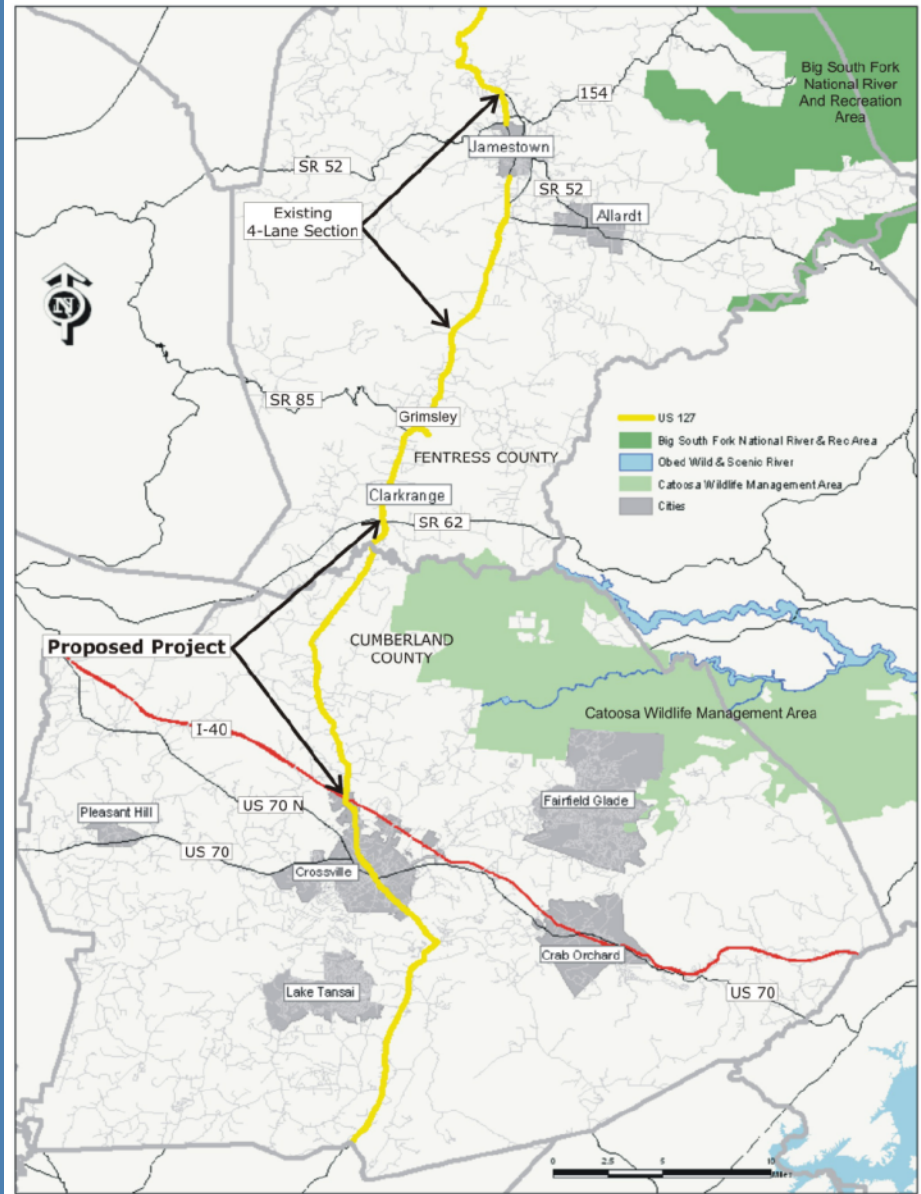
# US 127 Background

## *Connecting People and Places*

Recognizing the importance of connecting county seats to the closest interstate, the Tennessee Long-Range Transportation Plan 10-year Strategic Investment Program (December 2005) proposes an additional 10-year investment to advance Tennessee's County Seat Connector program. US 127 in the project area is part of the County Seat Connector program, providing a direct link between Jamestown, the Fentress County seat, and I-40 at Crossville to the south.

### 1.0 PURPOSE AND NEED FOR ACTION

Figure 1-2 Connecting People and Places



# Need

Based on results of the feasibility study and input from local officials, stakeholders, and CRT and CWG members, the following problems have been identified and support the need for the proposed project:

- Lack of local/regional access (connecting people and places);
- Existing roadway design deficiencies;
- Traffic safety concerns due to high numbers of crashes along US 127 in the project area;
- Increasing traffic numbers and decreasing level of service;
- Need to enhance regional and local economic development opportunities.

# Purpose

The purpose of the proposed project is to develop a transportation solution that improves safety for vehicles and pedestrians; reduces travel delays for through traffic; enhances regional and local economic development opportunities; and improves transportation system linkages in the Upper Cumberland region of Tennessee.

# Goals

The **major goals** and objectives of the project relate to the project's purpose and need:

- Improve safety;
- Reduce traffic congestion;
- Improve access to Interstate 40; and
- Promote economic development.

# Goals

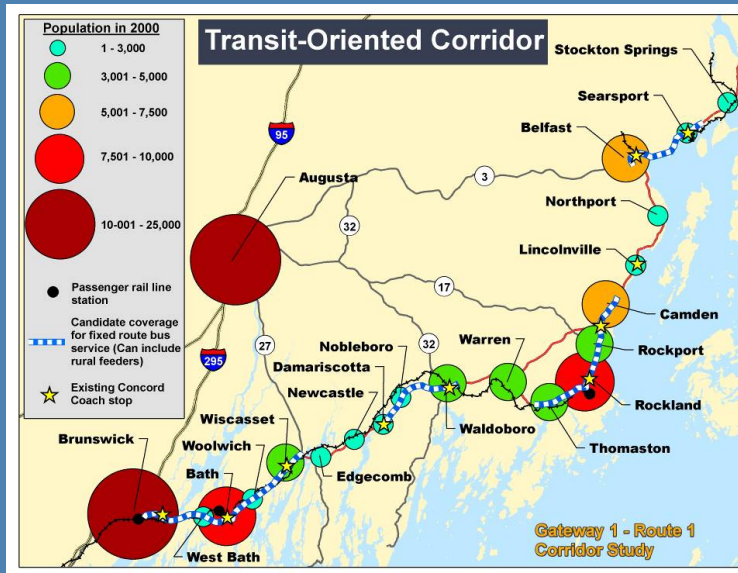
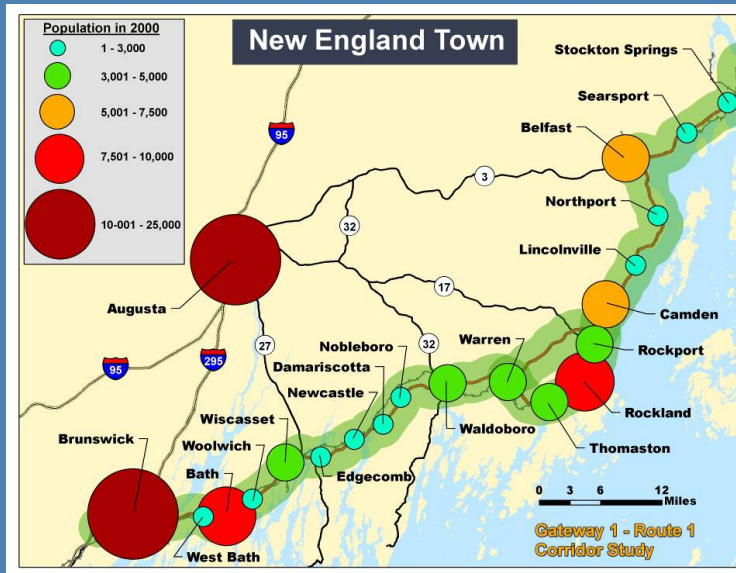
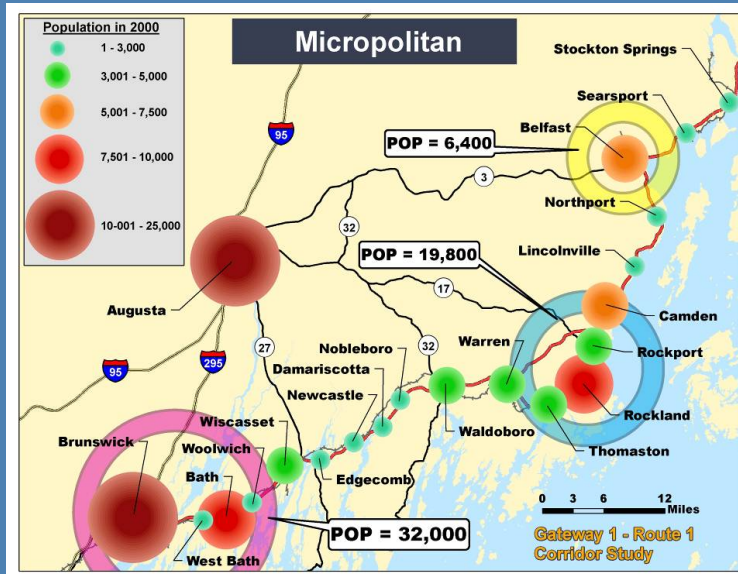
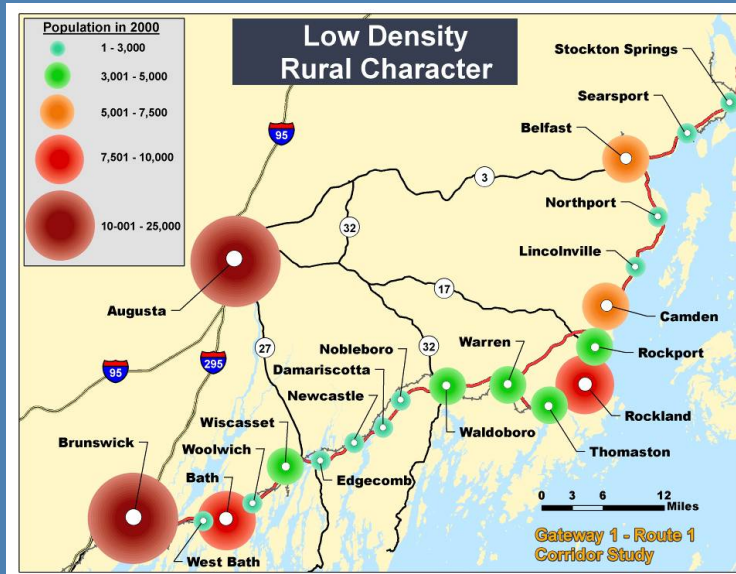
**Additional goals** and objectives for the project include:

- Minimize impacts to the natural environment;
- Minimize disruptions to residents and businesses;
- Minimize right-of-way impacts;
- Minimize impacts to farmland;
- Connect existing communities;
- Enhance the surrounding land-scapes;
- Maintain the rural character of the area; and
- Design US 127 to function as a main street at Clarkrange.

# Measures of Effectiveness (Also called Indicators, Criteria, Performance Measures....)

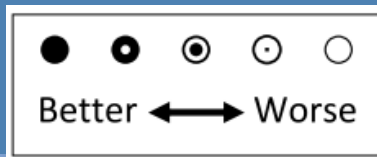
## An Example

# Alternative Development Patterns – Gateway 1 Corridor Action Plan, 2009



# Comparative Rank of the MOEs in the Gateway 1 Plan

	Mobility				Accessibility			Town Core				Environment/Scenic				
	VMT	Local Roads <sup>1</sup>	LOS	Transit	Jobs	Retail	EMS	Housing	Jobs	Bike	Pedestrian	Acres developed	Habitat developed	Views Protected	Strip Commercial	
Low Density 2030	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	
Micropolitan	○	○	○	○	○	○	○	○	○	○	○	○	○	○	●	
Transit Oriented Corridor	●	●	○	●	●	●	●	●	○	●	●	●	●	○	○	
Community Centered Corridor (CCC)	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	
CCC (w/Tr. Package)	●	●	●	○	○	○	○	○	○	○	○	○	○	○	●	



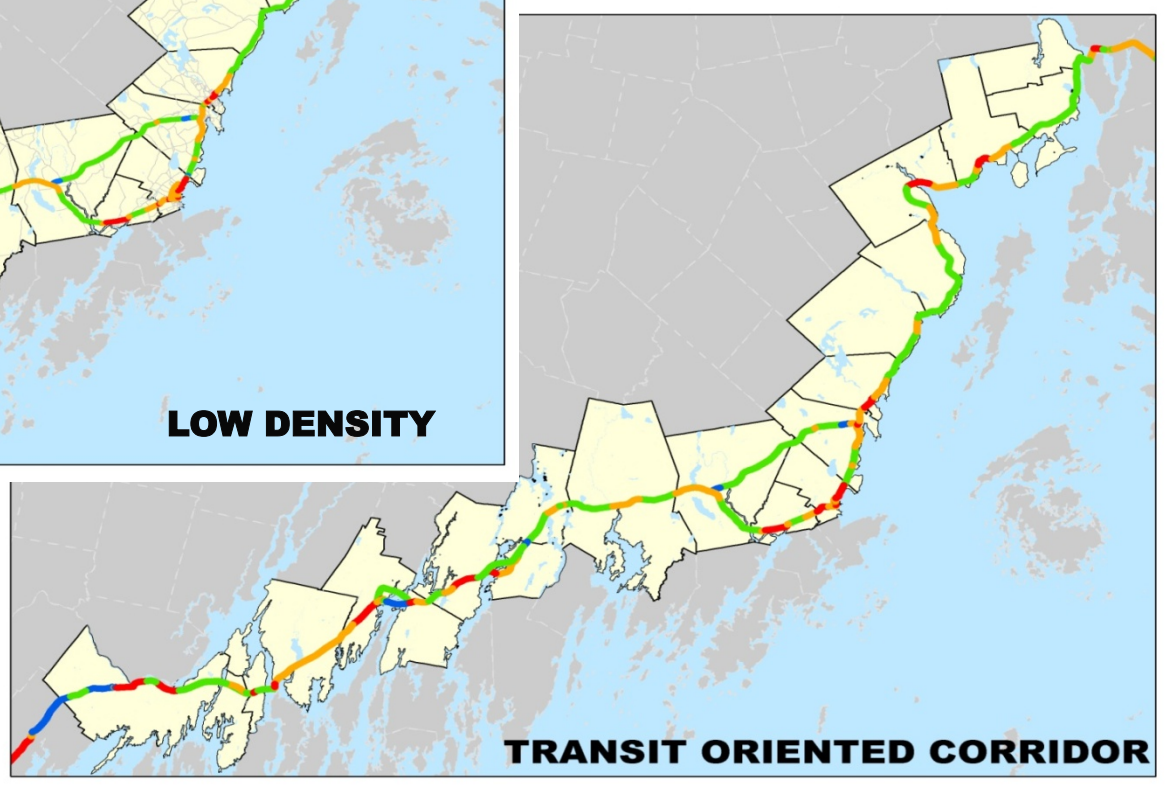
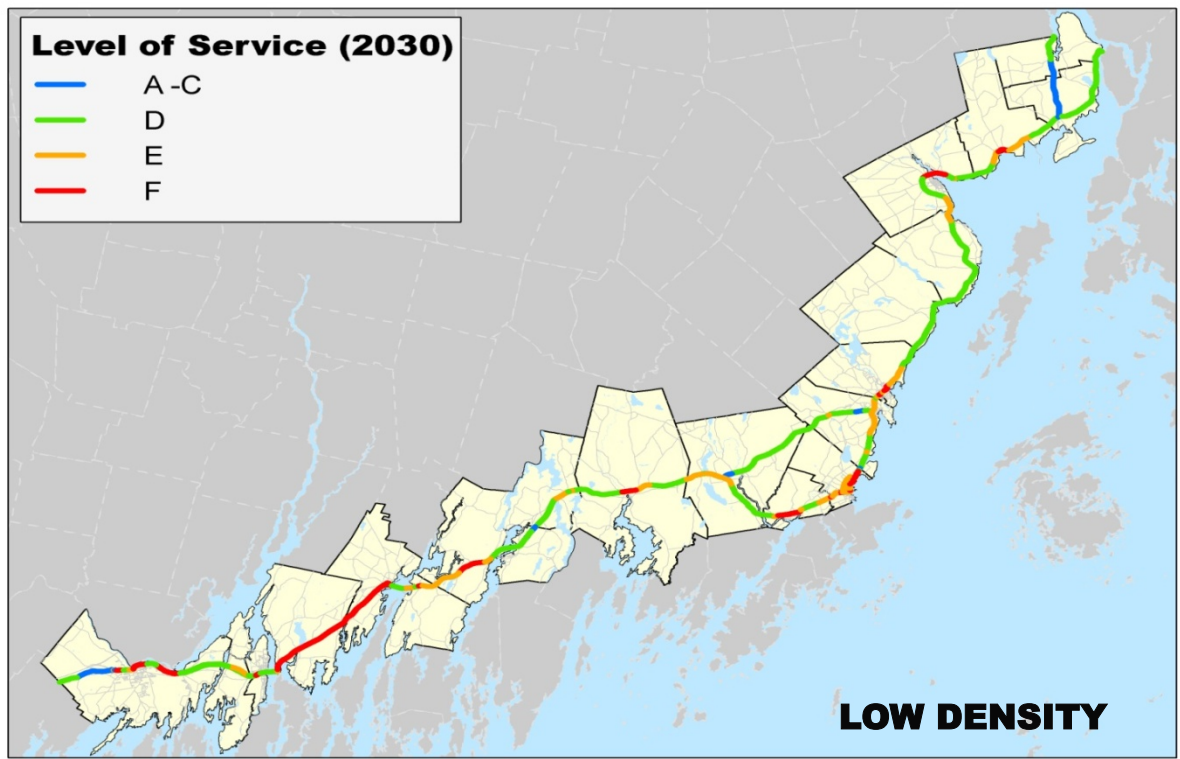
1. Local roads which exceed 2000 VPD



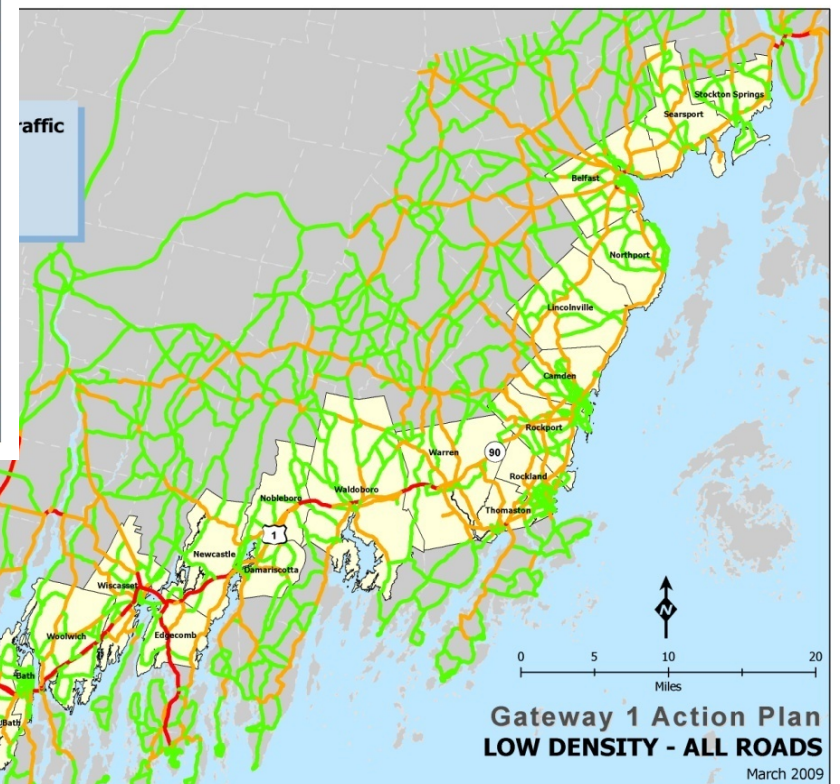
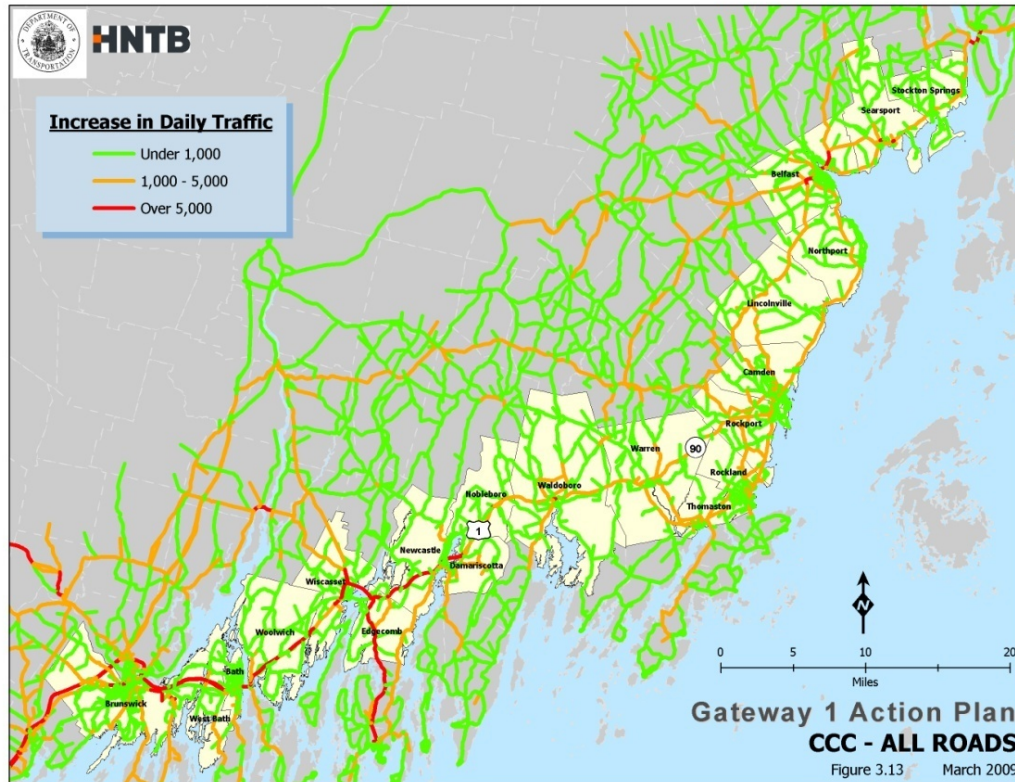
# Level of Service Compared

## Level of Service (2030)

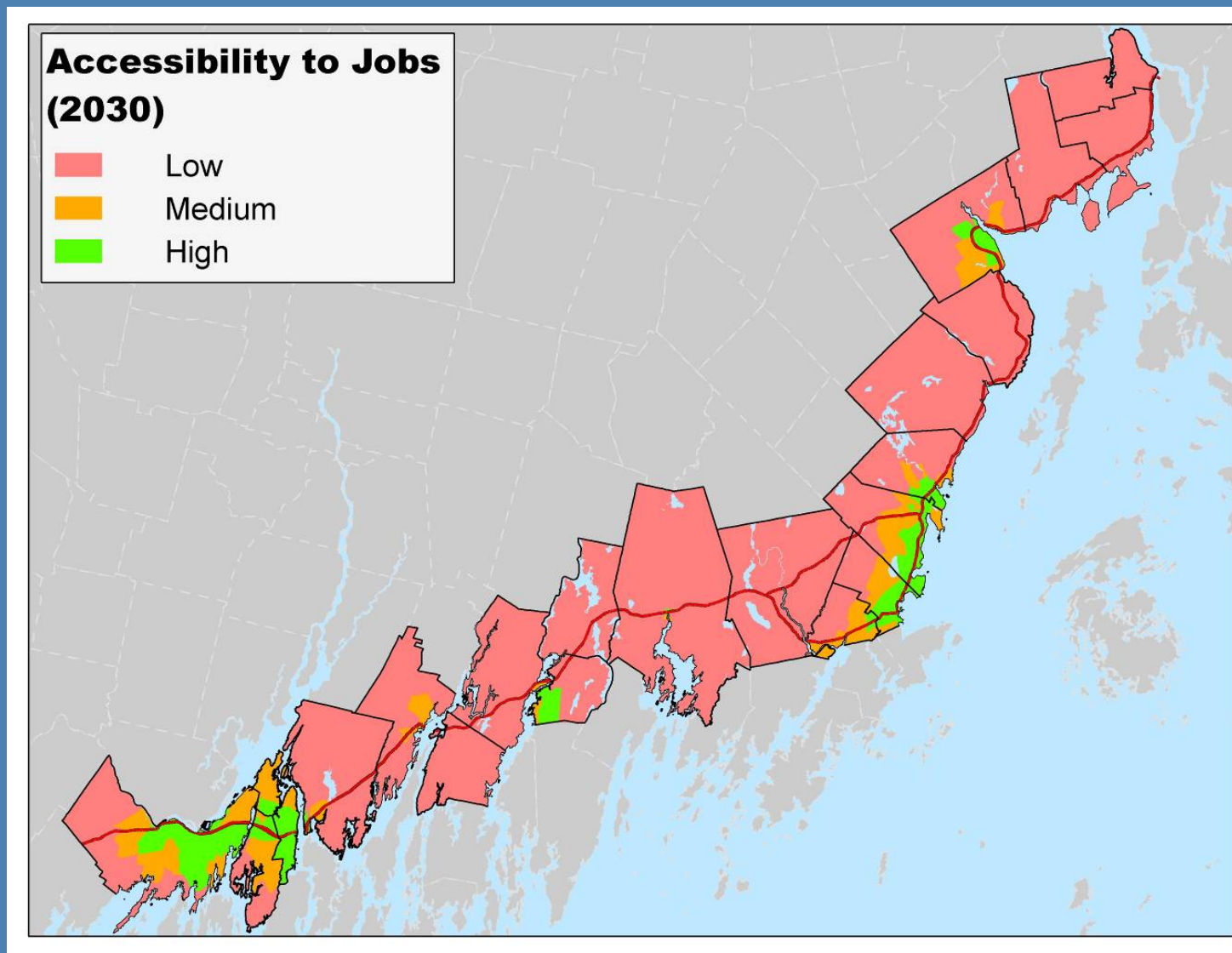
- A-C
- D
- E
- F



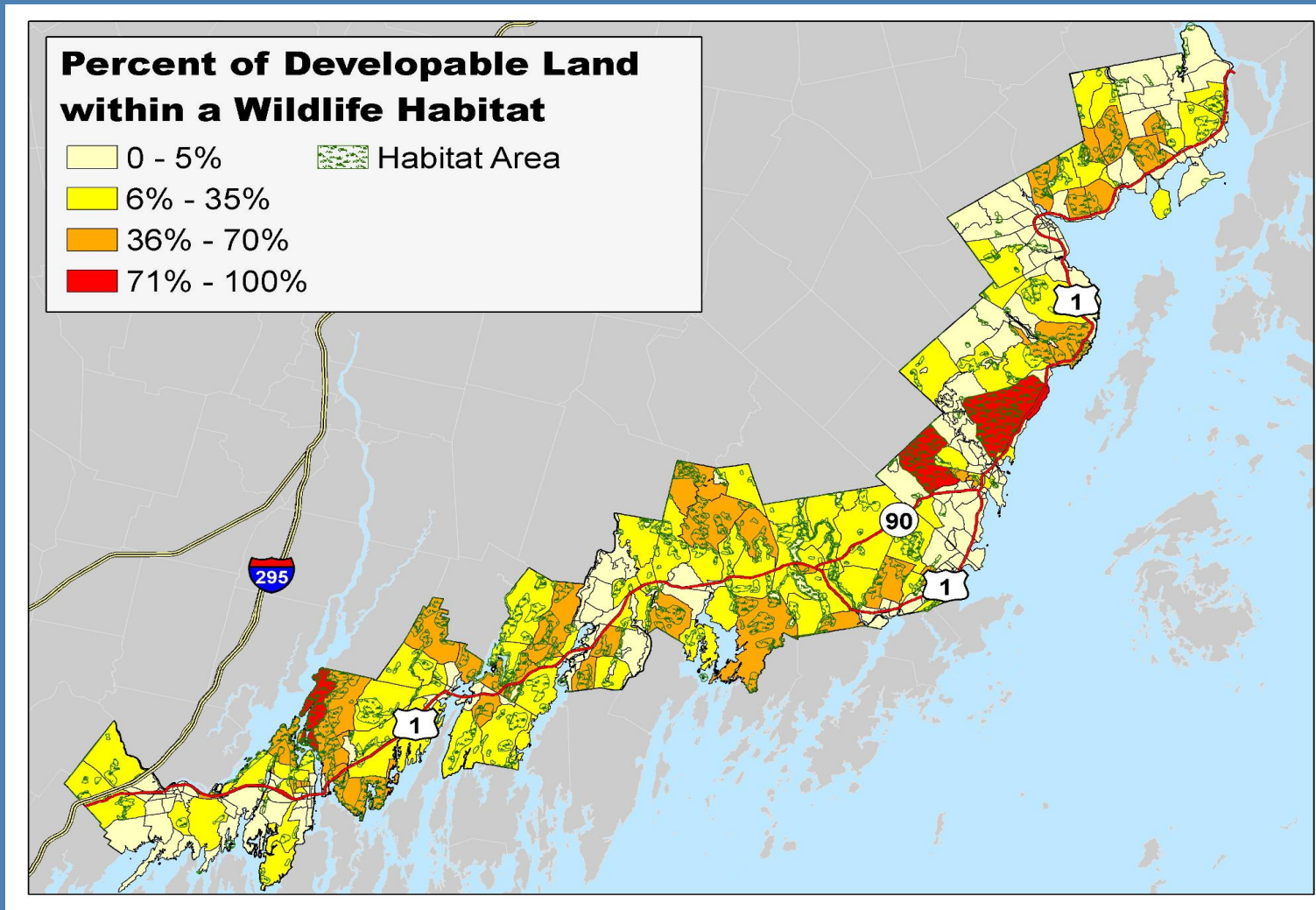
# Local Road Impacts Compared



# Mapping Accessibility as an MOE



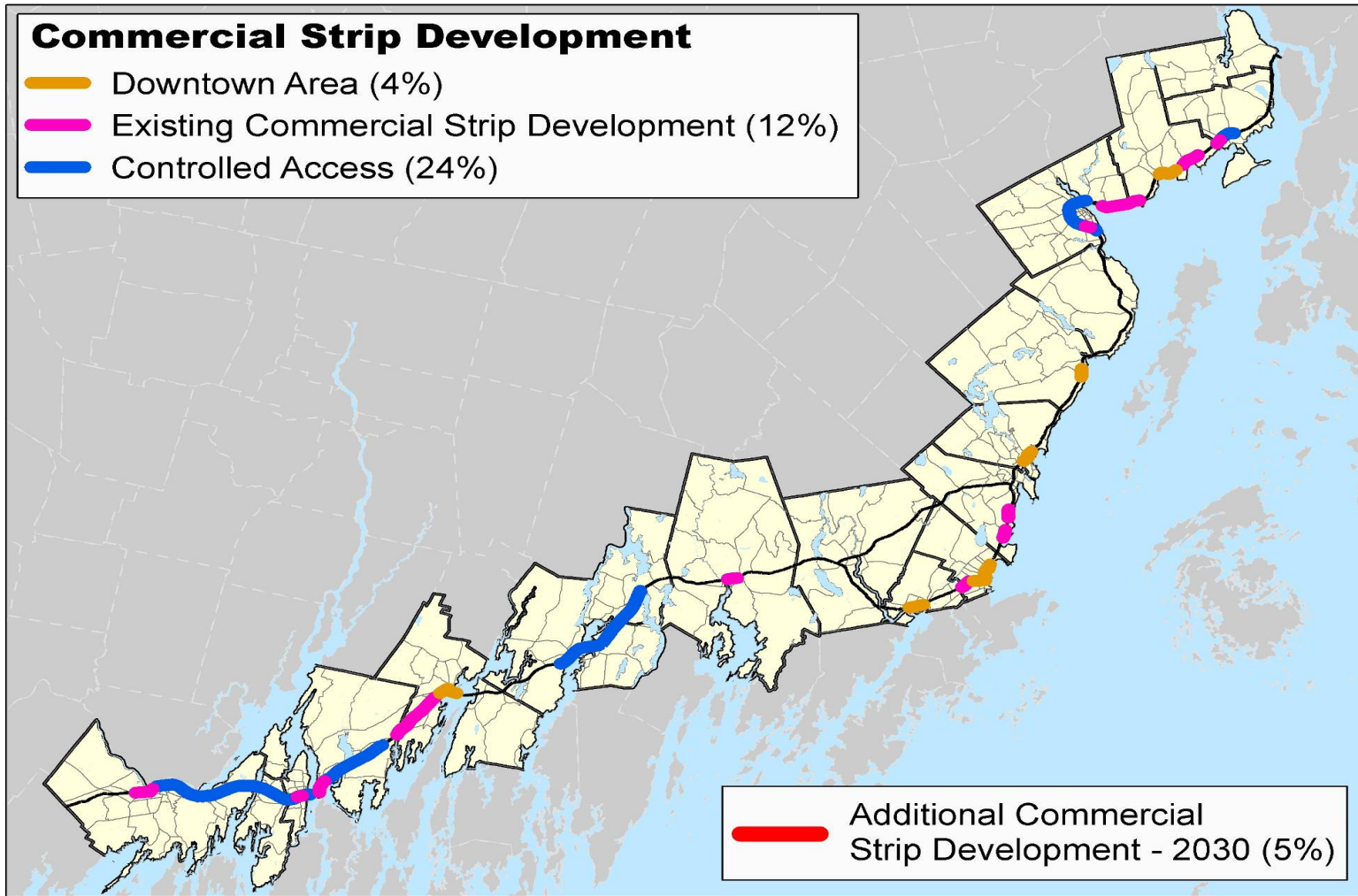
# Environmental Considerations



# Development Patterns

## Commercial Strip Development

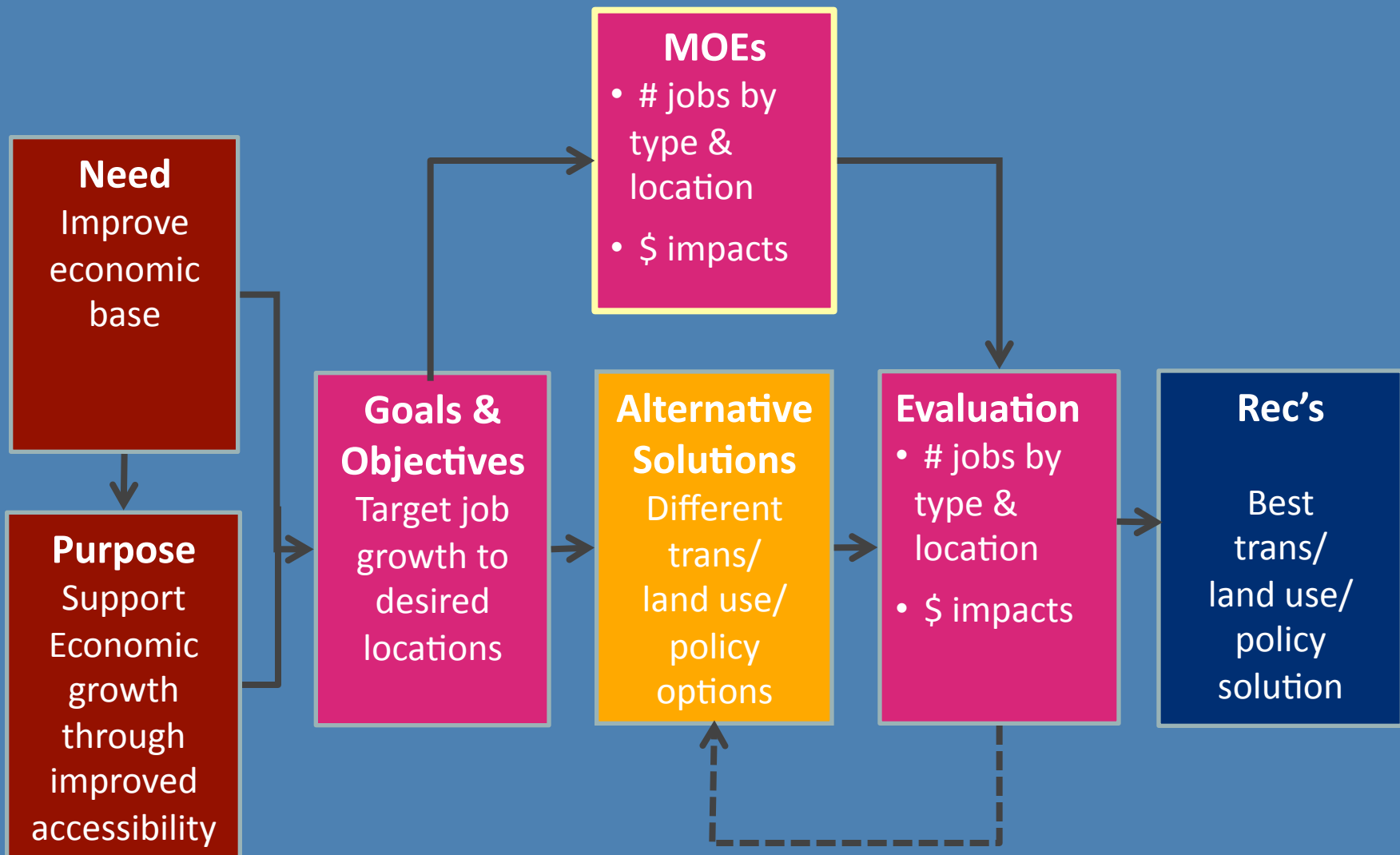
- Downtown Area (4%)
- Existing Commercial Strip Development (12%)
- Controlled Access (24%)



# Applying MOEs to this Study

## An Example

# How MOEs relate to the Flow of Work



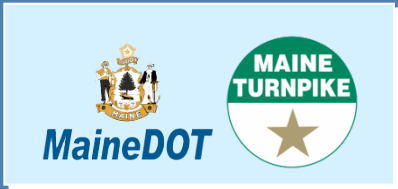
# Example of How P&N Ripples through the Study

Purpose & Need Element	Goals related	Objectives	MOEs	Source
Economic Development	Increase job base in Central York Co.	Target the most likely kinds of job growth to Towns seeking such growth	<ul style="list-style-type: none"> <li>• # jobs by type/ location</li> <li>• \$ impacts of jobs by type/ location</li> <li>• # and \$ of spinoff <i>secondary</i> jobs by type/ location</li> </ul>	<ul style="list-style-type: none"> <li>• PRISM</li> <li>• PRISM</li> <li>• PRISM</li> </ul>
		Manage associated pop. growth	<ul style="list-style-type: none"> <li>• # pop and dwelling units generated by new jobs</li> </ul>	<ul style="list-style-type: none"> <li>• PRISM</li> </ul>



# Central York County Connection Study

# CYCCS Key Roles and Tasks



FHWA  
SWRPA

**PRINCIPAL IN CHARGE**  
  
*Bob Klimm*

**PROJECT MANAGEMENT**  
  
*Uri Avin, FAICP  
Stephen Rolle, PE, PTP*

**PUBLIC INPUT**  
  
Steering Committee  
Stakeholders  
General Public

**PUBLIC INVOLVEMENT**  
*Carol Morris*

- SC/AC Facilitation
- Workshops
- Website/Newsletter
- Web Alternatives Tool

**LAND USE & ENVIRONMENT**  
*David Holden AICP, RLA*

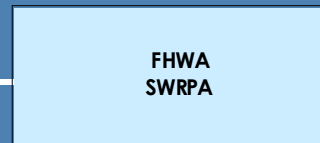
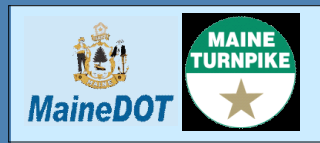
- Land Use Planning
- Socio Economic Forecasting
- Economic Impact Analysis
- Natural Resources
- NEPA

**TRANSPORTATION**  
*Stephen Rolle, PE, PTP*

- Traffic Engineering
- Toll Analysis
- Multimodal Transp. Plan. & CSS
- Civil Engineering
- Travel Demand Model/ Forecast
- Cost Estimating
- Traffic Ops Analysis & Model

# Study Team

- (NAI) Normandeau Associates, Inc.
- (TYL) TY Lin
- (TPC) The Preservation Company
- (MC) Morris Communications
- (ER) Evan Richert
- (KHA) Kevin Hooper Associates
- (FDS) Facet Decision Systems
- (CG) Charles Colgan



**PRINCIPAL IN CHARGE**

**Bob Kimm**

**PROJECT MANAGEMENT**

*Uri Avin, FAICP*  
*Stephen Rolle, PE, PTP*

**PUBLIC INPUT**

Elected Officials  
Steering Committee  
Advisory Committee  
General Public

**PUBLIC INVOLVEMENT**  
*Carol Morris (MC)*

- SC/AC Facilitation  
*Carol Morris (MC)*
- Workshops  
*Evan Richert (ER)*
- Website/Newsletter  
*Carol Morris (MC)*  
*David Holden, AICP, RLA*
- Web Alternatives Tool  
*David Hawkins (FDS)*  
*Rose Melzer (FDS)*

**LAND USE & ENVIRONMENT**  
*David Holden AICP, RLA*

- Land Use Planning  
*Evan Richert, AICP (ER)*  
*Holly Storck, AICP*
- Socio Economic Forecasting  
*Charles Colgan, PhD (CG)*
- Economic Impact Analysis  
*Kumudu Gunasekera, PhD*
- Natural and Cultural Resources  
*Marcia Bowen, AICP (NAI)*  
*Lynne Monroe, AICP (TPC)*
- NEPA  
*Jeffrey Paul*

**TRANSPORTATION**  
*Stephen Rolle, PE, PTP*

- Traffic Engineering  
*Tom Erico, PE (TYL)*
- Multimodal Transp. Plan. & CSS  
*Jenn Grenier, AICP*
- Travel Demand Model/ Forecast  
*Kevin Hooper (KHA)*
- Traffic Ops Analysis & Model  
*Tom Erico, PE (TYL)*  
*Stephen Rolle, PE, PTP*
- Toll Analysis  
*Ben Perez, AICP*
- Civil Engineering  
*Royd Benjamin, PE*  
*Philip Kendall, PE (TYL)*
- Cost Estimating  
*Jennifer Mercer, PE*