

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

Table of Contents

<u>Section</u>	<u>Title</u>	<u>Page</u>
ES	Executive Summary	ES-1
1	Introduction	1-1
	Purpose of the Long Range Transportation Plan	1-2
	CHCNGA TPO Area Description	1-2
	Transportation Planning Organization Structure	1-2
	Federal Planning Factors	1-7
2	Plan Development Process	2-1
	Development of the Long Range Transportation Plan	2-1
	Public Involvement Process	2-3
	Data Collection	2-4
	LRTP Goals and Performance Measures.....	2-4
	Land Use Coordination.....	2-7
	Existing and Future Needs Identification	2-8
	Travel Demand Modeling	2-8
	Transportation Improvement Strategy and Project Identification.....	2-9
	Planning Level Cost Estimates.....	2-10
	Financial Plan Development.....	2-11
	Environmental Protection	2-11
	Air Quality.....	2-14
3	Socioeconomic and Transportation System Characteristics	3-1
	Current Demographics and Economic Profile	3-1
	Multimodal Transportation System	3-9
	Roadways and Bridges.....	3-9
	Transit.....	3-18
	Pedestrian Facilities.....	3-21
	Bicycle Facilities	3-24
	Rail	3-26
	Aviation.....	3-26

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

	Waterways	3-27
	Other Transportation Influences	3-28
	Freight	3-28
	Safety	3-29
	Emergency Management and Security.....	3-47
	Incident Management	3-49
	Management and Operations.....	3-49
	Intelligent Transportation System	3-50
	Congestion Management Process.....	3-51
	Transportation Demand Management.....	3-52
4	Transportation Needs and Strategies.....	4-1
	Future Demographic and Economic Profile.....	4-1
	Multimodal Transportation System	4-6
	Roadways and Bridges.....	4-6
	Transit.....	4-11
	Pedestrian Facilities.....	4-13
	Bicycle Facilities	4-15
	Rail	4-17
	Aviation.....	4-18
	Waterways.....	4-19
	Other Transportation Influences	4-19
	Freight	4-19
	Safety	4-20
	Management and Operations	4-20
	Intelligent Transportation System	4-21
	Congestion Management Process.....	4-21
	Transportation Demand Management.....	4-22
5	Financial Resources	5-1
	2030 LRTP Revenue Forecasts	5-1
	Potential Funding Sources	5-4
	Total Projected Funding Available.....	5-6

Chattanooga-Hamilton County North Georgia
TransPlan 2030 - Long Range Transportation Plan
(as amended to meet the provisions of SAFETEA-LU)

6	Financially Constrained Plan Development.....	6-1
	Plan Development	6-1
	Potential Roadway Alternative Scenarios.....	6-2
	Project Selection.....	6-4
	2030 Cost Feasible Plan	6-6
	Multimodal Transportation System	6-9
	Roadway and Bridge Improvements.....	6-9
	Transit Improvements	6-11
	Pedestrian Improvements.....	6-13
	Bicycle Improvements.....	6-13
	Rail Improvements.....	6-14
	Aviation Improvements	6-14
	Waterway Improvements	6-15
	Other Transportation Influences	6-15
	Freight Movements	6-15
	Safety Improvements.....	6-16
	Operations and Maintenance.....	6-16
	Intelligent Transportation Systems	6-17
	Congestion Management Process.....	6-19
	Transportation Demand Management	6-19
	Planning Studies.....	6-20
	Context Sensitive Design	6-20
	Project and Program Relationship to Goals	6-20
	Plan Implementation.....	6-22
	Local Municipality Responsibility	6-23
	Plan Approval	6-24

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

List of Tables

<u>Section</u>	<u>Title</u>	<u>Page</u>
1	Table 1-1 – TPO Representation.....	1-6
2	Table 2-1 – Performance Measures.....	2-7
	Table 2-2 – Ozone and PM _{2.5} Key Milestones.....	2-16
3	Table 3-1 – Population Trends – 1970 to 2000	3-5
	Table 3-2 – Percent of Total Employment by Industry Type	3-6
	Table 3-3 – 2000 Traffic Volumes	3-16
	Table 3-4 – Centerline Miles and Daily Vehicle Miles Traveled (VMT) by Functional Class	3-17
	Table 3-5 – Rural and Urban Roadway Crash Rates per One Million VMT.....	3-40
	Table 3-6 – Georgia Statewide Crash Rates.....	3-42
	Table 3-7 – Roadway Crashes Involving Pedestrians.....	3-43
4	Table 4-1 – Comparison of County Population Control Totals	4-2
	Table 4-2 – Comparison of County Employment Control Totals	4-3
	Table 4-3– 2030 E+C Projects	4-7
	Table 4-4 – 2030 Traffic Volumes	4-9
5	Table 5-1 – 2030 Available Funding.....	5-7
6	Table 6-1 – 2030 LRTP Alternative Scenarios	6-3
	Table 6-2 – VMT and VHT Summary by Scenario	6-4
	Table 6-3 – Revenue and Expenditures Comparison (2006 to 2030)	6-23

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

List of Figures

<u>Section</u>	<u>Title</u>	<u>Page</u>
1	Figure 1-1 – Study Area Map	1-4
3	Figure 3-1 – Non-White Population (2000).....	3-2
	Figure 3-2 – Population Below Poverty Level (2000)	3-3
	Figure 3-3 – Population Age 65+ (2000)	3-4
	Figure 3-4 – Population Density (2000).....	3-7
	Figure 3-5 – Employment Density (2000).....	3-8
	Figure 3-6 – Functional Classifications.....	3-11
	Figure 3-7 – Number of Lanes.....	3-13
	Figure 3-8 – 2000 V/C Ratios	3-15
	Figure 3-9 – CARTA Fixed Routes.....	3-20
	Figure 3-10 – Existing Sidewalks	3-23
	Figure 3-11 – Head-on Crash Locations	3-44
	Figure 3-12 – Pedestrian Crashes.....	3-45
	Figure 3-13 – Bicycle Crashes	3-46
4	Figure 4-1 – Population Density (2030).....	4-4
	Figure 4-2 – Employment Density (2030).....	4-5
	Figure 4-3 – 2030 E+C V/C Ratios.....	4-8
6	Figure 6-1 – Overall V/C Ratio by Scenario	6-4
	Figure 6-2 – Roadway Projects Contained in Non-White Population Areas.....	6-7
	Figure 6-3 – Roadway Projects Contained in Low-Income Population Areas....	6-8
	Figure 6-4 – 2030 LRTP Roadway Projects.....	6-10

Chattanooga-Hamilton County North Georgia
TransPlan 2030 - Long Range Transportation Plan
(as amended to meet the provisions of SAFETEA-LU)

2030 LRTP Appendix

<u>Appendix</u>	<u>Title</u>
A	Acknowledgements and TPO Committee Members
B	Roadway Alternatives in Plan Development
C	Evaluation of Potential Roadway Projects
D	Multimodal Projects and Programs
E	Typical Sections by Functional Classification
F	Environmental Resources and Proposed Roadway Projects

2030 LRTP Technical Supplement
(Separate Document)

<u>Appendix</u>	<u>Title</u>
T-A	Data and Studies Listing
T-B	Model Documentation
T-C	Air Quality Pre-Consensus Analysis Plan and ICC Membership
T-D	Roadway Projects Included in Alternative Scenarios

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

1 Introduction

Long range transportation planning is *comprehensive* (including all modes), *cooperative* (involving a broad array of stakeholders and other interested parties), and *continuous*. The urban planning process is established by federal statute and is required for areas designated as “urbanized” (population 50,000 and above). The Long Range Transportation Plan (LRTP) is one of the key products of the planning process.

The Chattanooga Hamilton County North Georgia Transportation Planning Organization (CHCNGA TPO) 2030 Long Range Transportation Plan, *TransPlan 2030*, and this amended plan to meet the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which was signed into law on August 10, 2005 fulfills the federal urbanized 20-year plan requirements. Requirements for developing an LRTP are described under Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code and in the Code of Federal Regulations (CFR) Title 23, Part 450. The statute states that each metropolitan area shall have:

A continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods (23 CFR 450.300).

Specific LRTP requirements are itemized in CFR Title 23, Section 450.322. These include the major elements of a Long Range Transportation Plan which must:

- Address a 20-year planning horizon.
- Include long-range and short-range multimodal strategies that facilitate efficient movement of people and goods.
- Be updated at least every four years for air quality non-attainment areas.
- Be coordinated with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP) related to the air pollutant of ozone or carbon monoxide in non-attainment areas.
- Validate in coordination with the states and the public transportation operators data utilized in preparing modal plans for providing input to the transportation plan. In updating the transportation plan the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by the transportation plan update.
- Include the projected transportation demand of persons and goods in the metropolitan area over the plan horizon.

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

- Include existing and projected transportation facilities for all modes that will function as an integrated transportation system.
- Include operational and management strategies to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Consider of the results of a congestion management process.
- Include the assessment of capital investments and other strategies to preserve the existing and projected future transportation system.
- Include design concept and design scope descriptions for conformity determination to maintain air quality and for the development of cost estimates.
- Include discussion of potential environmental mitigation activities to be conducted to restore and maintain the environmental functions affected by the transportation plan.
- Include pedestrian walkway and bicycle transportation facilities.
- Include transportation and transit enhancement activities.
- Include a financial plan.

The previous *TransPlan 2025* was adopted in June 2000.

Purpose of the Long Range Transportation Plan

The purpose of this amended LRTP is to promote the efficient movement of people and goods, while also supporting the CHCNGA TPO area's land use and economic development goals. *TransPlan 2030* seeks to identify improvements and establish transportation policy that will be needed by the target year 2030. Assuming continued economic and population growth in the CHCNGA area, these improvements will be needed to maintain acceptable levels of transportation service.

Federal law establishes transportation planning areas for metropolitan regions throughout the country. In addition, the organization of MPOs to cooperatively develop goals for transportation improvements is also required.

CHCNGA TPO Area Description

The Chattanooga Urban Area's transportation planning boundary includes the municipalities of Chattanooga, Collegedale, East Ridge, Lakesite, Lookout Mountain, Red Bank, Ridgeside, Signal Mountain, Soddy-Daisy and Walden, and unincorporated Hamilton County in Tennessee. Also included are the northern portions of Dade, Walker, and Catoosa counties in north Georgia. The cities of Rossville, Fort Oglethorpe, Lookout Mountain, Chickamauga, and Ringgold fall within this north Georgia area. The study area is shown in Figure 1-1.

Transportation Planning Organization Structure

Beginning with the 1962 Federal Aid Highway Act, transportation planning in urbanized areas with 50,000 or more population followed a 3 "c" process. Transportation projects that included

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

federal funds were the results of “comprehensive, coordinated, and continuing (3-C)” planning process involving state and local communities. In 1977, the Chattanooga Hamilton County North Georgia Transportation Planning Organization (CHCNGA TPO) was created to guide this process. The use of federal funds for local transportation projects is contingent upon a transportation plan approved by the TPO. The TPO is comprised of a collection of policy-making and review boards and committees, in addition to TPO professional staff who coordinate to perform the TPO duties including development and approval of the long range transportation plan. A brief description of each TPO committee’s composition and their role in development of *TransPlan 2030* is described below.

Executive Board

The Executive Board serves as the policy committee and decision-making authority of the TPO. The Executive Board is responsible for reviewing and approving the long range transportation plan. The Board is composed of principal elected officials from local and state governmental jurisdictions and agency officials that administer or operate major modes of transportation in the Chattanooga metropolitan area.

Executive Staff

The Executive Staff, also referred to as the Technical Coordinating Committee (TCC), handles the technical assessments of TPO planning activities. The role of this committee is to conduct the technical reviews on projects and studies. The Executive Staff reports its findings to and recommends action by the Executive Board. The Executive Staff is composed of city managers, transportation providers, traffic engineers, and other transportation professionals. Professional staff of the TPO is responsible for managing the technical evaluations for the Executive Staff. Table 1-1 summarizes jurisdictional representation on the TPO’s Executive Board and Executive Staff.

Chattanooga-Hamilton County North Georgia
TransPlan 2030 - Long Range Transportation Plan
(as amended to meet the provisions of SAFETEA-LU)

**Placeholder for Figure 1-1
TPO Study Area**

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

**Table 1-1
TPO Representation**

Jurisdiction	Executive Board Representation	Executive Staff Representation
State of Tennessee	- Governor	
Tennessee Legislative Delegation (Hamilton County)	- Elected Official	
Tennessee Department of Transportation		- Region II Traffic Engineer - Planning Division Director - Rail, Waterway, Transit Division Director
State of Georgia	- Governor	
Georgia Department of Transportation	- Commissioner	- Office of Planning Administrator - Intermodal Programs Administrator
N. Georgia Legislative Delegation	- Elected Official	
Chattanooga-Hamilton County Regional Planning Agency		- Executive Director
Chattanooga Area Regional Transportation Authority (CARTA)	- Board Chair	- Representative
Chattanooga Metropolitan Airport Authority	- Board Chair	- Representative
Coosa Valley Regional Development Center		- Executive Director
Chattanooga Area Regional Council of Governments, SE Tennessee Development District		- Executive Director
Air Pollution Control Board		- Executive Director
Hamilton County, Tennessee	- County Executive - Elected Commission Representative	- Public Works Administrator - County Engineer - County Traffic Engineer - Human Services Administrator
Dade County, Georgia	- Elected Representative	- Representative
Walker County, Georgia	- Elected Representative	- Representative
Catoosa County, Georgia	- Elected Representative	- Representative
City of Chattanooga	- Mayor - Elected City Council Representative	- Public Works Administrator - City Engineer - City Traffic Engineer
Chickamauga, Georgia	- Mayor	- Representative
Collegedale, Tennessee	- Mayor	- Representative
East Ridge, Tennessee	- Mayor	- Representative
Fort Oglethorpe, Georgia	- Mayor	- Representative
Lakesite, Tennessee	- Mayor	- Representative
Lookout Mountain, Georgia	- Mayor	- Representative
Lookout Mountain, Tennessee	- Mayor	- Representative
Red Bank, Tennessee	- Mayor	- Representative
Ridgeside, Tennessee	- Mayor	- Representative
Ringgold, Georgia	- Mayor	- Representative

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

Jurisdiction	Executive Board Representation	Executive Staff Representation
Rossville, Georgia	- Mayor	- Representative
Signal Mountain, Tennessee	- Mayor	- Representative
Soddy-Daisy, Tennessee	- Mayor	- Representative
Walden, Tennessee	- Mayor	- Representative
Tennessee Valley Railroad Museum		- Representative
Georgia Portion Citizen Advisory Committee		- Chair
Trucking Concerns with the Metropolitan Study Area		- Representative
Chattanooga Bicycle Task Force		- Representative
Greenways/Paths		- Representative
Federal Highway Administration (Staff serves as ex-officio member)		- Tennessee Division Administrator - Georgia Division Administrator
Federal Transit Administration (Staff serves as ex-officio member)		- Regional IV Administrator

TPO / Professional Staff

The TPO professional staff is responsible for development and production of the LRTP. The Chattanooga-Hamilton County Regional Planning Agency (RPA) is the designated Metropolitan Planning Organization (MPO) for the Chattanooga region. As a part of the RPA, the TPO works together with other RPA departments to ensure that transportation plans are coordinated with land use and development plans for the region.

Citizen's Advisory Committee

The north Georgia portion of the TPO area has a Citizen's Advisory Committee (CAC) and is composed of citizens from the Dade, Walker and Catoosa County area of North Georgia. The CAC participated in the long range planning process by providing review and guidance to the TPO/Professional staff and to the Executive Staff Committee in the development of the LRTP.

Technical Steering Committee

The Technical Steering Committee (TSC) created for the *TransPlan 2030* update approved in June 2005 was comprised of technical staff from the TPO, Georgia Department of Transportation (GDOT), Tennessee Department of Transportation (TDOT), Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and the Coosa Valley Regional Development Center (CVRDC). Their role in the LRTP development was to review technical material, facilitate access to data resources, and coordinate with other studies and planning efforts. The TSC provided valuable input on State programs, federal priorities and local planning issues. The TSC's guidance created a process for coordination that helped to better understand local area transportation needs.

Chattanooga-Hamilton County North Georgia TransPlan 2030 - Long Range Transportation Plan (as amended to meet the provisions of SAFETEA-LU)

Advisory Group

An Advisory Group was created specifically for the *TransPlan 2030* update. The Advisory Group was comprised of government and elected officials and stakeholder representatives. The purpose of the Advisory Group was to provide input and direction for aspects of LRTP plan development reflecting the community's priorities.

A list of members of the Executive Board and Executive Staff, Citizens Advisory Committee, Technical Steering Committee, and Advisory Group are included in Appendix A.

Federal Planning Factors

The provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005, list eight planning factors that must be considered as part of the transportation planning process for all metropolitan areas. The planning factors were considered in the transportation planning process conducted by the TPO and reflected in the updated 2030 LRTP. They include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system (Public Law 109-59, 23 USC 134).

This amended plan in compliance with the provisions of SAFETEA-LU addressed each of these factors in the technical evaluations and/or plan process. The amended *TransPlan 2030* builds on the transportation planning process and reflects state, federal and local planning efforts for the region.