

## **Schedule**

- Compressed but achievable
- 12 months
- Start in January 2014, done in December 2014

## **Public Process**

- Lean and focused, not public process just to go through the motions
- No re-hash of decisions in Comprehensive Plan update
- Kick-off Joint Board (JIM) meeting for initial guidance (January)
- 2 additional JIM meetings: mid-point check-in (June) and draft plan (October)
- 2 public events (June & October)
- Each event occurs at a key point in the work flow and has a specific purpose
- Structured interviews at front end of project
- Comment management system available on web site

## **Scope**

- Purpose of Integrated Transportation Plan is to achieve Comp Plan goals and vision
- Metrics-Based Plan:
  - Performance measures and indicators tied to goals and objectives setting up routine performance monitoring process (Mobility Report Cards)
  - Person trip basis with travel characteristics informing traffic forecasts
  - “TDM+ Model” based on actual behavior and trends
- Multimodal Network Analysis:
  - Infrastructure and service needs handled through network analysis
  - Scenario analysis: 2 scenarios, “trends” and “plan”
  - Build-out (long term) network plan mapped and described
  - Intermediate network plan (2025) mapped and cost-estimated
  - Gap analysis (estimating needed revenues, etc.)
- Implementation Program
  - TDM program as delivery system for the Plan
  - Prioritized action plan (2017)
  - Funding analysis – trends and gap needs
  - Performance report format and data system (Mobility Report Card)

## **Project Team**

- County and Town jointly overseeing project; Town is PM
- Charlier Associates, Inc. prime contractor (transportation planning)
- Logan Simpson Design subcontractor for public process, urban design and land use data
- Fehr & Peers subcontractor for TDM+ Model and related data tasks

