

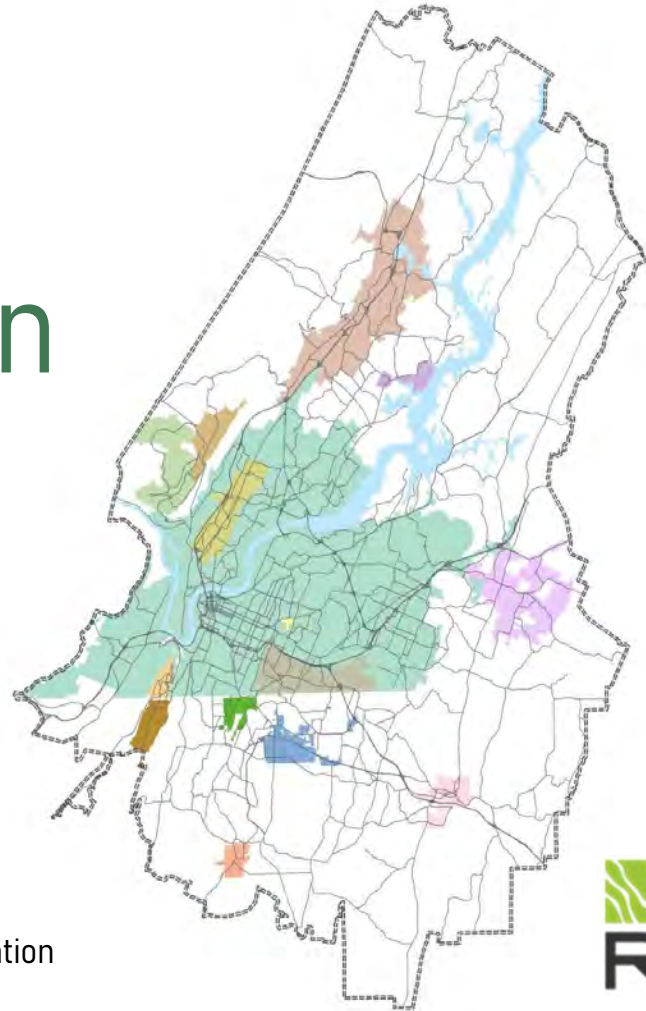
# Engaging the public around transportation planning

*Best practices from the Chattanooga-Hamilton County/North  
Georgia Transportation Planning Organization*

Caroline Daigle, Senior Planner

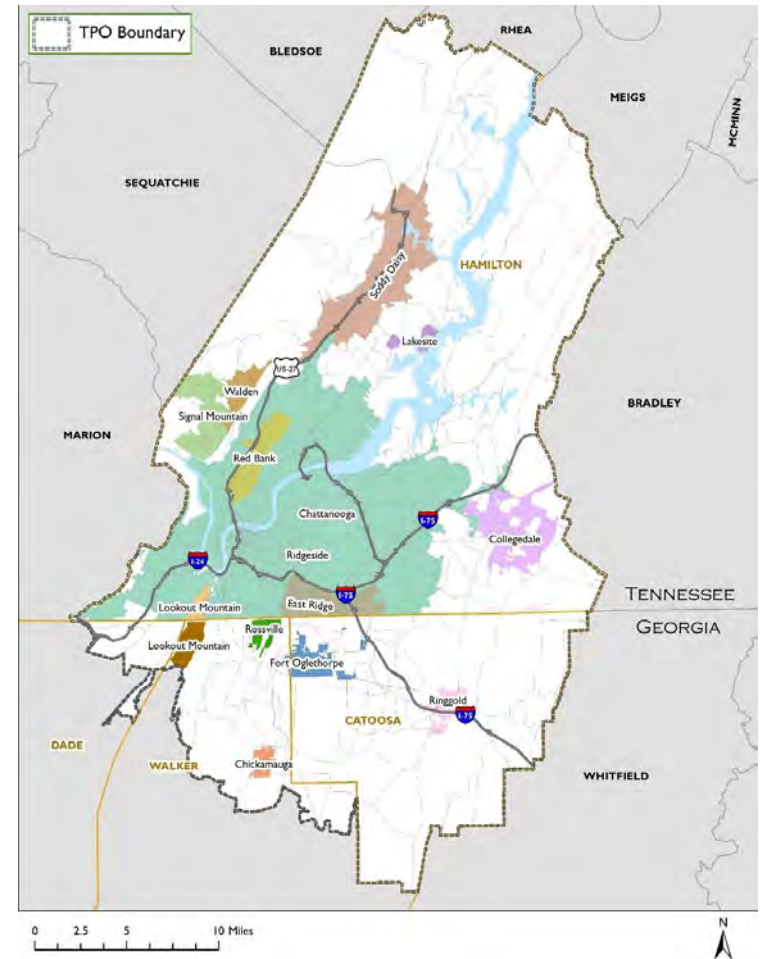
Chattanooga-Hamilton County Regional Planning Agency

Chattanooga-Hamilton County/North Georgia Transportation Planning Organization



# Background

- Bi-state TPO serving Hamilton County, TN, Catoosa County, GA, and northern portions of Dade and Walker counties (GA)
- Regional transportation planning for 19 jurisdictions
- 2040 RTP public engagement
  - What we did
- 2050 RTP public engagement
  - What we're planning on doing



# 2040 Regional Transportation Plan

Why good public engagement was so important

- Big questions about regional goals and priorities
  - What do we want? What do we value?
- Performance measures for transportation planning
  - How will we know if we're achieving those goals?
- Multiple investment scenarios
  - How will we pay for the projects we want?
- Vetting the project lists
  - What are the best steps to take to accomplish our goals?



We realized we were at a pivotal moment and we needed crucial guidance from the public on how to move forward.

**2040 RTP**  
REGIONAL TRANSPORTATION PLAN

Chattanooga-Hamilton County/North Georgia  
**TRANSPORTATION PLANNING ORGANIZATION**

**Funding comparison: previous plan vs. 2040 RTP**

2035 LRTP

2040 LRTP

Legend: Alternate Modes (blue), Roadway Capacity (orange), Roadway System Preservation, Operations, and Safety (purple)

The TPO is the federally designated transportation planning entity covering all of Hamilton and Catoosa counties, and portions of Dade and Walker counties.

For more on TPO plans and programs: [ckcrga.org](http://ckcrga.org)

INVESTMENT TYPE & FUND SPLIT	
Roadway Maintenance	32%*
Roadway Capacity	30%
Transit	23%*
Safety	8%
Bike/Ped	5%*
System Operations/ITS	2%

\* Increased from 2035 LRTP

**2040 RTP Highlights**

- > "Fix it first" approach, doubling system preservation funding levels
- > Shift from roadway capacity to cost-effective multimodal transportation solutions, doubling bike/ped funding levels and increasing transit funding by 26%.
- > Performance framework that varies goals & objectives by geographic scale, balancing community and regional considerations

**RTP Quick Facts**

- The RTP is fiscally-constrained, has a 20+ year horizon and is updated every 4 years (per federal requirements)
- ~\$6.3 billion programmed in 2040 RTP
- 450+ citizens responded to our RTP questionnaire. Road condition, sidewalks, and traffic flow ranked as the most important investments (p. 12)
- Congestion on nearly all regional truck routes will get worse in 2040 (p. 59)
- Disadvantaged tracts are more likely to have car/pedestrian conflicts than non-disadvantaged tracts (p. 67)
- The average cost of housing + transportation in the region is 54.8% of household income (p. 95)
- Integrating multimodal-supportive land use policies is a priority moving forward (p. 169)

**2040 RTP Goals and Objectives**





# Community to Region Framework

- Context sensitive approaches
- Different scales for different projects
- Create a more equal playing field
- Promote more public involvement



# Public Engagement Process

- Multiple stakeholder committees
- Meeting people where they're at
- Asking the tough questions
- Framing why it matters
- Measuring interactions


**Public Outreach** 

In just eight months...

*30 events/activities:*

- 89 @ 1<sup>st</sup> Leadership Symposium
- 113 @ committee meetings
- 25 @ stakeholder discussion groups
- 76 @ topic-based workshops (climate change, transit, and call for projects)
- 60+ @ public mtgs/workshops
- + 511 @ questionnaires

**872+ interactions**







# 2050 Regional Transportation Plan

- Increased virtual public involvement
- Adding to what worked well in 2040 engagement efforts
- Expanding committee responsibilities
- Continuing the land use/transportation conversation and tradeoffs regarding connectivity

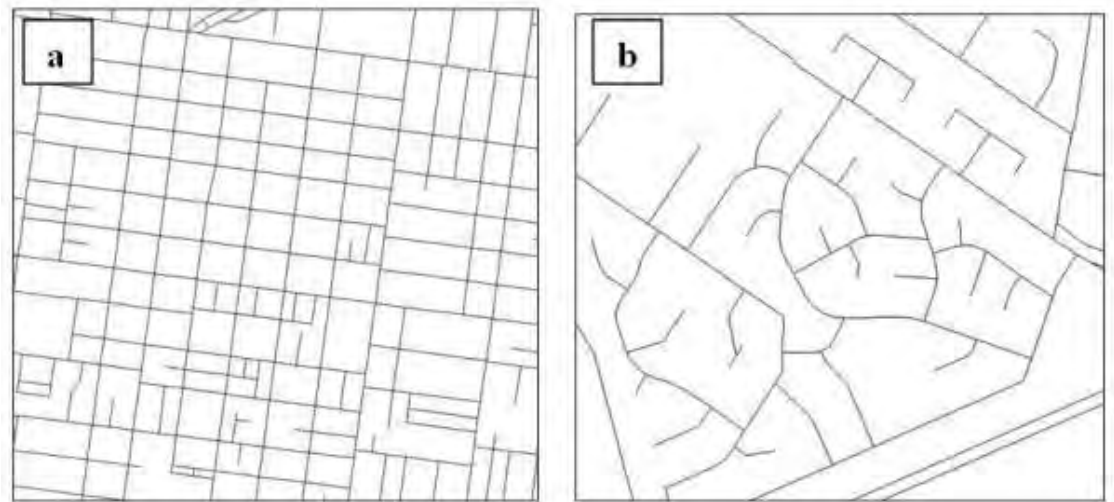
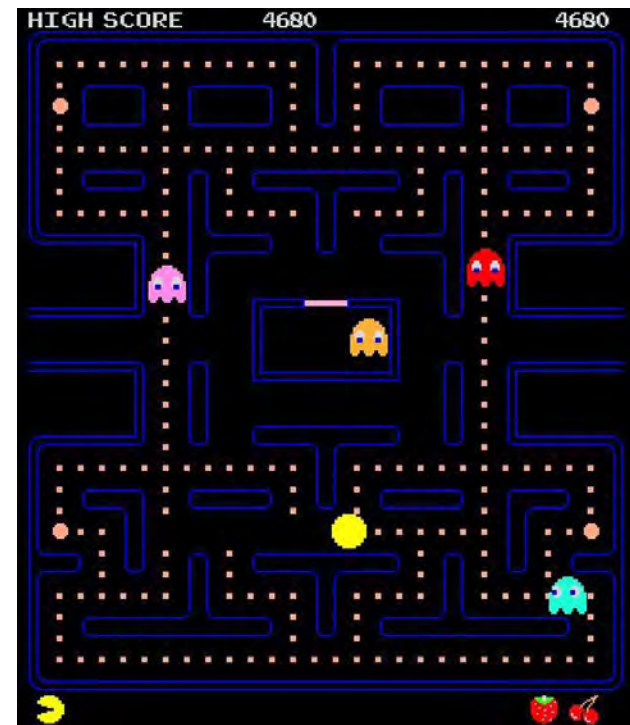


Image source: *Using GIS to assess the role of the built environment in influencing obesity. Thornton et. Al, 2011*



# 2050 Regional Transportation Plan

- Using Pac-Man™ to talk about street connectivity
- Strategically connecting with neighborhood associations over controversial issues
- Intercept surveys
- Other ideas?



# THANK YOU

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