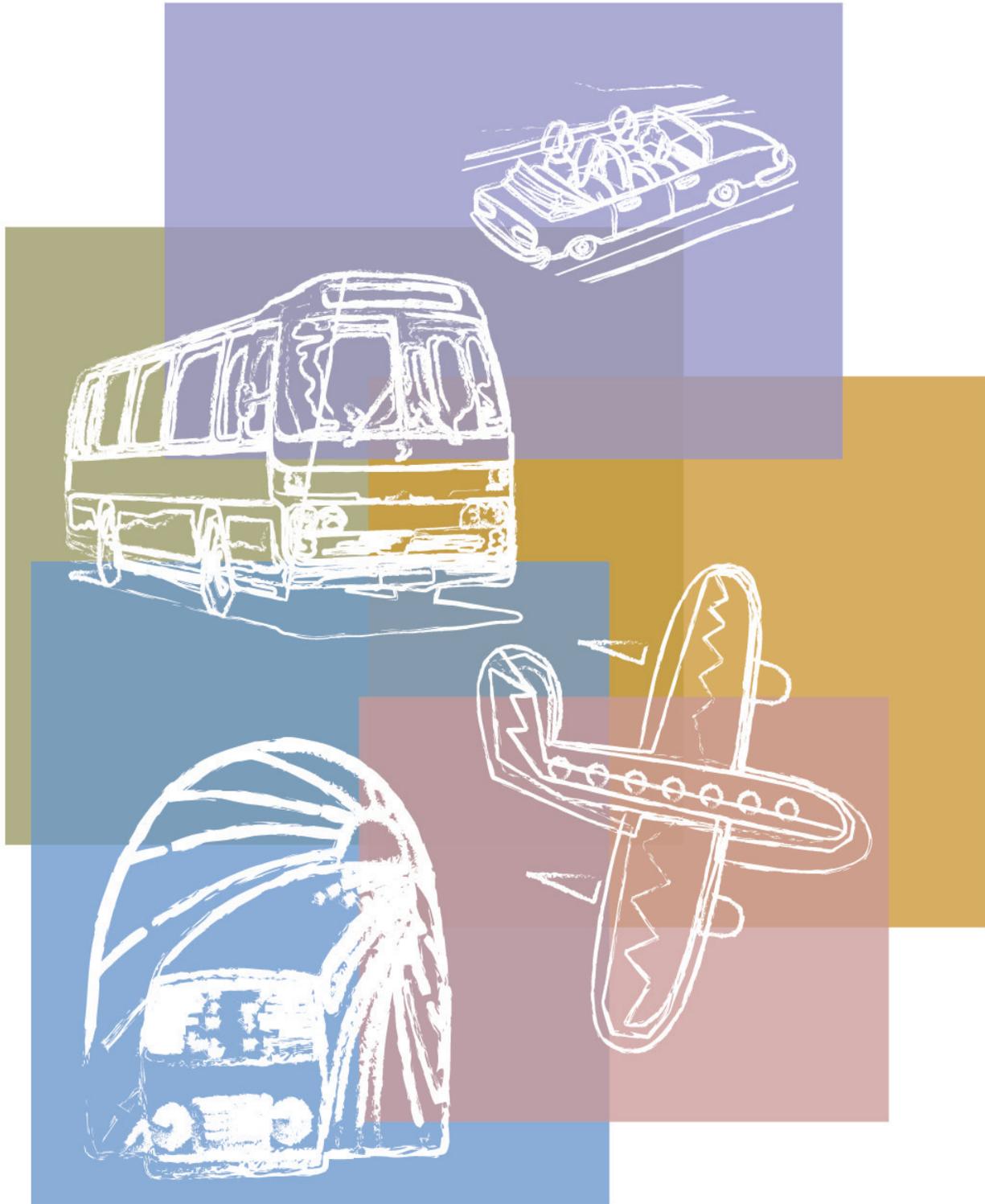


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# TRANSPORTATION

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HAMILTON, OHIO  
COMPRENEHSIVE PLAN



# TRANSPORTATION

## INTRODUCTION:

A properly designed transportation system should take into account the wide range of transportation opportunities that are available. The viability of Hamilton's transportation system is also important in protecting and enhancing the city's quality of life.

All too often, the automobile is distinguished as the main, and often times only, source of transportation when developing a transportation plan. This is evidenced by the trends of increasing congestion, reduced opportunities for travel by different modes, and poorer connections by modes. These results often mean higher transportation costs, the reduction of transportation opportunities, more roadway delays, and eventually a loss of economic growth. Addressing transportation needs has long been viewed as providing a roadway network where drivers can move as quickly and as freely as possible. This view needs to be expanded to include all users, not just the automobile.

The City of Hamilton recognizes the need for a transportation system to provide multiple opportunities of transit types, land use development, environmental wellbeing, and economic development.

*"In addition to its economic impacts, transportation is also important to the region's quality of life. The interstate system, for example, has improved mobility at the same time that it has promoted a population and job shift from core areas to newer suburbs with significant social, environmental, and economic consequences. Transportation improvements will continue to affect land development, and travel patterns and opportunities." (OKI, Strategic Regional Policy Plan p.19)*

## LONG-TERM GOAL:

The City of Hamilton should develop an efficient transportation system with priority placed equally on vehicular, pedestrian, and mass transit transportation that maximizes the mobility of the citizens of the City of Hamilton and is coordinated with the Future Land Use Map to shape a compact, walkable community with an emphasis on multi-modal transportation options.

# POLICIES STRATEGIES AND ACTIONS

## Overall Objectives:

### Section 2.1

- A. “By 2015, actions at the local and regional levels will promote the availability of multimodal transportation choices that link the region’s cities and villages, employment centers and residential areas, urban cores and suburbs, and that provide mobility for all the region’s residents.” (OKI, Strategic Regional Policy Plan p.25)

Below: An example of pedestrian transportation.

Right: Examples of bikeway and public transit.

[www.pedbikeimages.org/](http://www.pedbikeimages.org/)  
Dan Burden



# Land Use Connectivity

## Section 2.2

### **OBJECTIVES**

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- A. The Future Land Use Plan and the Transportation Plan should be integrated and complementary to one another.
  - B. Consider the existing or planned availability of transit services when adopting residential, commercial and employment designations in the future land use plan.
  - C. Focus medium and high-intensity developments in commercial areas to help develop future transit compatibility.
  - D. Transportation decisions should reflect and support objects related to accessibility, environmental and cultural resources, neighborhood redevelopment, walkability, aesthetics, and economic development.
- *“The relationship between land use and transportation is reciprocal: increased land use intensities in a community typically increase demand for transportation facilities and services; and transportation facilities and services typically are catalysts for land development.”* (OKI, Strategic Regional Policy Plan p.20)
  - *“By 2010, all levels of government within the region will coordinate transportation and land use planning.”* (OKI, Strategic Regional Policy Plan p.29)
  - In order for the Future Land Use Plan and the Transportation plan to coordinate with one another, the understanding of how land use patterns affect travel is required. The factors covered in the Land Use Plan, i.e. density, mix use, design, etc.

### **STRATEGIES**

---

In order to meet the objectives outlined in this Comprehensive Plan’s Transportation section, the following strategies should be pursued by the City of Hamilton:

- The City of Hamilton should directly correlate transportation planning with the Future Land Use Plan. Land Use and Transportation are two sides of the same issue. Transportation affects land use and land use affects transportation. Transportation decisions affect the land use directly, by transit facilities, and indirectly, through travel behavior. The decisions that affect one, also affect the other. It is important for the City of Hamilton to coordinate transportation and land use so that they compliment one another, rather than contradict. The Transportation Plan should promote economic, social and environmental vitality through the coordination of the Future Land Use Plan that will promote an integrated and healthy community.

### **ACTIONS**

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- A. The City of Hamilton should adopt an integrated Transportation Plan.

# Vehicular Thoroughfare Plan

Section 2.3

## OBJECTIVES

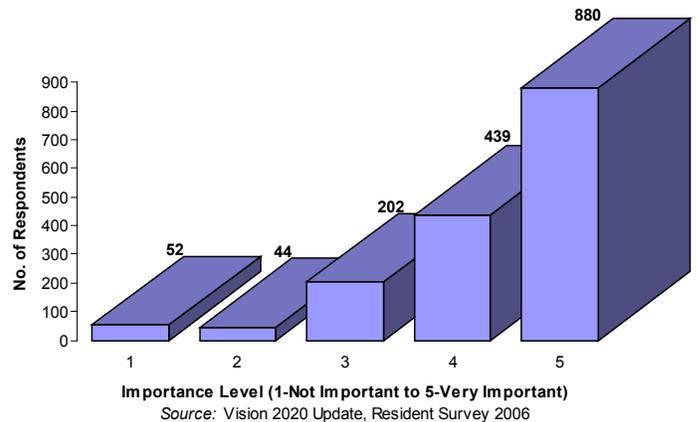
- A. Provide guidance to the City for identification of and prioritization of future roadway improvement projects.
- B. Outline how the City's roadway system is performing based on its design, traffic volume, capacity, and conflict points.
- C. Provide guidance on roadway improvements needed during the development review process.

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- The City of Hamilton should provide a Vehicular Thoroughfare Plan that will maximize roadway efficiency, help meet travel demand, and improve access management/connectivity. The Vehicular Thoroughfare Plan should outline the classifications of street right-of-ways throughout the City of Hamilton and establish where new roadways should be constructed in order to better serve travel demand and connectivity. Classifications for the existing roadways should indicate current levels of usage and project future Levels of Usage for those roadways.
- *"The general response to roadway congestion has been the construction of more roads. New roads have been shown to facilitate the expansion of people and commerce to once distant areas, thus assisting and accelerating the exodus of urban populations (that have a choice) to the suburbs. The resulting traffic has been addressed by building even more roads. Congestion, roads, people, and cars have formed a Catch-22 situation, where highway-only solutions ultimately have worsened the problem."* (OKI, Strategic Regional Policy Plan p.30)

Figure 2A: Importance of Improved Signal Timing As a Means to Relieving Traffic Congestion all respondents



## ACTIONS

- A. The City of Hamilton should adopt level of service criteria to be assigned to its road network.
- B. Create a master plan to ensure the levels of service on the roadways equals the levels of usage.
- C. Consider the development of a citywide travel demand model or of the software system that can provide analysis, staff needed to perform funding and training.
- D. Set a standard for when to require traffic studies in the community.
- E. City needs to conduct traffic counts on their collector level and higher road system, on an alternating basis, every 3 years. Schedule counts at peak performance times.
- F. Develop a citywide level of service assessment on the thoroughfare plan. The City should determine its desirable level of service for operation. Roadway improvements projects should focus on improving the community's overall level of service.

# Pedestrian/Bicycle Thoroughfare Plan

## Section 2.4

### **OBJECTIVES**

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- A. Promote walking and biking as a mode of choice between short trips by providing a pedestrian/bicycling network linking neighborhoods, schools, shopping, and parks.
  - B. Develop a citywide network of trails that increase pedestrian/bicycle access for recreation and transportation, as well as providing a link to regional trail systems.
  - C. Install pedestrian/bicycle signage along pathways to define routes and/or direct pedestrians/cyclists to a destination or other pathways.
  - D. Encourage the provision of end-of-trip facilities at most public buildings, companies, and multi-modal centers. These facilities would include showers and changing areas along with bike storage facilities.
  - E. Provide continuous pedestrian/bicycle facilities and eliminate gaps in the network.
  - F. Promote walking and bicycling as a safe and convenient form of transportation to and from school.
  - G. Modify zoning and development practices that allow for the creation of an environment that promotes biking and walking in the City of Hamilton.
- Bicycle Thoroughfare Plan should provide all roadways in the City of Hamilton with adjacent pathways of sufficient width. This should also include new pathways where current gaps in the system exist to better connect the pedestrian thoroughfare and provide for a more walkable community.
- The City of Hamilton should actively promote the Pedestrian/Bicycle network through educational resources and proper signage that clearly identifies where the network begins, ends and where it is located. The development of a citywide campaign is also encouraged to persuade people to bike and walk instead of drive. Also, the availability of facilities is needed to increase use of alternative modes of transport.
  - “Transportation plans and programs shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system.”
  - *“Local and regional investments in transportation facilities and services will support compact, pedestrian-, bicycle, and transit-friendly land uses, where appropriate, and facilitate travel demand management strategies.”* (OKI, Strategic Regional Policy Plan p.34-35)

### **STRATEGIES**

---

In order to meet the objectives outlined in this Comprehensive Plan’s Transportation section, the following strategies should be pursued by the City of Hamilton:

- A properly designed transportation system takes into account numerous transportation options. The City of Hamilton’s Transportation Plan will place a significant emphasis on addressing the needs of bicyclists and pedestrians. The pedestrian and bicycle thoroughfare should hold as much importance to the City of Hamilton’s Transportation Plan as does the Vehicular Thoroughfare Plan. The Pedestrian/

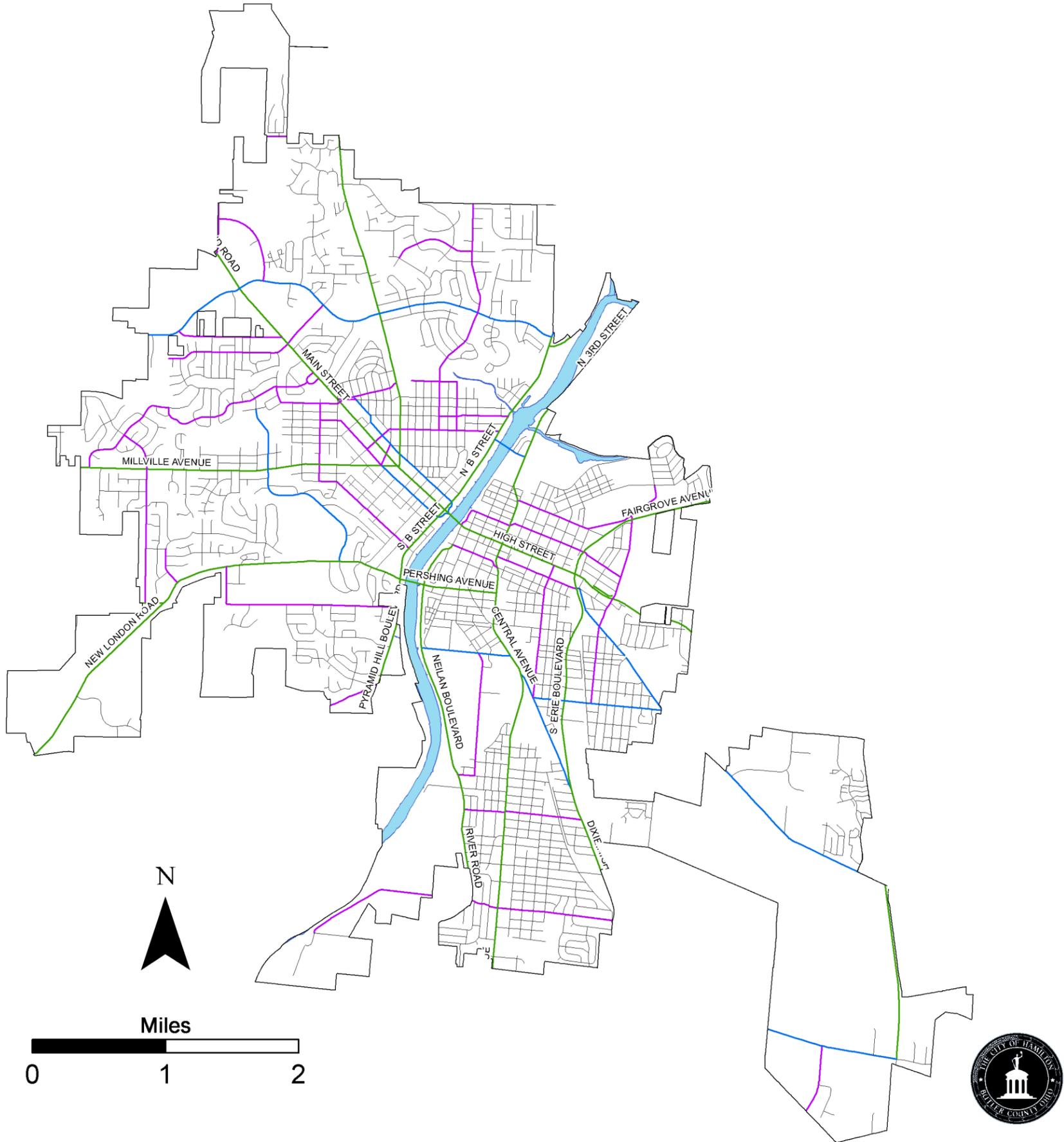
### **ACTIONS**

---

- A. Ensure that all new development is implementing the current plan.
- B. Conduct an inventory of all existing pedestrian and bike paths in the City of Hamilton.
- C. Create criteria to determine which gaps are to be addressed first.
- D. Appropriate funding sources to the most important pathway projects as determined under the new criteria.

# Thoroughfare Map

Figure 2.3



**Legend**

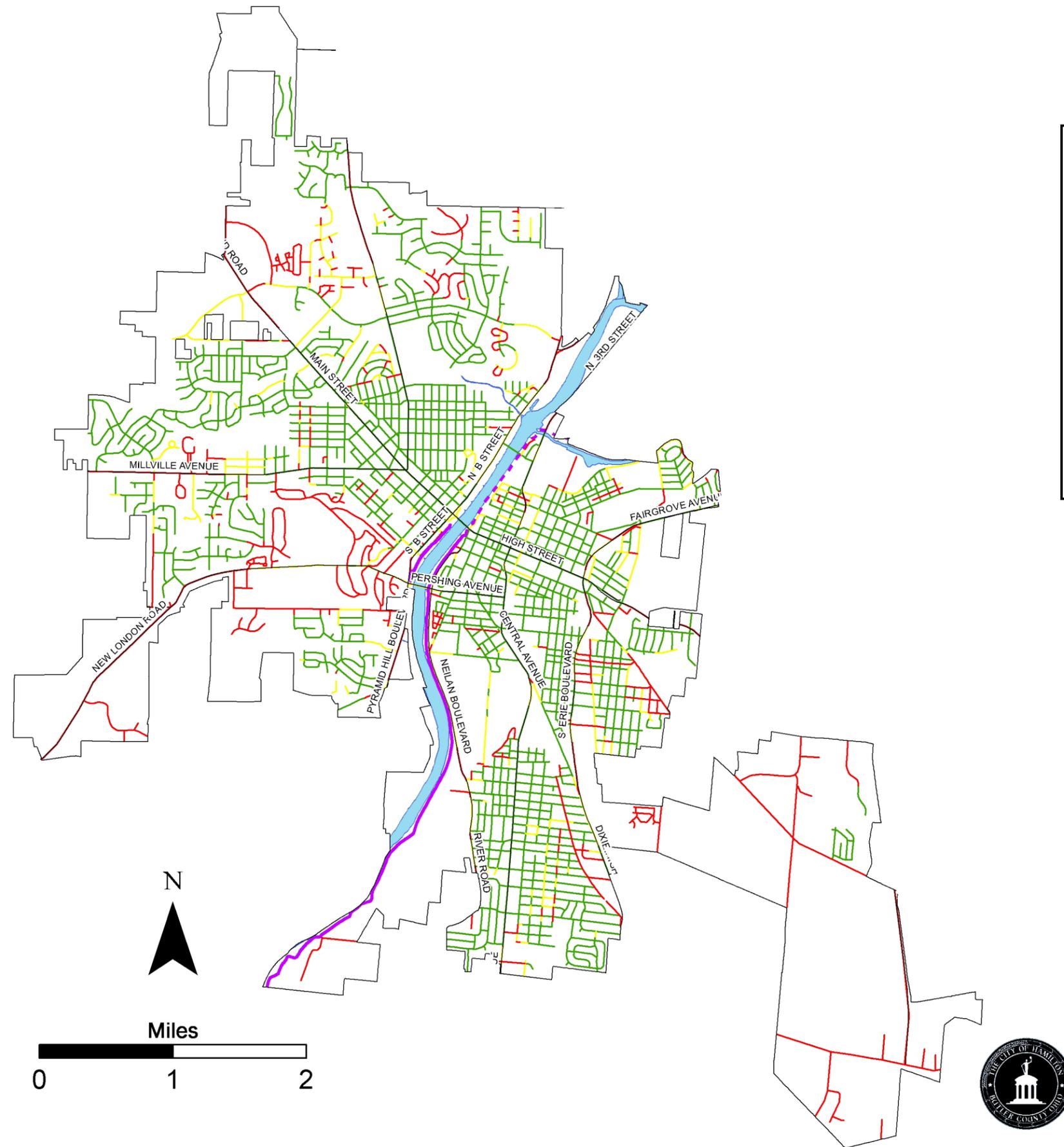
- City Boundary
- Principal Arterial
- Minor Arterial
- Collector
- Local

**Date: 01.01.2008**

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# Sidewalk Map

Figure 2.4



### Legend

- City Boundary
- Main Streets
- Proposed Bikepath Extension
- Established Shared Use Path
- No Sidewalks
- Sidewalks One Side
- Sidewalks Both Sides

**Date: 01.01.2008**

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# Mass Transit Plan

Section 2.5

## OBJECTIVES

- A. Develop a Future Transit Thoroughfare Plan that outlines the potential areas where such a system could be located.
- B. Provide an affordable alternative transportation service for those in the community with no option.

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

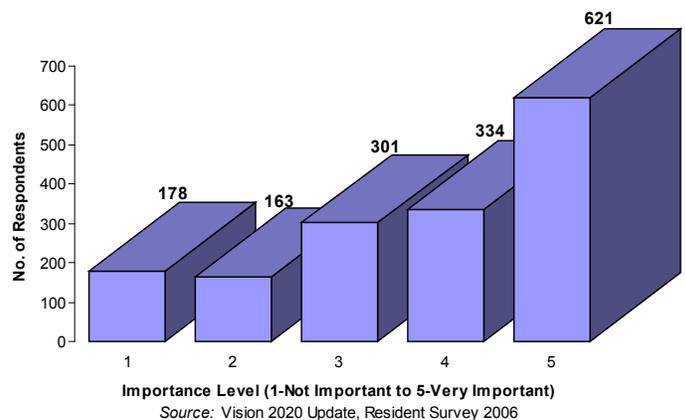
- Although there is currently no type of mass transit or public transit available in the City of Hamilton at the current time, the Transportation Plan must take into account the future need of such a system. Mass transit is a mode of transportation that allows large numbers of people to be carried from one destination to another at strategically placed stations or hubs. Common forms of mass transit include buses and rail systems such as light rail, railroad, and monorail. Transit hubs serve as economic hot spots and locations of major investment. Not only is transit proven to provide economic growth, it relieves the city of much of its roadway congestion and improves the overall quality of life for riders and commuters by providing them with a fast, efficient, low cost, low stress transportation choice.
- Mass Transit hubs serve as the connecting points of a mass transit thoroughfare. Access management of these hubs should be a coordinated effort between the City of Hamilton's Future Land Use Map and the Mass Transit Thoroughfare Plan in order to determine where mass transit hubs would be placed. This would best provide for the easiest access by commuters to these hubs with an emphasis on multi-modal accessibility.

- "Regional corridor studies will consider transit systems along congested corridors that connect urban and suburban centers to help reduce vehicle miles traveled." (OKI, Strategic Regional Policy Plan p.31)
- "Transit development plans will facilitate the design of a system that incorporates multiple modes of transit service, links stations/stops and adjacent land uses, as well as integrates station/stops into neighborhoods. The recommendations of these transit development plans will focus on the desired outcomes of transit-friendly development, including accessibility, walk-ability, and interconnectivity, and high levels of rider-ship." (OKI, Strategic Regional Policy Plan p.25)

## ACTIONS

- A. Create criteria for the density of certain areas of the City of Hamilton in order to be considered as a location for a mass transit hub.

Figure 2B: Importance of Public Transportation respondents aged 20 - 45 yrs.



# Access Management Plan

## Section 2.6

### OBJECTIVES

- A. Limit the number of driveways per lot; minimize curb cuts to the greatest extent feasible. Develop a plan for the potential elimination of curb cuts in areas with numerous conflict points.
- B. Locate driveways away from intersections.
- C. Connect parking lots and consolidate driveways, allowing travel between parcels without entering arterials.
- D. Promote a connected street system and improve capacity on the existing roadway system with elimination of curb cuts and conflict points.

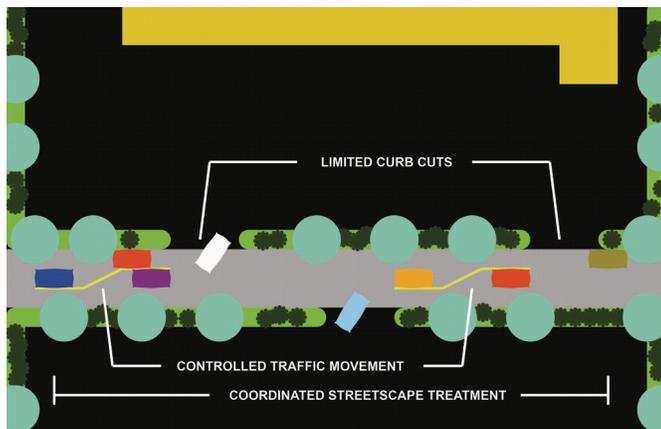


Diagram of Curb Cut parking

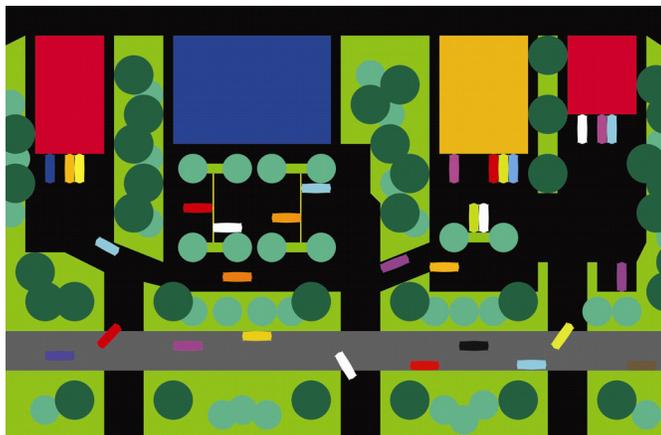


Diagram of Connected parking

### STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- To meet travel demand and solve congestion on roadways, access management must be a priority. Access Management allows for better access to roadways from any point in and around the City of Hamilton. The Vehicular Thoroughfare access management should guide traffic more easily through the street grid, thus reducing congestion and maintaining high levels of service.
- Access Management for the Pedestrian/Bike Thoroughfare Plan should also be clearly defined to provide pedestrians and bicyclists with a proper thoroughfare in which to make their daily commutes and recreational trips. Improving access management for the Pedestrian/Bike Thoroughfare plan would improve safety and eliminate breaks in travel routes.
- *"The transportation element of each local comprehensive plan will emphasize the high priority of access management and preservation and maintenance of existing transportation facilities and corridors, as appropriate."* (OKI, Strategic Regional Policy Plan p.22)

### ACTIONS

- A. Research and establish criteria for inclusion in an Access Management Plan.
- B. Consider implementing access management strategies on new development in the community.

# Traffic Calming

Section 2.7

## OBJECTIVES

- A. The City of Hamilton should consider providing solutions that improve quality of life in neighborhoods along publicly-owned streets through the implementation of a traffic calming program, by properly controlling vehicular traffic and enhancing the safety and ability to walk and bicycle.
- B. Traffic Calming projects should support multiple objectives, including enhanced street aesthetics, improved walking and cycling conditions, as well as controlling traffic speeds.
- C. Build green streets that include trees and boulevards.
- D. Provide a sufficient program that identifies and evaluates neighborhood traffic calming requests.
- E. Use Traffic Calming devices as an economic development tool in business districts.



An Example of a Roundabout

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- Following along the lines of the City of Hamilton's goal of creating a high value of neighborhood livability, traffic calming techniques should be implemented at chosen locations.
- Traffic Calming changes streetscape design to give greater emphasis on pedestrians, cyclists, and residents, instead of purely auto-oriented design. Improved roadway landscaping and tree planting encourages walking and reduces accident rates.
- "Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes." (Ewing p.8)

## ACTIONS

- A. The City of Hamilton should consider developing criteria in selecting appropriate locations to implement traffic calming techniques.

# Mixed Use/Transit Centers

Section 2.8

## OBJECTIVES

---

- A. To reinforce the connection between the City of Hamilton's Future Land Use Map and the Transportation Plan, Mixed Use/Transportation Centers will be encouraged as the backbone of the future transportation thoroughfare. The City of Hamilton's Future Land Use Map should promote compact, mixed use, pedestrian friendly development.
- *"In 2020, communities throughout the region will have areas that are developed with higher concentrations of housing, businesses, and activities to better utilize land resources and support public transit." (OKI, Strategic Regional Policy Plan p.18)*
  - *"In 2020, new and redeveloped neighborhoods will include walk-able, compatible retail, business, education, and civic uses, as well as a broad range of housing types and price levels." (OKI, Strategic Region Policy Plan p.18)*

## STRATEGIES

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In order to meet the objectives outlined in this Comprehensive Plan's Mixed Use Transit Center section, the following strategies should be pursued by the City of Hamilton:

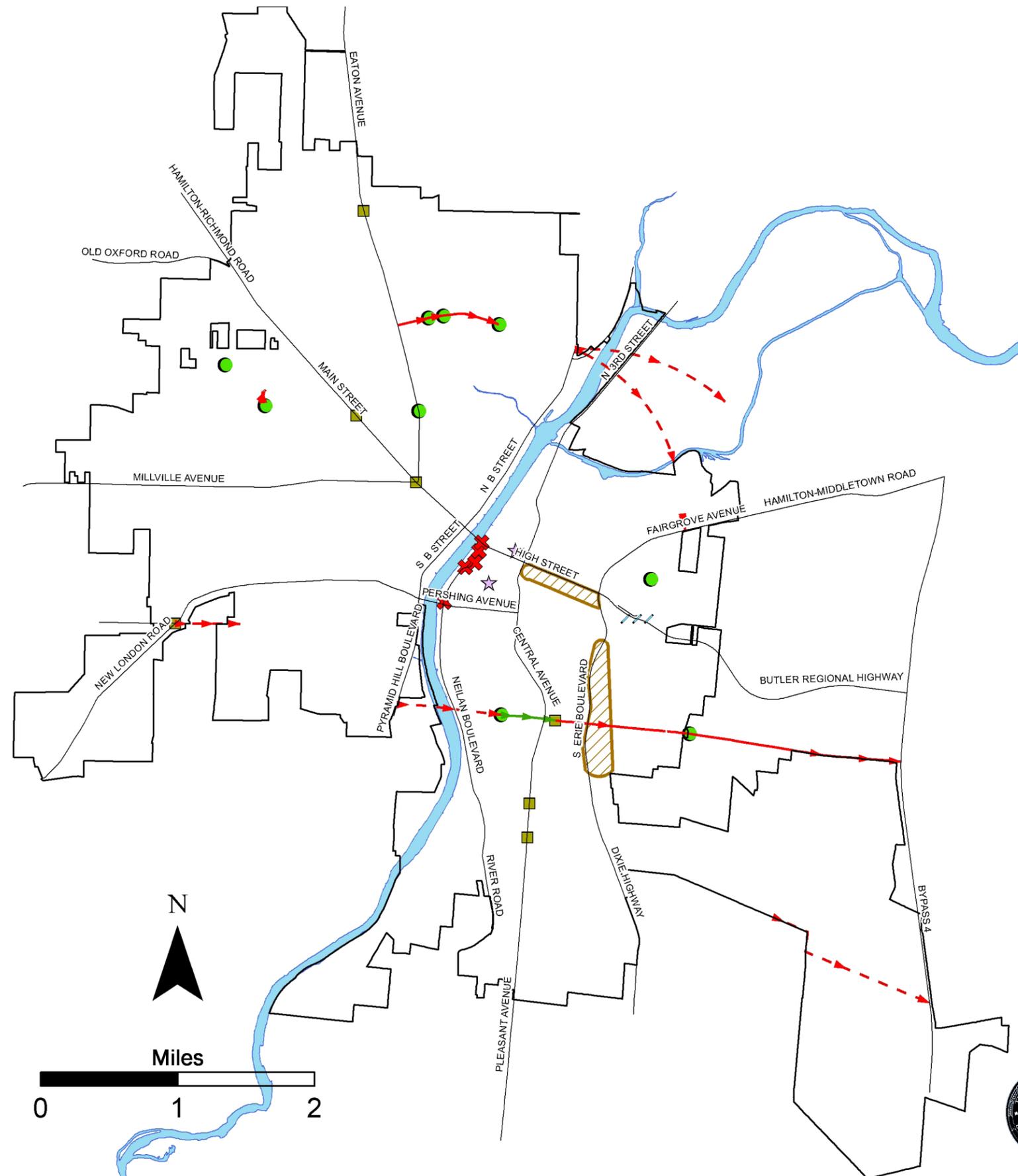
- Mass Transportation will be a primary means of travel to and from mixed use/transit centers and hubs for the Mass Transportation centers will be incorporated into the pedestrian friendly mixed use centers. This compact, diverse development tends to create a sense of place and community identity. Less of a focus on auto-oriented travel and dispersed businesses and homes will reduce the feeling of isolation in communities and reduce congestion on the roadways.
  - *"Local comprehensive plans will support a mix of land uses, higher density development, and non-motorized connections to reduce single-occupant vehicle trips, where appropriate." (OKI, Strategic Regional Policy Plan p.35)*
  - *"In 2020, centers that include a mix of integrated office, retail, residential, and civic uses will be found throughout the region. These mixed-use centers – of a scale appropriate to their surroundings – will concentrate uses in a manner that supports walking, biking and public transit, and automobiles." (OKI, Strategic Regional Policy Plan p.18)*
- A. The City of Hamilton should create criteria for levels of service for successful mixed use/transit hubs.
- B. The City of Hamilton should create criteria for the density necessary for retail to be included into mixed use/transit hubs centers.

## ACTIONS

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# Future Transportation Map

Figure 2.8



### Legend

- City Boundary
- Main Streets
- Partially or Fully Funded Project
- Future Connection
- Unfunded Project
- Closing
- Intersection Improvement
- Roundabout Proposal
- Transit Oriented Development
- Walkability
- Rail Analysis Zone

Date: 01.01.2008

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## OBJECTIVES

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- A. Plan transportation along with land use to stimulate the economy.
- B. The well-executed Transportation Plan will help to grow the City of Hamilton's economy and spur economic development.

## STRATEGIES

---

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- The compact, walk-able, mixed use type of development proposed for the City of Hamilton's Comprehensive Plan would improve the economy of the City of Hamilton. The transportation methods accompanying this type of development are proven to improve economies in which they are incorporated. Sprawling development tends to create a need for more streets with more lanes and wider right of ways. The public costs associated with maintaining these large, wide spread roadway systems can be a huge drain on a cities budget, and offer almost no relief to the problem. Widening roads invites even more traffic to travel on them, thus negating the solution of offering more room for the capacity of the proposed road, pre-widening, by increasing the vehicle capacity post-widening. Transit oriented, compact communities; however, offer nodes of activity that can be major points of investment for offices, restaurants, retail, and residential development. Not only does this improve the tax base and provide investment, but also it reduces the amount spent on roadway maintenance by providing for a relatively low-cost, low-maintenance solution – mass transit and pedestrian travel.

- *“Local comprehensive plans will support investments in public facilities and services within existing business districts, and foster the development of compact communities that are attractive to a range of income and skill levels...” (OKI, Strategic Regional Policy Plan p.85)*

## ACTIONS

---

- A. The City of Hamilton should consider using transportation techniques, such as traffic calming and transit centers, as economic tools for the City of Hamilton.

# Environmental Plan

Section 2.10

## OBJECTIVES

- A. The City of Hamilton should provide more mass transit options and build compact, walk-able communities in order to cut down on the number of trips made by gas-powered vehicles.

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- One of the major causes of pollution in transportation is automotive emission. The dependency upon single occupancy vehicular travel causes more pollution due to the high number of vehicles on the roadways. Cutting down on the number of automotive trips throughout Hamilton would reduce air pollution and clear up space on roads. Another way in which the City of Hamilton should provide for a more environmentally friendly community is to incorporate more green space and landscaping into the streetscape of arterial and collector roads and corridors. More green space along these roads provides cleaner air and more aesthetic appeal to a region/corridor that can stimulate economic development within the City of Hamilton.
- *"In 2020, the health and viability of natural systems such as air quality, water resources and wildlife habitats will be protected. There will be an extensive network of green spaces in the region that includes neighborhood and regional parks, hillsides, river corridors, forests, flood plains and farmland."* (OKI, Strategic Regional Policy Plan p.18)

## ACTIONS

- A. Integrate landscape and environmental design principles into the overall transportation project-development process.

# Health and Fitness

Section 2.11

## OBJECTIVES

- A. Improve public health and fitness through more active transportation, including walking, cycling, running and skating.

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- Inadequate physical activity is a major contributor to many diseases. Transportation and land use policies that result in even modest increases in aerobic exercise could provide significant health benefits, equal or greater than the benefits of traffic safety programs. By following the updated transportation strategies, active transportation by improving non-motorized travel conditions, creating land use patterns that are more suitable for nonmotorized travel, and by encouraging shifts from driving to nonmotorized travel will result in a more healthy and fit community.
- The Safe Routes to School program, under the Federal Highway Administration, is a federally assisted program that enables and encourages children to walk/bike to school. The aim is to make biking/walking to school safer and more appealing while also reducing traffic, air pollution, and fuel consumption. The program increases awareness of the importance of regular physical activity for children – children should get at least 60 minutes of physical activity daily.

## ACTIONS

- A. The City of Hamilton should create land use patterns that accommodate and encourage active transportation.
- B. Establish physical activity as a Transportation planning goal.
- C. Place a high priority on Walking and Cycling Improvements in transportation planning.
- D. Provide pedestrian and bicycle safety programs to reduce the risks of nonmotorized travel.
- E. Evaluate Hamilton's benefits of joining the Safe Routes To School program.



Above:

Top: End-of-trip bicycle parking facility at public building.

Bottom: Children biking and walking to school.

[www.pedbikeimages.org/](http://www.pedbikeimages.org/)

Taken By: Dan Burden

# Intergovernmental Cooperation

## Section 2.12

### **OBJECTIVES**

---

- A. The Comprehensive Plan shall be coordinated with federal and state law and support regional goals, objectives and plans adopted by The Ohio-Kentucky-Indiana Regional Council of Governments (OKI).

### **STRATEGIES**

---

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- *"In 2020, land use policy remains a fundamental prerogative and responsibility of each local jurisdiction. However, local governments will effectively and willingly communicate, cooperate and coordinate on issues of land use, transportation, natural systems, economic development and public facilities and services."* (OKI, Strategic Regional Policy Plan p.19)
- *"Local governments will coordinate with state and regional transportation planning and transit agencies on land use and transportation actions, such as access management, that affect state and regional facilities and services."* (OKI, Strategic Regional Policy Plan p.29)

### **ACTIONS**

---

- A. Review and update Hamilton's Comprehensive Plan to comply with the regional Strategic Regional Policy Plan adopted by OKI.
- B. Explore mass transit options in future transportation plans such as, Metro Express and refurbishing existing public transit facilities.

# Fiscal Responsibility

Section 2.13

## **OBJECTIVES**

---

- A. The City of Hamilton should invest in transportation improvements that will improve overall quality of life. Spending on transportation projects that, in the long run, have a negative net fiscal impact (road widening, sprawling street networks) should be discouraged in favor of those that will have a positive net fiscal impact. Walk-able, transit based, mixed use neighborhoods are able to create transportation systems that can actually provide a positive financial return. Positive financial returns in these neighborhoods are a result of investment along mass transit hubs and increased tax revenues from more compact development being greater than the cost of transportation infrastructure maintenance, which is significantly lowered due to the decrease in the size, amount, and wear of roads.

## **STRATEGIES**

---

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- *“Transportation investments that help to meet regional needs and maximize the effectiveness and efficiency of the transportation network will be given funding priority.” (OKI, Strategic Regional Policy Plan p.27)*

## **ACTIONS**

---

- A. The City of Hamilton should follow along the lines of Intergovernmental Cooperation in meeting regional needs and securing funding priority.

# Air and Rail

Section 2.14

## OBJECTIVES

- A. The City of Hamilton should consider developing and maintaining an inter-modal transportation system for the safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles within and through the City with an emphasis on air travel and rail.

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- A system of air and rail transportation can be a very efficient economic tool for the City of Hamilton no matter the scale of service. These systems of transportation should be encouraged by the City of Hamilton for industrial and passenger use in order to increase the level of efficiency and economic gain for government, travelers, and businesses.
- *“Improving the capacity and efficiency of the railroad system will help ensure that the regional economy continues to be served by an effective transportation system.”* (The Ohio and Lake Erie Regional Rail -The Ohio Hub Executive Summary p.4)

## ACTIONS

- A. Address freight movement and access needs when conducting multi-modal transportation studies or designing transportation facilities.
- B. Continue to support rail as a mode for freight movement along with the potential for passenger rail.
- C. Support Butler County Regional Airport as a multi-modal passenger air facility hub by encouraging direct connections for all modes, including light rail transit, buses, and alternative transportation.



A Panoramic of Hamilton Airport

## OBJECTIVES

- A. Provide parking information to users.
- B. Regulate parking use to encourage more efficient use of parking resources and more efficient travel.
- C. The City of Hamilton should create parking maximums to limit the number of parking capacities allowed at a particular site or area, particularly in growing commercial centers.
- D. Improve workability to and from the parking supply while encouraging park-once trips.
- E. Price Parking as a parking management strategy, as a mobility management strategy, to recover parking facility costs, to generate revenue for other purposes, or for a combination of these objectives.
- F. The City of Hamilton should create parking facility design standards.



Above: Creative signage indicating location of public parking.

Below: Price Parking tool used to collect fees.

[www.pedbikeimages.org/](http://www.pedbikeimages.org/)  
Taken By: Dan Burden

## STRATEGIES

In order to meet the objectives outlined in this Comprehensive Plan's Transportation section, the following strategies should be pursued by the City of Hamilton:

- The City of Hamilton should regulate off-street parking to promote good urban form and the vitality of commercial and employment areas while providing sufficient parking where needed, while eliminating excess space and limiting surface lots to a minimum size relative to capacity needs. All surface parking lots should have standard green design regulations that require a certain amount of green space/trees/landscaping per parking space. This type of regulation will provide buffers in between paved spaces, improve the environment, and enhance the aesthetics of surface lots. Surface parking fronting streets should be highly discouraged. Parking lots that abut street frontage decrease the aesthetics of the area by pulling apart the sense of community and limiting pedestrian accessibility to the building that is located at the rear of the lot. When empty, these parking lots tend to give the businesses of the area a look of economic depression. Surface parking in the City of Hamilton should be design regulated, limited to sufficient capacity, and placed at the back or side of their adjoining building in relation to street frontage of properties.

## ACTIONS

- A. Commission a study to determine the appropriate number of spaces needed per building square footage.
- B. Develop a parking supply inventory.
- C. Develop calculations for minimum amount of landscaping features per number of parking spaces or parking lot surface area.

# ACTION STEPS

## **Land Use Connectivity:**

- A. The City of Hamilton should adopt an integrated Transportation Plan.

## **Vehicular Thoroughfare Plan:**

- A. The City of Hamilton should adopt level of service criteria to be assigned to its road network.
- B. Create a master plan to ensure the levels of service on the roadways equals the levels of usage.
- C. Consider the development of a citywide travel demand model or of the software system that can provide analysis, staff needed to perform funding and training.
- D. Set a standard for when to require traffic studies in the community.
- E. City needs to conduct traffic counts on their collector level and higher road system, on an alternating basis, every 3 years. Schedule counts at peak performance times.
- F. Develop a citywide level of service assessment on the thoroughfare plan. The City should determine its desirable level of service for operation. Roadway improvements projects should focus on improving the community's overall level of service.

## **Pedestrian/Bicycle Thoroughfare Plan:**

- A. Ensure that all new development is implementing the current plan.
- B. Conduct an inventory of all existing pedestrian and bike paths in the City of Hamilton.
- C. Create criteria to determine which gaps are to be addressed first.
- D. Appropriate funding sources to the most important pathway projects as determined under the new criteria.

## **Mass Transit Plan:**

- A. Create criteria for the density of certain areas of the City of Hamilton in order to be considered as a location for a mass transit hub.

## **Access Management:**

- A. Research and establish criteria for inclusion in an Access Management Plan.
- B. Consider implementing access management strategies on new development in the community.

## **Traffic Calming:**

- A. The City of Hamilton should consider developing criteria in selecting appropriate locations to implement traffic calming techniques.

## **Mix Use/Transit Centers:**

- A. The City of Hamilton should create criteria for levels of service for successful mixed use/transit hubs.
- B. The City of Hamilton should create criteria for the density necessary for retail to be included into mixed use/transit hubs centers.

## **Economics:**

- A. The City of Hamilton should consider using transportation techniques, such as traffic calming and transit centers, as economic tools for the City of Hamilton.

## **Environmental Plan:**

- A. Integrate landscape and environmental design principles into the overall transportation project-development process.

## **Health and Fitness:**

- A. The City of Hamilton should create land use patterns that accommodate and encourage active transportation.
- B. Establish physical activity as a Transportation planning goal.
- C. Place a high priority on Walking and Cycling Improvements in transportation planning.
- D. Provide pedestrian and bicycle safety programs to reduce the risks of non-motorized travel.
- E. Evaluate Hamilton's benefits of joining the Safe Routes To School program.

## **Intergovernmental Cooperation:**

- A. Review and update Hamilton's Comprehensive Plan to comply with the regional Strategic Regional Policy Plan adopted by OKI.
- B. Explore mass transit options in future transportation plans such as, Metro Express and refurbishing existing public transit facilities.

## **Fiscal Responsibility:**

- A. The City of Hamilton should follow along the lines of Intergovernmental Cooperation in meeting regional needs and securing funding priority.

## **Air/Rail:**

- A. Address freight movement and access needs when conducting multi-modal transportation studies or designing transportation facilities.
- B. Continue to support rail as a mode for freight movement along with the potential for passenger rail.
- C. Support Butler County Regional Airport as a multi-modal passenger air facility hub by encouraging direct connections for all modes, including light rail transit, buses, and alternative transportation.

## **Parking:**

- A. Commission a study to determine the appropriate number of spaces needed per building square footage.
- B. Develop a parking supply inventory.
- C. Develop calculations for minimum amount of landscaping features per number of parking spaces or parking lot surface area.

# REFERENCES

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