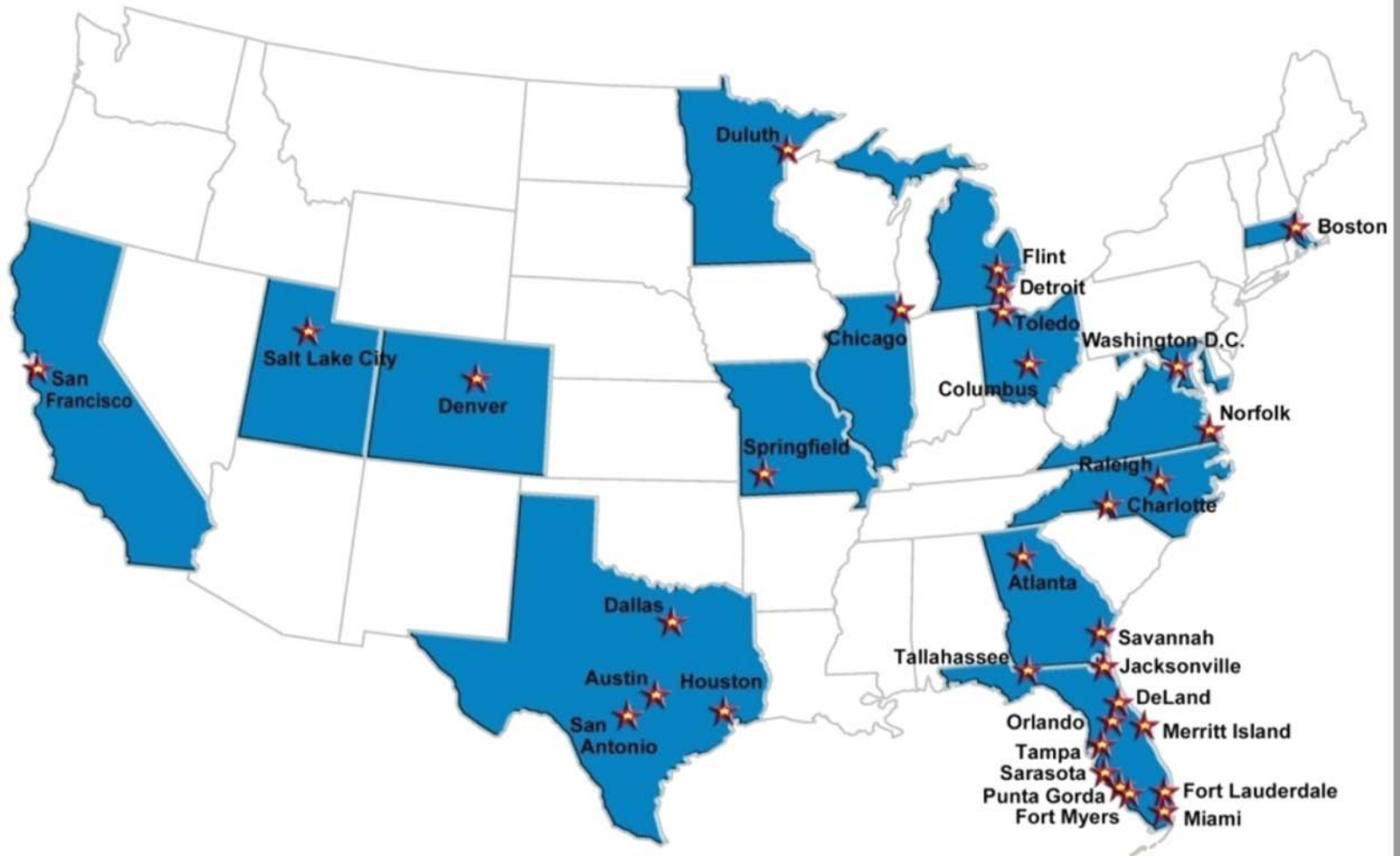




# Reynolds, Smith & Hills

- RS&H tradition began in 1941
- Employee-owned company
- Six programs of client-focused services
- Multi-disciplined team of planners, engineers, architects, environmental scientists and technical support professionals
- Approximately 800 associates

# Reynolds, Smith & Hills





# Reynolds, Smith & Hills

- Transportation Planning Services
  - Statewide Systems Plans
  - Policy Planning
  - Countywide Plans
  - Long and Short Range Plans
  - Regional and Sub-regional Plans
  - Comprehensive Corridor Plans
  - Site Impact Analysis
  - Transit Development and Implementation
  - Bicycle, Pedestrian Plans
  - Trails and Greenways Plans
  - Freight Plans
  - Microsimulation and Travel Demand Modeling

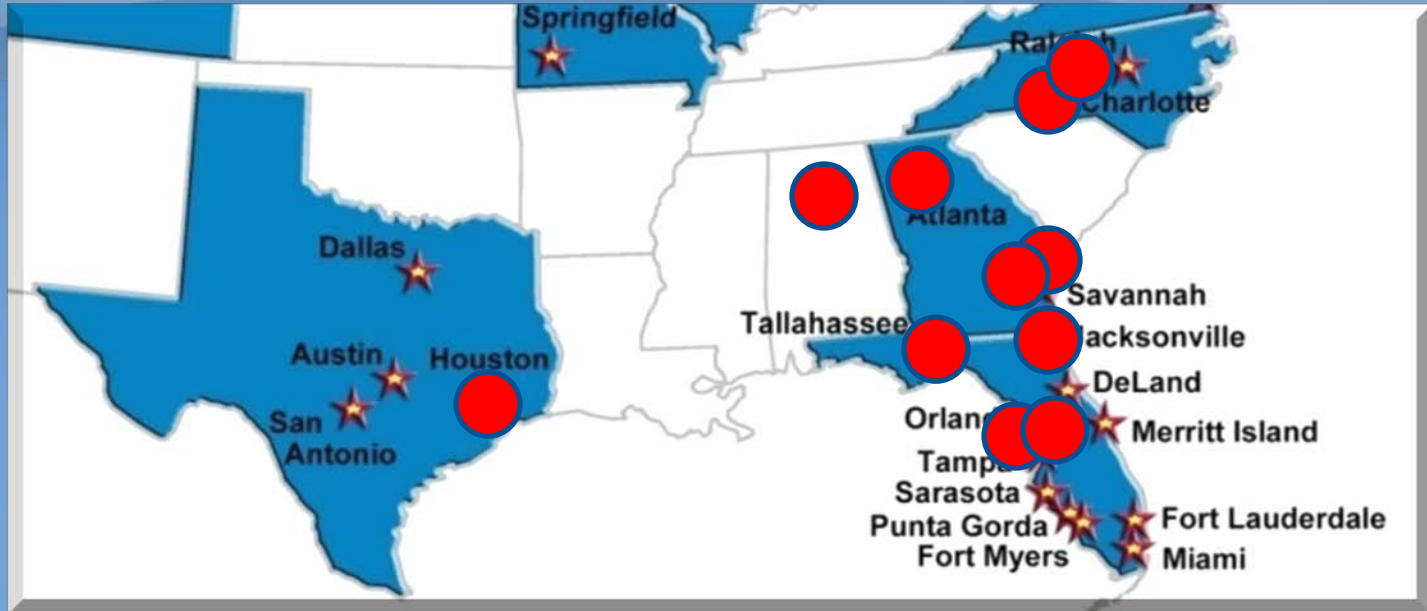


# Reynolds, Smith & Hills

- General Planning Services
  - Comprehensive Plans
    - Regional and Local
  - Community / Area Master Plans
  - Community Redevelopment Plans
  - Community / Corridor Management Plans
  - Development Regulations and Ordinances
  - Public Involvement and Facilitation
  - GIS



# Reynolds, Smith & Hills



- General Support Services
- Long Range Transportation Plans
- Areawide /Subregional Plans
- Corridor Plans
- Transit Planning
- Policy Planning
- Multimodal Planning



# Reynolds, Smith & Hills

- Planning Approach - MPOs
  - Development of policy framework
  - Focus on the integration of transportation and land use
  - Incorporation/utilization of all planning tools
  - Recognition of importance of partner, stakeholder and public involvement
  - Sustainable
  - Implementable



# Reynolds, Smith & Hills

- MPO Project Examples
  - Long Range Transportation Plan Update
  - Corridor Concept Plan
  - Sector Plan



# Reynolds, Smith & Hills

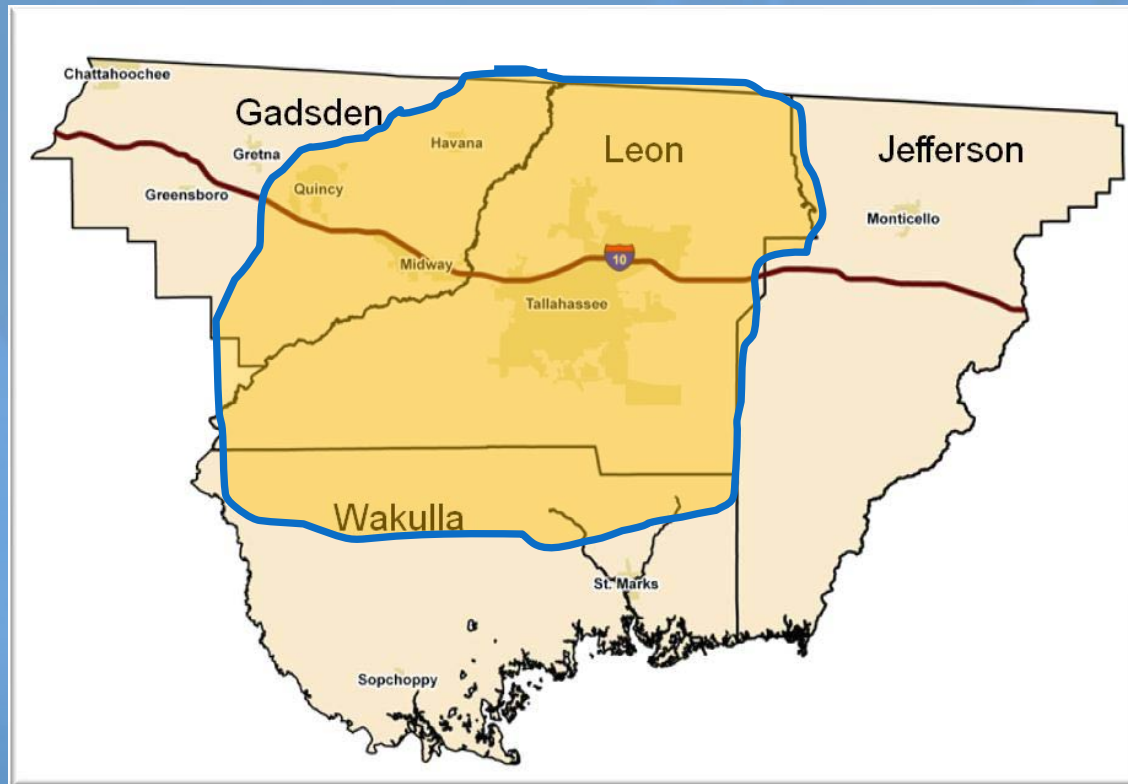


- Capital Region Transportation Planning Agency
  - Regional Mobility Plan
    - Long Range Transportation Plan Update
    - Transit Development Plan



# Reynolds, Smith & Hills

- CRTPA Regional Mobility Plan





# Reynolds, Smith & Hills

- CRTPA Regional Mobility Plan
  - Federal/State requirements for long range transportation plans and transit development plans
  - Traditional transportation planning:
    - Focus on moving vehicles quickly and efficiently
    - Planning separately for transportation components
    - Little to no consideration of land use
    - Short term solutions with long-term consequences
    - Separate efforts for each mode

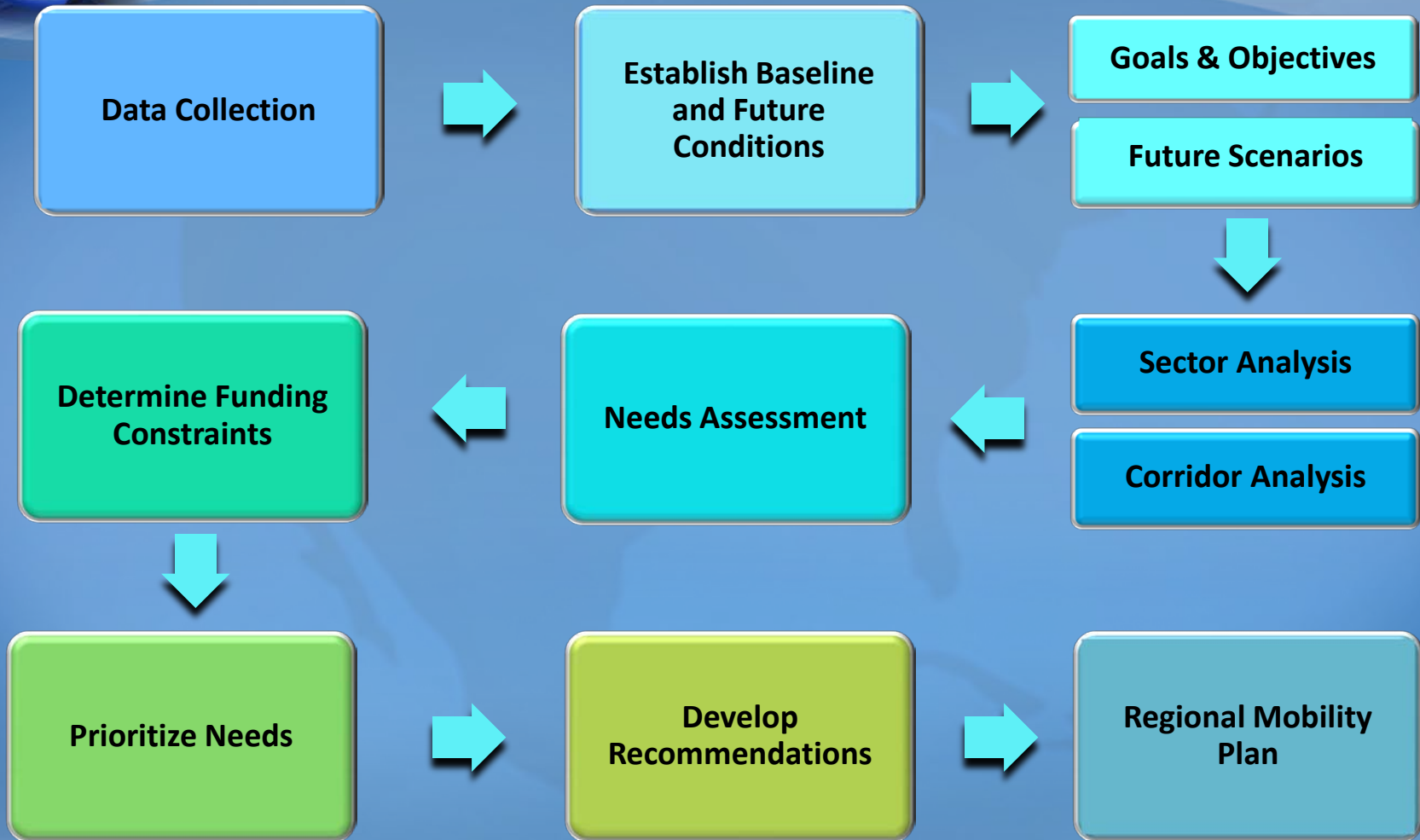


# Reynolds, Smith & Hills

- CRTPA Regional Mobility Plan
  - Utilizing a new approach
  - Moving people and goods, not solely focused on autos
  - Multimodal and comprehensive
  - Incorporation of complete streets designed to provide access and mobility to all users
  - Connectivity within and between transportation networks
  - Identification of needs by corridors
  - Preserving and enhancing community character
  - Initiate looking beyond the required planning horizon
  - Incorporation of all modes



# Reynolds, Smith & Hills





# Reynolds, Smith & Hills



- Coastal Region MPO (CORE MPO)
  - President Street Corridor Concept



# Reynolds, Smith & Hills

- President Street Concept (CORE MPO)
  - Major east-west arterial
  - Serves as tourist, commuter and commercial facility
  - One of two facilities serving the islands
  - Terminus of the Truman Parkway
  - Direct access to the historic district
  - Currently an industrial area, but also target area for development



# Reynolds, Smith & Hills

- President Street Concept (CORE MPO)
  - Efficiently serve mobility needs of all users
  - Effectively handle increased traffic from development
  - Continue with Oglethorpe's model of the city
  - Compatible with historic district, improve aesthetics and provide eastern gateway
  - Enhance quality of multimodal transportation, including potential trolley service
  - Develop solutions with no adverse effects on future redevelopment opportunities



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# Reynolds, Smith & Hills



- Hinesville Area MPO (HAMPO)
  - Gateway Sector Plan



# Reynolds, Smith & Hills

- Gateway Sector Plan (HAMPO)
  - US 84 / I-95 is a significant gateway into Liberty County and its communities
  - Primary importance is the overall appearance of the area and transportation efficiency
  - Development proposed for over two-thirds of the sector area
  - Development has significant potential impacts on the resources and infrastructure in the area



# Reynolds, Smith & Hills

- Gateway Sector Plan (HAMPO)
  - Intensive and extensive partner and public involvement
  - Assessed existing conditions
  - Projected and analyzed future conditions
  - Developed overlay ordinance incorporating infrastructure and transportation requirements and design standards
    - Identified three tiers categorized by visibility, degree of access and development intensity
    - Tier 1: Regional roads and adjacent properties (Ex. US 84)
    - Tier 2: Major local roads and adjacent properties
    - Tier 3: All other roads and adjacent properties



# Reynolds, Smith & Hills

<b>Design Standards Category:</b>	<b>Tier I</b>	<b>Tier II</b>	<b>Tier III</b>
<b>Special Considerations*</b>	✓	✓	✓
<b>Circulation and Access</b>	✓	✓	✓
<b>Site</b>	✓	✓	
<b>Building</b>	✓		

\* Civic, industrial, big-box retail, and resource areas uses will be addressed in all three tiers

# Reynolds, Smith & Hills



*Improving Your World*