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REGIONAL CONFERENCE

CONNECT Tools in Action

**Aligning Long Range Transportation Planning
with CONNECT Outcomes**



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Aligning Long Range Transportation Planning with CONNECT Outcomes

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Session Take-Aways

- **Who are we and what roles did we each play in the process**
- **What is the MTP and why is it prepared? (Bob)**
- **Linking the MTP to CONNECT: the process used (Jonathan)**
- **How CONNECT tools were transformed into action items (Megan)**
- **Transferability of method/ products to other planning jurisdictions (Bret)**
- **Next steps & Lessons learned (Bob/Jonathan)**
- **Outstanding issues/questions (Group)**

What is the MTP and why is it prepared?

CRTPO Essentials

- Metropolitan planning organization (MPO) for Charlotte urbanized area (UZA)
- MPOs implement federally-required transportation planning process
 - Federal funding contingent upon undertaking “3-C” process
- Core function: allocate federal surface transportation funds
- Ensure that funds are allocated in line with federal policies

MTP Purpose

- Long-term vision of regional priorities and investment
- Financially constrained
- Ensure that funds are allocated in line with federal policies
- Defines policies, programs & projects to be implemented

CTP (50+ Years)

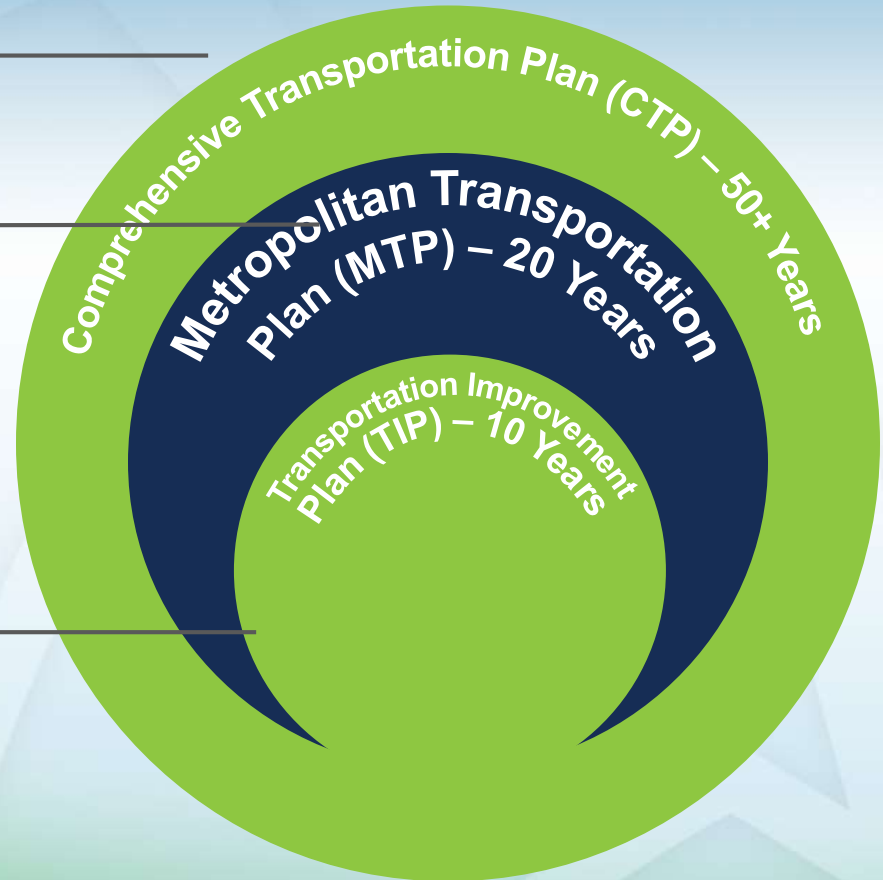
- Not fiscally constrained
- Projects not prioritized
- State required plan

MTP (20 Years)

- Fiscally constrained
- Updated every 4 years
- Contains transportation projects and policies to be implemented over plan horizon
- Updated frequently to incorporate most recent data
- Federally required plan
- Must be consistent with Transportation Improvement Program

TIP (10 Years)

- Fiscally constrained
- Projects must be in MTP
- Federal and State approval required



The Process Used

CONNECT Toolbox:

www.connectourfuture.org/tools



The Process Used

Work group composed of those who:

- Had participated in CONNECT process
- Sit on CRTPO's technical advisory committee
- Had participated in 2040 MTP development, or
- Staffed key transportation planning agencies

Objectives:

- Develop inventory of strategies aimed at ID CONNECT projects to be used during 2045 MTP preparation, and
- Identify means in which future CONNECT processes could be tailored to serve MTP

The Process Used

Top 7 tools:

- Transportation Corridor Preservation
- Walking & Biking Audits and Planning
- Transportation Demand Management (TDM)
- Freight Transportation Planning
- Complete Streets
- Greenway and Trails Planning
- Land Use Modeling

The Process Used

Questions asked for each Tool:

- Why is consideration of this Tool important?
- How can Tool be used in MTP in new ways?
- What resources could demonstrate importance of Tool's applicability?
- How would inclusion in MTP advance CONNECT goals?



The Process Used

Four other issues:

- Preferred Growth Scenario (PGS)
- Creative/innovative financing
- Public transit
- Municipal (vs. regional) transportation matters



The Process Used

- Group met 5 times over 5 months
- General consensus (no voting other than for top tools)
- Total of 100 recommendations or action items developed for 7 Tools and 4 other items
- Report available on-line at:

<http://crtpo.org/related-sites/craft>



How were **CONNECT** tools transformed into recommendations & action items

CONNECTing Tools & the MTP:

Transportation Demand Management

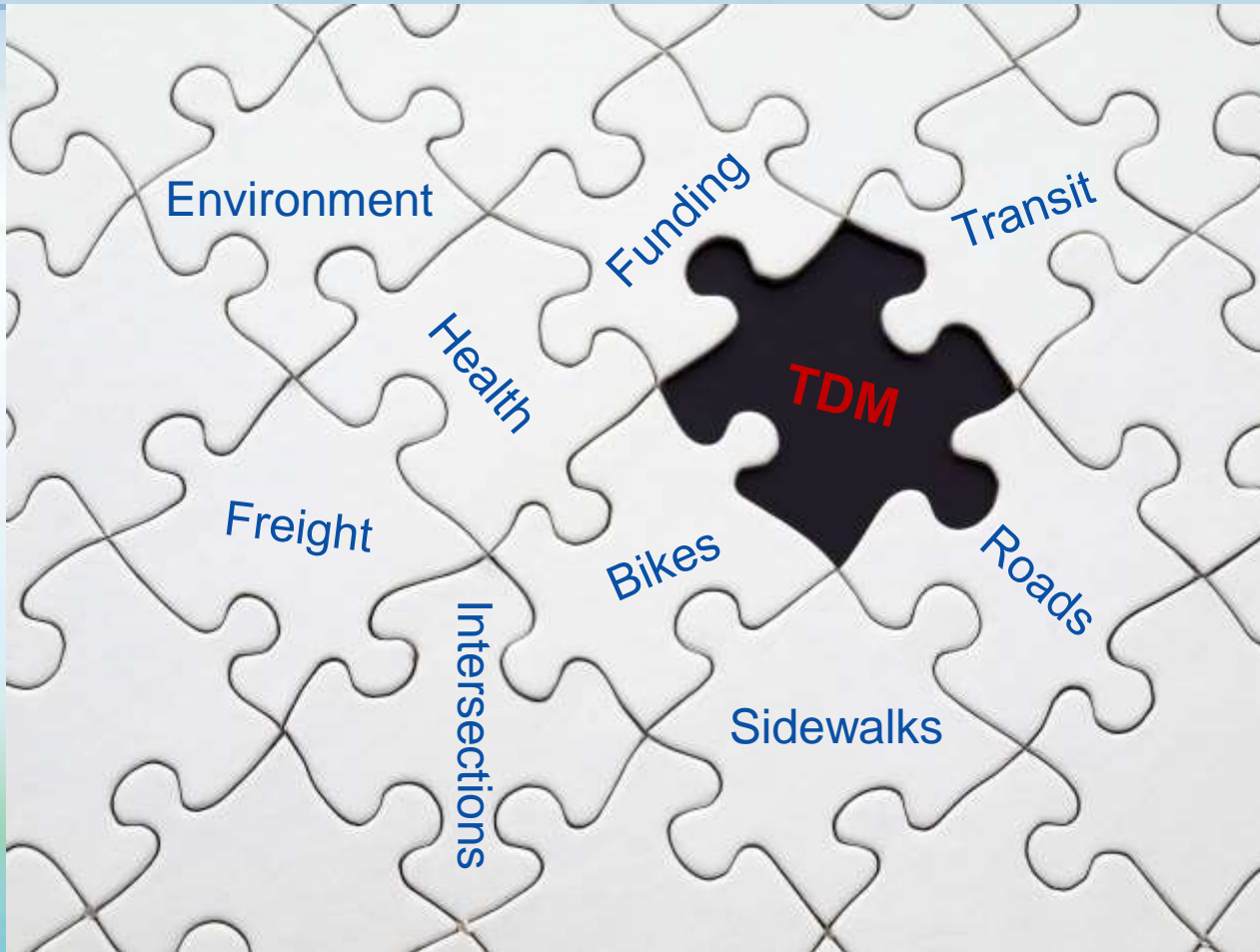
Transportation Demand Management (TDM)



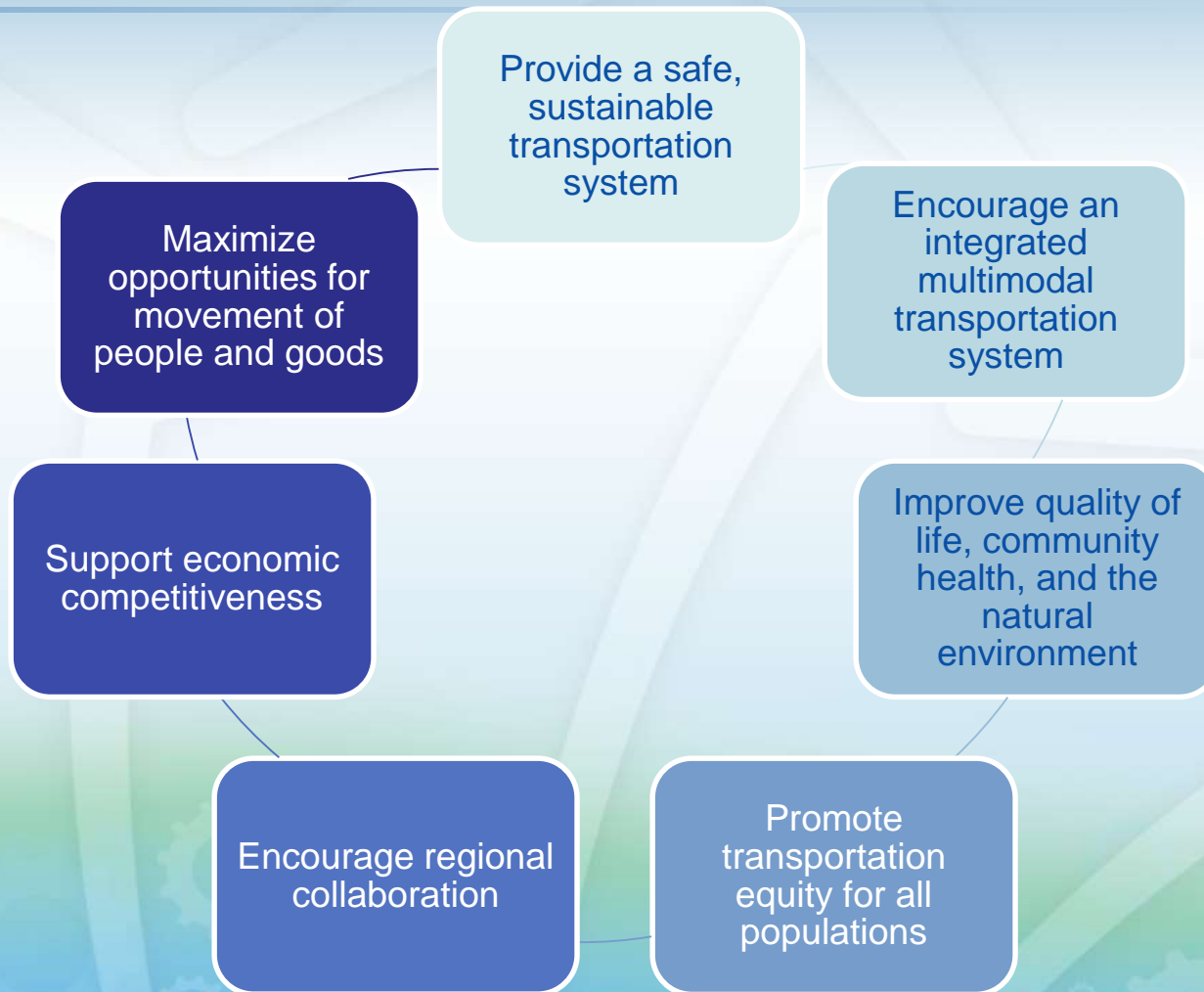
CONNECTION Evaluation Questions

1. Why is TDM important to the MTP?
2. How can TDM be applied to the MTP?
3. Are there examples that demonstrate the importance of TDM?
4. How will TDM advance the CONNECT goals?

TDM Supports Mobility, but is Missing from the MTP



TDM Contributes to ALL 7 MTP Goals



Other Urban Areas Have Regional TDM Programs

It's time to try a new way to go.



gotriangle.org



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COMMUTER CONNECTIONS[®]

YEARS

TDM Supports the Region's Priorities



Reduce Commuting Costs ✓



Improve Water Quality ✓



Support Local Farms



Grow Jobs Closer to Home



Increase Housing Choices



Increase Transportation Choices ✓



Maximize Return on Public Investment ✓



Improve Air Quality ✓



Improve Access to Parks and Open Space



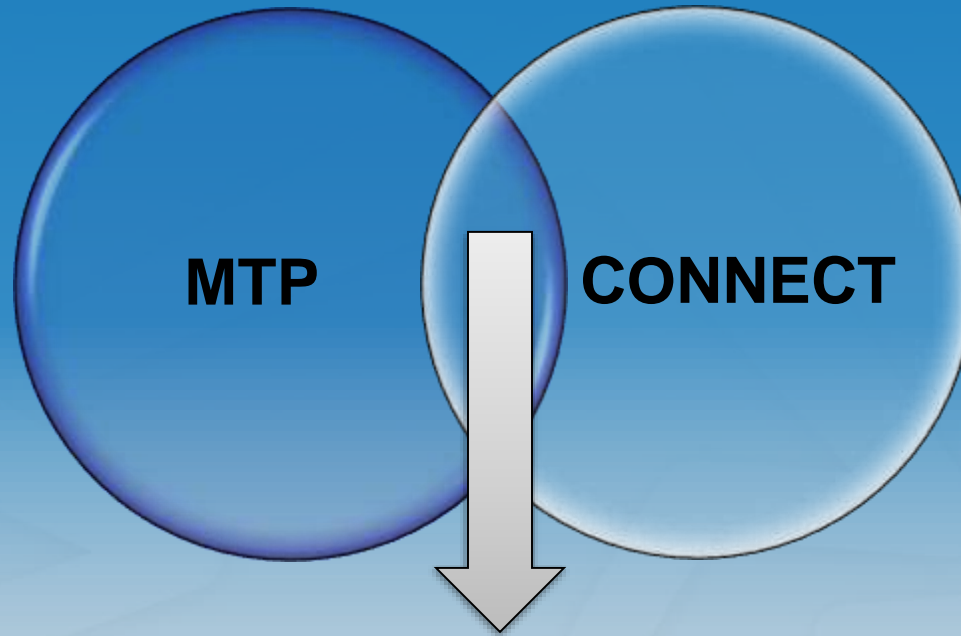
Support Our Communities ✓

Bottom Line

TDM is an efficient way to optimize existing infrastructure without incurring excessive costs

...and it should be in the MTP!

Transferability of method/products to other planning jurisdictions



Shaping Long Range Transportation Planning Efforts through CONNECT Tools

Long Range Transportation Planning (LRTP/MTP)

IMPORTANT:

- CONNECT Priority Tools Address all Modes of Transportation; meeting MTP & Long Range Planning Goals
- Result in a more Effective Transportation Plan
- Help Develop Ranking Criteria & Creating Justified Priorities



Integrating Tools the MTP/Long Range Transportation Plan

1. Corridor preservation
2. Walking & biking audits & planning
3. Transportation Demand Management (TDM)
(Explained by Megan)
4. Freight transportation planning
5. Complete streets
6. Greenway & trails planning
7. Land use modeling

Transportation/Corridor Preservation

MPO's identify transportation facilities on new and existing corridors in MTP

Typically in anticipated high growth areas

New capacity can be quickly degraded if tool is not applied.

Application to MTP/Long Range Plan

MPO may choose to establish minimum standards for preservation and management before considering a project.

Advancing CONNECT Goals

- MPO can use project ranking processes to encourage its members to develop effective land use plans
- Ranking process would ensure on new alignments in appropriate areas.



Walking and Biking Audits

MPO's and planners must understand barriers and design issues related to bike/ped accommodations – safety and connectivity.

Growth and roadway expansion result in real and perceived safety issues.

Application to MTP/Long Range Plan

- Determine usage and challenges.
- Quantify pre and post construction safety measures. measures.

Advancing CONNECT Goals

- Will help prioritize and justify projects in the STIP and assist in creating ranking criteria.



Freight Transportation Planning

Important to plan for the integration of land use and freight.

Application to MTP/Long Range Plan

- The identification of land use and freight conflicts is critical so issues are addressed.
- Performance measures (percent on-time shipments, traffic incidents etc) can also be developed to make informed decisions on capacity and future demand.
- Impacts to underserved neighborhoods (Environmental Justice)

Advancing CONNECT Goals

- Local freight planning and land-use planning consistent with MTP.



Complete Streets

Complete streets support a multi-modal approach to transportation.

Application to MTP/Long Range Plan

- Encourage “TRANSPORTATION” projects that can incorporate multiple mobility options.
- A complete streets tool kit can be provided in a MTP and Long Range Plan.
- Help to develop evaluation criteria and reinforce multiple mode inclusion.

Advancing CONNECT Goals

- MTP can serve as the model for communities to create complete streets policies.
- Access is provided for all modes.



Greenways and Trail Planning

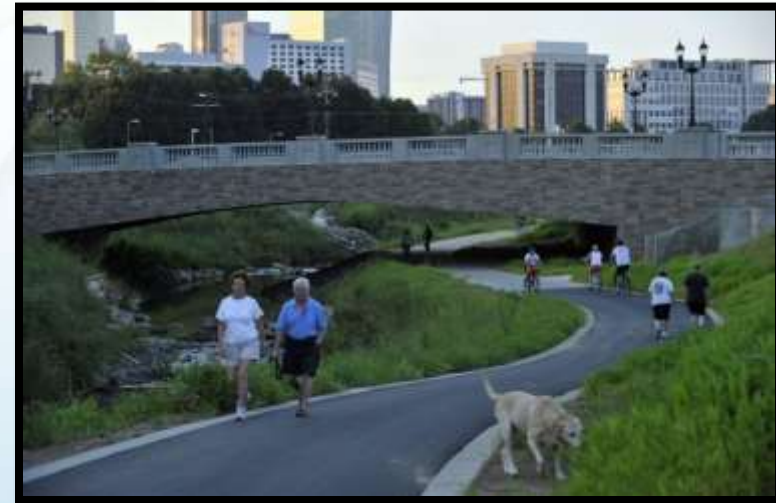
Planning for greenways and trails is critical to improving non-motorized transportation.

Appealing due to least interaction with traffic.

Widest range of users.

Application to MTP/Long Range Plan

- Consider adopting a regional trail network or creating a local greenway plan.
- Favorable ranking in MTP if project is part of local plan.
- Encouraging local development codes to integrate greenways – ranking criteria.
- Use of a Rail status map into MTP.



Advancing CONNECT Goals

- Supports CONNECT goals such as improved public health, less reliance on SOV's, and equality in mode choice.

Land Use Modeling

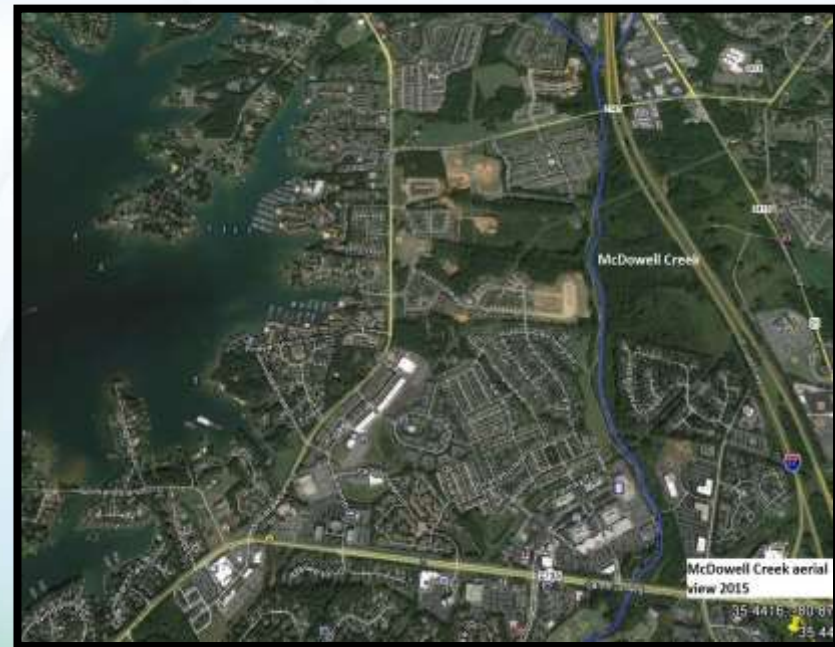
Land Use Modeling helps to visualize land use change and result in better informed transportation policy and project decisions.

Application to MTP/Long Range Plan

- CommunityVIZ -- scenario planning.
- Analyzes growth scenarios = more benefit than travel demand model alone.
- CommunityVIZ was used in CONNECT process.

Advancing CONNECT Goals

- Improved understanding between land use and transportation.
- Sound basis for decision-making.



Transferability of the CONNECT Tool/MTP Process

USING THIS PROCESS IN YOUR ORGANIZATION.

- Fairly simplistic.
- Assemble representatives with appropriate familiarity.
- Common survey software used to reach consensus on relevant tools
- Next steps – working with policy makers to integrate Tools into MTP update.



Next Steps & Lessons Learned

Outstanding questions/issues

- The CONNECT process prescribed a number of transit-related investments across the region. With multiple agencies doing transit planning in the region, how should seamless regional transit planning be conducted?
- What strategies would be helpful to fund projects identified in transportation plans as needed, yet for which no funding is available?
- How can inflexible state-mandated project ranking be positively influenced by CONNECT outcomes (e.g. bicycle/pedestrian)?
- How can greater seamlessness be achieved between regional (e.g. MTP) transportation plans and local (municipal) implementation?

Comments and Questions?