

Welcome to *The Planning Exchange*



TRANSPORTATION PLANNING INFORMATION EXCHANGE

Welcome to The Planning Exchange

Planning Emphasis Areas

Wednesday, June 11
1PM to 3PM ET



THE PLANNING EXCHANGE

Planning Emphasis Areas

Sherry Riklin

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Metropolitan Planning

- Secretarial Priority
- Avenues for Continuous Improvement

Three Planning Emphasis Areas (PEAs):

1. MAP-21 Implementation
2. Regional Planning Cooperation
3. Ladders of Opportunity



PEAs and the Planning Work Programs

- Field Offices are strongly encouraged to meet with their MPO and State DOT counterparts to discuss the PEAs
- UPWP Development – Encourage MPOs to include the PEAs in FY-2015 UPWP's
- State DOTs also consider PEA's in their SPR work programs



Questions on Planning Emphasis Areas



Performance-Based Planning

- States and MPOs to establish and use a performance based approach to transportation decision making to support the national goal areas and the general purposes described in 49 USC 5301
- Each State and MPO to select and establish performance targets in coordination with each other for the performance areas described in 23 USC 150(c)



Performance-Based Planning

- States and MPOs shall integrate into their planning processes the goals, objectives, performance measures, and targets in other State transportation plans and processes as well as any plans developed pursuant to chapter 53 of title 49 by providers of public transportation.



Performance-Based Planning

- The statewide transportation plan should include a description of the performance measures and targets.
- The metropolitan transportation shall include a description of the performance measures and targets.



Performance-Based Planning

- The Statewide plan should and metropolitan plan shall include a report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in meeting performance targets in comparison with system performance recorded in previous reports.





Performance-Based Planning

- The State STIP and the MPO TIPs shall include a description of the anticipated effect of the STIP and the TIP toward achieving the performance targets identified in the respective State and MPO long range plans



Performance-Based Planning

- MAP-21 Web Site <http://www.fhwa.dot.gov/map21>
- Transportation Performance Management Web Site <http://www.fhwa.dot.gov/tpm>
- Performance Measure Rulemaking Direct Contact to FHWA PerformanceMeasuresRulemaking@dot.gov
- FHWA Safety Program website <http://safety.fhwa.dot.gov/>
- Performance-based Planning and Programming http://www.fhwa.dot.gov/planning/performance_based_planning/



Questions on Performance- Based Planning



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Ladders of Opportunity

The Administration is dedicated to enhancing opportunity for all Americans by investing in transportation projects that:

- Better connect communities to centers of employment, education, and services (including for non-drivers)
- Hold promise to stimulate long-term job growth, especially in economically distressed areas



Ladders of Opportunity Exercise

- Identified Criteria for Underserved Populations & Essential Services
- Mapped Connectivity & Gaps in: Baltimore, MD and Portland, OR
- AMPO/NARC/NADO Survey
- Planned Activities



Criteria

Underserved Population

- Low Income
- Minorities
- Elderly
- Limited English Proficient Individuals
- Persons with Disabilities



Essential Services

- Health Care
- Schools
- Supermarkets
- Employment Centers
- Voting/Polling Places
- Courthouses
- Recreational Areas
- Motor Vehicle Departments



Current State of the Practice

Brian Gardner
Ken Cervenka



ANALYSIS EXAMPLES

Populations, Employment, Services, and
Gaps

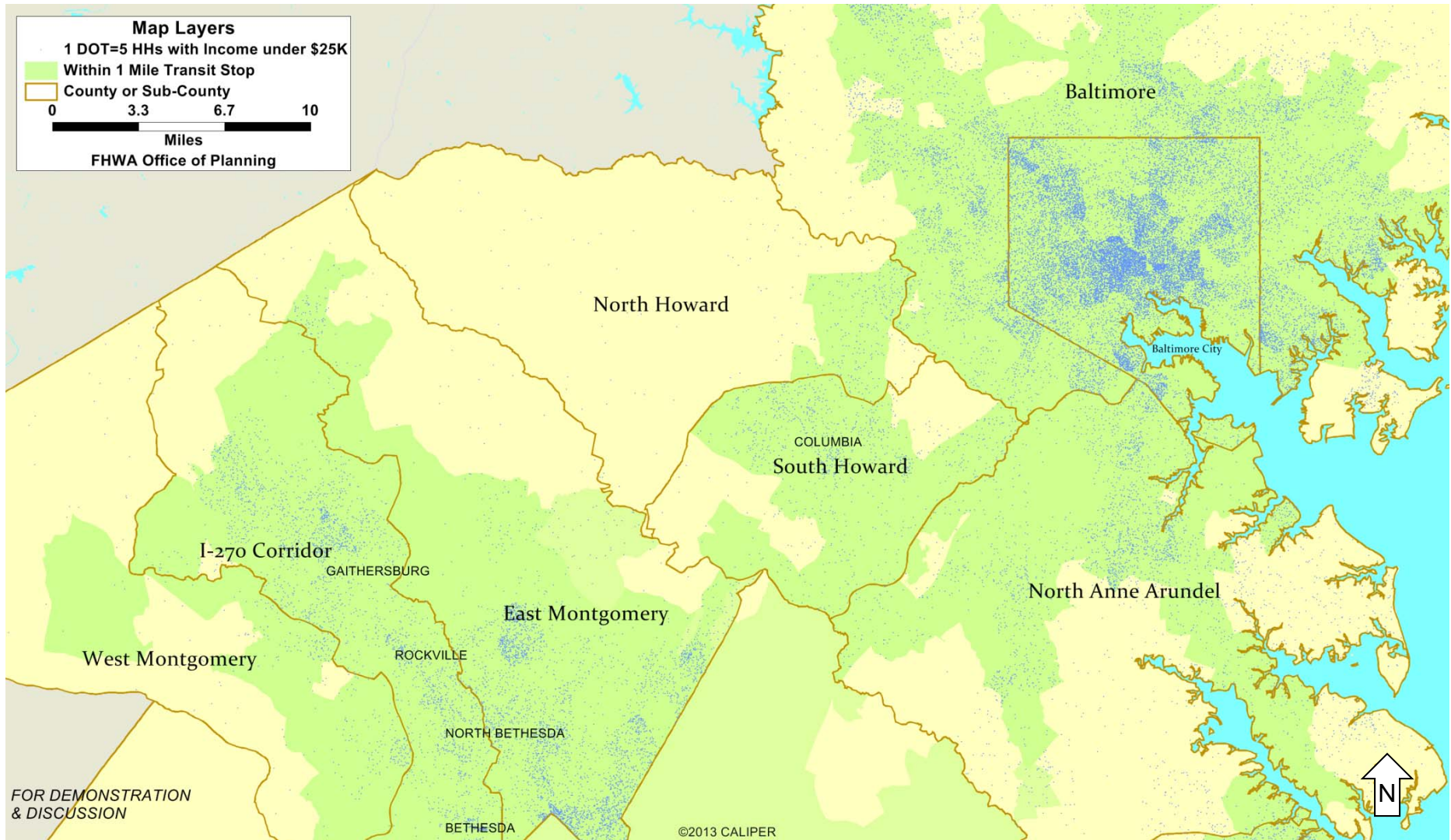


Data Resources Used

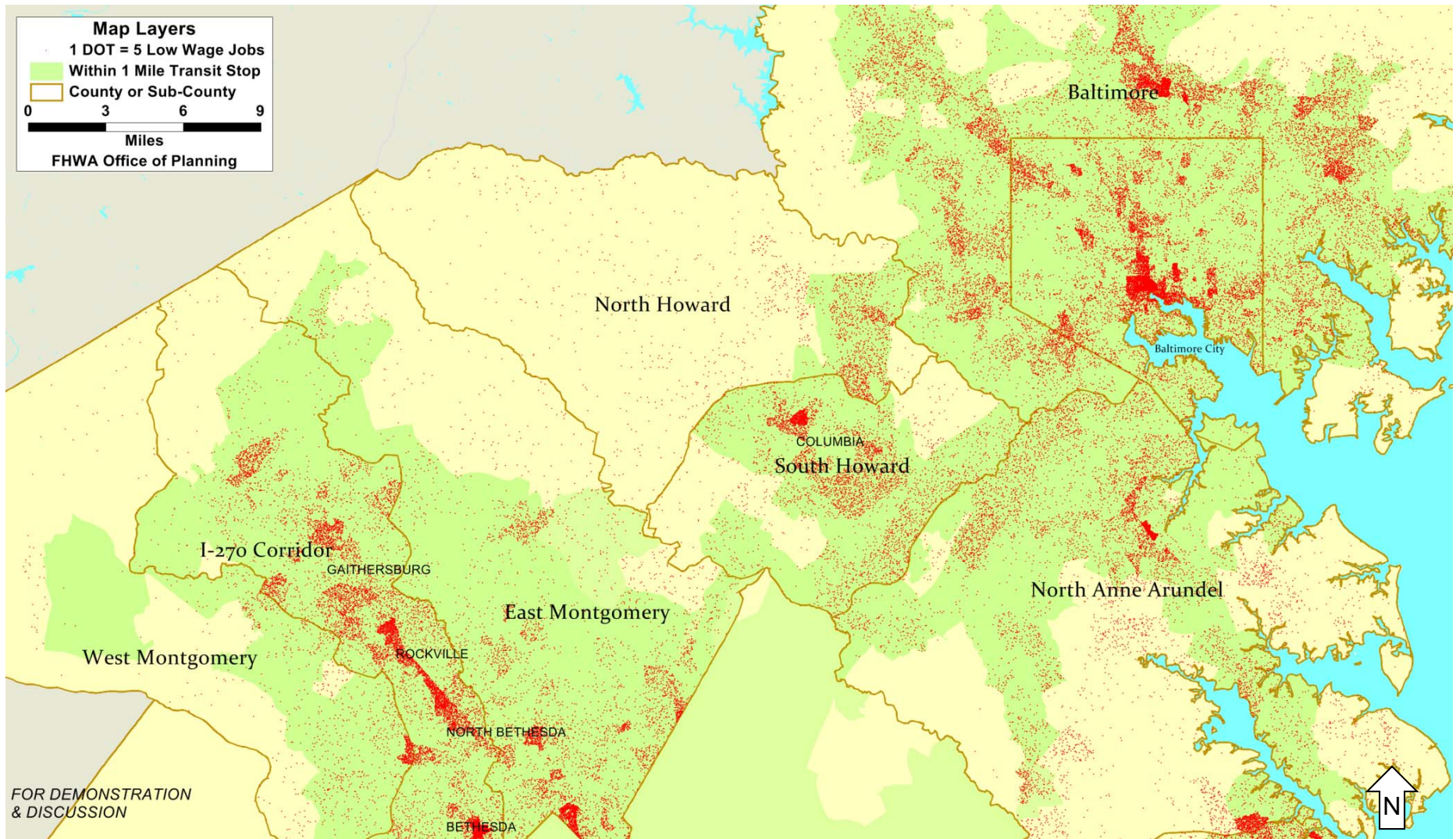
- Census American Community Survey
(tract level preferred)
- Census Longitudinal Employer Household Dynamics
(local data preferred)
- USDA Food Environment Atlas
- MTA and Howard Transit **General Transit Feed Specification Data**



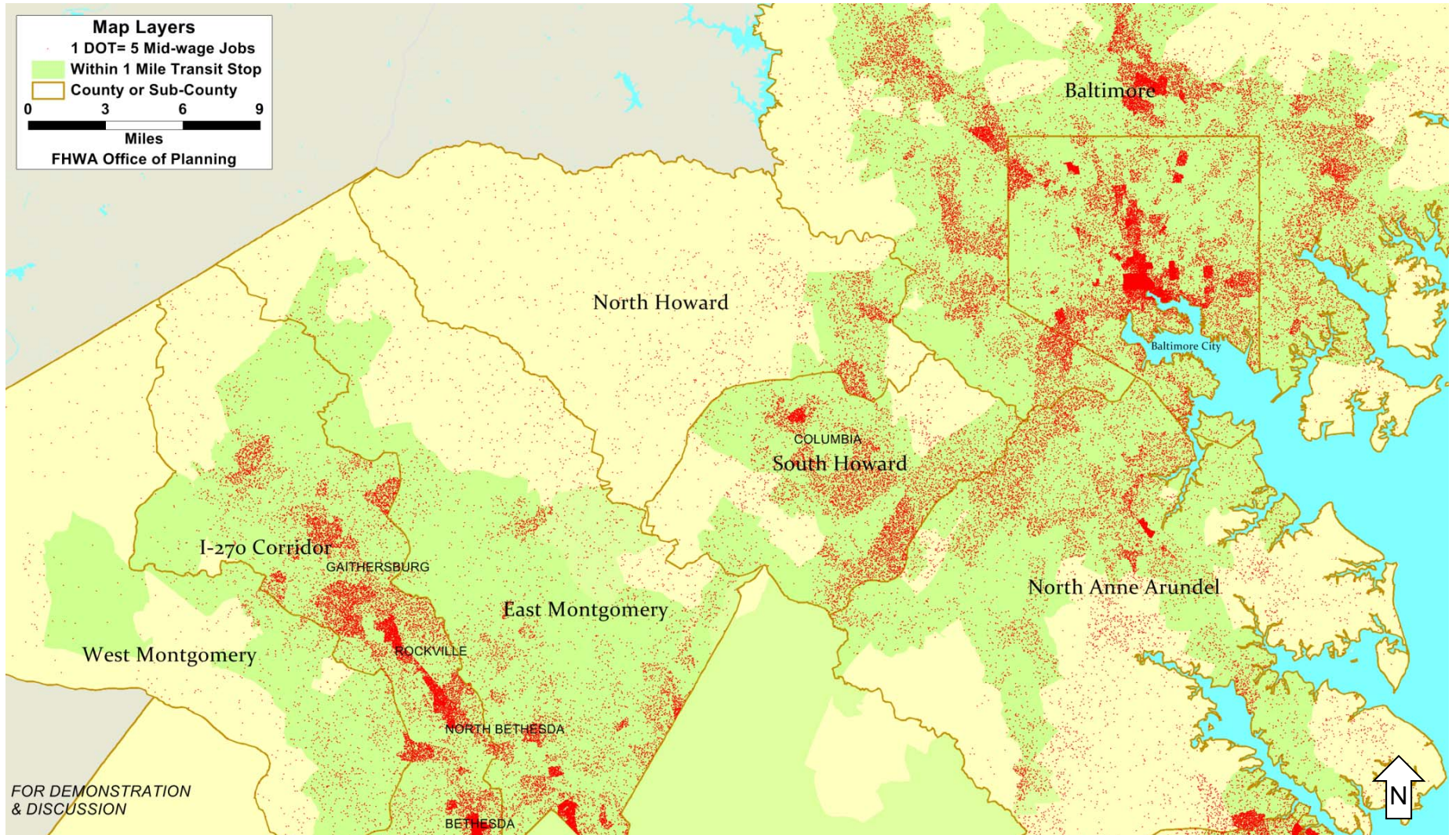
Low Income Households



Low Wage Jobs



Mid Wage Jobs



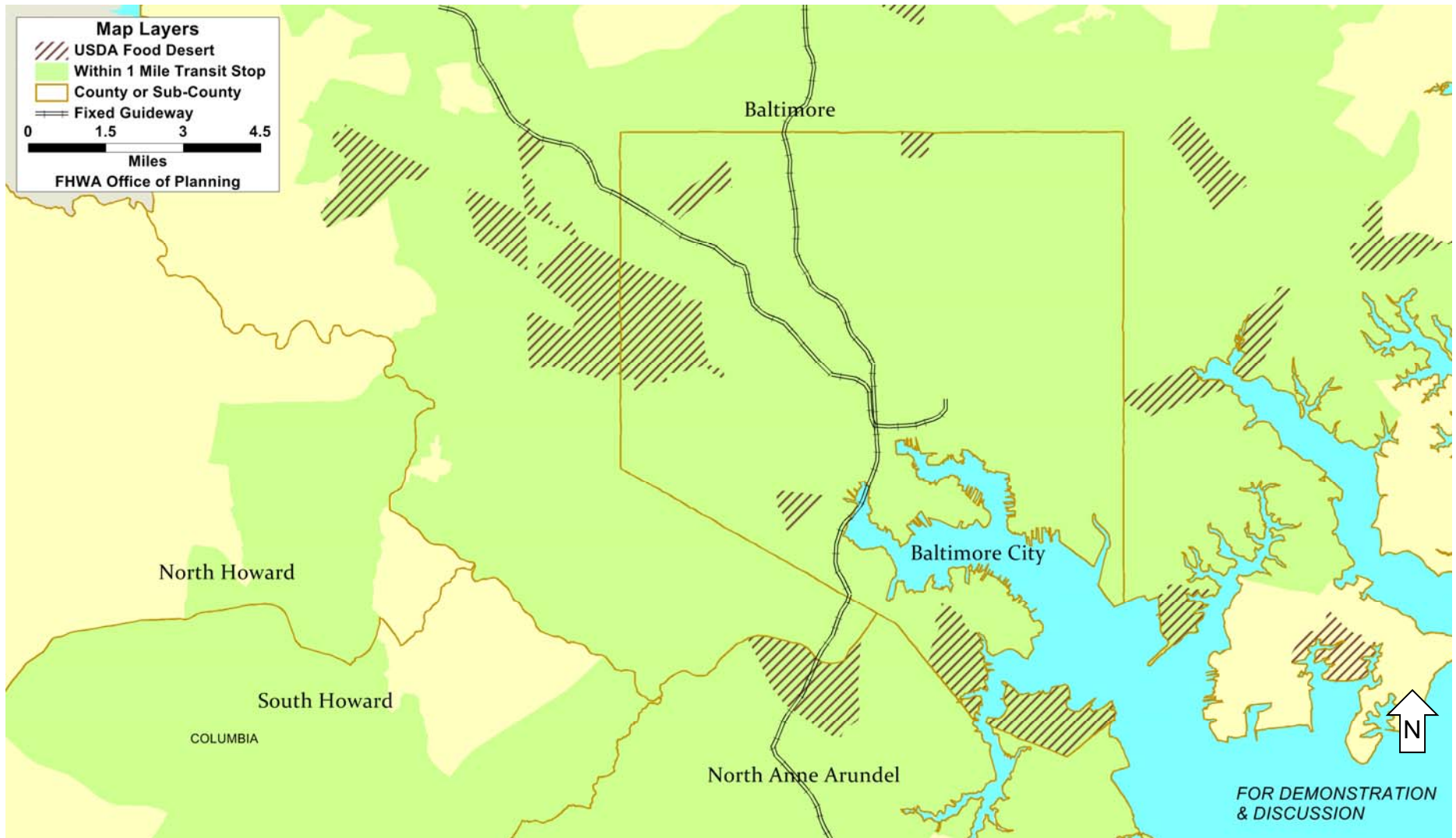
Definitions: USDA Example

Census tracts qualify as food deserts if they meet low-income and low-access to healthy food thresholds:

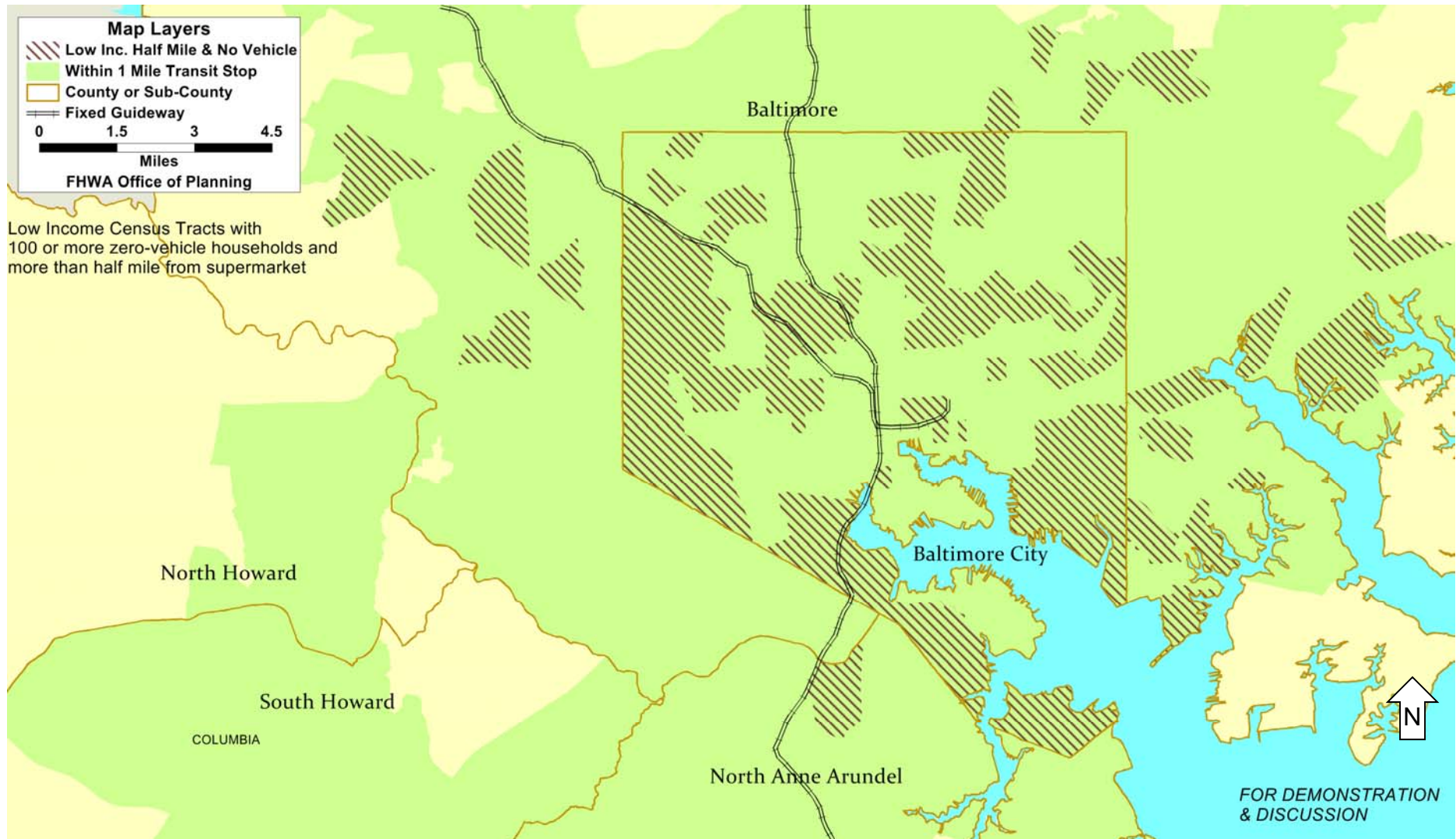
- Low-income census tracts as identified using U.S. Treasury New Markets Tax Credit criteria
 - a poverty rate of 20 percent or greater, **or**
 - a median family income at or below 80 percent of the median family income for the encompassing MSA or State-wide median family income outside of MSAs.
- Low-access to healthy food census tracts have a significant number (500) or share (33%) of population that live far (> 1 mile within an MSA **or** > 10 miles non-MSA) from a supermarket.



Food Desert Standard Definition



Different Definition: Different Picture



GIS Overlay Analysis



City of Portland

AS ADOPTED
FEBRUARY 11, 2010






Recommended Bikeway Network

EXISTING, FUNDED, OR SUGGESTED BICYCLE FACILITIES






Trails

-  Existing or funded trail
-  Future trail




Separated in-roadway bikeways (bike lanes, buffered bike lanes, cycle tracks)

-  Existing or funded bike lane or separated in-roadway
-  Future separated in-roadway
-  Future separated in-roadway or enhanced shared roadway
-  Future separated in-roadway or advisory bike lane
-  Future separated in-roadway, advisory bike lane, or enhanced shared roadway

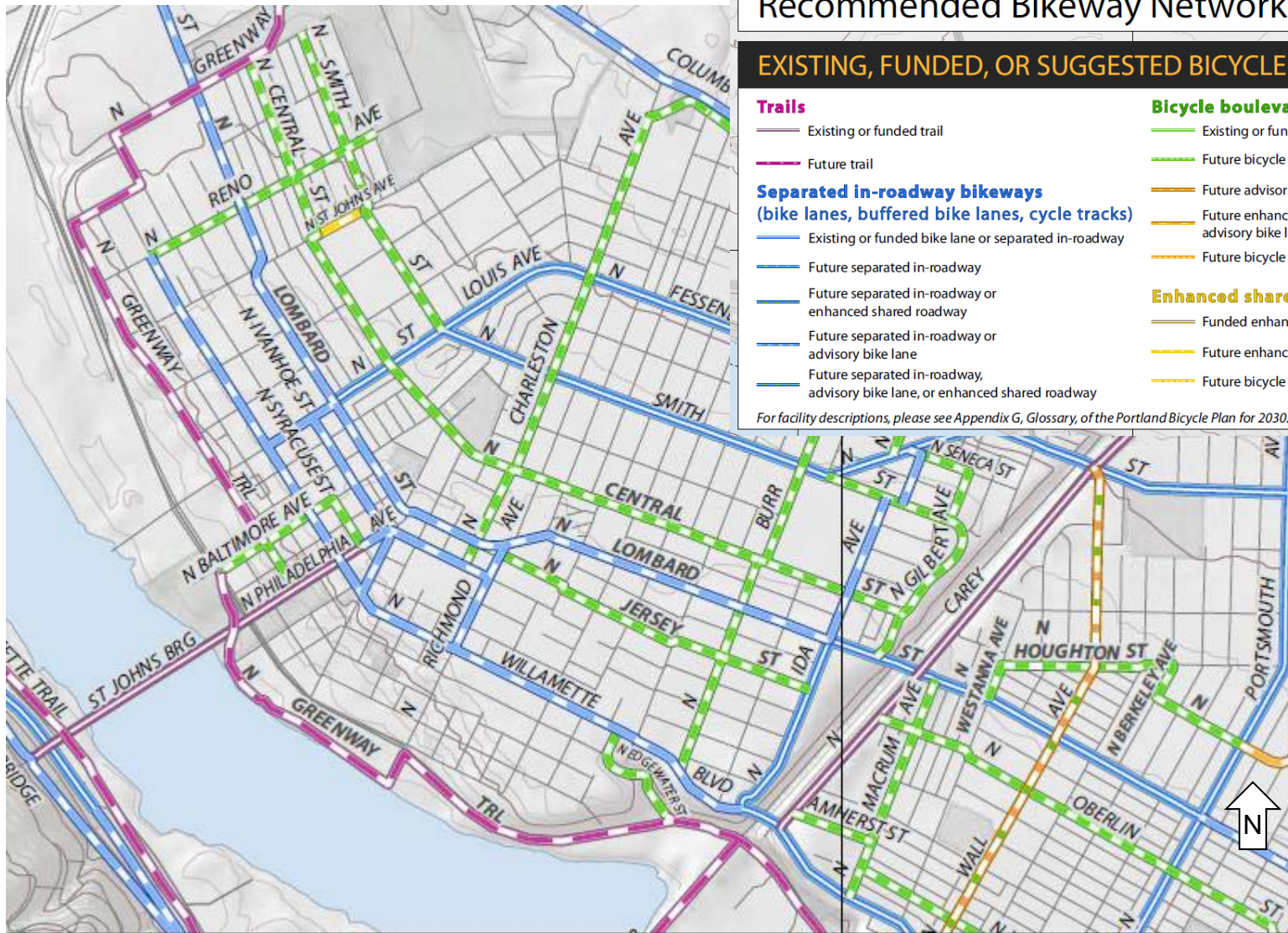
Bicycle boulevards / advisory bike lanes

-  Existing or funded bicycle boulevard
-  Future bicycle boulevard
-  Future advisory bike lane (suggested)
-  Future enhanced shared roadway or advisory bike lane
-  Future bicycle boulevard or advisory bike lane

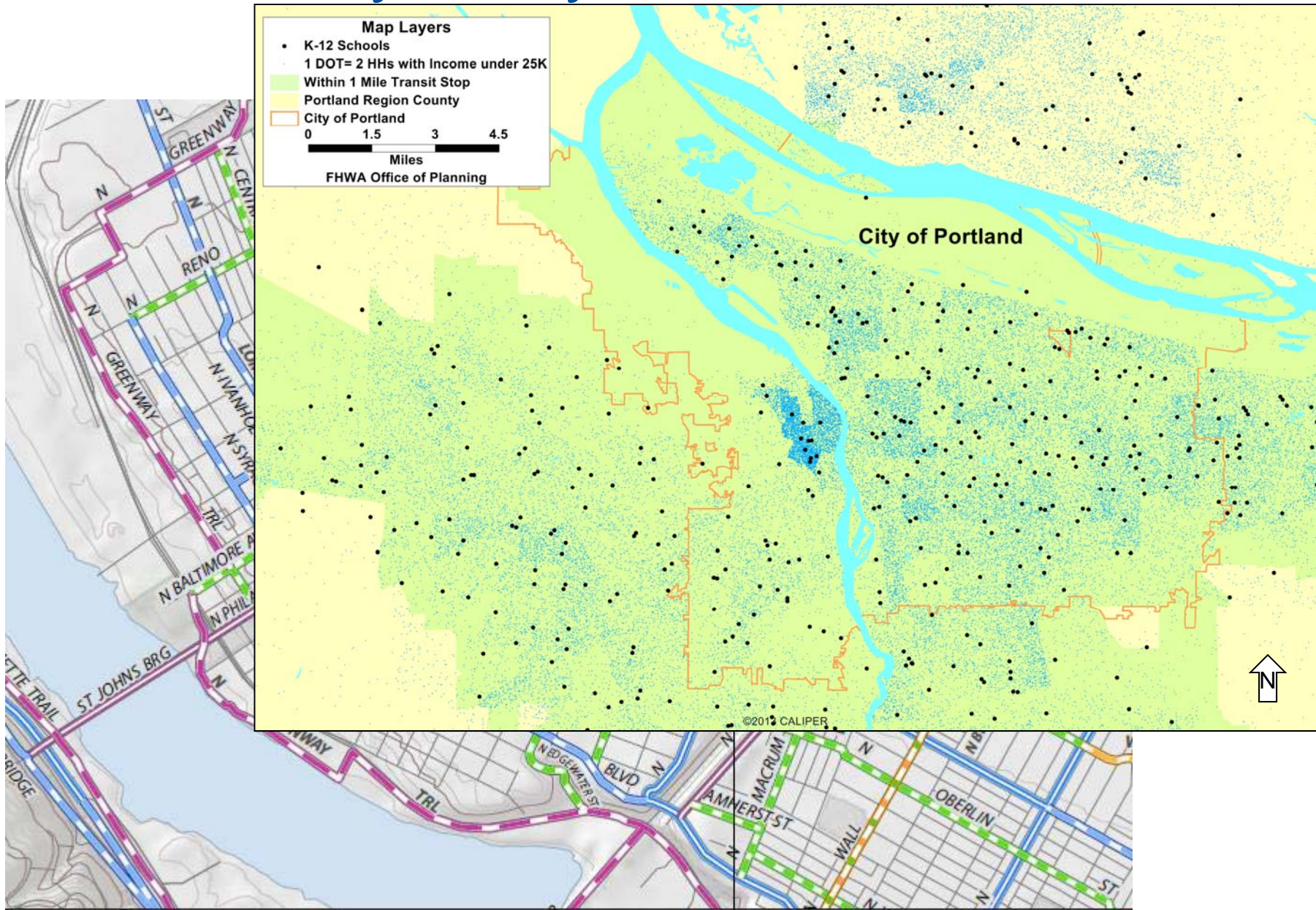
Enhanced shared roadways

-  Funded enhanced shared roadway
-  Future enhanced shared roadway
-  Future bicycle boulevard or enhanced shared roadway

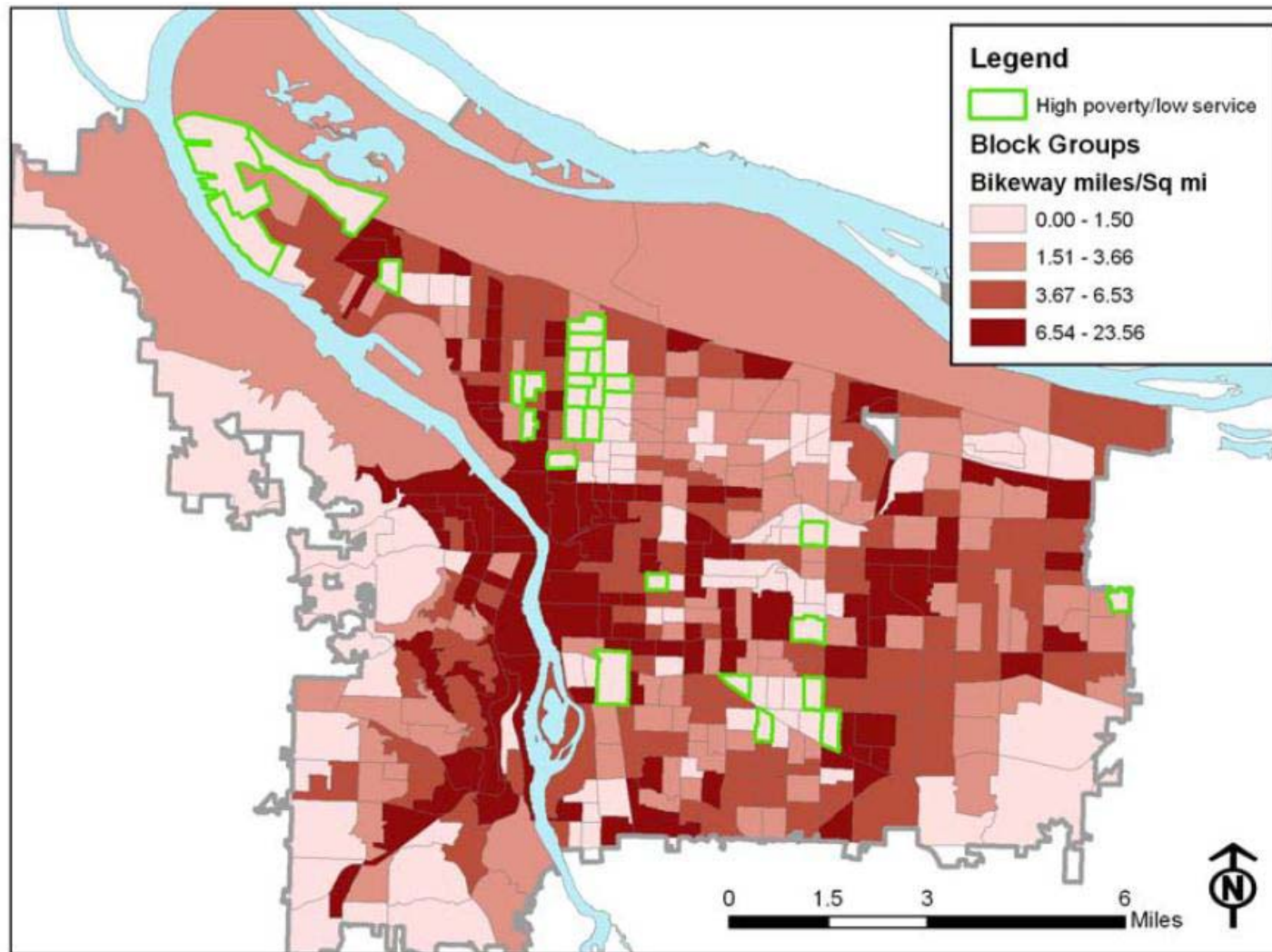
For facility descriptions, please see Appendix G, Glossary, of the Portland Bicycle Plan for 2030.



GIS Overlay Analysis

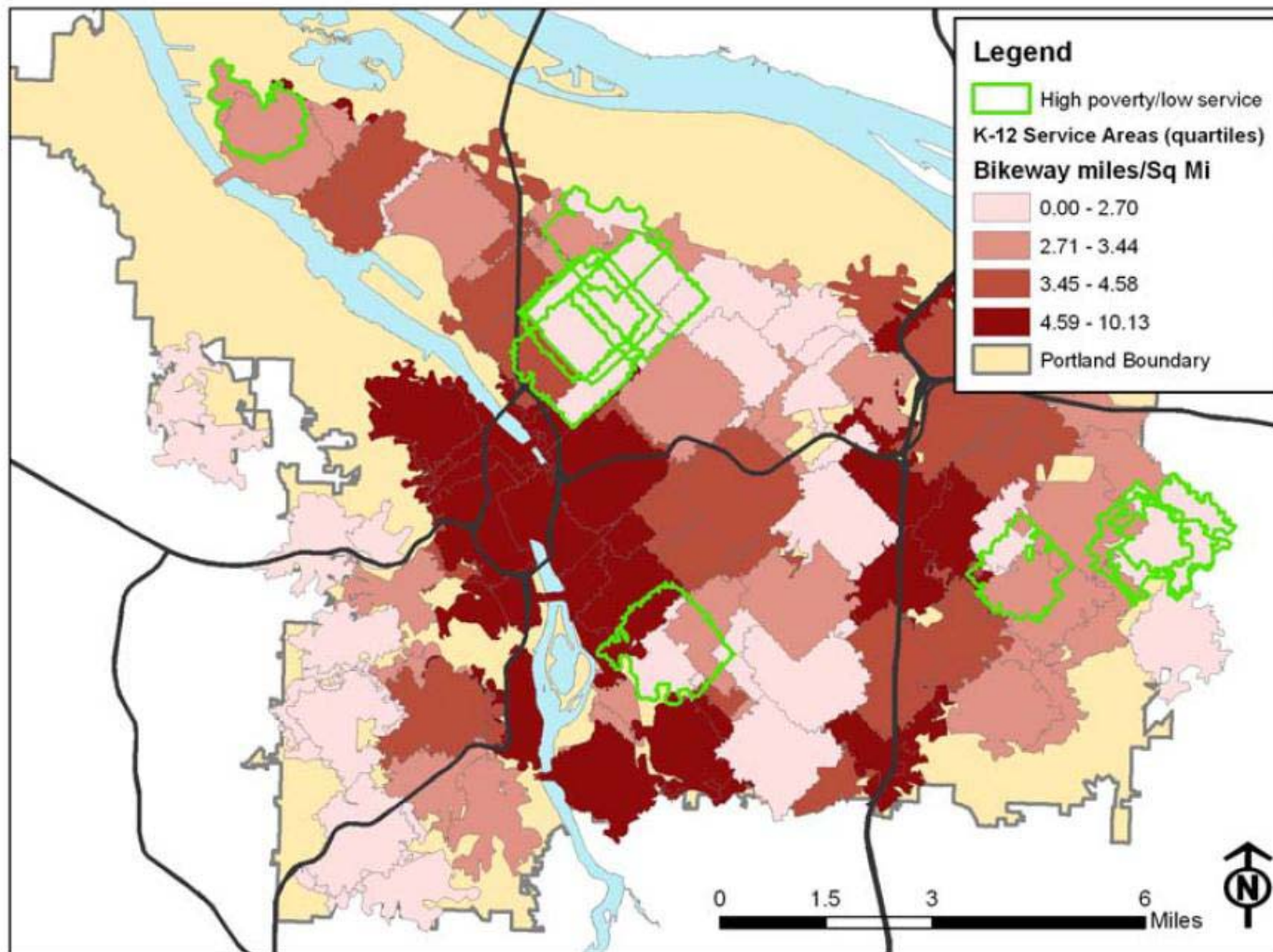


Where People Live: Service Gaps & Poverty



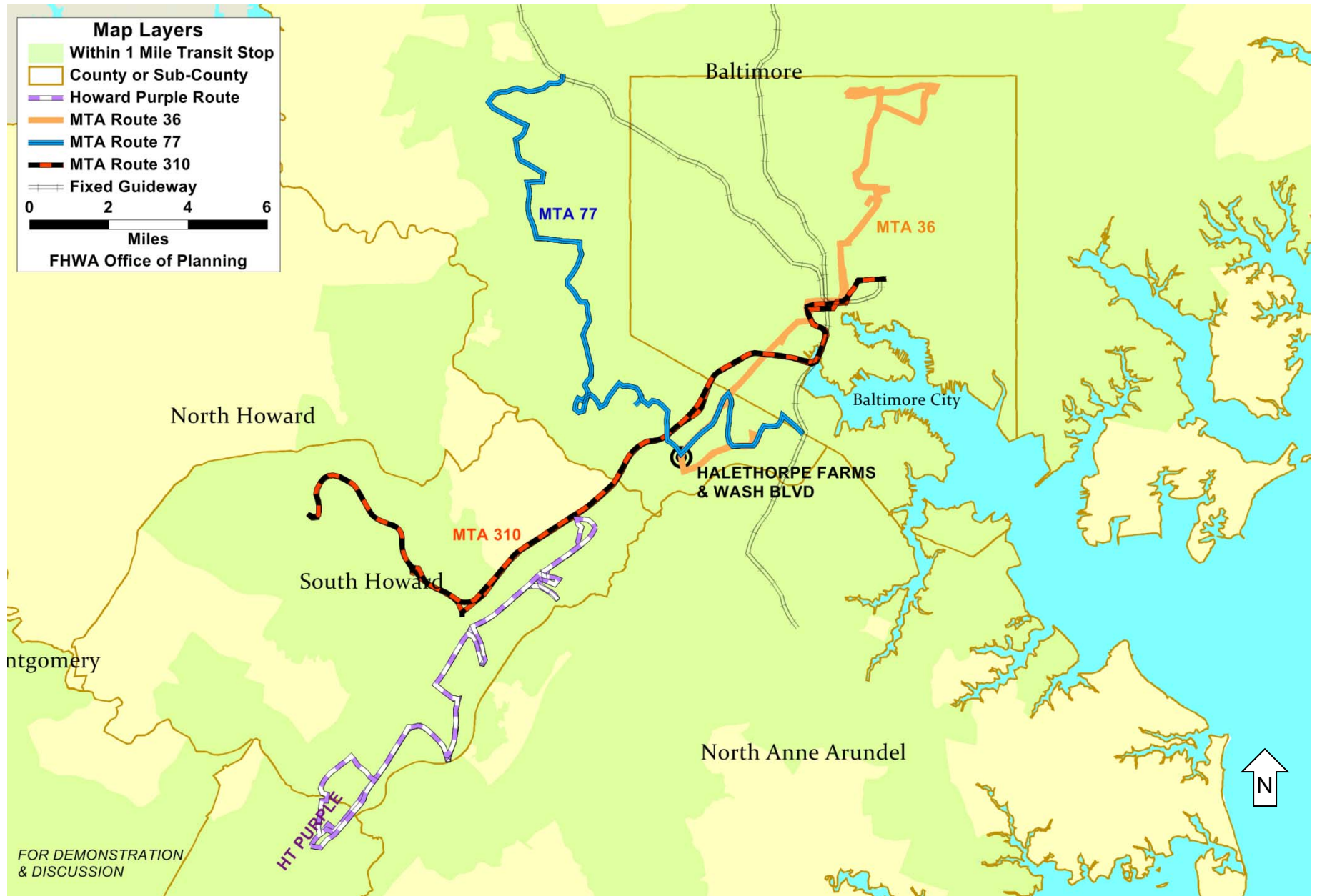
Portland State 2009

Where People Learn (K-12): Service Gaps & Poverty



Portland State 2009

GTFS-Based Transit Service Analysis



Different Levels of (Transit) Analysis

- Areas within one mile, or half-mile, of transit stops
 - For population groups and essential service providers
- GTFS: transit travel times
 - Essential services within XX minutes of a population group
 - Walk, wait, and in-vehicle times, for different time periods
- Possible solutions to a connectivity gap
 - Modify transit routing or frequency of service?
 - Paratransit or other demand-response service?
 - Relocation of essential services?



More information

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 - Brian Gardner at brian.gardner@dot.gov
- FTA
 - Ken Cervenka at ken.cervenka@dot.gov



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AMPO, NARC, and NADO Questionnaire

Looking for an assessment on the existing processes and practices used to assess gaps in their transportation system performance related to public access to essential services.

“Essential services” being or related to transportation access by the general public by way of automobile, public transit, walking, biking, or other means that will allow them to get to employment, health care, education, healthy food/lifestyle, recreational opportunities, etc...



	Yes	No
Identify where there are gaps	72.2%	27.8%
Identify strategies for addressing gaps	47.2%	52.8%
Examples of strategies implemented	37.0%	63.0%
Existing performance measures used	21.3%	78.7%
Assess gaps for under-served and their ability to access essential services	44.4%	55.6%



Current transportation system performance measures used to measure access to essential services have included:

- Share of travel by walking, biking, transit and carpool
- Proportion of low income households within an acceptable transit commute of major employment centers
- Accessibility to jobs/jobs accessible within specific travel time by geography/population subgroup
- Public Transit Index measures such as hours of service, days of service, span of service, etc...
- Availability and proximity of transit routes to essential service locations
- Percent of population/households/jobs/etc. within walking distance of transit stops.



MPO to set a baseline to determine connectivity targets.

Update to Metro LRP to include projects that incorporate multimodal elements such as bike lanes or paths with streetscape upgrades, transit shelters, and other accommodations.

Potential Measures:

- Increase in percent of population that has access to employment centers via different modes
- Number of transit connections, bike facilities, and pedestrian accommodations in major employment centers
- Miles of bicycle or pedestrian facilities constructed, improved, or repaired
- Number of crosswalks installed or upgraded



Ladders of Opportunity: Planned Activities

- Update the “Public Involvement Techniques Guide” that will include new information on targeting public involvement to traditionally underserved communities.
- Produce follow-up publication to one funded by FHWA in 2008 and produced by The Corps Network entitled “Conservation Corps and Transportation: Making the Connection”.





- A web-based investigative tool that provides access to a variety of existing websites based on livability characteristics that may appeal to your lifestyle choices.
- <http://www.fhwa.dot.gov/livability/tools/placffit/index.cfm>



Models of Regional Cooperation

Harlan Miller

Jody McCullough

Fred Bowers



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Regional Cooperation

- Improve Regional Cooperation across MPO and State Boundaries
 - Planning Agreements
 - Coordinated Planning Products
 - Data Sharing
 - Performance-Based Planning



Regional Cooperation

- Case Studies of Good Practices
- Certification Reviews
- Methods for Improving Regional Cooperation
- Every Day Counts
- Pilots



Collaboration Techniques

- Multiple MPOs working together to coordinate
 - Regularly scheduled coordination meetings
 - Regional transportation plans
 - Congestion analysis and management and operations
 - Air quality conformity analysis
 - Safety plans



Collaboration Techniques

- Multiple agencies work together Share Data
 - Sharing Data
 - Statewide MPO and RPO coordination meetings
 - Partnerships
 - Technology
 - Performance management
- Multiple States and/or MPOs working together to improve freight and goods movement



Sampling of Examples of Best Practices

- MPOs creating a partnership to begin a problem-solving approach to meet the regional needs
- Coalitions creating an alliance of transportation agencies, toll authorities, and related organizations, including public safety
- Congestion management process analysis coordinated to include multiple MPOs.
- Roundtable forums to foster communication and coordination between states and regions on mutual transportation issues
- State, MPO, and Tribal Coordination



Concepts of Multi-jurisdictional Planning

- Multi-jurisdictional planning goes beyond the typical and historic planning structures and the functions of MPO's and statewide transportation planning
- Helps us understand the potential strengths and weaknesses of our regions
- Can add value with respect to achieving the overall goals of transportation planning by adding diverse viewpoints
- Identify new opportunities where multi-jurisdictional planning approaches can be incorporated at the MPO and State DOT level such as Performance Measures



Regional Pilot Workshops

- Regional workshops with a primary purpose to promote dialogue, cooperation, coordination, and mutual understanding among selected DOTs and MPOs to raise and address concerns and opportunities together
- Analyze regional planning functions and creates a roadmap for developing coordination agreements
- These workshops will address a range of issues affecting the region including:
 - Passenger and Freight Movement
 - Air Quality,
 - Economic Development,
 - Common Data Sharing
 - Building Trust,
 - Establishing a Common Language,
 - Foster Mutual Understanding on Regional Issues



What Can You Do?

MPOs and DOTs can develop a framework for conducting multi-jurisdictional planning -

- Start discussions
- Identify your needs based on your situation
- Share ideas that are transferable to other regions
- Work cooperatively
- Collectively improve knowledge and capacity
- Organize quarterly joint planning meetings
- Develop a data sharing process
- Work together
- Develop measures for successful regional planning



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Please let us know of potential examples or activities within your State/MPO that could support the **Collaboration Techniques** and **Regional Pilot Workshops**.

QUESTIONS



FOR MORE INFORMATION, PLEASE CONTACT:

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Performance-Based Planning and Programming Framework

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Ladders of Opportunity

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