

INTEGRATING Context Sensitive Solutions In Transportation Planning

TOOLKIT

Principles

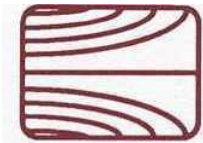
> **Fact Sheets**

Case Studies

Q&A



New Visions 2021



Capital District Transportation Committee Albany Region, New York

“New Visions 2021” is the long-range plan for the capital region of New York State. The plan addresses dramatic increases in travel demand in the region from recent decades. These increases have been tied to dramatic residential and employment suburbanization, a pattern that reflects a developing knowledge/high-tech sector. Other important employment sectors are education and government, with large numbers of workers employed by State government and the region’s universities and colleges. The region has a number of unique natural areas and parklands that are important recreational and environmental resources for the Northeast.

The Capital District Transportation Committee (CDTC), the region’s MPO, directs comprehensive regional planning in several dimensions. This is complicated, however, by the presence of 79 general purpose units of government in the region that are primarily responsible for land-use decisions. Still, the region has been able to develop a vision of enhancing quality of life, building strong communities that are connected in a cohesive metropolitan area, supporting economic and social interaction, and improving environmental quality, while reducing the per capita costs for transportation investments. CDTC’s work on a New Visions 2030 plan includes a greater effort to integrate transportation planning and design with land-use development and economic initiatives at the regional and local level.

CSS Highlights

- **In Harmony with the Regional and Communities’ Visions, and Sensitive to the Human and Natural Environment:** The CDTC recognized that building infrastructure to accommodate the upward trend in auto travel demand was clearly incompatible with the regional vision. A strong regional consensus emerged from the “New Visions” plan that the region’s quality of life, mobility, and economic vitality are all dependent upon improved land-use planning and on better integration of land-use development and the transportation system. Using a creative technique called “backcasting,” CDTC determined that it could meet its future social, economic, and environmental goals only if transportation actions were combined with aggressive land-use and demand-management actions. The policy of using traffic backcasting keeps the plan in step with the vision. It assumes success of the plan, and as goals and objectives are met, the region is kept on track to achieve its vision.
- **Process Includes Identification and Consideration of Adopted Plans Relevant to Transportation Planning:** Beyond the coordination with community and economic development plans, transit plans, and traffic demand management programs, the plan gives substantial consideration to the transportation-land use connection. Through a program called Linkage, the CDTC has deepened this connection in the planning process by providing assistance with local jurisdictions’ planning efforts. Thus far, CDTC has funded 50 collaborative, jointly-funded studies, valued at over \$3 million, under the Linkage program. Recognizing that collaborative and coordinated planning is crucial to achieving regional transportation system goals, Linkage is considered part of implementing the plan.

For More Information

Capital District Transportation Committee

<http://www.cdtcmo.org>

“New Vision 2021” available online at:

<http://www.cdtcmo.org/rtp2021/nvtoc.htm>





2030 Regional Transportation Plan for Northeastern Illinois



Chicago Metropolitan
Agency for Planning

Chicago Area Transportation Study
Chicago Region, Illinois

The Chicago Area Transportation Study (CATS) serves as the metropolitan planning organization (MPO) for the Chicago region. In the fall of 2006, CATS staff merged with the Northeastern Illinois Planning Commission to integrate land-use and transportation planning, thus forming the Chicago Metropolitan Agency for Planning (CMAP). Already one of the largest metro areas in the United States, the Chicago region's population is projected to increase by 1.8 million by 2030. Growth in population and development is anticipated both in established and newly urbanizing areas.

The region has a diverse population, including groups that have been traditionally under-represented in the transportation planning process. In order to better include these groups in the 2030 plan, CATS partnered with the Center for Neighborhood Technology, a community development organization, during the public-involvement process to tap their considerable experience with and knowledge of minority and low-income communities.

The Chicago region remains an important national and international trade and transportation hub. The transportation system's freight facilities include 20 major rail/truck terminals, 3 major water-terminal clusters, and 17 public-use airports. These facilities are important factors in planning for the region's economy, travel safety, and environmental quality and thus receive consideration throughout the plan. The region has a serious air-quality problem, and is addressing ground-level ozone and particulate pollution. Consideration is also given to other types of valued natural resources that may be affected by transportation improvements. These resources are mapped along with the various recommended projects and improvements, ensuring they are considered during project development. Aging transportation infrastructure is also an important issue for the region. The plan discusses the need to balance maintaining existing infrastructure with keeping open options for flexible responses to changing travel patterns.

CSS Highlights

- **Based on Adopted CSS Policy:** The plan expressly includes the CSS principles of enhancing quality of the environment and of communities in the recommendations made for the regional transportation system. The plan positions CSS in the regional planning process by highlighting the fact that regional facilities are hosted by communities. A major plan objective is to encourage project implementation that uses CSS principles, especially in urban areas where impacts to established communities can be substantial, complex, and numerous. In introducing major capital projects, the plan notes the need for "thorough context-sensitive design and management and operations plans."
- **Safety for Both the User and the Community:** Among the major concepts that came out of the plan development process was that regional transportation policy should promote public health and safety beyond lowering crash rates. In response, the plan calls for consideration of air- and water-quality impacts, includes design recommendations to improve safety for nonmotorized users, and promotes walking and cycling as a part of healthier lifestyles. The plan recommends that projects should routinely accommodate nonmotorized modes on arterials, provide the facilities that will support "Safe Routes to School," and take special care to correct and avoid hazards created by vehicular traffic in community settings or shared-use facilities.

For More Information

Chicago Metropolitan Agency for Planning

<http://chicagoareaplanning.org>

2030 Regional Transportation Plan available online:

<http://www.sp2030.com>

Center for Neighborhood Technology

<http://www.cnt.org>





Regional 2030 Transportation Plan



Tri-County Regional Planning Commission Lansing Region, Michigan

The Tri-County Regional Planning Commission (TCRPC) is the metropolitan planning organization (MPO) for an area that includes 75 jurisdictions, 3 counties, and a population over 450,000 in south central Michigan. The region has historically been a major center for auto and auto parts manufacturing. Although General Motors remains a significant employer in the region, the economy has diversified into government, health care, insurance/banking, and education. This last sector is led by the Michigan State University, with 10,500 employees and 45,000 students. The shifting economic structure has recently played a role in sparking urban revitalization projects in Lansing's urban core. Like many urbanized regions, the region faces air- and water-quality issues. Construction and agricultural sediment runoff have damaged streams, an important issue to the region's game fishermen. The region was designated as a non-attainment area for eight-hour ozone levels in 2004.

The region was selected for a national demonstration project funded under the Federal Transportation Community Systems Preservation Pilot Program to integrate land-use and transportation planning at the regional scale. This project, "Regional Growth: Choice for Our Future," used scenario analysis to develop a regional vision which, in turn, became the basis for the transportation plan that is linked to a land-use planning framework of "smart growth" (called "wise growth" in the region).

CSS Highlights

- **Based on a Comprehensive Public Involvement/Participation Plan:** TCRPC refined a number of often-used tools, including newsletters, website, toll-free telephone hotline, logo/slogan development for all materials, and open houses/public forums. For example, media announcements were timed to promote forums or plan milestones. A local television station hosted and broadcast coverage of the first round of public forums, raising the visibility and the credibility of the effort. Speakers training and a guidebook were provided to project speakers at public meetings including local officials and other stakeholders. All speakers were carefully trained and used a guide to ensure consistency and quality of presentations at formal meetings, neighborhood associations, business groups, and even informal gatherings. Some 60,000 printed placemats helped spread the word about important process milestones.

In addition to these methods, TCRPC used high-tech tools. Visual choice polls with real-time electronic voting equipment were used to gather information about, and gauge community support for, community design choices related to project outcomes from focus groups. This strategy resulted in a remarkable 92 percent of participants, randomly selected citizens and public officials, reaching consensus on community values and goals. The imagery used in this process was carried forward to help communicate how the region will look as a result of implementing the plan.

Aside from collecting comments and input at meetings, TCRPC used a professional survey research firm along with public relations professionals to conduct a telephone survey. The survey was administered to residents and local officials to gauge public opinion on land use and transportation needs and priorities as well as to highlight any differences between public opinion and officials' positions. Targeted surveys were also administered to residents who had relocated from urban areas to lower density fringe and rural areas to determine the factors involved in their location choices and the implications of those choices for the transportation system and project design.

For More Information

Tri-County Regional Planning Commission
<http://www.tri-co.org>





2025 Long-Range Transportation Plan



Hillsborough County Metropolitan Planning Organization Tampa Region, Florida

Located midway along the west coast of Florida, Hillsborough County is approximately 2,719 km² (1,050 mi²) of land and 62 km² (24 mi²) of inland water area. The county's population reached just over 1,177,000 in 2006 with the City of Tampa, the largest of the incorporated cities in Hillsborough County accounting for 28 percent of that total. Aside from the jurisdiction's three municipalities, 84 percent of the area is unincorporated. The region's population is projected to reach over 1,532,000 by the year 2025. The region's economy is dominated by a service sector, consisting of health, administrative support, educational, and staffing services.

Hillsborough County is served by several transportation systems, including an international airport and a seaport. The Tampa International Airport (TIA) and the Port of Tampa play a significant role in the county's economy. More than 17 million international and domestic passengers pass through TIA annually. Additionally, the Port of Tampa is the 12th largest cargo port in the nation in terms of total annual tonnage and moves nearly half the annual tonnage of all seaborne freight passing through Florida annually. Busy cruise ship terminals also play an important role in transportation planning.

The Hillsborough County Metropolitan Planning Organization (MPO) cooperates with three adjoining counties and the Florida Department of Transportation in transportation modeling. In 1993 these agencies, along with the Tampa Bay Regional Planning Council, formed the MPO Chairs Coordinating Committee, a regional decision-making entity. This committee established Florida's first regional conflict resolution process for MPOs to work towards better regional cooperation.

CSS Highlights

- **Goals are Consistent with the Communities' Visions:** The plan references the land-use plans for the various cities and towns in the region, noting the differences between their land-use/development and community goals. Tampa has planned to accommodate sizable new development as well as some infill in established areas. Plant City, with an economy based on agriculture, manufacturing, and distribution, seeks to maintain its traditional residential neighborhoods and development patterns, while promoting commercial infill development. The unincorporated parts of the county have planned for clustered employment, service, and residential development. These divergent goals and development patterns are accommodated in the plan.

The goal of supporting the economic vitality of the region is to be met in part by a policy of providing facilities concurrently with development and encouraging coordinated intelligent transportation systems (ITS) between jurisdictions. The goal of promoting accessibility and mobility options is to be met by providing multimodal terminals in major activity centers. In areas where development patterns do not support fixed-route transit, paratransit or other appropriate services are to be provided. The goal of enhancing the environmental quality and quality of life is to be pursued by ensuring that transportation plans support local development goals and respect the priorities of local residents. Rather than setting forth a blanket approach, the plan is built on goals that embrace the region's diverse priorities, histories, and visions of the future.

For More Information

Hillsborough County MPO

<http://www.hillsboroughmpo.org>

"2025 Long-Range Transportation Plan" available:

<http://www.hillsboroughmpo.org/pubmaps/folderlrtp/pubmaps/folderlrtp>





Metropolitan Planning Organization 2030 Long Range Transportation Plan



Chatham Urban Transportation Study Savannah Region, Georgia

This plan addresses the current and future transportation needs for the Savannah region, home to 240,000 people. The population is projected to increase 26 percent by 2030, and new development is anticipated to occur in the suburban areas. The Chatham Urban Transportation Study (CUTS) serves as the metropolitan planning organization (MPO) for the region. The Chatham County coastline is dotted with saltwater marshes, which provide important habitat for wildlife, offer scenic benefits, and help buffer flooding from storm surges. Thus, the protection of these marshes has important environmental and safety benefits. An additional transportation safety consideration is ensuring efficient evacuation for all residents, including those without access to a private vehicle, when hurricanes threaten. Aside from the issues of congestion and safety related to automobile traffic, the transportation system must accommodate significant volumes of freight movement. The Port of Savannah is a busy and expanding container operation. In 2002, 1.1 million containers moved through Savannah, a 30-percent increase in just two years, with capacity expected to continue to increase. Supporting the current and future economic importance of the port will require ongoing investments to improve intermodal connections between ships and trucking and rail routes. These connections are also a high priority for military purposes, as the port is a major national defense center. The City of Savannah is well known for its historic architecture and streetscapes, which bring thousands of visitors and millions of dollars to the region. Thus, the economic vitality of the region requires close attention to aesthetics for all proposed transportation projects and programs.

CSS Highlights

- **Landscape, Community and Valued Resources Understood Before Analysis or Solutions Explored:** The plan uses the transportation amenity plan (TAP) as a starting point. The TAP was a planning initiative begun by the CUTS staff in response to past objections to road projects. In the TAP, specific road segments are mapped as amenity corridors. These corridors are “constrained” with respect to capacity projects. Phase 1 corridors are identified for conservation of existing assets, such as canopy trees, palm trees, scenic vistas, and historic roadways. Phase 2 corridors are priorities for landscaping projects on recently built and new roadways as well as for installing community gateways. The two phases represent a commitment not only to preserving existing valued streetscapes, but also to ensuring that new facilities will add to the inventory of aesthetically pleasing streetscapes. These corridors were “constrained” for the purposes of the congestion management system (CMS), as well as in the “2030 Long Range Transportation Plan (LRTP),” and substantial capacity improvements are not proposed for these roadways. Instead, management strategies will be pursued to maintain acceptable levels of service. As a result, the LRTP does not alleviate all problems on poorly congested corridors, reflecting an approach that placed the community cultural/historical values ahead of the transportation analysis and proposed solutions.
- **Evaluates Multimodal, Operational, and Innovative Strategies:** The plan includes recommendations for increased transit investment for the existing bus service, and recommends starting streetcar and water taxi service as ways to reduce congestion in the historic center of Savannah. Projects that improve transit facilities and/or service are given additional points in the prioritization for funding. The plan also includes a number of recommended improvements for bicycles, based on an assessment and project prioritization carried out by a citizen advisory committee.

For More Information

Chatham Urban Transportation Study
<http://www.thempc.org/Transportation.htm>
 “MPO 2030 LRTP” available online at:
<http://www.thempc.org/documents/Transportation/TransportationPlans/2030LRTP.pdf>





Legacy 2025



East-West Gateway Council of Governments St. Louis Metro, Missouri and Illinois

The East-West Gateway Council of Governments is the metropolitan planning organization (MPO) for the St. Louis region. In recent decades, the population in the eight-county region has grown modestly as large numbers of residents have moved from the urban core of the City of St. Louis to suburban counties. This, combined with declines in manufacturing, has left the core with considerable numbers of vacant buildings with hazardous building materials (including asbestos) and brownfield sites, which have negative effects on the human and natural environment.

The region has made good progress toward complying with EPA air-quality standards for ozone, but has continuing problems with other categories of pollutants. As St. Louis lies at the confluence of two major rivers and is centrally located in the United States, the region has long been an important freight center. Most of the region's freight moves by truck, yet rail and barge play an important role in moving bulk commodities; the Port of St. Louis is the second largest inland port in the United States by tonnage, and there are seven primary rail-to-truck transfer points in the region.

"Legacy 2025," the long-range transportation plan (LRTP) for the region, clearly maps the connections between serving the freight sector and moving toward the goal of increasing economic competitiveness and improving the number of and access to jobs and educational opportunities. Maintaining reliable and affordable transit service is important for inner-city, low-income residents. Yet regional transit faces declining ridership, shrinking revenues, and aging fleets. In a region facing a number of challenges, the plan takes a positive yet realistic tone and a fiscally conservative stance by focusing on preserving existing infrastructure and improving operations.

CSS Highlights

- **Safety for Both the User and the Community:** The plan documents and analyzes high crash rates for all modes. The plan also includes a section on transit safety, which includes injuries at transit stops, personal security issues (e.g., crime), and incidents involving transit vehicles. The plan approaches travel safety by first framing the specific safety issue, rather than assuming that the solution lies solely with infrastructure changes. The Haddon Matrix, a simple tool for determining appropriate strategies to improve transportation safety, is adapted to identify policies and actions that will address safety holistically. Linking the matrix with the crash data analysis reveals that the most effective way to improve travel safety in the region will be to focus on driver behavior factors in addition to making infrastructure improvements.
- **Limitations to Data and Information are Recognized, and Strategies to Manage Gaps Implemented/Plan and Process are Thoroughly Documented:** The importance of freight to the region's economy means that the transportation plan must give close attention to freight issues. Yet the freight industry has been reluctant to participate in the planning process, declining to provide data that it considers proprietary. To remedy this situation, the MPO collected information via a survey of freight firms about general concerns and an aerial survey of truck density on major highways. These data have informed the development of a priority goods movement network (PGMN)—a map of important shippers, receivers, and facilities. Despite the lack of comprehensive freight data, the PGMN allows the LRTP to include freight needs in the evaluation criteria for proposed projects.

For More Information

East-West Gateway Council of Governments

<http://www.ewgateway.org>

"Legacy 2025" & the "Legacy 2030 Update" available:

<http://www.ewgateway.org/trans/longrgplan/longrgplan.htm>





2030 Long Range Transportation Plan



Greensboro Urban Area Metropolitan Planning Organization Greensboro Region, North Carolina

Greensboro is one of the major urban centers in North Carolina's Piedmont Triad, which lies in the north central portion of the state. In 2000, the Greensboro Urban Area Metropolitan Planning Organization's (GUAMPO) jurisdiction had a population of 310,000, projected to rise to over 490,000 by 2030. Some 41,000 of the current population are students at one of the 11 institutions of higher education in the region. Greensboro was historically a major center for textile, cigarette, and furniture manufacturing, but these sectors have dramatically declined in the last 30 years. Today, the business services sector has become increasingly important, with insurance claims processing and financial services firms topping the list of major employers. With two Interstates (I-40 and I-85) converging just south of the City of Greensboro, freight and logistics firms also employ substantial numbers of Greensboro-area residents. The region lies at the headwaters of the Cape Fear River, which makes stormwater runoff an important concern. This major watershed must handle runoff from several other urbanized areas, yet must also provide habitat for several threatened species. The Greensboro area has also been designated a moderate non-attainment area for eight-hour ozone pollution.

CSS Highlights

- **Planning Products Feed Directly into Project Planning:** The plan includes a screening of projects for anticipated impacts to natural and community resources as well as for proximity to protected populations. As explained in the plan, this screening represents an important step toward more coordinated transportation decision making in three ways. First, it serves as a "fatal flaw" analysis to prevent wasting time and resources on projects that face serious obstacles. Second, it allows for a system-level assessment of impacts so that the interaction among projects can be considered. This brings consideration of indirect and cumulative effects of projects into the plan. Third, the screening helps identify issues and projects that will require further analysis, allowing project studies to focus on critical issues and to minimize the potential for unanticipated problems to crop up later. This early screening element will inform the project development process, initiating the environmental impact analysis and focusing resources on resolving important issues. The results of the screening are presented in a series of maps and matrices. The maps overlay the plan's projects, by time horizon (2004, 2014, and 2030) and by project type (e.g., grade separation, new location), on environmental and socio-cultural features, and on environmental justice populations. A matrix for each horizon year's projects presents the magnitude (minor, moderate, major) and types of impacts on 12 categories of resources, plus the proximity to and types of positive and negative effects anticipated for any protected population group.
- **Plan Gives Consideration to Avoiding or Minimizing Disruption:** The plan notes that the projects in the recommended plan are organized into three groups, by their horizon year. The projects are staged in a logical fashion not only to maximize construction efficiency, but also to minimize disruptions. The projects are presented in a series of three successive maps that use a color-coded system to show where the majority of construction will occur during each time period. Concern with disruption is also a major consideration in the decision whether to recommend widening major arterials.

For More Information

GUAMPO

<http://www.greensboro-nc.gov/Departments/GDOT/divisions/planning/metro/>

"2030 Long Range Transportation Plan" available at:

<http://www.greensboro-nc.gov/Departments/GDOT/divisions/planning/longrange/LRTP.htm>



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TOOLKIT

Principles

> **Fact Sheets**

Case Studies

Q&A



2025 Long Range Transportation Plan Update



Volusia County Metropolitan Planning Organization Daytona Beach Area, Florida

The Volusia County Metropolitan Planning Organization (MPO) serves Volusia County and part of Flagler County along Florida's eastern coast between Jacksonville and Cape Canaveral. The total land area is approximately 3,885 km² (1,500 mi²), with a population of 510,000. The rapid growth in Flagler County between 1990 and 2000, when Flagler was the eighth fastest-growing county in the United States, may mean that the MPO jurisdiction will be expanded in coming years.

As part of a greater metropolitan area of East Central Florida, the region is situated at the intersection of two major Interstate highways, providing access to the third largest consumer region in the United States with a population of over 17 million. International airports in Daytona Beach and Orlando, railroads, and nearby port facilities enhance the area's cost-effective and logistically important location. Seasonal traffic is also a factor for the region, particularly for beach vacation periods and auto racing events at the International Speedway in Daytona Beach. The pressures stemming from the popularity of the region's beaches require close attention to beach management and conservation programs to protect habitat for birds, manatees, and five species of sea turtles.

CSS Highlights

- **Range of User-Friendly Tools for Communicating Options:** The Volusia County MPO has a strong commitment to increasing the citizen involvement in transportation planning. This is reflected in a citizens outreach program that features two "games." The first game, "Strings and Ribbons," was used by the MPO during the development of the plan. This game is a public outreach technique developed and first used for updating the Charlotte County-Punta Gorda (Florida) long-range transportation plan. In the Strings and Ribbons game, teams of players must use their allotted budget to "buy" projects and improvements for specific locations on the map. The game begins with the projects in the five-year capital improvement plan, but players can change the listed projects. Using play money and color-coded materials for types of projects, each team of players produces a map of projects that the budget will cover. The game encourages collaborative discussion of transportation issues, and the choices of projects reveal citizen's priorities for type of project (e.g., roadway, bike, pedestrian, transit, beautification) and level of improvements. This allows new ideas and a full range of perspectives to be included as well as revealing consistencies and inconsistencies between technical level of service analysis and public opinion. This game does more than improve the quality of public input. It also conveys the options and tradeoffs that are necessary in transportation planning.

The second game is the "Virtual Budget Game," played individually on a computer. The Virtual Budget Game allows players to provide input about how they feel their transportation tax dollars should be spent. Each player can compare their results with the results of all those who have played thus far.

For More Information

Volusia County MPO:

<http://www.volusiacountympo.com>

Strings and Ribbons results available at:

http://www.vcmpo2025.com/Revised_SR_Presentation.pdf

Virtual Budget Game information available at:

<http://www.vcmpo2025.com/virtualbudgetgame.html>



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TOOLKIT

Principles

> **Fact Sheets**

Case Studies

Q&A



Destination 2030



Puget Sound Regional Council Greater Seattle Region, Washington

The Puget Sound Regional Council (PSRC) serves as the metropolitan planning organization (MPO) and growth management entity for a 16,286-km² (6,288-mi²) region. The region is a complex jurisdiction including 4 counties, 4 port authorities, 6 transit agencies, 8 Federally-recognized Tribes, and 82 cities, including Seattle, Tacoma, Everett, Bremerton, and Bellevue. The region had a population of 3.5 million in 2000, and has projected a population of 4.6 million by 2030. Approximately 85 percent of the region's residents are in urbanized areas. The region has long been a center for the aerospace industry, and although this sector has somewhat declined in strength in recent years, high-technology sector jobs have continued to draw workers and their families. "New Economy" firms that rely more on communication and connectivity than on physical proximity to markets or suppliers are influencing the region's urban form.

The region lies between the Cascade and Olympic mountain ranges and is bisected by the Puget Sound. These landscape features create a dramatic setting but also constrain development and the transportation system. The combination of growth and constraints has led to severe congestion. A Texas Transportation Institute study that measured congestion by comparing the time required for the same trip taken during peak-hours compared to off-peak times found that only Los Angeles had more congestion than the Seattle region.

The PSRC also develops and maintains regional growth and economic strategies. The MPO works to strengthen the linkages between these planning efforts and transportation planning. One of the major themes in the region's land-use planning efforts has been the encouragement of more compact urban development at designated "centers." This planning policy has been supported through substantial transportation investment to connect "centers" by transit, roadways, and other means.

CSS Highlights

- **Upfront Pre-planning Process:** Before initiating the formal transportation planning cycle, the PSRC conducts formal interviews and organized meetings with all the region's jurisdictions to collect information on local issues. The PSRC also gains insight into the local conditions and community goals through the required review of local comprehensive plans as the regional growth management entity. This pre-planning work helps ensure that the concerns of all cities in the region are heard before a region-wide problem statement is developed.
- **Communication is Open, Honest, Early and Continuous:** Aside from the formal meetings described above, the PSRC holds early events to initiate dialogue with interest groups and the general public. These meetings allow the MPO to detect disconnects between officials' views and local policy and the concerns of citizens. Once the planning process is underway, committees representing a range of issues and groups are formed. One of the goals of the PSRC is to coordinate land-use and transportation planning. Thus, the various planning and policy divisions work to maintain connections between these two areas of planning and policy. These divisions constitute internal stakeholders, and the PSRC seeks to coordinate the efforts of all divisions across projects and technical and advisory committees. Taken together, this approach brings the views of local officials, citizens, and other regional planners to bear on the long-range transportation plan.

For More Information

Puget Sound Regional Council

<http://www.psrc.org>

"Destination 2030" available at:

<http://www.psrc.org/projects/mtp/d2030plan.htm>



INTEGRATING

Context Sensitive
Solutions

In Transportation Planning



PLAN Go



Tennessee Department of Transportation

"PLAN Go" is Tennessee's first statewide transportation plan that addresses the needs for all modes. The plan, developed by the Tennessee Department of Transportation (TDOT) and adopted in 2005, seeks to address the State's projected transportation needs over a 25-year planning horizon.

According to the U.S. Census Bureau, Tennessee ranks among the 15 fastest growing states. The population of Tennessee is expected to grow nearly 40 percent by the year 2030, to nearly 8 million persons, rising at a rate of one to two percent per year. Fully 20 percent of the population is projected to be persons aged 65 and older. Much of the State's development has been suburban, and statewide there is a trend away from the typical suburb-to-city commuting pattern, with increasing trips between suburbs and even city-to-suburb commuting patterns.

Tennessee's economic success has been built on its central location and excellent highway and Interstate system. Despite having nearly 200 river ports, truck traffic dominates the freight system. For 85 percent of the State's communities, trucks provide the only means of delivery. The plan observes that there are opportunities to expand river freight traffic, including international freight movements.

Tourism brings additional strains to the transportation system. The plan reports that in 2002, there were 38.9 million person trips for tourism purposes in the state; 87 percent of tourism travel was by private auto. The vast majority of other types of trips are also by auto, with only 1.6 percent of work trips taken by non-motorized modes and an even smaller share by transit. The existing travel patterns have had important implications for air quality. The new EPA air quality standards will mean that 18 of the state's 95 counties will be non-attainment areas.

CSS Highlights

- **Process Included Identification and Consideration of Adopted Plans Relevant to Transportation Planning:** In order to develop a truly multimodal plan, TDOT updated recent statewide plans for aviation, transit, and rail, extending their time horizons so that they were coordinated with "PLAN Go." A new statewide bicycle/pedestrian plan was also developed as a supporting document.

TDOT moved past the artificial demarcation of State boundaries with respect to the movement of goods and people. The eight States bordering Tennessee were surveyed to identify major transportation programs and projects near the Tennessee border, or any new programs that could be of interest or importance to Tennessee's planning process. The anticipated impacts of any expansion of major highways coming into Tennessee from other States were considered. Multimodal solutions, new technologies, and other programs that were being implemented in neighboring States were also investigated, as large-scale projects such as rail systems, major bridges, and new highways often require cross-border cooperation. The process behind "PLAN Go" offers an excellent example of planning coordination across boundaries to enhance coordination and help ensure that large transportation investments are made in the most effective way possible.

For More Information

Tennessee DOT
<http://www.tdot.state.tn.us>
 "PLAN Go" available at:
<http://www.tdot.state.tn.us/plango/pdfs/plan/PlanGoSummary.pdf>

