

Lesson 5

Regional Planning



Learning Outcomes

- ▶ Describe how long-range transportation plans can be coordinated with local & regional land use goals and objectives
- ▶ Identify roles that MPOs and other regional & state agencies can take in creating coordinated regional transportation & land use plans
- ▶ Describe how to structure a process for creating a regional plan
- ▶ Identify effective tools to implement regional transportation & land use plans

Lesson 5:

Regional Planning

- ▶ **5.1 Planning & Visioning Overview**
- ▶ 5.2 Where Are We Now?
- ▶ 5.3 Where Are We Going?
- ▶ 5.4 Where Do We Want to Be?
- ▶ 5.5 How Will We Get There?

What is Regional Planning?

- ▶ Planning for the efficient placement of land use activities, infrastructure and growth across a significantly larger area of land than an individual city or town.
 - A multi-jurisdictional geographic area, such as a metropolitan area or a group of rural counties
 - An area with common economic, environmental or other conditions

Regional Planning Agencies

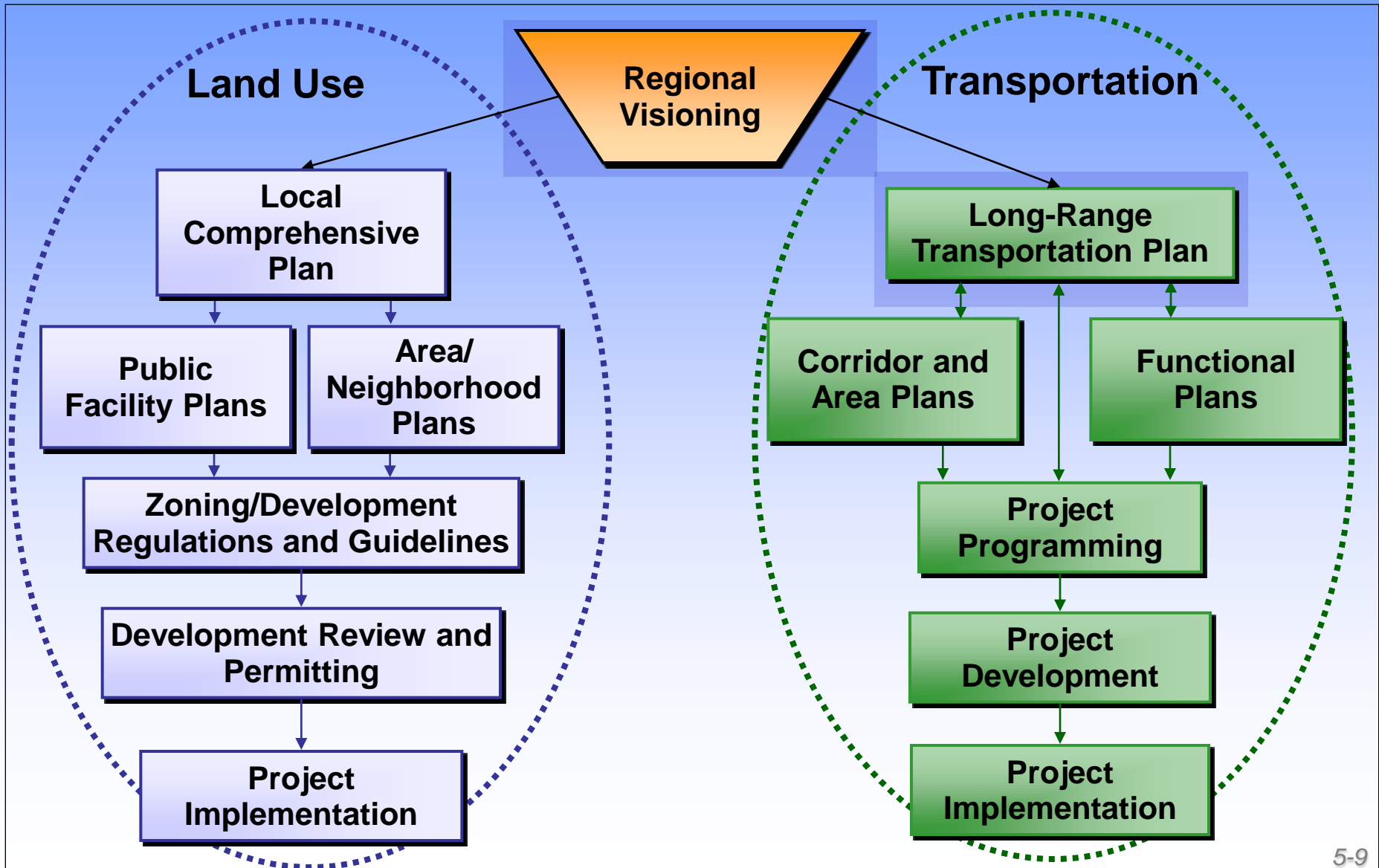
- ▶ Quasi-Governmental Organizations
- ▶ Councils of Government (COG)
- ▶ Metropolitan Planning Organizations (MPO)
- ▶ Regional Planning Councils/Regional Commissions

Regional Planning Agency

Responsibilities

- ▶ Assemble/analyze regional conditions and trends
- ▶ Foster regional cooperation/partnerships
- ▶ Provide technical assistance to member communities
- ▶ Establish regional vision/goals/policies
- ▶ Provide clearing house for state/federal funds

How it All Fits Together



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Where Are We Now?

- ▶ Community background and important features
- ▶ Strengths and weaknesses
- ▶ Current issues and concerns
- ▶ Articulating shared community values

Identify Values, Goals, Measures

Value



Goal



Objective



Measure

The community is an affordable place to live



Provide a mix of housing that is affordable to all income levels



Increase stock of housing defined as “affordable” by 20 percent



Percent of new units constructed annually that are “affordable”

Vision Statement

- ▶ Vision = Concise statement of values (how the region should be in the future)
 - *“In 2030, the Denver metropolitan area will be a dynamic region of almost four million people extending across 750 square miles. The overall development pattern will be relatively compact, with a clear distinction on the perimeter between urban and non-urban uses. Within the urban area, there will be diverse development types and housing options....”*

Denver Regional Council of Governments

Establish Goals

- ▶ Goals = A short list of where we want to be as a community
 - Enhance air quality
 - Increase mobility and transportation choices
 - Preserve critical lands, including agricultural, sensitive and strategic open lands
 - Conserve and maintain availability of water resources
 - Provide housing opportunities for a range of family and income types
 - Maximize efficiency in public and infrastructure investments to promote other goals

Establish Performance Measures

- ▶ Performance measures = Specific measures of how well we are doing
 - **Accessibility:** How much time does travel take?
 - **Congestion:** What is the level of exposure to traffic congestion?
 - **Flexibility:** Can the system respond to unexpected conditions?
 - **Safety:** What are the safety costs associated with transportation?
 - **Land Use:** How does the transportation system affect land use?

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Evaluate Trends

- ▶ Regional growth totals
- ▶ Location/distribution of growth
- ▶ Socioeconomic and demographic characteristics
- ▶ Employment – industry mix
- ▶ Demand for housing by type
- ▶ Others?

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Create Scenarios (Alternative Futures)

- ▶ Growth patterns
- ▶ Transportation systems
- ▶ Natural resources (protected areas)



Continue as planned



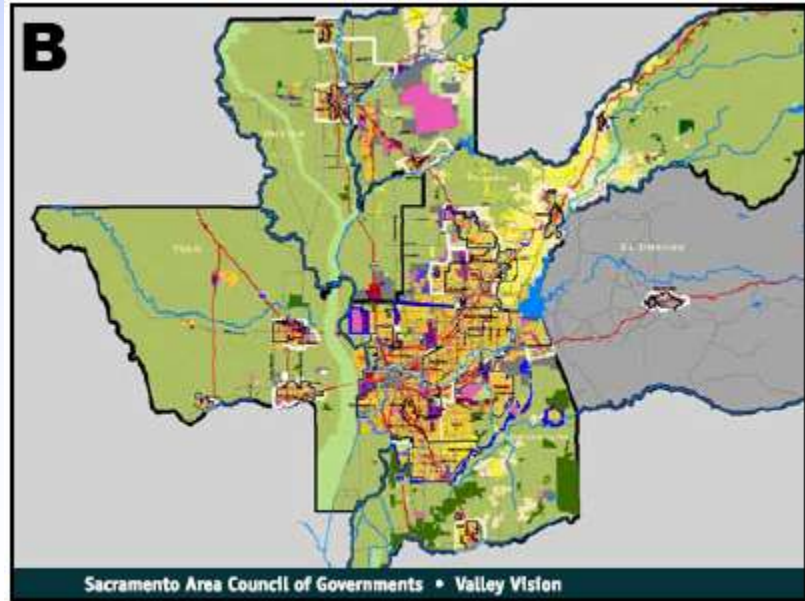
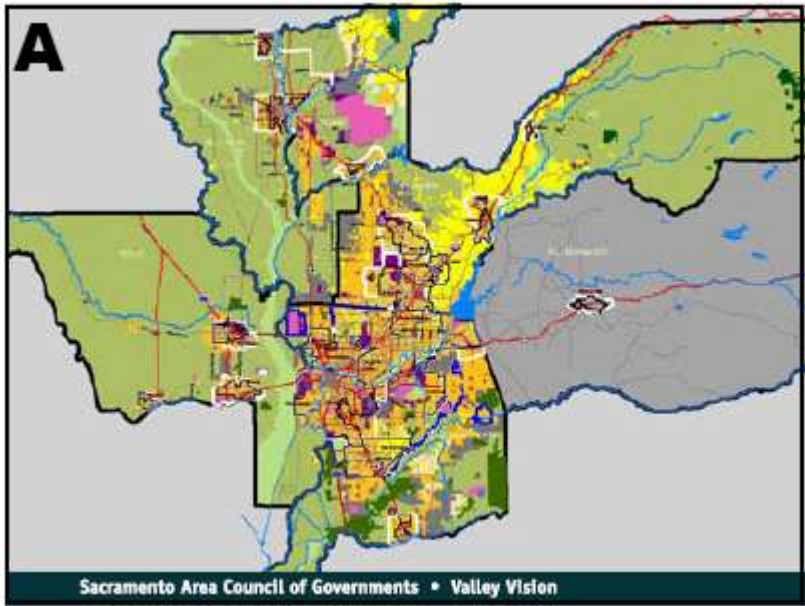
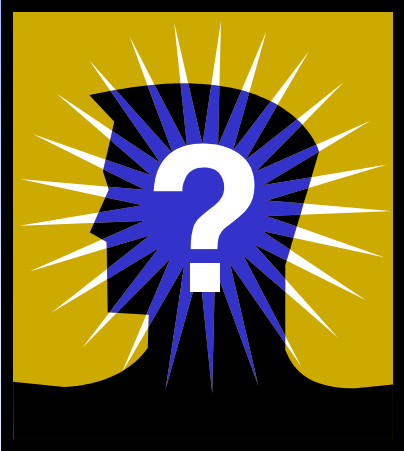
**Focus growth in
bigger cities**



**Focus growth in
smaller cities and towns**

Source: Puget Sound Regional
Council

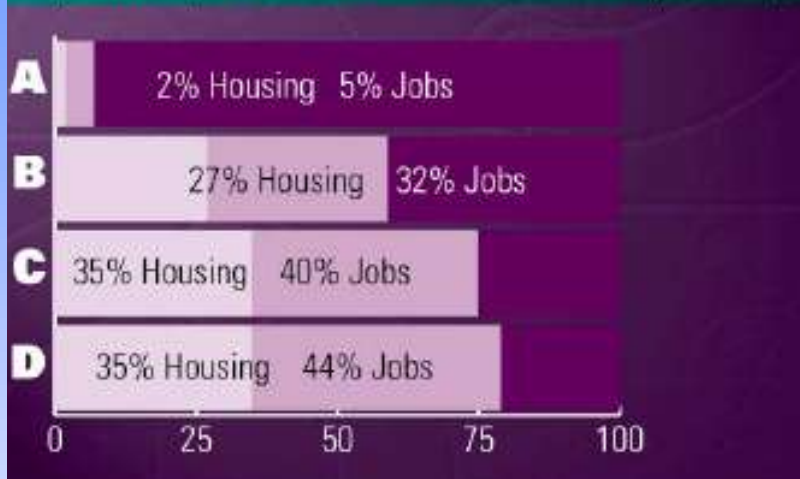
Analyze Scenarios



Source: Sacramento Area Council of Governments

Blueprint Indicators

GROWTH NEAR TRANSIT
(within 1/4 mile of 15 min service in percent)



ADDITIONAL URBANIZED LAND THROUGH 2050
(in square miles)



DAILY VEHICLE MINUTES OF TRAVEL
(per household)



TRANSPORTATION CAPITAL COSTS
Total all projects through 2050 (in billions)



Source: Sacramento Area Council of Governments

How Would Life in 2050 be Different with Each Scenario?

“The typical resident living in a version of a future typical of the ‘**Base Case Scenario**’ in 2050 would probably live in a house on a fairly large lot in a subdivision with houses that look a lot like theirs. They would travel to work longer distances than are typical today...”

“Typical residents living in a future typical of the **Preferred Blueprint Scenario** in 2050 would probably live in a house on a smaller lot, in a neighborhood with some larger houses and some attached row houses, apartments and condominiums. They would drive to work, but the trip would be shorter than today, and the time needed to get there would be about the same as today...”



Case Study

US 422 Regional Corridor Plan

Berks, Chester & Montgomery Counties,
Pennsylvania

Regional Location

Case Study



Increasing Congestion



- ▶ Since 1985, when the expressway was completed from King of Prussia to Pottstown, the corridor has experienced rapid growth



Four-Part Study Approach

- ▶ Compile Inventory & Trends
(Where are we now?)
- ▶ Assess Future Conditions
(Where are we going?)
- ▶ Develop Alternative Futures/Scenarios
(Where do we want to go?)
- ▶ Develop Plan and Implementation
Strategies (How do we get there?)

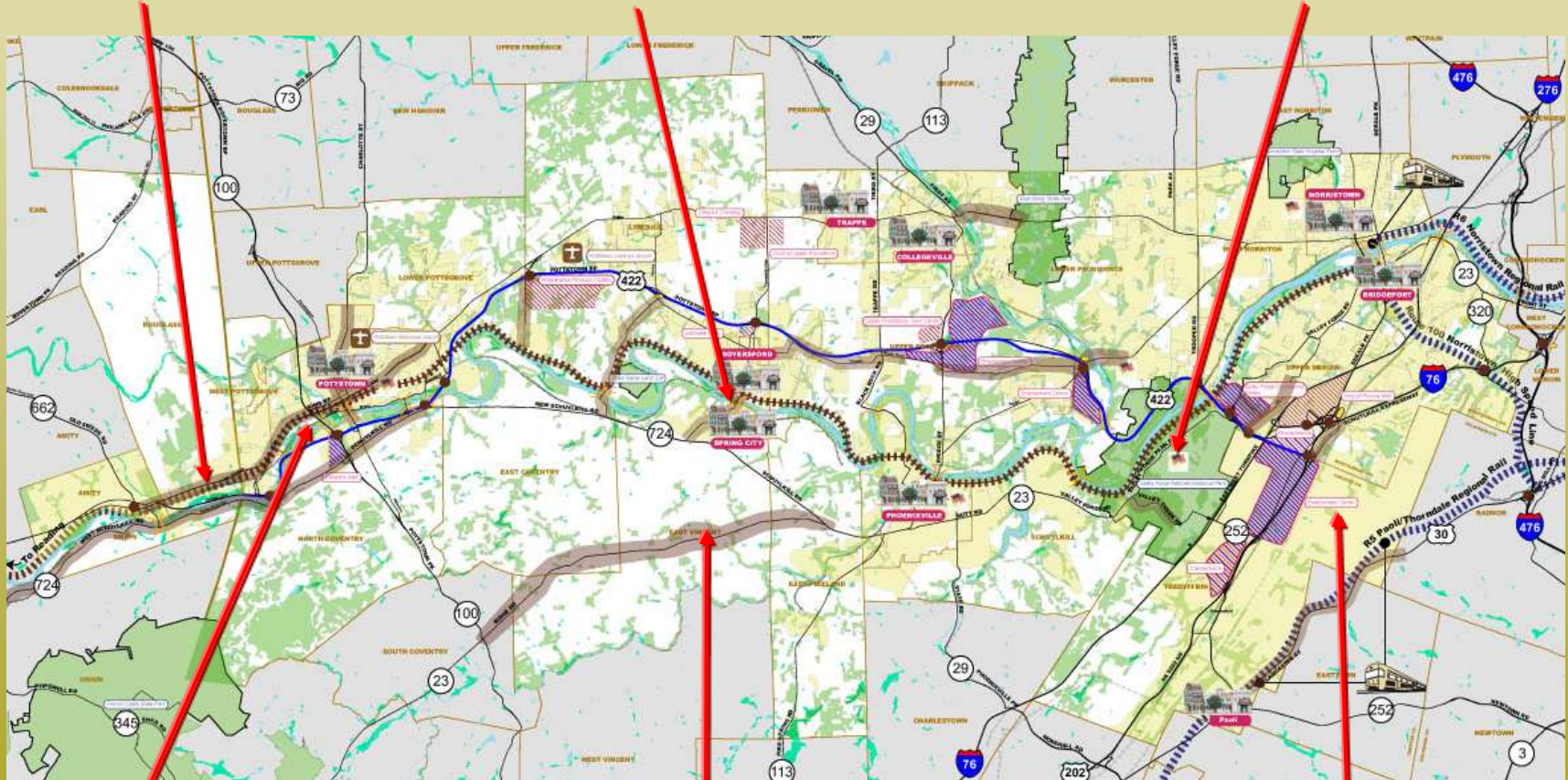
Inventory and Trends:

Assets

Railroad track

Established downtown

Concentrated historic resources



Multi-use trails

Available roadway capacity

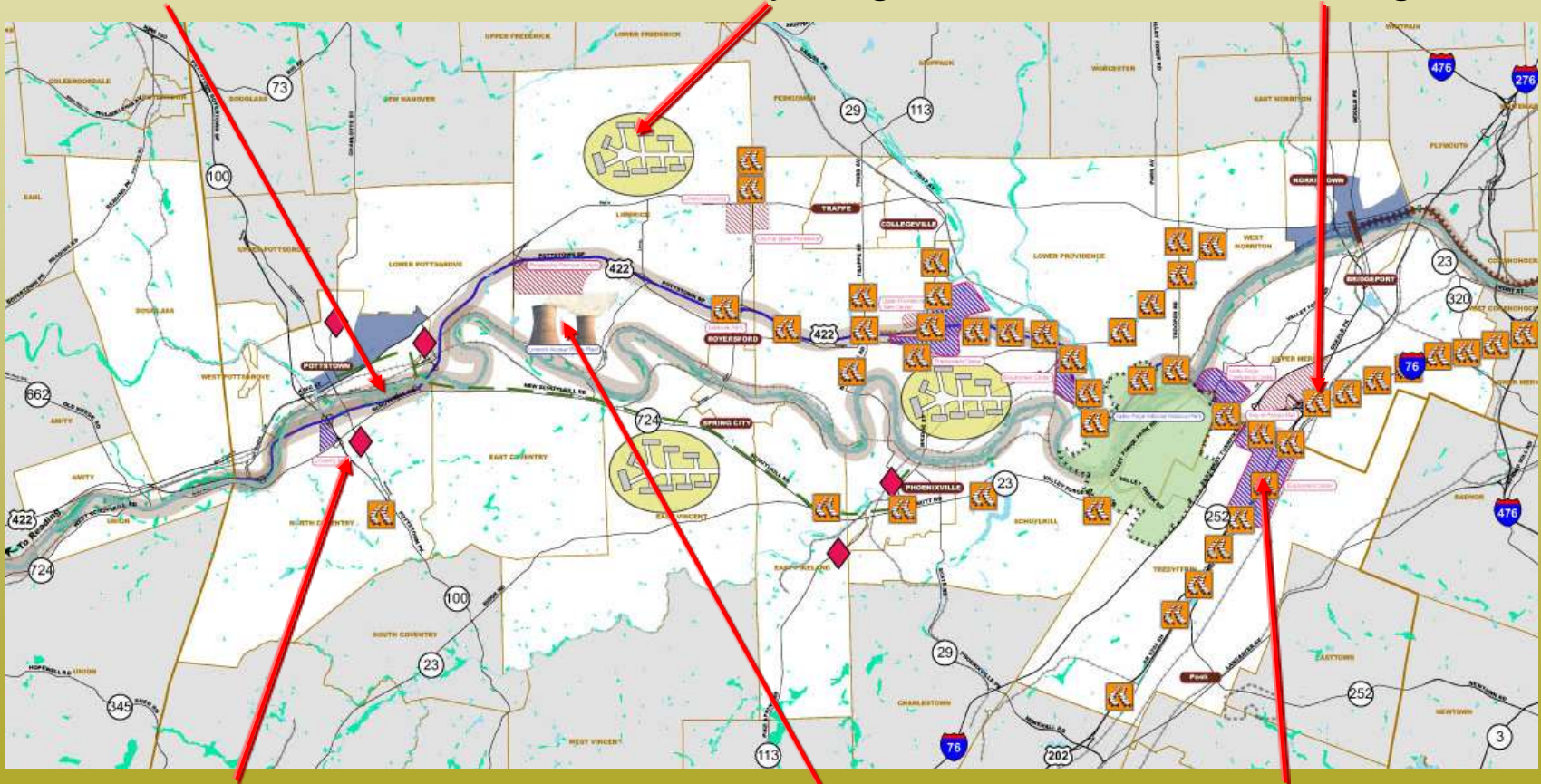
Water & sewer service

Inventory and Trends: Constraints

Lack of rail service

Low-density single use

Traffic Congestion



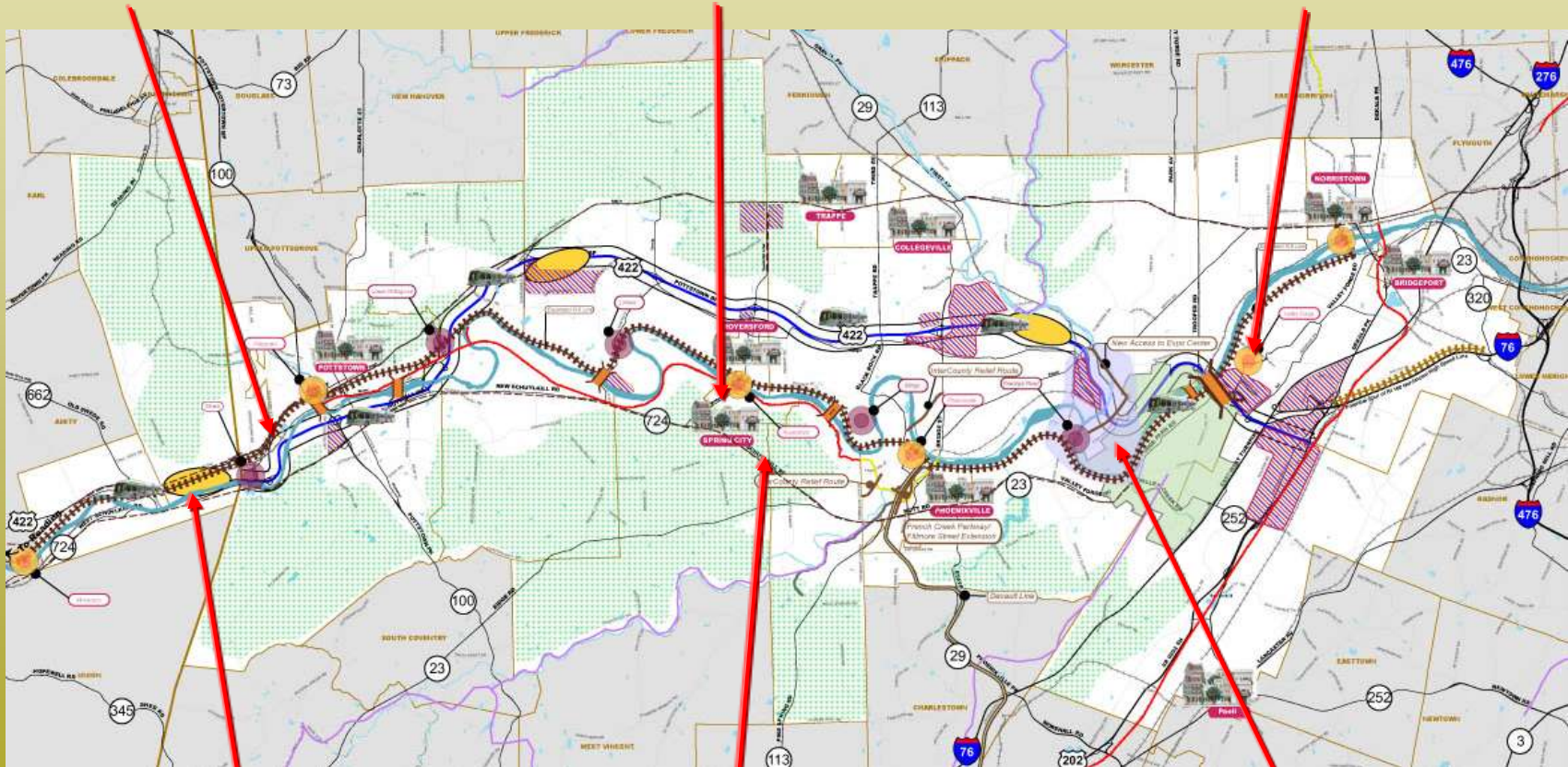
High crash concentration

Nuclear power plant

Single use (employment)

Inventory and Trends: Opportunities

Extend commuter rail Revitalize downtown Proposed station location



Proposed park & ride

Make complete street

Prepare Master Plan

Future Conditions/Scenarios

Assess Future Conditions:

- ▶ Population
- ▶ Employment
- ▶ Transportation demand
- ▶ Traffic performance measures



Source: www.dsf.chesco.org



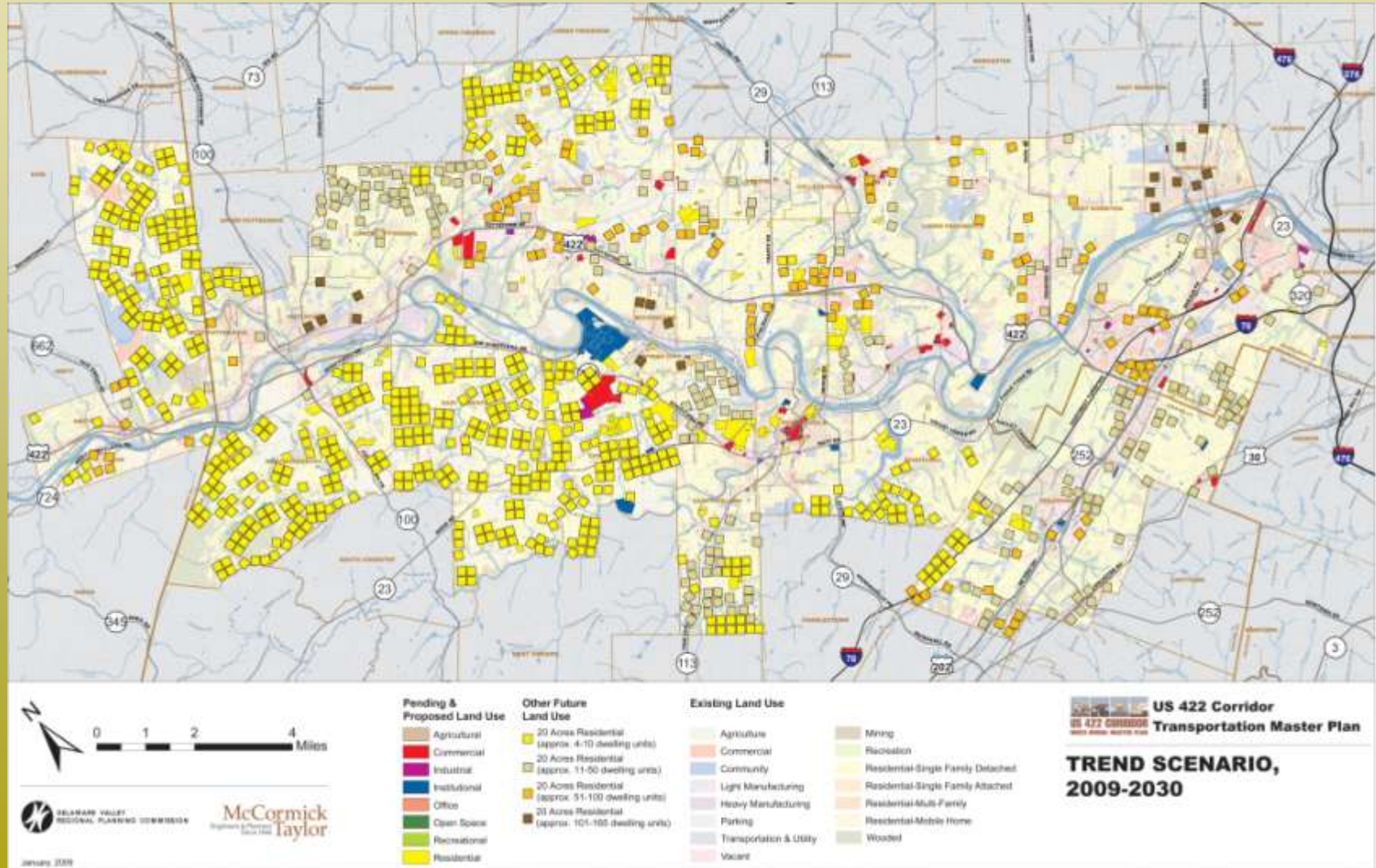
Future Conditions

Future Conditions/Scenarios:

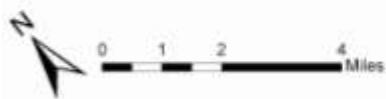
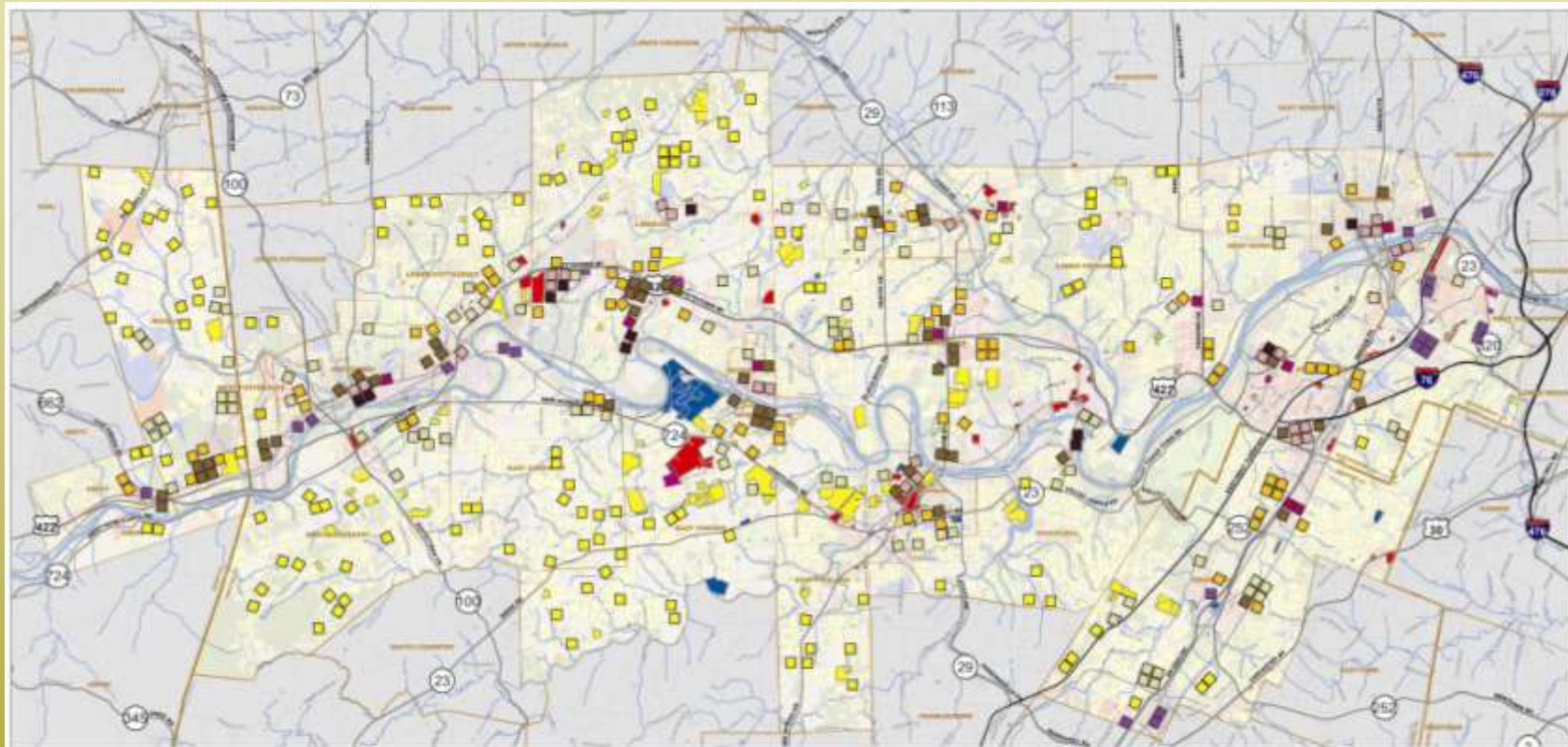
Find the clues to the future in:

- ▶ Municipal comprehensive plans
- ▶ Redevelopment plans and economic development plans
- ▶ Availability of infrastructure (sewer, water, etc.)
- ▶ Visioning workshops/ design charrettes
- ▶ Discussions with municipal officials and the public

Future Conditions/Scenarios: Trend Scenario – Land Use



Visioning Alternatives: Sustainable Scenario – Land Use



McCormick Taylor
PLANNERS & ARCHITECTS
SINCE 1962

January 2008

Pending & Proposed Land Use

- Agricultural
- Commercial
- Industrial
- Institutional
- Office
- Open Space
- Recreational
- Residential

Other Future Land Use

- 20 Acres Residential (approx. 8 dwelling units)
- 20 Acres Residential (approx. 25 dwelling units)
- 20 Acres Residential (approx. 55 dwelling units)
- 20 Acres Residential (approx. 120 dwelling units)
- 20 Acres Residential (approx. 200 dwelling units)
- 20 Acres Mixed Use Residential/Retail (approx. 250 dwelling units)
- 20 Acres Mixed Use Office/Retail (approx. 50 employees per acre)
- 20 Acres Industrial (approx. 20 employees per acre)

Existing Land Use

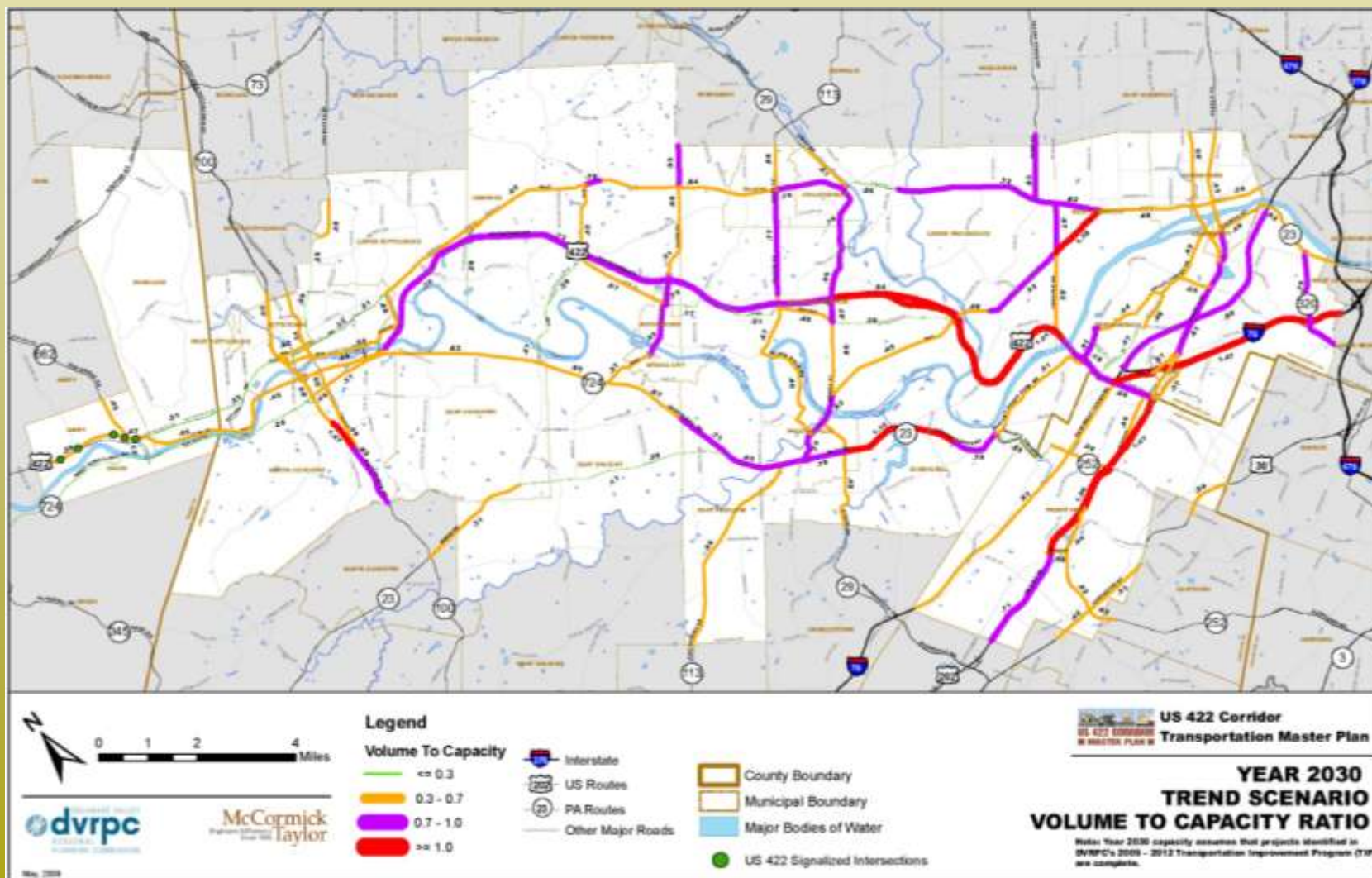
- Agriculture
- Commercial
- Community
- Light Manufacturing
- Heavy Manufacturing
- Parking
- Transportation & Utility
- Vacant
- Mining
- Recreation
- Residential-Single Family Detached
- Residential-Single Family Attached
- Residential-Multi-Family
- Residential-Multi-Family Wooded

US 422 Corridor Transportation Master Plan

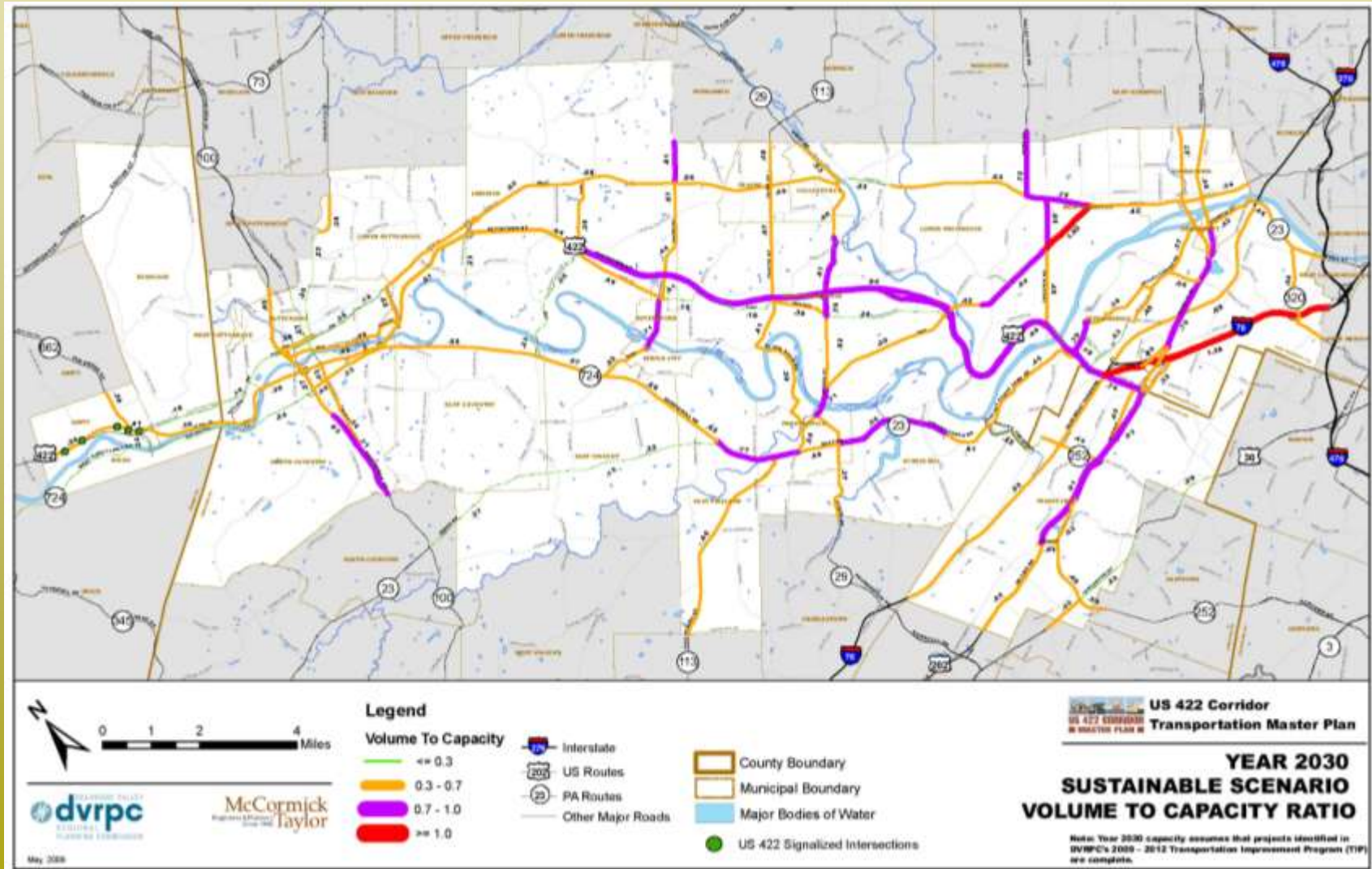
SUSTAINABLE SCENARIO

Preliminary

Future Conditions/Scenarios: Trend Scenario – Transportation



Visioning Alternatives: Sustainable Scenario – Transportation



Recommended Strategies

*



**Revitalized Older
Downtowns**

*



**New Transit/
Extensions**

*



**Mixed-Use
Development**



**Transit-Oriented
Development (TOD)**



**Bus Rapid Transit
(BRT)**



Park-and-Ride Lots

*



**Roadway and
Interchange Capacity/
Congestion Management**



Complete Streets

*



**Farmland/Open
Space Preservation**



River Access

Implementation

Regional Planning:

Key Points

- ▶ State and regional agencies *can* influence land use to support transportation objectives
- ▶ Regional vision establishes the framework for coordinating transportation and land use
- ▶ Inclusive process is important, to establish consensus and buy-in
- ▶ Specific tools and further actions are required to implement the plan

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Implementation Techniques

Implementation Technique	State or Regional Agency	Local Jurisdiction
Local land use planning		X
Transportation plans, programs, projects	X	X
Education and outreach	X	X
Technical assistance	X	X
Financial incentives	X	X
Demonstration projects	X	X
State regulatory and permitting processes	X	
Implementation structure and funding	X	

Transportation Plans, Programs and Projects

- ▶ Long-range plan – goals, objectives, policies, and projects
- ▶ TIP project selection criteria
- ▶ Funding priorities
- ▶ Specific funded programs
- ▶ Project development and design policies and practices

Plan to Implement:

State & Local Roles

- ▶ A partnership between local governments and state DOT is essential

State's Role

- Manage statewide and regional mobility
- Allocate and manage state/federal transportation funds
- Maintain and improve transportation infrastructure

Municipality/County Role

- Manage local mobility
- Maintain the local circulation system
- Manage and control land use and development

Plan to Implement:

Actions for Municipalities/Counties

- ▶ Plan regionally, working with all levels of government
- ▶ Help control growth in vehicular trips
 - Encourage mixed use developments
 - Encourage transit-friendly development
- ▶ Promote alternative modes of transportation
 - Require sidewalks
 - Consider on and off street facilities for bicycles
 - Provide transit services

Plan to Implement:

Actions for Municipalities/Counties

- ▶ Expand roadway network connectivity
- ▶ Coordinate operational improvements
 - Consider access management ordinance
 - Maintain efficient signal system
 - Consider dedicated turn lanes
 - Minimize conflict points

Specific Funded Programs

- ▶ Dallas-Fort Worth – NCTCOG Sustainable Development Program
 - Catalyzes infill, TOD, other “sustainable” projects
- ▶ Albany, NY - Community and Transportation Linkage Planning Program
 - Funds planning studies for communities to implement regional transportation plan
- ▶ Massachusetts – State TOD Infrastructure and Housing Support Program
 - Funds pedestrian, bike, parking, housing within $\frac{1}{4}$ mile of transit

Elements for Success

- ▶ Implementation plan
- ▶ Implementation oversight structure
- ▶ Education and re-education
- ▶ Consensus-building
- ▶ Interagency agreements

Review

- ▶ List the **four** basic questions to address (steps) in a regional visioning process
- ▶ List at least **four** key stakeholder organizations or groups who should be included in developing the regional vision
- ▶ List **three** techniques for implementing a regional vision through transportation plans, programs, or projects
- ▶ List **three** other types of implementation techniques that State and regional agencies can apply to influence local land use planning