



Statewide Improvement of Land Use-Transportation Tools for Regional and Local Integrated Planning

Background: Several regional and local agencies in California use software “planning tools” to help develop and analyze “integrated” land use and transportation plans and programs. These tools, including GIS-based “visualization” software (such as SACOG’s *I-PLACES* and UC Davis’ *UPLAN*) are used during workshops and meetings to provide feedback to participants regarding potential impacts and benefits of various land use and transportation planning options or “scenarios”. After a set of scenarios has been identified, then a land use/transportation “post-processor” can be used with the available travel demand model to analyze and compare the scenarios being considered regarding selected performance metrics. *(These planning tools are not travel demand models, but are typically used with available travel models.)*

The use of planning tools such as these can significantly enhance public participation and decision-making processes by providing important feedback to stakeholders and decision-makers regarding the potential benefits and impacts of various land use and transportation choices. However, it is currently not possible for land use-sensitive planning tools to be accurately used throughout California because of a lack of accurate data on land use/transportation relationships in most parts of the state.

Objectives: This project will obtain and analyze detailed land use and travel survey data in eight representative areas of California. It will incorporate the results into improved planning tools for integrated land use/transportation planning. Specifically, it will develop and provide: 1) A publicly available smart-growth analysis module for use with available GIS planning tools (or by itself); 2) Improvements to the *I-PLACES* and *UPLAN* (GIS-based planning tools); 3) Development and demonstration of a smart-growth travel demand model “post-processor” spreadsheet in up to eight Counties; 3) testing, validation and calibration of the data and tools; 4) documentation and description of this study; 5) a Users’ guide for each tool; and; 6) technical support for staff of regional and local agencies participating in this study.

Outcomes: The data that this study will provide on land use/transportation relationships, as well as the improved planning tools that it will produce, can assist agencies comply with various State and Federal requirements, including SB 375. When completed, regional agencies (MPOs and RTPAs) - as well as cities and counties - throughout California will be able to use these improved tools in land use and transportation planning processes— including developing and analyzing Sustainable Communities Strategies required by State law (SB375) for MPOs. This will contribute to more effective and informed planning and more efficient land use and transportation systems with fewer impacts and greater benefits.

Who benefits? Transportation and land use stakeholders, regional planning agencies, counties, cities, transit agencies, air quality districts, environmental groups, developers, elected officials, and the public. This project helps support Caltrans programs and policies, such as: Context Sensitive Solutions, Smart Mobility Framework, Complete Streets, Regional Blueprint and regional transportation planning, Local Development-Intergovernmental Review (LD-IGR), Mass Transportation, Environmental, and others.

Who is implementing this project? SACOG staff provides overall project management. The two primary subcontractors, Fehr & Peers and UC Davis ULTRANS, are performing most of the data collection and analysis. Interested California practitioners are involved in this effort via Panel meetings. In addition, selected Academic experts provide detailed technical input regarding statistical analyses.

Cost/timeframe: \$1.152 million over a three-year period, starting September 2009.

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