



Long Range Transportation Plan Best Practices

Genesee County Metropolitan Planning Commission Literature Review for the 2035 LRTP Update



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Genesee County
"Shaping our Transportation Future Together"
2035 Long Range Transportation Plan



Literature Review Preparation



Worked through the LRTP Steering Committee

Committee Review of the 2030 LRTP

- ▶ Likes
- ▶ Dislikes
- ▶ New Ideas

Clear direction for staff



Sent a request to MDOT and FHWA to provide examples of LRTP Best Practices



Staff searched the internet for LRTP elements to satisfy committee expectations for the 2035 update



Literature Review Process



13 plans including the GCMPC Plan

Mid-American Regional Council

Mid-Ohio Regional Planning Commission

Chatham County-Savannah MPC

Volusia County MPO

Southwestern Pennsylvania Commission

Capital District Transportation Committee

Binghamton Metropolitan Transportation Study

Colorado DOT Statewide Transportation Plan

Hillsborough County

Charlotte County-Punta Gorda

SEMOG

GVMC

GCMPC



Literature Review Process



L RTP Components Reviewed

Structure

Content

Goals & Objectives

Public Participation

Project Development

Fiscal Constraint

Other



- ▶ All transportation staff reviewed all the plans and staff comments were summarized into one spreadsheet
- ▶ No single plan had all the answers
- ▶ Used specific elements from various plans



LRTP Components: Comprehensive Comparison

	Structure	Content	Goals & Objectives	Public Participation	Project Development	Fiscal Constraint
Mid-America Regional Council	<p>Thorough regional profile</p> <p>Separate exec. summary</p> <p>Very modern look, plenty of great graphics.</p>	<p>In depth plan to improve trans system. Each chapter based on different element of trans system. Provides action plan to improve each.</p>	<p>Similar to GCMA's. Does go further by identifying "policies" and methods to accomplish them</p>	<p>Very similar to GCMA's public participation procedures.</p>	<p>Prioritized work types developed through LRTP process and based on agreed upon priorities. Actual projects developed through TIP.</p>	<p>Financial constraint shown by project type, not funding category. "Funding priorities are established through committee, and funding percentages agreed upon. Built in 2-3 % inflation rate used.</p>
Mid-Ohio Regional Planning Commission	<p>Disorganized structure. 30-page lead in document refers to a multitude of technical appendices.</p>	<p>Doesn't feel like a "plan". More like an inventory of trans-related activities and info.</p> <p>Does contain 'Land and Development' section which uses pop and emp data w/ local planning and zoning documents to predict future development.</p>	<p>Similar to GCMA's. Does incorporate handy flow chart showing relationship between plan's goals and objectives and the SAFETEA-LU planning factors.</p>	<p>Very similar to GCMA's public participation procedures.</p>	<p>Very similar to GCMA's process for project development.</p>	<p>Fiscal constraint demonstration similar to GCMA plan.</p> <p>Section does provide extensive info regarding project cost estimation that could be valuable to local units</p>
Chatham County - Savannah Metropolitan Planning Commission	<p>Organized well, maintains a positive flow through the plan. Some technical data provided in appendices, however it is done in much more concise manner than Ohio plan.</p>	<p>Generally similar to that of GCMA plan.</p> <p>However, innovative section called "Transportation Amenities". Program attempts to document, preserve and enhance existing historic and scenic roadways. Also develops design guidelines, with suggested design and verbiage.</p>	<p>Similar to GCMA's. Does have a very clear statement of performance measures and how they are used to measure effectiveness of satisfying the objectives.</p>	<p>Very similar to GCMA's public participation procedures. Section utilizes a summary chart of all the comments which provides a nice snapshot of public concerns.</p>	<p>Costs are estimated by MPO staff. Then relative benefits are weighed against estimated costs to prioritize funding. Prioritized projects are included in plan and separated by project type.</p>	<p>Small summary tables are utilized and provide a clear picture of fiscal constraint.</p>
Volusia County Metropolitan Planning Organization	<p>The plan itself has a pretty basic structure dominated by text and charts. A separate executive summary offers a nice abridged glance at the plan. A good amount of technical data is included in the plan and also in appendices.</p>	<p>Similar to GCMA. Some aspects explained with much more detail. "Bicycle and Pedestrian" and "Public Transportation" are pulled out as own chapters. These modes are important and often obscured by road construction.</p>	<p>Similar to GCMA's. Does identify "objective mechanisms" that could be used to attain goals.</p>	<p>Very innovative 'strings and ribbons' game used to gain public interest and urge participation. Also an extensive website used solely for LRTP development process.</p>	<p>Project development uses a mixture of committee identified projects and results from strings and ribbons games to select projects.</p>	<p>Much less descriptive form of financial constraint than in GCMA. Revenues summarized for TIP years and then horizon years.</p>
Southwestern Pennsylvania Commission	<p>The structure of this plan is different than most in that it incorporates both an LRTP and an Economic Development strategy. This provides a nice mix, often weaving one into the other to adequately explain a concept.</p> <p>Also, there is at least one graphic on almost every single page of the plan.</p>	<p>Content in this plan goes much further than the rest due to incorporation of two plans. Especially interesting content can be found in sections 4 and 5 where an integration of transportation and land use is used to formulate different development strategies for the region.</p>	<p>SPC did not have a specific section for 'Goals and Objectives'. This portion of the plan is found at the end of section 8, and is expressed as 'aligning and "responding directly to the SAFETEA-LU planning factors.'</p>	<p>SPC employs a world of public participation techniques and technologies including open houses and workshops along with interactive kiosks, web surveys and live polling software</p>	<p>Project development is split into stages. First stage is developed through TIP process. Out years are compiled and selected by committee.</p>	<p>Fiscal constraint demonstration similar to GCMA plan.</p>
Capital District Transportation Committee	<p>Web-based plan structured around a 27 page summary document. Summary is supported by many web-based technical documents and white papers. Website navigation needed to organize info. Key sections often hard to find. Room for</p>	<p>Shows accomplishments and planned accomplishments of new plan, helps to show value and usefulness. Alternative development scenarios analyzed, showing links between land use and transportation. "Big Ticket Initiatives" listed allows communities to identify needs no matter costs. "Priority network" approach</p>	<p>Goals and objectives substituted by a 44-page document called strategies and actions. This feels like the foundation of the plan, not just general as in most LRTP's. Unfortunately no measurable criteria</p>	<p>Standard public and working group involvement techniques used. Six working groups were each given different aspects of the plan to work on.</p>	<p>Fiscal constraint is provided by assigning funding levels for 17 areas of programming such as preservation and non-motorized projects. Projects are developed through and reside</p>	<p>Similar to GCMA process. Project revenues using estimates provided by responsible agencies and grow by standard growth factor.</p>

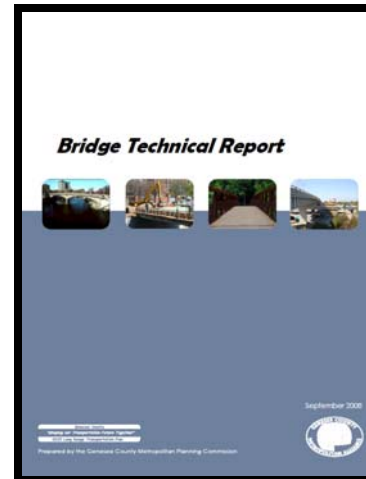
Public Participation Board



Branding

- ▶ Common Theme for LRTP related items

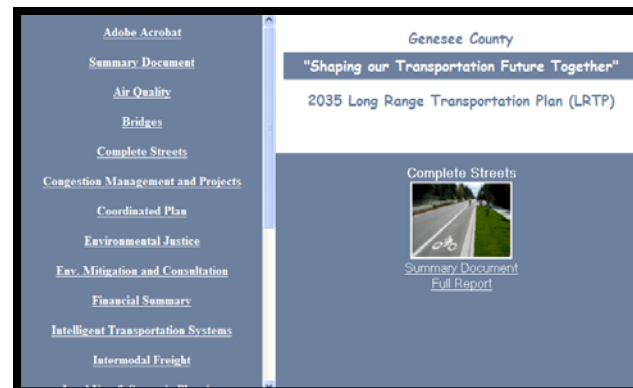
Technical Reports



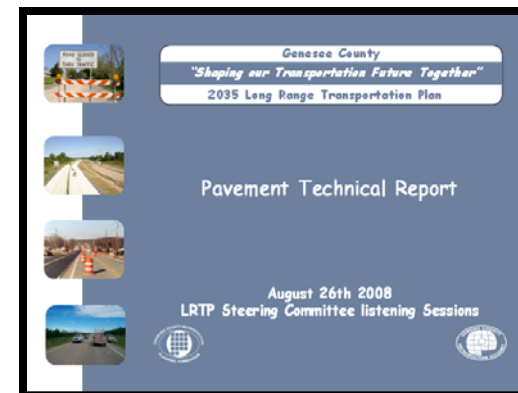
Summary



Website



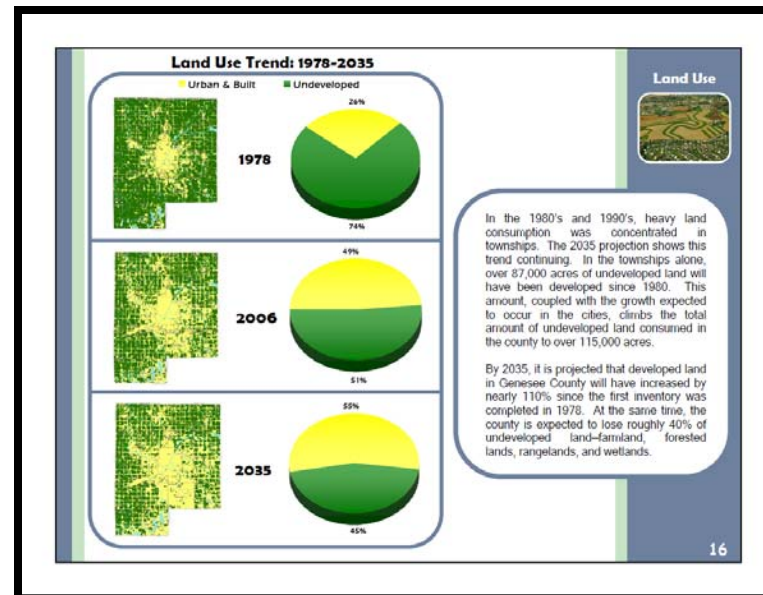
Presentations



Plan Format

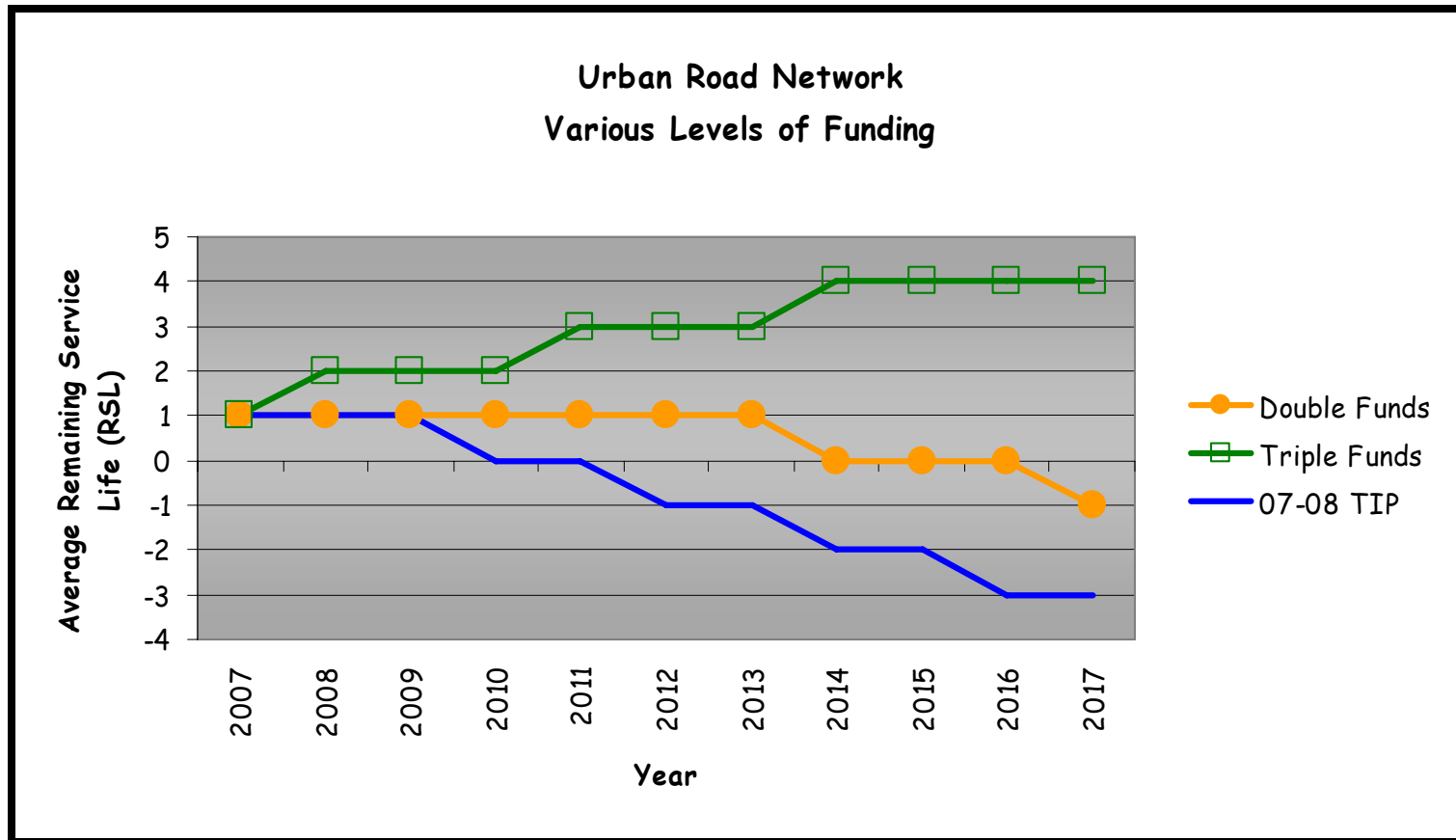
► Web based LRTP

► Summary Document with Supporting Technical Reports (Tech on CD)



Pavement Analysis

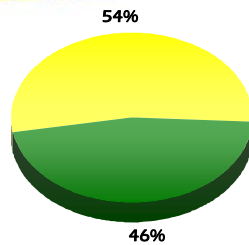
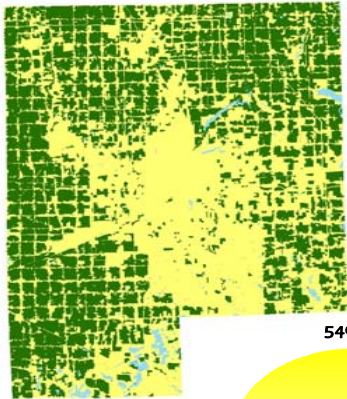
- ▶ Network Level Scenario Planning
- ▶ Able to Identify Funding Needed



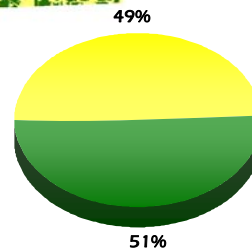
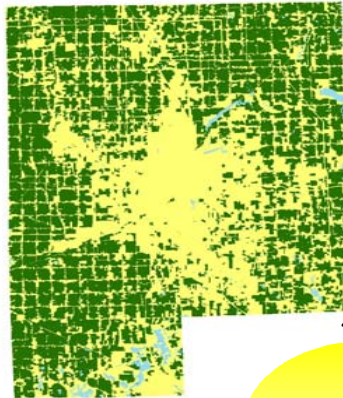
2035 Growth Scenarios

■ Urban & Built ■ Undeveloped

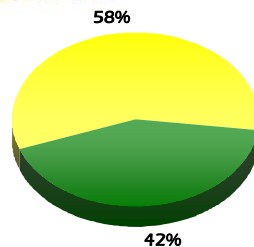
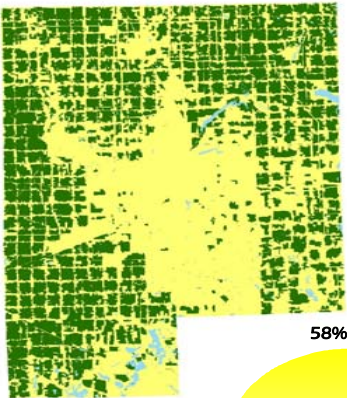
Status Quo Scenario



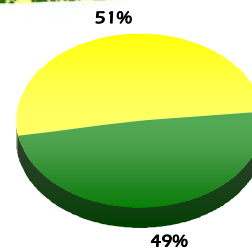
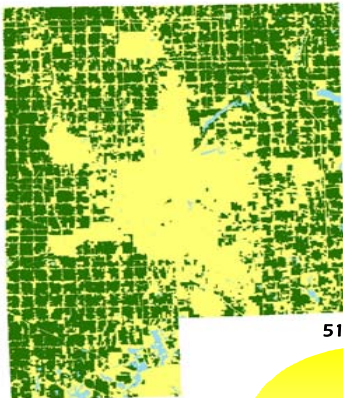
Urban Renewal Scenario



Hyper Growth Scenario



Planned Hyper Growth Scenario



Scenario Planning

- ▶ Looked at several examples
- ▶ Attended Training
- ▶ Many Methods
- ▶ Evaluated needs and resources
- ▶ Moved forward with a methodology that met our needs and resource limitations

Complete Streets 4 To 3 Lane Conversion Study

12th St

From: Grand Traverse

To: Miller

Number of Signals: 6

Driveways and Side Streets: Few

Land Use: School, Residential, Industrial

Left Turn Lane: Miller, Van Slyke, Grand Traverse

Speed Limit: 30-45

Width Inside Lane: 11

Width Outside Lane: 12

Total Width: 46

Bus Route: No

High ADT: 13585

Low ADT: 4090

2005-2007 Crash Data

Rear End Crashes: 40

Rear End Left Turn Crashes: 1

Head On Crashes: 5

Head On Left Turn Crashes: 38

Total 4-types of crashes: 84

Crashes per mile per year: 8.48

Time of Return on Re-stripping Safety Project: 0.32

Recommendations ***

This is a good candidate for a road diet. The street has a high crash rate and narrow lane widths. The ADT is low and capacity issues should not be a problem. Around the curve at S. Ballenger Hwy is an area with a lot of crashes, having the lanes reconfigured as a three lane with a center-turn lane will provide a buffer between the two directions of traffic and help with limiting head-on collisions. One head-on fatality has occurred on this road. Adding a bike lane on 12th Street/S Ballenger Hwy will provide a connection to the Grand Traverse Greenway Trail which crosses 12th St between Fenton Road and Grand Traverse and a connection to Southwestern Academy.



2005 Level of Service

As a 4 Lane: A

As a 3 Lane: A-B-C

2035 Level of Service

As a 4 Lane: A

As a 3 Lane: A-B-C



Complete Streets

► Road Diet Analysis and Recommendations

► Complete Streets Policy

Complete Streets Policies

Policy 1: Coverage Area

Complete Streets policies shall cover all roads in Genesee County that are part of the Federal Aid Road System.

Policy 2: Design Guidelines

All transportation improvements shall be constructed in accordance with prevailing ADA guidelines and AASHTO and existing MDOT standards.

Policy 3: Planning Documents

All Federal Aid Road Projects in the Genesee County Metropolitan Alliance Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) shall be evaluated according to the guiding principles of Complete Streets.

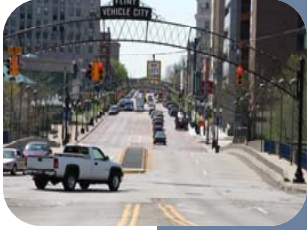


Photo courtesy of pedbikeimages.org

Policy 4: Maintenance

Maintenance agreements with clearly defined roles and responsibilities shall be established for any non-motorized facilities before the facilities are built.

Contact Information



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