Integration of Transit and Land Use into Regional Transportation Planning in the St. Louis Region

Best Practices: Coordination of Transit, Regional Transportation Planning and Land Use
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East-West Gateway Council of Governments (EWGCOG)

- Metropolitan Planning Organization (MPO)
  - created in 1965; bi-state compact
- 2 states; 8 counties; 200+ local governments
- Board of Directors
  - chief elected officials of cities and counties
- No regional land use planning authority
  - recognizes transportation - land use connection thru transportation planning process

Approach to Addressing Land Use/Transit Connection in Regional Planning

- Board of Directors decision-making
- Initiative for Metropolitan Communities & development of land use forecasting model
- Project prioritization & programming
  - Long Range Plan (LRTP)
  - Transportation Improvement Program (TIP)
- Corridor planning
  - Interagency planning unit
EWGCOG Board of Directors

- Regional transportation decision-making
- Board structure provides linkage between:
  - land use planning responsibilities of local governments, and
  - transit planning responsibilities of MPO and implementing agencies

Initiative for Metropolitan Communities
1999/2000

- Board-driven initiative
- Regional development focus
- Confirmed importance of land use and transportation connection
- Called for a blueprint to provide framework for major development decisions
Blueprint Model & LEAM

- Blueprint Model developed on Land Use Evolution and Impact Assessment Model (LEAM) platform
- Land use forecasting tool
- Illustrates land use and transportation linkages in region
- Captures causal mechanisms and impacts of land use change
- Will be used with travel demand forecasting model (TransEval) to assess transportation policies and investments
LRTP

Six focus areas/goals:

- Preservation
- Safety
- Congestion Mitigation
- Access to Opportunity
- Sustainable Development
- Goods Movement
LRTP Project Prioritization

- Project evaluation criteria include:
  - Access to Opportunity (multimodal accessibility)
    - transit intensity; # bus trips in project area
  - Sustainable Development
    - type of development served (urban/freestanding/non-urban); # of activity centers served
- Weighted less than Preservation, Safety, Congestion criteria

TIP Project Selection

- Local projects only; different process for state projects
- Project evaluation criteria vary with federal funding category
- Surface Transportation Program (STP) projects
  - Access to Opportunity – unemployment rate and zero car households; access for disadvantaged
  - Sustainable Development – compatible with adopted plans; ½ mi. of major activity center
TIP Project Selection (cont’d)

- **Enhancement projects**
  - proximity to activity centers; support economic development and revitalization; consistency with adopted plans
  - factors weighted more heavily than for STP projects
- **Congestion Mitigation & Air Quality (CMAQ) projects**
  - indirect factor – reduced emissions vs. federal dollars

Corridor Planning

- **Transportation Corridor Improvement Group (TCIG) - EWGCOG/Metro/Missouri Dep’t of Transportation**
- Manages all major transportation planning studies (transit & roadway)
- Studies use six LRTP focus areas as starting point for problem definition & goals
- Develop multimodal context-sensitive alternatives
Corridor Planning (cont’d)

- Alternatives evaluation criteria include:
  - Access to Opportunity
    - population, employment, zero car households, age, etc. within ½ mile of transit stations
  - Sustainable Development/Redevelopment
    - # of activity centers, redevelopment opportunities, reduced VMT

Summary and Assessment

- Integration of transit & and land use into regional planning is difficult task but not impossible
- Regional level: Expect future benefit from linking Blueprint Model to travel demand forecasting
- Project planning level: Some success through project prioritization/selection for LRTP & TIP
- Corridor planning level: Success through TCIG corridor planning approach
For more information:

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