



L RTP Citizen-Friendly Best Practices





Project Goal

To conduct a national scan of MPOs to identify “best practice” examples of citizen-friendly LRTPs

Key Principles



L RTPs should be ...

- ◆ **Developed with a clear vision**
- ◆ **Easy to Access via MPO Website**
- ◆ **Easy to Read/Understandable by the General Public**
- ◆ **Of a Reasonable Page-Length**
- ◆ **Sub-Divided into Meaningful Sections**
- ◆ **Free of Excess Information (Appendices)**
- ◆ **Inclusive of Graphical Methods for Presenting Content**

Methodology



- ◆ **Developed Database of MPOs (Population & Location)**
- ◆ **Reviewed LRTPs from Major Metropolitan Areas and Developed Key Observations**
- ◆ **Developed Criteria to Review LRTPs**
- ◆ **Coordinated with FHWA and MPOAC**
- ◆ **Conducted In-Depth Evaluation of Select LRTPs**

MPOs



- ◆ **National Database of MPOs (384)**
- ◆ **Divided MPOs into Three (3) Size Categories**
 - ◆ **Large > 1,000,000 people (50 MPOs)**
 - ◆ **Medium < 1,000,000 > 200,000 (149)**
 - ◆ **Small < 200,000 (185)**

Criteria



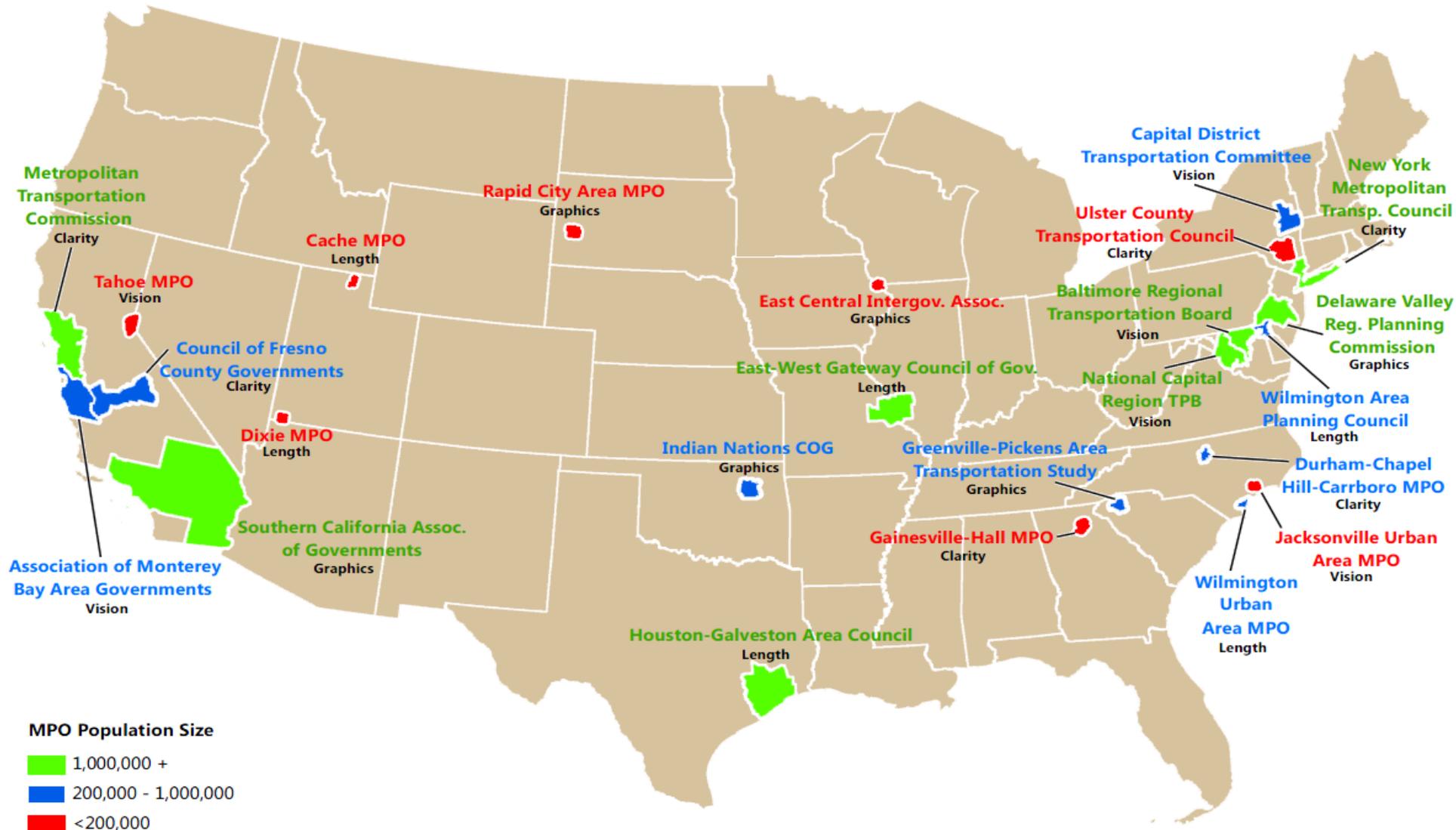
- ◆ **Developed Criteria to Assess LRTPs**
 - ◆ **Length**
 - ◆ **Clarity**
 - ◆ **Graphics**
 - ◆ **Vision**
- ◆ **Assessed on a Scale of 1 to 5**

L RTP Review



- ◆ **Initiated Cursory Review of 137 LRTPs**
 - ◆ **MPOs Randomly Selected**
 - ◆ **Located LRTPs on agency websites**
 - ◆ **Reviewed LRTP Contents & Executive Summaries**
 - ◆ **Briefly Reviewed Each LRTP Chapter**
 - ◆ **Skimmed for Graphics/Noteworthy Features**
 - ◆ **Assigned Values (Scale 1 to 5) for Each Criteria**
- ◆ **Selected LRTPs for Review**
- ◆ **Conducted In-Depth Review of 24 LRTPs**

MPOs Selected for LRTP Best Practice Review



MPO Population Size

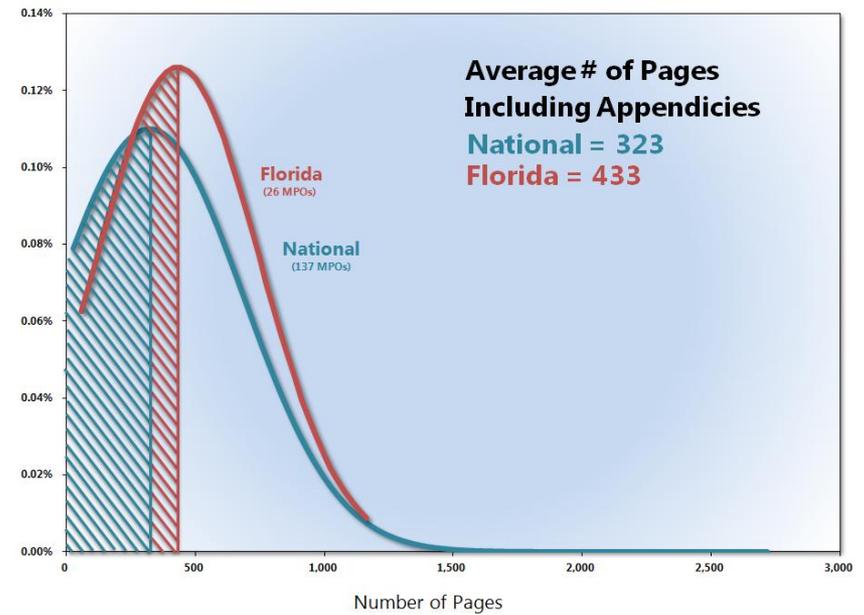
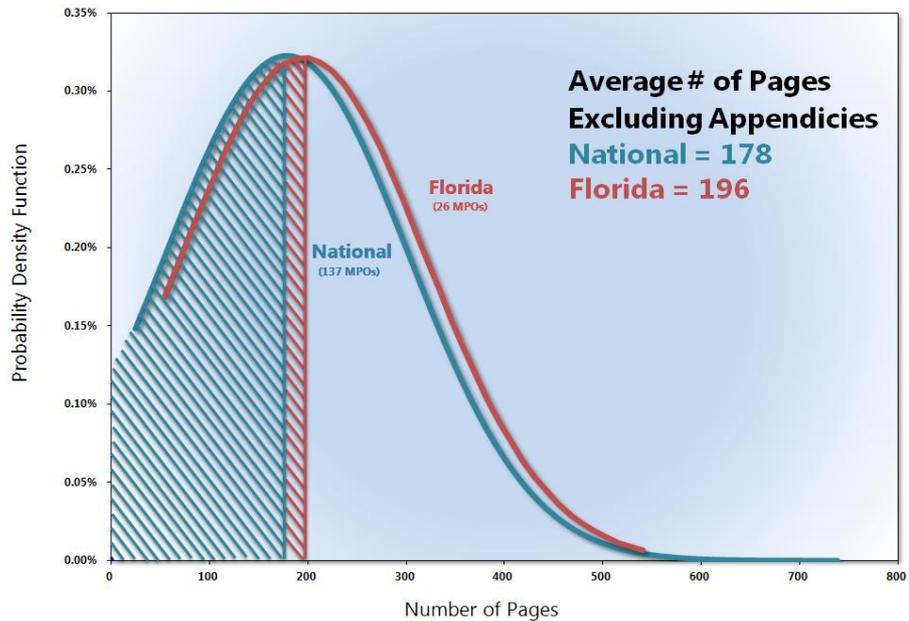
- 1,000,000 +
- 200,000 - 1,000,000
- <200,000

LRTPs were assessed based on four planning elements: Length, Vision, Graphics, and Clarity. Three LRTPs were selected from each Population Category as best practices examples of each of these elements as designated in this illustration.

Length



◆ Page Length Review of 137 Out-of-State LRTPs vs. Florida's 25 LRTPs



Length



- ◆ **Qualitative Sub Criteria**
 - ◆ **Inclusion of Essential Topics**
 - ◆ **Efficiency in Documentation**
 - ◆ **Use of Appendices**

Length



- ◆ **East-West Gateway Council of Governments | St. Louis, MI**

 - ◆ **35 Pages - Unified Appendix Report**



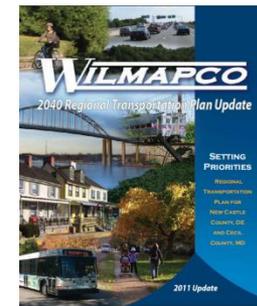
- ◆ **Houston-Galveston Area Council | Houston, TX**

 - ◆ **66 Pages - Simplicity in Presentation**



- ◆ **Wilmington Area Planning Council | Wilmington, DE**

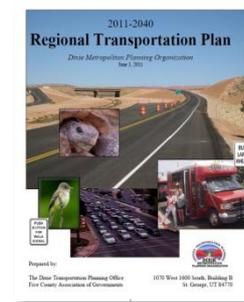
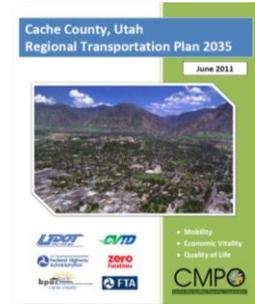
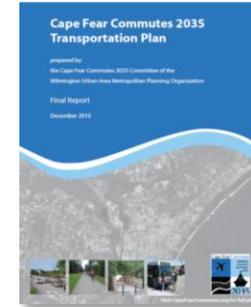
 - ◆ **29 Pages - Concise Language**



Length



- ◆ **Wilmington Urban Area MPO | Wilmington, NC**
 - ◆ **27 Pages - Structure & Appendices**
- ◆ **Cache MPO | Logan, UT**
 - ◆ **47 Pages - Compactness**
- ◆ **Dixie MPO | St. George, UT**
 - ◆ **40 Pages - Straightforward Information**



Clarity



- ◆ **Qualitative Sub Criteria**
 - ◆ **Nature of Language**
 - ◆ **Succession of Topics**
 - ◆ **Communication of Plan Elements**

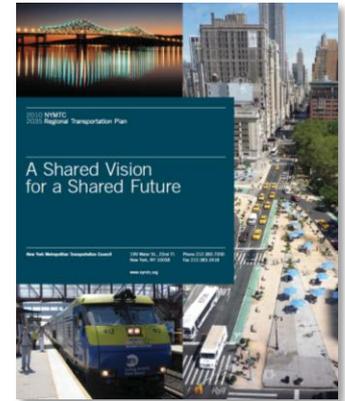
Clarity



◆ New York Metropolitan Transportation Council | New York City, NY

◆ Articulation of the Process

◆ Explanation of “Who,” “What,” “Where,” “Why,” and “How”



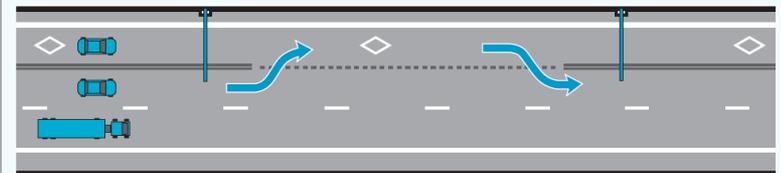
◆ Metropolitan Transportation Commission | Oakland, CA

◆ Educational Language

◆ Graphics, Text Boxes, Verbiage Explain Policies

How It Works

- Non-carpool drivers with a prepaid FasTrak® toll tag can choose to pay a toll and use the express lane.
- Transit vehicles, carpools, vanpools and motorcycles can use the express lane at no charge.



1. The express lane is separated by double yellow lines.
2. Electronic signs will display the current toll for solo drivers with FasTrak®. The toll will vary based on the level of congestion in the express lane and will be adjusted to maintain a minimum speed.
3. Signs and lane striping at access points will provide drivers safe entry and exit.
4. For non-carpool drivers who choose to use the express lane, an overhead antenna will read their FasTrak® toll tag and the correct toll will be automatically deducted from their prepaid FasTrak® account – no toll booths, no slowing. Express lane rules and use will be enforced by the California Highway Patrol using visual and electronic means.

Clarity



◆ Council of Fresno Governments | Fresno, CA

◆ Chronological Succession of Topics

- ◆ 1: San Joaquin Valley Regional Transportation Overview
- ◆ 2: Regional Setting, State, & Federal Issues
- ◆ 3: Policy Element
- ◆ 4: Needs Assessment & Action Element
- ◆ 5: Climate Change Element
- ◆ 6: Financial Element
- ◆ 7: Public Participation

◆ Durham-Chapel Hill-Carrboro MPO | Durham, NC

◆ Communication of Ideas

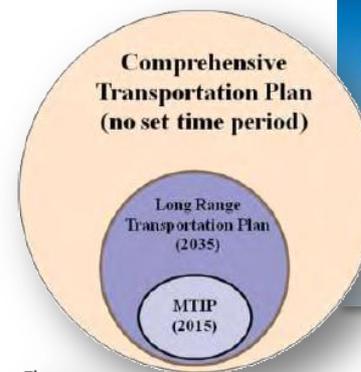
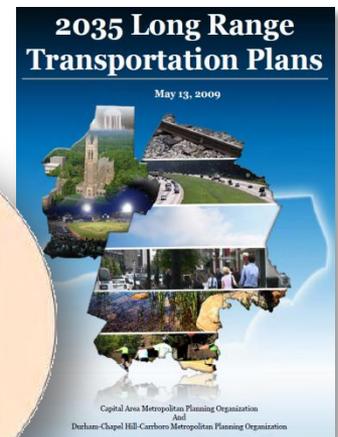
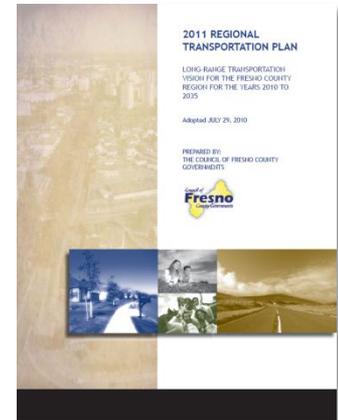
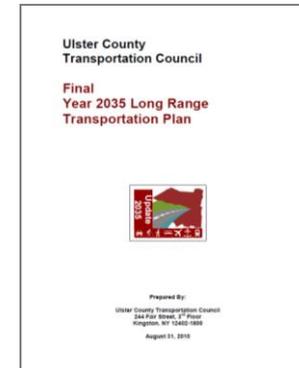


Figure 2.1

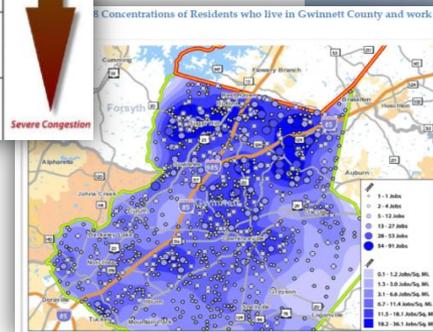
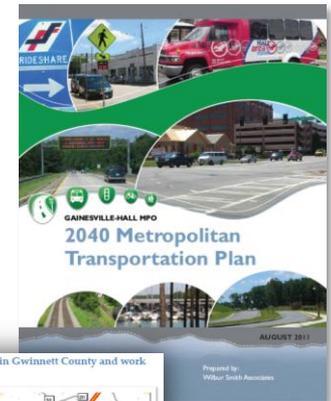
Clarity



- ◆ **Ulster County Transportation Council | Kingston, NY**
 - ◆ **Explanatory Text**
 - ◆ **Background on Every Issue**
- ◆ **Gainesville-Hall MPO | Gainesville, GA**
 - ◆ **Identification of Data Sources and Calculation of Impacts**
 - ◆ **Justification of Plan**



		Free Flow
A	Excellent Very low vehicle delays, free traffic flow, signal progression extremely favorable, most vehicles arrive during given signal phase.	
B	Good Good traffic flow, good signal progression, more vehicles stop and experience higher delays than for LOS A.	
C	Average Stable traffic flow, fair signal progression, significant number of vehicles stop at signals.	
D	Acceptable Noticeable traffic congestion, longer delays and unfavorable signal progression, many vehicles stop at signals.	
E	Congested Unstable traffic flow, poor signal progression, significant congestion, traffic near roadway capacity, frequent traffic signal cycle failures.	
F	Severely Congested Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds roadway capacity, stop-and-go conditions.	





Graphics

- ◆ **Qualitative Sub Criteria**
 - ◆ **Appearance of General Layout**
 - ◆ **Enhancement of Content**
 - ◆ **Effectiveness of Images and Illustrations**

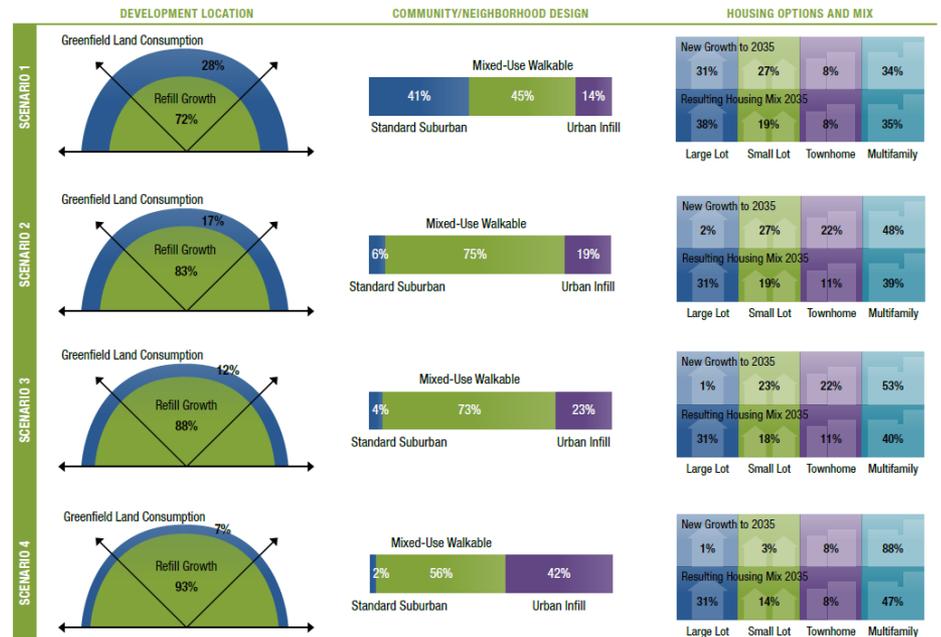
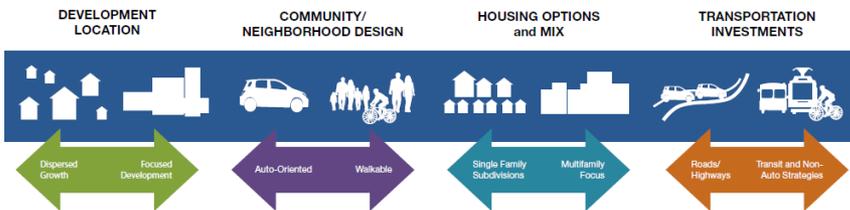
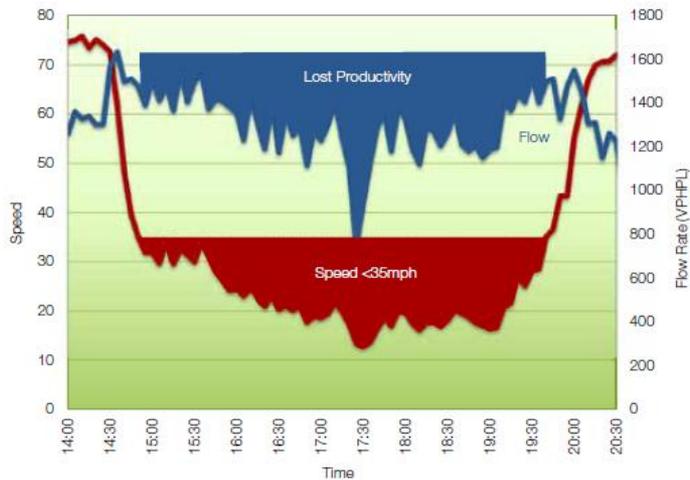


Graphics

◆ Southern California Association of Governments | Los Angeles, CA

◆ Story-Telling Graphics

Innovative graphics enhance text and provide visualization method that aid comprehension.





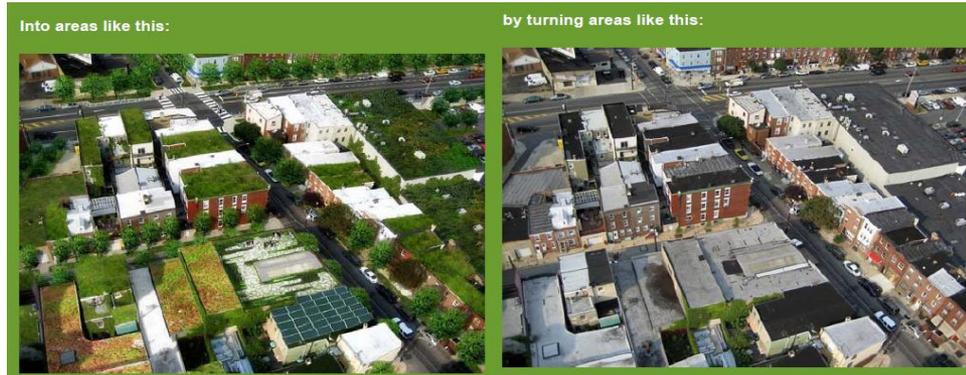
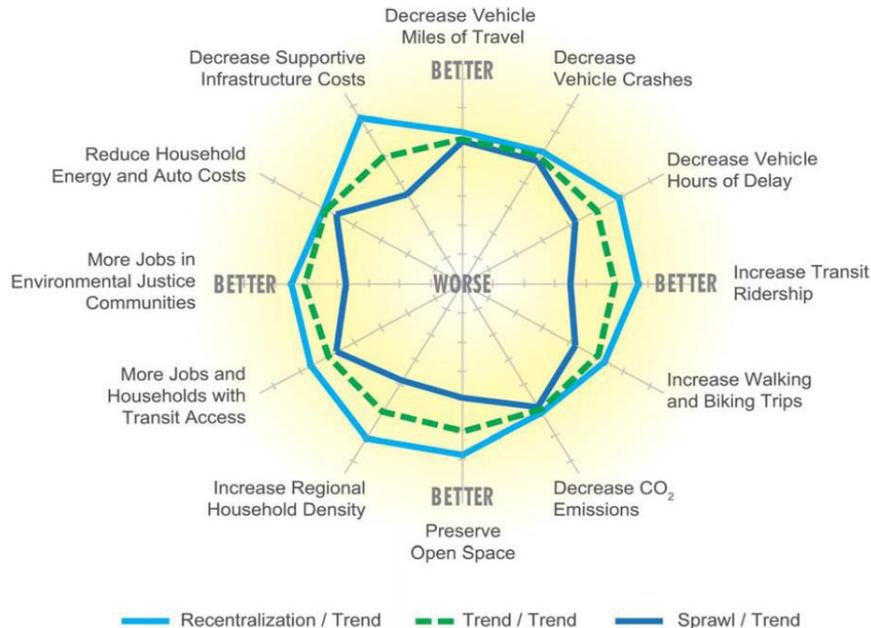
Graphics

◆ Delaware Valley Regional Planning Commission | Philadelphia, PA

◆ Innovative Illustrations

Use of graphics like a radar chart to create a scenario planning index and before and after images to illustrate the pros and cons of alternatives.

Scenario Comparison Index





Graphics

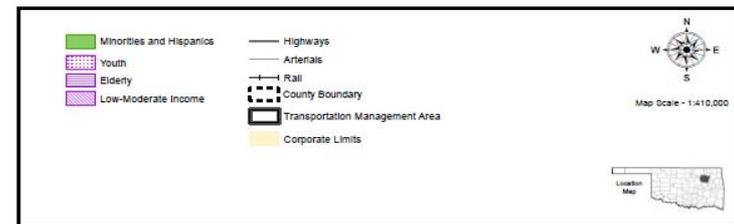
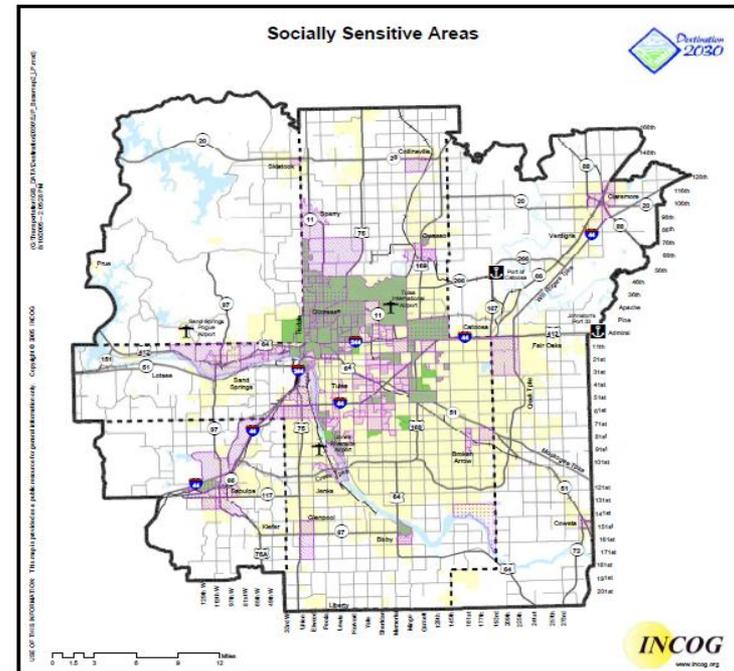
◆ Indian Nationals Council of Governments | Tulsa, OK

◆ Use of Mapping (27 Maps)

Incorporation of maps into the document body to provide spatial reference and effectively illustrate elements of the plan as they pertain to the regional transportation system.



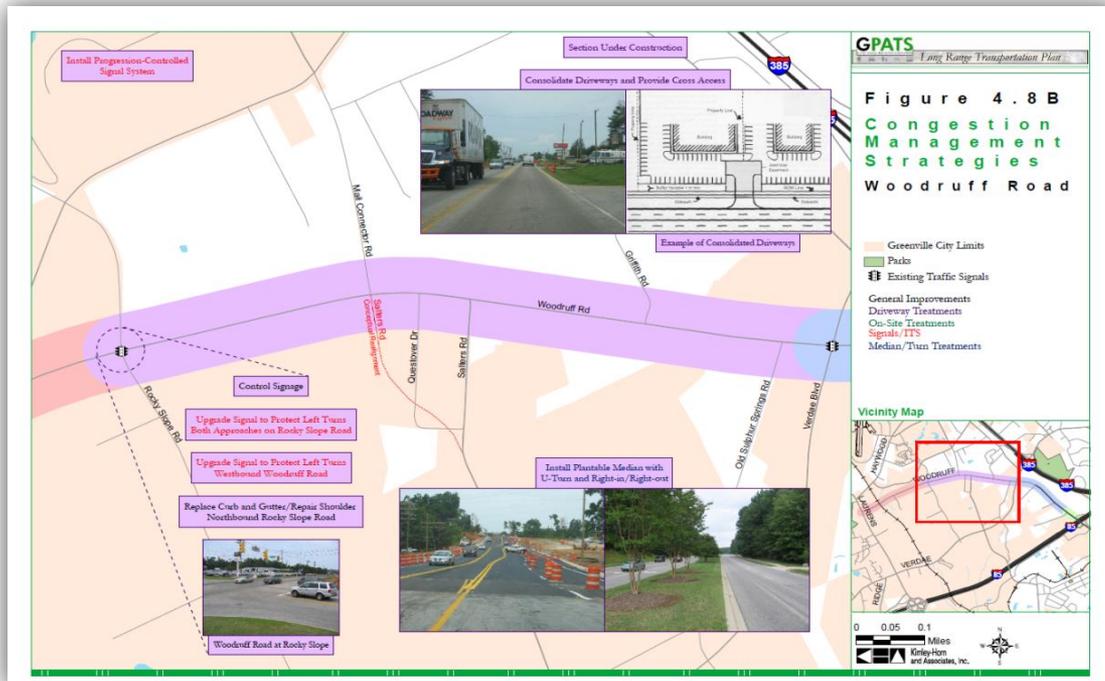
The McClellan-Kerr Arkansas River Navigation System - Image courtesy of the Army Corps of Engineers.



Graphics

◆ Greenville-Pickens Area Transportation Study | Greenville, SC

◆ Local Imagery

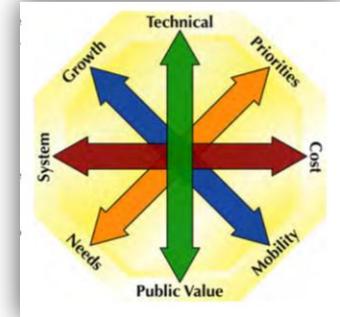


Local theme that stresses the significance of the regional plan and incorporates a variety of pictures that make the document both familiar and visually appealing.



Graphics

- ◆ Rapid City Area MPO | Rapid City, SD
- ◆ Data and Conceptual Presentation



Presentation of survey results is indicative of the significance of public input on plan development and provides a framework for the plan based on regional needs.

3. HOW WOULD YOU RATE THE FOLLOWING AREAS FOR BICYCLE SAFETY IN THE RAPID CITY AREA? (THE AVERAGE OF ALL RESPONSES IS SHOWN FOR EACH QUESTION.)





Graphics

◆ East Central Intergov. Association | Dubuque, IA

◆ Plan Visualization

US Highway 20

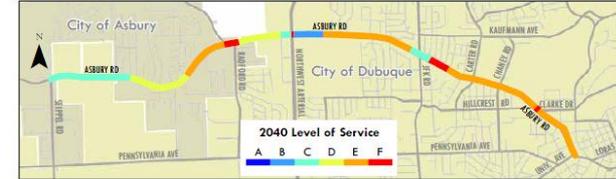
Reconstruction								
Project #	Road	From	To	Length in Miles	Number of Lanes	Cost per mile	Total Cost	Description of work
1	US 20	Peosta interchange	IA 32 NW Arterial	7.6	4		\$72,000,000	Thunder Hills rd interchange, relocation of westbound lanes in North Cascade rd and Swiss Valley rd Area, interchange at Swiss Valley rd, Seiple rd interchange, upgrade Old Hwy rd and IA 32/NW Arterial intersection
2	US 20	IA 23 NW Arterial	Devon Dr	2	4	\$	60,000,000	Full access controlled signalized arterial
3	US 20 Julian Dubuque Bridge Replacement				1		194,400,000	
Total							\$506,400,000	

Total Cost \$506,400,000



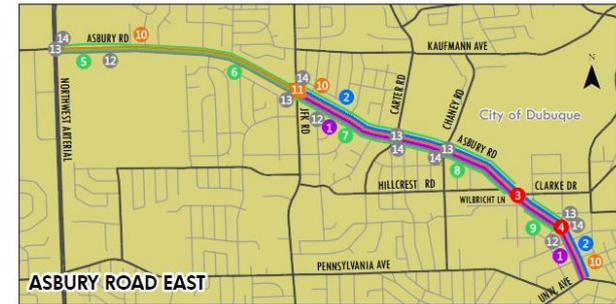
Individual corridor maps/tables allow for comparison across corridors and understanding of system needs on both a regional and corridor scale.

Asbury Road East



Project Elements

Numbers on map correspond with item numbers in the accompanying table





Vision

- ◆ **Qualitative Sub Criteria**
 - ◆ **Presentation of the Vision**
 - ◆ **Implications on the Planning Process**
 - ◆ **Inclusion of Regionally Significant Issues**



Vision

◆ National Capital Region Transportation Planning Board | Washington, DC

◆ Illustrating the Vision

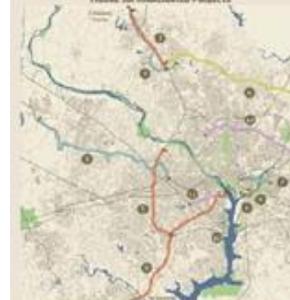
Upfront presentation of vision goals and use of a project timeline to illustrate historical realization of the vision.

THE VISION GOALS

1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
4. The Washington metropolitan region will use the best available technology to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
6. The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
7. The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will support options for international and inter-regional travel and commerce.

HIGHLIGHTED PROJECTS FROM 1999 THROUGH 2009

These are some of the large-scale regional projects that have been added to the CLRP over the past decade. The information presented here reflects project listings in the 2008 CLRP, adopted by the TPO on November 17, 2008. FIGURE 16. HIGHLIGHTED PROJECTS



1999

1 Dullies Corridor Rapid Transit



- Covers a 23.1-mile extension of the Metrolink system from Rockville to Fairfax County to Washington Dulles International Airport.
- Cost: \$5 billion
- Completion: 2004 and 2015

2006

4 DC Streetcar Initial Anacostia Segment



- Implement streetcars from First Starling Ave. and South Capitol St. to Howard Rd. and Martin Luther King Jr. Ave.
- Cost: \$10 million
- Completion: 2011

7 South Capitol Street Bridge



- Covers a 2.5-mile corridor, including four interchanges and two new drawbridges.
- Cost: \$422.5 million
- Completion: 2015

11 11th Street Bridge



- Upgrade of the existing 11th St. bridges and ramps, connecting the Anacostia and Southeast Freeways.
- Cost: \$45 million
- Completion: 2013

2003

6 Corridor Cities Trailway



- Covers a 14-mile corridor from Rockville to Carlsburg, and will be an HOT or HOV 3+.
- Cost: \$875 million
- Completion: 2004

2004

3 I-270/US 15 Corridor



- Widened I-270 from Shady Grove Metro Station to Riggs Road Rd., possibly including HOV 2 and HOV 3+ express toll lanes.
- Cost: \$3.4 billion
- Completion: 2010

2004

4 Intercounty Connector



- Construct a new 18-mile east-west highway in Montgomery and Prince George's Counties between I-270 and I-95/US 1.
- Cost: \$1.5 billion
- Completion: 2011

2005

5 Capital Beltway HOT Lanes



- Widened I-495 to 12 lanes with a HOT lanes for 15 miles from VA 193 connecting to I-95/US 295 at the Springfield interchange.
- Cost: \$1.4 billion
- Completion: 2013, 2010

2007

9 I-95/395 HOV/Bus/HOT Lanes



- Reconfigure the HOV lanes between Falls St. and Dumfries to include HOV lanes for 30 miles.
- Cost: \$850 million
- Completion: 2012, 2014

2008

10 Potomac Yards Transitway, Alexandria



- Buses will run on a combination of dedicated transitway and mixed traffic between Four Mile Run and the Braddock Road Metro Station.
- Cost: \$1.1 billion
- Completion: 2013

2008

12 Columbia Pike Streetcar



- From Skyline to Pentagon City Metro Station.
- Cost: \$125 million
- Completion: 2014

2009

13 Purple Line



- A 16-mile corridor from the Bethesda to New Carrollton Metro Stations.
- Cost: \$1.65 billion
- Completion: 2018



Vision

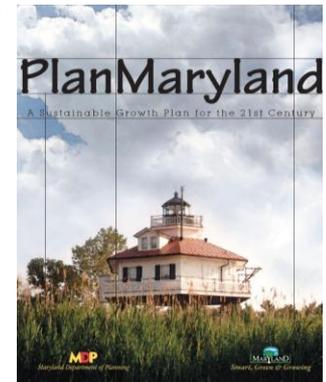
◆ Baltimore Regional Transportation Board | Baltimore, MD

◆ Building the Vision

Extensive explanation of regional vision development and how the long-range planning effort was built upon the vision to develop transportation system improvements directly related to each of the twelve regional visioning elements.

12 PLANNING VISIONS:

1. **Quality of Life and Sustainability:**
A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
2. **Public Participation:**
Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. **Growth Areas:**
Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. **Community Design:**
Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. **Infrastructure:**
Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. **Transportation:**
A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. **Housing:**
A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. **Economic Development:**
Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
9. **Environmental Protection:**
Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. **Resource Conservation:**
Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. **Stewardship:**
Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. **Implementation:**
Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.

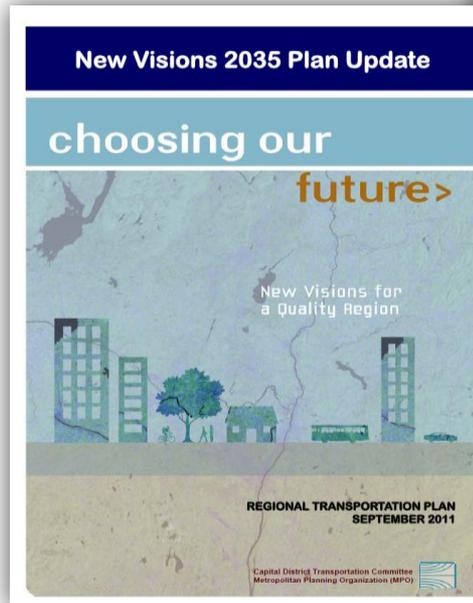




Vision

- ◆ Capital District Transportation Committee | Albany, NY
- ◆ Regionally Focusing the Vision

Integration of 'Issues that Affect Everyone' as a focal point for the plan- By identifying omnipresent issues, the plan creates universal programs for regional integration.



New Visions Addresses Issues That Affect Everyone

- Transportation Safety**
New Visions offers an integrated approach to reduce risk and enable safe access for everyone using the transportation system – especially bicyclists, pedestrians, children, and the elderly.
- Transit Service**
New Visions incorporates CDTA's Transit Development Plan, which will improve and grow a variety of transit services for the Capital District, increasing mobility and supporting economic development and smart regional growth. One example is CDTA's investment in the BusPlus system on the Route 5 corridor.
- Highways and Bridges**
New Visions makes a strong commitment to keeping the region's highway and bridge system in good condition, providing \$3.4 billion for highway rehabilitation, reconstruction, and design and \$1.8 billion in bridge maintenance, repair, and replacement by 2030.
- Traffic Congestion**
New Visions explores ways to manage congestion, by using incident and traffic information technology to ease daily commutes. The Plan also encourages support for more transit, pedestrian, and bicycle travel, which reduces vehicle traffic.
- Arterial Management**
New Visions endorses corridor transportation plans that call for a well-designed network of connected streets featuring pedestrian & bicycle treatments and transit access.
- Bicycle and Pedestrian Transportation**
New Visions encourages development that incorporates bicycle and pedestrian accommodations into highway construction as well as city, village, and town plans and provides for recreational opportunities through creation of bike/hike trails.
- Environmental Quality**
New Visions supports energy conservation and air quality in the region by advocating sustainable development patterns and site design, urban reinvestment, and community based land use planning, along with transit, bicycle, & pedestrian investments & strong participation in the Clean Cities program.
- Freight Movement**
New Visions advocates congestion management and infrastructure investments that will support the movement of goods throughout the Capital District.
- Economic Development**
New Visions articulates regional economic development needs and the transportation investment needed to support sustainable regional economic growth. All indications are that the region's quality assets are becoming apparent to decision makers outside the region. Affordable and diverse housing locations, good schools, colleges and universities, ease of mobility, modern air and rail transportation facilities, cultural and recreational opportunities and a clean environment appear to be significant criteria in location decisions of advanced technology firms and support Tech Valley and the region's economic development and business climate. CDTA will work with the Governor's Capital Region Economic Development Council to encourage regional efforts to build a strong, sustainable economy.
- Local Communities**
New Visions acknowledges the importance of land use & development. CDTA sponsors the Linkage Planning Program, which provides funding for cities, towns, & villages to prepare & implement community-based transportation & land use plans consistent with New Visions principles.
- Public Participation**
New Visions seeks public participation in the planning process. Collaborating in the development of the 2030 Plan were the Quality Region Task Force, five working groups, the Bicycle and Pedestrian Task Force, the Goods Movement Task Force, and the Finance Task Force as well as public involvement in over 70 Linkage Studies at the local level. CDTA continues to reach out for public involvement at the community and regional levels.
- Security**
New Visions follows the lead of NYS DOT and CDTA with security-related issues in transportation planning. CDTA provides a forum for operational discussions related to the safety and security of the Capital District transportation system.
- Big Ticket Initiatives**
The New Visions 2035 Plan reaffirms support for consideration of potential "big ticket" initiatives. These initiatives would be supported by higher growth scenarios, yet they could be pursued with trend growth as well. Funding is not identified, yet the plan puts forward the vision of bold investments that could be feasible if the public supports the vision and funding can be found.



Vision

◆ Assoc. of Monterey Bay Area Governments | Marina, CA

◆ Measuring the Vision

Presentation of model and statistical metrics related to the vision's elements expresses project planning using a common sense approach.

Region wide Transportation Performance Measures

In preparing this 2010 Monterey Bay MTP, AMBAG staff also prepared some regional traffic comparisons of present conditions and those expected in 2035 based on model forecast volumes and trip modes.

Table 19. SAFETEA-LU Goals & Monterey Bay Area Measures & Metrics

Goal	Measure	Metric
A. Economic Vitality	Productivity lost in congestion	Daily vehicle hours of delay
B. Access/Mobility Goods & People	Trips taken within the region	Total daily person trips
C. Consistency with plans	Various	Jobs/Housing balance, acres of land urbanized, size of commute shed
D. Enhance Modal Connectivity	Use of alternative modes	Modal split tables
E. Efficient Systems Management	System improving with rising demand	Average travel speeds
F. Preserve Existing System	Utilization of ITS, state of good repair	N/A
G. Increase Safety	Accident Rate	CHP statistics*
H. Increase Security	Crime and terrorism incidents	CHP statistics*

*California Highway Patrol does not produce accident, crime or terrorism forecasts through 2035. Instead, these indicators must be measured periodically through the comprehensive, continuing and coordinated planning process built into the ongoing update process of the MTP and related documents.

The Monterey Bay Area Transportation Vision for 2035

Increased Regional Mobility in 2035

The 2010 MTP addresses a transportation plan to 2035. Within this 25 year period, the projects and programmatic changes listed in the following pages will increase the overall mobility, safety, and security of people and goods within the region.

In 2035, the region's population will be both greater and older than it is today. Our challenge is to improve mobility for that changing population over the next 25 years.

Geography

The Monterey Bay metropolitan region consists of the Pajaro and Salinas River Valleys and adjacent coastal lowland and mountains surrounding and extending southerly from the Monterey Bay on the Central California coast. The total land area of the three-county (Monterey, San Benito and Santa Cruz) region is 5,157 square miles, or approximately 3.3 million acres.

The region's spectacular coastal sea bluffs, dunes, and river valleys, encircled by the Santa Cruz, Gabilan and Santa Lucia mountain ranges, with the Diablo range to the east, look out over the Monterey Bay. Most of the region is mountainous, with elevations reaching 5,862 ft. above sea level at Junipero Serra Peak in the Los Padres National Forest.

The region is among the world's most renowned for scenic beauty. Additionally, the Monterey Bay has been designated a national marine sanctuary while the Pajaro and Salinas River valleys contain a large share of the most fertile and productive agricultural soils in the nation.

Shared Regional Goals

The 2010 MTP seeks to achieve a coordinated and balanced regional transportation system, which includes mass transportation, highway, railroad, bicycle, pedestrian, goods movement, and aviation facilities and services.

In addition to a balanced and coordinated system, the regional goals seek to:

- Support Economic Vitality of the Monterey Bay Area, by enabling global competitiveness, productivity and efficiency
- Increase the Accessibility and Mobility of People and Goods
- Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns
- Enhance the Modal

Figure 1. The Monterey Bay Area



Integration and Connectivity of the Transportation System for People and Goods

- Promote Efficient System Management and Operation
- Preserve the Existing System
- Increase the Safety of the Transportation System for Motorized and Non-motorized Users, and
- Increase the Security of the Transportation System for Motorized and Non-motorized Users

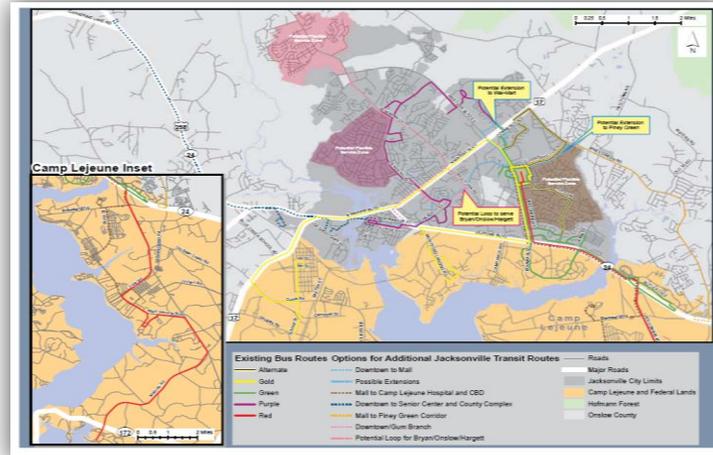


Vision

◆ Jacksonville Urban Area MPO | Jacksonville, NC

◆ Framing the Plan with the Vision

Introduction of visioning concepts related, explanation of their significance and implications on the plans, and reference to where further articulated in the document.





Vision

◆ Tahoe MPO | Stateline, CA/NV

◆ Implementing Goals and Policies for the Vision

CHAPTER 2: GOALS AND POLICIES

The Objectives, Goals and Policies presented will assist in guiding TMPO and TRPA (acting solely as the RTPA in California) policy and funding actions. These goals and policies have been developed through technical and public working groups and represent a comprehensive package that will result in attaining the regional transportation vision and desired conditions. The Goals and Policies presented represent the guidance of the Tahoe Regional Planning Compact, and federal and state of California transportation planning requirements.

Primary Objectives of the Regional Transportation Plan

- Fulfill the requirements of the Tahoe Regional Planning Compact (Public Law 96-551)
- Attain and maintain the Environmental Threshold Carrying Capacities, federal, state, and local transportation standards
- Design and invest in community mixed-mode facilities, providing walkable and transit-friendly opportunities
- Establish a safe, secure, efficient and integrated transportation system that reduces reliance on the private automobile, by investing in alternative modes that serve the basic transportation needs of the citizens of the Tahoe Region
- Support the economic vitality of the region by building and maintaining an efficient system allowing the movement of goods and people while minimizing adverse impacts on the environment
- Organizational structures and processes relevant to transportation and transit operations and governance shall be designed to facilitate the implementation of the Regional Transportation Plan, the goals of the Compact and the integration of the transportation system with land uses
- It is the goal of the Regional Transportation Plan to research, plan, and coordinate potential mitigation activities and funding sources with the Environmental Improvement Program (EIP)



The Compact

According to the Tahoe Regional Planning Compact (Public Law 96-551), the goal of transportation planning shall be to reduce dependency on the automobile, and to give preference to providing increases in capacity on the Region's transportation system through public transportation projects and programs. The Compact also requires a transportation plan for the region that provides for the integrated development of a regional transportation system.

Under the latest federal transportation bill, SAFETEA-LU, the TMPO "shall provide a continuous, cooperative, and comprehensive transportation planning process and provide for the consideration and implementation of projects, strategies and services that will address the following planning factors:"

- Support economic vitality of the area, especially enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

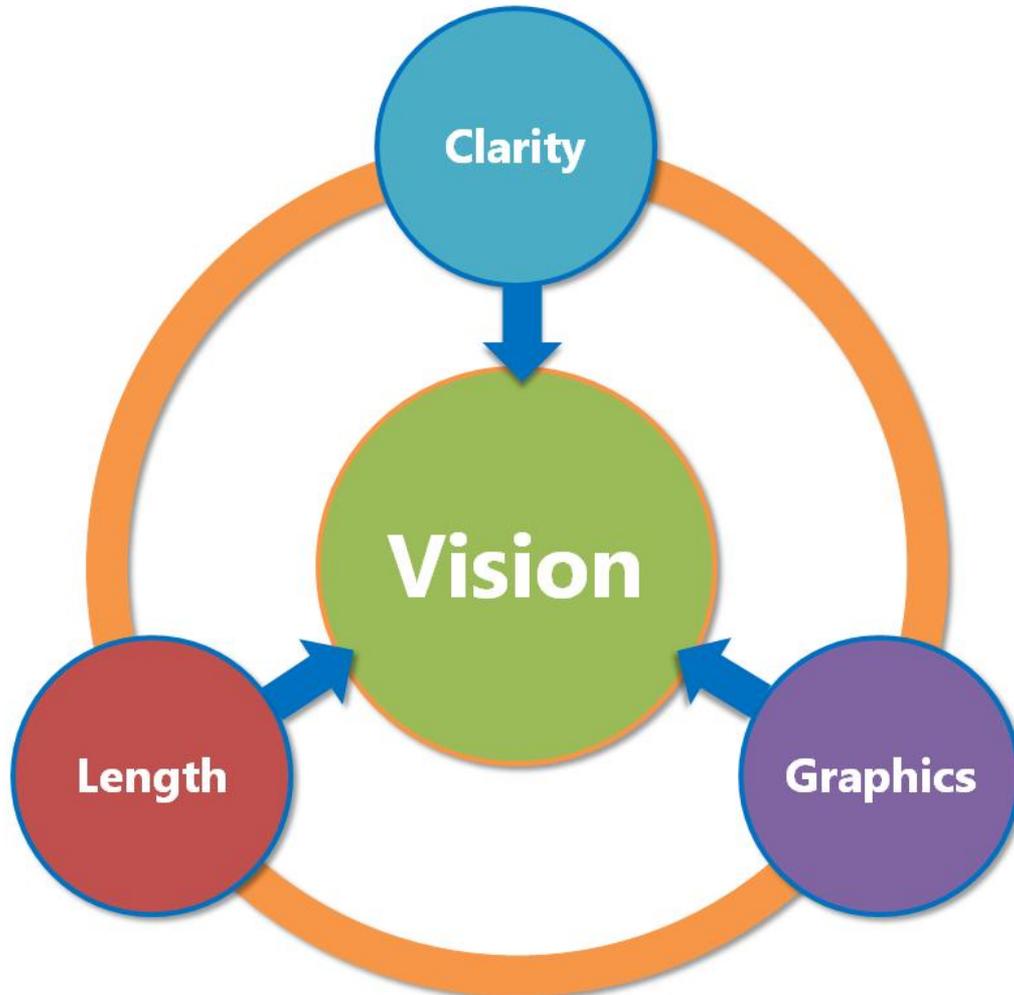
The LRTP creates a vision and outlines objectives and goals that quantify/qualify elements of the vision. Measurement of these goals and objectives is then used to develop policies to accomplish the regional vision.

Findings



Criteria	Agency	Distinguishing Factor	Pages
Length	East-West Gateway Council of Government	Unified Appendix Report	35
	Houston-Galveston Area Council	Simplicity in Presentation	66
	Wilmington Area Planning Council	Concise Language	29
	Wilmington Urban Area MPO	Structure and Appendices	27
	Cache MPO	Compactness	47
	Dixie MPO	Straightforward Information	40
Clarity	New York Metropolitan Transportation Council	Articulation of Process	232
	Metropolitan Transportation Commission	Educational Language	100
	Council of Fresno County Governments	Chronological Succession of Topics	419
	Durham-Chapel Hill-Carrboro MPO	Communication of Ideas	105
	Ulster County Transportation Council	Explanatory Text	196
	Gainesville-Hall MPO	Justification of Plan	203
Graphics	Southern California Association of Governments	Story-Telling Graphics	217
	Delaware Valley Regional Planning Commission	Innovative Illustrations	145
	Indian Nations COG	Use of Mapping	162
	Greenville-Pickens Area Transportation Study	Local Imagery	190
	Rapid City Area MPO	Data and Conceptual Presentation	193
	East Central Intergovernmental Association	Plan Visualization	184
Vision	National Capital Region Transportation Planning Board	Illustrating the Vision	88
	Baltimore Regional Transportation Board	Building the Vision	217
	Capital District Transportation Committee	Regionally Focusing the Vision	24
	Association of Monterey Bay Area Governments	Measuring the Vision	145
	Jacksonville Urban Area MPO	Framing the Plan with the Vision	93
	Tahoe MPO	Implementing Goals and Policies for the Vision	142

Implications



The importance of balance between clarity, length, and graphics to create a succinct, understandable, and attractive document that can relay the MPOs vision in a user-friendly manner

Implications



Unified Appendix Report
Simplicity in Presentation
Concise Language
Structure & Appendices
Compactness
Straightforward
Information

Articulation of Process
Informative Language
Communication of Ideas
Chronological Order of Topics
Explanatory Text
Justification of Plan

Story-Telling Graphics
Innovative Illustrations
Local Imagery
Use of Mapping
Data & Conceptual
Presentation
Plan Visualization



VISION

Illustrate
Build
Focus on Region
Measure
Frame the Plan
Implement Goals & Policies

VISION