

Modeling the Transportation – Land Use Connection

Work was recently completed to make an operational version of the TRANUS land use model for use in the Baltimore region. TRANUS is a cutting-edge land use/transportation “integrated” model. Responding to a request by federal administrators, MPOs around the country have explored the connection between land use and transportation in projecting the impact of new



growth on transportation facilities, and vice-versa. Planners will soon be able to test the future impact of proposed development like Digital Harbor on downtown development, transit use, and new employment. Once these initial proposals are complete, workshops will be held with local planners to build scenarios to test local policies and their potential impact.

Vision 2030 – Crafting a Vision

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- development, social equity, and government/public policy;
- a workshop to obtain input on the future of growth and land consumption considerations in the region;
 - formation of four thematic subcommittees to develop values and principles statements based on the items identified on a strengths and weaknesses list;
 - seventeen public meetings to receive comment on the values and principles statements, to evaluate four potential scenarios dealing with future growth, and to brainstorm on the question, “How can we make the Baltimore region a better place to live?”; and
 - assessment and use of 1,800 comments to craft a questionnaire for a survey of 1,200 households during the summer of 2002, aimed at providing verification that the ideas expressed during the public meeting and comment process were representative of public sentiment.

Travel Diaries Yield Data

A consultant team, retained through the “add-on” option of the National Household Transportation Survey, collected 3,446 Baltimore region household travel surveys. The comprehensive survey gathered demographic charac-

teristics, such as auto occupancy, income, and household type — believed to influence travel behavior. In addition, individuals recorded their transportation travel for a randomly-selected travel day. The data will be used in developing travel models to understand and project transportation choices into the future in order to plan for an adequate, integrated transportation system for the region.

Travel Model to GIS Interface Developed

A major component of the Regional Database/Geographic Information System (GIS) task is the interface between the regional travel demand model and the GIS. In FY 2002, this interface was strengthened by building a Master Network Database with a Network Editor that resides within the agency’s GIS. The new database, which is a repository that includes all travel model links for any future horizon year or potential modeling scenario, has yielded several benefits:

- the user can easily query year-specific or scenario-specific model networks for use in any given model run;
- the user can store, manage and edit multiple links and/or multiple networks in a true GIS environment; and
- all model results are displayed on the spatially accurate [Baltimore BaseMap](#).

Stakeholders Shape New Materials

Transportation planning best serves the public when the public is involved in the process. To ensure effective public involvement in the Baltimore region, the BRTB commissioned a consultant to review the regional long-range transportation planning process and develop materials to inform and engage the public. The consultant developed materials with a common theme, including a PowerPoint presentation, a table-top display, a general brochure, and a detailed citizen’s guide. Five focus groups commented on the materials. Their comments will be considered as the materials are finalized. The package of materials will set the stage for meetings with interested community groups and organizations, while providing clear, consistent information on the Baltimore metropolitan planning process.

