

LRTP/TDM Peer Community Comparison

TRAVEL DEMAND MODEL

	Fort Collins, CO (NFRMPO)	Lawrence, KS (LDCMPO)	Iowa City, IA (JCCoG)	Bloomington (BMCMPPO)
Model Type	4 step (trip generation, distribution, assignment, mode split)	3 step (trip generation, distribution, assignment)	3 step (trip generation, distribution, assignment)	3 step
Transit	Transit is modeled separately on separate network. Model is calibrated by transit surveys	No special modeling for transit	Use student reduction - in areas of high student concentrations, a higher percentage of population is assumed to use transit	No special modeling for transit
Bike/Ped	Bike/ped through Census and household surveys. These are taken off TAZ demand.	No special modeling for bike/ped	Use student reduction - in areas of high student concentrations, a higher percentage of population is assumed to walk, bike.	No special modeling for bike/ped
Freight	Used Global Insight Transearch Database (2004) to ID truck routes and accidents. Model used attractions and destinations for freight. Mostly policy directive	Not modeled	Not modeled - Use national Household Travel Survey	Not modeled
Land Use	5 categories (residential, retail, service, production, campus). Attractiveness of property (proximity to arterials, employment centers, & corporate boundaries) determined development potential of area.	3 categories (residential, retail employment, non-retail employment)	3 categories (residential, retail employment, non-retail employment)	3 categories (res, retail, non-retail employment)
Data Sources	2001 Local Household Travel Survey (13580 responses) & 2005 Follow-up (305 resp); Center for Business Economic Facts; State Demographer; Mobile 6.2 (air quality); Assessor's Data (to determine developable land); Quarterly Census of Employment and Wages; 2000 Census; ACS to validate;	National Household Travel Survey; 2000 Census; American Community Survey; Housing Permits; No supplemental surveys were conducted;	Census; National Household Travel Survey; population projections with assistance from local municipalities;	Census; Woods & Poole 2003 population projections; local comprehensive plans for land use

TRAVEL DEMAND MODEL (cont)

	Fort Collins, CO (NFRMPO)	Lawrence, KS (LDCMPO)	Iowa City, IA (JCCoG)	Bloomington (BMCMP)
Other Thoughts	Next model will address transit needs beyond MPO boundary. In order to model bike/ped would need to "build" a separate network. Some Transit Oriented Development scenarios considered	Plan acknowledges shortcomings in bike/ped/ transit modeling. Kansas City may assume modeling responsibilities in the future since they are adjacent urban area and better staffed.	Student reduction factor may be a cost effective way to get a more realistic mode split in the TDM around campus.	

PLAN DEVELOPMENT

	Fort Collins, CO (NFRMPO)	Lawrence, KS (LDCMPO)	Iowa City, IA (JCCoG)	Bloomington (BMCMP)
Project Selection	11 different scenarios were tested. "Regionally Significant Corridors" ID'ed as top priorities. Grouped into tiers of safety, congestion, accessibility, freight, and public opinion. 75% of funding was set aside for capacity adding projects along regionally significant corridors and 25% for all other projects.	Project selection relied heavily on the model. However, the model validated the already known issues. Model helped show how the network would operate if implemented. The Plan identifies a scoring matrix based on congestion relief, cost effectiveness, consistency with goals, and safety benefits (though this process wasn't really followed)	Used 4 different project lists representing 4 different scenarios to allow flexibility in implementation (though FHWA did not accept this methodology). Plans to implement an objective points-based system to analyze projects and develop a single list of projects.	Sought public input on transportation needs. Modeled 6 different alternatives (3 w/ I-69; 3 w/out). Alternative which relieved the most congestion was chosen as preferred alternative.
Public Participation	Online, mailings, workshops	Online, workshops	Roundtable w/ committee members, presentations to town councils and plan commissions. Public input will be sought once final draft is ready	Workshops held in Ellettsville and Bloomington to identify priorities for vision statement and areas of need for projects.
Other Thoughts	Regionally significant corridors approach allows flexibility in that specific improvements aren't ID'ed, just the roads in need of improvements.	Mention of regional commuter rail and livable communities in Plan	Adopted the philosophy that the model is not the only decision making tool for the LRTP.	Recent Certification Review provides direction from FHWA on possible improvements to LRTP.
Plan links:	http://www.nfrmpo.org/Resources/Documents/2035RegTrans.aspx	http://www.lawrenceks.org/pds/t2030	http://mpojc.org/what_we_do/lrm/mtp.html	http://bloomington.in.gov/documents/viewDocument.php?document_id=5547