

Summary of Technology Transfer Workshops Based on “A Regional Land Use-Transportation Decision Support Tool for Mississippi”

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With John Poros, a co-investigator, I presented two workshops based on STRIDE project 2012-003S, "A Regional Land Use-Transportation Decision Support Tool for Mississippi." The venues for the presentations were the biannual National Rural Transportation Conference and annual conference of the Alabama and Mississippi chapters of the American Planning Association. The 2016 National Rural Transportation Conference was held in June in Chattanooga, TN. The AL/MS APA conference was held in September Biloxi, MS.

We prepared different workshops, reflecting the different amounts of time allocated to each workshop by conference organizers: three hours at the National Rural Transportation Conference and one hour at the AL/MS APA conference. The combined audience in the workshops was about 80 persons.

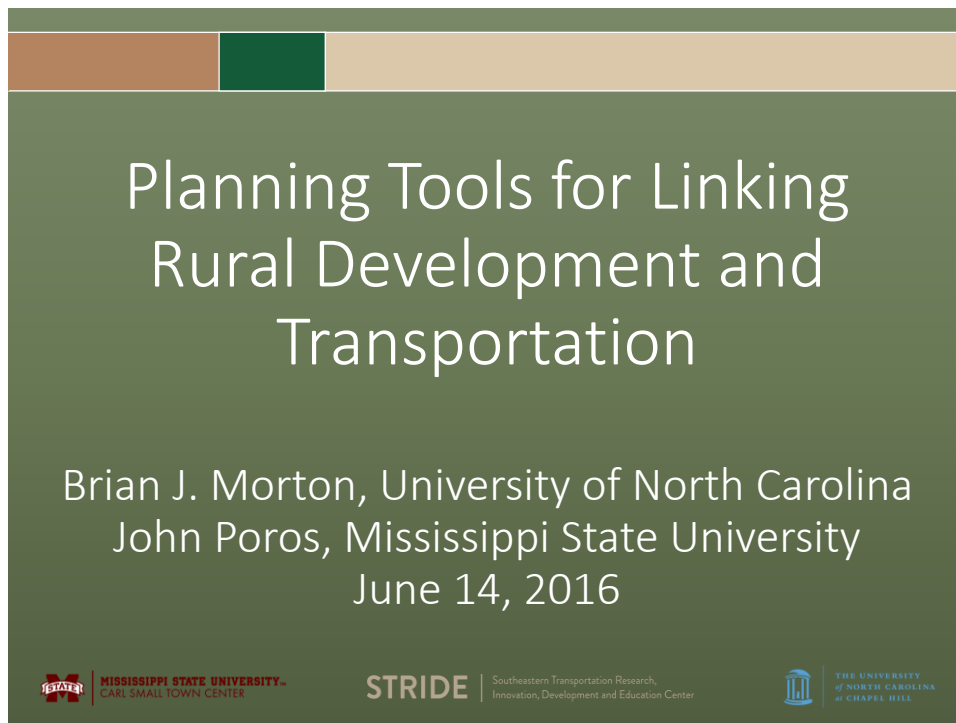
We selected those venues to ensure that the audiences would include practitioners engaged in transportation planning and economic development in small communities and rural areas, while also ensuring significant diversity in the audiences' home/practice locations, professional background, and organizational affiliation. The National Rural Transportation Conference attracts practitioners from all across the United States; the AL/MS APA conference attracts practitioners from Alabama and Mississippi. The National Rural Transportation Conference attracts staff working for regional transportation planning agencies; the AL/MS APA conference attracts city planning agency staff, architects, and planning consultants.

Both workshops had the same theme and learning objectives. The theme was: great towns and regions deserve planning tools that inspire the imagination on fine and broad scales. The theme alludes to the comprehensive and integrated approach that the project team employed when developing the decision-support tools: the CommunityViz-based build-out analyses are built-up from individual parcels and buildings; the before-and-after renderings of streetscapes show individual blocks, intersections, houses, and apartment buildings; and the TRANUS-based integrated land-use and travel-demand model is built-up from the census block groups and transportation network in a four-county study area. Our technology-transfer goal was to provide an introduction to a suite of quantitative and qualitative tools, developed for a specific but not unique small town and rural area, which help practitioners imagine an area's future

economy, land uses, streetscapes, and transportation system, and rigorously compare the performance of different development scenarios.

At the time of preparation of this report, only the slides for the workshop presented at the 2016 National Rural Transportation Conference have been posted online:

<https://www.nado.org/planning-tools-for-linking-rural-development-and-transportation/>. The final versions of the workshops' PowerPoint presentations appear below, as embedded objects. Double-clicking a presentation launches a slide show.





Planning Tools for Linking Rural Development and Transportation

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