

## CHAPTER VIII: TRANSPORTATION AND LAND USE CONNECTION

A critically important consideration in the development of the Joint Henry County/Cities Comprehensive Transportation Plan was the linkage between transportation systems and land use and development. This linkage is crucial to planning and implementing a transportation system that efficiently and safely serves the wide range of activities and land uses present in Henry County. While some activities are more appropriate and desired in low-density and low-intensity areas, such as traditional neighborhoods, parks and recreation areas, and agricultural areas; some activities occur in higher density areas, such as town centers, large-scale retail centers, office parks, arenas and sports venues, and other activities that make communities attractive and vibrant. Some land uses fall in the middle of that range.

The transportation system in Henry County and its Cities must adequately serve all of these areas, both now and into the future. As land development decisions are made in Henry County, consideration of the appropriate type and extent of transportation improvements must be considered as well. Conversely, as transportation project decisions are made, especially in areas with relatively little access currently, the land use impacts of the additional accessibility must be accounted for.

As part of the Community Visioning phase of the project in early 2006, numerous public workshops, presentations to community groups, and technical team meetings between the Transportation Plan and Comprehensive Plan teams were held to exchange information and gather input on how residential and local officials viewed the vision of Henry County to the year 2030. This involved a series of presentations and voting exercises to obtain useful input which could be incorporated into the plans by the project teams. Figure VIII - 1 illustrates how the Transportation Analysis Methodology incorporated the County and Cities land use and transportation visions to create the CTP.

### Hybrid Scenario

To start the public discussion of what citizens and stakeholders believed the future vision of Henry County and its Cities should be, a set of five (5) initial land use concepts were defined, described, and analyzed. These concepts were grounded in the opinions expressed by local officials, stakeholders, and citizens throughout the public outreach process. These concepts expressed five “alternative futures” that could theoretically materialize in Henry County. These concepts were then transformed into technical scenarios which were modeled using the refined ARC travel demand model and evaluated in terms of transportation system performance and other established CTP goals and objectives related to quality growth and environmental protection.

After the base transportation system was evaluated under the five land use concepts, the planning team developed a draft set of critical transportation needs, defined as corridors that will be critical to mobility in the County, under the range of future development patterns. Concurrently, a “Hybrid” Land Use Scenario was developed by the Comprehensive Plan Team. These concepts formed the basis of the transportation system definition, priorities, and projects that became the CTP. Figure VIII - 3 presents the Hybrid Land Use Plan and Figure VIII - 2 illustrates the roadway corridors critical to future mobility in Henry County. The formulation of the hybrid scenario enabled both the CTP and Comprehensive Plan teams to work with identical transportation and land use and development assumptions and data.

### Coordinated Transportation and Land Use Strategies

In Chapter XII, a set of public policies and other actions has been identified to strengthen the linkage between land use and development considerations and the planning and development of cost-effective, efficient, environmentally-friendly transportation alternatives. These strategies are provided from the standpoints of improving multimodal mobility as well as creating appropriate land use and development types and configurations that can be well served by transportation systems. The strategies should help Henry County and the Cities encourage quality development in their jurisdictions. These mobility and land use strategies can be applied to all of the areas of the County, as appropriate.



While many planning professionals understand the importance of the transportation-land use connection, this relationship is not always understood by the public, community stakeholders, and elected officials. Going forward, County and City officials and staff members who understand this important relationship should help educate citizens and stakeholders about the importance of coordinated planning and help local officials factor these considerations into their decisions.

Figure VIII - 1: Transportation Analysis Methodology

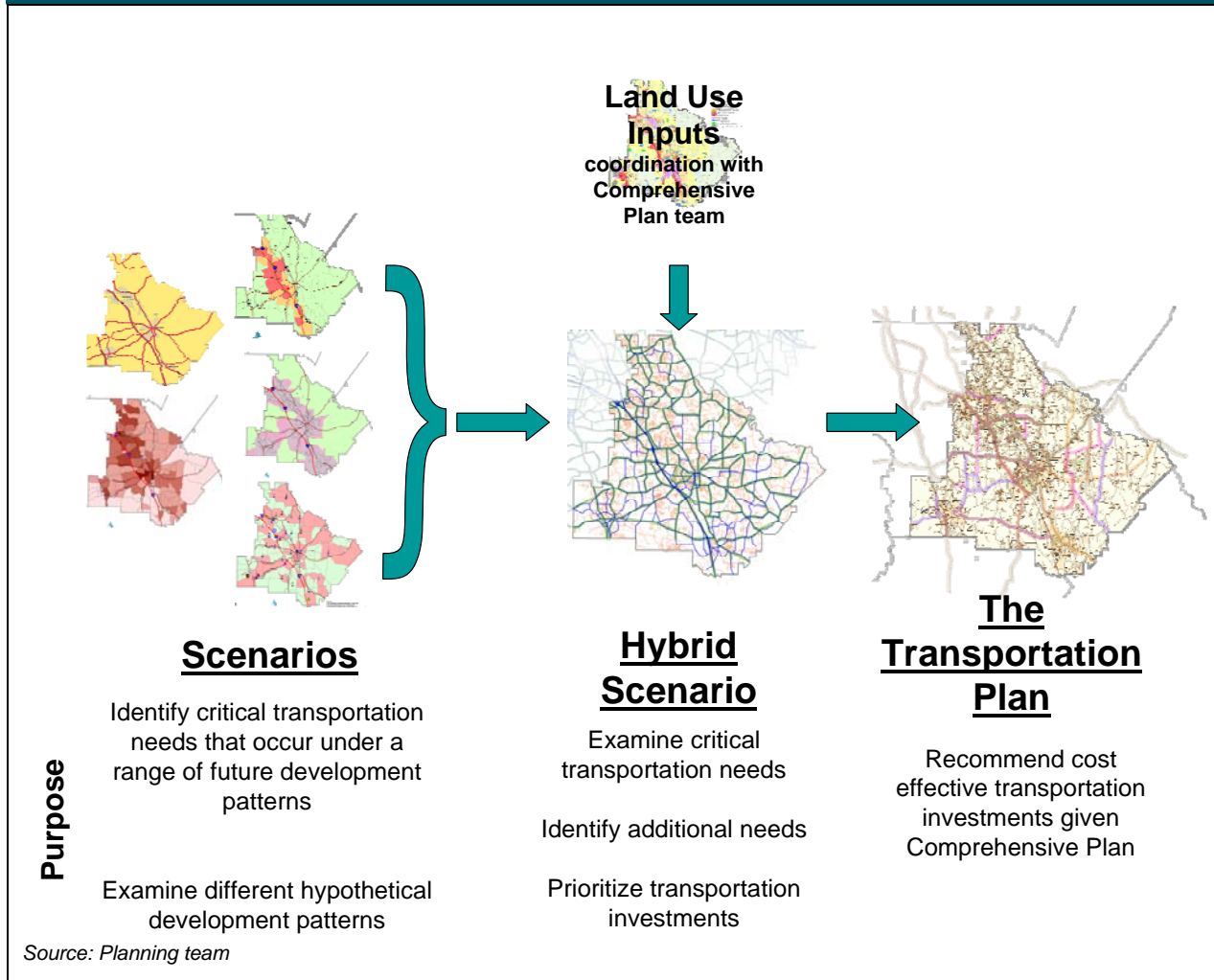


Figure VIII - 2: Critical Corridors for Future Mobility in Henry County

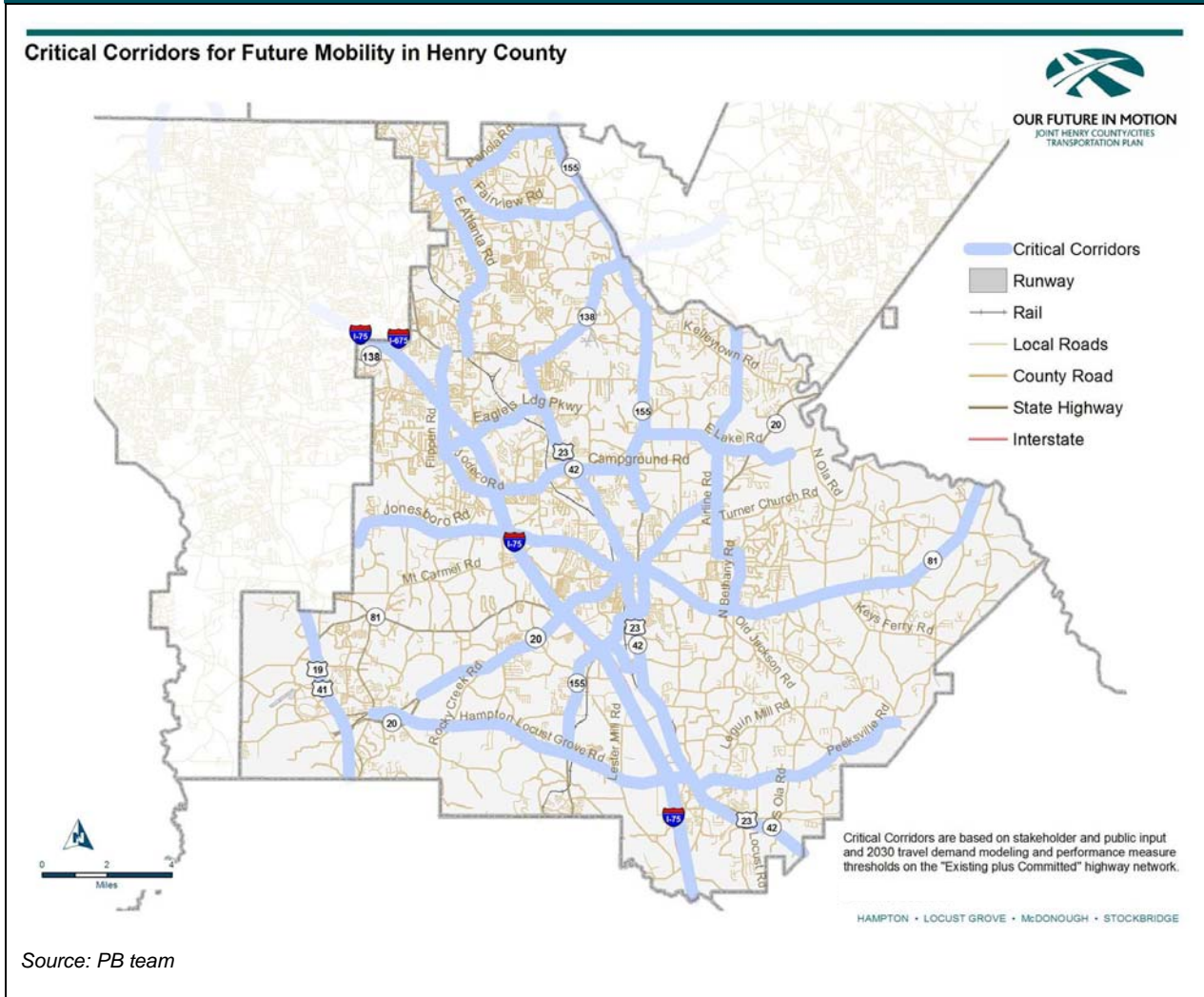


Figure VIII - 3: Hybrid Land Use and Development Plan

