

Small Regions Tool Factsheet

Overview

The Small Regions Tool is used to estimate the number of vehicle trips or vehicle miles travelled (VMT) for an entire region. This tool was built using recent travel survey and land use data and is designed for smaller, more rural regions. The tool can be linked to existing planning tools commonly used in California including UPLAN, which was used to develop the Lake County Blueprint, and conventional travel models.

The Small Regions Tool can enhance the following efforts:

- Quantifying reductions in vehicle use due to area-wide land use changes
- General and Specific smart-growth planning efforts

The tool uses various built environment variables as inputs and can measure the vehicle trip and VMT impacts of different land use scenarios for the region or county. It can also be used for developing and assessing long-term growth plans.

Tool Development

The Small Regions Tool was developed by Fehr & Peers through a statewide study using the latest and most relevant research on land use/transportation planning in California. The tool incorporates Smart Growth (or “D”) characteristics of the region. Input variables include:

- Density
- Diversity (mix) of land uses
- Design/connectivity for pedestrians
- Destination accessibility
- Distance to rail transit
- Demographics

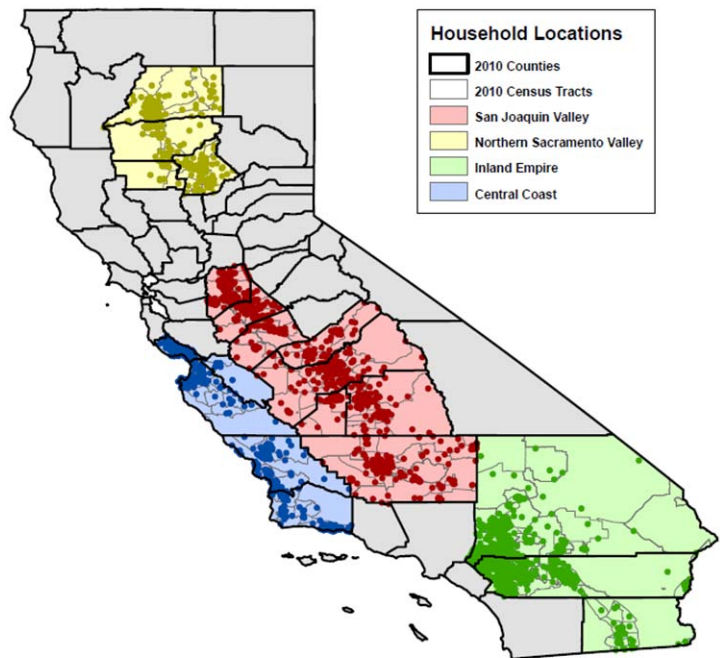
Data Sources

The tool was built using the latest National Household Travel Survey data and land use/built environment data from four, primarily rural, geographic regions: California’s Central Coast, Inland Empire, Northern Sacramento Valley, and San Joaquin Valley, as shown in the figure to the right.

Ds Analysis Modules

Users may choose between two analysis modules: a *two-step module* and a *three-step module*. Each is a sequential module which captures the built environment’s effects on travel and estimates household VMT. While the data needs of the *three-step module* are significantly greater than for the *two-step module*. An advantage of the *three-step module* is that it is applicable to non-residential sites.

Survey Household Locations by Census Tract
2009 National Household Travel Survey



Note: One dot represents one household. Dot placement is random using 2010 Census Tract-level data.