

An Organic, Holistic Approach to Land Use and Transportation Planning

May 2007

Summary of Key CDTC Elements

- Supportive Culture
- Culture of Innovation - Organic
- Comprehensive Agenda - Holistic
- Respect
- Access
- Authority and Influence
- Clear connectivity
 - LRP – TIP – UPWP
 - Local Planning – MPO Priorities
 - Transportation – Everything else

A workable approach.

- 1. Embrace a principled, **holistic** view of transportation in its broader context.
- 2. Ensure **integration** of transportation, land use, economic development and environmental plans.
- 3. Make a strong **connection** between plans and implementation programs.
- 4. **Implement and refine** in an organic manner.

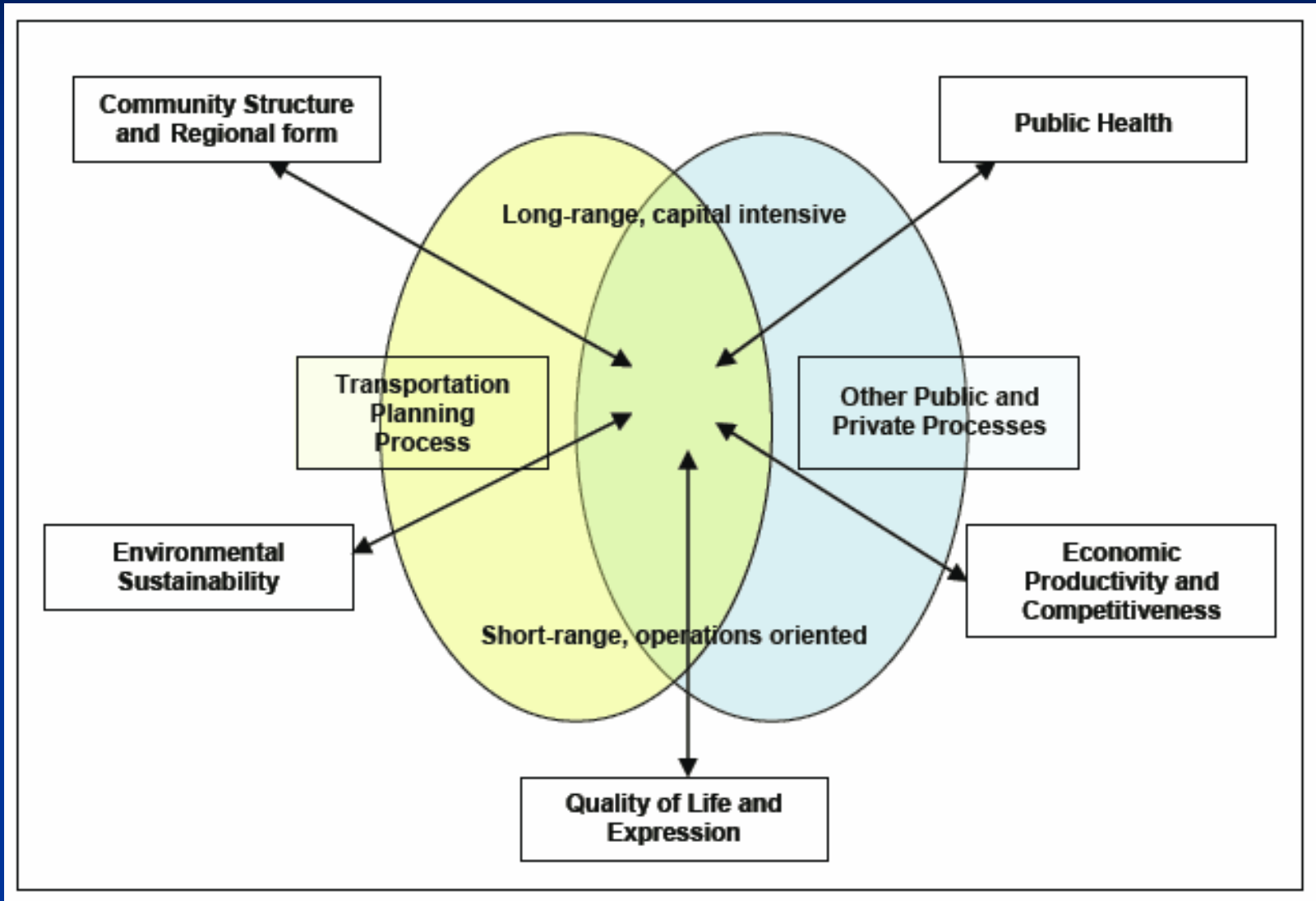
Allowed by federal and
state laws?



"Never, ever, think outside the box."

It's actually what the
laws require.

Holistic View



Holism in New Visions

- 25 adopted principles
- Strategies and actions
- Comprehensive budget
 - 17 categories from bridge maintenance to land use planning
 - Covers all funding sources at all levels
 - Steady progress policy

CDTC's New Visions Principles

- System Preservation First
- Technology, Operations and Demand Management
- Jurisdiction Blind
- Plan and Build for All Modes
- Transportation *and* Land Use
- Fiscal Realism
- Steady Progress with Balanced Implementation

Maintaining the health and improving the efficiency of the existing freight facilities in the region through public/private partnerships is a high priority.

Funding will be based on function and condition, not ownership

Cost-effective operational actions are preferable to physical highway capacity expansions.

Management of demand is preferable to accommodating single-occupant vehicle demand growth.

Transit facilities and services can be an essential element of the social, economic and cultural fabric of a metropolitan region if supportive policies and investments are in place.

PLANNING & INVESTMENT PRINCIPLES

in CDTC's *New Visions for Capital District Transportation* plan
reflect these:

Major capital projects must have a plan for operating budgets for the life of the project.

Incident management is essential to effective congestion management.

Land use planning and management is critical to the protection of transportation system investment.

Managing traffic flows on the Capital District expressway and arterial system is critical for both economic and social reasons.

2) Funding for appropriate repair and renewal will be based on the function and condition of the facility -- not ownership.

travel is a socially desirable approach to transportation system.

settlement patterns, in the Capital District: ment, air quality

mode to reduce

- to provide essential mobility for those who do not operate a private vehicle.

- The region is a collection of communities that work together and that possess a livable, community scale.

- The region is multi-centered with the most intensive suburban development in the center of the region rather than at the fringe. Such each other for jobs, housing

- Traditional transit corridors

- The region's modest growth affords the time and land policies that encourage region's objectives.

The region is endowed with abundance of open space tourism attractions.

Enc 19)

- 20) Design of street layout and location of complementary uses can create a pedestrian-friendly environment and provide increased accessibility without compromising

Link Transportation

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nodes, including air, water, freight, intercity and pedestrian and bicycle.

le/pedestrian-related improvements will be considered from the perspective of developing a system -- not just based on whether a particular facility is currently used.

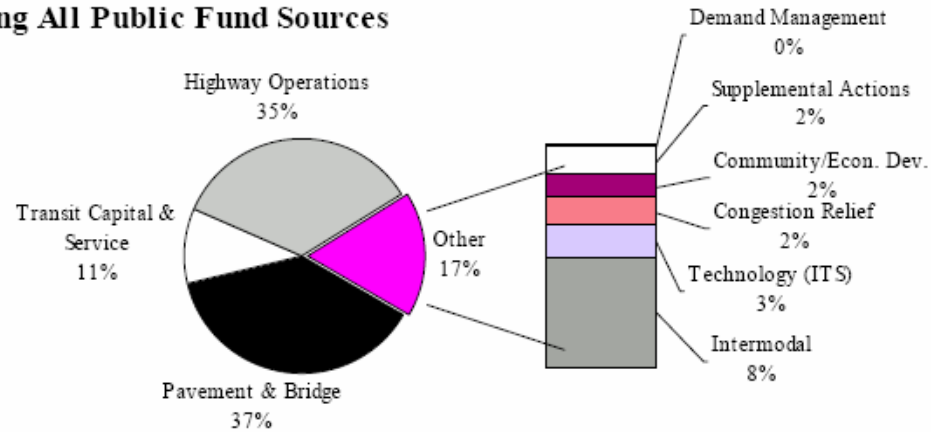


Budget Discipline

- Intermodal facilities
- Transit capital
- Transit operations
- Priority highway rehab
- Other highway rehab
- Bridge rehab
- Highway and bridge operations
- ITS/ traffic infrastructure
- ITS operations
- CMS Strategic projects
- Community / Econ projects
- Supplemental bike/ped
- Supplemental goods mvt
- Supplemental arterial mgt
- Supplemental safety actions
- Demand management
- Integrated planning & outreach

It's working quite well.

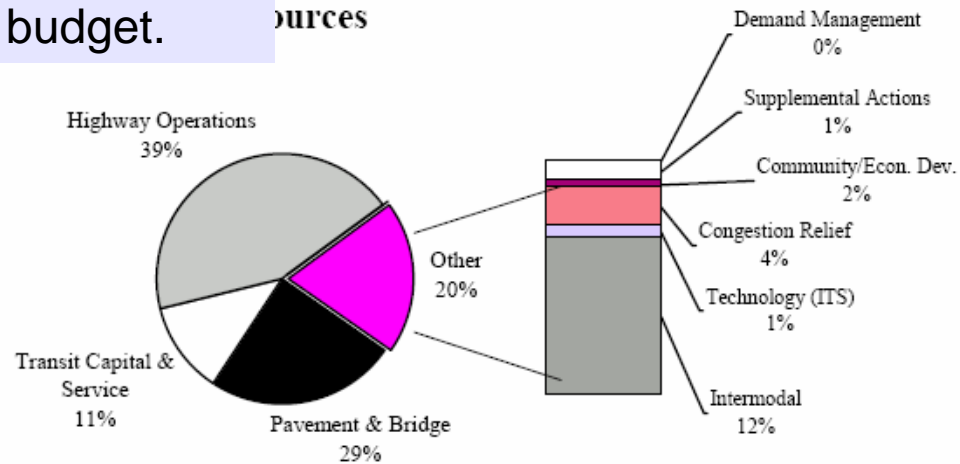
New Visions Full Implementation Budget, Including All Public Fund Sources



TIP budget is reviewed at start of TIP development. Majority of funds are reserved for categories under-represented relative to plan's budget.

range from 2001 to 2021). The *New Visions* plan calls for total transportation

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ources



Total funding is \$384 M annually (7-year average from 2003 to 2010). The *New Visions* plan calls for total transportation spending to grow over time. Pavement work alone is 19% and bridge alone is 8%. Demand Management is 0.1%.

New Visions Implementation

- **Land Use Planning**
 - 50 Linkage Studies in 28 municipalities
 - \$3,000,000 + investment
- **Technology**
 - TMC, Signal Coordination, Transit Priority Treatment
- **Urban Revitalization**
- **Economic Development**
- **Bike / Ped**
- **System Preservation**
 - Highway and transit

**But there's a lot more
to tackle.**

Foundational Elements

- Principles
- Strategies
- Vision
- Goals and Objectives

Organic, Holistic Plan Update

- Began before completion of **New Visions 2021**
- **Explicit outreach**
 - **ARISE**
 - **Business / Higher Education Roundtable**
 - **Center for Economic Growth**
 - **CDTC/CDRPC Quality Region Task Force**

Definition

- *A quality region develops and sustains healthy urban, suburban, and rural communities that function interdependently and readily adapt to change. A quality region creates economic, educational, social, cultural and recreational opportunities and provides safe neighborhood environments and housing choices for all; protects sensitive environmental resources and fosters community identity and "a sense of place" in all parts of the region.*

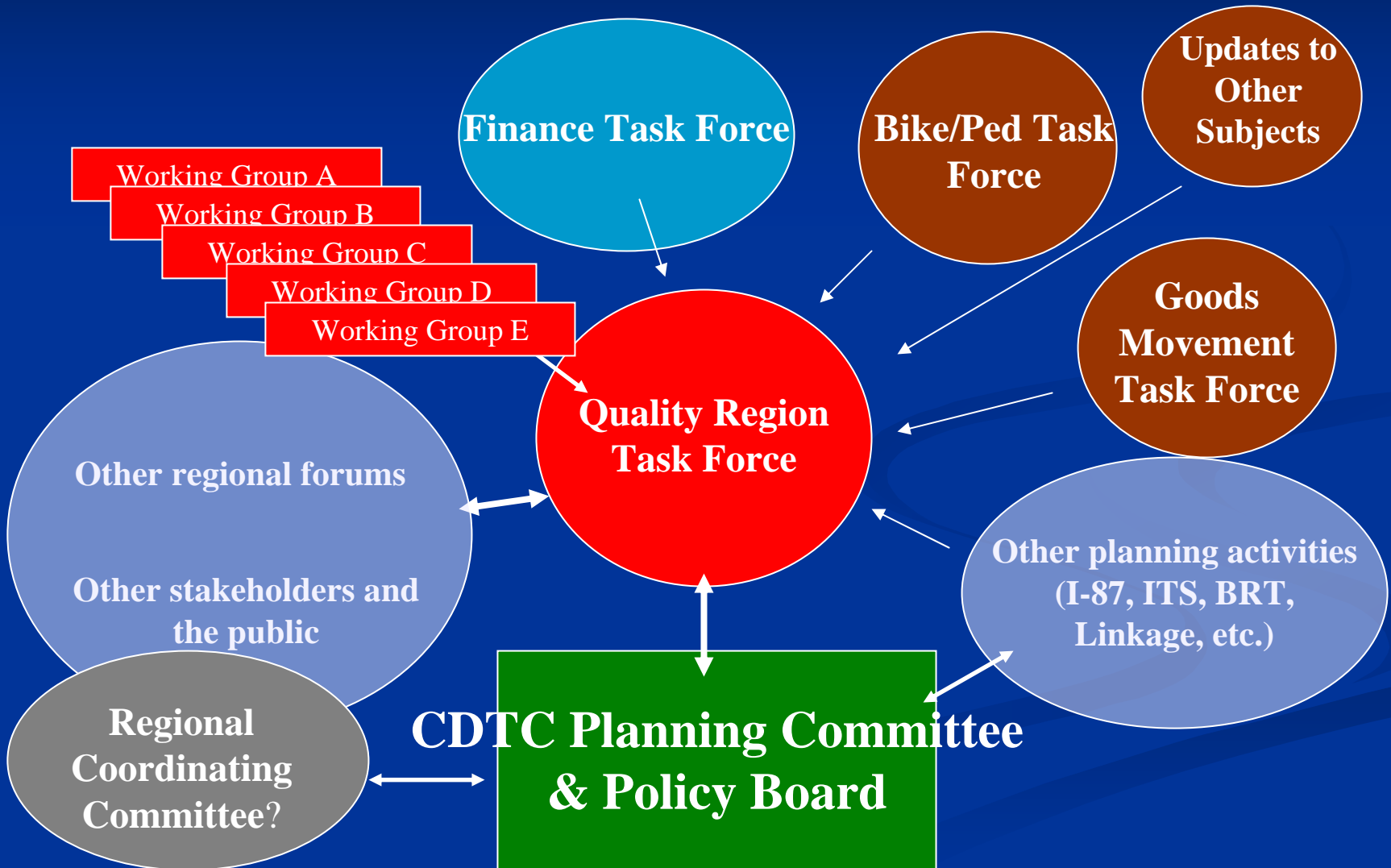
The Challenge

- *The Capital District of New York's efforts to more fully achieve these attributes must recognize the region's unique set of characteristics --- its settlement pattern comprising numerous small, older, traditionally-industrial urban centers and the suburban areas located primarily between these centers; its abundance of both underused land in older areas and undeveloped land in outlying areas; its strong home rule tradition; its high degree of auto-oriented mobility and its substantial numbers of households without vehicles; its stable but slow-growing economy (largely based on government, health care and educational institutions); its increasingly diversified population; and its growing concentrations of poverty in older urban areas.*

Organic Aspects

- Existing plan / principles confirmed
 - Linkage
 - External groups
 - NYSDOT master plan
- New agenda defined with external groups
 - Division of responsibilities
 - CDTC/CDRPC
 - CEG
 - ARISE

Structure



**The new products
have been substantial.**

New Work: Regional Initiatives

- **Alternative Growth and Development Futures**
- **Expressway Options**
- **Big Idea / Big Ticket Initiatives**
- **Larger than Regional Policy Issues**

New Work: National Initiatives

- Safety Planning
- Security Planning
- Environmental Mitigation
- Human Service Transportation Plan
- Congestion Management Process

Updated Work

- **Bicycle and Pedestrian Toolbox**
- **Goods Movement**
- **Civil Rights / Environmental Justice**

Other Elements

- Transit (TDP)
- Special Transportation Needs
- Infrastructure
- Air Quality

What are we
committing to?

Commitments in Plan

- Principles – reaffirmed and enhanced
- Strategies -- reaffirmed
- Vision – reaffirmed
- Goals – reaffirmed
- Financial Plan – updated
- Actions – updated

How will this be
packaged?

Packaging

- Assign status to new material
- View as “constellation”
 - Maintain richness of original material
 - Cross-reference and link
 - Web-oriented access
- Prepare summary materials
 - Print
 - Web

Timing and Process

- Planning Committee recommendation for release (May)
- Policy Board release (June)
- Quality Region review for gaps (June-August)
- Summary packaging (June – August)
- Adoption (September)
- Extended public review of packaged materials (Sept-Dec)
- Reaffirmation (Dec)

Are we ready?

