New Visions 2050 Quality Region

December 5, 2019

New Visions 2040

- For New Visions 2040 we established a Quality Region Task Force with most members from Policy Board
- Replace Quality Region Task Force with Policy Board & obtain input from emails and meeting presentations. *

* Blue text indicates text, recommendations, ideas, etc. which are new in the draft New Visions 2050 Plan.

New Visions 2050 Schedule

March to April 2019- CDTC staff meetings discuss one topic per week

December 2019

- Working Papers on each major topic (prepared by subcommittees and staff) completed for Planning Committee Review

February 2020

- Draft Plan completed for public review (with longer Executive Summary, no chapters, and detailed appendices). Develop public review process that asks questions, ideas, opinions of public. Keep Planning Committee and Policy Board involved in assessing public input and providing guidance

June 2020

- Final draft Plan completed; two month public review begins. Explain the Plan in easily understandable, meaningful format.

September 2020

- Final Plan approval by Policy Board
- Public outreach to publicize plan begins

New Visions 2050 Subjects

- Executive Summary
- Planning and Investment Principles
- Quality Region: Economic Development and Quality of Life, Land Use
- Financial Plan
- Equity
- Environment and Technology
- Bicycle and Pedestrian Plan; and Trails Plan
- Complete Streets
- Transit Development Plan
- Coordinated Public Transit Human Services Transportation Plan
- Travel Demand Management
- Regional Operations, Travel Reliability & Congestion Management
- Highway and Bridges Condition Inventories & Asset Management
- Region Safety Action Plan
- Freight Plan
- Performance Measures
- Recommendations

Quality Region Appendix

Objective:

- Define and discuss transportation Quality Region
- Connect Quality Region to all CDTC Programs
- Deal with non-Program issues e.g. Economic Development, Regional Growth, Land-Use, etc.

Quality Region Recommendations:

1. **Continue to Seek Adequate Funding to Fully Implement the Plan.**
2. **Program Multi-modal, Equitable and Balanced Funding.**
3. **Explore the Use of Innovative Sources.**
4. **Encourage Cooperation and Coordination with Local Planning.**
5. **Continue to promote our Community and Transportation Linkage Planning Program and to seek adequate funding to implement study.**
6. **Encourage drivers to drive less by developing a stronger Travel Demand Management (TDM) Program.**
7. **Improve CDTC public outreach and marketing efforts.**
8. **Update and upgrade project selection.**
9. **Develop a Training Program that specifically targets local planners, local planning board members and other local decision makers.**

Completed Existing New

Quality Region Recommendations:

10. Refine and further articulate the Big Idea/Big Ticket Initiatives for the Capital District.
11. Promote and support the New York State climate change strategy of "cap and invest."
12. Promote and support the change-over of petroleum fueled vehicles to electric vehicles.
13. Improve the collection of transportation data to support regional transportation planning and analysis, especially in the new technology modes such as ride-hailing and bikesharing.
14. Regarding self-driving vehicles, promote and support ridesharing and the "purchase of miles" instead of longer commuting and increases in vehicle miles traveled (VMT).
15. Work with local Departments of Health to promote the connections between transportation and health.
16. Promote and support the pedestrian safety strategy, "Vision Zero", in all our communities.

Economic Development Recommendations:

1. **Maintain a program for transportation projects directed explicitly at community enhancement or regional economic development.**

2. **Include economic development criteria in project selection.**

3. **Work more closely with regional economic development agencies, e.g. Chambers of Commerce and CEG.**

4. **Promote economic development efforts between public and private sector.**

5. **Continue to promote regional solutions.**

Equity Recommendations:

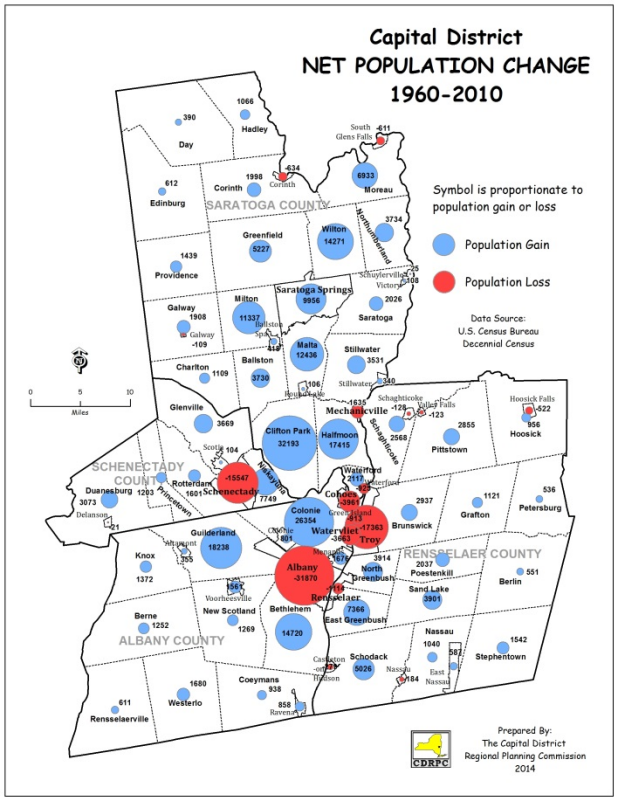
1. **Regularly update CDTC's Environmental Justice (EJ) Analysis**

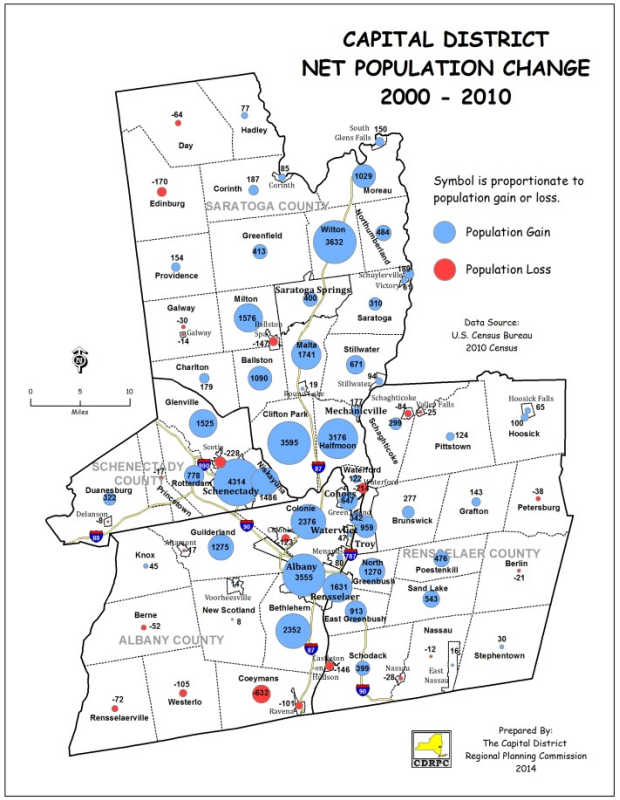
2. **Include environmental justice criteria in project selection**

3. **Reach out for full participation**

4. **Emphasize public participation in transportation planning, programming and implementation**

WILL THESE TRENDS CONTINUE?
Cities Growing?





2005-2024 TIP Spending

Transportation Category	2005-2010 TIP		2007-2012 TIP		2010-2015 TIP		2013-2018 TIP		2016-2021 TIP		2019-2024 TIP		Average Percent
Congestion Relief	12%	$105.8	7%	$105.9	7.5%	$121.8	6%	$53.1	11%	$71.3	3%	$22.4	7.7%
Bridge and Pavement Repairs	60%	$550.4	52%	$743.9	56.0%	$909.8	60%	$537.3	42%	$280.5	43%	$301.7	52.1%
Supplemental Actions/Bike&Pedestrian	5%	$47.6	7%	$101.1	6.5%	$105.4	9%	$77.5	16%	$107.2	16%	$114.3	9.9%
Intermodal/Freight	2%	$21.5	3%	$36.7	2.4%	$39.2	3%	$28.6	3%	$17.9	0%	$0.0	2.2%
Transit	14%	$124.2	24%	$338.2	19.0%	$308.1	16%	$144.1	25%	$167.6	34%	$243.2	21.9%
Demand Management	0%	$3.2	0%	$3.2	0.1%	$2.2	0%	$3.7	0%	$3.0	1%	$3.6	0.3%
Community/Econ. Dev.	3%	$26.6	4%	$55.3	6.1%	$98.3	2%	$16.6	1%	$7.3	1%	$6.3	2.8%
ITS	4%	$35.5	3%	$38.0	2.4%	$39.3	4%	$40.1	2%	$15.4	2%	$17.4	3.0%
No Applicable Category	0%	$1.3	0%	$1.9	0.0%	$0.0	0%	$0.0	0%	$0.0	0%	$0.0	0.1%
Total		$916.1		$1,424.2		$1,624.1		$901.0		$670.2		$708.9	

- Funding is for 6 years (5 TIP years and the committed column).
- Does not include operations funding for highway or transit.
- Goes in cycles

List of 7 big ticket initiatives included in the 2040 New Visions Plan:

- Regional Greenway Program
- Riverfront Access and Urban Development Program
    - I-787 Study Implementation
- Street Reconstruction and Reconfiguration
- Suburban Town Center Development
- Guideway Transit System with Transit-Oriented Development
- Integrated Corridor Management Program
- Demand Management Program
- VMT, Carbon Tax, or Carbon Cap, Reduce, and Invest
- Ride Sharing System for all Users
- Regional Electric Vehicle Charging System

What is a Quality Region

- A Quality Region provides a good quality of life for the most people.
- A Quality Region should have the best possible transportation system.
- The best possible transportation system provides the most people with fair and equitable transportation choices/modes.

What is a Quality Region

- Transportation by its nature is multi-modal because no one mode can meet all the demands on the system.
- All transportation modes (and programs) are inter-connected and inter-related.
- Improving one mode or program can sometimes improve or worsen other modes.


Bike/Pedestrian
Environment & Tech
Safety
Transit
Quality Region
Operations
Infrastructure
Human Services
Freight

What is a Quality Region

- If we improve safety (reduce crashes), we improve bike/pedestrian travel and highway operations (traffic congestion).
- If we improve transit (reduce the number of vehicles), we improve highway operations.
- If we worsen highway and bridge infrastructure, we worsen safety and worsen freight.
- If we improve highway operations and infrastructure, we may have a negative impact on safety.

What is a Quality Region

- Just as the transportation system is multi-modal, so is transportation planning.
- Transportation planning which focuses on all modes, and improving these modal connections and relations (a.k.a. intermodal connections) results in a Quality Region.
- Result is sometimes other subjects may be discussed in a specific subject appendix.

Four Basic Scenarios

- **Base-Year 2050 Trend**. This scenario uses the population, employment, and land-use forecasts that are incorporated in CDTC's travel demand model, which was used in the LRTP update. In this scenario, the gradual adoption of automated vehicles (AV's) would not change trend land use and development patterns. Mobility as a Service would increase without dramatically changing travel behavior.

- **Sprawl Development**. This scenario assumes that adoption of AV technologies will encourage development further from urbanized areas. Some commentators suggest this will be the case, as people traveling in AVs will view commuting travel time as potentially productive. Private ownership of vehicles would remain similar to current ownership rates, and Mobility as a Service would be limited and concentrated in cities. The result would be increased sprawl development patterns beyond trend. This land-use pattern would run counter to the New Visions Plan goals. Provision of transit service would become more challenging.

- **Concentrated Development**. This scenario assumes that urban living will be made more attractive through new transportation options like Mobility-as-a-Service (MaaS) and AV technologies. In addition, this scenario assumed a high level of urban reinvestment, transit investments and suburban planning that encourage construction of transit-oriented development in the region's urbanized areas. New paradigms would increase the importance and success of transit. Success of Mobility as a Service and AV technologies could lead to reduced private ownership of vehicles. This land-use pattern furthers the New Visions Plan development goals.

- **Concentrated Development with Financial Incentives**. This scenario uses the land-use assumptions from the Concentrated Development Scenario to explore the impacts of increasing household transportation costs. This could result from instituting several incentive options, including a carbon tax, a VMT tax or fee structures to encourage ridesharing in MaaS, as well as local fees from curb pricing and/or congestion pricing. Many commentators predict that without the support of fee structures to encourage ridesharing with MaaS, congestion could increase because of increased vehicle miles of travel.

Two Overlay Scenarios which could happen in combination with other scenarios

- **Optimistic AV**. This scenario assumes that automated vehicles will be well integrated into the land use and transportation system with pricing and policy structures that encourage ridesharing and transit use. Under this scenario, empty self-driving cars on the road will be minimal and vehicle miles of travel will be less than trend. Increased efficiency of self-driving allows greater real capacity on expressways, and traffic incidents will be rare. The potential safety benefits of AV's will be fully realized.

- **Pessimistic AV**. This scenario assumes that the availability of AV's result in significant increases in vehicle miles of travel due to empty cars circulating or returning to the car owner's home. Increased congestion results from inadequate facilities for AV's dropping off passengers. Transit service declines dramatically.

Sprawl Development

- Lower quality land use planning
- Increased driving and congestion. With AV's, more miles driven with no passengers in the car
- Transit service declines, transit viability is threatened
- Lower access to walking and cycling per person
- Missed opportunity for regional attractiveness
- Deterioration of urban and suburban character
- Additional loss of open spaces, environmentally sensitive lands and agricultural lands
- Future vehicle miles of travel increased by 8%
- Less transportation choices
- Less energy efficient housing choices

Concentrated Development

- Concentrated, walkable development patterns resulting from urban investment and suburban planning
- Decreases in congestion, AV's add capacity to expressways and arterials, multimodal travel
- Transit service serves more people, strong market share
- Better walking opportunities; more walkable region
- Protection of regional quality of life
- Protection of urban, suburban and rural community character
- Protection of open spaces, environmentally sensitive lands and agricultural lands
- Future Vehicle miles of travel increased by 3%
- Provides more transportation choices
- More energy efficient housing choices

Concentrated Development with Financial Incentives

- Concentrated, walkable development patterns resulting from urban investment and suburban planning
- Decreased congestion, increased carpooling most efficient use of AV's, minimize potential negative impacts of AV's
- Transit service highly attractive and competitive, reaches higher market share
- Better walking opportunities; more walkable region
- Protection of regional quality of life
- Protection of urban, suburban and rural community character
- Protection of open spaces, environmentally sensitive lands and agricultural lands
- Vehicle miles of travel reduced by 3%
- Provides more transportation choices
- More energy efficient housing choices