

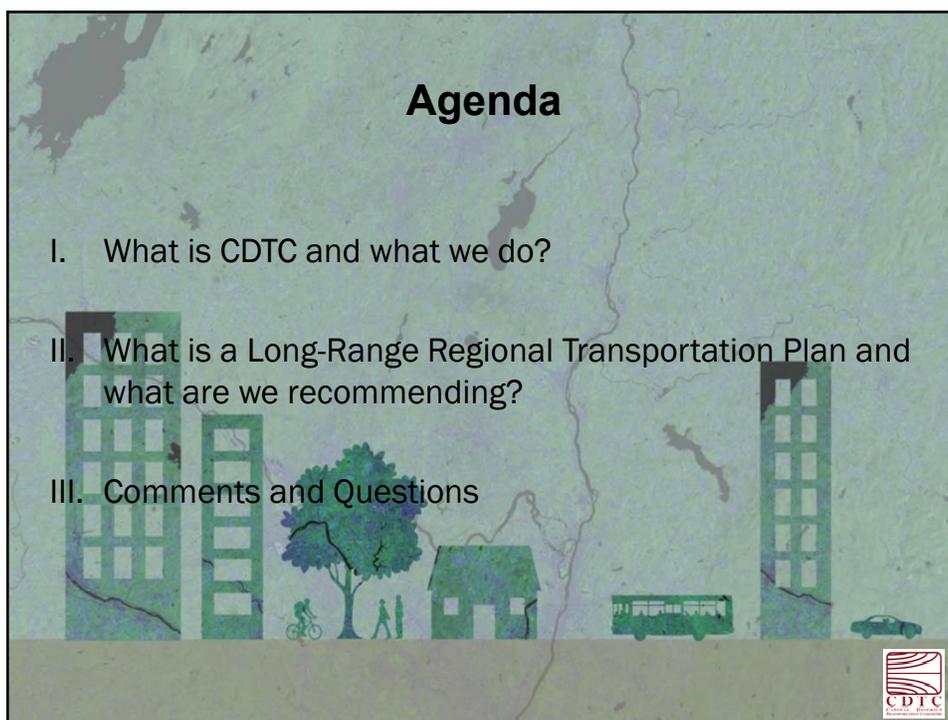


CAPITAL DISTRICT TRANSPORTATION COMMITTEE
New Visions 2040

New Visions for
a Quality Region



Our Region's Long Range Transportation Plan



Agenda

- I. What is CDTC and what we do?
- II. What is a Long-Range Regional Transportation Plan and what are we recommending?
- III. Comments and Questions



CDTC is...

A Metropolitan Planning Organization (MPO)

- A transportation planning agency
 - Both regional & public
- A fair and objective forum
 - Where local input leads to planning and programming transportation decisions
- A planning organization for any urbanized area with a population greater than 50,000
 - Federal transportation funding is channeled through MPOs
 - There are 14 MPO's in New York State



MPOs

- The Federal Highway Act of 1962 required the formation of metropolitan planning organizations. The first meeting of the CDTC Planning Committee was held on June 10, 1965.
- 49 U.S. Code §5303 (c) (3)** – "The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed."



The 3-C Planning Process:

- Continuing – need to periodically reevaluate and update transportation plan
- Cooperative – cooperation between federal, state, local levels of government and various agencies within each level
- Comprehensive – includes the following 10 planning elements



10 Planning Elements

- Economic Factors
- Population
- Land Use
- Transportation Facilities
- Travel Patterns
- Terminal & Transfer Facilities
- Traffic Control Features
- Zoning, Building Codes, Subdivision Codes
- Financial Resources
- Social & Community Values



CDTC Members

□ CDTC has 21 members including elected officials and representatives from:

- Each county
- All 8 cities (2 metropolitan areas)
- The Town of Colonie
- 2 rotating town representatives
- Every regional transportation agency including CDTA, CDRPC, NYSDOT, NYS Thruway, Albany International Airport, and Albany Port District Commission



CDTC Committees

□ Policy Board – made up of the elected officials or their designated representative.

□ Planning Committee – made up of representatives designated by our members, usually planning, engineering, or public works staff.



And several advisory committees:

- Bike/Pedestrian
- Freight
- Regional Operations & Safety
- Human Services Transportation
- Complete Streets



CDTC is...

- Local Input
- Our Members
- Model of Regional Cooperation
- Bringing a “regional” perspective to local communities
- Staff Expertise
- Our Products



CDTC Products

- Linkage Studies – local land use studies
- Unified Planning Work Program (UPWP) – budget & tasks
- Transportation Improvement Program (TIP) – 5-year capital plan
- New Visions 2040 – our long-range, regional transportation plan



The slide features a background illustration of a city skyline with green buildings, a tree, a person on a bicycle, a bus, and a car. The CDTC logo is located in the bottom right corner.

Why a New Visions 2040 Plan?

- Plan will impact the future
 - Transportation system
 - Growth
 - Economic development
 - Quality of life
- Projects take years from planning to completion
- Federal laws & regulation
- Because area, population, transportation, and technology are changing!



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How we plan?

- Gather data
 - U.S. Census, bridge and pavement condition ratings, vehicle speeds, traffic counts, etc.
- Analyze trends
 - People driving less, moving to cities, buying fewer homes and cars, using more transit and bicycles, older and more disabled, many new transportation technologies, etc.
- Develop and localize forecasts
 - Using CDTC regional traffic (computer) model
- Gather community input
 - Surveys, meetings, email
- Build recommendations



Data & Research

“Despite infrastructure’s fundamental infrastructure’s fundamental role in the health and safety of the American people and the economy, the United States has underinvested for decades. Today, infrastructure spending as a share of gross domestic product is about **2.5 percent**, much lower than the **3.9 percent** in peer countries such as Canada, Australia, and South Korea. The figure for Europe as a whole is closer to **5 percent** and between **9 and 12 percent** for China.

The McKinsey Global Institute estimates that the United States should spend at least an **additional \$150 billion a year** on infrastructure through 2020 to meet its needs.”

Robert Puentes, Director of the Metropolitan Infrastructure Initiative and a senior fellow at the Brookings Institution, May 15, 2015



Fair & Equitable Transportation Funding Federal Fuel Tax vs. VMT

	15 MPG	30 MPG	45 MPG	Electric/CNG
	Truck or Van	Average Car	High Mileage Car	New Car
Miles/Year	15,000	15,000	15,000	15,000
Gallons of Gas	1,000	500	333	0
Fed. Gas Tax	18.4¢ *	18.4¢	18.4¢	18.4¢
Gas Tax/Year	\$184	\$92	\$61	\$0

* Federal Gasoline Tax last raised in 1993
 Current Diesel Fuel Tax = 24.4¢/gallon
 Current NYS Gasoline Tax = 44.5¢/gallon



New Visions 2040

What should our transportation system look like in 25 years, and how do we get there?

- 2 year process
- 12 planning and investment principles dealing with:
 - Quality Region
 - Economic Development
 - Regional Equity
 - Complete Streets
 - Bicycle and Pedestrian
 - Transit
 - Infrastructure
 - Safety and Security
 - Travel Reliability
 - Freight
 - Environment
 - Technology



New Visions 2040 Plan Schedule

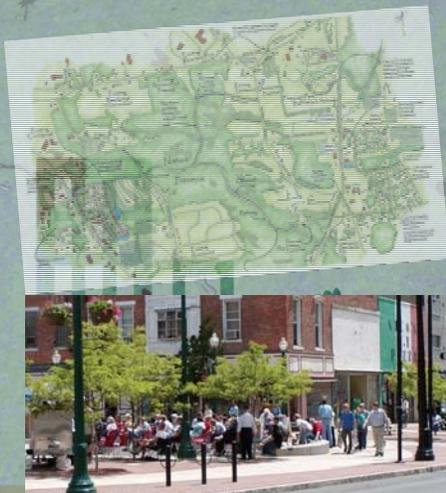
<p>March 2014 Subcommittees started meeting.</p> <p>July 2014 Hired consulting firm for public outreach, brochures, videos, etc.</p> <p>October 2014 Working papers on needs assessment</p> <p>November 2014 Public outreach presenting initial results and asking focused questions; develop video, use multi-media, surveys</p>	<p>February/March 2015 Draft plan completed for public review. Plan Introduction public meetings.</p> <p>May 2015 Final Draft plan completed.</p> <p>June 2015 3 month public review begins. Plan Review public meetings.</p> <p>September 2015 Final plan approval by Policy Board. Public outreach to publicize plan begins.</p>
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Draft Plan Recommendations



Quality Region Recommendations



- Big Ticket Initiatives
- Financial Plan
- Land Use
- Economic Development
- Community Quality of Life



Increase funding for transportation initiatives

Funding increases are needed to support the following trends:

- Population growth in cities
- Decrease in driving
- Fewer individuals purchasing vehicles and homes
- Increase in use of transit and bicycles
- Aging population
- Increase in purchasing goods from all over the world



Complete the I-87 Exit 4 Airport Connector Project Phase II

Albany International Airport is a regional facility. Phase II of this project would significantly improve access to the airport, and benefit both the regional and local economy.



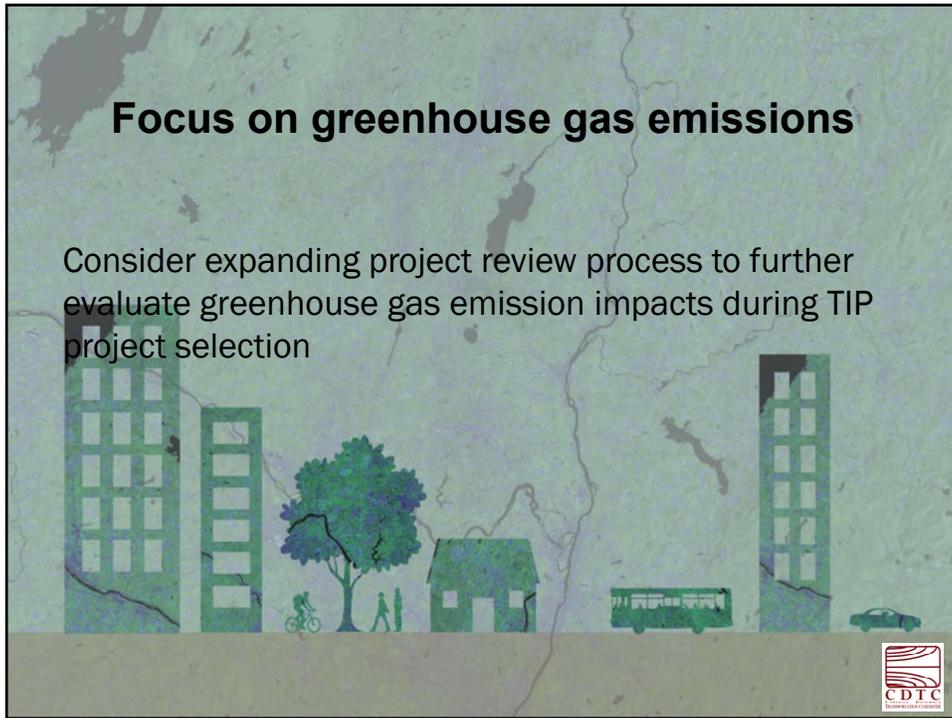
Environment & Technology Recommendations

- Alternative fuel vehicles
- Greenhouse gas emissions
- Virtual traffic signals, self-organizing traffic signals, self driving cars, solar roads (earlier this year in the Netherlands), etc.



Focus on greenhouse gas emissions

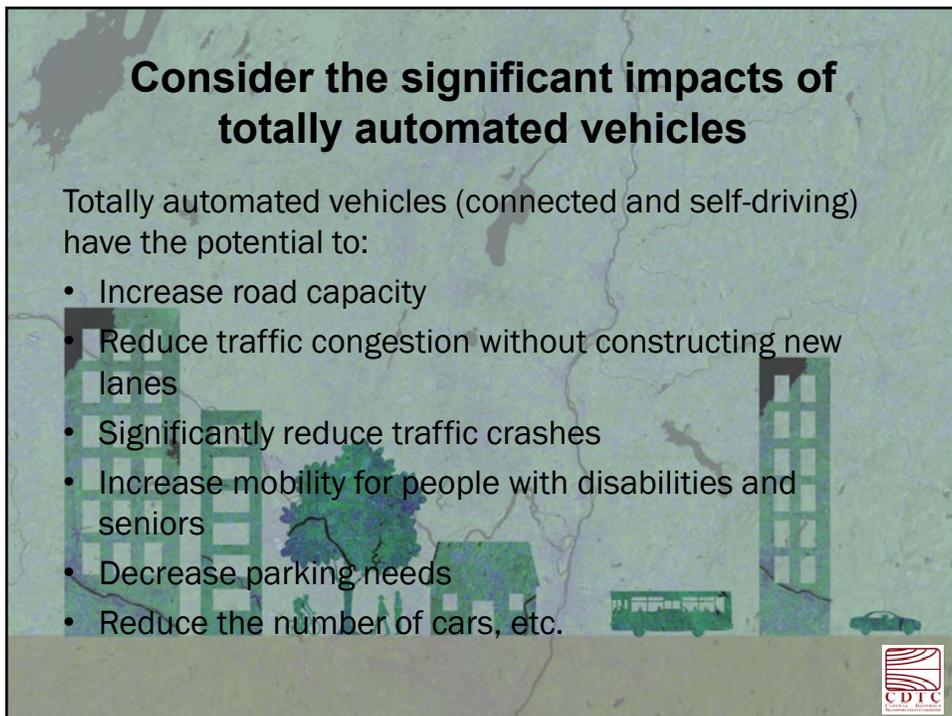
Consider expanding project review process to further evaluate greenhouse gas emission impacts during TIP project selection



Consider the significant impacts of totally automated vehicles

Totally automated vehicles (connected and self-driving) have the potential to:

- Increase road capacity
- Reduce traffic congestion without constructing new lanes
- Significantly reduce traffic crashes
- Increase mobility for people with disabilities and seniors
- Decrease parking needs
- Reduce the number of cars, etc.



Bicycle & Pedestrian Recommendations



- Regional Bicycle and Pedestrian Plan & Network
- Advocate for more and better facilities
- Performance measures: percent of trips with pedestrian & bicycle access, number of accidents



Promote the development of dedicated bicycle and protected bicycle lanes

Many bicycle riders do not feel safe in a shared use travel lane, and many vehicle drivers are not considerate of bicycle riders in a shared use travel lane.



Complete the following trail/greenway projects:

- Uncle Sam Bikeway
- Patroon Creek Greenway
- Mickey Mahar Trail
- Zim Smith Trail
- Albany County Rail Trail with a connection to the Corning Preserve trail
- Livingston Avenue Bridge bicycle/pedestrian facility



Complete Streets Recommendations



- Complete Streets design standards and process.
- Complete Streets education
- Green infrastructure



Promote the use of Complete Streets design and implementation guidelines

The number of entities developing and adopting complete streets design standards and guidance continues to grow across the US. Some of these standards and guidelines include:

- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- FHWA Guide for Maintaining Pedestrian Facilities for Enhanced Safety
- AASHTO Bicycle Facilities Design Guide, 2012
- NACTO Urban Bikeway Design Guide
- Cornell Local Roads Program [Complete Streets Manual](#)



Transit Recommendations



- Transit Priority Network
- Transit funding needs & new revenue sources
- 40 miles BRT short term & 100 miles BRT Big Ticket
- Fixed guideway
- Travel Demand Management



Promote bus/transit only travel lanes

- Beyond those already planned for the Washington/Western BRT Corridor, encourage road owners to consider bus/transit only lanes in various locations throughout the region

Expand BusPlus

- Include the Washington/Western and River corridors and continue to enhance the Route 5 corridor to improve reliability and efficiency.



Encourage improved intermodal connections

- Amtrak, intercity bus carriers and the Albany International Airport
- Connections to walking, bicycling, and driving
- Work with CDTA and regional transit carriers, including Amtrak, on the development of shared intermodal stations and transit centers.



Human Services Transit Recommendations



- Regional Human Services Transportation Plan
- Coordination of (100's) of Human Services Transportation Providers
- NYC/Nissan Taxi of Tomorrow



Improve coordination of services by all providers

- Develop a system which encourages providers to cooperate and coordinate and not to just compete
- Explore opportunities for coordination for other federal programs that are not funded through FTA or FHWA



Assist communities with ADA compliance requirements

- Facilitate completion of ADA Transition Plans and associated physical improvements to continue to work toward an accessible regional transportation system
- Include a method to incentivize and prioritize inclusion of accessible features in federally funded transportation projects through changes to CDTC's Transportation Improvement Program (TIP) project selection criteria.



Operations, Safety, and Security Recommendations

- Travel/delay data
- ITS Priority Network
- Safety needs, inventory & projects
- Local Emergency Planning Committees
- Performance measures: critical congestion, reliability, safety



Do not support increasing road capacity by constructing new lanes

- Americans are driving less, not obtaining drivers licenses, not buying cars, moving to urban areas, and biking and using transit more
- These trends along with the deployment of totally automated vehicles will decrease traffic congestion and decrease the need for more road capacity



Right-size our existing roadways

- Because some of the roads in our region were built years ago based on higher-than-actual forecasted traffic, some of these roads have unused capacity
- These roads should be right-sized so that underutilized right-of-way can be used to improve access for other modes of transportation, such as pedestrian, bicycling, and transit

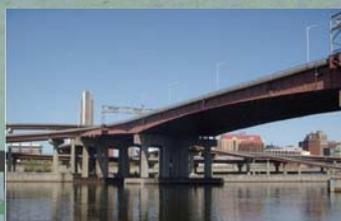


Encourage use of Intelligent Transportation Systems (ITS) and Active Traffic Management Strategies (ATM) to address congestion

- These systems and strategies can reduce traffic congestion without constructing new lanes
- Evaluate and recommend ITS and ATM strategies, including speed harmonization and Dynamic Lane Assignment (DLA) for local interstate highways as national experience increases



Infrastructure Recommendations



- Bridge & Pavement Conditions
- Funding
- Equity for non-State owned roads
- Highway and Bridges Condition Inventories & Asset Management



Develop and publish an Infrastructure Report Card for roads, bridges and other assets

The report card will:

- Highlight individual components of the region's transportation infrastructure (roads, bridges, sidewalks, etc.)
- Physical condition of infrastructure components
- Infrastructure TIP and local projects completed during the previous 1-2 years
- How well individual goals are being met



Freight Recommendations



- Freight Priority Network
- Short & Long Term Freight Projects
- Regional Freight Plan
- Future growth
- Performance measures



Develop and progress short-term and long-term freight projects

Some examples of the types of projects that could be included in the final recommendations:

- Supporting the replacement of the Livingston Ave. Bridge
- Increasing the number of truck rest areas/parking areas
- Encouraging the NYS Thruway to permit more over-dimension and over-weight vehicles
- Improving operations on the NYS Canal System to encourage more commercial use
- Promoting better freight-supportive land use planning
- Supporting a Container-on-Barge service between the Port of Albany and the Port of New York/New Jersey
- Encouraging the storage of full and empty crude oil rail cars away from populated areas



Local Planning Process

We can assist you with some of your transportation planning needs, including:

- Providing transportation data such as traffic counts, pavement ratings, safety data, etc.
- Sharing planning information
- Participating in local planning studies
- Presenting on CDTC programs to Planning and Zoning Boards
- Providing some training, such as webinars and Complete Streets training
- Funding Linkage Studies
- Ensuring that local plans do not conflict with New Visions principles and recommendations
- Modeling emergency planning scenarios



Local Planning Process

You can help implementing New Visions recommendations:

- Become familiar with New Visions 2040, and if possible apply its principles to local planning
- Send us copies of your planning studies
- Attend our committee and advisory committee meetings
- Attend our webinars and our training
- Stay engaged
- Contact us if you need our input with transportation planning
- Contact us if you have any transportation planning questions



Questions



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