



CAPITAL REGION
**Transportation
Council**

Site Design & Transportation Planning in a Regional Context

October 20, 2023

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P L A N N I N G T H E W A Y W E M O V E



Capital Region Transportation Council

- Metropolitan Planning Organization (MPO)
- Transportation policy-making & planning
- Allocate federal transportation funds
- Members include municipalities plus:



Key Functions of the MPO

MTP

The **Metropolitan Transportation Plan** establishes investment policies and principles that guide decision-making and planning activities for no less than 20 years.

Updated every 5 years.

New Visions 2050

TIP

The **Transportation Improvement Program** is a 5-year capital program of projects.

Updated every 3 years.

2022-2027 TIP

UPWP

The **Unified Planning Work Program** is an annual schedule of Transportation Council planning activities.

2023-2024 UPWP

Metropolitan Transportation Plan (MTP)

- A blueprint for regional transportation that reflects a shared vision for the future
- A 20+ year plan to guide prioritization and funding of investment decisions
- Developed collaboratively
 - Transportation providers
 - Local governments
 - State agencies
 - Private sector
 - The public



MTP – Planning Factors & Investment Principles

Federal Planning Factors

Economic competitiveness	Safety	Security
Accessibility	Protect & enhance the environment	Integration & connectivity
Promote efficient system management & operation.	Emphasize the preservation of the existing transportation system.	Improve transportation system resiliency & reliability
	Enhance travel and tourism.	

MTP Investment Principles

Invest in a Quality Region	Support Economic Development	Make investments regionally equitable
Preserve & manage the transportation system	Maintain travel reliability	Invest in safety
Invest in security	Invest in Complete Streets	Encourage bicycle and pedestrian travel
Move freight efficiently	Invest in transit	Provide essential mobility for all
Prioritize affordable & convenient travel options	Preserve the environment	Leverage technology

UPWP Lists Our Programs

- Unified Planning Work Program (UPWP)
- Carbon Reduction Strategy
 - Mobility Options, ZEV Planning, etc.
- Vision Zero Safety Action Plan
- Resiliency Planning
- Technical Assistance
- Data Collection
- ADA Transition Plans
- Complete Streets Workshops



TIP Funds the Projects

Transportation Improvement Program (TIP)

- Bus Rapid Transit
- Zim Smith Trail
- Albany Skyway
- Sand Lake Hamlets Sidewalks
- Voorheesville Pedestrian Improvements
- NY Route 146/146A Roundabout
- Madison Ave Road Diet
- Reimagine I-787 Planning Study

www.capitalmpo.org/tipfunds



The TIP Funds the Projects to Maintain & Modernize the Transportation System



MTP Schedule

Phase 1: Data Collection (April 2023 – October 2023)

Phase 2: Inform (November 2023 – June 2024)

Phase 3: Imagine (January 2024 – September 2024)

Phase 4: Decision-Making (October 2024 – March 2025)

Phase 5: Review & Adopt (April 2025 – June 2025)

1 DATA COLLECTION

Collect and compile key data and information about regional growth trends, land use, transportation and mobility, demographics, safety, and other topics in order to identify deficiencies and opportunities.



2 INFORM

Inform the public and stakeholders of the purpose of the MTP, timeline, and major milestones, and how they can get involved and stay informed as the planning process progresses.



3 IMAGINE

Define the future of transportation in the Capital Region. Identify the MTP purpose, the core values and community visions for the future.



4 DECISION-MAKING

Identify specific opportunities for the public and stakeholders to provide input at key decision-making points that will affect the development of plan materials.



5 REVIEW

Allow the public to review and provide input on the draft version of the final plan.



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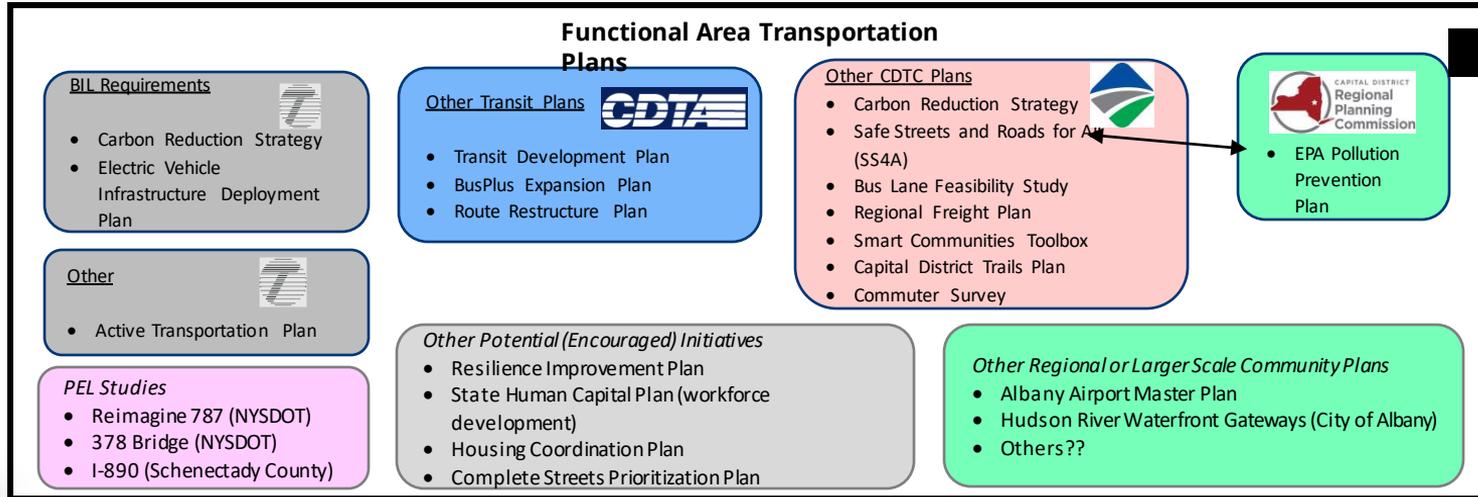


← *Coordination of goals, objectives, performance measures, targets, & strategies* →



Top-down: Long-range plan goals, objectives, measures, targets, & priorities inform other plans, programs & processes

Bottom-up: Performance-based plans, programs, & processes inform long-range plans



Congestion Mitigation Process Update



CAPITAL REGION
**Transportation
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Capital Region Congestion Management Process

Andrew Tracy

Capital Region Transportation Council

CDRPC/NYPF Planning and Zoning
Workshop

October 20th, 2023





Each year in the Capital Region...

853 thousand residents take **1.2 billion trips**
by auto, transit, walking or biking

We travel on over **14,000 lane-miles** of roadway
and over **1,000 bridges**
... including over 800 lane-miles of Interstate Highways

We travel through **1148** traffic signals
... including 313 in the City of Albany,
... 137 in the City of Schenectady,
... and 120 in the City of Troy.

We make **98 million trips** crossing the **Hudson River**
and **84 million trips** crossing the **Mohawk River**

Traffic congestion adds an additional **16.5 million hours** of travel time,
costing us an additional **\$323 million** in wasted time.

The Congestion Management Process is a systematic approach to identifying the causes of congestion and implementing congestion management strategies. A successful CMP offers many benefits to the travelling public by making the regional transportation system safer, greener, more efficient, and improving quality of life for all travelers.

What is the Congestion Management Process?

“The Congestion Management Process (CMP) is a systematic approach to managing congestion using accurate and up-to-date transportation system performance data to identify congestion problems and implement congestion management strategies.”

-FHWA CMP Guidebook

The CMP shall:

- ✓ Identify congested locations
- ✓ Assess congestion management strategies
- ✓ Recommend effective strategies for each facility
- ✓ Program and implement strategies

Congestion Management Process Federal Requirements



Congestion Management Process (CMP)

Provides system performance measures and strategies to the MTP and TIP



Metropolitan Transportation Plan (MTP)

Provides regional vision and goals to the CMP and TIP

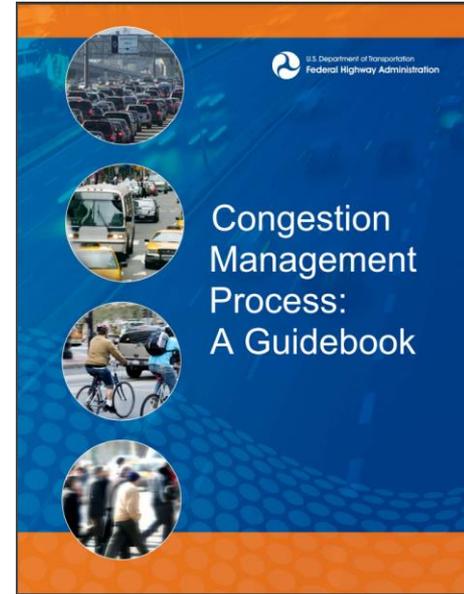
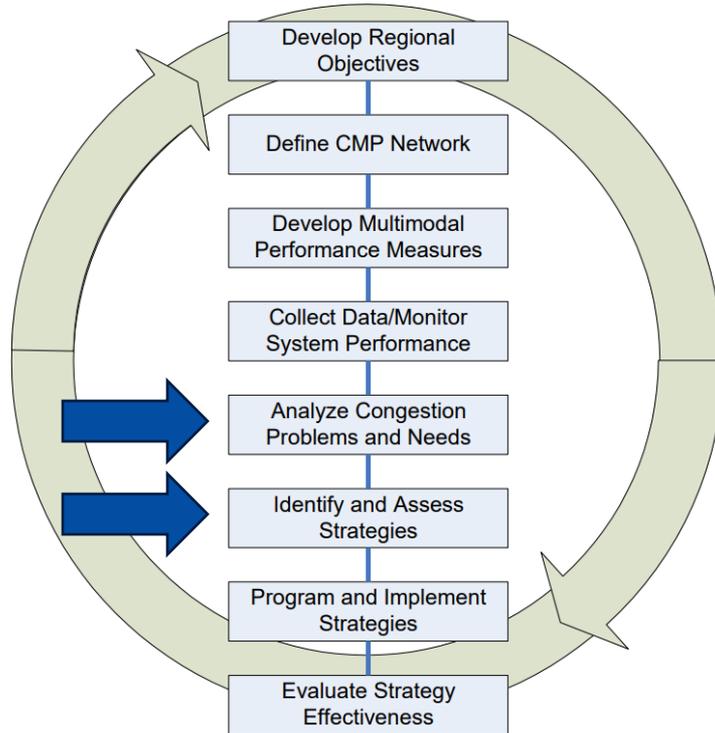


Transportation Improvement Program (TIP)

Provides funding for projects consistent with MTP and CMP priorities



The Eight-Step Congestion Management Process



Source: FHWA Congestion Management Process Guidebook

Step 5: Congestion Problems and Needs

Before the appropriate congestion management strategies can be identified, it is necessary to identify where unacceptable levels of congestion occur and the causes of congestion at these locations.

The region's congestion problems and needs have been aggregated from the following five sources:



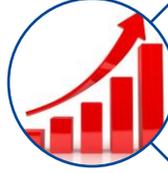
Data: Congestion performance measures, including Excessive Delay and Travel Time Reliability, as defined and summarized in previous sections of this report



Stakeholders: Needs identified by state and local planning partners through stakeholder input



Public: Needs identified by the public through the Public Survey and social media



Traffic Forecasts: Locations expected to experience greater congestion in the future due to traffic growth through 2050, as identified through travel demand forecasting



Equity & Environmental Justice: Locations where traffic congestion occurs in equity/environmental justice areas as identified in the Capital Region Transportation Council's Environmental Justice/Title VI Analysis

Total Excessive Delay per mile in the Capital Region, 2022



Total Excessive Delay Person-hours per mile

- 100,000 or more
- 50,000 to 99,999
- 10,000 to 49,999
- Less than 10,000

0 2.5 5 10 Miles

Data source: NPMRDS via AVAIL
Map prepared September 2023



Src: HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Level of Travel Time Reliability in the Capital Region, 2022



Reliability LOTTR

- Greater than 2.0
- 1.5 to 2.0
- Less than 1.5

0 2.5 5 10 Miles

Data source: NPMRDS via AVAIL
Map prepared September 2023



Src: HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Step 6: Congestion Management Strategies

Effective congestion management strategies focus on at least one of the following:

- **Getting more performance from the infrastructure we have**
- **Providing transportation choices**
- **Advancing technology**
- **Diverse and compact development**
- **Adding capacity where needed** (and where more cost-effective strategies have been ruled out)

Step 6: Congestion Management Strategies

Congestion management strategies have been grouped into eight categories:



ITS & TSMO



Transportation Demand Management



Public Transit



Bicycle and Pedestrian



Access Management



Land Use



Parking



Roadway Capacity

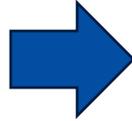


Step 6: Congestion Management Strategies

Each category contains a list of related strategies:



Access Management



- Reduce Driveway Density
- Managing Spacing of Intersection and Access Points
- Limiting Allowable Movements
- Placing Driveways Away from Intersections
- Raised Medians
- Adequate Turning Lanes
- Connections Between Parcels
- Service and Frontage Roads
- Shared Access

Step 6: Congestion Management Strategies

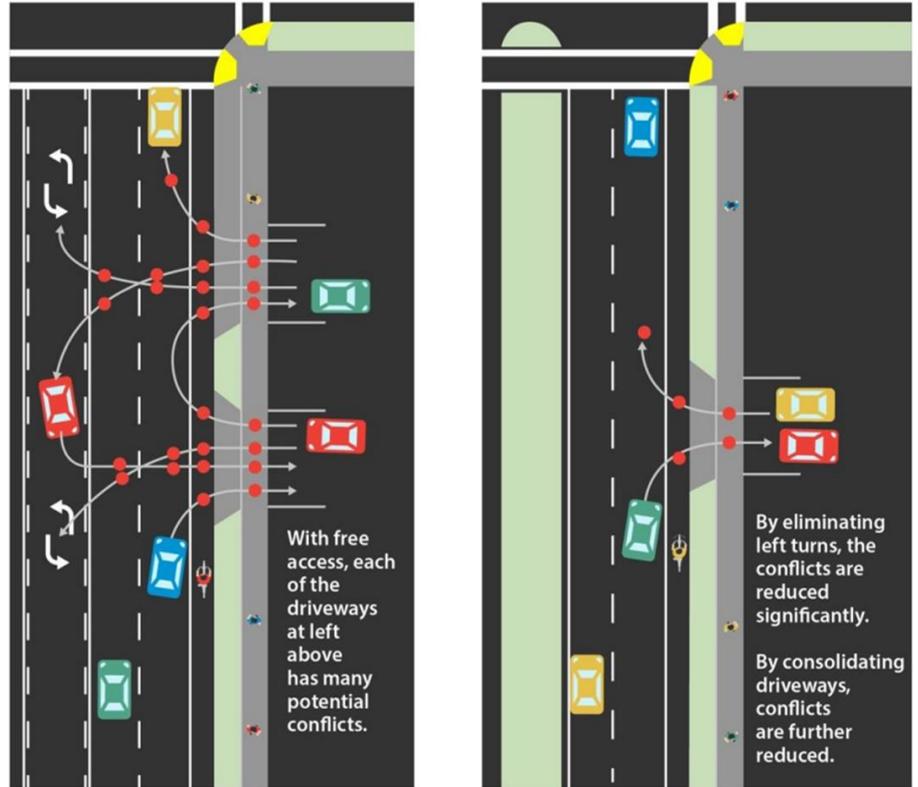
Each category contains a list of related strategies:



Access Management

Figure 2 – Conflict Points and Non-Motorized Users

Driveway conflicts contribute to unsafe sidewalks and roads.



Source: Adapted from Oregon Department of Transportation

Shared Access in Latham:



Step 6: Congestion Management Strategies

Each category contains a list of related strategies:



- Provide Housing Options
- Mixed Use Development
- Transit-Oriented Development
- Redevelopment and Infill
- Improving Street Network Connectivity
- Mitigation Costs

For more information:

- CMP to be adopted in December, will be posted to capitalmpo.org at that time
- View the online map of congestion data:
 - <https://arcg.is/Oj8Tyf>
- Following CMP adoption:
 - Annual refresh of congestion data
 - Strategy recommendations for each facility
 - Field visits, before-and-after studies, and ongoing stakeholder collaboration

The Capital Region Congestion Management Process



2023 Update Report, Policies, and Procedures
Draft for Planning Committee Review, October 4, 2023



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Thank you!

Capital Region Congestion
Management Process

Andrew Tracy

Capital Region Transportation Council



Coordinated Plan



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Coordinated Plan

P L A N N I N G T H E W A Y W E M O V E



Coordinated Plan Definition

- Coordinated Public Transit-Human Services Transportation Plan for the Capital Region
- Federal Definition:
- “a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation”



Why a Coordinated Plan?

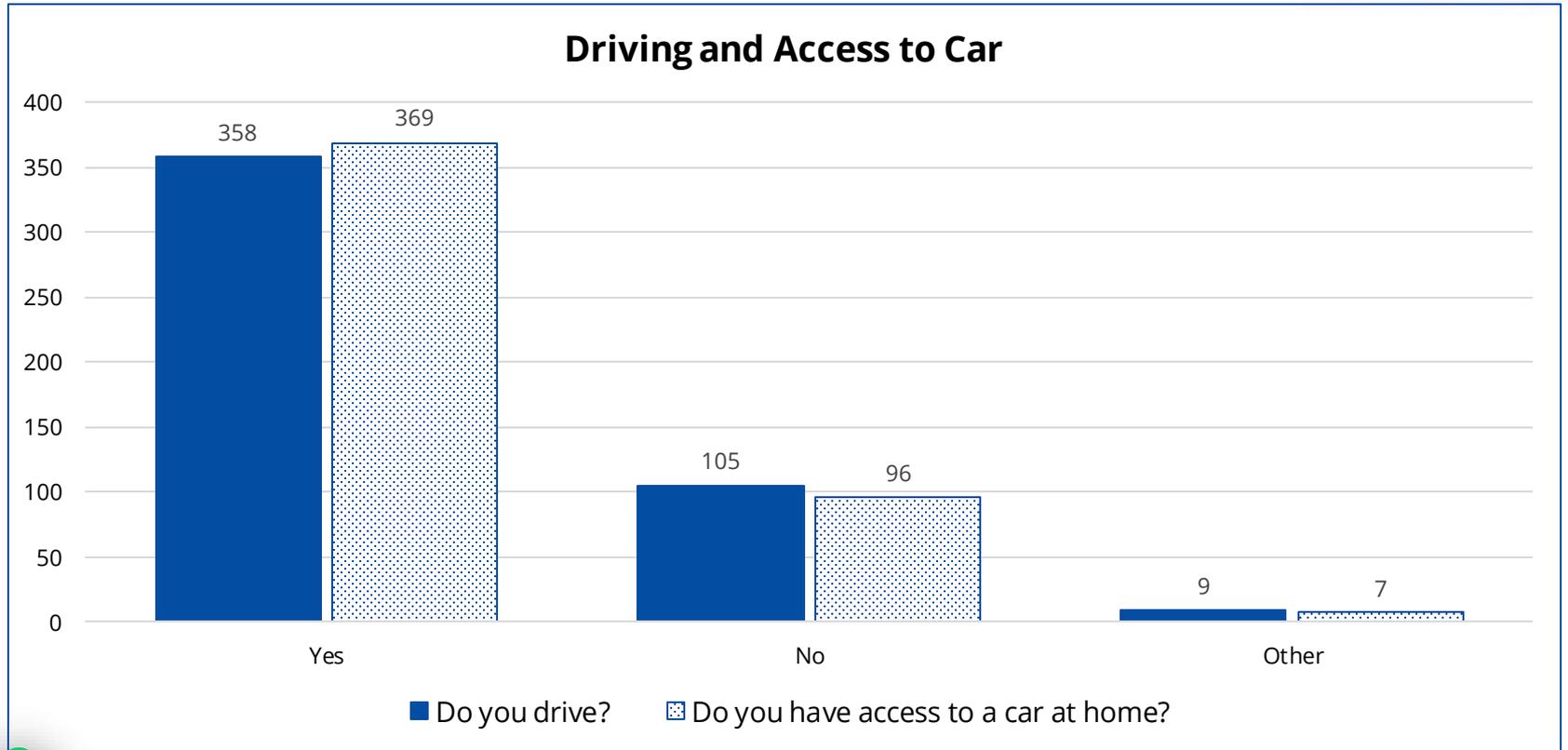
- Projects funded under Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program must be
 - "included in a locally developed, coordinated public transit-human services transportation plan,"
 - "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public"
- 2020 solicitation funded 20 vehicles and a dispatch system

Regional Transportation Coordination Committee

- Public, private, non-profit, & human services transportation providers
- Works toward better integration & coordination
- Guides implementation of Coordinated Plan
- Hosted by Transportation Council, meets quarterly

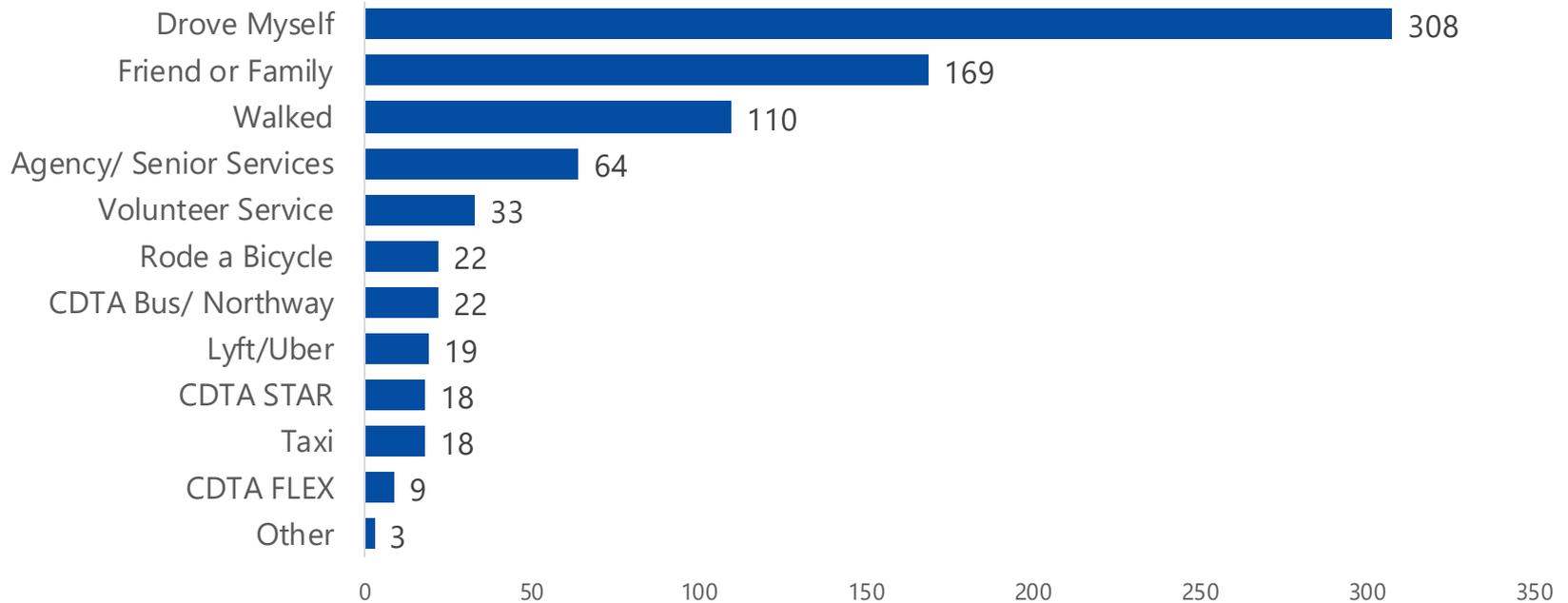


Public Survey Responses



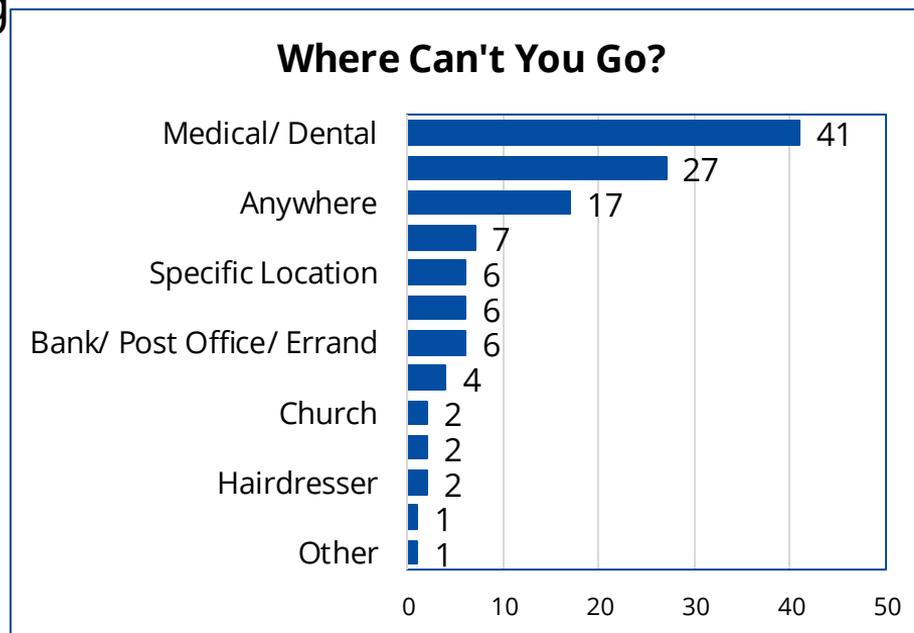
Public Survey Responses

Travel in Last Few Weeks



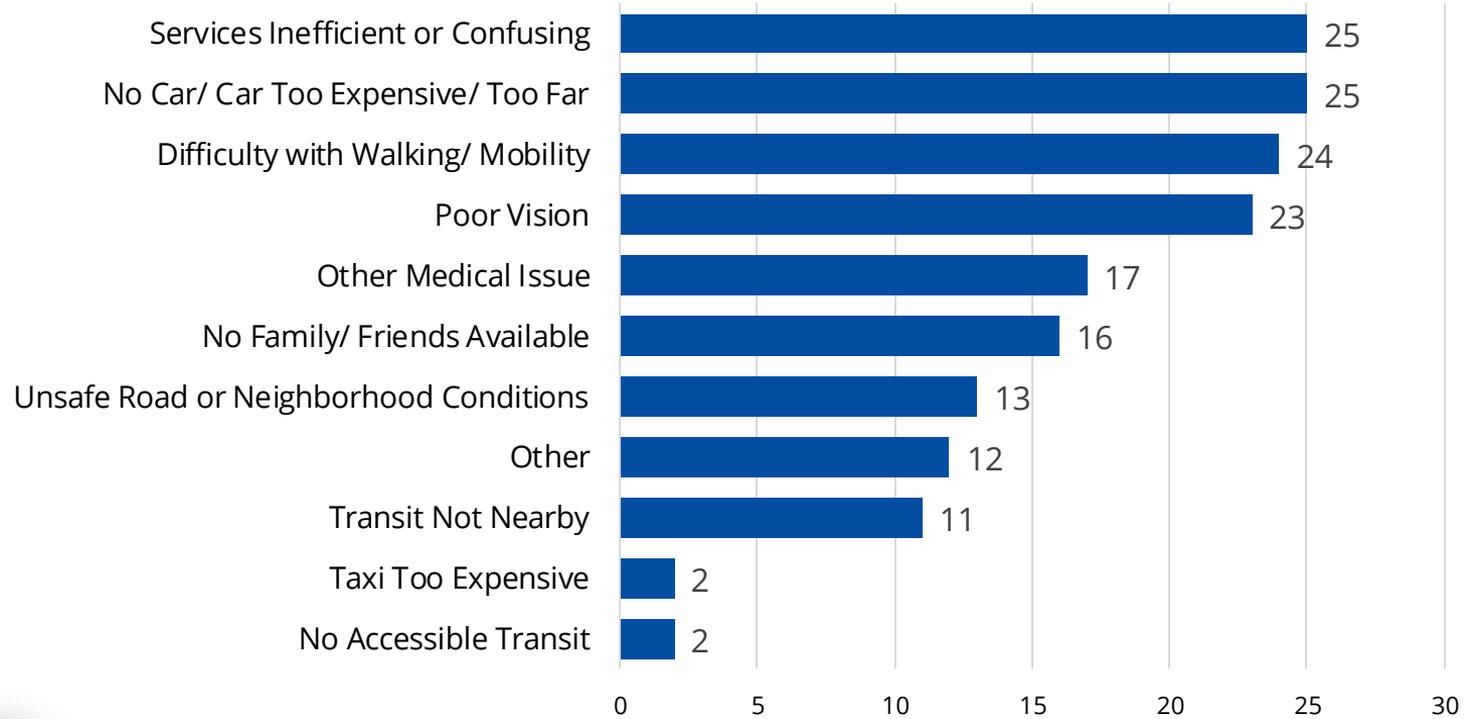
Public Survey Responses

- Do you have difficulty leaving your home due to lack of transportation?
 - No – 360
 - Yes – 106
 - No Answer – 6
 - Total - 472

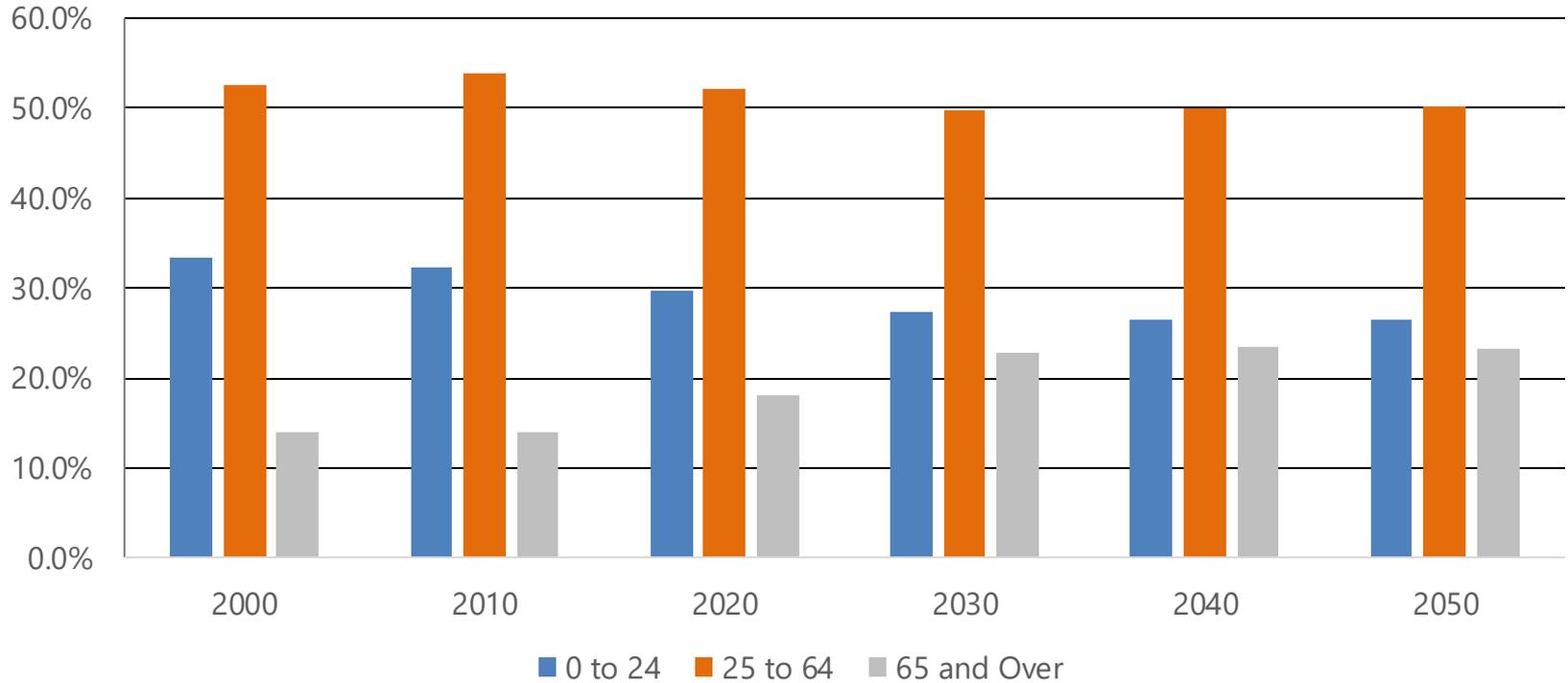


Public Survey Responses

Why Can't You Get There?

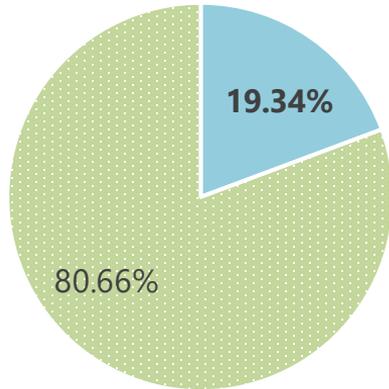


Percent of Regional Population by Age Group



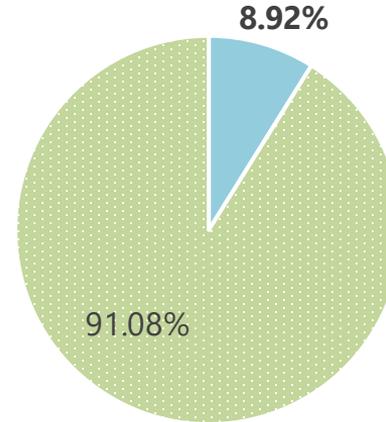
Poverty Status of Capital Region Residents

With a Disability



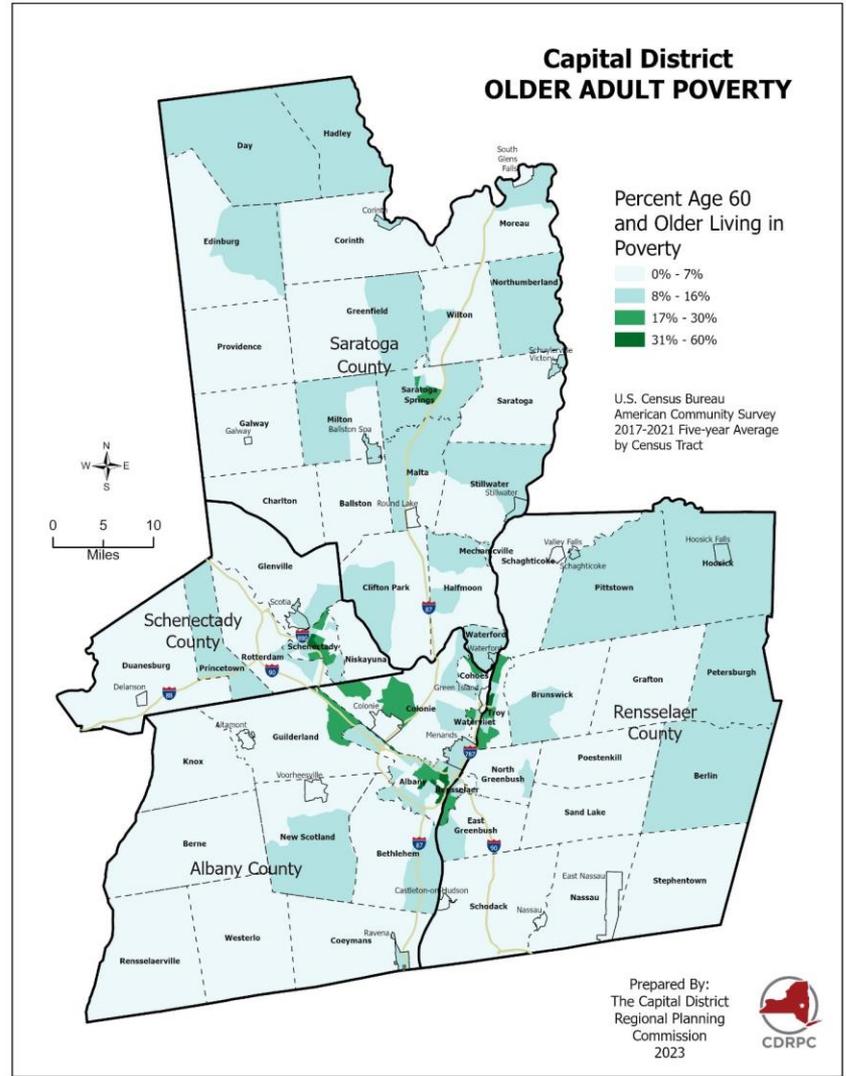
■ Below Poverty

Without a Disability



■ Below Poverty
■ Above Poverty

60+ Poverty



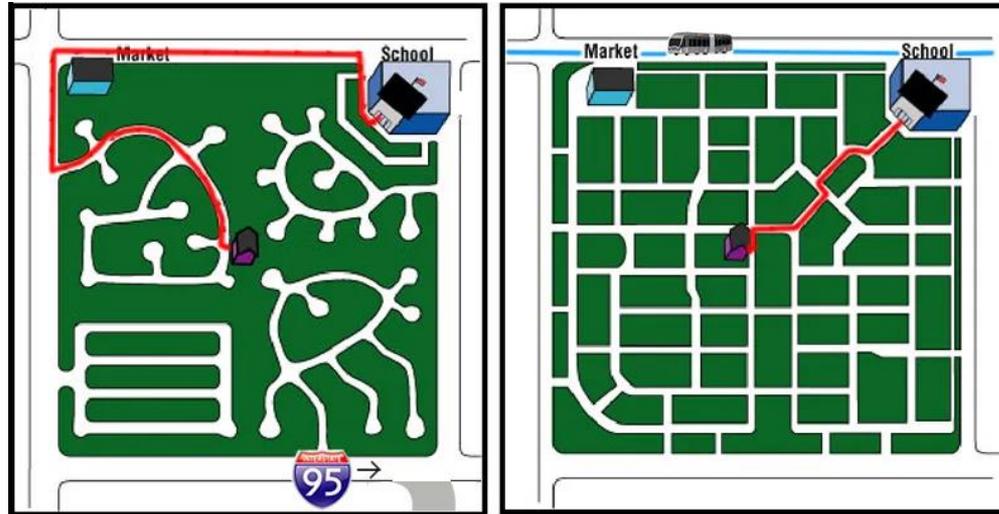
Strategies and Actions

- To meet transportation needs of individuals with disabilities, older adults, and people with low incomes:
 - Complete ADA Transition Plans and associated physical improvements for a safe and accessible sidewalk system that people can use for daily needs
 - Public charging for electric mobility devices
 - Reduce negative impacts of isolation
 - Identify mechanisms, such as education and outreach, potential incentives and other means to improve decision making for the location-efficient siting of facilities and housing serving transportation disadvantaged populations



Location-Efficient Siting

- Siting facilities in locations that are efficient to access
- Short distances: walkable, accessible by transit, short driving distances for highest number of people



Driving-only transportation pattern

Walkable connected transportation network

Facilities Examples?

- That serve older adults, people who have a disability, and people with lower incomes:
 - Senior Housing
 - Student Housing
 - Schools
 - Medical Facilities
 - Grocery stores
 - Public services – Town Hall, Library, Post Office etc.
 - Places with jobs with low salaries – retail, hospitality (hotel, restaurant, bar), entertainment/recreation, personal care aides



NEXT STEPS

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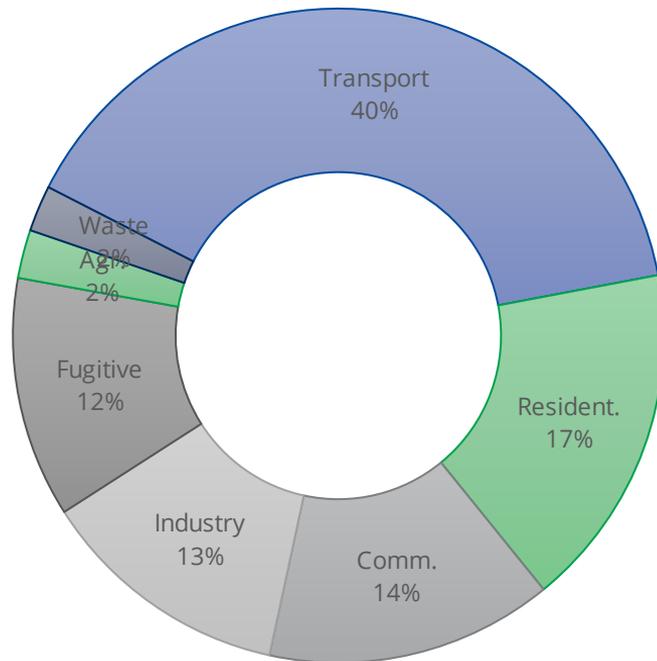
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Regional Trends

- Stagnant population growth
- Fewer affordable housing options
- An aging population
- Concerning traffic safety trends
- Economic inequality
- Aging infrastructure vulnerable to a changing climate
- Increased sprawl development
- Rapidly changing vehicle & transportation technologies
- Changing workplaces & lifestyles
- A warmer, wetter climate

Regional GHG Emissions by Sector



Join at menti.com use code 2398 956

 Mentimeter

Describe...

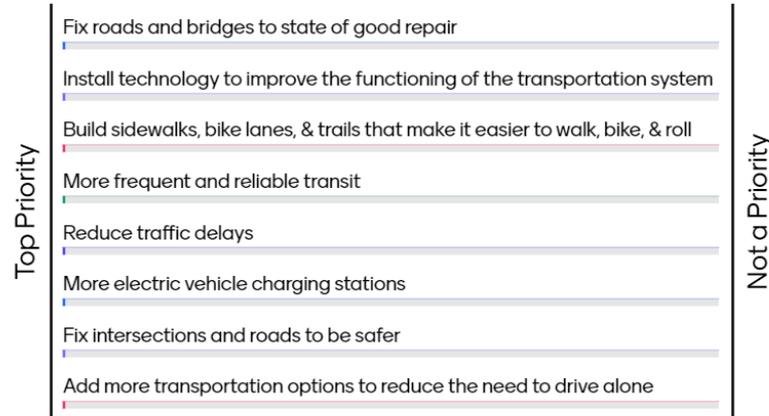
the biggest transportation issue facing the region



Join at menti.com use code 2398 956



How would you prioritize spending money on the following transportation ideas:



Join at menti.com use code 2398 956

 Mentimeter

In your opinion...

what is a place that is easy &/or pleasant to get around?



RESOURCES FOUND HERE

- Congestion Management Update
- Coordinated Plan
- Metropolitan Transportation Plan – *TBA!*

- Transportation Council Maps & Data
 - www.capitalmpo.org/virtualmaps
- Other funding & technical resources
 - www.capitalmpo.org



Current Funding Opportunities

- 2024-25 Unified Planning Work Program (UPWP) Solicitation
 - Technical Assistance
 - Community Planning Linkage Program
 - Complete Streets Workshops
- Applications must be submitted by December 1, 2023 at 5:00 pm
- Program guidance and application can be found at www.capitalmpo.org/2024upwp



Questions

Sign up for E-News: <http://eepurl.com/ivx946>

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