An Organic, Holistic Approach to Integrating Land Use and Transportation Planning

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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

- Community Structure and Regional form
- Public Health
- Long-range, capital intensive
- Other Public and Private Processes
- Transportation Planning Process
- Environmental Sustainability
- Economic Productivity and Competitiveness
- Short-range, operations oriented
- Quality of Life and Expression
Holism in the RTP

- “New Visions” regional transportation plan
- 25 adopted principles
- 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
Adopted Principles

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.

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

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

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

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.

Maintaining the health and improving the efficiency of the existing freight facilities in the region through public/private partnerships is a high priority.
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 mangement
- Integrated planning & outreach
TIP budget is reviewed at start of TIP development. Majority of funds are reserved for categories under-represented relative to plan’s budget.

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
Land Use Policies and Practices

- **Land Use Policies**
  - Land use management plan required for capacity
  - Mitigation fees expected; used for hwy + transit
  - Local planning context required for TIP candidates
  - Urban revitalization an integral priority
Land Use Policies and Practices

- **Land Use Practices**
  - MPO staff administers mitigation fee calculation
  - Linkage program near 40% of effort
    - Define vision for area, corridor
    - Lead to zoning, regulations, standards
    - MPO became “go to” resource
    - Criteria emphasize integration, regional issues
    - MPO staff structure scope, administer studies with locals
  - Land use primary aspect of LRP development
Land Use Policies and Practices

- **Organic approach** – grow where there’s light
- **Holistic approach** - avoid transportation-centricity
- **Organic results**
  - Increased activities with local land use efforts
  - Increased involvement with urban groups
  - Increased involvement with business groups
  - Increased involvement with environ. groups
Case Study: Bus Rapid Transit

- RTP identified urban corridor potential
- Full cost analysis
  - Intensification feasible?
  - Intensification desired?
- $300,000 Market / Visioning Study
  - Endorsement by 5 municipalities, transit ag.
  - Adopted by MPO
- $200 M 20-year plan now in concept design
Regional Land Use Planning

- Established Regional Policy
- Scenario Testing
  - Five growth + settlement patterns
  - Fiscal impact assessment
  - Transportation assessment
- RPB / MPO Relationship
- Quarterly regional peer exchange
Case Study: NY 5 Corridor
Case Study: Intermodal Centers
Case Study: Airport Area

- Land Use – Transportation Study
- GEIS
- Findings
  - Reduce buildout
  - Monitor
  - Mitigation Fees for roads, transit service
- Implementation Success
  - $50 M+ implemented
  - $10 – 20 M private fees assessed
Case Study: Airport Area

Multimodal corridor:
- autos, transit, pedestrians, bicycles, airport
- 40 mph parkway design
- Shaker site historic preservation
- Multi-use path
- Public / Private Transit TDM
Case Study: Urban Revitalization
Case Study: Hudson River Way

- Failed “Enhancement” project
- CDTC budget for “community compatibility”
- TIP project capped at $3 M federal
- Local fund raising, art community involvement more than doubled $
- Well-received, award winning
Case Study: Hudson River Way
Case Study: East Greenbush

- Controversy with conversion to 5-lane road
- Linkage study
  - After the fact
  - Led to new community vision
- Follow-up
  - Two additional Linkage studies
  - New comp plan and zoning revision
Case Study: North Greenbush

- Econ. Development Roadway planned
- MPO (MIS action)
  - OK if special funds
  - OK as arterial with local streets
  - OK with transit, bike ped connections
- MPO and State DOT
  - No EIS without land use plan
  - $100 K of earmark for plan
Results of Organic, Holistic Approach

- Transportation set in context
- Transportation expectations moderated
- Regional planning board staff given outlet
- Emerging regional plan consensus
  - Need moderate economic boost
  - Urban revitalization
  - Suburban Structure
  - Access to opportunities for all
  - Management of highway mobility
  - Improvement to other modes
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