Integrating Land Use and Transportation for Livable Communities

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Capital District Transportation Committee
New Partners for Smart Growth Conference
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<table>
<thead>
<tr>
<th>Provide More Transportation Choices</th>
<th>Support Existing Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote Equitable, Affordable Housing</td>
<td>Coordinate and Leverage Federal Policies and Investment</td>
</tr>
<tr>
<td>Enhance Economic Competitiveness</td>
<td>Value Communities and Neighborhoods</td>
</tr>
</tbody>
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MPO Role in Livability

• Regional Transportation Plan
  – Livability policies and principles

• Unified Planning Work Program
  – Livability planning initiatives

  Linkage Planning Program

• Transportation Improvement Program
  – Livability projects
Capital District Context

- Slow Growth
  2.1% increase from 1990 to 2000
- Numerous small, older, traditionally-industrial urban centers
- Suburbs between them
In the Late 1990’s…

- Lack of funds for pro-active strategic planning
- Concerns with
  - sprawl without growth
  - urban disinvestment
- Partnerships with a variety of government and other stakeholders needed
Regional Transportation Plan

• 1997 New Visions
  Adopted, updated three times
  – Regional consensus

• The Plan calls for a strong livability agenda
  – land use planning
  – urban reinvestment
  – transportation choices
  – community values
How to Implement when we have no control over land use and development?
- Pro-actively Plan Vibrant Communities
  - Influence on land use
- Incentives

Community and Transportation Linkage Planning Program (2000)
Linkage Program Overview

- Locally initiated strategic planning studies
  - *integrate land use and transportation to create more livable communities*
  - Pre-NEPA
  - Conceptual

- Requires local coordination with regional strategies – makes New Visions relevant to those at the local level

*Cohoes Route 470 Corridor Study*
Core Linkage Strategies

Sponsors commit up front to incorporating New Visions 2030 principles into the Linkage Study, supporting the Plan’s implementation.

- Urban Revitalization
- Street Connectivity
- Activity Center/Town Centers
- Transit Supportive Corridors/Built Environments
- Mixed Uses
- Multi-Modal Transportation Network/Complete Streets
- Pedestrian Connectivity
Linkage Program Overview

• Funding and Technical Assistance for *Joint* Regional and Local Planning
  – Annual solicitation using Federal transportation planning funds (FHWA planning funds)
    • $200,000 for consultant activities
    • $100,000 for staff technical assistance
  – Federal funds capped
  – Requires 25% local cash match...local buy in
  – Pooling of resources is permitted
  – Projects incorporated into the Unified Planning Work Program
To Date:

- 66 studies
- 39 sponsors
  - Public and non-profit sponsors
- Over $4.2 M in federal, state and local funds committed since 2000
Schenectady Transit Gateway

- Once thriving commercial/light industrial area
- Location provides opportunities for revitalization
  - SCCC
  - GE reinvestment (renewable energy HQ)
  - Stockade neighborhood
  - Transportation gateway
Study Area Vision

• Based on the livability agenda:
  – Sustainability (green building concepts)
  – Transit Oriented Development
  – Smart growth
    • Mixed use development
    • Walkable connections
    • Transportation options
Proposed Concept
East Greenbush Route 4 Corridor Study

• Support the Town’s Land Use Vision through a corridor improvement plan
  – Commercial avenue in the north
  – Neighborhood avenue in the south
  – Transition at the Couse Corners gateway area
US Route 4 Design Concepts Explored

- Roundabouts
- Raised/flush median
  - Sidewalks
  - Bike lanes
  - Shared/reduced driveways
- Site designs that minimize walking distances
  - Parking on side or rear
  - Orienting buildings to the street
  - Providing pedestrian connections
City of Albany Bicycle Master Plan

MAP #1

20 Year Bikeway Network Plan

October 14, 2009

LEGEND
- Major Bikeways
- Neighborhood Bikeways
- Trails/Greenways - Existing
- Trails/Greenways - Proposed
- Connecting Bikeways (outside of Albany City Limits)

Area for Future Bikeway Connections
Schaghticoke Route 40 Corridor Study –
Town/Village of Schaghticoke, NY
Benefits Noted by Sponsors

- Leveraging plans for other grants
  - Federal transportation funds (Transportation Improvement Program)
- Collaboration with state, regional and local interests legitimizes the process for the community
- Public involvement
- Education opportunity (public and local and appointed officials)
- Provided needed tools to pursue the next steps
Implementation Actions Taken

• Formal local action
  – Adopting/accepting/endorsing
  – Amending the comprehensive plan
• Updated zoning codes and design standards
• Use studies as references
  – Transportation project design
  – Development proposal review
  – Follow up planning work
Keys to Success

• High level of public involvement
  – Beyond traditional transportation project approaches
  – Range of stakeholders

• Commitment of roughly 30% of CDTC’s planning funds in its UPWP

• Not Grants!!
  – Joint Regional and Local initiatives
  – CDTC staff participates directly
  – Memorandum of Understanding

• Linkage Regional Coordination Forum
What’s Next

• Program reviewed annually (10 year anniversary)

• New Program Focus for 2011-12:
  – Implementation Support (follow up studies, zoning updates, site design guidelines/standards, etc.)
  – Transportation Improvement Program
    • New projects funded for the 2010-2015 timeframe
    • Bicycle/Pedestrian Network Set-aside
    • Linkage Engineering Set-Aside
What’s Next

• New Visions Plan Update
  – Increased emphasis and coordination of non-transportation functional areas of planning
  – Continue to support/refine Linkage Program
  – NYS Smart Growth Infrastructure Law (2010)

• Model Program
  – 2010 Transportation Planning Excellence Award (FHWA/FTA/APA)
  – Livability in Transportation Guidebook (USDOT/FHWA/FTA)

Linkage Program Impact

• Jump started pro-active planning
  – Communities will be ready if slow growth history changes
• Empowers communities to be more livable
• Holistic smart growth planning approach…more than just transportation
• Provides a solid foundation for communities to take the next steps
Thank You!

For more information, visit www.cdtcmpo.org/linkage.htm

or contact

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