

# Integrating Land Use and Transportation for Livable Communities



Sandy Misiewicz, AICP  
Capital District Transportation Committee  
New Partners for Smart Growth Conference  
February 3, 2011

# HUD-DOT-EPA Partnership Livability Principles

Provide More  
Transportation Choices

Promote Equitable,  
Affordable Housing

Enhance Economic  
Competitiveness

Support Existing  
Communities

Coordinate and  
Leverage Federal  
Policies and Investment

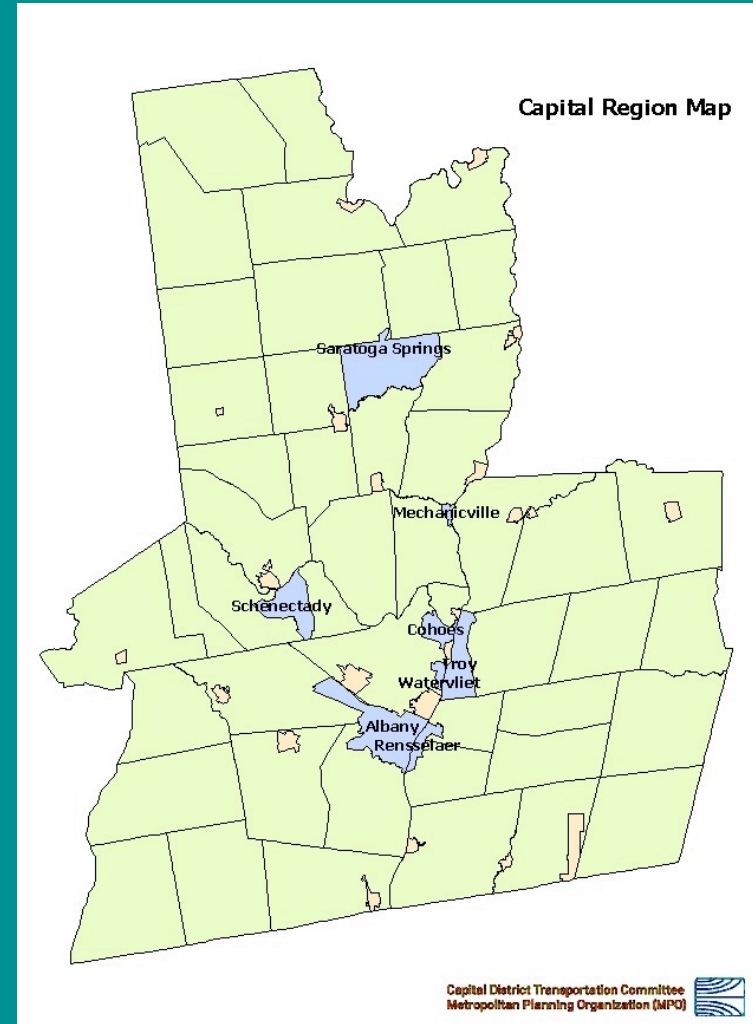
Value Communities and  
Neighborhoods

# 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

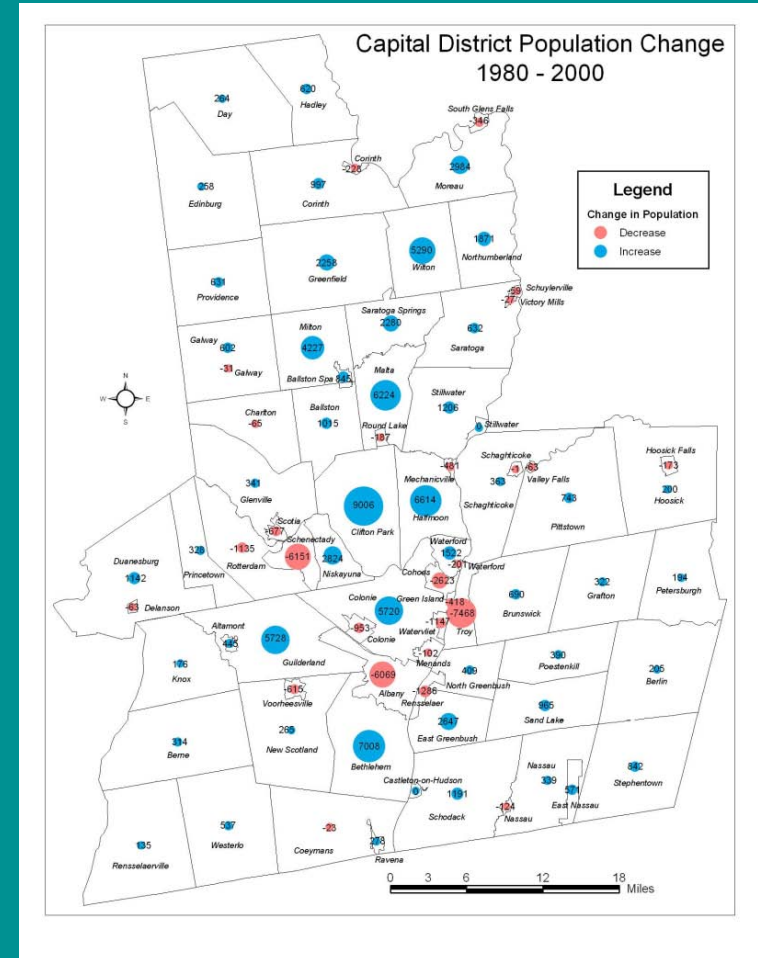
# Capital District Context

- Slow Growth  
*2.1% increase from 1990 to 2000*
- Numerous small, older, traditionally-industrial urban centers
- Suburbs between them



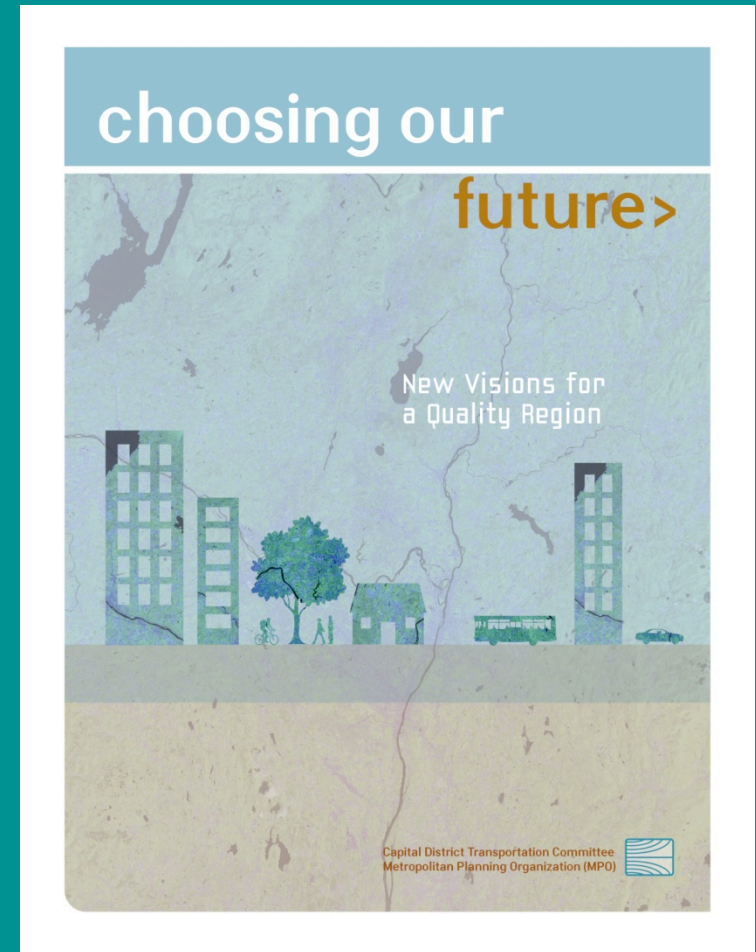
# In the Late 1990's...

- 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)

### The Community and Transportation Linkage Planning Program



A land use/transportation planning assistance program offered by the Capital District Transportation Committee

August 2010

# 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.

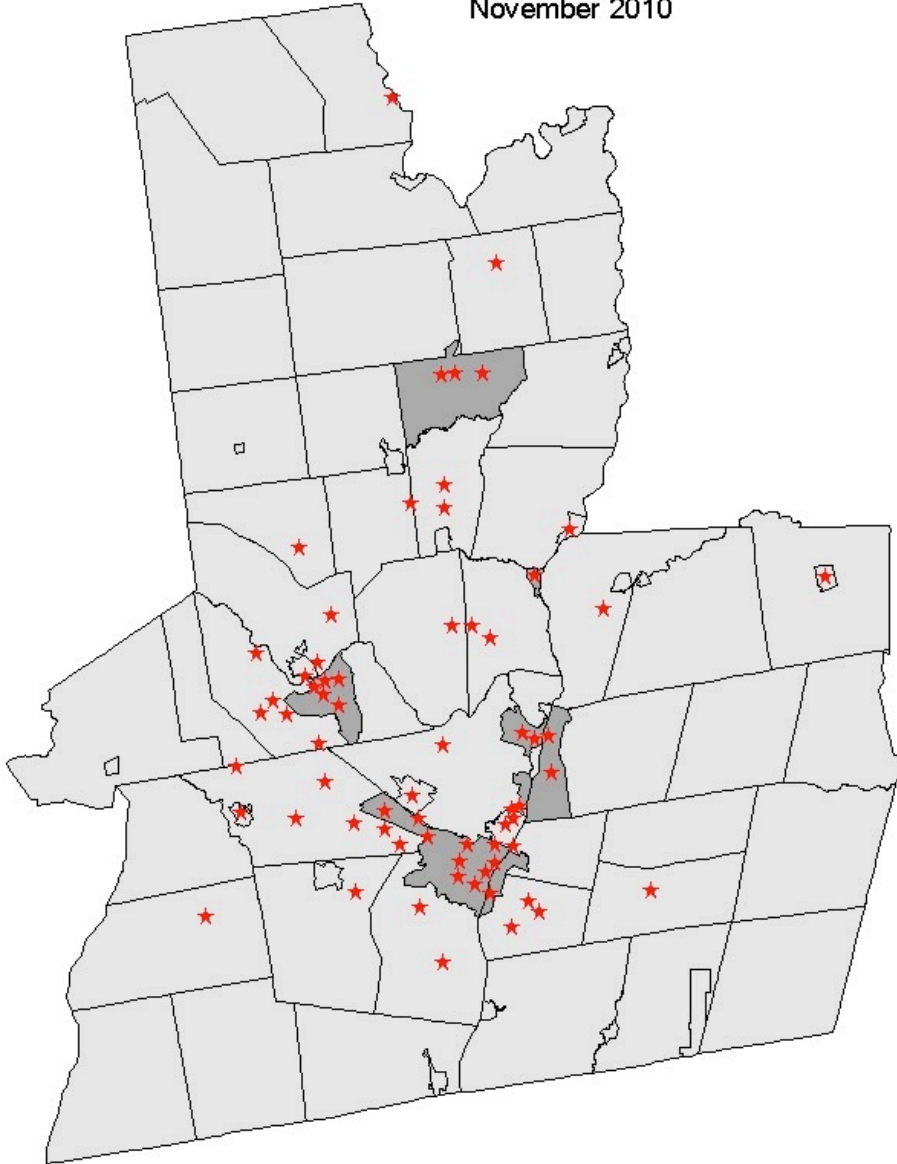
- Urban Revitalization
- Street Connectivity
- Activity Center/Town Centers
- Transit Supportive Corridors/Built Environments
- Mixed Uses
- Multi-Modal Transportation Network/Complete Streets
- Pedestrian Connectivity



# 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

Linkage Program Study Locations  
November 2010



## 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

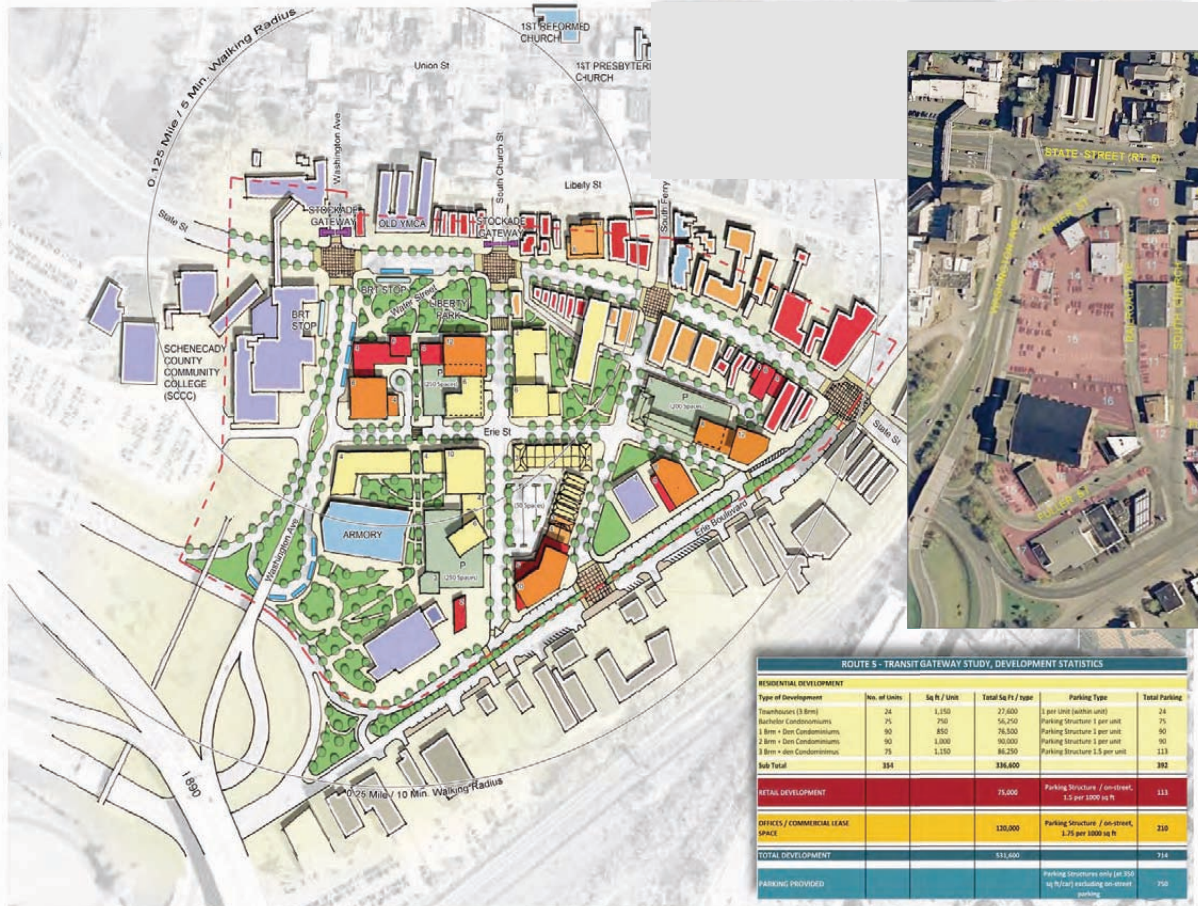
- Based on the livability agenda:
  - Sustainability (green building concepts)
  - Transit Oriented Development
  - Smart growth
    - Mixed use development
    - Walkable connections
    - Transportation options

# Proposed Concept

## Legend

- Residential (3-8 Fl.)
- Mixed Uses (3-6 Fl.)  
Street-level retail, Offices, Live-Work, Residential
- Mixed uses (6-12 Fl.)  
Street-level retail, Offices, Live-Work, Residential
- Institutional
- Community Facilities
- Green Open Space
- Retail/Commercial
- Parking Structure
- Study Area
- Existing Building
- P Parking
- 4 Building Heights (New Construction)

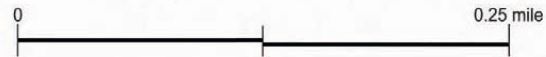
## Key Plan



ROUTE 5 - TRANSIT GATEWAY STUDY, DEVELOPMENT STATISTICS					
RESIDENTIAL DEVELOPMENT					
Type of Development	No. of Units	Sq Ft / Unit	Total Sq Ft / Type	Parking Type	Total Parking
Townhouses (3 Brns)	24	1,150	27,600	1 per unit (attached unit)	24
Residential Condominiums	75	750	56,250	Parking Structure 1 per unit	75
1 Brn + Den Condominiums	90	850	76,500	Parking Structure 1 per unit	90
2 Brn + Den Condominiums	90	1,000	90,000	Parking Structure 1 per unit	90
3 Brn + den Condominiums	75	1,150	86,250	Parking Structure 1.5 per unit	113
<b>Sub-Total</b>	<b>354</b>		<b>336,600</b>		<b>392</b>
<b>RETAIL DEVELOPMENT</b>			<b>75,000</b>	<b>Parking Structure / on-street, 1.0 per 1000 sq ft</b>	<b>113</b>
<b>OFFICES / COMMERCIAL LEASE SPACE</b>			<b>120,000</b>	<b>Parking Structure / on-street, 1.75 per 1000 sq ft</b>	<b>210</b>
<b>TOTAL DEVELOPMENT</b>			<b>531,600</b>		<b>714</b>
<b>PARKING PROVIDED</b>				<b>Parking Structures only (at 350 sq ft/unit) including on-street parking</b>	<b>750</b>



Route 5 Transit Gateway Study  
City of Schenectady / CDTC



All information is preliminary and conceptual and needs to be verified with the City's information and base plans

# 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



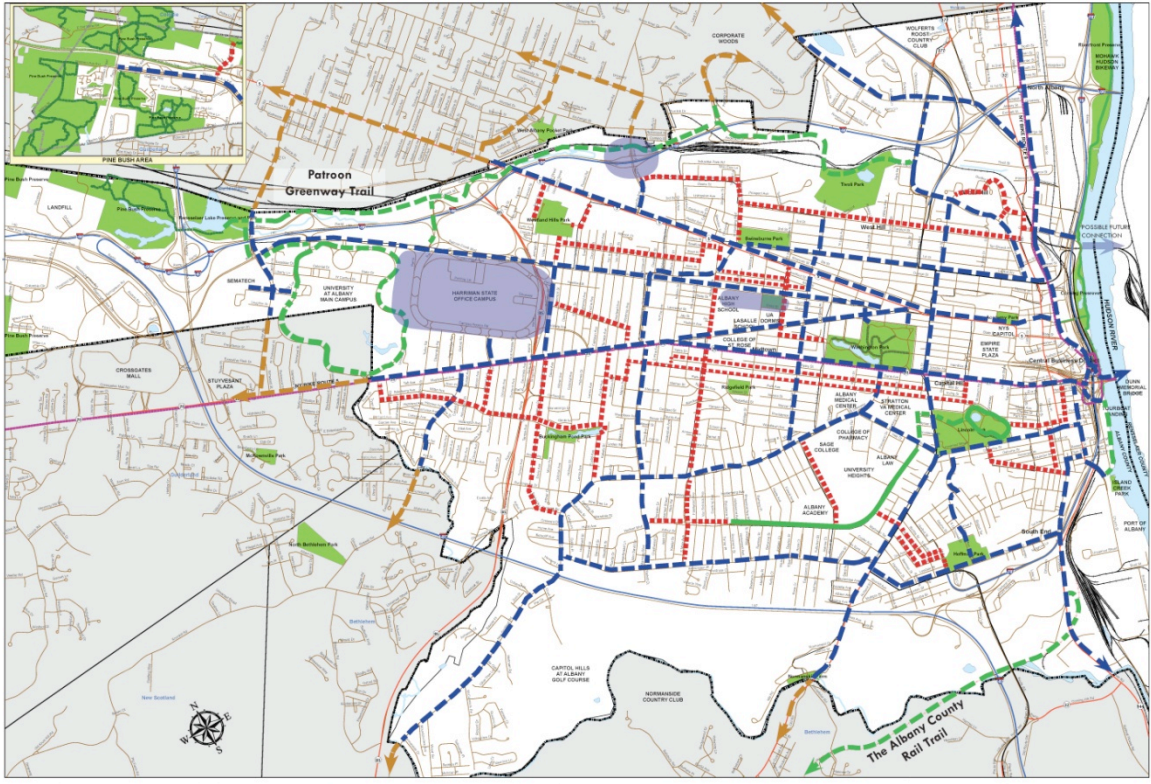


# 20 Year Bikeway Network Plan

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



**City of Albany Bicycle Master Plan** MAP #1

Prepared for:  
City of Albany

Prepared by:  
IBI GROUP  
2009 Mountain Road  
Albany, NY 12208





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)

[http://www.fhwa.dot.gov/livability/case\\_studies/guidebook/](http://www.fhwa.dot.gov/livability/case_studies/guidebook/)

# 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](http://www.cdtcmpo.org/linkage.htm)

or contact

Sandy Misiewicz, AICP  
[smisiewicz@cdtcmpo.org](mailto:smisiewicz@cdtcmpo.org)  
Phone: 518-458-2161