

A Holistic Approach to Metropolitan Transportation Planning

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"Never, ever, think outside the box."

Capital District of New York

- Metro area of 800,000
- Multiple cities
- Stable, slow growth
- Suburban expansion with poor form
- Urban fiscal challenges
- Paradox
 - Relatively high walk, transit shares
 - Relatively low suburban density

Capital District Transportation Committee

■ Scale

- Planning budget \$1.5 M +
- TIP budget \$100 M +/-

■ Structure

- Strong home rule at town/village/city
- Separate MPO and regional planning board
- Weak preparation for expected growth

Capital District Transportation Committee

■ Key Elements

- “Safe”, fair forum
- Technical credibility
- Organic, Holistic Approach

■ Supportive Culture

- Consensus operation
- Collaboration
- Flexible structure (25 members)
- Responsibility over majority of federal transp. funds
- Extensive and intensive activity

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

Land Use Policies and Practices

- **Holistic results**
 - Multiple technical / policy fronts in LRP work
 - Full cost social, environmental analysis
 - Level of compatibility as well as LOS
 - Policy-based traffic forecasts
 - Adopted principles in 1997 related to
 - Regional form, sense of place
 - Operations and management
 - Critical importance of improved quality of land use planning
 - 17 budget categories in plan (including land use planning)
 - Direct connection between the plan and TIP/UPWP
 - Principles maintained for last eight years

Land Use Policies and Practices

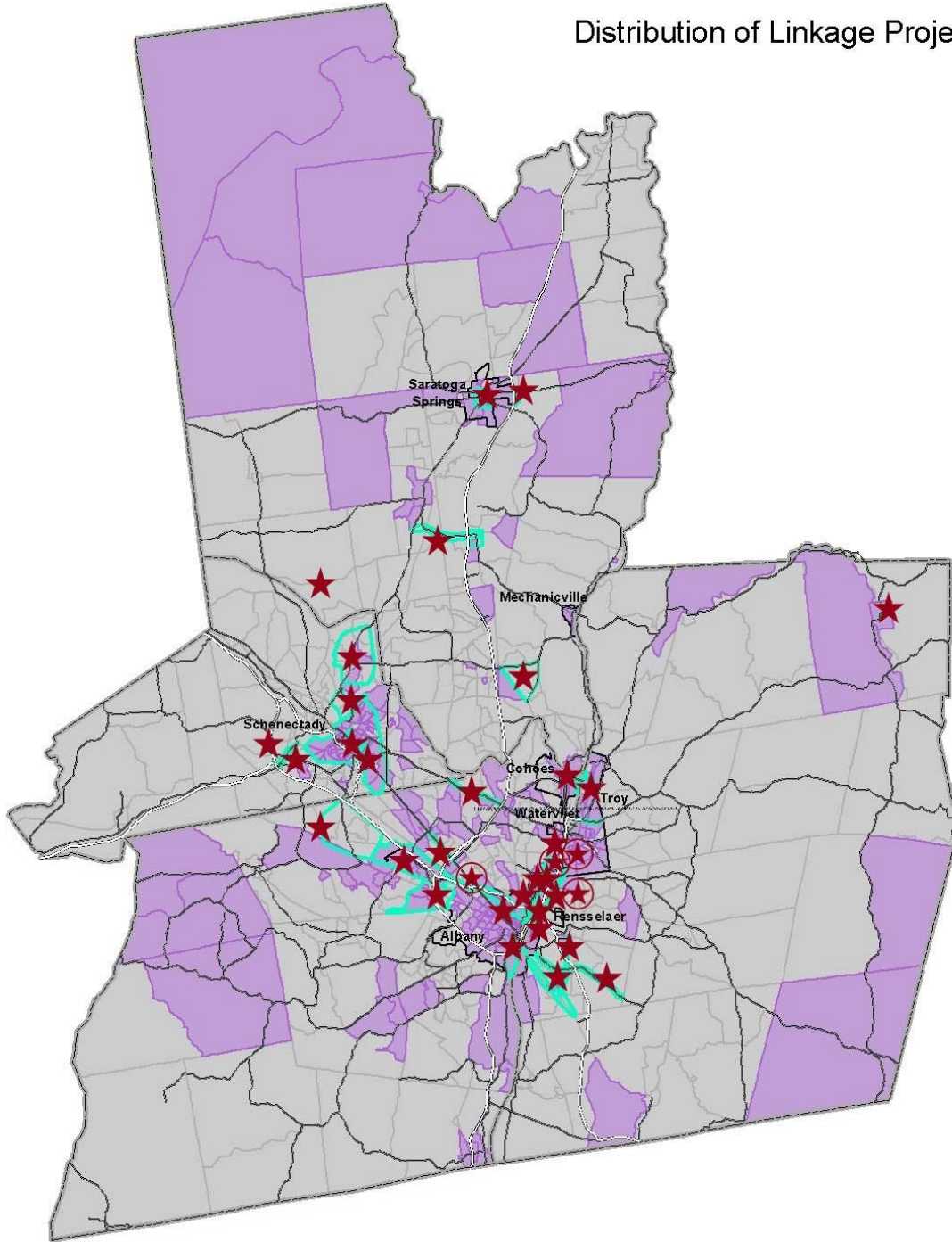
■ Land Use Policies

- 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
 - 35 studies in 4 years
 - 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

Distribution of Linkage Projects



Results of Policies and Practices

- Facility design tied to vision
- Highway capacity budget constrained
- Land use planning need elevated
- Quality of local plans improved
- Use of professional staff by localities increased
- Regional influence on local planning heightened

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

Summary of Key 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