CAPITAL REGION Transportation Council

"In Motion Plan" Draft Strategies and Actions as of June 1, 2025

Maintain Transportation Infrastructure	Create a Connected System of Multiple Transportation Options	Plan for a Resilient Transportation System	Improve the Operation of the Transportation System	Integrate Transportation and Land Use Planning	Support Economic Development	Coordinate Strategies from State, Regional, and Local Plans
Maintain existing infrastructure in a state-of-good repair. Repave roads and trails, repair and replace bridges and culverts, replace sidewalks and public transit vehicles, remove trash and weeds, etc.	**Plan for an Active Transportation/Complete Streets Network**. Identify a system of sidewalks, trails, and other infrastructure that work together to create an active transportation or complete streets network. May include refinements to the Capital Region Trails Plan (2019), planning for the installation of sidewalks, bike lanes, trails, etc., and planning for micromobility (e-bikes, e-scooters, etc.)	**Identify vulnerabilities in the regional transportation system.** Prepare a vulnerability assessment of the regional transportation system that considers weather, infrastructure condition, and other risks.	**Implement Transportation Systems Management and Operations (TMSO) strategies.** Improve transportation system operations by implementing strategies such as incident management, work zone management, roundabout and innovative intersection designs, dynamic road signs, road weather management, access management, etc.	**Plan for Walkable Communities and Compact Development.** Support community planning and planning practices such as mixed-use development, transit-oriented development, and infill development to reduce trip lengths, make non-motorized travel more attractive, and provide access to food, public services, health care, etc.	**Update the Regional Freight Plan** to address issues related to truck parking, movement of over-sized goods, and freight rail facilities consistent with the NYS Freight Plan.	**Implement Strategies Transportation Council Plans.** Plans include the Capital Region Vision Zero Safety Action Plan, Trails Plan, Freight/Goods Movement Plan, Coordinated Public Transportation-Human Services Plan, Congestion Management Process, etc.
Incorporate multimodal transportation options when maintaining infrastructure. Use "once in a generation" investments to implement active transportation and complete streets treatments.	**Encourage Complete Streets Policy adoption**. Support the adoption of complete street policies by communities to enhance pedestrian safety, accessibility, potentially increasing property values and supporting economic development through safe and attractive street designs.	**Prepare a local road infrastructure resilience plan.** Plan for and mitigate the impact of extreme weather, flooding, erosion, and other hazards on the local transportation system.	**Develop the Next Generation Transportation Demand Management Program**. Work with employers and community partners to identify incentive programs and services to manage motor vehicle demand such as microtransit services, ride-sharing, carpooling, parking cash out, transportation management associations, etc.	**Connect Transportation and Housing through planning.** Study the relationship between housing and transportation, encourage workforce and senior housing in areas with transportation options, assess affordable housing options, assess the impacts of short term rentals on the housing market, etc.	**Assess Access to Job Centers**. Explore the role of transportation in providing access to jobs and job centers and further research the jobs/housing balance.	**Implement Community Plans**. Plans include ADA Transition Plans, Comprehensive Plans, Community and Transportation Linkage Program Plans, Local Waterfront Redevelopment Plans, etc.
Collect condition data. Collect condition data for non-state federal aid road pavements, asphalt trails, concrete sidewalks, and other assets not part of existing data collection practices. Consider building a regional pavement condition model and/or pavement asset management system.	**Implement safety improvements, emphasizing vulnerable users.** Identify and implement safety improvements, both site specific and system wide, for all transportation system users. Pay special attention to the most vulnerable including pedestrians, bicyclists, and those with disabilities. Encourage low cost options first (i.e. signs, signals, crosswalks, etc.).	**Plan for Emergencies.** Support first responders with alternative route planning, redundant systems, advanced traveler information, etc.	**Develop a Traffic Signal and Technology Program**. Plan for the implementation of advanced traffic signal and other technologies such as adaptive signal systems, traffic sensors, detection cameras, communications technologies, etc.	**Implement Parking Management Strategies.** Assess parking needs, standards, and parking management tools for both on and off street parking.	**Plan for Affordable Transportation Options**. Plan for and measure outcomes for affordable transportation options. Metrics may include household transportation expenditures, trip cost per mile, vehicle maintenance and operations costs, etc.	**Implement Asset Management Plans**. Work with NYSDOT, CDTA and other system operators on the implementation of Asset Management Plans.

Maintain Transportation Infrastructure	Create a Connected System of Multiple Transportation Options	Plan for a Resilient Transportation System	Improve the Operation of the Transportation System	Integrate Transportation and Land Use Planning	Support Economic Development	Coordinate Strategies from State, Regional, and Local Plans
Explore Discretionary Grants and Alternative Funding Tools. Encourage and support Transportation Council and state, regional, and local government sponsors to apply for funding through discretionary programs. Encourage the use of other funding tools including GEIS mitigation cost programs, bridge consolidation, regional sales tax, user fees, and value engineering.	**Encourage use of universal design.** Encourage the use of universal design techniques in all transportation projects and ensure the implementation of PROWAG (Public Right-of-Way Accessibility Guidelines).	**Promote stormwater management practices.** Encourage regular cleaning of streets and storm drains, vegetation management, permeable pavements, catch and detention basins, etc.	**Consider Spot Widenings and Connector Roads.** Where more cost-effective strategies have been attempted or ruled out, assess the feasibility of connector roads and spot widenings of roadways.	**Implement Curb Management Strategies**. Plan for pick up/drop off zones, loading zones, driveway density reduction, raised medians, adequate turning lanes, parcel connection, service roads, etc.	**Support Passenger Rail Planning**. Support corridor planning efforts in New York, Massachusetts and Vermont for Amtrak passenger rail.	**Implement Regional Transportation Plans.** Plans include CDTA's Transit Development Plan (includes infrastructure concepts such as bus lanes, queue jumpers, transit signal priority, mobility hubs, etc.), the Albany Airport Master Plan and Plans at the Port of Albany.
Invest in PEL or Major Corridor Studies. Use Planning and Environment Linkages studies and major corridor studies to plan for the replacement of bridges crossing the Hudson River and other potential megaprojects.	**Quantify Benefits of Active Transportation.** Qualify public health, economic, air quality and other benefits when planning for active transportation and complete streets.	**Plan for alternative fuel vehicles.** Plan for alternative fuel vehicles and their related infrastructure. Monitor the future of vehicle to grid technology.	**Plan for Automated Vehicle Infrastructure and Advanced Air Mobility**. Assess and plan for infrastructure that supports automated/connected vehicles, focusing on safety, as well as personal air mobility options such as drones, helicopters, and other flying vehicles.	**Encourage intermunicipal community planning**. Continue to encourage intermunicipal community planning to reduce costs and increase the effectiveness of regional transportation infrastructure improvement projects.	**Assess the Transportation Impacts of Special Events and Tourism.** Through data collection and modeling tools, explore the impacts of large scale special events and tourism on the regional transportation system.	**Implement New York State Plans**. Plans include the NYS Transportation Master Plan, NYS Carbon Reduction Strategy, NYS Resilient Infrastructure Plan, et.
Consider building a regional pavement condition model and/or pavement asset management system. Using collected pavement condition data, explore how the data can be used for pavement life cycle planning in the region.	**Adapt existing infrastructure to include active transportation.** Where road or bridge capacity for motor vehicles is underutilized, explore and incorporate active transportation options and complete streets.		**Coordinate with NYSDOT to Update the Regional ITS Architecture.** Develop a vision and technical framework for how transportation system operators will share information and resources, coordinated with the Traffic Management Center, to increase real time transportation system monitoring and incident management.	**Take Steps Toward Freight-Efficient Land Uses (FELUs).** Support planning for land-use patterns that minimize the social costs (private plus external costs) associated with both the supply chains and the economic activities that consume and produce goods, at all stages of production and consumption.	**Plan for First/Last Mile Transportation**. Plan for multiple transportation options from major transportation hubs including transit stations, Amtrak stations, distribution centers, major employers, etc.	