Albany’s reason for being is transportation: it was founded in the 17th century as a trading post on the Hudson River. Today, the Port of Albany is an important hub for the movement of goods; and other transportation modes, such as rail, automobile and air travel, have evolved over time. Albany’s historic pattern of interconnected streets and buildings is friendly for pedestrians, although the pattern has been disrupted in some locations (most notably by I-787) to accommodate vehicular traffic.

A multi-modal transportation system provides citizens with the ability to safely and efficiently move around, in, and out of the City via different modes of transportation (e.g. bike, transit, walking, auto). By supporting multiple modes, a more balanced, complete transportation system can reduce vehicle miles traveled (VMT) and encourage walking, biking, and transit ridership.

Albany’s transportation infrastructure has evolved dramatically over its 400 year history providing connections and creating unique challenges.
3.4 Transportation

The key components of a complete transportation system for Albany are: multi-modal connections; pedestrian, bicycle, transit, and vehicular travel; the port/freight movement; and air transportation.

MULTI-MODAL CONNECTIONS

Albany seeks to diversify the ways that neighborhoods and centers are connected to each other and the region through the development of an extensive, efficient, and safe network of complete streets, mass transit, bikeways, trails and sidewalks. See Maps 5 and 6 for Multi-Modal Transportation Opportunities for transit, roadways and parking.

Goal:

Increase options to the private automobile to move people within and between Albany, the Capital Region, and beyond.

Strategies and Actions:

- MM-1 Develop a Complete Streets policy.
- MM-2 Coordinate transportation investments to support preferred land uses.

Transportation Key Issues

- The average automobile commute time for Albany residents is 18.3 minutes, shorter than the national average of 25.5 minutes.
- In 2000, 13% of Albany residents used public transportation to travel to work and 1% rode a bike. 11% of Albany residents walk to work, quadruple the national average.
- CDTA ridership increased 17.5% between 2006 and 2008.
- In 2011, CDTA began operation of its first bus rapid transit route, branded BusPlus, on Central Avenue between Albany and Schenectady.
- Highways and rail lines are significant barriers to walking in Albany.
- The Bicycle Master Plan has expanded the network of bikeways and trail access.
- North-south roadways through the City provide inadequate connectivity between neighborhoods and east-west arterials.

Within only 1.5 years of the completion of the Bicycle Master Plan, more than 8 miles of bicycle infrastructure was installed.
Map 5 Multi-Modal Transportation Opportunities: Transit

Transit Facilities
- Existing BRT Line
- Planned BRT Line
- Existing BRT Stop
- Potential Transit Center
- Rensselaer Amtrak Station
- Fixed Bus Route and Stop

Note: The Capital District Transportation Authority (CDTA) is currently undergoing a route restructuring program.
Map 6 Multi-Modal Transportation Opportunities: Roadways and Parking
MM-1 Strategy: Develop and Implement a Complete Streets policy.

Maintain and enhance the existing street network to encourage the safe and efficient mobility of all persons, regardless of age or ability, whether walking, biking, riding transit, or driving. Complete streets policies seek to make streets safer and more functional, convenient, and enjoyable for travelers using all modes. In August, 2011, New York State’s Complete Streets legislation was signed into law, requiring that all state, county and local transportation facilities that receive both federal and state funding are subject to department of transportation oversight to consider safe travel on the road network by all users.¹ (Interrelated Strategies: Social CHR-2; Transportation BIC-1, VEH-4; Natural Resources AQ-1, SW-3; Utilities and Infrastructure EN-3)

**Actions:**

a. Develop a Complete Streets program including design standards, land use plans, and zoning regulations that provide the highest level of integration between pedestrians, cyclists and transit riders as appropriate based on the surrounding land use and street types. Adopt Complete Streets legislation that would address the retrofit of existing and design of new and reconstructed roadways.

b. Identify problem areas and implement appropriate traffic calming measures (e.g., landscape medians, pavement treatments, bike lanes, street trees and planters) to increase safety while maintaining efficient traffic flow.

c. Incorporate new transportation modes into redesigned streets, such as electric cars, mopeds and other types of personal mobility devices.

d. Implement “green streets” as part of a Complete Streets program, including porous pavement treatments, street trees, rain gardens, bioswales, and other such techniques. This can be incorporated into a Green Infrastructure plan for the city.

e. Consider climate vulnerabilities when installing new or rehabilitating existing transportation infrastructure.

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¹S5411-2011: Enables safe access to public roads for all users by utilizing complete street design principles. The legislation requires that all state, county and local transportation facilities that receive both federal and state funding are subject to department of transportation oversight to consider safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through complete design features.
MM-2 Strategy: Coordinate transportation investments to support preferred land uses.

Integrate planning for transportation and land use by coordinating transportation planning decisions, policies and strategies to be supportive of the land use vision (e.g., transit-oriented development). (Interrelated Strategies: Community Form LU-2, UD-1, UD-2; Economy INV-1, INV-2; Social CHR-5, CHR-7; Transportation TR-2; Natural Resources AQ-1, WW-5; Housing and Neighborhoods NS-2 Utilities and Infrastructure EN-3; Institutions RP-2)

**Actions:**

a. Review all new development from a transportation perspective to ensure adequate roadway facilities, and to advance the implementation of facilities for pedestrians, cyclists, transit and other alternatives to the automobile.

b. Use zoning to promote mixed use and transit-oriented development around transit hubs and along transit corridors, such as neighborhood commercial centers, the downtown, and along bus rapid transit (BRT) corridors.

c. Promote patterns of land uses, such as high density clustered development and mixed-use zoning that encourage maximum potential for pedestrian, bicycling, and transit mobility throughout the city and reduce automobile usage.

d. Develop contextual design standards for complete streets that provide adequate capacity for all users and are coordinated with the type of land use in which the street is located. This includes creating walkable neighborhoods where all trips need not be made by car, and encouraging transit use through easy, user-friendly service and appropriately sized streets that naturally calm traffic while facilitating circulation and improving safety.

e. Work with the NYS Department of Transportation and the Capital District Transportation Committee (CDTC) on the I-787 Integrated Corridor Study. The intent of the study is to evaluate short and long term infrastructure needs for I-787 including near term access improvements to support the City’s downtown and waterfront economic development initiatives. In addition, the study will evaluate opportunities for alternative designs (including an urban arterial) that reduce long term maintenance costs and/or improve the compatibility of I-787 with the community. The highway currently represents a visual and physical barrier between the City and its waterfront. Replacing the elevated highway with an urban arterial at or below grade would have a dramatic impact on the visual attractiveness of the City of Albany, walkability and potentially create additional developable land.

**BEST PRACTICES: NEW HAVEN, CT ROUTE 34 CONNECTOR REMOVAL.**

Cutting through the center of downtown New Haven is the Route 34 Connector – a portion of a highway that was never fully constructed. This highway segment divides the city in two, preventing pedestrian access, limiting development, and creating an eyesore.

In 2004, the City of New Haven convinced the State to allow removal of the highway. After completing initial environmental studies, in 2010, New Haven received $16M in federal grants to redevelop the road as an urban highway. This effort will restore the city street and pedestrian networks, and provide significant developable land for the City. The transformation is expected to create 2,000 construction jobs and 1,000 permanent jobs, while continuing to maintain the effectiveness of the transportation network.

www.cityofnewhaven.com
PEDESTRIAN
Many of Albany’s neighborhoods are served by a network of sidewalks, but opportunities exist to improve connections between and within neighborhoods, and in connections to other activity centers in the city and region. An upgraded pedestrian environment will encourage use by people of all ages and abilities, for transportation, recreation and health.

Goal:
Provide for safe pedestrian mobility throughout the City.

Strategies and Actions:
- PED-1 Maintain & improve sidewalk connections.
- PED-2 Expand greenways.
PED-1 Strategy: Maintain & improve sidewalk connections. (Interrelated Strategies: Transportation MM-1, MM-2; Housing and Neighborhoods NS-4)

Maintain and improve the existing sidewalk network to increase safety and provide connections between residences, schools, transit, activity centers, work, and public facilities for persons of all ages and abilities.

**Actions:**

a. Develop and fund procedures for regular maintenance of sidewalk infrastructure repair to maintain a state of good repair of all City sidewalks.

b. Develop a regularly updated pedestrian plan for the City of Albany, including a citywide sidewalk inventory identifying condition and gaps, implementation plan, and design standards as part of the Complete Streets program.

c. Implement a Safe Routes to School program, which enables community leaders, schools and parents to improve safety and encourage more children to safely walk and bicycle to school. See www.saferoutesinfo.org for more information.

d. Improve street crossings to meet the safety standards of the Manual on Uniform Traffic Control Devices (MUTCD), local and state regulations, and the Americans with Disabilities Act. Standards would include elements such as crosswalks, lighting, median refuges, reduced turning radii, corner sidewalk widening, ramps, signs, signals, and landscaping. Give priority to intersections near schools, senior housing, community and senior centers, parks and transit stations and stops.

e. Establish a tracking and monitoring system for vehicle-pedestrian crashes. Such a system will be used by the City as a data driven approach to identifying potential pedestrian improvements. Complete streets and other mechanisms will also be utilized by the City to implement pedestrian improvements and enhance safe walking environments pro-actively throughout the City.

f. Clarify and communicate the responsibilities of property owners for sidewalk maintenance (i.e. snow removal and planting strip upkeep).
Map 7 Multi-Modal Transportation Opportunities: Bicycle
PED-2 Strategy: Expand Greenways. (Interrelated Strategies: Social CHR-7; Transportation BIC-2; Natural Resources OS-1; Institutions RP-2)

Continue to improve and expand the current and planned greenways in the City by connecting with local and regional pedestrian and bicycle infrastructure.

**Actions:**

a. Identify existing railroad rights-of-way for potential conversion to other uses such as walking and biking trails, or integration with new transit services.

b. Work in cooperation with, and support groups advocating for, the Albany County Rail Trail.

c. Improve key connection points from the bicycle and pedestrian network to greenways, including connections to the waterfront, the Mohawk Hudson trail, the proposed Patroon Creek Multi-use trail, and replacement of the Livingston Avenue Bridge.

**BICYCLING**

Cycling improves health, is used for commuting or recreation, and can have tourism benefits. The City of Albany's Bicycle Master Plan, completed in partnership with the Capital District Transportation Committee (CDTC), identifies a network of bicycle routes to improve cycling as a viable mode of transportation throughout the City. See Map 7 for a map of the city's Bicycle Master Plan.

**Goal:**

Provide for safe bicycle mobility throughout the City.

**Strategies and Actions:**

- BIC-1 Promote and Implement the Bicycle Master Plan.
- BIC-2 Connect to regional trails.
- BIC-3 Educate cyclists and drivers.
RESEARCH: TRANSPORTATION ORIENTED DEVELOPMENT HOUSING PRODUCES LESS TRAFFIC THAN TRADITIONAL HOUSING.

The Transportation Cooperative Research Program, sponsored by the Federal Transit Administration, conducted a 2008 study into the “Effects of TOD on Housing, Parking, and Travel.” The report concludes that TOD apartments average around one-half the norm of vehicle trips per housing units. Actual rates varied from 70% to 90% lower for projects near downtowns, to 15% to 25% lower for TODs in low-density suburban areas.

The report suggests that, with lower levels of traffic generated, TOD can be encouraged in several ways: developers could be allowed to pay lower traffic related impact fees and reduce parking costs, making development more affordable; rightsizing parking ratios and traffic generation may encourage local acceptance of higher density development; and with lower levels of traffic, roadway improvements thought to be required could be reduced, saving money.


BIC-1 Strategy: Promote and Implement the Bicycle Master Plan

The Bicycle Master Plan provides a vision of Albany as a “bikable” city and a plan to implement the vision. (Interrelated Strategies: Social CHR-2; Transportation MM-1, VEH-3; Natural Resources AQ-1; Utilities and Infrastructure EN-3)

Actions:

a. Work cooperatively with the CDTC, New York State Department of Transportation (NYSDOT), Capital District Transportation Authority (CDTA), Albany County, and neighboring communities to coordinate development and implementation of the bikeway network.

b. Implement the Bicycle Master Plan. Key actions included in the plan include the following:

- Encourage bicycle-friendly development by adopting site plan review criteria requiring bikeway routes, bike parking, and other end of trip facilities.
- Develop bicycle infrastructure through design guidelines, implementing the bikeway network, signage, transit integration, and the development and implementation of a Complete Streets program.
- Ensure maintenance of bikeways and develop standards for bikeway maintenance in construction zones.
- Encourage cycling through transportation demand management initiatives, web based information, bike week/month campaigns, and providing bike parking at City events.
- Fund a full or part-time cycling coordinator to work for the City of Albany.
- Determine the feasibility of a citywide bike share program.
- Develop metrics and assessment tools to track use of bicycle infrastructure.
- Develop a webpage dedicated to bicycling in Albany, including the location of existing and future routes, as well as existing bicycle parking.

10Transportation Demand Management (TDM) – TDM is a series of measures promoting alternatives to the single occupant vehicle for reducing traffic congestion. These measures include carpooling, vanpooling, transit, walking, bicycling, telecommuting, compressed work weeks, etc.
BIC-2 Strategy: Connect to regional trails.

As noted in the Pedestrian section above, the connection between trails is important for transportation mobility, as well as recreation and health purposes. (Interrelated Strategies: Social CHR-1; Transportation PED-2; Natural Resources OS-1; Institutions RP-2)

Actions:

a. Work cooperatively with regional cycling organizations to support the development of new trails and greenways.

b. Improve key connection points from the bicycle and pedestrian network to greenways including connections to the waterfront, to the Mohawk Hudson trail, the proposed Patroon Creek Multi-use trail, the proposed Albany County Rail Trail, and replacement of the Livingston Avenue Bridge.

In 2011, CDTA launched Bus Plus, the region’s first bus rapid transit system, with its first line running between Albany and Schenectady.
BIC-3 Strategy: Educate Cyclists and Drivers (Interrelated Strategies: Transportation BIC-1)

The City should continue to work with the Capital District Transportation Committee (CDTC) to build upon the cyclist and driver education campaign Capital Coexist (www.capitalcoexist.org).

**Actions:**

a. Work with the CDTC to enhance and market the Capital Coexist bicycle/driver education campaign which provides bicycle educational material, safety tips and information on current bicycle projects and events.

b. Develop and market educational materials about complete streets, cycling routes, street markings, and the specific rights and needs of cyclists in the City of Albany.

**TRANSIT**

Albany’s transit services will provide an array of types of services, located throughout the City, to encourage and enable connections between neighborhoods, jobs, and other destinations. Both local and regional connections are currently being improved and restructured by the CDTA, and these revamped services will support and encourage the needs and vision for transit in Albany. Albany’s first Bus Rapid Transit (BRT) corridor opened for service in April 2011 on Central Avenue/Route 5, connecting the City of Albany to Schenectady. A second BRT route is being considered for the Washington or Western Avenue corridors from downtown Albany to Crossgates Mall.

**Goal:**

Increase transit options and transit use.

**Strategies and Actions:**

- **TR-1** Establish an intermodal transit center.
- **TR-2** Promote Transportation Demand Management to improve transit choices.
- **TR-3** Increase transit connectivity.
- **TR-4** Explore transit expansion options.
TR-1 Strategy: Establish an intermodal transit center. (Interrelated Strategies: Community Form UD-3; Transportation TR-3, TR-4, AIR-1; Natural Resources AQ-1)

Establish an Intermodal Transit Center (regional / local bus service) with connections to the Rensselaer Amtrak Station and Albany International Airport.

Actions:

a. Work cooperatively with CDTA, private bus operators, and other parties to develop a new Intermodal Transit Center in downtown Albany adjacent to the site of the proposed Convention Center.

b. Design an Intermodal Transit Center using high quality urban design and planning principles that encourage mass transit use. This includes strong connections for walking between the Center and the downtown, appropriate transit-oriented land uses, adding bike connections and storage, and facilitating bus traffic so as to minimize the impact on nearby streets.

c. Maximize the Intermodal Transit Center’s benefit to Downtown by increasing transit services through schedule changes, improved connections, and ensuring the safety and security of transit riders.

Installing electric and other alternative-fueled vehicle infrastructure will provide an economic boost and environmental benefits.
TR-2 Strategy: Promote Transportation Demand Management to improve transit choices. (Interrelated Strategies: Community Form LU-1, UD-1; Transportation VEH-3; Natural Resources AQ-1; Housing and Neighborhoods NS-2; Utilities and Infrastructure EN-3)

Employ transportation demand management techniques to encourage the use of transit, including the use of incentives.

Actions:

a. Work cooperatively with CDTA to improve transit service coverage, speed and frequency, extending hours of service where possible, and serving key destinations such as commercial centers, community facilities and employment centers.

b. Support the development of transit services that encourage transit use through better linkages between jobs and residences, service at all times of day, and make travel from one place to another as easy as possible, therefore encouraging less driving.

c. Create Transit Oriented Development (TOD) overlay districts along existing and proposed transit corridors (such as BRT routes) to encourage mixed use development with higher densities, reduced parking, and walkable streets. Work with community stakeholders to determine the appropriate density levels and mix of uses as well as appropriate locations for TOD.

d. Promote reliability in transit services through coordination with service providers. Encourage published schedules, real time information, and other methods of communication with the transit riding public.

e. Work with CDTA and CDTC to promote and advertise the use of transit, including new routes, financial incentives (such as free or reduced-rate bus passes), and the use of alternates to single-occupancy vehicle commuting through park-and-rides and BRT services.

f. Evaluate, as part of the citywide parking strategy, incentivizing transit use through changes to parking fees that would encourage a shift from driving to riding transit.

g. Work with CDTA to promote the Transportation Demand Management website.
TR-3 Strategy: Increase transit connectivity. (Interrelated Strategies: Economy EMP-1, INV-1; Social CHR-5, CHR-7; Transportation TR-1, AIR-1; Housing and Neighborhoods NS-2; Utilities and Infrastructure EN-3)

**Actions:**

a. Work cooperatively with the CDTA in their effort to restructure transit routes in Albany. Improve the North and South connections as well as loops within the city so residents can utilize the services in the city, especially employment centers, healthcare facilities, educational facilities, recreational facilities, retail centers, etc.

b. Improve the access to and attractiveness of bus transit facilities, including sidewalks, shelters, signage, etc.

c. Ensure that all sidewalks and pedestrian access to transit facilities are fully accessible to persons with disabilities.

TR-4 Strategy: Explore transit expansion options. (Interrelated Strategies: Social SS-4; Transportation TR-1, TR-3; Utilities and Infrastructure EN-3)

Explore the potential for expanded bus rapid transit (BRT) service and support the planning process for the implementation of high speed rail.

**Actions:**

a. Support the operation of the Route 5 BusPlus, the CDTA’s first BRT route, which provides service between Albany and Schenectady along Central Avenue. Significant improvement and investment in this corridor is programmed, including new vehicles, stations, park and ride lots, transit signal priority, and potentially off-board fare collection (CDTC TIP).

b. Encourage the development of additional BusPlus routes throughout the City and to regional destinations, including along Western Avenue, as well as routes connecting the Albany, Schenectady, and Troy city centers.

c. Provide adequate and efficient late-night transit between entertainment destinations, neighborhoods and educational institutions (e.g. late-night bus service, taxis and shuttles) to encourage alternatives to driving.

d. Support the development and implementation of the federally-designated high speed rail Empire Corridor, extending from New York City to Albany to Buffalo, with the New York City to Albany route as a priority.

e. Investigate potential opportunities for light rail connections to growing suburbs, city centers and regional activity centers. Explore funding sources and feasibility.

f. Determine the feasibility of re-establishing streetcar lines along highly-travelled intra and inter-City routes.
The Northway Express, operated by CDTA, provides regional commuters with an alternative way to reach employment and activity centers in Albany.

VEHICULAR

While providing improved transportation modal choices is important, the efficient and safe flow of traffic is also crucial. Improvements in traffic circulation and access that increase safety, reduce congestion, rationalize parking, and upgrade and maintain roads within and to the City will make for a more livable Albany.

Goal:

Improve vehicular connections for automobiles, motorcycles, and scooters to and within Albany to facilitate circulation and reduce congestion, while addressing impacts on the City fabric.

Strategies and Actions:

VEH-1 Improve road infrastructure and reduce congestion.

VEH-2 Implement a comprehensive parking strategy.

VEH-3 Promote Transportation Demand Management to reduce vehicle miles traveled.

VEH-4 Promote efficient, hybrid, or alternative-fueled vehicles.
VEH-1 Strategy: Improve road infrastructure and reduce congestion. (Interrelated Strategies: Transportation VEH-3, TR-3, TR-4)

Implement roadway infrastructure and signalization improvements to increase efficiency and safety, reduce congestion and delays, and decrease idling and other vehicular-related pollution issues.

**Actions:**

a. Develop and fund a maintenance program to preserve the infrastructure investments that have been made to roadways, and continue to plan for maintaining a state of good repair of all other roadways.

b. Identify gaps or needs in the existing street network, such as the relative lack of major north-south connectivity, and establish a plan for future roadway development and connections.

c. Optimize traffic flow and minimize congestion on arterial roadways through the use of management strategies, including:
   - Access management techniques on critical corridors to maintain capacity and safety. This includes limiting individual driveways, encouraging shared curb cuts, and potential use of medians or traffic engineering measures to control turning movements.
   - Intelligent transportation systems (ITS) and traffic signal optimization.
   - Alternative intersection design to increase mobility such as the use of roundabouts where appropriate.

d. Connect neighborhood streets that today may not be connected, to facilitate circulation and minimize traffic congestion on collector roadways.

e. Consider the use of a multi-modal level of service criterion that balances all transportation modes.

f. Evaluate downtown access, circulation and congestion and develop a comprehensive and integrated plan that prioritizes streets by mode, reduces congestion and delay, and promotes the efficient use of downtown streets.

g. Utilize green streets criteria for new and rehabilitation road projects.

h. Investigate the benefit of utilizing heat resistant construction materials for pavement in preparation for climate change.
VEH-2 Strategy: Implement a comprehensive parking strategy. (Interrelated Strategies: Economy INV-1; Housing and Neighborhoods NS-6)

Address all aspects of parking such as parking supply, demand and usage, as well as design. This would also include review and updates to City regulations regarding parking requirements and development, and possible changes to City zoning regulations for on-street parking management.

Actions:

a. Complete a parking study of the City of Albany, including developing a compendium of parking policies (City, State, etc.), and completing a full assessment of existing parking supply, usage, and current and future demand. This study would inform the additional development of parking policies and potential for parking pricing strategies.

b. Work cooperatively with the State of New York, the Albany Parking Authority and others to find opportunities for changes to State-employee parking policies that would better synchronize with City of Albany resident and visitor needs. Such changes could include fee structures, shared parking during off hours and incentives for transit use.

c. As part of the complete parking study, review off-street parking standards and required ratios and consider the use of maximum parking requirements where other modes provide accessibility options, incentives for shared and/or off-site parking, and fees “in lieu of” on-site parking.

d. Develop parking policies and standards that support and encourage the land use and community form desired by the City. This includes development of parking behind buildings, rather than between buildings and the street, structured parking when feasible, encouraging good parking lot/structure design, facilitating pedestrian access and improving traffic circulation.
VEH-3 Strategy: Promote Transportation Demand Management to reduce vehicle miles traveled. (Interrelated Strategies: Transportation TR-2; Natural Resources AQ-1; Utilities and Infrastructure EN-3)

Transportation demand management includes a variety of opportunities to reduce automobile use and vehicle miles traveled. Programs can include the encouraging of bicycling, carpooling, transit use, or telecommuting.

**Actions:**

a. Promote public education and awareness programs about the availability and benefits of alternatives to automobile commuting.

b. Promote CDTC’s iPool2 carpooling system, to promote ridesharing.

c. Work with CDTA and CDTC to encourage greater use of transportation demand management tools such as:

   - Employee subsidies to encourage employee ridesharing or transit use such as discounted transit passes.
   - Incentives to encourage telecommuting and flexible work hours.
   - Priority parking spaces or pricing in public parking garages for carpoolers.
   - Parking cash out program, where employers who provide subsidized parking for their employees offer a cash allowance or transit pass in lieu of a parking space.

d. Explore the feasibility of a municipal car-sharing program within the City of Albany fleet to reduce the total number of vehicles required for City employees.

e. Support the development of a car-sharing program for residents, as well as commuters, which will reduce local and regional VMT’s and GHG emissions, and reduce parking demand.

f. Support CDTA in the development of a Transportation Demand Management website for the Capital Region which will provide educational materials on TDM tools.

VEH-4 Strategy: Promote hybrid/electric, alternative-fueled, and efficient, vehicles. (Interrelated Strategies: Community Form UD-3; Transportation MM-1; Utilities and Infrastructure EN-1)

The inclusion of fuel efficient, hybrid and alternative-fueled vehicles are a desired part of a sustainable transportation network in Albany.
Albany International Airport completed a multi-million dollar capital redevelopment project included a new 230,000 square foot terminal, parking garage, Air Traffic Control Tower, and cargo facility.

**Actions:**

a. Promote the use of alternative vehicles, where appropriate, in transportation plans, including facilities for plug-in electric vehicles on streets and in parking facilities.

b. Encourage alternative vehicle use through programs such as priority parking.

c. Develop a program within the City of Albany to share fleet vehicles and use electric, CNG, and hybrid vehicles.

d. Encourage the use of hybrid or alternative-fueled buses, including CDTA fleet, school district buses, and other public fleets.

e. Require electric vehicle and alternative-fueled vehicle infrastructure in the approval process for new projects that meet a minimum development threshold.

f. Incorporate alternative-fueled vehicles into the city fleet.

**FREIGHT MOVEMENT/PORT**

The Port of Albany is a world-class facility and an economic engine for the region that employs hundreds of people. It receives 800,000 tons of cargo each year and was recently recognized as the most improved port in the nation for handling heavy lift cargo. In 2010, the Albany Port District Commission Master Plan for the Port of Albany was...
completed. The Master Plan study included a comprehensive review of the facilities of the Port of Albany, the markets it serves, and potential opportunities for future development at the Port, responsive to its mission, and based on the characteristics of the Port and its competitive position.

**Goal:**

Improve capacity and service at the Port of Albany and increase resilience to future climate change impacts.

**Strategies and Actions:**

- **FMP-1** Leverage port assets and integrate with freight rail.
- **FMP-2** Modernize the port to accommodate increased demand.

**FMP-1 Strategy: Leverage port assets and integrate with freight rail. (Interrelated Strategies: Economy INV-2; Transportation FMP-2)**

**Actions:**

a. Encourage land use support for development of major distribution facilities. This could include evaluating land uses near the port to preserve land and locations that are appropriate for the needs of freight distribution companies.

b. Determine requirements and investments to maximize the use of rail operations in support of the Port, and examine potential for incentives that would encourage the use of freight rail rather than trucks.

c. Encourage the use of City residents as a labor pool for port-related businesses and potential distribution facilities. Educating these businesses to the potential labor pool available in the City could assist in attracting or retaining port-related businesses.

**FMP-2 Strategy: Modernize the port to accommodate increased demand. (Interrelated Strategies: Economy INV-2; Transportation FMP-1)**

Continue to modernize and enhance the port to meet the needs of today and for growing future demand.

**Actions:**

a. Support the implementation of the recommendations of Port Master Plan, including the potential increase in open storage space for project cargo, steel or other cargo. Alternatives for creating this space would include the current Cargill Salt leasehold and/or site 11 if the ethanol lease does not eventuate, or the current Hudson River Recycling (HRR) site.
b. Monitor the effects of rail and truck traffic and work cooperatively to implement measures to minimize adverse impacts on the City's land uses and roadway network.

c. Preserve industrial waterfront uses in the vicinity of the port to support future job growth and allow for future expansion if necessary.

d. Support implementation of programmed CDTC TIP elements including security improvements, operational improvements and maintenance dredging, freight wharf and dock repairs, and the bio fuels transfer facility.

e. Encourage the use of heat resistant construction materials for pavement and rail tracks in preparation for climate change.

f. Consider and plan for the potential impacts of climate change, including sea level rise and extreme weather events.

**AIR**

Although not located within the City of Albany, Albany International Airport is an important component of the City's transportation network. The airport serves as a gateway to visitors and business interests. The airport is less than three miles from major City employment centers and global destinations such as CNSE's Albany Nano Tech Complex and Harriman Campus and is the closest airport to the rapidly expanding Global Foundries. Marketing the airport, and improving access to Downtown Albany are ways the City can contribute to the continued viability of the airport, attraction of new residents and employees as well as increase the number of visitors taking advantage of Albany's cultural and recreational opportunities.

**Goal:**

Maintain Albany Airport as a regional hub for air travel.

**Strategies and Actions:**

**AIR-1** Support and improve connections between the airport and city. (Interrelated Strategies: Economy INV-1; Transportation TR-1, TR-3)

**AIR-2** Support efforts to increase national connections available through Albany International Airport

Identify and improve key regional connections where needed

**Actions:**

a. Facilitate connections between the city and the airport by encouraging the coordination of transportation services (transit and roadways), working with CTDA, NYSDOT, NYS Thruway Authority, and others.

b. Market the airport as an asset to city businesses and tourism.
c. Establish a new Intermodal Transit Center in downtown Albany, incorporating direct, frequent and convenient access to the airport.

AIR-2 Strategy: Support Albany County Airport Authority efforts to increase direct national connections available through Albany International Airport (Interrelated Strategies: Economy INV-1)

Actions:

a. Incorporate the airport’s new Air Service Incentive Program, which provides financial incentives to attract new airlines and air service to Albany International Airport, in the city’s branding and marketing strategies.