

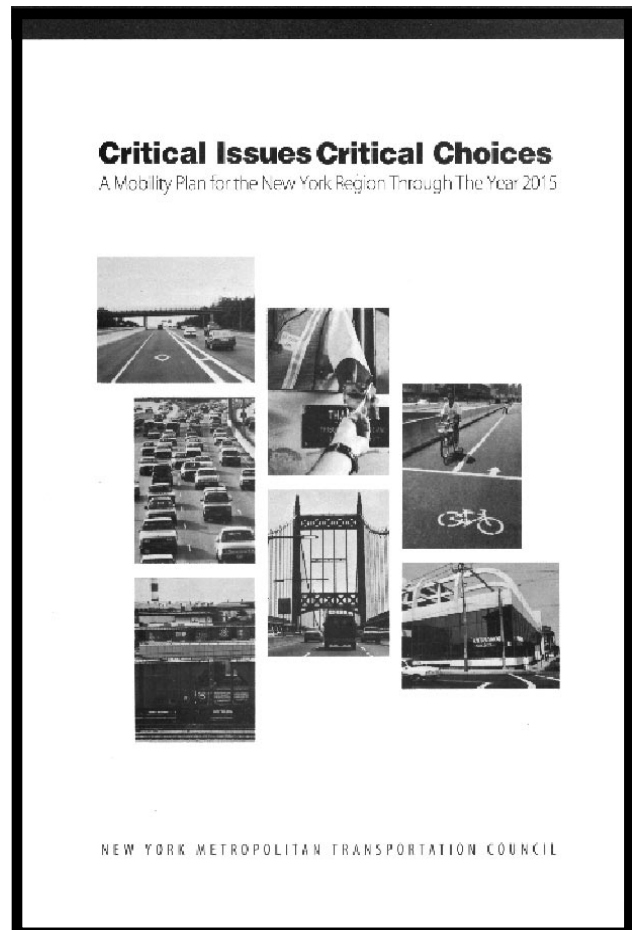
New York Metropolitan Transportation Council's Regional Transportation Plan Update

Why Create a Regional Transportation Plan?

In March 1994, the New York Metropolitan Transportation Council (NYMTC) adopted the Regional Transportation Plan, entitled **Critical Issues Critical Choices: A Mobility Plan for the New York Region Through the Year 2015**. The plan is required by federal legislation, but the impetus for it goes far deeper. It serves as a guide for the development of the region's Transportation Improvement Program (a 5-year capital program) and its Unified Planning Work Program (an annual planning program).

The plan addresses the region's transportation needs and presents a blueprint of potential solutions. The solutions are based upon an assessment of the system's deficiencies, and the available financial resources. This plan is now being updated.

The New York region is facing a new era in transportation. Changes in population have resulted in even greater increases in the number of cars and trucks on our highways. A wide range of constraints - geographic, financial, and environmental - limit the construction of new highways. Better solutions must be found to move people and freight to support the region's economy.



When released in 1994, the plan asked "whether we are prepared to continue investing in our transportation infrastructure to maintain and to expand it for better mobility and as an engine for economic development for future generations."

In addition to this brochure, a series of short "issue papers" is being prepared to provide a more in-depth explanation of the plan's elements and regional trends being evaluated. If you are interested in receiving one or all of these, call any of the telephone numbers at the back of this brochure.



What Is NYMTC?

NYMTC is the designated body responsible for coordinating transportation planning and decision making in our region. Recognized by federal legislation as a Metropolitan Planning Organization, it promotes the “3C” planning approach -- coordinated, comprehensive and continuing -- to gain consensus among local governments, regional agencies and the state.

The NYMTC region comprises New York City, and the counties of Nassau, Putnam, Rockland, Suffolk, and Westchester. The Council includes the New York State Department of Transportation, the Metropolitan Transportation Authority (MTA), the NYS Thruway Authority, the Port Authority of NY and NJ, NJ TRANSIT, the North Jersey Transportation Planning Authority, the NYS Department of Environmental Conservation, the Federal Highway Administration, the Federal Transit

Administration, and the U.S. Environmental Protection Administration.

NYMTC’s 3 Transportation Coordinating Committees (TCCs), in the Hudson Valley, Long Island and New York City, encourage participation in the planning process by local agencies, the private sector and the public.

NYMTC, together with its TCCs:

- Creates a five-year Transportation Improvement Program (TIP) that identifies the projects that will be funded with federal aid.
- Develops the Unified Planning Work Program (UPWP), which guides planning activities for NYMTC Central Staff, the TCC staff and NYMTC’s member agencies.
- Creates and periodically updates a regional transportation plan.

Why Update the Regional Transportation Plan?

The Regional Transportation Plan is intended to serve as a dynamic and evolving document.

As trends become clearer or begin to alter, as policies develop or emerge, and as the region moves closer to bringing its transportation infrastructure into a state of good repair, there is an important need to revisit the Regional Transportation Plan. By federal mandate, an update is due every three years. Equally important is the need to have a relevant, informative document that serves the region's needs.

Since the Regional Transportation Plan was adopted, a number of important developments have occurred:

- Maintenance of infrastructure is a big issue, especially bridges in New York City. Pavement quality must be maintained, congestion alleviated, and transit improved.
- High-Occupancy Vehicle (HOV) lanes have opened on the Long Island Expressway and the Gowanus Expressway. Plans for others (and supporting services) have moved forward in all three TCC areas.
- Immigration in the region is growing, shaping population, employment and density trends, and producing tangible growth in transit ridership, especially in New York City.
- The reliance on trucks for the movement of goods continues to impact some local economies, especially Brooklyn and Long Island. Recent activities -- the privatization of the Long Island Rail Road's freight lines, the CONRAIL merger, and New York City's

support of a new rail freight tunnel and Brooklyn port facility -- could further change freight movement patterns.

- Decisions still must be made on the future of projects such as Brooklyn's Gowanus Expressway and the I-287 HOV lane in Westchester County.
- Significant transit projects are underway or being studied -- a new LIRR terminal on Manhattan's east side, a new Manhattan AMTRAK station at the Farley Post Office, new transit services in Manhattan, and nearing construction of a light rail line to JFK Airport.
- Investments in Intelligent Transportation Systems have increased. First, E-ZPass was introduced on the Tappan Zee Bridge and other sections of the NYS Thruway, then on all TBTA facilities. E-ZPass will soon be used at the Port Authority's river crossings and on some New Jersey facilities. The use of MetroCard has expanded on MTA-New York City Transit's subways and buses, and has increased through new joint ticketing initiatives with MTA's commuter rail services. Traveler information and incident management have also improved.
- The Internet makes it easier for employees to telecommute, working at home at their computers and sending and receiving information electronically. This could reduce the need for transportation capacity during peak travel periods.

How Will the Regional Transportation Plan Be Updated?

The plan will be updated in a two-phase process. Phase 1 will be finished in the spring of 1997. It identifies emerging trends, their potential impacts on regional transportation needs, possible solutions to deal with these impacts, and a comprehensive pedestrian and bicycle plan. Phase 2 will further develop the solutions and identify the specific approaches, responsibilities and costs. It is now underway and scheduled for completion in the Spring of 1998.

Two themes emerged in Phase 1 that were not in the 1994 plan: transportation as a means to economic vitality and enhanced quality of life, and the need to strengthen the link between transportation and land use planning. These have been added to the goals and objectives of the updated plan. Also, the demographics data used in the plan has been updated with the 1990 census and new demographic, socioeconomic, and travel forecasts. Active public involvement will also help to shape the plan update.

Phase 2 activities will include:

- Grouping travel patterns into corridors of demand.
- Analyzing travel demand and transportation facilities.
- Determining travel constraints.
- Making recommendations for improvements to existing facilities and development of new facilities.
- Assessing the condition of the region's infrastructure.
- Analyzing the financial capacity of the region to pay for improvements.
- Selecting the fundable projects.

How Can You Get Involved?

Public involvement is vital to the update of the Regional Transportation Plan. Broad participation will lead to a greater understanding of transportation needs and concerns. This understanding helps with the development of programs and services that everyone can accept. Your views are important in the planning process and we encourage you to participate. If you would like to become more involved in the planning process, you can contact one of the following offices for further information:

NYMTC Central Staff -

Howard J. Mann - 212-938-3376 or call the toll-free number 1-800-938-6957 for a recording.

NYMTC's Web Site -

www.dot.state.ny.us/reg/nymtc/council.html

NYMTC's Electronic Bulletin Board -

NYMTC.TIE, call 212-938-4371

New York City Transportation Coordinating Committee -

Larry Malsam - 718-482-4559

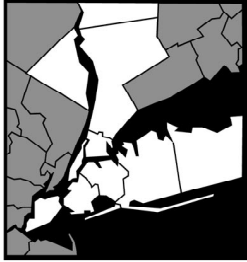
Nassau/Suffolk Transportation Coordinating Committee -

David Glass - 516-952-6114

Mid-Hudson South Transportation Coordinating Committee -

Sarah Rios - 914-431-5725

Public meetings are held periodically and you are encouraged to attend. Call NYMTC or your TCC to hear about opportunities to become involved.



New York Metropolitan Transportation Council's Regional Transportation Plan Update 1995 - 2015 *Bicycle/Pedestrian Element*

The NYMTC region, and New York City in particular, is the walking and bicycling capital of the nation. Walking and bicycling account for 21% of all travel in this region. In Manhattan, the percentage of people who walk and bicycle rises to 46%. For the other boroughs of New York, the modal share is 30%, and for NYMTC's suburban counties, the share is still high at almost 8% (higher even than transit). Nationally, walking and bicycling account for about 8% of all trips.

Despite the high degree of use of these modes, the transportation network that accommodates them has not changed much in previous years. Fewer than 50 miles of bikeway (on-street or off-street such as paths) have been added in the past five years. Similarly, the amount of available sidewalks has not changed. In suburban areas, residential subdivisions are still routinely built without sidewalks.

As part of its update of its Regional Transportation Plan, the New York Metropolitan Transportation Council (NYMTC) is investigating the potential for increasing the use of walking and bicycling as transportation alternatives, particularly in view of the problems being created by the growing use of automobiles by individuals traveling alone. Factors that must be addressed are summarized below.

Safety

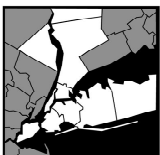
Much needs to be done to improve the safety of bicyclists and pedestrians. Statewide, between 1990 and 1993, one-third of the people hospitalized due to traffic accidents were bicyclists and pedestrians, and they comprised about one-third of the deaths caused by traffic accidents. In New York City, pedestrian deaths were one-half of all traffic deaths during this period.

Steps that can be taken at the state level include:

- Fully fund and implement a bicycle education program in schools.
- Educate or re-educate motorists to heighten their awareness of pedestrians and bicyclists, at the learner's permit stage, during defensive driving courses, and during the road test stage.

Actions that can be taken at the regional level are:

- Expand existing education programs for pedestrians, bicyclists, and motorists or initiate new programs and monitor their effectiveness.
- Require agencies to reinforce motorist awareness by placing "share the road" signs showing a person on a bicycle at strategic locations.
- Provide a continuous system of sidewalks.



The New York Metropolitan Transportation Council (NYMTC) is the collaborative forum where regional transportation issues are analyzed, discussed, and decided. The region is made up of Nassau, Putnam, Rockland, Suffolk, and Westchester counties and New York City.



Access

The use of bicycling and walking as alternative transportation modes can be significantly increased by improving the ability of bicyclists and pedestrians to travel across bridges and leave a bicycle in a secure location at schools, shopping, and recreational activities and at connections with bus, rail, and ferry transit.

Specific recommendations, where feasible, are to:

- Provide appropriate facilities on bridges to permit bicyclists and pedestrians to use them.
- Design bridge access with ramps, not stairs, to make access faster for bicyclists, safer, and more comfortable for pedestrians.
- Provide bicycle lockers or racks at major activity centers.
- Provide secure bicycle parking at all major transit stops and terminals, improve existing bicycling and pedestrian routes to these facilities, and create such routes where they do not exist.
- Improve and expand access to transit vehicles themselves.

The Bicycle/Pedestrian Element of this plan also urges the preservation of abandoned railroad rights-of-way and use of utility rights-of-way that could be used as hiking and bicycle trails.

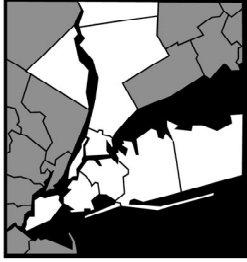
Projects

Dozens of local bicycle and pedestrian improvement projects are part of the Regional Transportation Plan. If all of these were to be implemented, they would provide safety and access improvements for bicyclists and pedestrians on more than 1,000 miles of streets, sidewalks, or separate paths. Some of these projects are programmed to be implemented over the next five years, while many others are proposed to be implemented by 2015. A summary of the potential improvements, totaling about \$0.5 billion, is shown below:

- Over the 20-year period of the plan, build 718 miles of bikeways through the funded portion of the plan.
- Over the 20-year period of the plan, build 99 pedestrian projects through the funded portion of the plan.
- Over the 20-year period of the plan, install 2,554 bike lockers and racks through the funded portion of the plan.

To learn more about NYMTC's Regional Transportation Plan Update, please contact any of the following representatives:

Howard J. Mann	NYMTC Central Staff	212/938-3300
Larry T. Malsam	New York City Transportation Coordinating Committee	718/482-4559
Sarah Rios	Mid-Hudson South Transportation Coordinating Committee	914/431-5725
David Glass	Nassau/Suffolk Transportation Coordinating Committee	516/952-6114



New York Metropolitan Transportation Council's Regional Transportation Plan Update 1995 - 2015 *Goals and Objectives*

Increasing **mobility** and **access** has become the primary goal of the transportation network. As part of its update of its Regional Transportation Plan, the New York Metropolitan Transportation Council (NYMTC) has established the following goals and objectives for the regional transportation network through the year 2015. Specific performance measures have been developed to monitor the progress being made in achieving these goals and objectives.

Infrastructure: To achieve and to maintain a state of good repair for the existing regional transportation system and to prevent infrastructure deficiencies from increasing for both existing and future infrastructure.

The ultimate objective is to achieve a level where only routine maintenance and repair is required for these facilities. This applies to highways owned by New York State; city, county, and local roads; bridges; and transit infrastructure. All NYMTC members agree that preserving the transportation system and the investments made thus far is paramount.

Mobility: To provide adequate movement for people and freight by the year 2015. To maximize the transportation system's level of service and to manage demand to the extent possible.

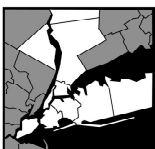
Efforts to increase mobility will focus primarily on reducing the number of automobiles occupied by drivers traveling alone. More specific targets under this objective are to: increase the market share of all transit modes, increase travel demand management, establish and improve incident management, increase mobility for bicyclists and pedestrians, and improve mobility for the elderly, children, and the physically challenged.

Freight Transportation: To minimize the cost and to improve the reliability of freight movement within the region.

The expedient and cooperative multi-modal shipment of freight will be encouraged, as well as expanded alternatives to and for trucks and all other commercial vehicles. Attention will also be given to removing burdensome government regulations and restrictions.

Airport Access: To provide better access to the region's airports by developing an integrated, modally balanced plan for airport-bound people and for the transport of air freight.

The focus here is to improve ground accessibility by a variety of means with the objective of reducing passenger and freight delay.



The New York Metropolitan Transportation Council (NYMTC) is the collaborative forum where regional transportation issues are analyzed, discussed, and decided. The region is made up of Nassau, Putnam, Rockland, Suffolk, and Westchester counties and New York City.



New York Metropolitan Transportation Council's
Regional Transportation Plan Update
1995 - 2015
Goals and Objectives

Regional Decision-Making: To enhance the level of cooperation and effective regional decision-making among transportation operators and other agencies in transportation planning, operations, and project selection.

This goal stresses the economies of scale that can be gained through coordinated regional actions. It includes encouraging the free flow of planning and operations information among government agencies. It seeks to maximize private-sector involvement in providing transportation facilities and services. It promotes eliminating geographic and organizational barriers to moving people and freight by introducing new and innovative services and techniques, such as joint ticketing, automated fare and toll collection, intermodal transfers, and common use of right-of-way.

Safety: To improve the safety and security of the highway and mass transportation system and to minimize the real or perceived risks of making trips in the region.

This goal includes reducing the rate of bicycle and pedestrian accidents by 10% by the year 2015.

Quality of Life: To enhance the region's quality of life through transportation investments that increase the region's economic productivity, expand access for all trip purposes, and improve the quality and aesthetics of the environment.

This includes projects that improve the overall efficiency of the transportation network and reduce the cost of doing business in the region. It also means improving the links between transportation and land use planning to promote other ways to travel beside the automobile. Promoting compliance with the regulations of the Clean Air Act Amendments is an important objective of this goal.

Financing: To identify financial resources -- from all levels of government and private sources -- that can reasonably be expected in order to implement this Plan equitably and efficiently.

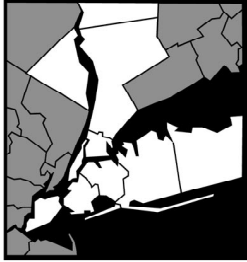
In addition to securing funds and identifying innovative financing mechanisms, including privatization, this goal includes reducing the cost of operating transportation systems by increasing their efficiency and minimizing the amount of time needed to develop, implement, and complete projects.

Land Use/Transportation Connection: To expand awareness of the links between decision-making on the use of land and the provision of transportation services so as to enhance the efficiency and effectiveness of all transportation investment and, in particular, to support transportation alternatives that serve workers, consumers and residents through public transit and reduced dependence on single occupant vehicles.

This goal has been recently proposed as an addition to the goals noted above, but has not been finalized.

To learn more about NYMTC's Regional Transportation Plan Update, please contact any of the following representatives:

Howard J. Mann	NYMTC Central Staff	212/938-3376
Larry Malsam	New York City Transportation Coordinating Committee	718/482-4559
Sarah Rios	Mid-Hudson South Transportation Coordinating Committee	914/431-5725
David Glass	Nassau/Suffolk Transportation Coordinating Committee	516/952-6114



New York Metropolitan Transportation Council's Regional Transportation Plan Update 1995 - 2015 *Future Trends Affecting Regional Travel*

As part of its update of its Regional Transportation Plan, the New York Metropolitan Transportation Council (NYMTC) is examining future trends in demographics, socioeconomic factors, and travel patterns. This information, which comes from the U.S. Census and NYMTC's own forecasts, is essential to be able to make informed decisions about future transportation needs.

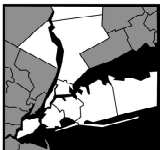
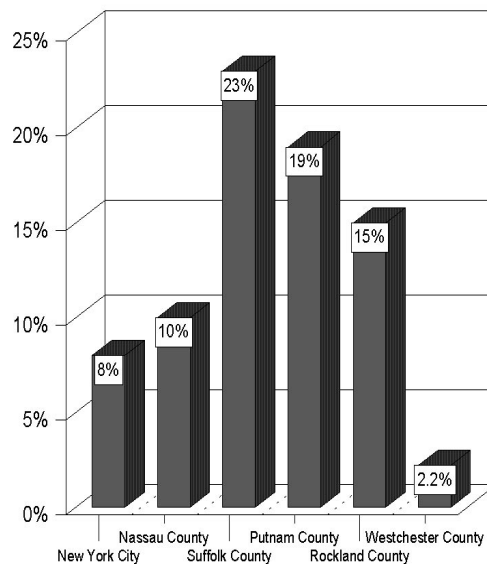
Population Growth

The population in the New York metropolitan region is expected to increase by 1.98 million persons between 1995 and 2015 - a 10% increase. Most of this population growth is expected to result from foreign immigration. This has transportation implications because this group tends to settle in urban centers, relying more on non-motorized and public transportation, and less on automobiles.

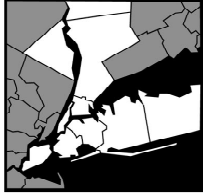
New York City will continue to have the largest population of any subregion, with the number of residents there increasing by 8%. Two of every three immigrants to the region settle in New York City. As the chart indicates, growth in the more mature counties, such as Nassau and Westchester, will be moderate, while increases in Suffolk, Putnam, and Rockland counties are expected to reflect their greater potential to handle additional population growth.

By 2015, 76% of the population growth will occur in three major age groups: mature adults (45-64), those over 65, and school-aged children. Across the region, this will have various implications for travel. In New York City, for example, school-aged children will represent nearly a fourth of the population in 2015. On the other hand, significant growth in the number of persons over 65 will occur in the Mid-Hudson and Long Island areas. These trends call attention to the urban travel needs of children and their parents and the suburban travel needs of the elderly.

Population Growth in New York Region
1995 - 2020



The New York Metropolitan Transportation Council (NYMTC) is the collaborative forum where regional transportation issues are analyzed, discussed, and decided. The region is made up of Nassau, Putnam, Rockland, Suffolk, and Westchester counties and New York City.



**New York Metropolitan Transportation Council's
Regional Transportation Plan Update
1995 - 2015
Future Trends Affecting Regional Travel**

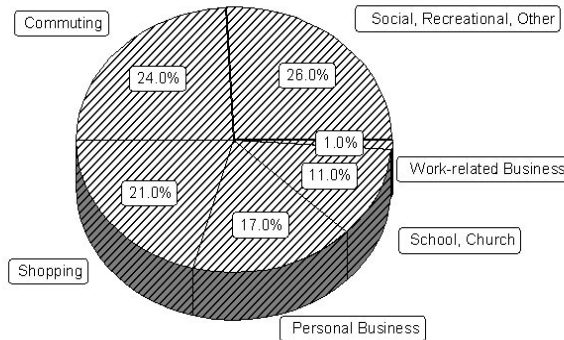
Employment Growth

The number of jobs in the NYMTC region is expected to grow, fueled by the service sector and so-called “FIRE” industries: finance, insurance and real estate. The manufacturing sector, which has been in decline since 1950, will continue to play a small role in regional economic growth. By the year 2020, the labor force in the NYMTC region will grow to 12.8 million people, an increase of 28% from 1995.

Automobile Ownership

The NYMTC region remains the least automobile dependent in the nation, with only about 60% of households owning an automobile, van, or truck. However, recent trends show an increase in the number of households owning a private vehicle, a trend which is likely to continue.

Why People Travel in the NYMTC Region



Commuting Trends

One-fourth of the trips made in the NYMTC region are commuting trips. Despite recent dramatic gains in subway usage in New York City, automobile commuting continues to grow, even among Manhattan-bound workers.

Other Personal Travel

People travel in the NYMTC region for a variety of reasons, as shown. The growth of telecommuting, the Internet, and other home-based multimedia entertainment systems suggests only a slight dampening of the growth in trip making by the year 2015.

To learn more about NYMTC’s Regional Transportation Plan Update, please contact any of the following representatives:

Howard J. Mann	NYMTC Central Staff	212/938-3376
Larry Malsam	New York City Transportation Coordinating Committee	718/482-4559
Sarah Rios	Mid-Hudson South Transportation Coordinating Committee	914/431-5725
David Glass	Nassau/Suffolk Transportation Coordinating Committee	516/952-6114