



CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, June 18, 2020 | 12:00 PM | Microsoft Teams Meeting

Committee Item	Responsibility
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, May 21, 2020	Mike Criscione

Consent Agenda Items

- No Items Scheduled

Administrative Discussion Items

- July 2020 Service Changes
- Barrier and Other Operator Considerations

Ross Farrell
Lance Zarcone

Executive Session

- No Items Scheduled

Next Meeting: Thursday, August 20, 2020 at 12:00pm via Microsoft Teams

Adjourn

** Indicates Material (Or Additional Material) Will Be Provided at Meeting*

Capital District Transportation Authority
Strategic and Operational Planning Committee
Meeting Minutes – May 21, 2020 at 12:00pm; via Microsoft Teams

In Attendance: via MT- Mike Criscione, Mark Shaeffer, Dave Stackrow, Pat Lance, Georgie Nugent, Jackie Falotico, Denise Figueroa; at 110 - Carm Basile, Amanda Avery, Mike Collins, Chris Desany, Lance Zarcone, Ross Farrell, Jaime Watson, Vanessa Salamy; via MT – Phil Parella, Jeremy Smith, Jon Scherzer, Sarah Matrose, Thomas Guggisberg, Stacy Sansky

Meeting Purpose

Regular monthly meeting of the Strategic and Operational Planning. Committee Chair Mike Criscione noted that a quorum was present. Minutes from the April 23, 2020 meeting were reviewed and approved.

Consent Agenda Items

No items scheduled.

Administrative Discussion Items

Bus Lane and Mobility Hub Feasibility Studies

- Ross Farrell gave a presentation and facilitated discussion on mobility hub and dedicated bus lane studies in which we will be participating. These types of projects take a comprehensive look at future “big picture” initiatives, with focus given to improving access, integrating fixed route and mobility services, reducing travel times, and providing for more efficient operations. All of these goals have shown up in various forms in our strategic planning discussions.
- Both projects seek to define what it is we are trying to accomplish, identifying locations for capital projects, and developing concepts and preliminary designs.
- Mobility hubs typically exist in outdoor locations, have a much lower cost than “transit centers”, and can be deployed relatively quickly. This project is in partnership with CDTC and CalStart and is funded by a \$250,000 grant. We have already identified a “demonstration station” in Troy to accelerate development of our first mobility hub.
- The bus lane feasibility study is funded by CDTC’s work plan, and seeks to identify potential locations based on ridership, decreases in travel time, roadway width and number of routes effected. Buy in from local municipalities and adjacent landowners will be critical.

Executive Session

No items scheduled.

Next Meeting

Thursday, June 18, 2020 at 12:00pm via Microsoft Teams

Memorandum

June 18, 2020

To: Strategic and Operational Planning Committee

From: Christopher Desany, Vice President of Planning and Infrastructure

Re: July 2020 Service Adjustments – 40,000 Weekday Riders Plan

Background

A component of our company reopening efforts is a detailed service plan. This plan is designed to be implemented in phases to adjust as conditions change. It will help us to recover and attract ridership, adjust to new social distancing expectations, and align with the region's efforts to restart our economy. As we have done throughout COVID-19 crisis, we will communicate with our employees, communicate and educate customers, and inform stakeholders and the media.

COVID-19 had a major impact on our most important performance indicator – ridership (and corresponding revenue). Before COVID-19, our average weekday boardings totaled about 55,000. By the end of March, our daily totals were barely 20,000. In response, we reduced service levels throughout the system, with many routes operating on a Saturday schedule; some of our services were temporarily discontinued. On April 6, we moved to rear door boarding and exiting, closing the front door, shutting down the fare box system and eliminating fare collection.

Since mid-April, ridership has steadily increased, reaching over 30,000 rides in recent days. Most of the increase is on a handful of key trunk routes. While this increase indicates that regional activity is returning, it has created a new challenge to support social distancing especially after rear-door only boarding was enacted. In response, we have used additional resources to supplement scheduled services when overcrowding occurs. An important point – crowding is now when customers on board exceeds 15-17 people.

Service Plan

As the region continues to move through the opening phases, our service complement needs to change. The first phase in our service reopen plan will take effect on July 5. It is intended to accommodate up to 40,000 weekday boardings and align service to important employment centers, shopping and recreation locations. We have used a service modeling program to limit occurrences of more than 15-20 passengers on a bus at any one time. This will be achieved by increasing frequency on trunk routes with high ridership; this will require a reallocation of services from routes where ridership has remained light or has not returned.

Service Increase

- All trunk routes will return to pre-COVID spans and frequency
- Higher span and frequency than pre-COVID – #1, #7, #22, #100, #353, #905
- Span and frequency near equal to pre-COVID – #6, #10, #80, #85, #114, #182, #370, #450
- Some span and frequency increase but less than pre-COVID – #12, #13, #18, #87, #214, #351

Reallocated Service

- Reduced span and frequency – #117, #190, #451, #452, #763
- Discontinued – #155 (FLEX On Demand available in this area)

Routes with No Change

- Remain Reduced Schedule – #125, #138, #224, #233, #286, #289, #352, #354, #355, #712
- Remain Discontinued – #520, #522, #530, #531, #719, school trippers, and shopping buses

Next Steps

- Summer - Monitor ridership, capacity, and service performance; make appropriate adjustments
- Late August - Next phase of service adjustments; this is highly contingent on return of college students and the status of Albany School District and others.
- November - Begin BRT service on River Corridor; additional changes to service network as required by ridership and productivity levels.

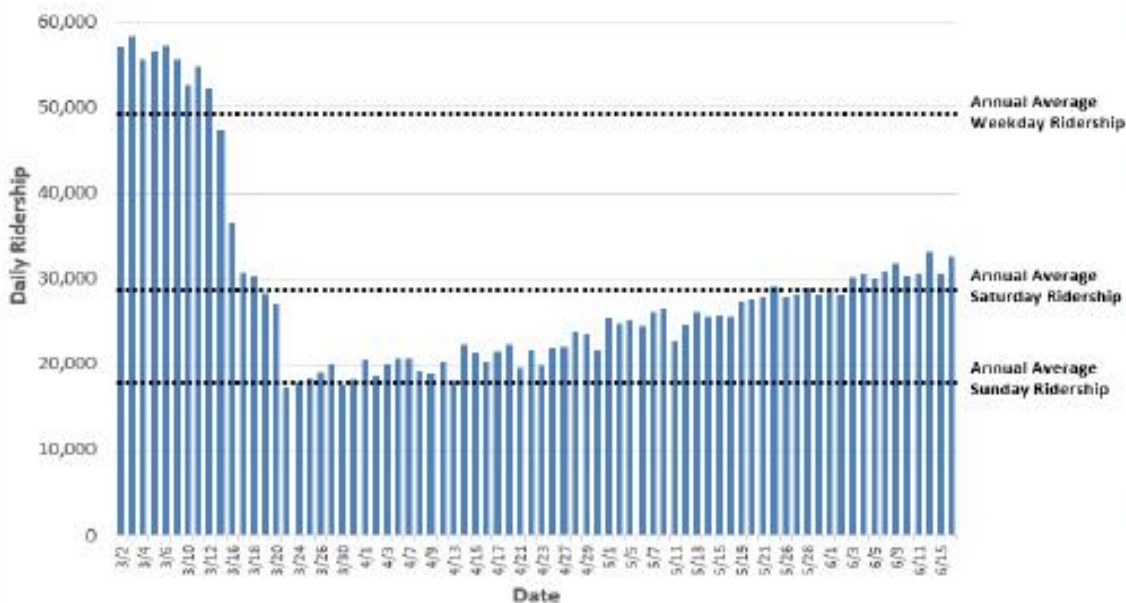
Copy: Chief Executive Officer
Director of Planning
Manager of Service Planning

July Service Plan for 40,000 Daily Riders

Strategic and Operational Planning Committee
June 18, 2020

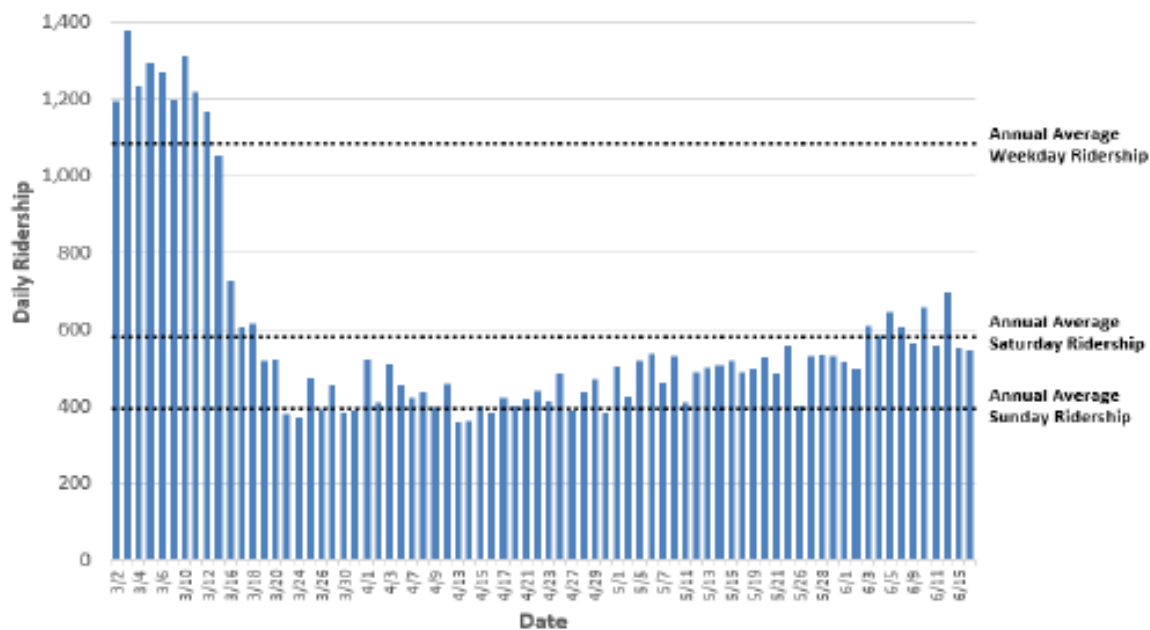


Fixed Route Ridership



- ~55,000/weekday before March 13
- -38,000 (-67%) from March 13 to March 23
- +12,900 (return of +23%) from March 23 to June 16
- Service changes on 3/23, 3/30, 4/26, and 5/26

STAR Ridership



- ~1,250 / weekday before March 13
- -860 (-67%) from March 13 to March 23
- +190 (return of +15%) from March 23 to June 16
- No change in service area or hours of operation

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COVID-19 Service Goals

Operate high level of service on routes with heavy peak loads

- More frequent trips and/or longer span of service on busiest routes and corridors
- Avoid loads above 15-20 passengers wherever possible
- Reallocate service from routes and/or segments with little ridership
- "Fast forward" implementation of new TDP concepts
- Promote new CDTA mobility options as alternative to reduced fixed route (e.g. Flex, Enterprise Vanpool)



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July 12th Service Changes

Accommodate 40,000 daily rides

- Projected increase by mid summer
- Based on current growth rate plus reopening of region
- Still requires use of "stub buses" to supplement service

Use of existing resources

- Utilize all operators
- Use of all buses while maintaining spare ratio
- Only possible because:
 1. Schools / college not in session
 2. Select routes remain discontinued



July 12th Service Changes

Service Increase

1. Higher span and frequency than pre-COVID
#1, #7, #22, #100, #353, #905
2. Span and frequency near equal to pre-COVID
#6, #10, #80, #85, #114, #182, #370, #450
3. Some span and frequency increase but less than pre-COVID
#12, #13, #18, #87, #214, #351



July 12th Service Changes

Reallocated Service

- Reduced frequency, span of service, or short-turn routing
 - #117 & #190 (FLEX as alternative)
 - #451 & #452 (#450 as alternative)
 - #763 (transfer at Crossgates)
- Newly discontinued
 - #155 (FLEX as alternative)
- Little change in ridership since March
- High % of choice riders likely not to return (in near future)



July 12th Service Changes

No Change

- Remains at reduced schedule
 - #125, #138, #224, #233, #286, #289, #352, #354, #355, #712
- Remains discontinued
 - #520, #522, #530, #531, #719, school trippers, and shopping buses
- Service previously reallocated in March/April



Future Phases

September 6

- Major unknowns:
 - Routes to schools and colleges/universities?
 - Routes to OGS lots?
 - Impact of fares on curbing ridership growth
- Requires increased capacity on buses
 1. Front Door Boarding
 2. New definition of corona-crowding – allow over 20 passengers per bus
- Some discontinued routes remain discontinued



Future Phases

Late Fall 2020

- River Corridor BRT (BusPlus Blue Line) on November 1
- Expansion of Flex and Vanpool as requests for discontinued routes increases
- Change in cash fare to encourage contactless, pre-paid media?

busplus⁺



COVID – 19 Operator Protection Barrier

*Strategic and Operational Planning Committee
June 18, 2020*



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Enhanced Precautions

Personal Protective Equipment (PPE)

- Masks
- Gloves
- Hand Sanitizer
- Disinfecting wipes/spray



Customer Changes

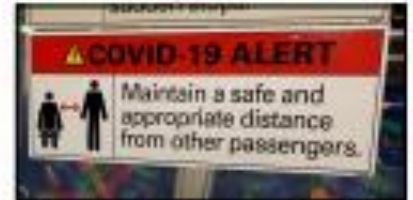
Rear Door Entry / Exit

- 4/6/20



Social Distancing

- 15-20 passengers per bus



Recommend Passengers to Wear Masks



Driver Barrier

STAR



Northway Express



Fixed Route



Front Door and Fare Collection

Return to Front Door Operation

- Barriers Installed
- Fare Collection Resumes

Improve Interior Passenger Flow

- Rear Door Exit



Thank You

