

Executive Summary

The Capital District Transportation Authority's Transit Development Plan (TDP) is a five-year road map that outlines the most effective use of resources to increase ridership. This is accomplished through the development of improved services, better facilities and features for customers, and outreach throughout the community.

This document is an update to the original TDP, which was approved by the CDTA Board of Directors in 2008. The original TDP was the foundation for CDTA's recent growth and development. TDP improvements have increased CDTA's annual ridership from 13.8 million to more than 16 million over the past five years. This updated plan builds on previous successes by improving standards for service, developing new facilities for customers and proposing critical capital investments. The plan reflects a continued effort by the organization to make the system easier for people to understand and use. The plan is designed for a 5-year shelf life with appropriate reviews and adjustments as required.

The TDP guides service planning and development while building on the organization's vision to be a regional mobility manager. It uses many of the tenants of CDTA's Innovation Platform and is supportive of CDTA capital, facilities, financial and operating plans. It includes service planning principles and guidelines that foster continuous improvement and effective use of financial resources. It seeks to develop services where people want and need them most. It relies on partnership, community and stakeholder input, and positions CDTA as a leader in the region and key cog in the economic development process.

Previous Success

CDTA's original Transit Development Plan guided the company through an extended growth period. We unveiled Upstate New York's first Bus Rapid Transit line, BusPlus, which provides limited stop service between Albany and Schenectady via NY Route 5. The route network was restructured on a county-by-county basis to address areas with the highest demand and to position CDTA for growth. The TDP also included a new route classification system, adoption of ridership and productivity thresholds, and a framework for stakeholder outreach and promotional activities. It also included the development of a consolidated bus stop network with spacing standards and usage expectations. The adoption of spacing standards resulted in significant improvements to schedule reliability and on time performance across the CDTA route network.

Focusing Investment

The updated Transit Development Plan includes refinements to service monitoring guidelines and recommendations for service improvements. The target markets are all high density with development characteristics that focus on communities where people want, need and will support more transit service. It seeks to continually strengthen and improve CDTA's service network and facilities.



Detail Standards

Detailed standards enhance decision-making for service planning, infrastructure investments as well as public input. These service standards allow CDTA to monitor route performance and determine where and when adjustments are needed to increase productivity.

Transit Propensity Index

The Transit Propensity Index (TPI) uses relevant factors to determine where transit is most viable in the Capital Region. The TPI suggests where CDTA should expand service by displaying geographic data on community characteristics and transit generators. The TPI includes relevant indicators and a refined methodology.

Transit Priority Network

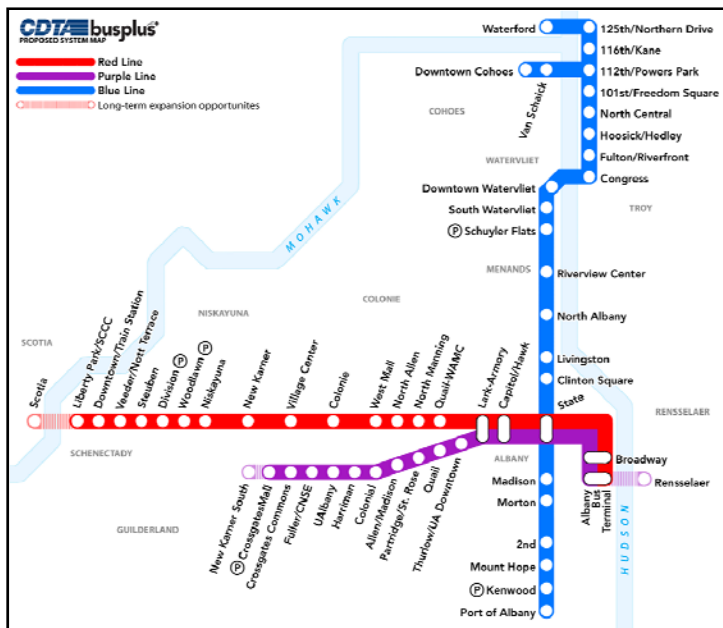
The Transit Priority Network (TPN) clearly communicates where CDTA will focus service and infrastructure improvements to regional planners, developers, elected officials, and ridership generators. This offers our partners the ability to match long-term planning and development so that land-use and the built environment correspond with transit investments.

Looking Ahead

The TDP update focuses on enhancing service delivery, improving customer facilities and offering more travel options that will increase the performance and strength of CDTA's route network. The introduction of smartcard and mobile ticketing technology coupled with an increased presence in our urban core areas will seed the next steps of a more vibrant transit network across our region. The core projects for this TDP are listed below:

Expansion of Bus Rapid Transit (BusPlus)

CDTA will build on the success of BusPlus with additional service along with Red Line that connects Albany, Colonie, Niskayuna and Schenectady along NY Route 5. Improvements will include longer spans



of service and improved frequency for CDTA's first 17 miles of BRT. We are in the planning stages for implementation of two new BRT lines that will create a network of 40 Miles of BRT. The Purple Line will travel on the Washington and Western Avenue corridor between downtown Albany and Crossgates Mall, improving service to urban areas, the University at Albany and the Harriman Campus. The Blue Line will operate through the River Corridor communities along the Hudson River. This BRT line will connect Albany, Menands, Watervliet, Troy and Cohoes with potential for it to be extended into Waterford and Lansingburgh.



Service Improvements and Expansion

CDTA will increase service based on productivity and growth areas, taking into account social and geographic equity. Our plan is to increase frequency and span of service on high volume trunk routes. These routes are the foundation of the system and most have seen dramatic ridership increases over the last 3-5 years. The future of the system is rooted with these services and we will make critical investments in them to benefit the communities that we serve.

We will also add service to express routes, mainly during peak commuting times. We will improve services on neighborhood routes to meet increasing demand and improve the connectivity of the system. Our route performance review and reporting system will continue to provide regular updates on productivity and efficiency, guiding service recommendations for alterations and improvements.



Transit Hubs

Transit hubs and centers, which will be proposed for high volume areas, offer enhanced waiting areas, the opportunity to purchase fare media and other customer amenities. We envision that these centers could include retail and commercial space and perhaps parking facilities to meet local demand. This would provide additional revenue opportunities and serve as a stimulus for an intermodal development. The



facilities will be located in downtown areas – and at high ridership suburban locations like Latham Farms, Colonie Center, and Crossgates Mall.

Park & Ride Expansion and Improvement

Guided by the Regional Park & Ride/Express Bus study, CDTA will establish new shared-use lots with an eye towards a more cost effective approach. We will review the purchase or long-term lease of property for

park & rides with the highest projected use. The growth of the regional park-&-ride network will support express vehicle improvement and feature lots with shelters, landscaping and paving. Wayfinding signs along major routes and branded entrance signs will also be installed.

Increased Shelter and Maintenance

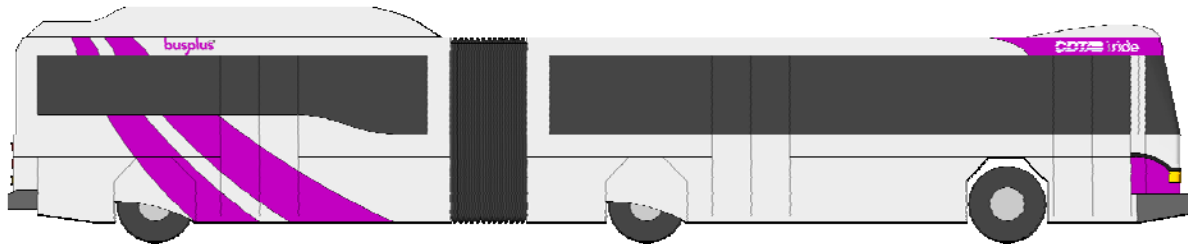
To improve the appearance and convenience at our street facilities, we will increase our maintenance efforts of shelters and street amenities. At least 50 new shelters will be added along with a significant upgrade in the landscaping of the surrounding area. Plans to remove trash, graffiti, snow and ice will be fortified. The intent is to upgrade waiting areas for customers, improve aesthetics of the surrounding area, while improving the image of CDTA among those who share the roadways and sidewalks with us.

Improved Technology

We are deploying state-of-the-art technology to increase customer convenience and monitor our services. There will be a significant upgrade to our fare collection system that will include the use of smart cards and mobile ticketing. We plan to replace our Computer-Aided Dispatch and Automated Vehicle Location system and expand Bus Rapid Transit ITS elements (i.e. Transit Signal Priority & real-time arrival information) to local services.

Premium Vehicles for Premium Service

Premium services including express and bus rapid transit will attract choice riders. Vehicle upgrades to improve comfort and customer convenience are also motivators to use transit service. We are exploring the purchase of high capacity-articulated buses for trunk route corridors to increase capacity. We are also considering the purchase of commuter style buses with cushioned, forward facing seats with added leg room and complimentary Wi-Fi for use on express routes.



Articulated Vehicle Design for Bus Rapid Transit Purple Line

Improved Relationship with Development Community

We will expand our relationship with the development community to influence design of the region's building environment. We will demonstrate the benefits of easily accessible, transit-oriented development. Our ultimate objective is for transit to be included as a primary component of the infrastructure considered by developers before making proposals. This includes access to roads, water and power. Moving the transit agenda up the hierarchy of needs is a must have in the development of a more comprehensive and successful transit system in the Capital Region.