

CDTA: ***The Capital Region's Mobility Company***



How Transit Shapes Our Economy

A Vision for Change

The Questions

- Does the community view CDTA as it is today or as it will be in the future?
- How can transit promote the regional economy?
- Can New York State or the Capital Region achieve long term strategic objectives without effective Public Transportation?
- We can no longer build our way out of traffic.....what are the alternative options?

The Reasons

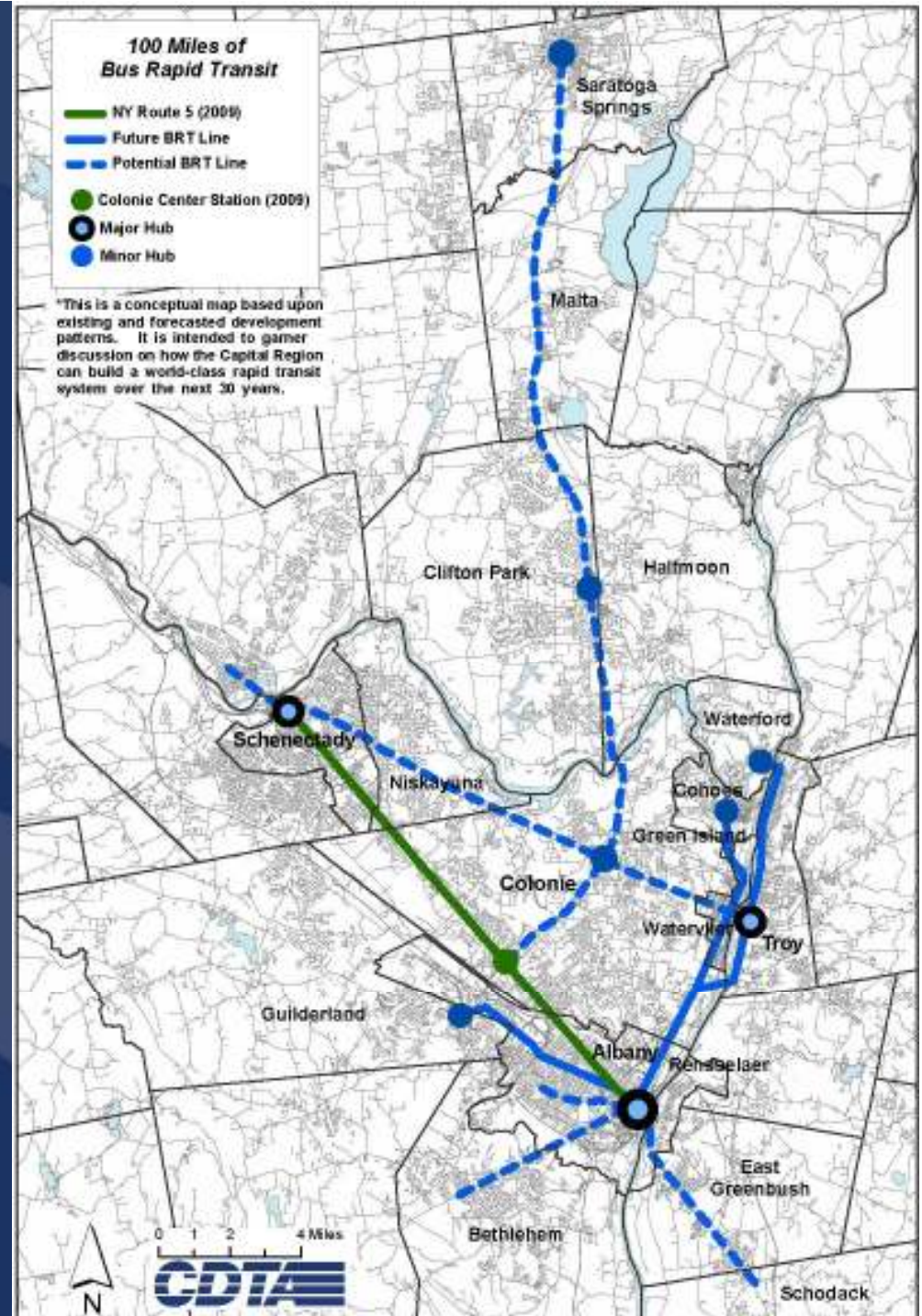
- New Visions 2030
The Capital Region's Transportation Plan
 - Beyond the automobile, county lines & election cycles
- Reduce Congestion & Parking Demand
- Provide New Travel Options & Escape Cost of Gas
- Create Livable Communities - Urban Revitalization
- Enhance Quality of Life
- Attract a High-Tech Workforce

The Challenge

- Attracting and retaining a qualified workforce
- Infrastructure built to support the automobile
- Balancing opportunity with capacity
- Reversing the pattern – finance to strategy
- Image lags reality
- Doing it first – creating the competitive advantage

The Plan

- 100 miles of high quality, high frequency “rail like” transit
- 3 Transportation Centers
- 7 Transfer Stations



112 CARS



112 DRIVERS



112 RIDERS



**112 RIDERS
ONE BUS**



CDTA: A Vision for Change



Estimated Cost

- 2 – 8 million dollars per mile for bus rapid transit system depending on type.
 - Dedicated ROW
 - Partial BRT
 - Mixed Traffic
- 10 million dollars for transportation centers
- 2 million dollars for transfer stations
- What is the cost of avoidance?

Growing Around Transit

with Transit Oriented Development (TOD)

- Compact, pedestrian-friendly, mixed-use development near bus and rail stations
- Encourages transit-use
- Lower development costs - Less parking
- Preserves open space

Boston Convention Center + World Trade Center

- Adjacent to Silver Line BRT station
- Transformed industrial waterfront into urban village
- Station costs paid for by developer of WTC



Boston Convention Center + WTC

Adjacent Silver Line BRT station

Former vacant industry site

Adjacent to Downtown Boston

Served by local and BRT

Albany Convention Center

Possible Intermodal Station

Current parking lot

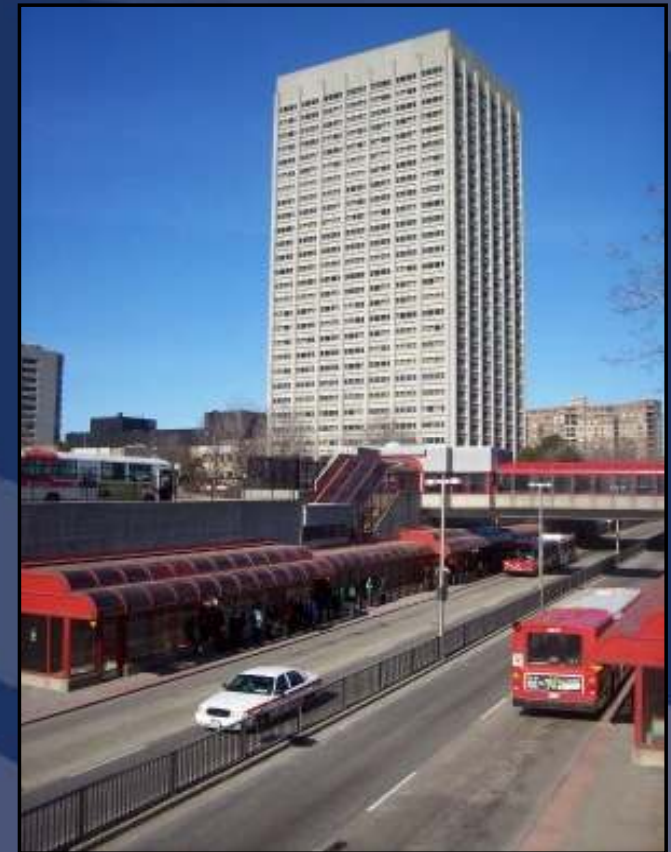
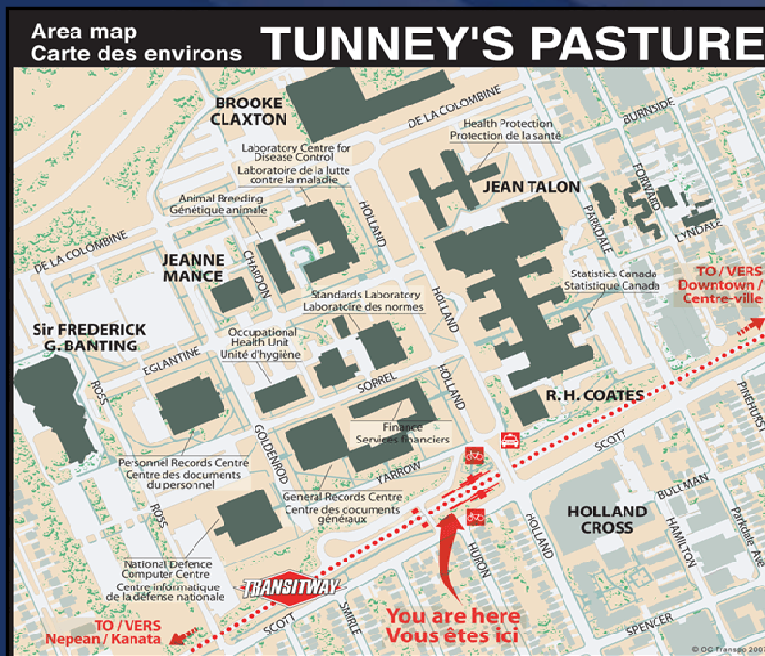
Adjacent to Downtown Albany

Convergence of BRT, locals, Greyhound and Trailways



Tunney's Pasture (Ottawa)

- Entire federal office campus built surrounding TransitWay BRT station
- Residential neighborhood surrounds campus with access to station



Tunney's Pasture

Federal Office Campus

Busway traveling through center

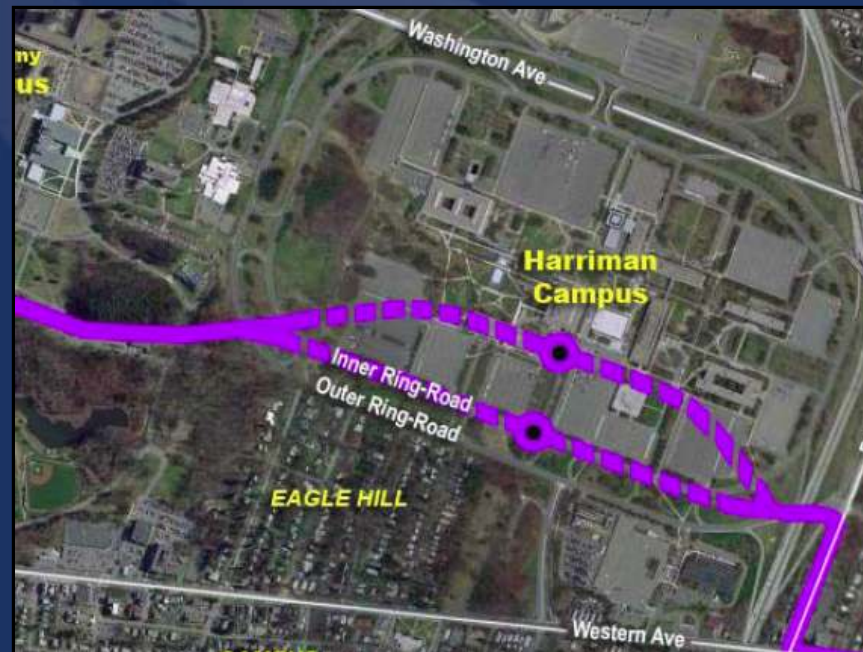
Residential Component

Harriman Campus

State Office Campus

Planning for Busway*

Mixed-Use Vision for
Redevelopment



Renton Metropolitan Place

(Renton, Washington)

- Suburban mixed-use development
- 4,000 sq ft of ground-floor retail and 90 apartments



- Adjacent to *Renton Transit Center* served by **17 bus lines**
- Developer supplies one free yearly bus pass per unit
- Created a downtown and sense of place in a suburb

Renton Metropolitan Place

Suburb of Seattle

Cluster of Development

Adjacent to Transit Hub

Exit 9 / Route 9 Clifton Park

Suburb of Albany

Cluster of Development

Potential Transit Hub for
BRT line in Saratoga County



Today and Tomorrow



Why Does Transit Matter?

- There is an inherent link between the quality of a region's transit system and its economic future.
- There are cities in this country that come to a standstill two times each day.....
- We will either preserve the quality of life in this region or preside over its decline. Investments in transit will preserve.
- The only thing more expensive than this option is deferring the inevitable need to invest in transit to our children.
- If not this then what.....

