



Albany Area Regional Transportation Plan



Transit Related Goals & Objectives

Goal	Transit Service Objectives
1. Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.	<ul style="list-style-type: none"> • Increase walking, bicycling and transit mode shares • Increase transit frequency and reliability • Reduce Vehicle Miles Traveled (VMT) per capita
2. Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.	<ul style="list-style-type: none"> • Increase the percentage of the population within a maximum travel time between work and home • Improve transit frequency and coverage in high employment and dense residential areas • Reduce out-of-direction travel • <i>Improve regional connectivity</i>
6. Demonstrate responsible stewardship of funds and resources.	<ul style="list-style-type: none"> • Increase total transportation revenue
7. Coordinate transportation and land use decision-making to foster development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.	<ul style="list-style-type: none"> • Increase population and employment density
8. Provide for a transportation system with positive personal health impacts.	<ul style="list-style-type: none"> • Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
9. Provide for a diversified transportation system that ensures mobility for all.	<ul style="list-style-type: none"> • Distribute transportation system user benefits evenly across all population groups • Distribute health benefits of active transportation across all population groups

Potential Route Design Evaluation Criteria

Transit Design Guideline	Evaluation Criteria Measures	Objectives								
		Increase transit mode share	Increase frequency	Increase reliability	Reduce travel time	Increase availability	Increase access to healthcare	Equitable distribution of service	Efficient use of funds	Improve Regional Connections
<ul style="list-style-type: none"> • Simplicity 	<ul style="list-style-type: none"> • Qualitative assessment of system design (H/M/L) 	X		X	X				X	
<ul style="list-style-type: none"> • Directness • Minimal Deviations • Arterial focus • Symmetry 	<ul style="list-style-type: none"> • Directness ratio based on auto travel time for key O-D pairs 	X		X	X				X	
	<ul style="list-style-type: none"> • Percent of travel time off of most direct routing by route 									
<ul style="list-style-type: none"> • Coverage (not a productivity-based guideline) 	<ul style="list-style-type: none"> • Percent of major collectors and above (by miles) that have regular transit service 	X								
	<ul style="list-style-type: none"> • Number or percent of jobs within ¼ mile of <u>regularly served transit stop</u> 									
	<ul style="list-style-type: none"> • Number or percent of households within ¼ mile of stop 									
	<ul style="list-style-type: none"> • Number of below-poverty level households within ¼ of stop 									
	<ul style="list-style-type: none"> • Number of CAR pickups within ¼ of stop 									
<ul style="list-style-type: none"> • Number of senior or disabled residential facilities, or workforce training centers within ¼ of stop 	<ul style="list-style-type: none"> • Number of senior or disabled residential facilities, or workforce training centers within ¼ of stop 					X	X	X		
<ul style="list-style-type: none"> • Coordinated 	<ul style="list-style-type: none"> • Qualitative assessment of competing routes and ease of transfers 									X
<ul style="list-style-type: none"> • Consistent scheduling 	<ul style="list-style-type: none"> • Qualitative assessment of schedule understandability 	X								X
<ul style="list-style-type: none"> • Optimal use of resources 	<ul style="list-style-type: none"> • Ratio of in-service/revenue hours to vehicle hours 								X	
<ul style="list-style-type: none"> • Level of service 	<ul style="list-style-type: none"> • Percent of routes meeting frequency of service goals • Percent of routes meeting span of service goals 	X	X							X

NOTES:

- Increase Mode Share is a proxy for Reduce VMT
- Reduce Travel Time is a proxy for Reduce Out-of-Direction Travel
- Increase Availability is a proxy for service to population and employment densities, increase active transportation options to general population

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