

**#69, ADVANCED TRAVELER INFORMATION SYSTEMS (ATIS)**

<b>LOCATION:</b> CDTA Service Area (focusing on current and future BRT corridors) <b>DESCRIPTION:</b> Maintenance of network communications at bus stops, emergency 911 phones, CCTV camera surveillance, real time traveler information displays, transit signal priority, ticket vending machines, and Wi-Fi at bus stops <b>CATEGORY:</b> ITS <b>COST:</b> \$2.75 M <b>LIFE:</b> 10 years <b>SPONSOR:</b> CDTA <b>CURRENT CONDITION:</b> To be Built <b>FUNCTIONAL CLASS:</b> Principle Urban Arterial <b>AADT:</b> N/A <b>ON PRIORITY NETWORK(S):</b> Bike/Ped, Access Management, ITS, Transit	<b>BENEFIT/COST RATIO</b> <b>\$1.2</b>															
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\*includes gasoline usage and ownership costs

<b>CONGESTION RELIEF:</b> ITS along the BRT route will make CDTA service more reliable and predictable. CDTA ridership will likely increase because the proposed project makes existing and planned services more attractive and popular. VMT reduced by 89,825. <b>AIR QUALITY BENEFIT:</b> Volatile organic compounds reduced by 36 KG/year and NOx reduced by 47 KG/year. Emissions will decrease if CDTA experiences an increase in ridership. <b>ENVIRONMENTAL MITIGATION:</b> N/A <b>REGIONAL SYSTEM LINKAGE:</b> Would support the BRT corridors throughout the Capital Region.
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<b>LAND USE COMPATIBILITY (PLANNED OR EXISTING):</b> BRT Conceptual Report – “transformational” components. NY5 Land Use and Transportation Concepts Study. <b>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:</b> Will support job creation related to BRT services as well as access to jobs. <b>ENVIRONMENTAL JUSTICE:</b> N/A <b>BUSINESS OR HOUSING DISLOCATIONS:</b> N/A
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<b>FACILITATES:</b> <b>BICYCLING</b> – Y: BRT bikes on buses <b>WALKING</b> – Y: transit rider improvements at stops	<b>TRANSIT USE</b> – Y: project purpose <b>GOODS MOVEMENT</b> – N/A <b>INTERMODAL TRANSFERS</b> – Y: Transit/Ped
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<b>SPONSOR PRIORITY:</b> 12 of 14 <b>SCREENING ISSUES:</b> None <b>OTHER CONSIDERATIONS:</b> None
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