CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, May 20, 2021 | 12:00 PM | Microsoft Teams Meeting

<table>
<thead>
<tr>
<th>Committee Item</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>Call to Order</td>
<td>Mike Criscione</td>
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<tr>
<td>Ascertain Quorum</td>
<td>Mike Criscione</td>
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<tr>
<td>Agenda Approval</td>
<td>Mike Criscione</td>
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<td>Approve Minutes of Thursday, April 22, 2021</td>
<td>Mike Criscione</td>
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**Administrative Discussion Items**

* Bus Lane Study                                   Ross Farrell/Brent Irving

Next Meeting: Thursday, June 24, 2021 at 12:00pm via Microsoft Teams and 110 Watervliet Ave.

Adjourn                                             Mike Criscione
Capital District Transportation Authority  
Strategic and Operational Planning Committee  
Meeting Minutes – April 22, 2021 at 12:00pm; via Microsoft Teams and 110 Watervliet Ave.

In Attendance: via MT- Jayme Lahut, Mark Schaeffer, Denise Figueroa; at 110 –Mike Criscione, Pat Lance, Carm Basile, Amanda Avery, Mike Collins, Chris Desany, Lance Zarcone, Ross Farrell, Jaime Watson, Brent Irving, Phil Parella, Vanessa Salamy; via MT – Dave Williams, Sarah Matrose, Jon Scherzer, Jeremy Smith, Stacy Sansky, Gary Guy, Ethan Warren

Meeting Purpose
Regular monthly meeting of the Strategic and Operational Planning Committee. Committee Chair Mike Criscione noted that a quorum was present. Minutes from the March 25, 2021 meeting were reviewed and approved.

Administrative Discussion Items
Mid-Sized Infrastructure Projects –

- Ross Farrell and Brent Irving gave a presentation that explained the concept of mid-sized infrastructure projects and provided several examples of past and future projects.

- Mid-sized infrastructure projects are designed to improve service, operations, safety, and accessibility. Typically, they involve partnering with municipalities, NYSDOT, or other stakeholders and are either built by our Facilities Department or are coordinated with preexisting partner projects. They may involve adding traffic signals, crosswalks, curb extensions, bump outs, ADA improvements or site work for new stations and shelters. These require design and engineering but are smaller in scale than a full BRT line or transit center. Costs could range between $50k and $500k.

- A sample of completed projects includes Crossgates Commons, Albany Medical Center, Rivers Casino, Washington & Henry Johnson, Geyser Road, and the UAlbany Downtown Campus. Projects in the pipeline include Lark Drive, St. Peter’s, Hill Street Square, and Allen Street/Washington Avenue.

Next Meeting
Thursday, May 20, 2021 at 12:00pm via Microsoft Teams and at 110 Watervliet Ave.
What are Bus Lanes?

Roadway space dedicated exclusively or primarily to the use of buses

- **Purpose**
  - Avoid delay from general traffic
  - Ease of curb access

- **Application**
  - Urban areas with high bus and general traffic volumes
  - Corridors with BRT
  - Full exclusion or part-time
  - Enhanced with Transit Signal Priority
Why Create Bus Lanes?

- Elevate bus transit to premium *rapid* level of service similar to light rail
- Low-cost solution for cities to improve bus service and infrastructure

Benefits
- Increases bus speeds by removing from congestion
- Increases capacity and allow more buses per minute
- Improves visibility of service improvements
- Encourages transit-oriented development
- Improves roadway safety by traffic calming and separating bus and automobile traffic

Queue Bypass Lanes in Capital Region
Current bus lanes deployed at select intersections as short lane with bus signal phase to bypass congestion

- 4th & Congress in Troy (Blue Line)
- 4th & Federal in Troy (Blue Line)
- 3rd/River & Fulton in Troy (Blue Line)
- Lark/Library Station in Albany (Red Line)
- Central Avenue (NY5) & Wolf Road in Colonie (Red Line)
- Central Avenue (NY5) & New Karner Road in Colonie (Red Line)
- State Street & Veeder / Nott Terrace in Schenectady (Red Line)
Why Bus Lanes Now?

- Last bus lane assessment in 2008 (State Street in Downtown Albany)
- Warmer attitudes towards transit + improved relationships with roadway owners
- Multiple possible funding sources – BRT Setaside, TAP/CMAQ, Small Starts?, FAST Act Reauthorization?, American Jobs Plan?
- New technologies to support transit prioritization

Conceptual Design of Bus Lanes State Street from Eagle to Broadway

Why Bus Lanes Now?

Timing is critical...

Bus Lane Feasibility Study coincides with BRT Expansion Study

BRT Expansion Study
- Determine routes and corridors that justify upgrade to BRT
- Conceptual design, capital costs, and preparation for FTA Small Starts program
- Begins Fall 2021
UAlbany-Harriman Busway

As part of Purple Line, CDTA implementing 1.75 mile busway from Fuller Road to Brevator Street accessing center of Harriman Campus and UAlbany Uptown Campus

UAlbany Uptown Campus

- Busway connecting UAlbany Campus Center with ETEC and WWBRT
- New sidewalks connecting to Purple Path, placemaking elements, gate-controlled access for buses and facility vehicle (free of general vehicle traffic)
- Construction by Facilities Department scheduled to begin summer 2021

Harriman Campus Busway

- New Park & Ride lot, multi use pathway connecting UAlbany, ring road system conversion to two-way road system, direct service to future Wadsworth development
- Rail-style traffic signals – no stopping except at stations
- Contra-flow (against traffic) bus-only lane over Route 85
- Bus lanes on Brevator to Western Avenue
Bus Lane Feasibility Study

- Regional effort of partnerships

**Consultant Selection Committee**
- NYSDOT
- City of Schenectady
- City of Troy
- City of Albany
- CDTA

- Executive leadership committee established as part of study to build regional consensus

- 50/50 cost share of between CDTA and CDTC
Foursquare ITP

Key Experience

- Expertise in bus lane assessment, design, and stakeholder engagement
- Washington D.C.
  - DDOT Bus Priority Program and Plan
  - Central Maryland Regional Transit Plan
- Charlotte, NC
  - CATS Envision My Ride

Focus Areas and Outcomes

Bus Lane Feasibility Study

- System wide assessment screening
- Determine corridor segments feasible for bus-only lanes
- Based on ridership, bus volumes, travel times, roadway capacity, and public feedback
- Create conceptual designs and determine capital costs
- Study begins this spring
Focus Area: Downtown Albany

Continuation of 2008 Bus Lane Feasibility Study which considered:

- Center running lanes
- Median station placement
- Level boarding/ alighting platforms

Since 2008...

- Red Line and Blue Line serving downtown Albany and future Purple Line service
- 30+ BRT and local routes serve segment

Focus Area: Downtown Albany

- Bus lanes along lower Washington Avenue and State Street between Dove Street and Broadway
- 20+ routes with 75+ buses / hour during peak period
- Wider roadway / public ROW
- High congestion from general vehicular traffic
- Refine station design and placement, curb access, parking management, and TSP
Additional Study Considerations

Upgrading BRT with an exclusive right-of-way is a trade-off against roadway capacity for general traffic.

Space is currency
- BRT must “reclaim” space from automobiles for transit priority
- Historical trend/bias has been toward prioritizing roadway space for cars
- Will lead to less on-street parking OR reduction in travel lanes
- Goal is to increase transit competitiveness in high-traffic corridors
- ...while maintaining a functioning system for all users

Project Timeline

RFP Creation: Jan 2021 (Complete)

RFP Solicitation: Feb – March 2021 (Complete)

Consultant Interviews and Selection: March – April 2021 (Complete)

Study Kick Off: May 2021

Duration of Study: May 2021 – April 2022

Final Report: May 2022