



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

<b>Committee Item</b>	<b>Responsibility</b>
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, April 22, 2021	Mike Criscione
<b>Administrative Discussion Items</b>	
• 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 Zarccone, 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 Downton 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.

# Capital Region Bus Lane Feasibility Study

Strategic & Operational Planning Committee  
May 20, 2021



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## 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



Bus Only Lane in Brooklyn, NYC



Bus Only Lane in Queens, NYC



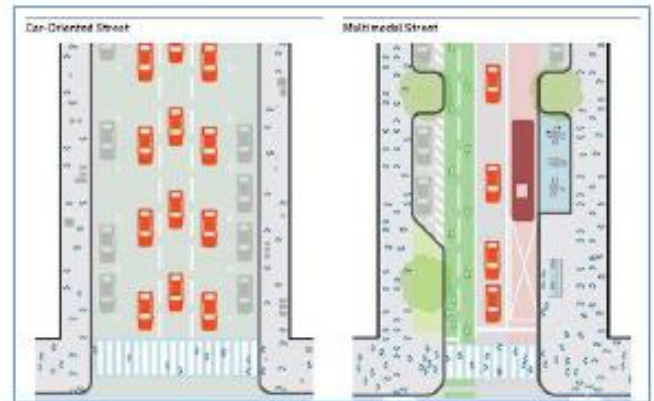


# Why Create Bus Lanes?

- 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



Car oriented vs. Multi-modal street



# Queue Bypass Lanes in Capital Region

Current bus lanes deployed at select intersections as short lane with bus signal phase to bypass congestion

- 4<sup>th</sup> & Congress in Troy (Blue Line)
- 4<sup>th</sup> & Federal in Troy (Blue Line)
- 3<sup>rd</sup>/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)



Lark / Library queue jumper on Red / Purple Line



Congress Street Station Bus Only Lane



3<sup>rd</sup>/River -Fulton Street - Troy

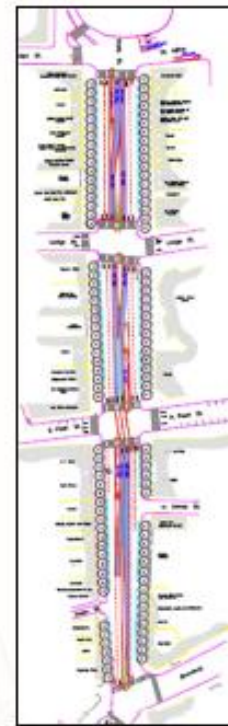


Bus Only Lane at Wolf Road



# 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

busplus<sup>+</sup>  
busplus<sup>+</sup>  
busplus<sup>+</sup>





# 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**



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# 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

## 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

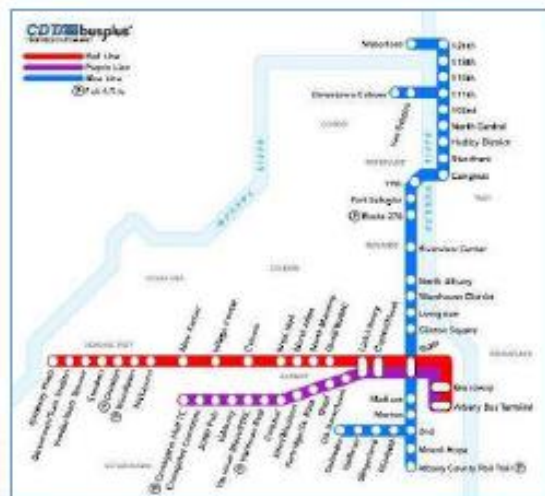
## Bus Lane Feasibility Study

- 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 CDTDC





# 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*



H Street Bus Lane, Washington D.C.



DDOT Bus Lane System map



# 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





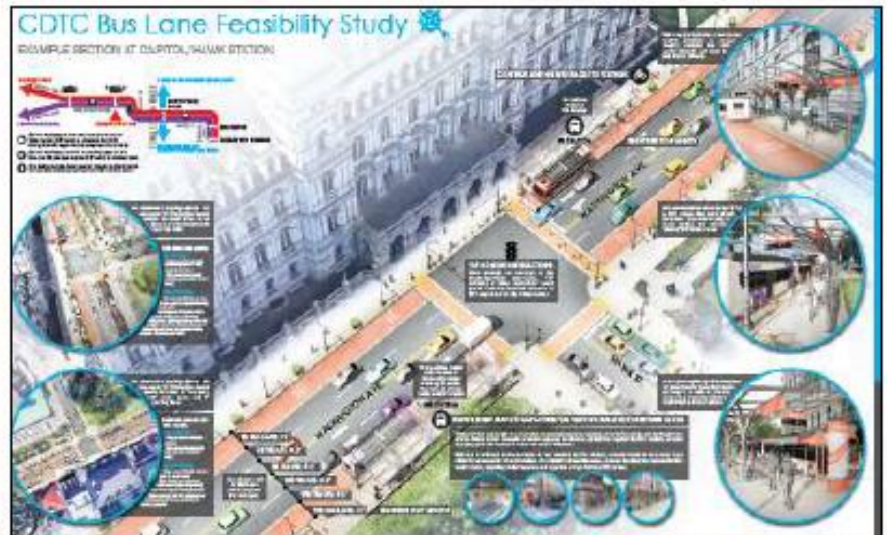
# Focus Area: Downtown Albany

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

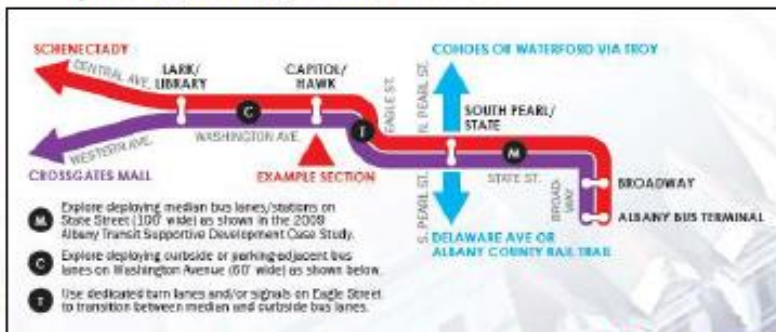


Foursquare Concept Art for Capitol/ Hawk Station with Bus Lanes



# 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



Foursquare Concept Art - Downtown Albany



Lower Washington Corridor





# 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 led 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

