



CAPITAL REGION BUS LANE FEASIBILITY STUDY

Phase III Public Engagement Results

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1. SUPPORTIVE COMMENTS

"In the Draft Final Report, specifically pages 32-33, when articulating Final Recommendations, I want to reemphasize support for Queue jumps. In my use of CDTA where queue jumps are present, it has made significant difference in getting the bus ahead of the "congested" traffic pack. I believe this is the low hanging fruit that can really energize several routes that provide excellent frequency, but get bogged down in congestion, especially the notion of installing queue jumps along multiple blocks serving as tactical bus lanes (while outside the scope of this study, I believe Route 106 and 13 could really benefit from this tactical approach, where when using these routes during rush hour, they get tied up at the many intersections they touch). Systemwide, there are many instances where the bus I'm on has pulled into a stop at an intersection, but is boxed in by a long line of traffic and struggles to get back into line, and queue jumps would be a critical game changer towards solving this issue."

"Fully support, please anything to make the bus system reliable. Albany is a marvelous city but we MUST do everything we can about the connectivity blight."

"I ride CDTA Buses along Washington and Central every day to work and to pick up my daughter from school and congestion and slow speeds are a huge problem along these routes, leading to bus bunching, service delays, and unreliable trip times. I advocate for implementing these bus lanes as soon as possible to improve travel times on buses and provide more mobility options to everyone."

"I fully support the expansion of bus lanes throughout the capital region. Additionally, the creation of protected bike lanes is essential for safe bike travel. They should be created by the CDTA across the region as well."

"I live in Albany and am speaking to those recommendations. I am in favor of lane reductions and pedestrian improvements and am heartened to see the recommendations for Washington/State, Central, and Broadway. Please make these recommendations and help the city of Albany to implement them!"

"Beautiful work"

"The study was great, everything they changed is great"

"I think that the bus and bike lanes are a positive thing."

METROQUEST SURVEY RESULTS

“The temporary floating bus stops which transition into permanent floating stops with a dedicated, **PHYSICALLY PROTECTED**, bike lane seems to be the best option to improve both bus rider and bike rider comfort and safety. As a taxpayer, I would approve of this plan.”

“Good work done on this final report that only need the best way of implication”

“We really need bus lanes, especially where the entrances to I90/87 are. These entrances cause the biggest backups and the biggest delays in the entire CDTA network. Especially around Central Ave near West Mall Station, and Central Ave & Wolf Road. Que jumps and pedestrian improvements are welcome additions throughout the rest of the system.”

“I think it's great to do a study of lane feasibility as there are many. Riders who ride the CDTA bus and we all want to be safe it's good to have bus lanes where there is not a lot of traffic nearby so customers can board the bus safe and get off safe without worries about traffic. Also there always should be a bike lane near the bus stops so bikers can be safe and the people with walkers and canes should be able to board the bus first and the drivers should pull all the way up to the curb for boarding. I had a mishap while boarding a CDTA bus. I had bags and the driver was not close to the curb and I fell on the bus and nothing broke so this is an important factor. Also keeping the bus stops clean from snow and ice so passengers can board the bus safely. Hope this will help your study and many times buses are not on schedule especially on the weekends then you see two buses coming at once.”

“Plan looks very good in general. IMO bus only lanes make most sense where there are many bus trips per hour. For example, Albany State St. off peak, and/or outside busiest stretches, bus lanes could be shared with bicycles and increasingly popular e-bikes.”

2. CONSTRUCTIVE COMMENTS

"In reading this report there are many good points about the necessity of these corridors. However, the two transit points that are conspicuously absent in the report are the airport and the train station. That you have people unable to get to the two biggest transit points in an easy regular manner is a shame for visitors as well as residents. Why do we have to rely on Ubers in a town with an otherwise robust transit system."

"How are bikes going to be accommodated? Especially on central Ave where a street diet was planned, I would expect bike lanes to still be a part of this concept. In all cases, the bus Lane should be a shared bus and bike lane, with accommodations for cyclists through intersections or at bus stops where conflict may occur."

"The downtown State St. corridor should be expanded to include the Rensselaer Rail Station, a fertile source of potential bus passengers entering the area each day without automobiles. Better service to the rail station would benefit rail passengers and bus passengers in the underserved Rensselaer area by justifying more frequent service. CDTA runs the train station -- it should do more to capture potential bus passengers using the station."

"Hello, I am a frequent rider and would like to see shade trees planted at as many bus stops as possible. Shelters are awful in the summer. They do not provide adequate shade, but they do cut off the breeze. It is the worst possible situation on days without rain. I have health conditions that require careful maintenance of my body temperature and so am sensitive to this issue. I have also found that service on the 13 and 18 lines have made it difficult for me to arrive on time at medical appointments. Some days, there seems little correlation between the schedule and the arrival times of the buses. Finally, there is very little service to the Albany Memorial Hospital complex and to Corporate Woods, where again, I go and have gone, respectively, for medical appointments. As a person trained in the study of complex systems, I know that the fact that the poor service toward Delmar, Slingerlands, and Loudonville correlates with few people who want to ride the bus in those directions, so service is poor, making ridership decline further, and so on. Thank you for all you are doing. I am a great fan of our bus system and wish more people used it, so that service would expand. I applaud your efforts to achieve this."

"I hope that the CDTA can find a way to work with the city on parking enforcement and not make the illegal behavior of motorists a priority over public transit."

"I think improved CDTA access to Albany Airport either through the Wolf Road corridor or Rt. 155 is important for serving the public. The transit options for the airport are limited. I would like to see a NX style bus service which would run between Schenectady to Albany via 890 and 90."

METROQUEST SURVEY RESULTS

“Looking for how friendly to pedestrians and bus riders this study is”

“Troy study corridor should have included bus travel on Rt. 7. This is a very congested corridor.”

“We also need bus route from Russell Road at western avenue to Suny Albany please extend the bus number 11”

“As this project progresses, I encourage you to give less deference to preserving on-street parking. This appears to be a main consideration (despite being lowest community priority) in knocking the bus improvements down to a minimum. Compared to the number of people served by transit, the number of people served by street parking are miniscule. Remember you are building for a future where taking the bus/biking are the best transportation options, you're not building to maintain the status quo. Thanks for doing this though, I like the protected bike infrastructure.”

“I fully support the improvements included in the proposal but was disappointed not to see CDTA try to push for more, especially dedicated bus-only lanes. This was a bus lane feasibility study that found that lanes would be justified but didn't ask to implement them where they would be most beneficial.”

“Connect the urban areas via the bus — don't create three distinct, separate service areas”

“The bus stops by the Atrium are very well set up to handle, but I believe that we need the busses to be more attentive to individual stops.”

“Public transit is an essential element of all vibrant, sustainable, and economically prosperous cities. High quality transit reduces traffic, carbon emissions and air pollution, saves workers money on transportation costs compared to costly car expenses, and makes streets safer by reducing automobile use, which is 70 times deadlier than riding the bus.

CDTA provides an essential service for our community, with more frequent service than other cities of Albany's size, and a growing network of fast and frequent Bus Plus routes. However, to build true Bus Rapid Transit (BRT) that provides world class service, buses need road priority over less efficient single occupant vehicles. CDTA's existing Bus Plus routes often provide little time savings over local service because of car traffic, with buses bunching and arriving at stops simultaneously instead of adhering to strict schedules and providing consistent headways.

We were glad to hear of the BLFS and have provided input through the community engagement phase. However, we were disappointed to read the final report and discover that bus lanes were not recommended along Washington/State/Broadway and Central Ave in lieu of much less beneficial queue jumps, with on street parking concerns being a primary factor in the decision to not recommend bus lanes.

Queue jumps provide only small time savings of 2-7 seconds per intersection while curbside bus lanes can provide between 5-15% reduction in total travel time. Median bus lanes provide the greatest time savings by restricting right turns and illegal parking that is a problem with curbside bus lanes, although they also require the greatest capital outlay. Median bus lanes are appropriate for corridors which have over 12 buses per hour, and the Washington/State/Broadway study segment has a bus approximately every minute at peak hours.

Considering these facts, we advocate for median bus lanes along the Downtown study segment and curbside bus lanes along Central Ave to deliver high quality transit that provides the greatest mobility to all users and is competitive with driving for travel times.

Building bus lanes on these busy segments is absolutely essential for Albany to improve our environment, provide equitable access to transportation, promote economic growth, and save time and money for residents. Albany must invest in a better future by prioritizing moving people over on-street parking to provide fast and reliable transit that reduces driving and improves the quality of life for all.”

“I would have liked to see some corridors selected where there is transit service--typically slow and unreliable-- that would greatly benefit from priority. No attempt to speed the long trips from the north and east by exploring bus-on-shoulder concepts. I guess one must start somewhere, but to ignore everywhere and everyone outside of the primary business districts seems like a missed opportunity.”

“It’s disappointing to see the New Scotland Ave and Whitehall corridors left out of this study and others. They may not currently represent the highest ridership areas, but there is a lot of potential untapped ridership that can be captured with roadway improvements, particularly on New Scotland. Traffic around the hospitals is very high during peak times. Bus prioritization and more N-S connections to the routes on Western, Washington, and Central could improve the area. Thank you.”

“It is apparent that CDTA will not expand outside the Capital District areas to areas 20+ miles south of Albany. Thank you for your time”

3. UNSUPPORTIVE COMMENTS

“Proposed areas are busy enough with the two lanes provided this is going to ruin travel times for car drivers.”

“This is going to clog up traffic and people are going to just drive illegally in the bus lane.”

“The number of passenger vehicles compared to buses makes it unclear why busses get their own lane. Traffic is bad enough, we need commuter lanes just as badly.”

Why would you make it worse for everyone else for bus riders? The proposed areas are busy enough with the two lanes provided and you want to take that away? This is the dumbest idea ever and it's going to ruin travel times for car drivers. Apparently since we don't take the bus how it impacts us is irrelevant, this is a terrible idea.