

- Details: There are also some potential conflicts between shelters and adjacent parcel improvements which would need to be resolved prior to shelter location. As one example, the Town Center property has an automatic sprinkler systems installed which covers right up to the Western Avenue sidewalk area; some people approaching or standing outside a shelter near this location could get wet while waiting for a bus, particularly on a windy day.

Recommendations

TRN-1: Install Shelters at Western Avenue Bus Stops

- Description: Install shelters at the following bus stops (in priority order):
 - McKown Road (eastbound side)
 - SUNY (westbound side)
 - 1450 Western (eastbound side; currently has bench)
 - 1700 Western/Town Center (eastbound side – near Price Chopper)
 - Fuller Road (eastbound side, near Dentist’s Office/Burger King)
 - Church Road (westbound side, past intersection)
 - Stuyvesant Plaza main driveway (westbound side, past driveway)
 - SUNY (westbound side)
 - Arcadia Avenue (eastbound side)

Transit stops and these proposed shelter locations are presented in Figure 3-1 on the following page.

- Estimated Cost: \$36,000 - \$108,000 depending on the type of shelter desired at each location (\$4,000 per shelter for basic shelters, up to \$12,000 per shelter for more elaborate facilities with peaked roofs and other features which could make the shelters more visually consistent with the surrounding area).
- Additional Notes: CDTA is currently pursuing funding for a program that would enable it to install shelters at a number of locations on its system. If they are successful, the potential exists to have one or more of the shelters listed above included in this program. Also, CDTA recently secured a \$285,000 State Multi-Modal Program grant for improvements to intersections near transit stops, with these improvements potentially including the installation of transit shelters. Three packages of intersection improvements recommended in the “Traffic Operations” chapter – for Western/UAlbany (IS-1), Western/McKown/Norwood (IS-2) and Western/Fuller (IS-4) have been discussed with CDTA and flagged as the highest priorities for pursuit under the Multi-Modal Program project.

*Please click on FIGURE 3-1 on the Web page
for the Transit Map*

TRN-2: Promote CDTA Travel Opportunities for College Student Travel

- Description: CDTA and UAlbany to work to better promote transit travel opportunities for the student community.
- Estimated Cost: Minor staff time costs, perhaps some modest cost associated with the development of promotional aids.
- Additional Notes: Could be a model for efforts at other area colleges and major employment sites.

TRN-3: Enhance Traveler Information

- Description: Increase the availability of information on transit services, statuses, transfer opportunities and tripmaking assistance through the use of electronic signboards at major transit stops, enhanced CDTA Web site tools, kiosks at UAlbany, Stuyvesant Plaza and Crossgates Mall.
- Estimated Cost: \$170,000 for four signboards at an average installed cost of \$7,500 apiece, \$5,000 for Web site improvements, and three touch-screen kiosks at \$15,000 apiece.
- Additional Notes: Could be progressed as part of a systemwide effort.

TRN-4: Explore Transit Priority Opportunities for the Western Avenue Corridor

- Description: Assess the potential for the use of transit signal priority (extended green phases or early changes to green to enable approaching buses to continue on their ways without stopping) along Western Avenue. The initial effort required would take the form of a feasibility study which would include modeling of traffic along the Western Avenue corridor, with likely endpoints for the corridor to be from Route 155 in Guilderland to Washington Avenue in Albany.
- Estimated Cost: \$75,000 to \$100,000 for the feasibility study.
- Additional Notes: CDTA is currently progressing transit priority on Route 5 between downtown Albany and downtown Schenectady as part of a project to upgrade traffic signals along this corridor. A positive outcome for this project could create a momentum for transit priority in other corridors such as Western Avenue. There is a project on the draft 2003-2008 CDTC TIP (Project A435) which would see deployment of transit priority along Washington and Western Avenues in 2007 or 2008.

TRN-5: Explore Opportunities for Express CDTA Service from McKownville

- Description: Examine the potential for converting the #63 route to express service east of Fuller/Western (by way of Fuller Road and I-90 or the State Office Campus).
- Estimated Cost: Examination could be progressed as an internal effort in the course of other general service planning activities.
- Additional Notes: While the conversion of the #63 service would require transfers by patrons traveling between the bypassed area and points to the west, the #10 route provides frequent service in the bypassed area; the frequency of service along the #10 would minimize the waits associated with these transfers.

Note on Intermodal Facilitation

Transit’s success in realizing its ridership potential is dependent on a number of factors including accessibility of individual stops. It is thus important to ensure that pedestrians, cyclists and motorists (the latter particularly for park-and-ride) have comfortable, safe routes to transit stops and appropriate facilities at these stops wherever possible. To do this, several planning and programmatic steps can be taken, including the following:

- Elevating the Construction/Rehabilitation Priority of Sidewalks Approaching Transit Stops: “Looking outward” from individual stops (particularly high current or potential patronage stops), needed sidewalk improvement or construction projects can be assigned higher priorities in capital programs.
- Exploring Additional Pedestrian and Cyclist Treatments: Crosswalks, wide paved shoulders, and traffic signals with pedestrian phases and/or pedestrian button-actuated “NO TURN ON RED” indications can improve the ease of walking to bus stops.
- Destination Treatments: Park-and-ride lot and general transit stops can be improved to provide the basic amenities needed to enhance transit’s attractiveness, through such measures as providing bike storage racks or lockers at bus stops, paving and sanctioning “unofficial” park-and-ride lots, and improving the safety and ease with which turn and crossing movements to and from stops can be made.
- Policy Measures: The Town takes responsibility for sidewalk maintenance at present, with the additional measure of an ordinance prohibiting the plowing of snow onto sidewalks providing additional assurance of the accessibility of these facilities. While the Town’s efforts include clearing snow from sidewalks near transit stops, paying special attention to the accessibility of buses from transit stops (e.g., in clearing “cut-through” paths across utility strips) would enhance the comfort of wintertime transit users.