Public Information Meeting
Madison Avenue Road Diet

Albany, NY

29 July 2015

Creighton Manning

alta PLANNING + DESIGN

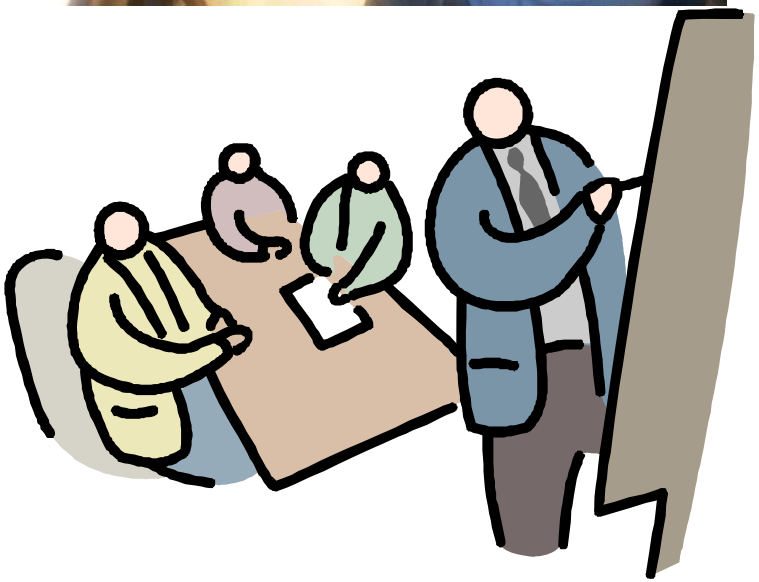
Welcome

Purpose of Meeting

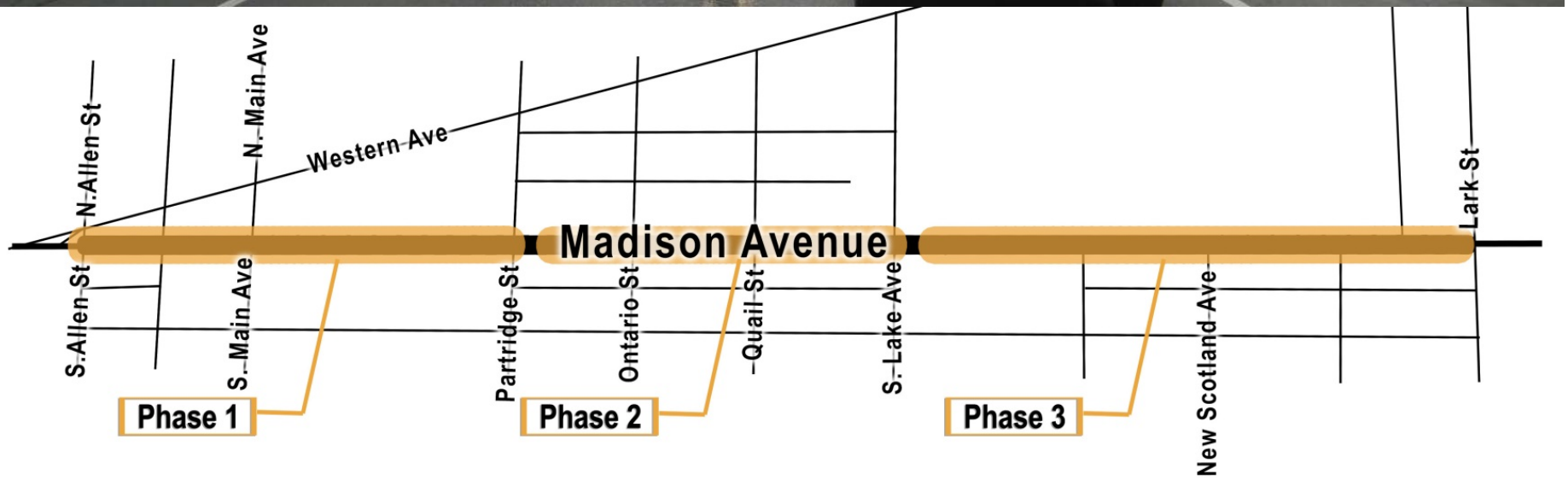
- Introduce Project
  - Brief History
  - Alternatives (pros / cons)
  - Schedule
- Obtain Input

Meeting Outline

- Technical Presentation
- Q & A
- Ranking Activity

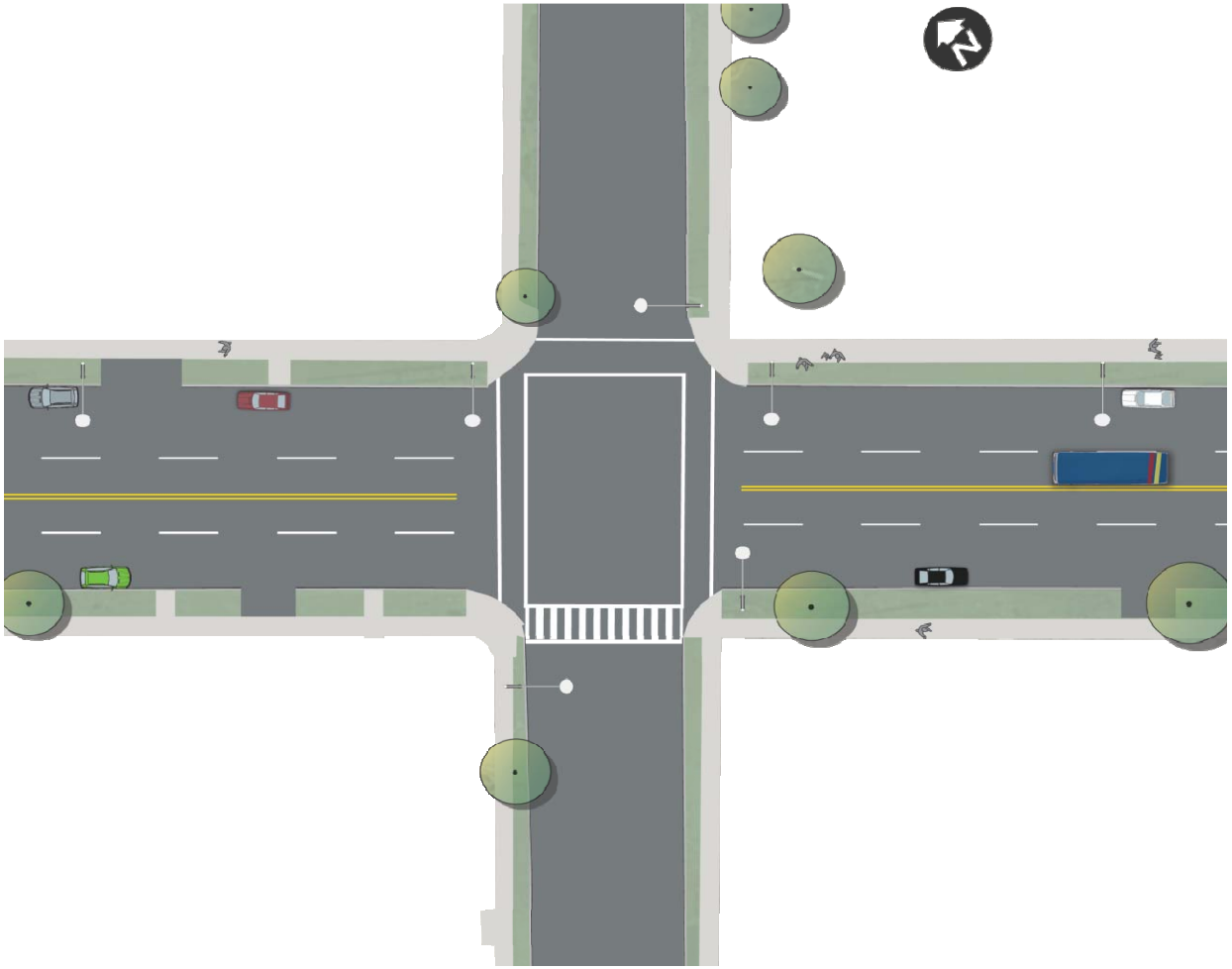


Project Area



Feasibility Study Recap

Current layout of Madison Avenue

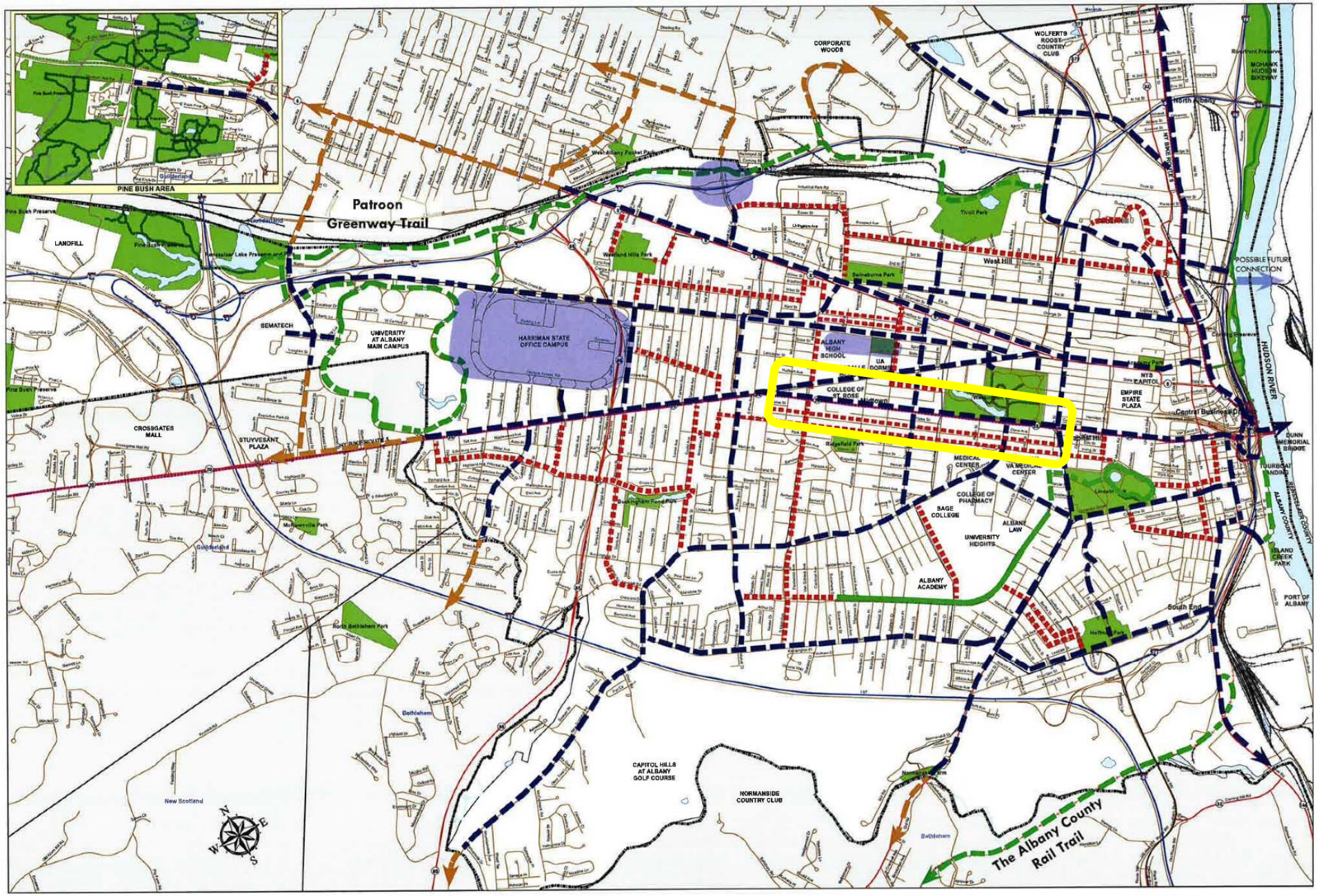


Existing

- 4-lanes
- Parking
- 57’ curb to curb space
- 15,000 AADT

Conclusions

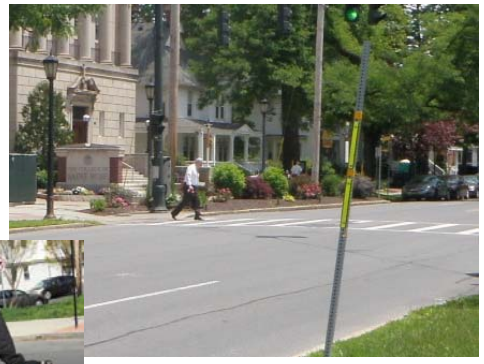
- Diet is Feasible
- Safety Benefits
- Coordinate Signals (some delay increase)
- Confirm configuration during design.



City of Albany Bicycle Master Plan

“Balance” Design Considerations for:

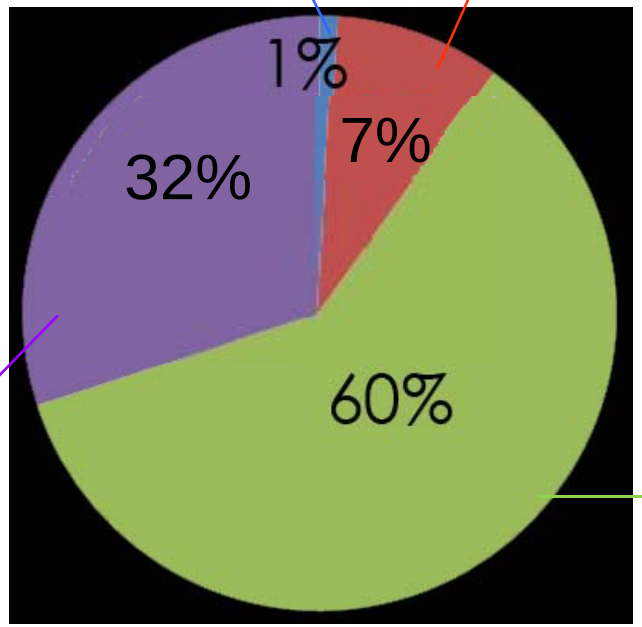
- Pedestrians
- Cyclists
- Transit
- Motor Vehicles



Different Types of Cyclists

Strong and fearless

Enthused and confident



"No way, no how"

Those who bike out of necessity

Interested but concerned

Bike Facility Typology

Least protected

Most protected

Signed Routes (No Pavement Markings)
A roadway designated as a preferred route for bicycles.

Shared Lane Markings
A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operating in mixed traffic.

On-Street Bike Lanes
An on-road bicycle facility designated by striping, signing, and pavement markings.

On-Street Buffered Bike Lanes
Bike lanes with a painted buffer increase lateral separation between bicyclists and motor vehicles.

Separated Bike Lanes
A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.

Strong and fearless

Enthused and confident

Interested but concerned

**FHWA Separated Bike Lane Planning & Design Guide*

Bicycle Ridership Increases

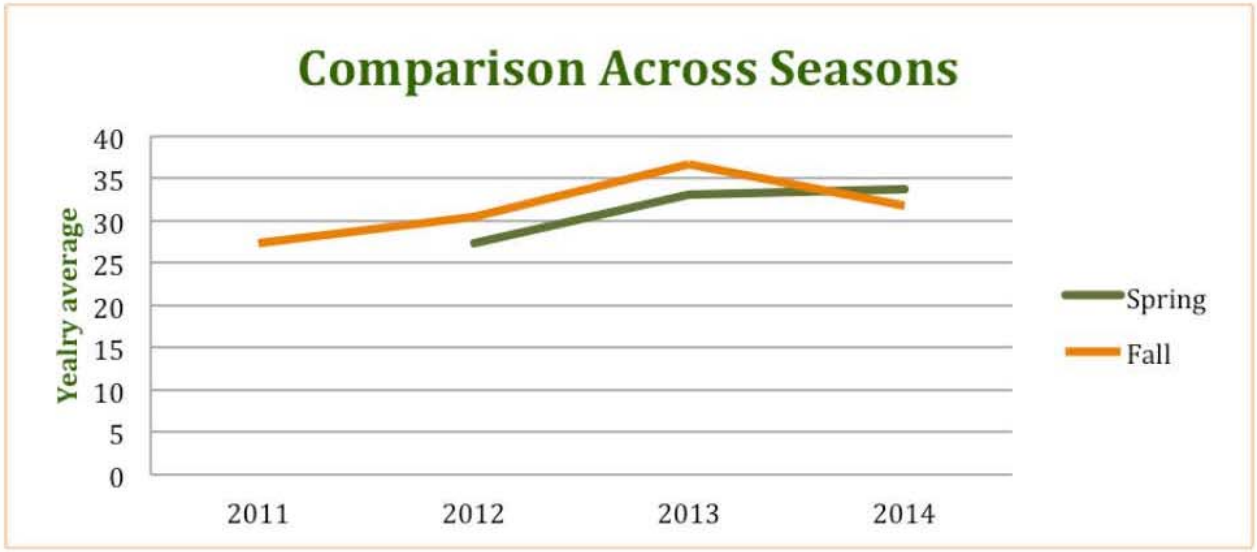
		To	
		Conventional Bicycle Lanes	Separated Bicycle Lanes
FROM	No Bike Facility	57% One study	90% Average of 7 studies
	Conventional Bike Lanes	-	56% Average of 9 studies

Bike Counts

Comparisons Across Bike Counts

Location	Fall 2014 Average	Spring 2014 Average	Fall 2013 Average	Spring 2013 Average	Fall 2012 Average	Spring 2012 Average	Fall 2011 Average
Broadway & Clinton Ave.	9.75	6.50	8.50	8.50	5.75	NA	NA
Delaware/Holland/Morton Aves.	54.00	52.50	50.00	55.00	38.75	43.67	39.17
Lark St. & Washington Ave.	36.50	35.50	54.25	45.00	44.75	36.67	45.00
Madison Ave & New Scotland Ave.	23.00	28.75	29.75	21.25	29.00	25.50	18.60
Madison Ave. & S. Pearl St.	21.50	19.50	25.00	18.75	16.00	9.33	21.50
Madison Ave. & Western Ave. (The Point)	24.00	33.00	19.75	25.25	23.75	21.33	12.50
Quail & Washington	25.14	40.86	44.25	NA	NA	NA	NA
Overall Average	**31.80**	**33.85**	**36.75**	**33.05**	**30.45**	**27.30**	**27.35**

Average of 30 bikes per hour on Madison Ave



**Albany Department of Development and Planning – Semiannual bike counts*

Design Alternatives

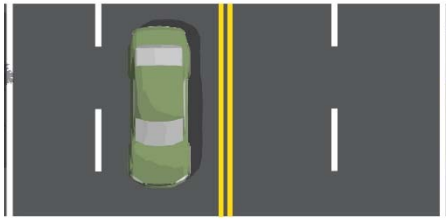
3- Lane Road Diet

A. Marked Shared Lanes
B. Conventional Bicycle Lanes
C. Two-way Separated Bicycle Lanes

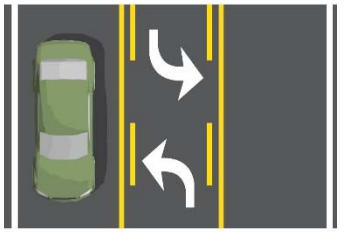
2-Lane Road Diet

D. One-way Separated Bicycle Lanes
E. Buffered Bicycle Lanes

Existing 4-Lane Section

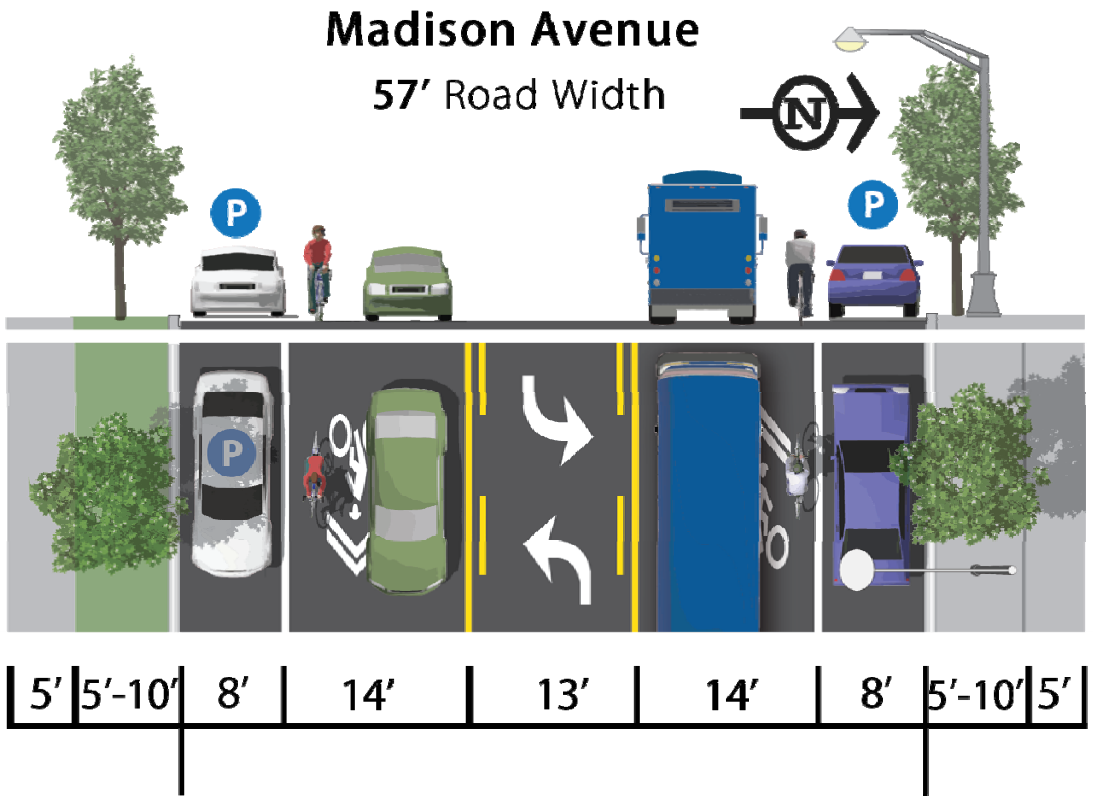


3-Lane Section



2-Lane Section

A. Marked Shared Lanes



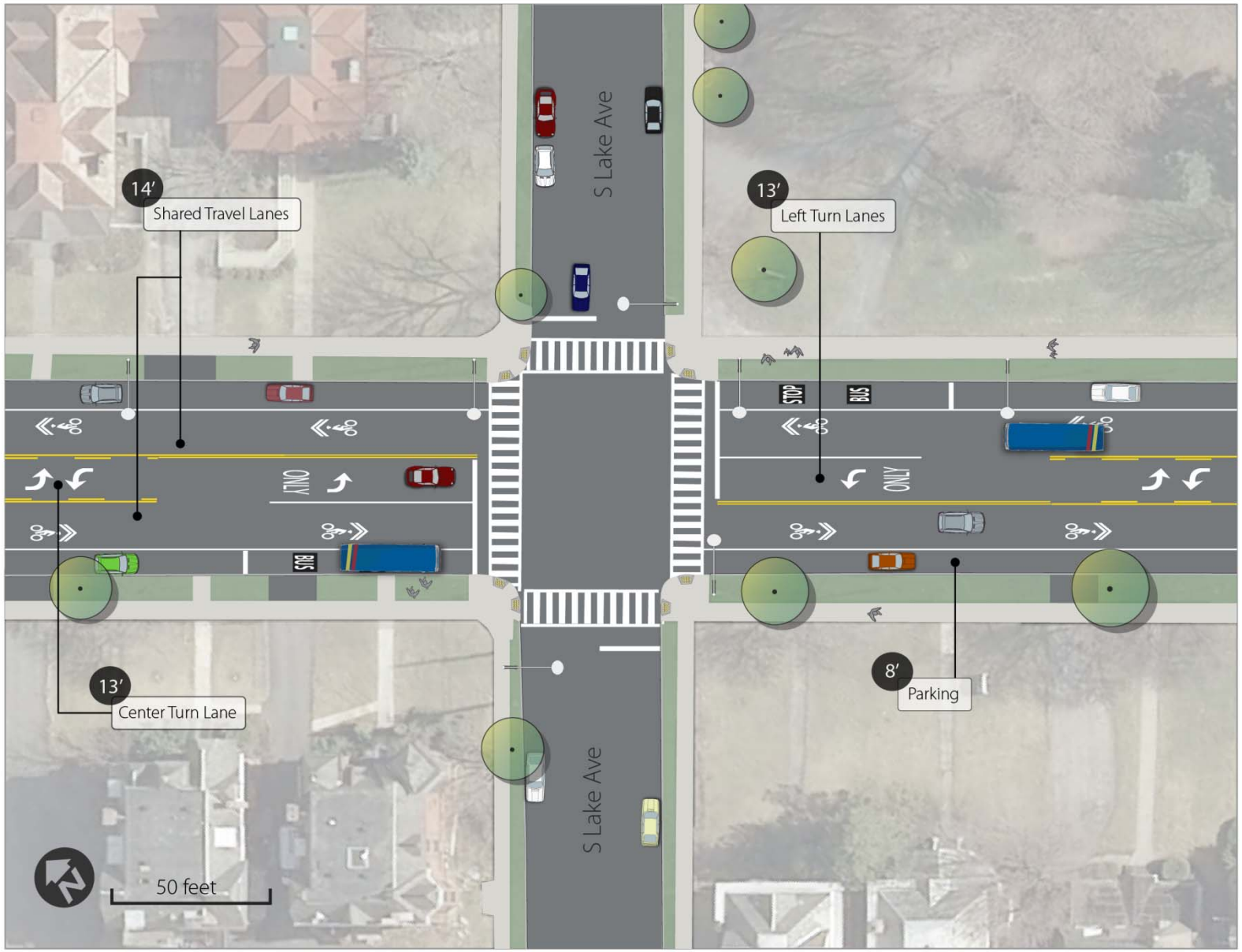
Pros

- More room for maneuvering
- Avoids bicycle conflicts w/ parked vehicles
- Promotes driver awareness of need to share the road
- Low maintenance costs
- Winter maintenance

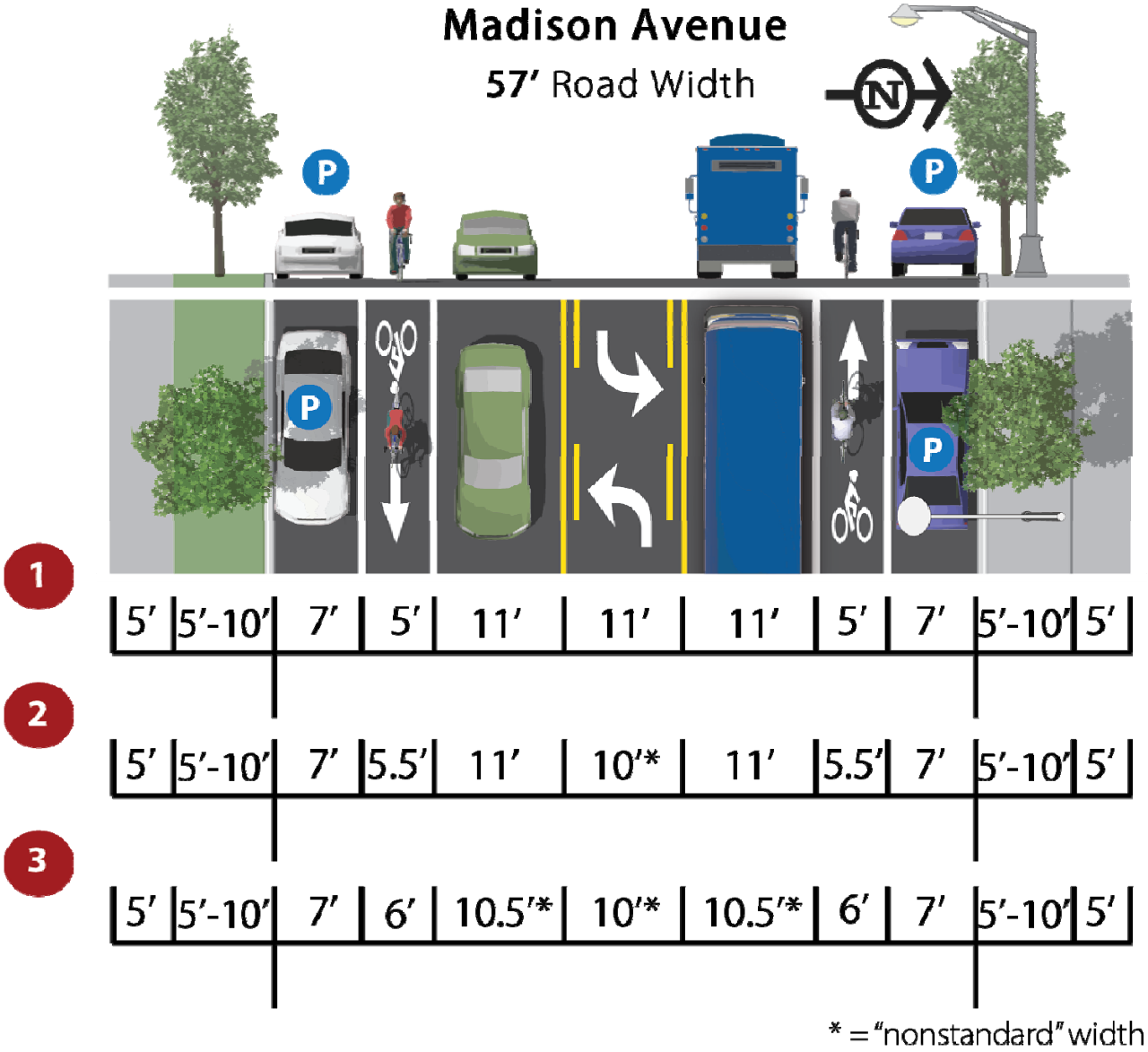
Cons

- No buffer zone
- Lower bicycle comfort level
- Higher conflict areas
- Wider lanes may result in higher speeds

A. Marked Shared Lane Intersections



B. Conventional Bicycle Lanes



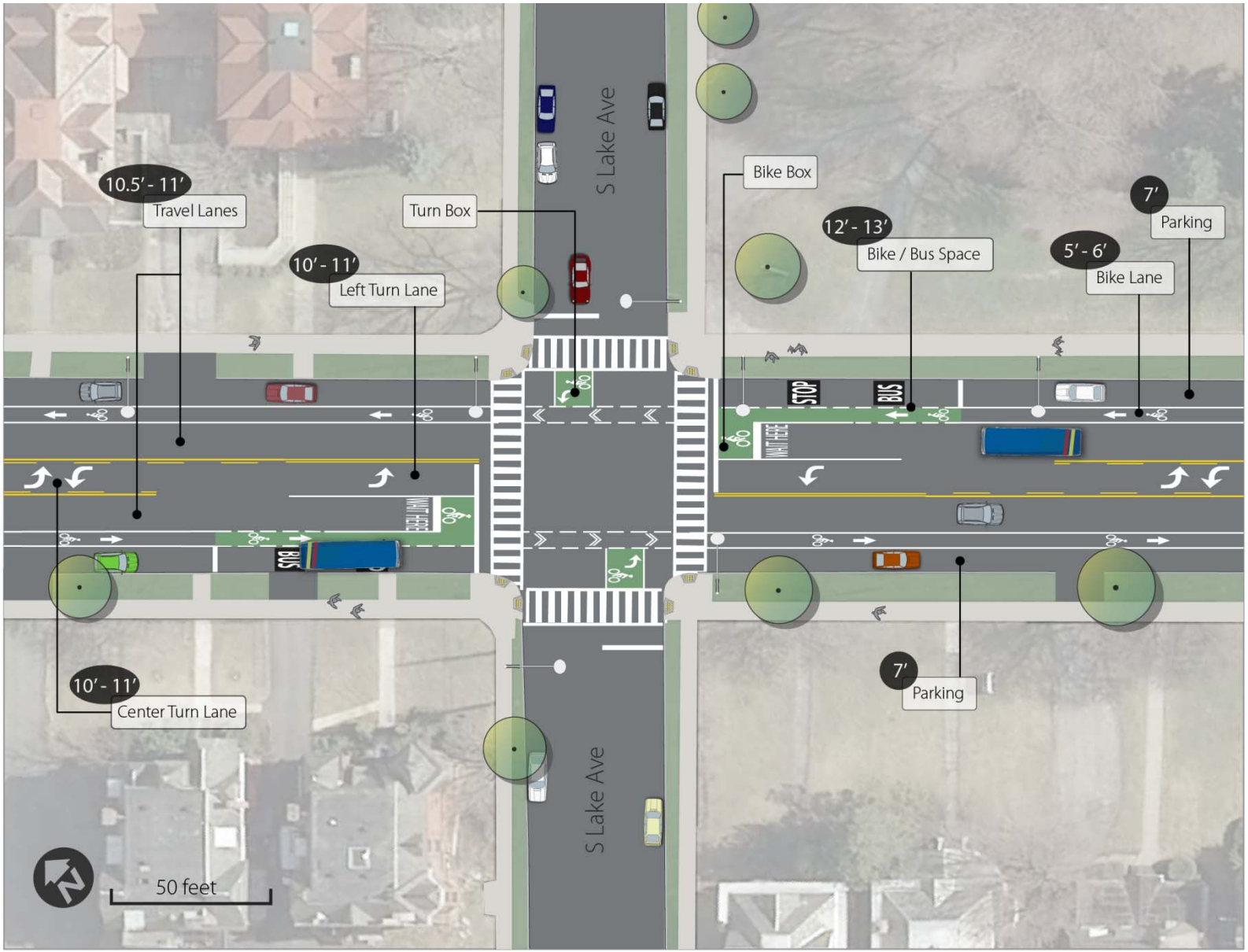
Pros

- Bikes have dedicated road space
- Flexibility for emergency vehicles & intermittent load / unload operations to enter lane
- Meets minimum required widths (NACTO + AASHTO)
- Winter maintenance

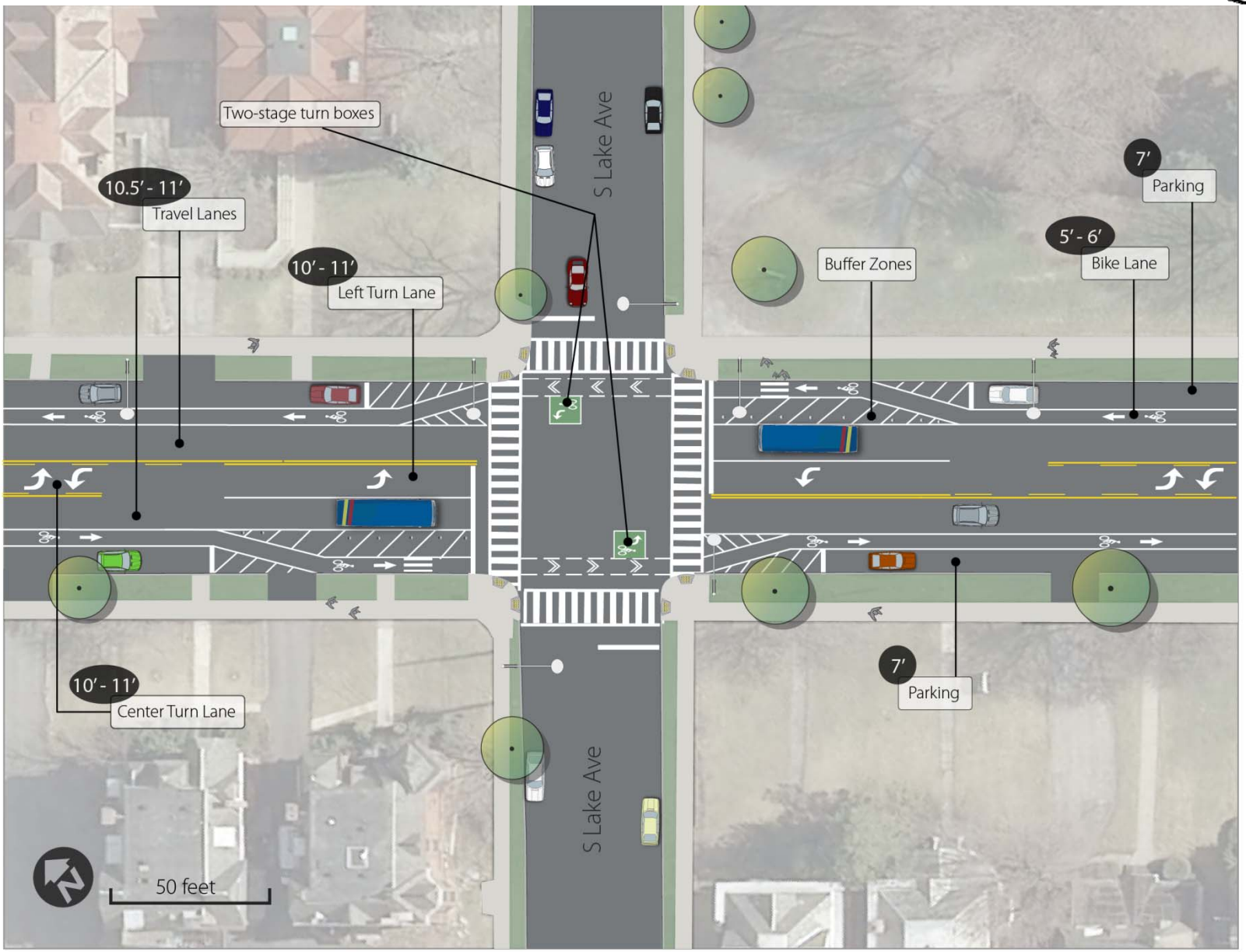
Cons

- Cyclists in "door zone"
- No vertical protection (not physically separated)
- Parking vehicles must cross the bike lane

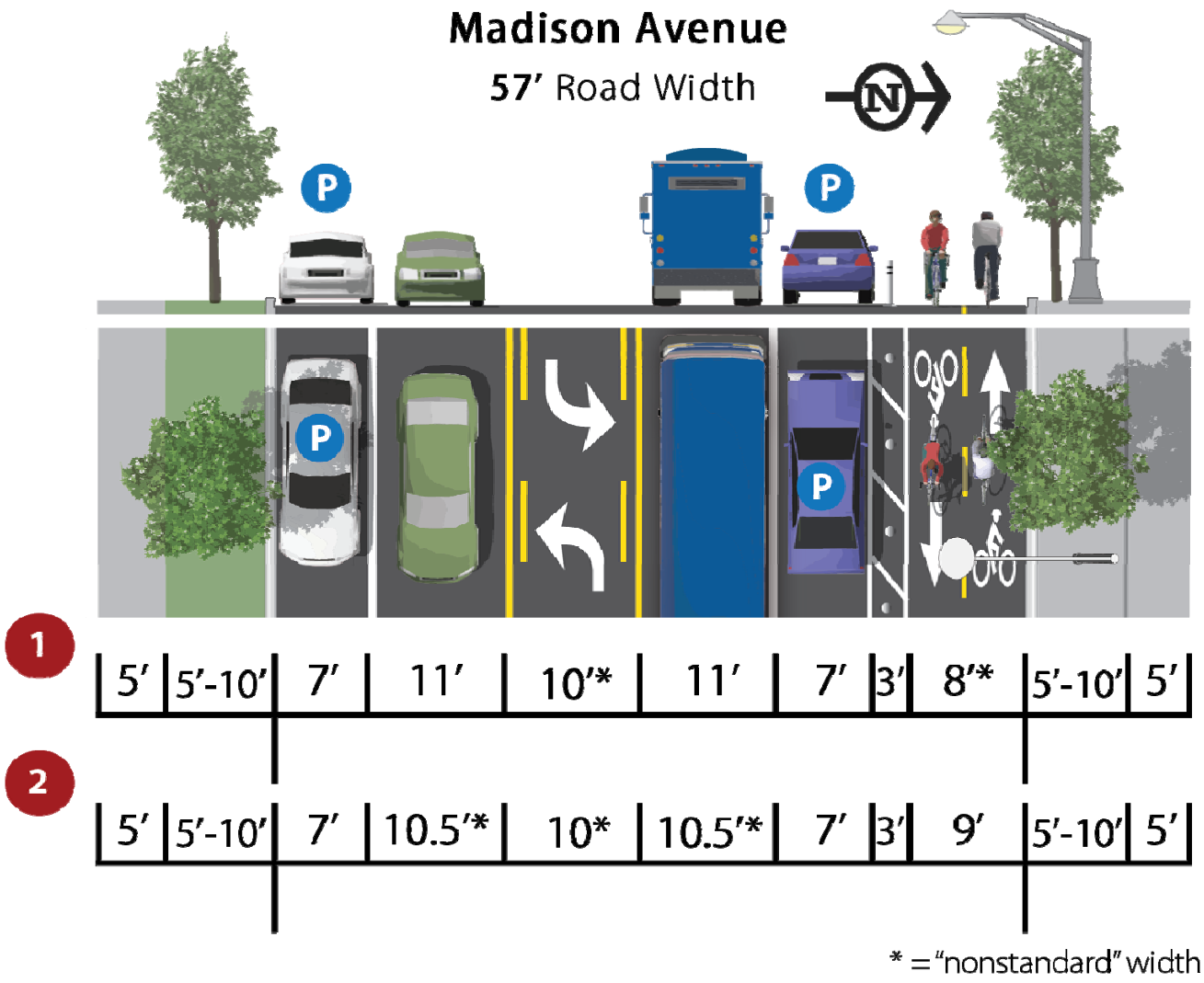
B. Conventional Bicycle Lane Intersections (1)



B. Conventional Bicycle Lane Intersections (2)



C. Two-way Separated Bicycle Lanes



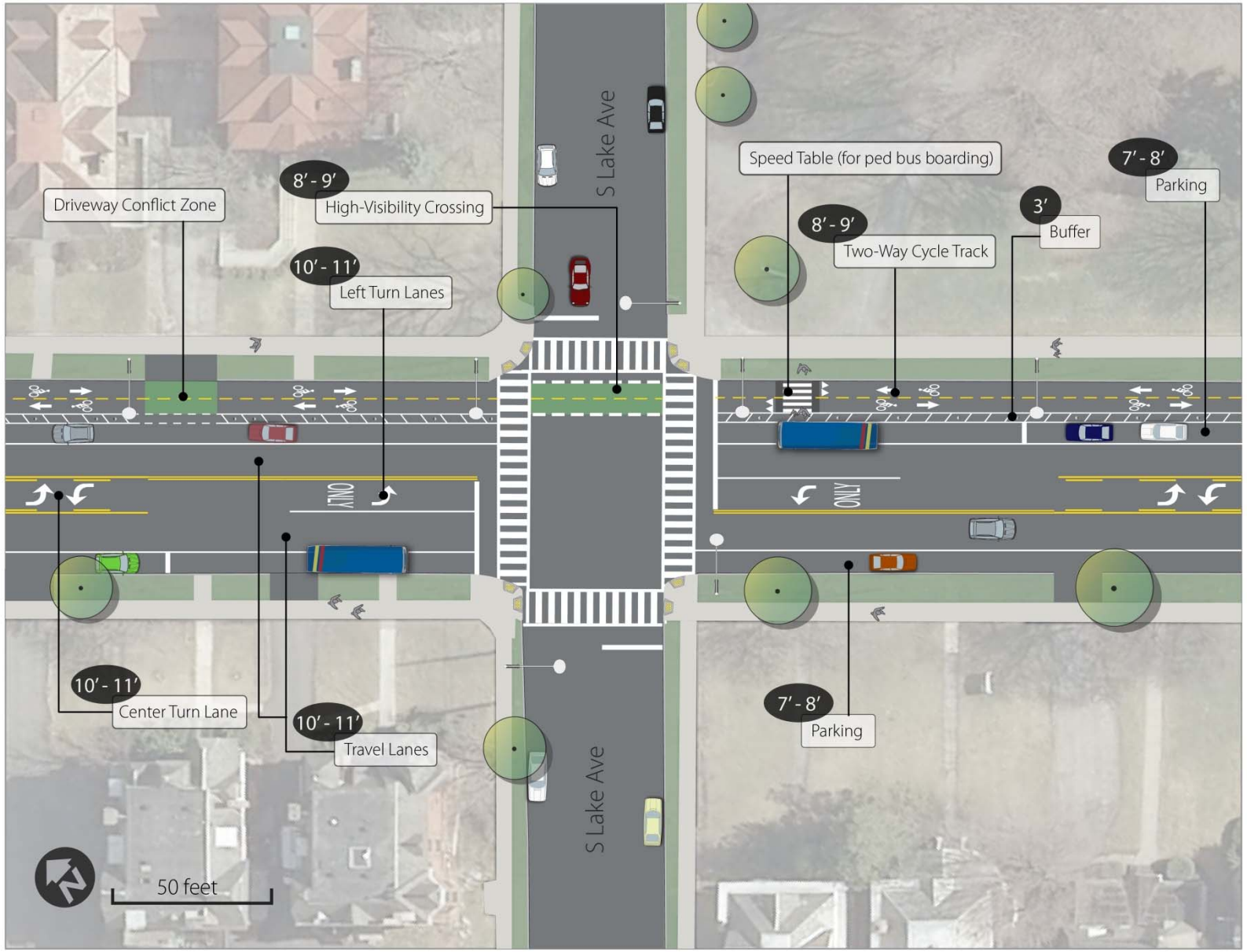
Pros

- Physically separated
- High comfort levels
- High visibility

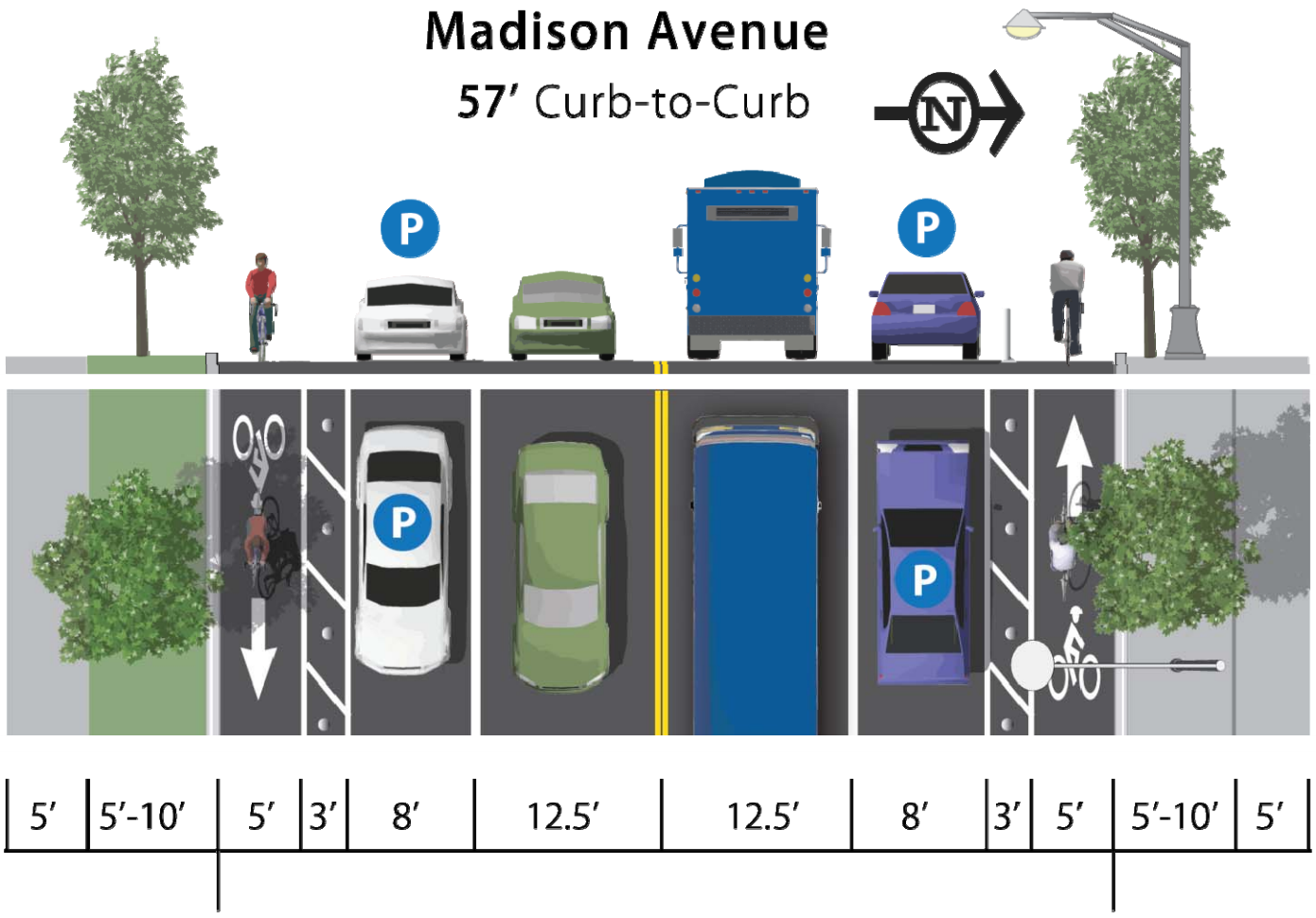
Cons

- High maintenance costs
- Expensive Facility
- Narrow lanes
- Poor Transitions / Entry

C. Two-way Separated Bicycle Lane Intersections



D. One-way Separated Bicycle Lanes



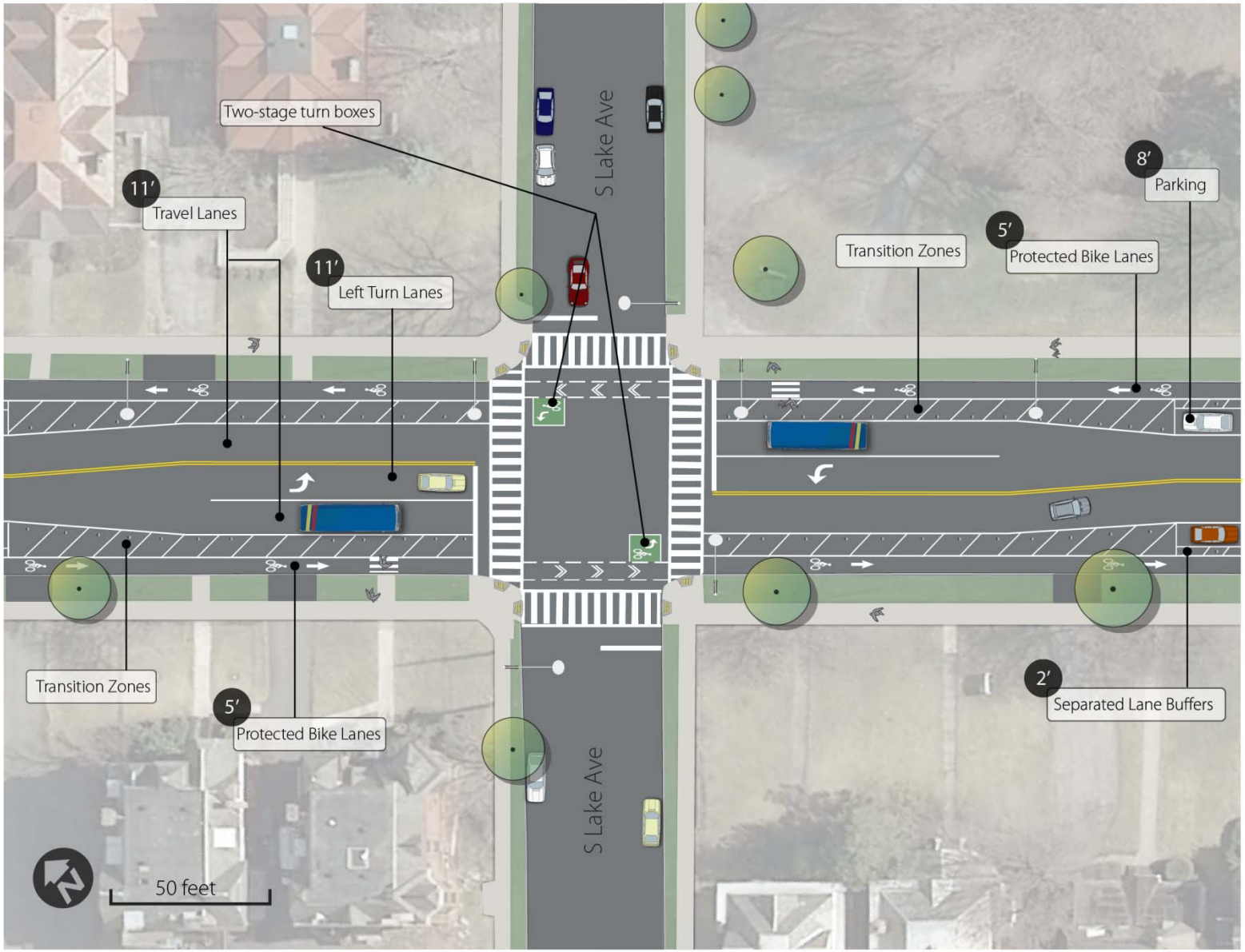
Pros

- Physically separated
- High comfort levels
- High visibility
- Traffic calming

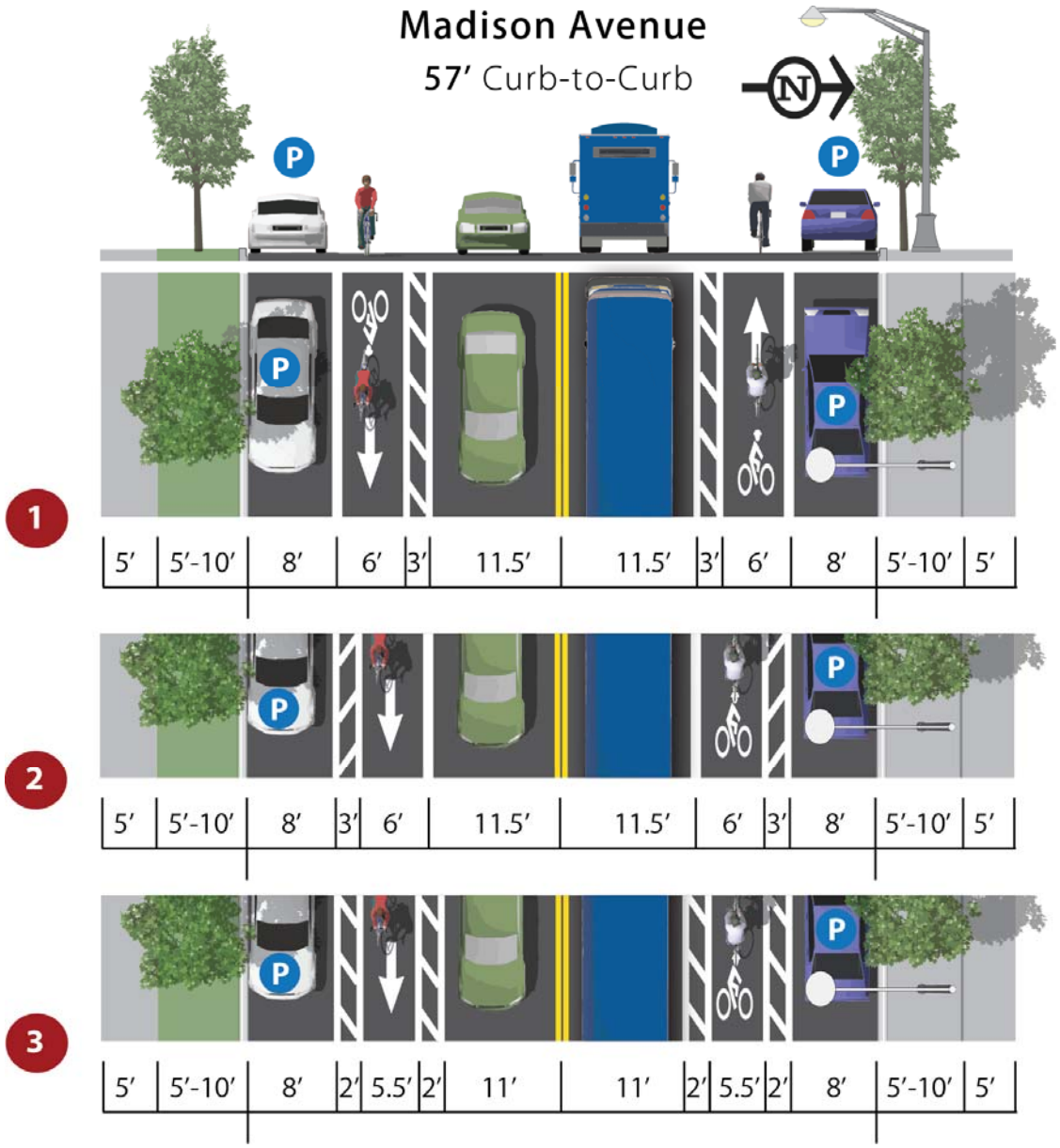
Cons

- Higher maintenance costs
- Expensive Facility
- Parking Reductions at Intersections
- More vehicle delay (parking / loading / unloading, mid-block turning)

D. One-way Separated Bicycle Lane Intersections



E. Buffered Bike Lanes



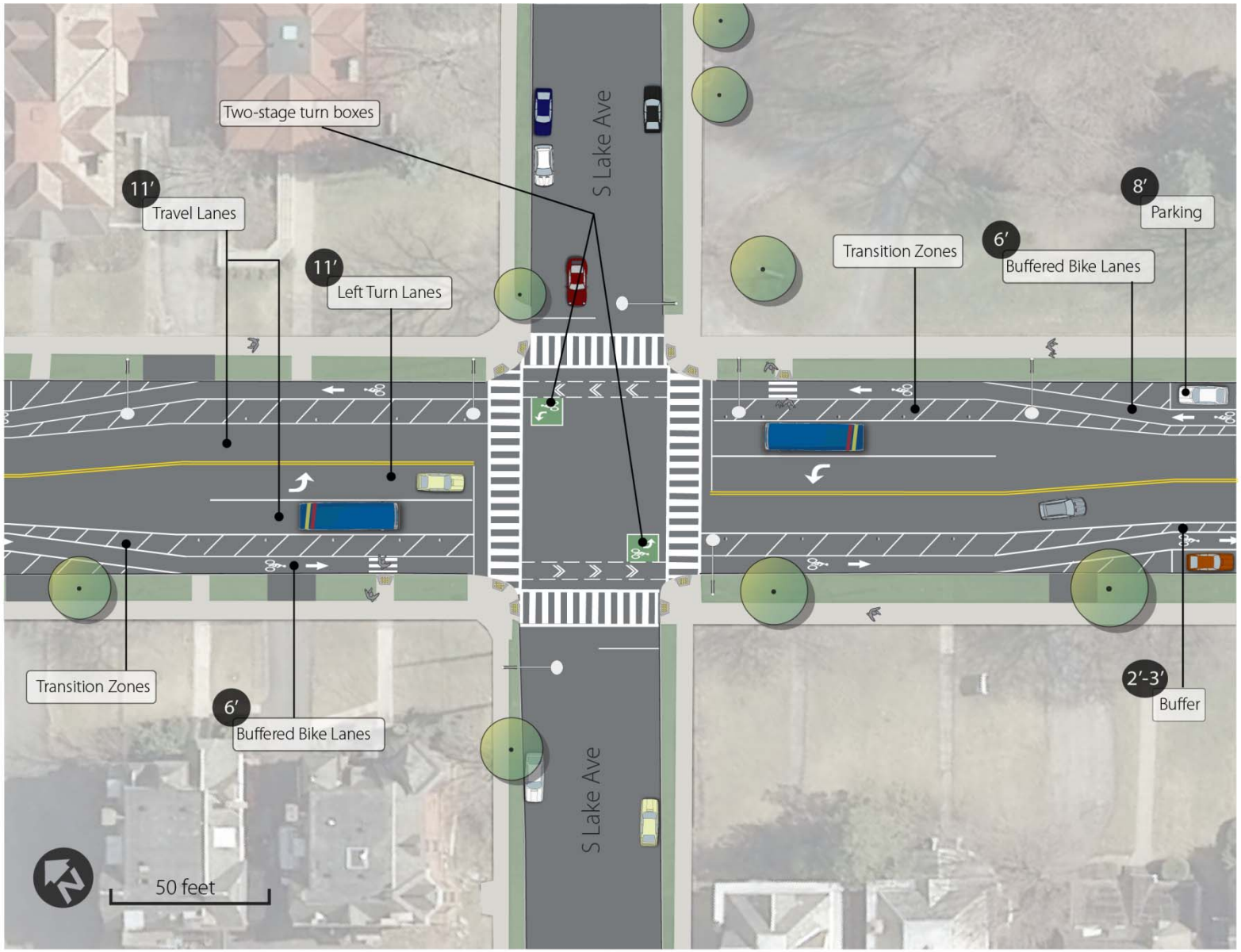
Pros

- Separated bicycle space
- High comfort levels
- High visibility
- Distance from door zone
- Winter maintenance
- Traffic calming

Cons

- Not physically separated
- Parking Reductions at Intersections
- More segment delay (parking / loading / unloading, mid-block turning)
- Cost to maintain pavement markings

E. Buffered Bicycle Lane Intersections

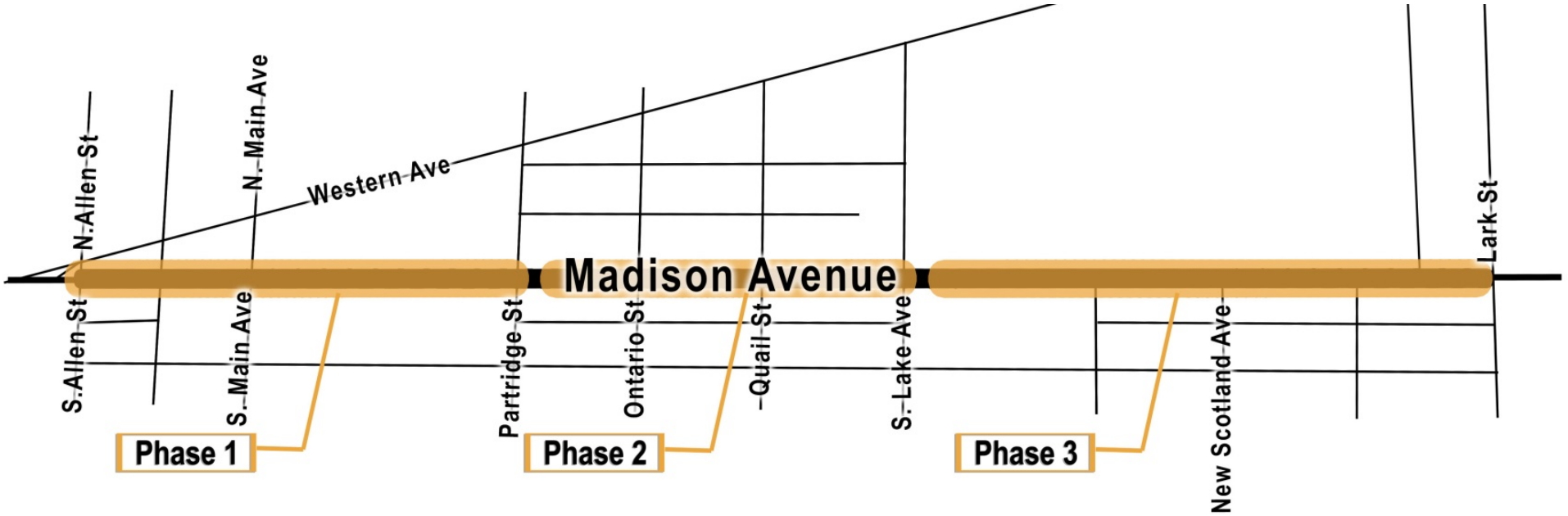


Pros / Cons Summary

Considerations for the development of Pros/Cons:

- Pedestrian Comfort / Access
- Bicycle Comfort / Access
- Transit Access
- Traffic Flow vs Traffic Calming
- Emergency Vehicle Access
- Capital Costs
- Maintenance
- Parking Impacts
- Community

Phasing


N. Allen St
N. Main Ave
Western Ave
Madison Avenue
Lark St
S. Allen St
S. Main Ave
Partridge St
Ontario St
Quail St
S. Lake Ave
New Scotland Ave
Phase 1
Phase 2
Phase 3

Open House / Ranking Activity

Following Q&A, we will transition into the open house…

- Visit all of the stations around the room
- Ask questions at any of the stations
- Place a Like/Neutral/Dislike button on the stations

Questions/Comments?

Thank you for attending!

Contact:
MadisonAveStudy@Albany-NY.org
William E. Trudeau, Jr.
518-434-5791