Public Information Meeting
Madison Avenue Road Diet

Albany, NY

29 July 2015
Welcome

Purpose of Meeting
• Introduce Project
  • Brief History
  • Alternatives (pros / cons)
  • Schedule
• Obtain Input

Meeting Outline
• Technical Presentation
• Q & A
• Ranking Activity
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.
“Balance” Design Considerations for:

- Pedestrians
- Cyclists
- Transit
- Motor Vehicles
Different Types of Cyclists

- **Strong and fearless**
- **Enthused and confident**
- **“No way, no how”**
- **Interested but concerned**

Pie chart with percentages:
- 60% Those who bike out of necessity
- 32% Strong and fearless
- 7% Enthused and confident
- 1% “No way, no how”
- Interested but concerned
**Bike Facility Typology**

*FHWA Separated Bike Lane Planning & Design Guide*

- **Least 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.

- **Most protected**
  - 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
# Bicycle Ridership Increases

## Table

<table>
<thead>
<tr>
<th>FROM</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No Bike Facility</strong></td>
<td>Conventional Bicycle Lanes</td>
</tr>
<tr>
<td>Conventional Bike Lanes</td>
<td>57% One study</td>
</tr>
<tr>
<td></td>
<td>-</td>
</tr>
</tbody>
</table>
Bike Counts

Comparisons Across Bike Counts

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

Average of 30 bikes per hour on Madison Ave

Comparison Across Seasons

*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
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

- Shared Travel Lanes
- Left Turn Lanes
- Center Turn Lane
- Parking

Scale: 50 feet
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

Madison Avenue
57’ Road Width

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>5’</td>
<td>5’-10’</td>
</tr>
<tr>
<td>5’</td>
<td>5’-10’</td>
</tr>
</tbody>
</table>

* = “nonstandard” width
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
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!

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