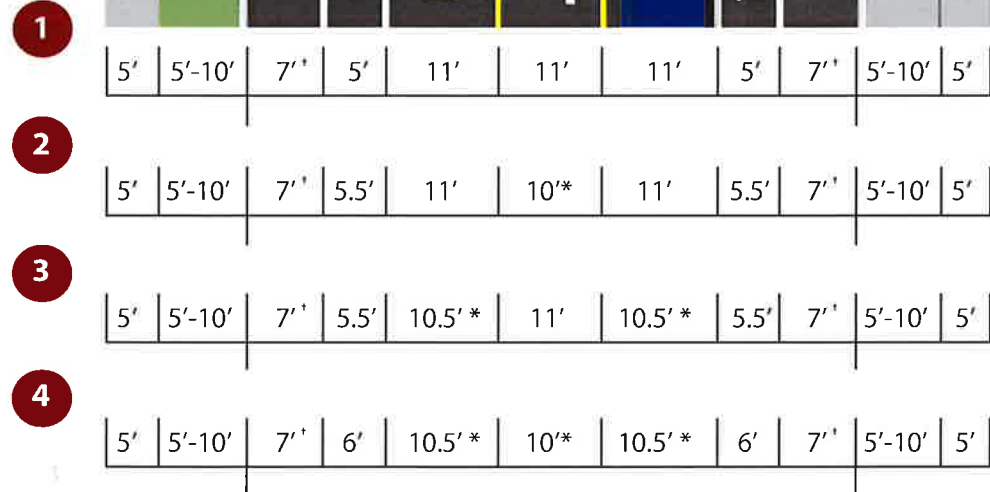


Madison Avenue
57' Curb-to-Curb

Madison Avenue Road Diet

Conventional Bicycle Lanes

Alternative B



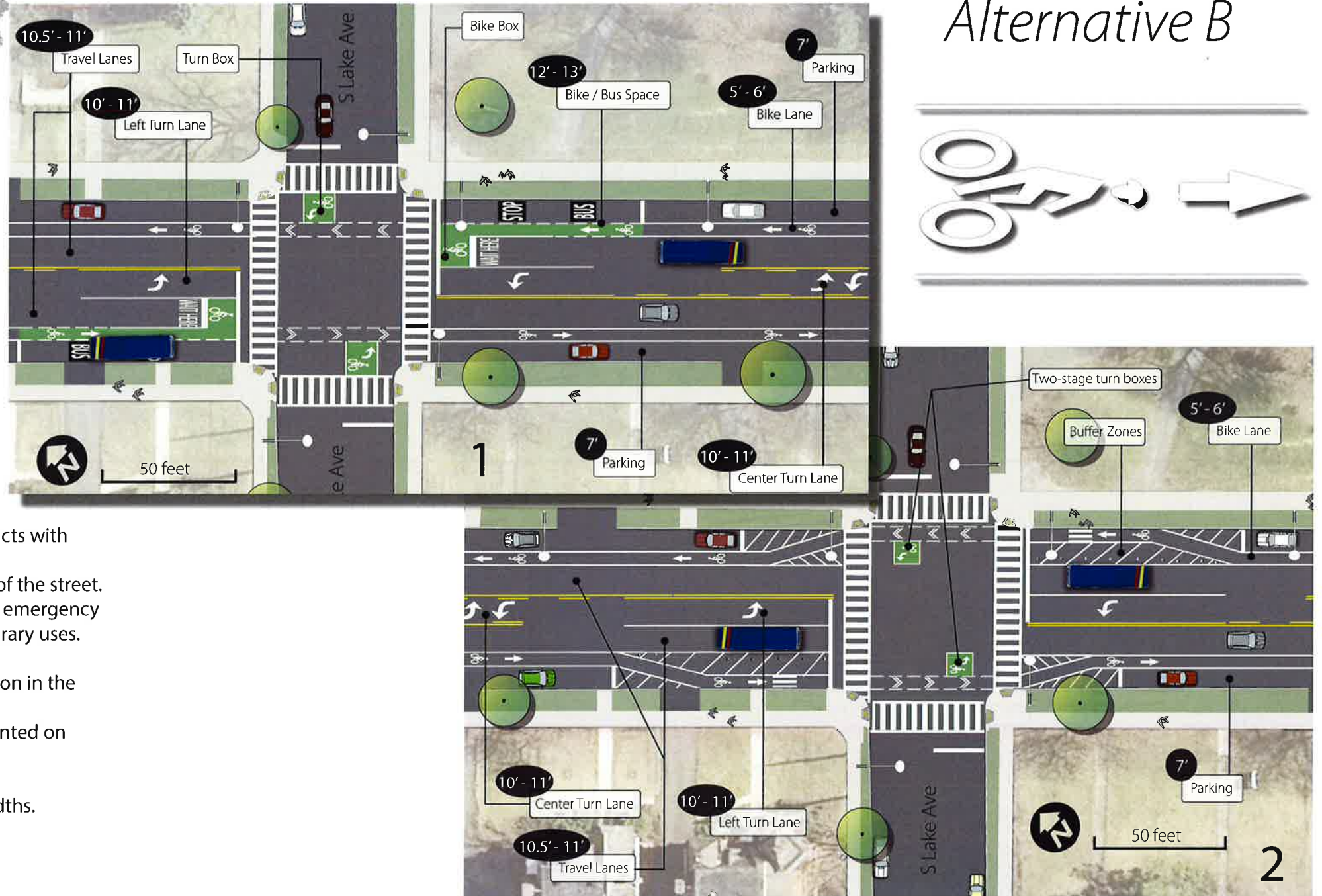
* = "nonstandard" width;
 † = NYS DOT "nonstandard" width;
 AASHTO minimum

Pros:

- Bicyclists are allocated dedicated lane space.
- Provides a higher level of comfort for less experienced bicyclists.
- Allows bicyclists to travel more quickly along the corridor by reducing conflicts with other modes.
- Bicyclists can access the facility from both the northern and southern sides of the street.
- Facility is not physically separated from travel lane, giving more flexibility to emergency vehicles, intermittent load/unload operations, utility work, and other temporary uses.
- No special winter maintenance required.
- Visible facility that could reinforce bicycling as a viable mode of transportation in the City of Albany.
- Standard bicycle lanes are a familiar facility and have already been implemented on Clinton Ave.
- Vehicles at driveways are only crossing one lane of bicycle traffic.
- Can be designed to meet minimum AASHTO and NACTO recommended widths.

Cons:

- Vehicles must cross bicycle lane to access on-street parking.
- Potential conflicts for bicyclists in the "door zone" of parked vehicles.
- Standard bicycle lanes are not a physically separated facility.
- More pavement markings (lane striping) to maintain than shared lane markings.
- Some sub-alternatives require nonstandard features justification.
- Pedestrians may have to cross bicycle lane to board bus.



Rank Preferences Here!

Like	Neutral	Dislike
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