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Albany Bicycle Coalition, Inc.
127 S. Pine Ave.
Albany, NY 12208

April 8, 2019

RE: New Scotland Ave. - Manning Blvd. to
White Hall Rd.

Mr. Mark A. Sargent
Senior Project Manager
Creighton Manning Engineering, LLP
2 Winners Circle, Suite 201
Albany, NY 12205

Dear Mark:

We in the Albany Bicycle Coalition are pleased to learn of progress on the New Scotland Ave. Traffic Calming project and appreciate your efforts in presenting information on its evolution. Even though we understand that this project has a long completion horizon, we would like to offer our comments.

- Speaking not only as cyclists, but also in consideration of all users of New Scotland Ave. – pedestrians, motorists, disabled, and local businesses – we fully endorse a complete streets/road diet approach. We believe two motor vehicle lanes, superior bicycle lanes, and appropriate and supportive signalization and signage is the only proper treatment for this road. New Scotland Ave. could be a major bicycle commuter route – any effort to Traffic Calm this street will benefit all.

We recommend the following specifically:

- That any traffic circles/roundabouts be single lane and not “hybrid” in nature.

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Promoting cycling in the Capital Region

Member – League of American Bicyclists, New York Bicycling Coalition, Parks & Trails New York, New Yorkers for Active Transportation, Revitalize Our Waterfront, South End Bikeway Link Task Force, Capital Region Complete Streets, Madison Avenue Traffic Calming Coalition, Capital District Transportation Committee-Bicycle and Pedestrian Advisory Committee, and Livingston Ave. Bridge Coalition

- That the city install high-quality bicycle lanes for the entire segment. To install other than full-dimension bicycle lanes will lose the traffic calming benefit that derives from them (as we know from Madison Avenue Traffic Calming).
- That you refine and adopt the “bump out plan” for the New Scotland/Lenox/Buckingham intersection to decelerate people in cars turning from New Scotland onto Buckingham and from Buckingham onto New Scotland Ave.
- That between Manning Blvd. and Whitehall Rd. there should be no Shared Lanes for these reasons:
 - o Shared Lanes markings, being in the travel lane and subject to damage by traffic, street sweeping, and plowing will disappear in 1.5 to 2 years. Their modest benefit for people on bicycles then will be lost and motor vehicle traffic will return to the (high) road design speed.
 - o According to NACTO, shared lanes should support a complete bikeway network. They are *not a facility type* and should *not be considered a substitute for bicycle lanes or other separation treatments* where these types of facilities are otherwise warranted or space permits. Accordingly, we suggest that as a matter of policy you never recommend Shared Lanes unless (1) the client insists on them or (2) they are part of a planned “bikeway network.”
 - o Shared Lanes might have a place on New Scotland Ave. if we look at the *entire Whitehall Rd.-Madison Ave. route as a bicycle network*. For example, approaching the Albany Medical Center Hospital from the west heading downtown, they might be installed just west of Holland Ave.
 - o With the customary “three alternatives approach” used on planning assessments such as New Scotland Ave., an alternative based on Shared Lanes becomes a throwaway. A preferred set of alternative might include, say, Buffered Bicycle Lanes, Protected Bicycle Lanes, or conventional bicycle lanes.
- This last though leads to our final recommendation that you encourage the City of Albany to do a preliminary, non-binding assessment of the entire Whitehall Rd.-Madison Ave. stretch so that whatever decisions are made on the Whitehall-Manning segment will be compatible with an overall objective of making New Scotland Ave. a major bikeway.

Albany Bicycle Coalition looks forward to helping bring this project to fruition.

Sincerely yours,

Lorenz M. Worden
President
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