

The Honorable Kathy M. Sheehan  
Office of the Mayor  
City Hall, Rm. 102  
24 Eagle St.  
Albany, NY 12207

October 29, 2019

Dear Mayor Sheehan,

The City of Albany hired Creighton Manning to use their expertise and public input to study the New Scotland Avenue Corridor to determine future changes that will be successful in reducing mobility issues. At their final public presentation we were happy to see Creighton Manning dismissed the proposed plague of roundabouts. We also agreed with reducing the curb radii at the corners of Euclid/New Scotland and Lenox/Buckingham/New Scotland which should make those corners safer for pedestrians and cyclists.

We were very disappointed that proposed bike lanes along New Scotland between Manning and Whitehall were tossed out in favor of parking spaces that are used by only a few persons. This was despite the fact that the research displayed at the final meeting presentation showed much more interest in bike accommodations and safety than parking. Of the seven choices for "most important concern" parking was chosen the least. It is most astounding that parking was being recommended for the eastbound lane of New Scotland between Whitehall and Krumkill, when nobody parks there now. Parking was also recommended for the westbound lane of New Scotland between Manning and Krumkill where only a handful of people park.

Cycling data from Strava is evidence that New Scotland Avenue is very heavily used by cyclists. Strava has compiled a monthly updated heat map with trip data from Strava cyclists. Strava data is increasingly being used by municipalities for planning purposes. Please look at the Strava Global Heatmap for the Manning to Whitehall section of New Scotland Avenue shown below. This section appears to be as heavily used as the section of Madison Avenue that now has bike lanes. This part of New Scotland Avenue is a core route and connector for people that use bicycles for transportation. That the needs of these road users will be disregarded for three or four people that park along this whole section of road is a misuse of the roadway and taxpayer dollars and a rejection of neighborhood concerns.

The presenter's rationale for not recommending bike lanes were 1) that bike lanes from Whitehall to Manning along New Scotland would not link up to any other bike lanes and 2) that bike lanes were better left to the Albany Bike - Ped Plan which is to be developed in 2020-21. First, requiring a link to existing bike accommodations is next to impossible in a city that has only begun to provide bike accommodations. The City has to start somewhere. It only makes sense to start on the streets with the most bicycle use - like New Scotland Avenue. Second, if parking is painted onto this section New Scotland Avenue as a result of this study it will stay there for at least the next 20 years

eliminating any possibility for bike lanes. The decision will be taken away from the City's Bike-Ped Planning process. The decision about whether traffic calming on New Scotland should be accomplished with parking or bicycle lanes should be left until after the Bike Ped Plan is completed.

We believe the City should reject that part of the Creighton Manning recommendation that proposes alternate parking zones for New Scotland Avenue between Manning and Whitehall. The final decision on this matter should await input from the pending Albany Bike – Ped Plan process.

Thank you for your attention to this important matter.

Best regards,

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More Detailed View of Upper New Scotland Avenue (brighter streets reflect more bicycle use)

