

## Appendix B

### Public Involvement

**Meeting Summary**  
**Public Information Meeting #1**  
**New Scotland/Whitehall/Buckingham Hospital Area Traffic Study**  
**November 13, 2018**



The first public information meeting for the New Scotland/Whitehall/Buckingham Hospital Area Traffic Study was held from 5:30 p.m. to 7:00 p.m. on Tuesday, November 13, 2018, at the St. Peter's Hospital Mercy Auditorium (310 S. Manning Boulevard). The meeting was well advertised and attended with over 85 residents, stakeholders, and study representatives present. The meeting began with an introduction by Mayor Sheehan, at which point, a brief overview of the study area and draft project objectives were presented by Mark Sargent and Jesse Vogl, from Creighton Manning. See Appendix A for the PowerPoint presentation.

The purpose of the meeting was to inform the public about this transportation planning study, let them know the different methods by which they can provide comments, and obtain input from the public on issues and ideas (problems and solutions), that should be considered as the study progresses.



**Photograph #1 – Presentation**

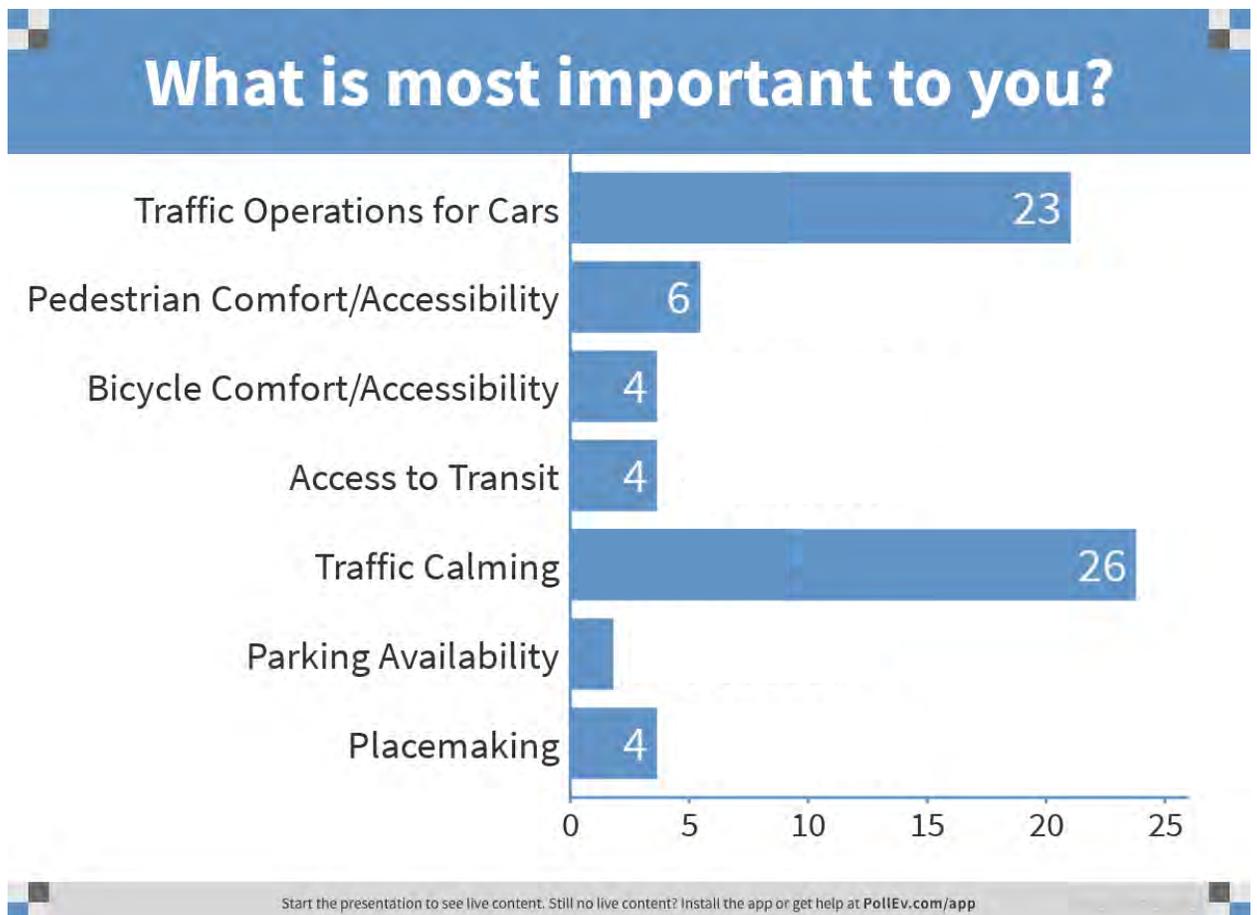


**Photograph #2 – Breakout Activity**

Meeting attendees had several opportunities to provide input, ask questions, and offer comments. This included (1) an interactive text message poll displayed in real-time during the presentation; (2) a breakout activity where groups assigned a note taker to record problems and solutions within the study area; (3) an open forum question/comment session; and (4) written comment forms and a comment drop-box. Attendees were informed that materials from the meeting would be made available online, and encouraged to provide comments via the project email [albanyhospitalareatrafficstudy@cmellp.com](mailto:albanyhospitalareatrafficstudy@cmellp.com).

**1. Poll Everywhere Responses**

During the presentation, the public was invited to provide their input via text message and be able to see the responses in real time on the screen using “Poll Everywhere” software. Each table was given a handout, included in Appendix B, which provided instructions to respond to the multiple choice question “What is most important to you?”. During the meeting, there were a total of 69 responses to the poll, with “Traffic Operations for Cars” and “Traffic Calming” being the two most important topics as shown in Figure 1.



**Figure #1 – “Poll Everywhere” Responses**

**2. Breakout Activity**

Meeting attendees were seated at tables of six to eight people and provided a map of the study area as well as handout (included in Appendix B) with breakout activity instructions and space for comments. The group was instructed to assign a note taker and list on the handout what they perceive as problems within the study area as well as any potential solutions. After about

half hour of brainstorming, the groups reconvened to share their input with the room. All maps and handouts were collected to record the input provided. A summary of comments is included in Appendix B.

The following problems were noted repeatedly on the activity forms:

- Concern about vehicle speeds and traffic volumes
- Difficult pedestrian crossings and lack of bicycle accommodations
- Peak hour traffic issues related to the lack of existing lane markings
- Concern with the recent one-way changes on Friebel Road and Tampa Avenue
- General increase in traffic associated with new development
- 

The following solutions were noted repeatedly on the activity forms:

- Implement traffic calming measures
- Update traffic signal timings
- Divert traffic to/from NY Route 85
- Increase police enforcement of traffic
- Restripe New Scotland Avenue, including new crosswalks and bicycle accommodations
- Encourage public transit
- Restore either Friebel Road or Tampa Avenue to two-way traffic operations

### **3. Open Forum Question/Comment Session**

The following was discussed during the open forum question/comment session:

*Question: How are private developers involved in the project?*

**Response: The study will share traffic data with developers, and likewise future developments will be considered in traffic forecasts. It is noted that developers have a separate design approval process through the City.**

*Question: How will the study recommendations be funded?*

**Response: There are a variety of sources including grants from various sources including the City, State, and Federal Government.**

*Question: Does the study go all the way down New Scotland?*

**Response: The study area extends along New Scotland Avenue from S. Main Ave to the NYS Thruway overpass, although growth outside of the study area will be considered relative to traffic forecasts.**

*Question: A single lane roadway creates backups, and should not be considered a solution, as it will make problems worse.*

**Response: Comment noted.**

*Question: Some of the traffic volumes presented are from 2016. Are these volumes low due to recent growth?*

**Response: This fall ATRs were installed by City to collect 2018 data which will be analyzed as part of this study.**

*Question: Over years many studies have been done but end up on shelf. Who's responsibility to implement?*

**Response: The City will be responsible for implementing the recommended changes. Although there is a lag between the planning process and implementation, in general the City has a good track record of implementation and is doing everything it can to achieve results.**

*Question: How can the public stay informed and get additional project information?*

**Response: A project website is currently being developed, at which point materials will be posted. Periodic email updates will also be sent to those who have provided contact information via the sign-in sheet.**

*Question: Is it possible to hold off on new developments until study is complete?*

**Response: We can relay these comments on to City.**

*Question: Has St. Peter's been involved with the study? What are their interests?*

**Response: To date, one stakeholder meeting has been held. Representatives from St. Peter's and several neighborhood organizations were present. It was noted that the three primary traffic generators are education, government, and health care.**

*Question: St. Peter's/Albany Med are only part of the issue. I am a neighbor and a St. Peter's employee. On Veteran's Day, State/school was off and there was no issue. No one institution is to blame.*

**Response: Comment noted.**

*Question: Incentives for alternate modes of transportation such as carpooling, biking, and walking, should be provided.*

**Response: Comment noted.**

#### **4. Written comments**

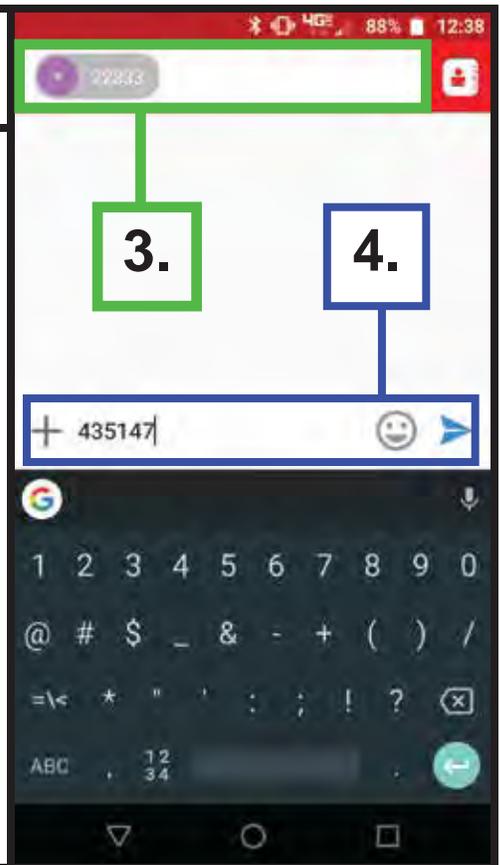
As of this writing (November 28, 2018), two weeks after the public meeting, 14 written comments have been received. A synopsis of the comments show similar themes to those mentioned during the public meeting including a concern for pedestrian and bicycle comfort and access, perceived high speeds and lack of compliance with vehicle and traffic laws, and a desire for traffic calming.

The public meeting concluded with an invitation for meeting attendees to stay involved in the study through the study email address and public comment form. Meeting attendees were also encouraged to contact the Study Advisory Committee members with any additional questions or concerns.

Appendix B  
Public Meeting Handouts  
and Comment Summary

# Public Feedback Activity

1. Take out your phone
2. Open your text messaging app
3. Input **22333** in the “to” line
4. In the body of the message type the answer code that corresponds to your choice (see below)
5. Press send



## What is most important to you?

Traffic Operations for Cars	<b>435147</b>
Pedestrian Comfort/Accessibility	<b>435148</b>
Bicycle Comfort/Accessibility	<b>435149</b>
Access to Transit	<b>435150</b>
Traffic Calming	<b>435151</b>
Parking Availability	<b>435152</b>
Placemaking	<b>435153</b>



# New Scotland/Whitehall/Buckingham Hospital Area Traffic Study



- 1) Assign a note taker to record your ideas.
- 2) Brainstorm traffic and transportation related concerns and ideas for improvements.
- 3) Use the space below to list problems and goals/solutions in the study area.
- 4) If you need, use the prompts to the right for some ideas.

What are your least favorite qualities about your street (ex: cut-through traffic, far from transit, lack of available parking, not bikeable, not walkable, traffic congestion, unattractive)? How would you solve these problems (think of things in the study area that you like)?

## Problems

## Goals/Solutions

Problems	Goals/Solutions

Table	Problem	Solution
1	It takes 20-40 minutes to get from Academy to S. Manning when both hospitals break shift + schools get out + morning rush hour.	Stagger shifts at hospital Stagger shifts for state employee
	2) The change to Friebel Ave (one-way) has created choke points along Bender Ave. during Morning and afternoon rush.	Solution: Friebel should be returned to 2-way Traffic Flow
	3) Coming off at 85 and Krumkill Rd. Traffic is forced down Bender lane creating traffic jams.	Buckingham should be 2-way traffic all along its length
	4) Nearly impossible to take a left out of Crescent/Home/Berndcliffe onto New Scotland, especially during morning/afternoon rush	Light on New Scotland/Hurst should be timed to allow traffic to exit side streets onto New Scotland Ave
	5) New Scotand [sic] Ave between Whitehall & Buckingham, Krumkill - Traffic going thru red light is a speedway for cars "should be school zone speed limit"	Traffic Enforcement
	Bike traffic & heavy traffic! Can't get out of street after 3 p.m. Monday-Friday	
2	Traffic volumes through neighborhood causes safety + quality of life issues for residents. Buck[ingham] + Krumkill not designed to be minor arterial. Work needed at intersections - particularly NS/Manning, NS/Lake, Academy, and Buckingham/Lenox/NS to better handle traffic + pedestrians.	Route 85 Access should <b>NOT</b> be through neighborhoods Access to the city needs to be dedicated and not through neighborhoods.
	Pedestrians cannot cross Buckingham safely - yield to ped sign totally ineffective.	
	No truck sign not effective - under 10,000 lbs is not understandable	Sign s/b "No trucks" + enforced.
	5-story height will create "tunnel effect" along NS Ave. Does not fit character of area, imposing for whole area	
3	· Area is a hub between lots of different destinations. Strong flows from 85 to the east	· Thruway access @ New Scotland? 85? Manning? · Close 85 access to Buckingham, force onto Krumkill? Fewer houses, encourages slower driving · Widen Krumkill?
	· Buckingham Rd - Friebel/Tampa circulation issues	· Signal @ Buckingham + Friebel? · Move bus line (#734) from Davis onto Ormand? · General comment - move traffic flows from Buck to Krumkill? - BUT! Sharp curve - potential safety issues · Direct connection from Whitehall to 85?
3a	Buckingham/New Scotland - Driving eastbound on Buckingham, it is not clear where to stop to set off the traffic light	
	New Scotland, Buckingham/Manning -> How many lanes? -> Needs to be restriped	
4	Pedestrian crossing @ S Main/Fairview	Signage that NYS law - stop for ped in crosswalk; fix crosswalk marking
	Increased traffic volumes (New Scotland Village 188 units, Eleftheria 90 spaces)	Park n Ride for hospital workers (Ohav Shalom) time lights better on N.S. Limit development New way to get to 85 or Exit 23A of the Thruway Restricted access to Buckingham at various times of day
	Pedestrians crossing from hospital to Subway	Flashing crosswalk
	Dangerous bicycling conditions	Sharrows or bike lanes
	Poorly timed light @ Krumkill/New Scotland	Change timing (wait is too long from Krumkill to New Scotland)
	Sidewalks are too narrow	Ask developers to widen them with new development
	Fast cars on side streets	Speed bumps/lower speed limits
	Dangerous pedestrians conditions	More cops giving out tickets
	Dangerous lane marking on New Scotland (both ways)	Stripe it better (3-lane, w/ turning lane and bike lanes) [road diet lanes]
CVS -> people turning left off N.S. heading east	No left turn Lower speed limit to 25	
5	3:30 - 5:30 PM, Lights on New Scotland at S. Main, S. Allen + S. Manning back up.	They need to be coordinated 3:30 - 5:30 so traffic at 1 light doesn't back up the traffic at the light in front
	Speeding on side streets 50 mph	No left turn sign photo enforced

Table	Problem	Solution
6	<p>Traffic on New Scotland - afternoon 3 pm -&gt; 5:30/6 can't get onto NS from S. Manning going W</p> <p>From Glendale to New Scotland - can't enter New Scotland. - commuting time</p> <p>Left turns any time from feeder roads.</p> <p>obstructions - parked cars/shrubs - you can't see</p> <p>safety on feeder streets from people looking to get off or avoid New Scotland.</p> <p>W Lawrence - Straight Shot</p> <p>Manning Hills - Obstructions</p> <p>563 New Scotland development</p> <p>W Lawrence traffic from residents &amp; customers</p>	<p>Improve CDTA presence on New Scotland. Current bus service not adequate.</p> <p>Traffic calming creating lower volume</p> <ul style="list-style-type: none"> <li>· Parking - further away from feeder entrances.</li> <li>-obstructions.</li> </ul> <p>lighting.</p>
7	<ol style="list-style-type: none"> <li>1) Racetrack -&gt; High speed, early morning especially</li> <li>2) Hard to get around neighborhood with new one way streets</li> <li>3) Unclear striping lanes along New Scotland</li> <li>4) No bike lane</li> <li>5) Parking on New Scotland near Maria College</li> <li>6) Unfamiliar drivers associated w/ hospital</li> <li>7) Pedestrian crossing not at crosswalks @ Manning near St. Peter's</li> <li>8) Pulling out of parking lots/streets against busy traffic</li> <li>9) A lot of traffic at Krumkill/New Scotland</li> <li>10) All traffic from one ways pushed to Krumkil [sic]</li> </ol>	<ul style="list-style-type: none"> <li>- Additional parking at lot behind Temple available in lieu of street parking</li> <li>(-) One lane each direction w/ turning/bike lanes</li> <li>-&gt; similar to Madison Ave</li> <li>- Inclusive process [sic] takes into account the whole neighborhood. Not just pushing traffic from one place to another</li> </ul>
8	<ul style="list-style-type: none"> <li>· Cut through traffic -&gt; speeding + avoiding lights</li> <li>· Speed New Scotland + S. Manning</li> <li>· Proposed New Scotland Village (?) 188 apts Retail [ups] traffic</li> <li>· Lack of Bike lanes on New Scotland Ave. + throughout city</li> <li>· Traffic backed up on New Scotland so much cannot get out of side streets</li> <li>· Lrge apt bldg on Holland + Playdium -&gt; add to the congestion</li> <li>· Lack of concern for residential neighborhoods &amp; [treating] our neighborhoods as another 'highway'</li> <li>· New Scotland - Lack of lane lines/designations/striping</li> <li>· Parking allowed or not allowed -&gt; dangerous when sporadic</li> <li>· Lack of crosswalks on New Scotland esp. near Maria College</li> </ul>	<ul style="list-style-type: none"> <li>· Traffic light at corner of Onderdonk + New Scotland <u>if</u> apt. bldgs built</li> <li>· New striping plan up + down New Scotland</li> <li>· New access to Rte 85 alternate plan</li> <li>· Add more bike lanes</li> <li>· Add crosswalks everywhere</li> <li>· Better enforcement of speed limits + 'do not block side roads'</li> <li>· Lower speed limits + build bump outs</li> <li>· Look again at timing</li> </ul>
9	<ul style="list-style-type: none"> <li>· Albany Med, VA, St. Peters and schools "Rush Hour" begins 3 PM, thru 6 PM</li> <li>- a lull between 4 PM - 430 PM</li> </ul>	<p><u>stagger</u> their end times</p>
	<ul style="list-style-type: none"> <li>· Drivers <u>blocking intersections</u> - Buckingham, New Scotland</li> </ul>	<p>Signage - don't block the box on Buckingham etc.</p>
	<ul style="list-style-type: none"> <li>· New Scotland lanes are not clear at all</li> <li>- 4 lanes? 2? No markings</li> </ul>	<p>Need lane markings New Scotand [sic]- two lanes, not 4[,] plus turn lanes</p>
	<ul style="list-style-type: none"> <li>· Excessive <u>speed</u> on New Scotland west of St. Peters</li> </ul>	<ol style="list-style-type: none"> <li>1) "Your Speed" signs.</li> <li>2) Traffic calming</li> <li>3) enforcement - police</li> <li>4) cameras</li> <li>5) radar</li> </ol>
	<ul style="list-style-type: none"> <li>· No bicycle facilities.</li> <li>No lane marking or shoulders esp. Lenox &amp; New Scotland</li> </ul>	<p>marked lanes for bikes</p>
10	<ul style="list-style-type: none"> <li>- speed off peak hours</li> <li>- volume</li> <li>- poor lane markings + lack of sineage [sic] - New Scotland west of Manning Blvd</li> <li>- (L) hand turn from New Scotland to CVS parking lot backs up traffic - should be prohibited</li> <li>- New Scotland is treated as a 4 lane highway - traffic enforcement needed</li> <li>- No turn on red - Manning Blvd. intersection</li> <li>- no police traffic enforcement -&gt; must deal with Aggressive drivers</li> <li>- poor pedestrian safety all along Buckingham/Berkshire Blvd</li> <li>- no sidewalks Berkshire Blvd - sorely needed.</li> <li>- Traffic volume is too high for 18th century roads - fix for residents not for commuters</li> <li>- No truck signs removed from Buckingham</li> <li>- Fix the potholes!!</li> </ul>	<ul style="list-style-type: none"> <li>- traffic circle?</li> <li>- better police enforcement - Actually get out of the car and write tickets!</li> <li>- limit truck delivery hours?</li> <li>- speedbumps</li> <li>- eminent domain - take properties</li> <li>- switch direction of traffic depending on time of day - Lincoln Ave Colonie as example</li> <li>- [increase] visibility for pedestrian crossings</li> </ul>

Table	Problem	Solution
11	Access to neighborhoods Speed	1. If 2 way no left turn off Friebel/Tampa Police patrols On ramp by cemetery for 85 east Exit of 85 (near Stewart's) to N Scotland
12	- 1.5 lanes - CDTA card - Bender Ave (speed) -> Pedestrian X walks - Crosswalks / Rumble < Traffic	< Traffic < Speed > Crossings > Visibility CDTA Passes Bike Lanes/ Rd Diet Stewarts To ?
13	Too many cars at peak times generated by major employers	Better timing of traffic lights ·
	· Crosswalk at New Scot + Buckingham is unclear for cars + pedestrians	Better marking
	· Excessive speed · Unclear lanes CVS parking lot Wide road at Manning & New Scot. Is unsafe for pedestrians	<u>Tunnel from St Peters to 85</u> · more 1 way streets close entryway to 85 from Buckingham. More traffic to Krumkill Buckingham - 1 way - 2 lanes west bound Krumkill - 1 way - 2 lanes east bound · tear down bldgs on New Scotland between Manning + Onderdonk (alley?) - build new luxury apartments (like Park South w/ Albany Medical Center)
14	Only one way into the neighborhood - on Buckingham	Remove at least one of the one way streets. - Make Friebel 2 way - Make Tampa 2 way with a right turn only sign. (at Buckingham)
	Bender Ave. traffic is problematic - speed & volume	Sync lights at 85 + Bender + Krumkill + New Scotland
	Pedestrian traffic <u>not</u> a problem	
15	1) Too much traffic traveling at high speeds - safety is a problem! 2) <u>Safety</u> in front of my house. Not have my kids get run over in their own drive. 3) Live at Tampa + Buckingham. We cannot make left hand turn out of Tampa onto Buckingham because cars do not come to a full stop at stop sign at Buckingham + Friebel. There have been many accidents on Buckingham between Friebel + Tampa. 4) Too much traffic. Goal must be to divide it responsibly amongst all -> including Friebel, Ormond, Buckingham, Tampa + Krumkill	-> Change signal at Buckingham to address pedestrian safety. Light is not timed for long intersection. -> Calm traffic at bend at Euclid - enforcement doesn't work, narrow that stretch [sic] with defined lanes. -> Define lanes along New Scotland, eliminate street parking, narrow pavement - Create new on/off ramp @ Whitehall Rd. or (somewhere logical. Shorten exit from 85!) - More visible Crosswalks (flashing lights) -> Possible speed bumps to slow traffic Reroute traffic to 85 at New Scotland/Stewarts. -> Reduce number of driveways out of Maria College, too many cars going different directions.

**Meeting Summary**  
**Public Information Meeting #2**  
**New Scotland/Whitehall/Buckingham Hospital Area Traffic Study**  
**March 25, 2019**



The second public information meeting for the New Scotland/Whitehall/Buckingham Hospital Area Traffic Study was held from 5:30 p.m. to 7:00 p.m. on Monday, March 25, 2019, at the St. Peter's Hospital Mercy Auditorium (310 S. Manning Boulevard). The meeting was advertised and well attended with over 85 residents, stakeholders, and study representatives present. The meeting began with an open house where attendees could view posters depicting the different design concepts for the study area. Following the open house, Mayor Sheehan welcomed the attendees and provided a brief introduction, at which point Mark Sargent from Creighton Manning provided a presentation of the design concepts developed for this planning study. See Attachment A for the PowerPoint presentation.

The purpose of the meeting was to update the public about the preliminary concepts developed for the study area, and to discuss and determine which features are desirable.



**Photograph #1 – Open House**

Meeting attendees had several opportunities to provide input, ask questions, and offer comments. This included (1) the open house, (2) the question/comment session; (3) a break out activity where groups reviewed the various design concepts, discussed the pros and cons for each, and provided their opinion on a worksheet; (4); written comment forms and a comment drop-box, and (5) access to the project website and project email. Attendees were informed that materials from the meeting would be made available online at <https://albanyhospitalareastudy.weebly.com/> and encouraged to provide comments via the project email [albanyhospitalareatrafficstudy@cmellp.com](mailto:albanyhospitalareatrafficstudy@cmellp.com).



**Photograph #2 – Presentation**



**Photograph #3 – Breakout Activity**

1. **Open Forum Question/Comment Session**

The following was discussed during the open forum question/comment session:

*Question: Were counts done on all roads? The volumes shown don't account for the directional flow of commuters into and out of the city*

**Response: New traffic counts were conducted and other available traffic data was also used. The traffic flows shown are approximate peak hour volumes to show major patterns.**

*Question: The traffic signal at New Scotland Avenue/S. Manning Boulevard currently creates gaps for vehicles exiting driveways along New Scotland Avenue. Converting this intersection to a roundabout would make it more difficult for vehicles to exit driveways. There is also a lack of on-street parking.*

**Response: Comment noted. It can be more difficult to exit a driveway on the downstream side of a roundabout**

*Question: If on-street parking were allowed on New Scotland Avenue, parked cars would block the view of motorists exiting from driveways. A bike lane is a preferable alternative.*

**Response: Comment noted. Parking is currently allowed along New Scotland Ave in sections of the study area, although lightly used.**

*Question: There is a sharp bend on Hackett Boulevard at Westford street that gets a lot of traffic. Motorists often travel fast around the curve.*

**Response: Comment noted.**

*Question: Friebel Road should be returned to the way it was before with two-way traffic and an all way stop at the Buckingham Drive/Friebel Road intersection. There should not be any turn restrictions.*

**Response: Comment noted.**

*Question: Bike lanes with additional complete streets elements would be the preferable alternative to calm traffic.*

**Response: Comment noted.**

*Question: The City should adopt a 25 mph speed limit in order to calm traffic. There is also a need for enforcement.*

**Response: Comment noted.**

*Question: One-way traffic on Friebel Road leaves residents no choice but to add to the traffic on Krumkill Road and Buckingham Drive. These streets should be returned to two-way traffic.*

**Response: Comment noted.**

*Question: How would a roundabout at New Scotland Avenue/S. Manning Boulevard improve pedestrian comfort, particularly as they cross New Scotland Avenue?*

**Response: A roundabout would allow pedestrians to cross the road in two-stages, using the island as a refuge. It is easier for pedestrians to judge gaps in traffic one direction at a time. There are additional enhancements that can be added to assist pedestrian crossings, including flashing beacons.**

*Question: Striping New Scotland Avenue is a good idea. Roundabouts will not work on New Scotland due to the commuter mentality. Pedestrian safety is a concern.*

**Response: Comment noted.**

*Question: Traffic demand management should be considered, particularly shuttle service provided for employees.*

**Response: Comment noted.**

## **2. Breakout Activity**

Meeting attendees were seated at 15 tables, with six to eight people at each table. Each table was provided a worksheet (included in Attachment B) with breakout activity instructions and space for comments. The group was instructed to review the concepts being considered for the study area and discuss the pros/cons for each idea. After about five minutes of discussion per question, the groups were instructed to record their answers on the handout. All handouts were collected to record the input provided. Each table completed on collective activity worksheet. In some instances a table did not record a result to certain questions so the totals do not always equal 15. A summary of comments and results is included in Attachment B.

- 3-lanes with bike lanes ranked first, followed by 3-lanes with alternate side parking. There was little support for the 2-lane alternative and the null alternative.
- There was a general opposition to the proposed roundabouts. The New Scotland Avenue/Buckingham Drive/Lenox Avenue roundabout was most favorable but still only received 3/14 positive results
- Reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection would be a favorable improvement (11/13).
- Channelizing westbound right turns at Buckingham Drive/Bender Avenue/Krumkill Road would be a favorable improvement (12/14).
- Reopening Tampa Avenue (9/10) and Friebel Road (10/10) to two-way traffic were favorable improvements.
- Using signs to restrict turns at Buckingham Drive/Tampa Avenue (8/10) and Buckingham Drive/Friebel Road (8/10) were favorable improvements. Sign restrictions on Krumkill Road were also favorable, but less strong (6/10 and 7/10).
- Islands were not a favorable solution (1/10).

## **3. Written comments**

As of this writing (March 28, 2019), one week after the public meeting, over 50 written comments have been received. A synopsis of the comments show similar themes to those mentioned during the public meeting including a general opposition to roundabouts and desire for traffic calming and walkability. The comment period will remain open until April 8 as indicated on the comment form, at which point a comment response document will be issued.

The public meeting concluded with an invitation for meeting attendees to stay involved in the study through the study website, email address, and public comment form.

Attachment B  
Public Meeting Handouts  
and Worksheet Summary

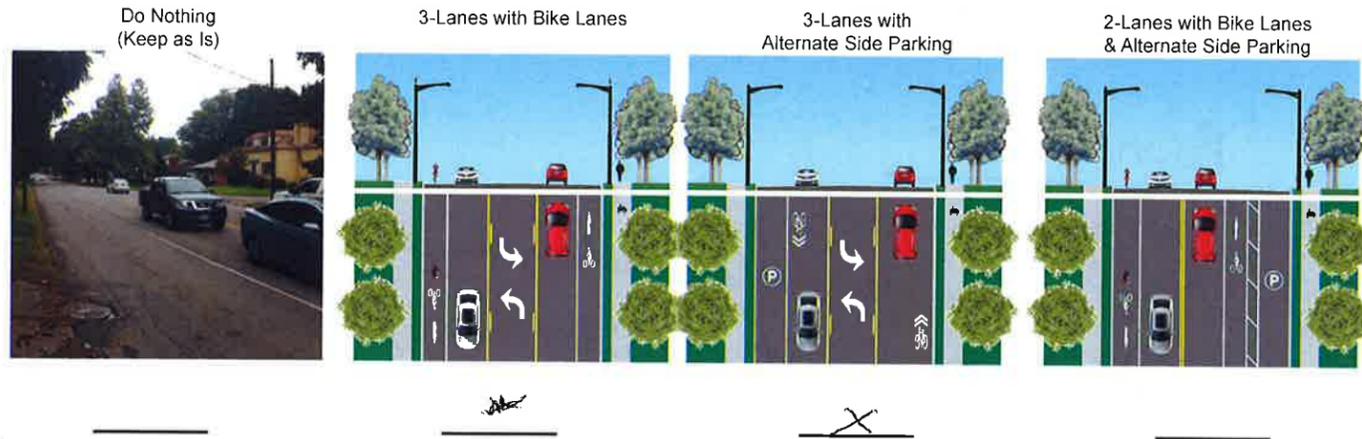
Table:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Average		
Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)																		
Do Nothing		4	3	4	4	4		4	4	4	4	4		4		3.9		
3-Lanes with Bike Lanes		1	2	1	1	2	1	2	1	1	1	2	1	1	1	1.3		
3-Lanes with Alternate Side Parking	1	2		2	2	1		1	2	2	2	3		3		1.9		
2-Lanes with Bike Lanes & Alternate Side Parkin		3		3	3	3	2	3	3	4	3	1		2		2.7		
Do you see a benefit to pursuing roundabouts on New Sotland Avenue in the long term at the following locations?																Yes	No	Blank
New Scotland Avenue/Krumkill Road	No	No	No	No	Yes		No	No		No	No	No	No	No	No	1	12	2
New Scotland Avenue/Buckingham Drive/Lenox Avenue	No	No	Yes	No	No	No	No	No	Yes	No	Yes	No		No	No	3	11	1
New Scotland Avenue/Manning Boulevard	No	Yes		No	1	13	1											
Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?																		
Yes/No	Yes	Yes	No	Yes	Yes	Yes	No		Yes	Yes	Yes		Yes	Yes	Yes	11	2	2
Do you see a benefit to channelizing the westbound right turns at the buckingham Drive/Bender Avenue/Krumkill Road intersection?																		
Yes/No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	No	Yes	Yes	12	2	1
Do you like the existing one way pattern on:																		
Tampa Avenue?		No	No	No	No	No	No				Yes	No	No		No	1	9	5
Friebel Road?		No	No	No	No	No	No				No	No	No		No	0	10	5
Do you see a benefit to removing the one-way and using signs to restrict turns at:																		
Buckingham Drive/Tampa Avenue?		Yes		No	No		Yes			8	2	5						
Buckingham Drive/Friebel Road?		Yes		No	No		Yes			8	2	5						
Krumkill Road/Tampa Avenue?		Yes	Yes	Yes	Yes	No	Yes	Yes		No	No		Yes			7	3	5
Krumkill Road/Friebel Road?		Yes	Yes	Yes	Yes	No	No	Yes		No	No		Yes			6	4	5
Do you see a benefit to removing the one-way and using islands to restrict turns at:																		
Buckingham Drive/Tampa Avenue?		No	No	Yes	No	No	No	No			No		No		No	1	9	5
Buckingham Drive/Friebel Road?		No	No	Yes	No	No	No	No			No		No		No	1	9	5

# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

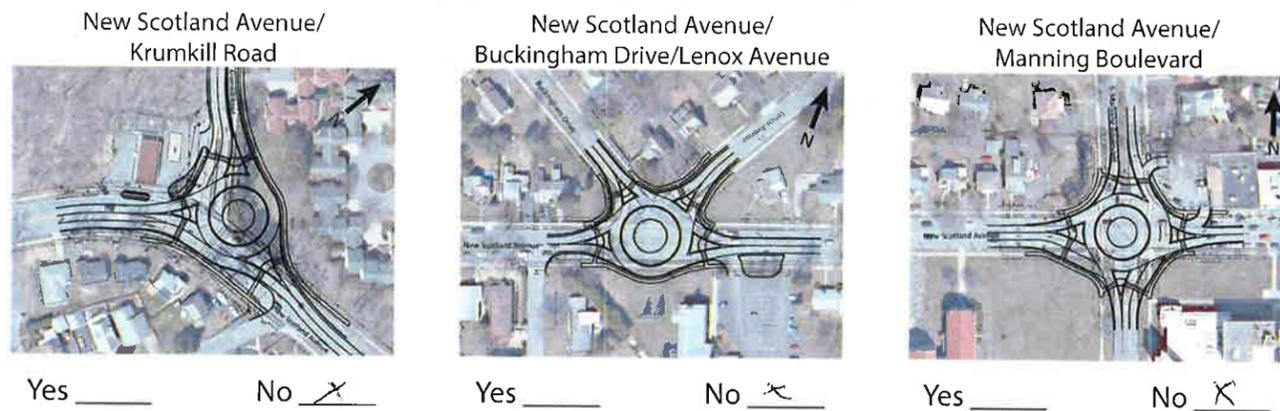
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

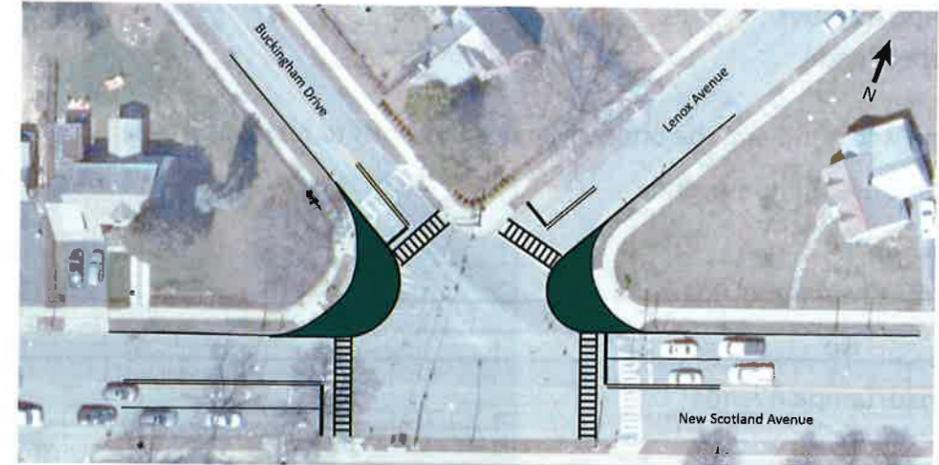
**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No  *not sure* *affect on left turn*

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  *some* *not sure* No



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

- D** Do you like the existing one way pattern on
- Tampa Avenue? Yes  No
- Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

- Buckingham Drive/Tampa Avenue  
Yes  No
- Buckingham Drive/Friebel Road  
Yes  No
- Krumkill Road/Tampa Avenue  
Yes  No
- Krumkill Road/Friebel Road  
Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

- Buckingham Drive/Tampa Avenue  
Yes  No
- Buckingham Drive/Friebel Road  
Yes  No



*Not affected by this don't feel comfortable commenting*

- E** Does your group have any additional comments?  
(Please use the space below for group comments. Comment forms are available for individual comments.)

*Roundabouts*

*Opposed to it*

- dangerous for nearby residents*
- walkers at New Scotland/Manning*
  - employees crossing*
  - temple goes on Sat*
  - school*
  - destroys walkability*
- effect on ambulances*
- Albany becomes highway not city*
- who benefits only motorists great expense of injury/death*

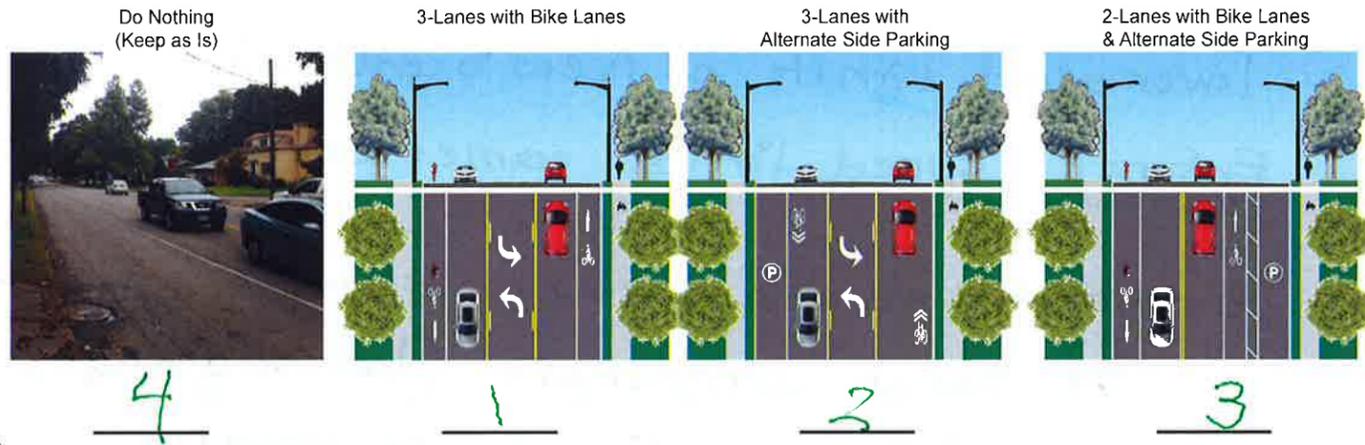


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

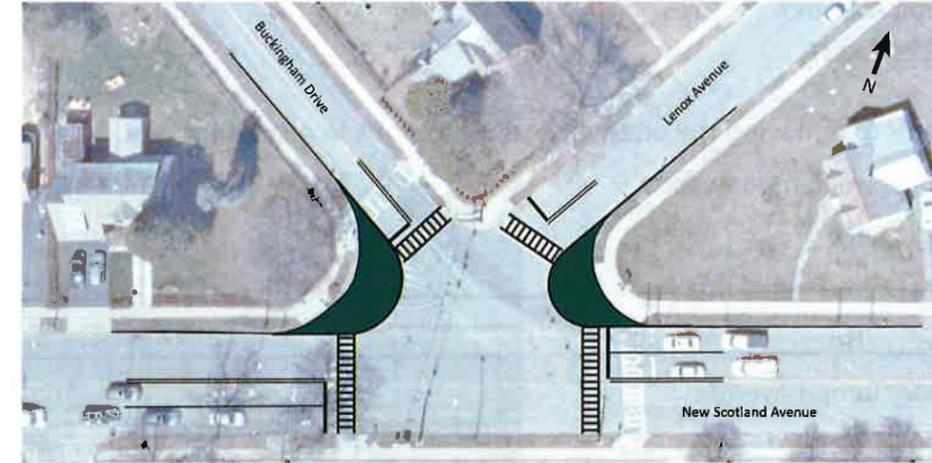
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

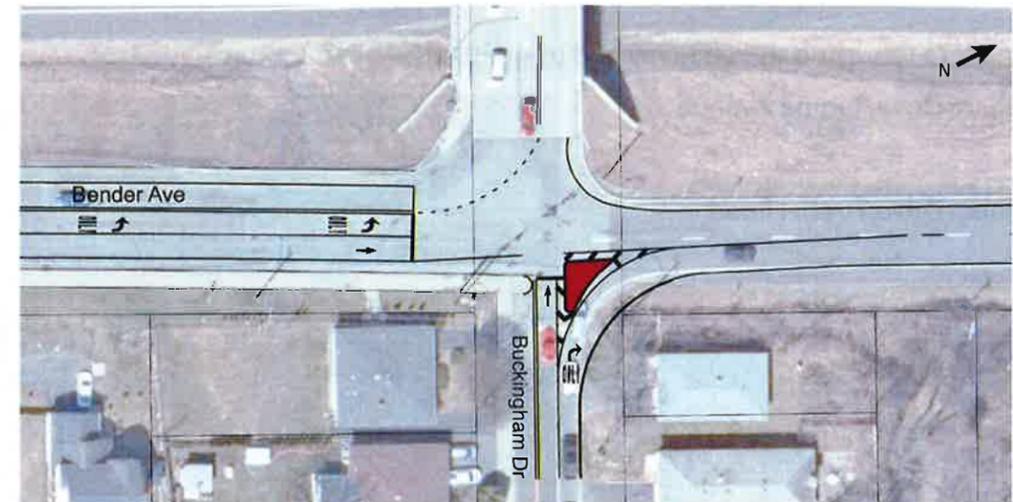


**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes \_\_\_\_\_ No

Friebel Road? Yes \_\_\_\_\_ No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No \_\_\_\_\_
2. Buckingham Drive/Friebel Road  
Yes  No \_\_\_\_\_
3. Krumkill Road/Tampa Avenue  
Yes  No \_\_\_\_\_
4. Krumkill Road/Friebel Road  
Yes  No \_\_\_\_\_



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes \_\_\_\_\_ No
2. Buckingham Drive/Friebel Road  
Yes \_\_\_\_\_ No



**E** Does your group have any additional comments?  
(Please use the space below for group comments. Comment forms are available for individual comments.)

lower speed limits on New Scotland  
Enforce speed limits, cameras if necessary  
 Establish shuttle parking, shuttles provided by large employers (lots or garage) outside city lines/city proper  
 We have significant concerns re: pedestrians and roundabouts - track teams, school children, elderly,

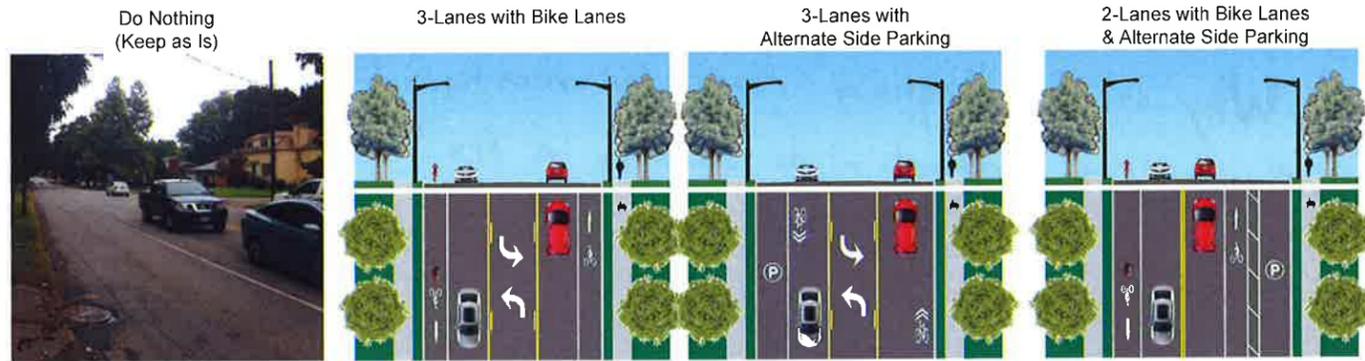


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



3      2      X      X  
 ① E) Shuttle buses to hospitals

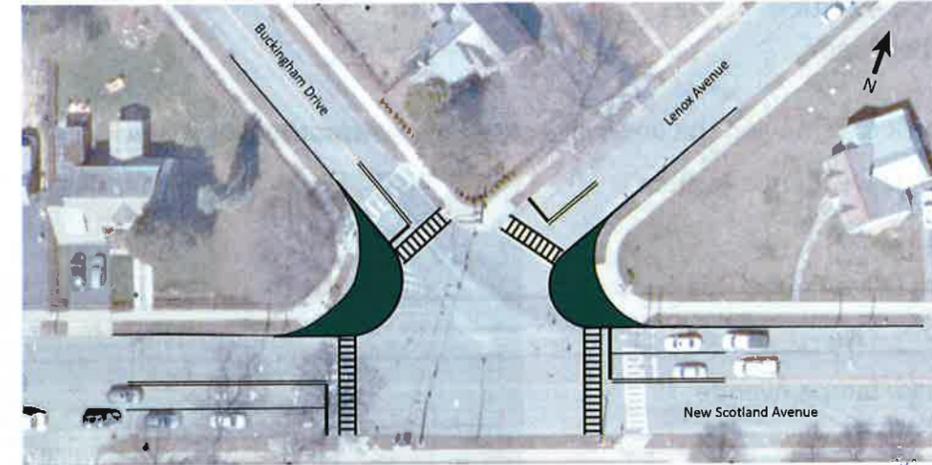
**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



Yes \_\_\_ No X      Yes X No \_\_\_      Yes \_\_\_ No \_\_\_

*Can't move to the SW?*

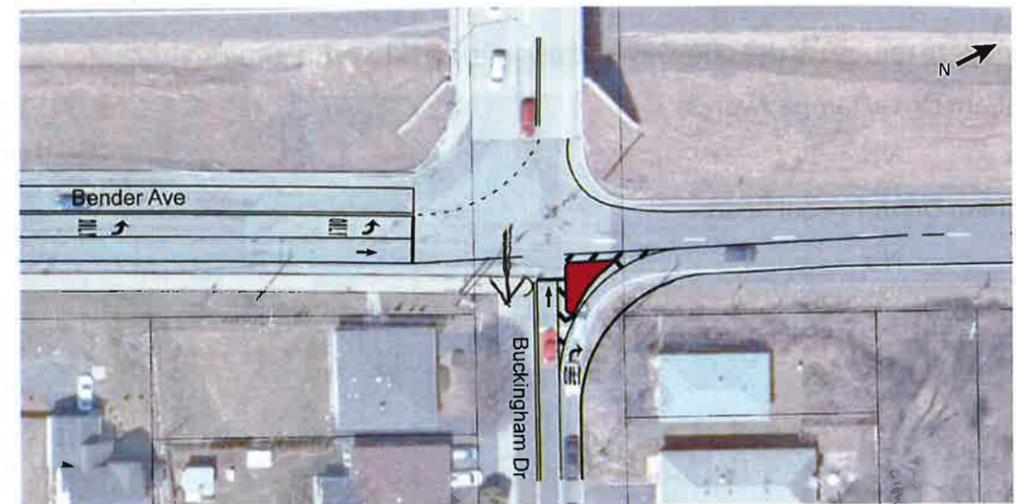
**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes \_\_\_ No X

*People will still give yellow light.*

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes \_\_\_ No X

*Make Buckingham open from 85.*

*Enforce existing speed limits and boost City revenue.*

*Concepts are for planning purposes only.*

*Final design may vary significantly from concepts shown.*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No

Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

No islands



*Bring back 4-way stop.*

**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*Why is Buckingham constantly mentioned without data offered - as needing a fix?*

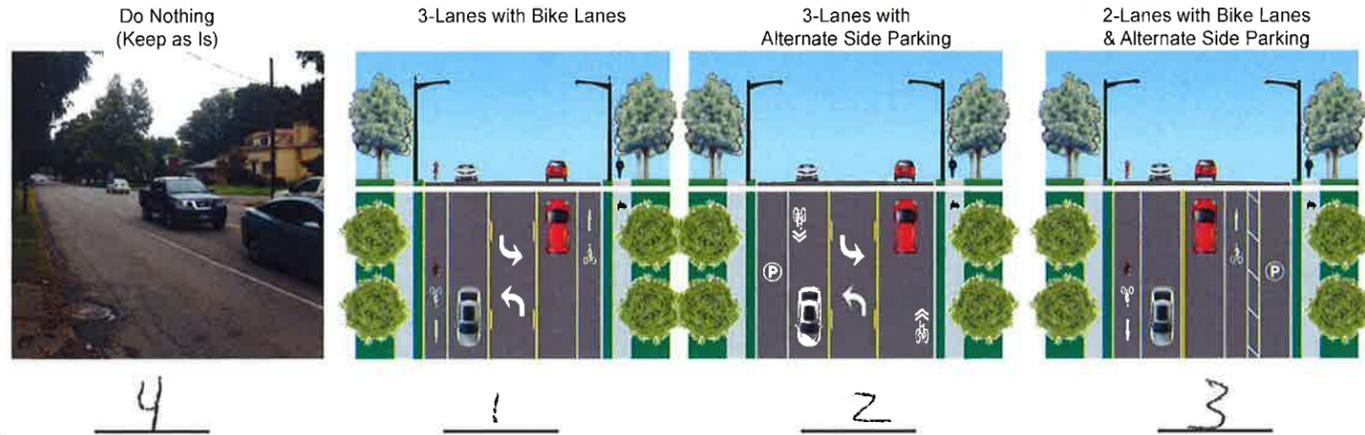


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

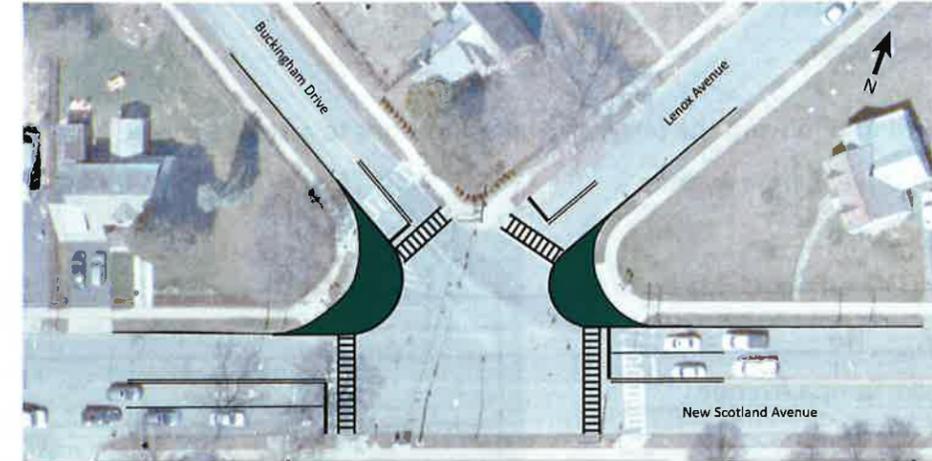
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

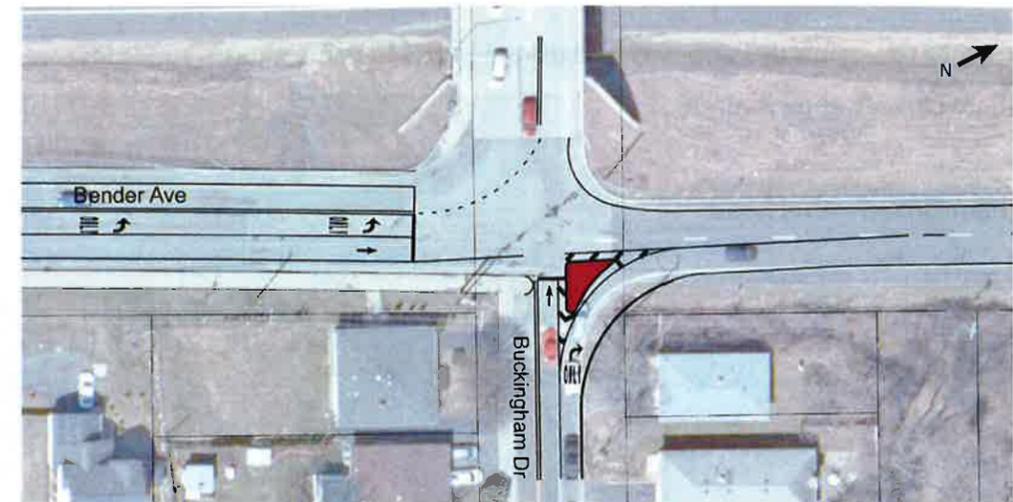


**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes \_\_\_\_\_ No

Friebel Road? Yes \_\_\_\_\_ No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No \_\_\_\_\_

2. Buckingham Drive/Friebel Road

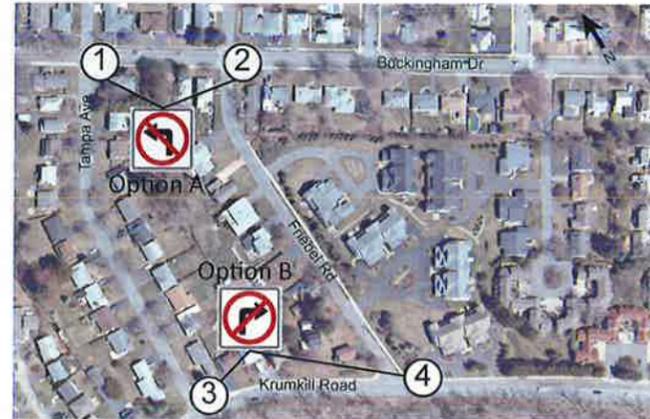
Yes  No \_\_\_\_\_

3. Krumkill Road/Tampa Avenue

Yes  No \_\_\_\_\_

4. Krumkill Road/Friebel Road

Yes  No \_\_\_\_\_



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No \_\_\_\_\_

2. Buckingham Drive/Friebel Road

Yes  No \_\_\_\_\_



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

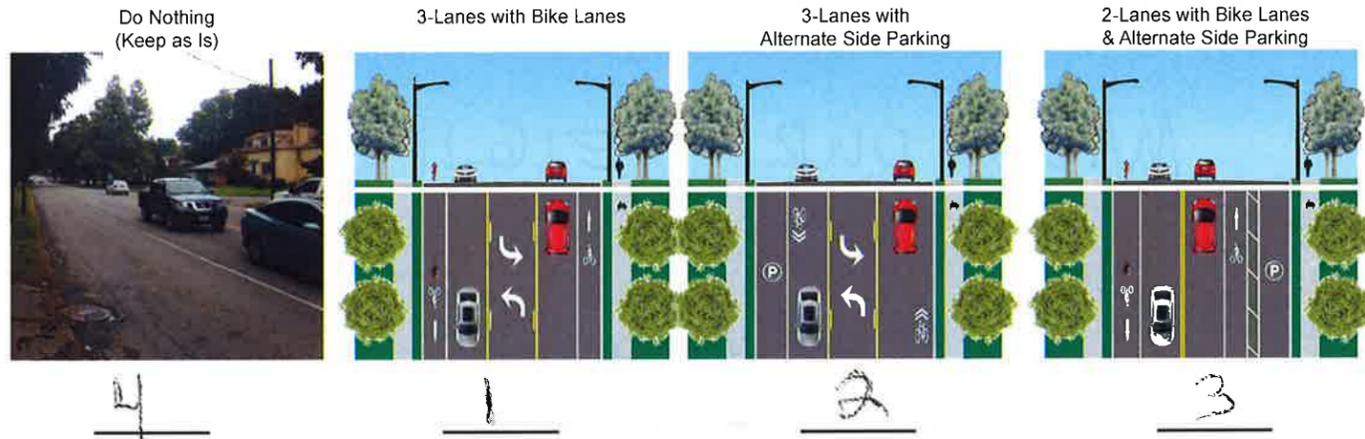


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

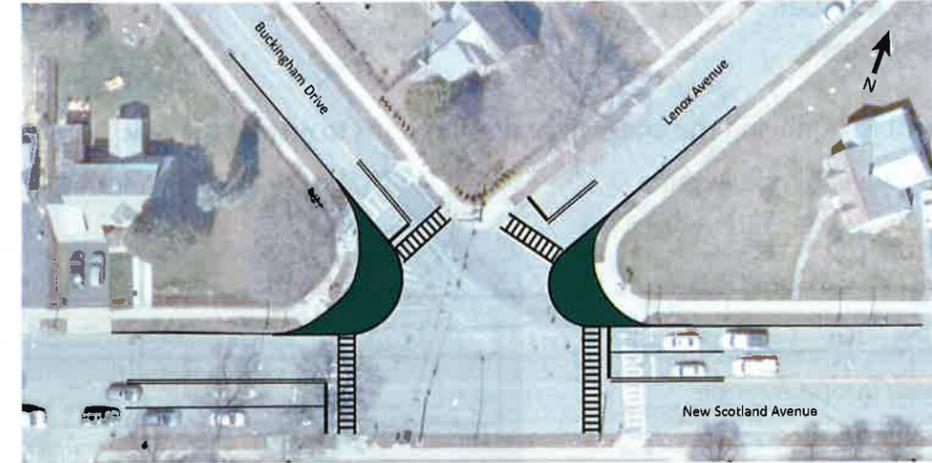
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



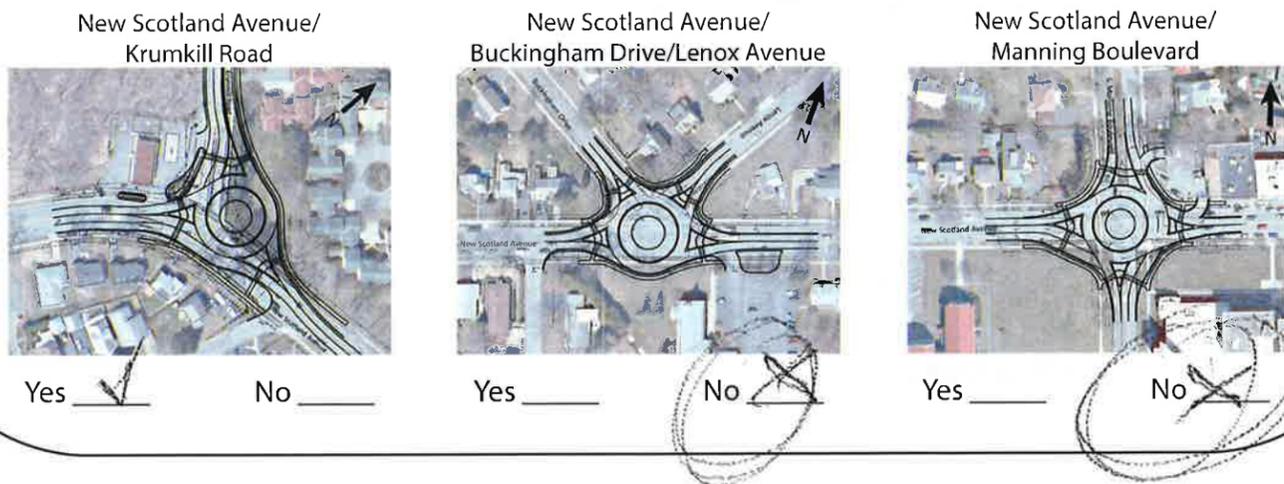
Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on  
 Tampa Avenue? Yes \_\_\_\_\_ No   
 Friebel Road? Yes \_\_\_\_\_ No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No \_\_\_\_\_
2. Buckingham Drive/Friebel Road  
Yes  No \_\_\_\_\_
3. Krumkill Road/Tampa Avenue  
Yes  No \_\_\_\_\_
4. Krumkill Road/Friebel Road  
Yes  No \_\_\_\_\_



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes \_\_\_\_\_ No
2. Buckingham Drive/Friebel Road  
Yes \_\_\_\_\_ No



**E** Does your group have any additional comments?  
 (Please use the space below for group comments. Comment forms are available for individual comments.)

MAKE OUR NEIGHBORHOOD  
WALKABLE.

make your PRIORITY The City  
 RESIDENTS AND PEDESTRIANS. NOT  
 COMMUTERS.

Speed Bumps on Buckingham to slow  
 TRAFFIC.

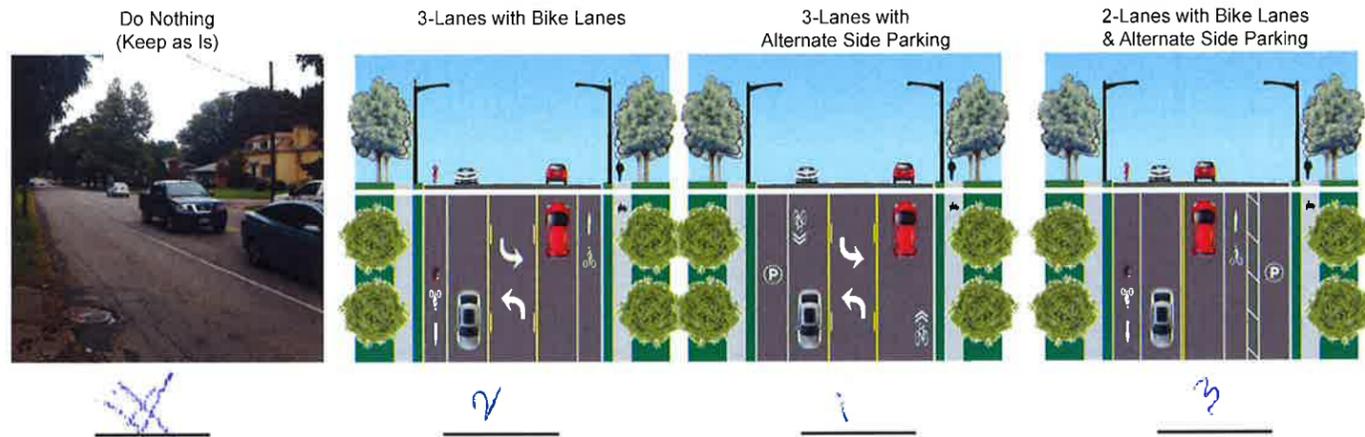


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

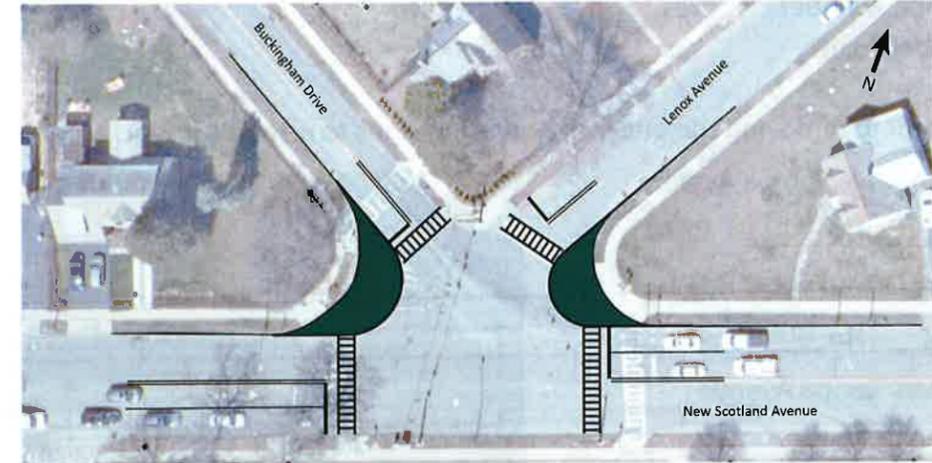
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



*table is divided on this site*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes \_\_\_\_\_ No   
 Friebel Road? Yes \_\_\_\_\_ No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No \_\_\_\_\_

2. Buckingham Drive/Friebel Road

Yes  No

3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes \_\_\_\_\_ No

2. Buckingham Drive/Friebel Road

Yes \_\_\_\_\_ No



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

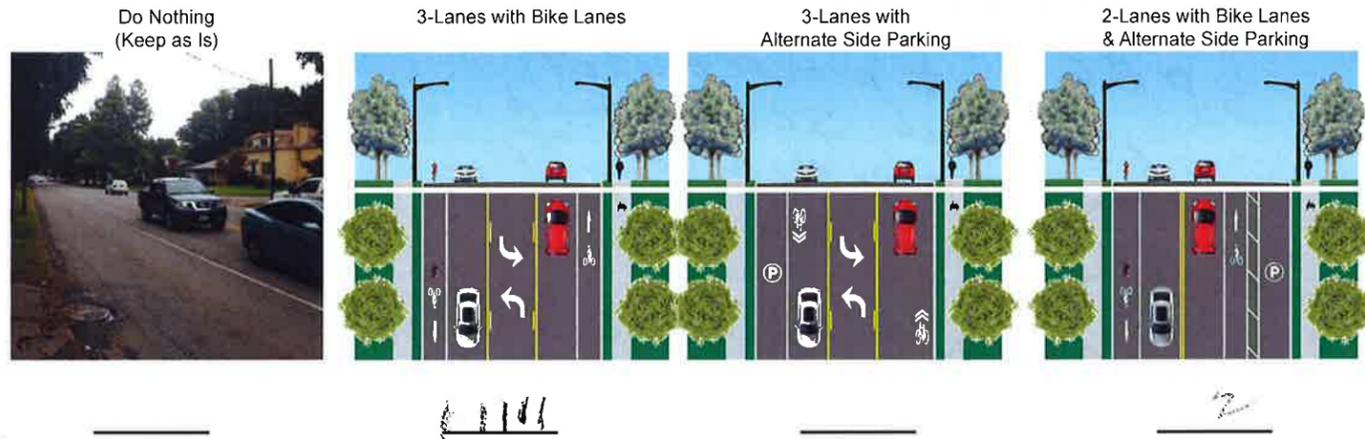


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

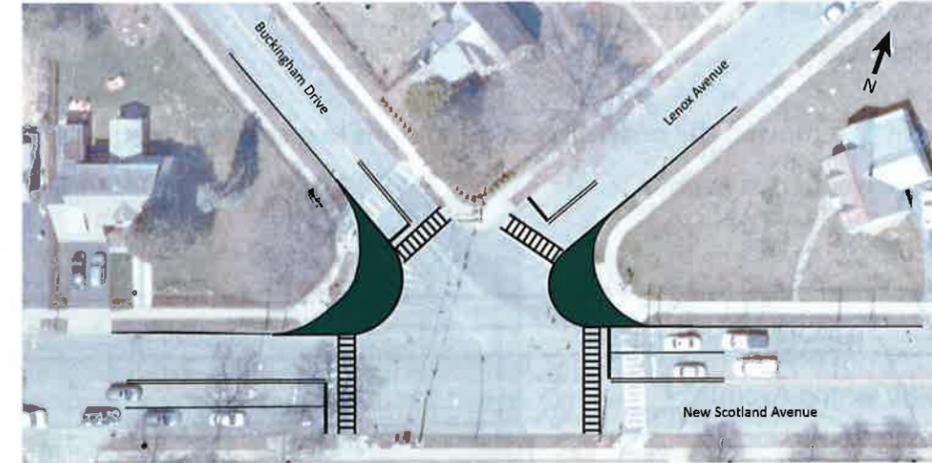
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes \_\_\_ No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No \_\_\_

*Only if right retained*

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



Yes \_\_\_ No

Yes \_\_\_ No

Yes \_\_\_ No



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No



*NO TURN SIGNS*  
*all two way streets NO RESTRICTIONS*

Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*SPAFF ENFORCEMENT ON NEW SCOTLAND FROM MANNING TO BUCKINGHAM.*  
*CAMERA'S, POLICE.*  
*ENFORCEMENT OF TRAFFIC LIGHT ON NEW SCOTLAND & BUCKINGHAM.*  
*PARK & RIDE FROM OLD BLUE CROSS BLUEFIELD.*  
*NO PARKING ON NEW SCOTLAND FROM MANNING TO BUCKINGHAM.*

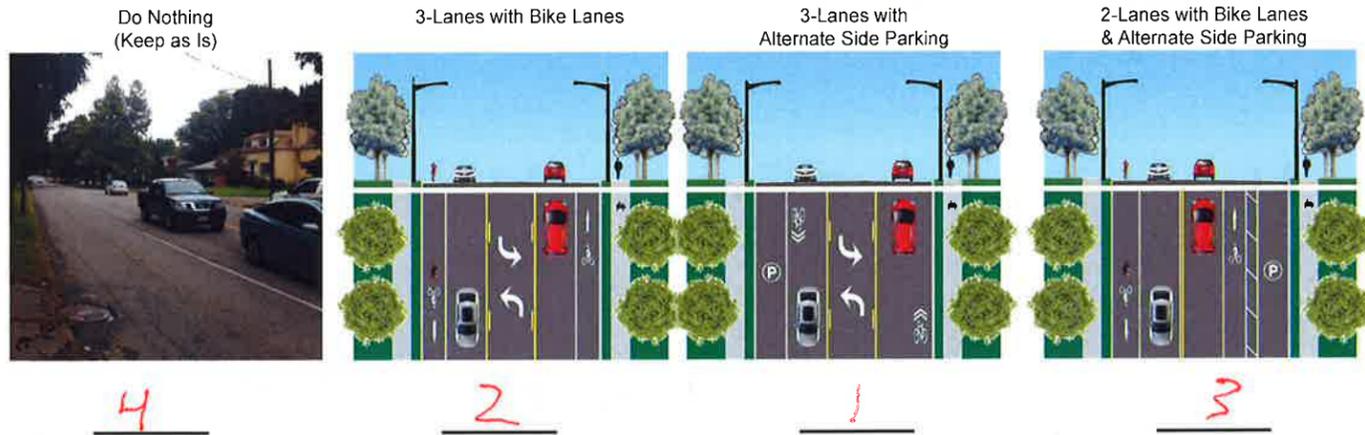


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

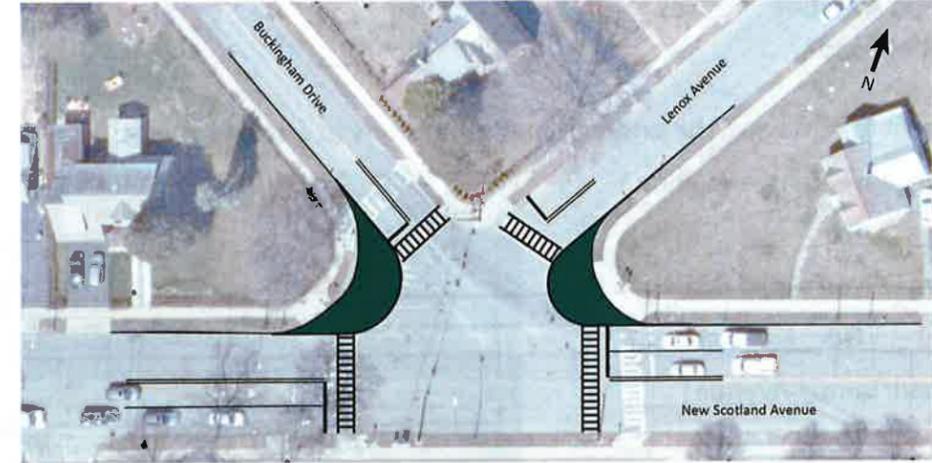
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

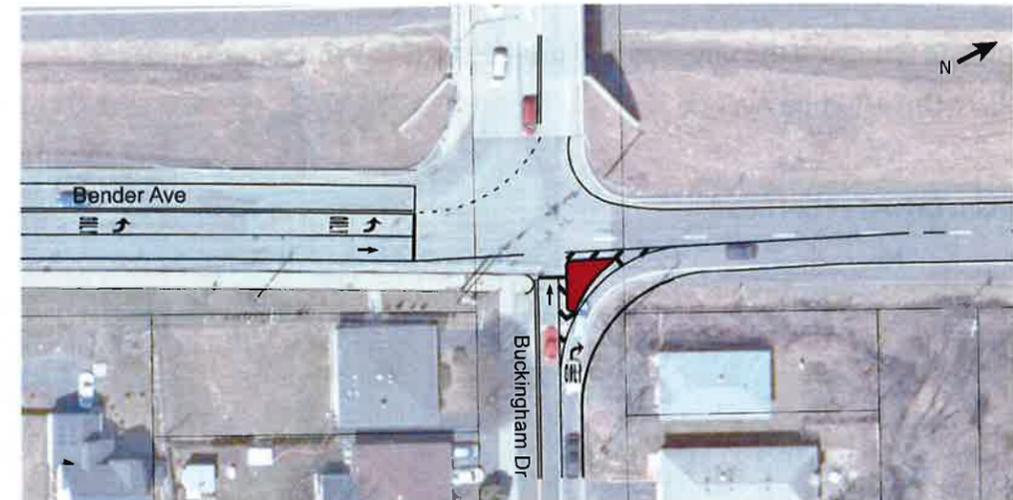


**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes \_\_\_\_\_ No \_\_\_\_\_

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes ~~\_\_\_\_\_~~ No \_\_\_\_\_

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No

Friebel Road? Yes  No

*DONT LIVE HERE,  
NO STRONG OPINION*

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No



**E** Does your group have any additional comments?  
(Please use the space below for group comments. Comment forms are available for individual comments.)

*My group is strongly against the traffic circles. I am particularly fearful of one at Krumkill which will destroy the crescent drive neighborhood. One on Krumkill would literally sit in my backyard, destroying property value, and would not help with the ~~problem~~ heavy traffic problem of a lack of breaks in traffic on New Scotland ave.*

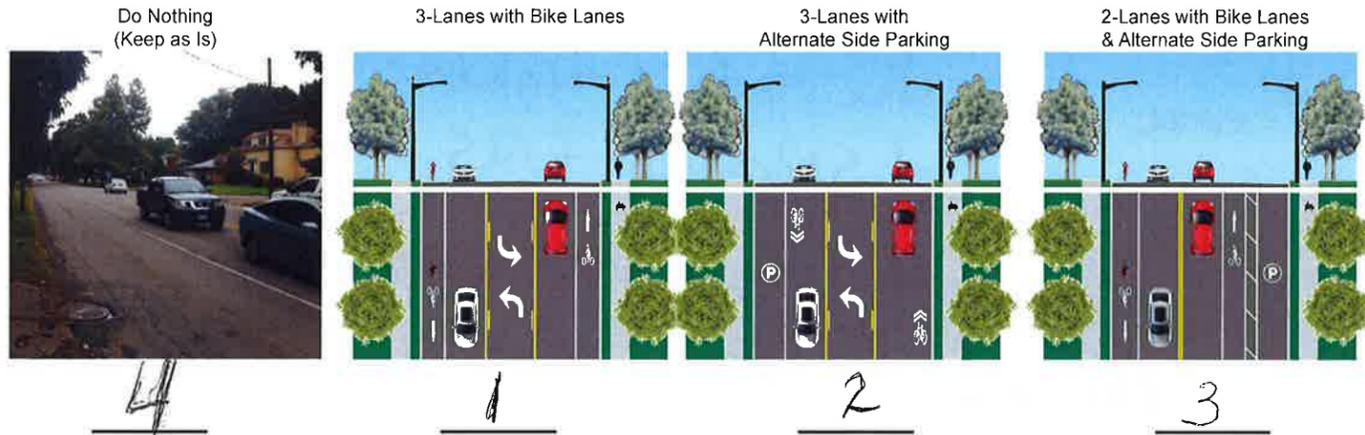


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

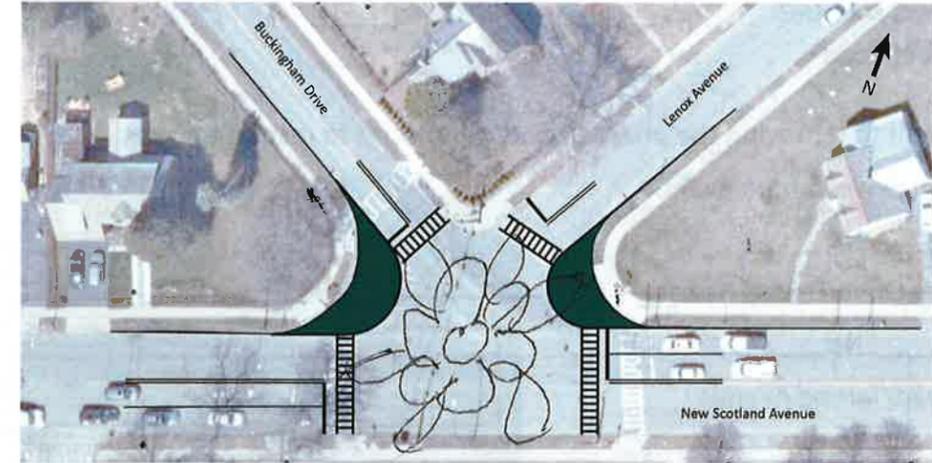
As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



\* one person says

**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



Yes  No  Yes  No  Yes  No

maybe road surface change?

is it really needed?

\* One lane only

How do ambulances impacted by roundabout.

How will this impact walkers to Ohav?

May Shabbat Observant walked FRIDAY EVENING DURING RUSH HOUR.



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on  
 Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

*Mary said:*

*4 way stop was better.*

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No
3. Krumkill Road/Tampa Avenue  
Yes  No
4. Krumkill Road/Friebel Road  
Yes  No



NO CLEAR CONSENSUS

NO CLEAR CONSENSUS

Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No



**E** Does your group have any additional comments?  
 (Please use the space below for group comments. Comment forms are available for individual comments.)

*These are group consensus comments.*

*Please make the radius tighter at the corner of S Manning + NS Ave. Especially the north side. It's way way too dangerous to cross there.*

*Please encourage St. Peters to create a pedestrian access to N.S. Avenue. Right now pedestrians need to enter and leave through the parking lot on the back of the building. It's exactly the opposite of pedestrian friendly.*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

25 MPH LIMIT - WE LIKE THIS!

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

Do Nothing (Keep as Is)	3-Lanes with Bike Lanes	3-Lanes with Alternate Side Parking	2-Lanes with Bike Lanes & Alternate Side Parking
4	1	2	4

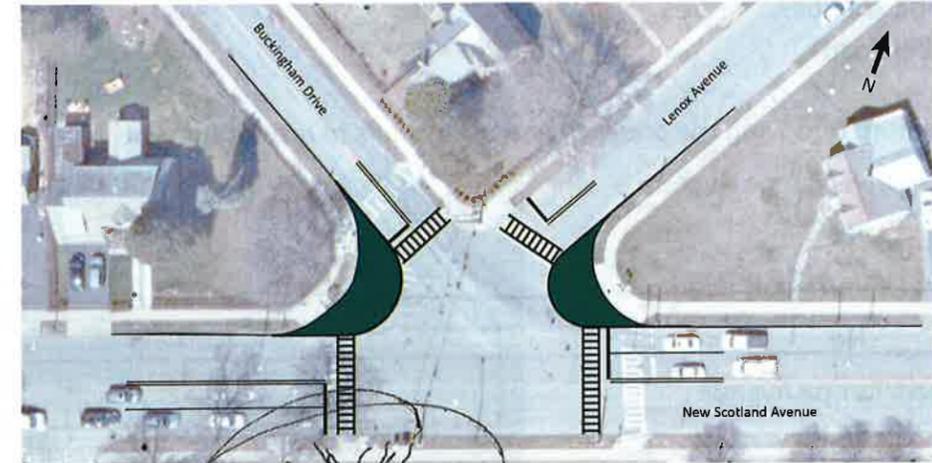
**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations?  
(Please check one for each location)

New Scotland Avenue/ Krumkill Road	New Scotland Avenue/ Buckingham Drive/Lenox Avenue	New Scotland Avenue/ Manning Boulevard
Yes _____ No <input checked="" type="checkbox"/>	Yes _____ No <input checked="" type="checkbox"/>	Yes _____ No <input checked="" type="checkbox"/>

NO ROUNDABOUTS!!

**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?

Yes - slow traffic down!



Yes  No \_\_\_\_\_

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No \_\_\_\_\_



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No
3. Krumkill Road/Tampa Avenue  
Yes  No
4. Krumkill Road/Friebel Road  
Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No

only if there's  
enforcement -  
useless without  
enforcement.



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

- 1) CONSIDER PEDESTRIAN SAFETY OVER MOTORISTS' NEEDS.
- 2) REDUCE OVERALL TRAFFIC IN OUR AREA. THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE RECOMMENDED THIS.
- 3) CONSIDER CITY "LIVEABILITY" & QUALITY OF LIFE FOR THE RESIDENTS.
- 4) BUCKINGHAM DRIVE CANNOT CONTINUE TO BE AN ARTERIAL FOR THE HIGHWAY.
- 5) FLASHING LIGHT CROSSWALK @ MARIA COLLEGE & NEW SCOTLAND AND @ ORMOND + BUCKINGHAM DRIVE.



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

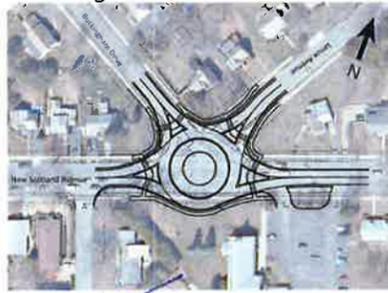
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

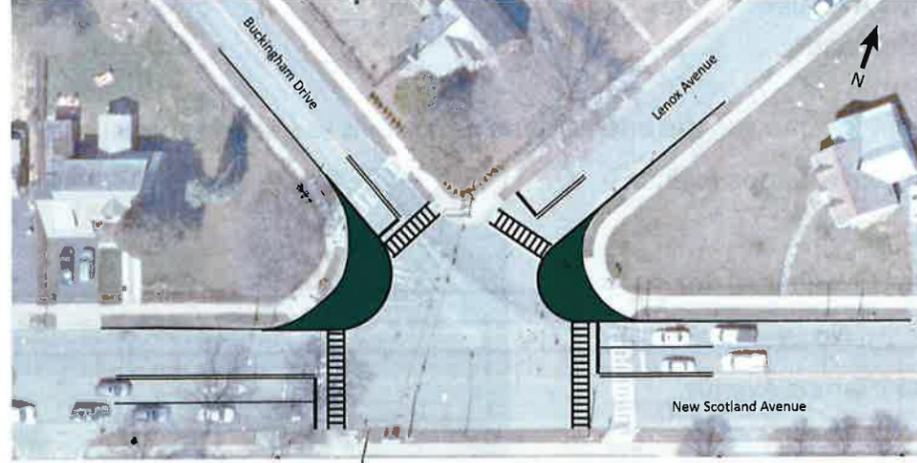
**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

Do Nothing (Keep as Is)	3-Lanes with Bike Lanes	3-Lanes with Alternate Side Parking	2-Lanes with Bike Lanes & Alternate Side Parking
			
<u>4</u>	<u>1</u>	<u>2</u>	<u>3</u>

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations?  
(Please check one for each location)

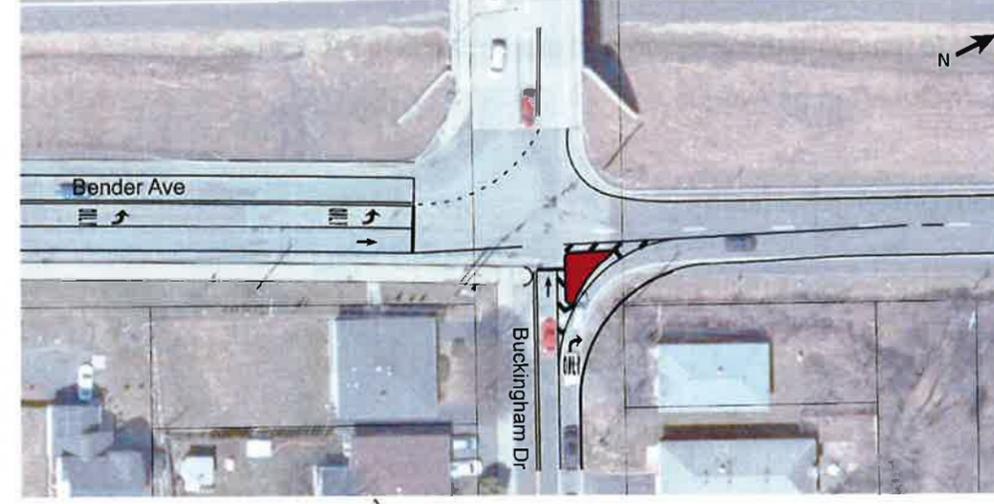
New Scotland Avenue/ Krumkill Road	New Scotland Avenue/ Buckingham Drive/Lenox Avenue	New Scotland Avenue/ Manning Boulevard
		
Yes ___ No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No ___	Yes ___ No <input checked="" type="checkbox"/>

**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No \_\_\_

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No \_\_\_



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No



*Drivers ignore signage*

Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*Improve Shipping*  
*Accessible Sidewalks - longer Ped. crossing*  
*Police Presence*  
*off site parking w/ shuttle service*  
*Use Public Transportation / ~~Better~~*  
*PSA - on how to do roundabouts safely*  
*for Pedestrians & Drivers!*

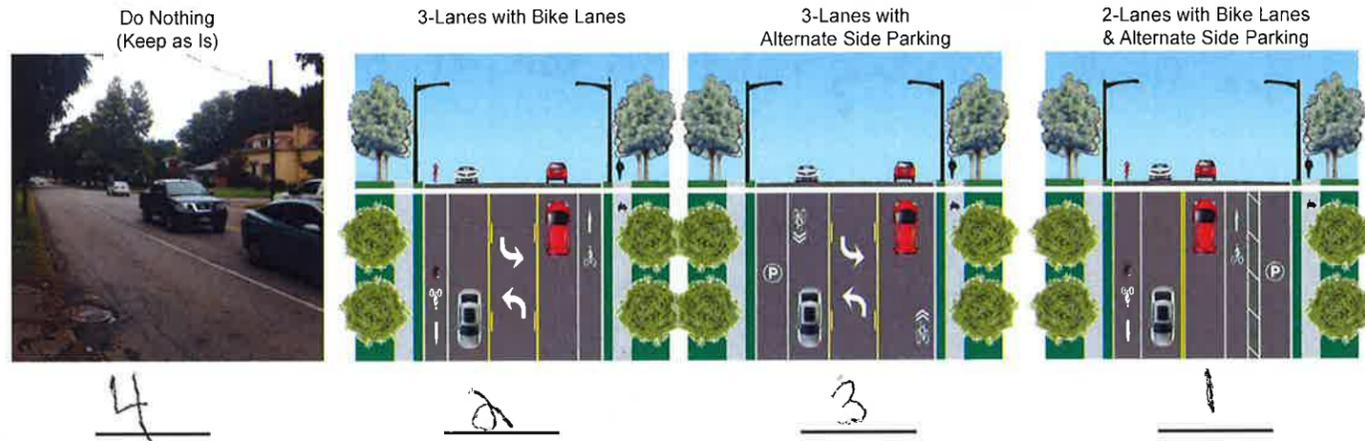


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

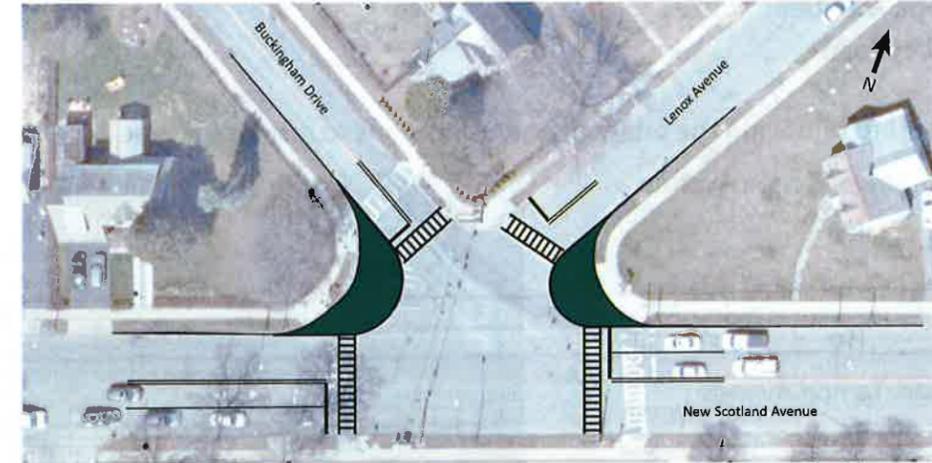
## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes

No

*Maybe what about traffic signal timing?*

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes

No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



*I find the right on red at Krumkill/New Scotland very dangerous for pedestrians as well as for people trying to get out of Lukoil + those side streets*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

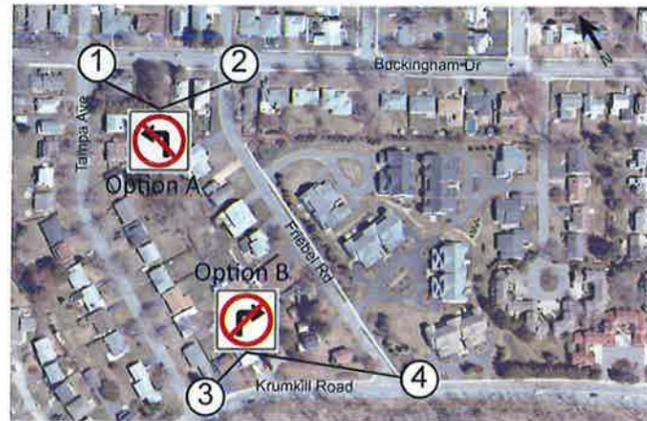
3. Krumkill Road/Tampa Avenue

Yes  No

4. Krumkill Road/Friebel Road

Yes  No

*Not Sure*



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue

Yes  No

2. Buckingham Drive/Friebel Road

Yes  No

*Not Sure*



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*see front regarding right on Red at New Scotland/Krumkill*

*we like the shuttle idea for driving + parking for hospital*

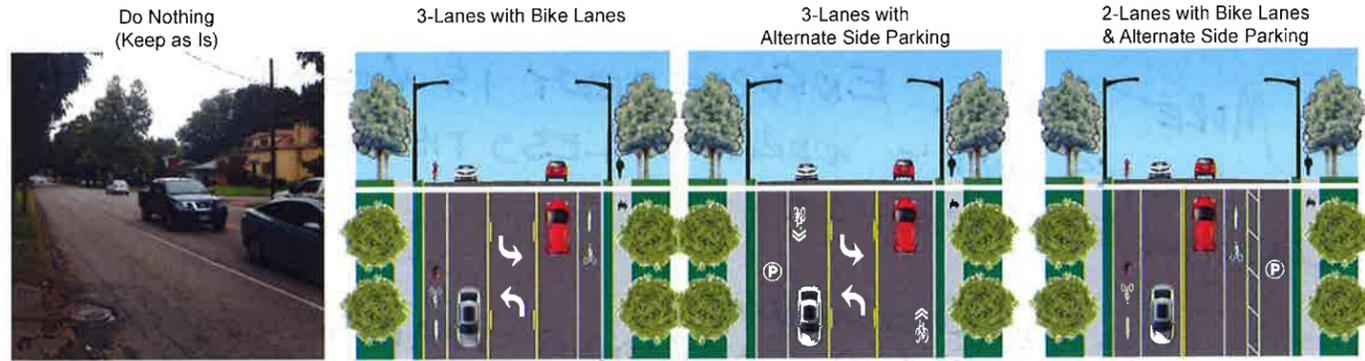


# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

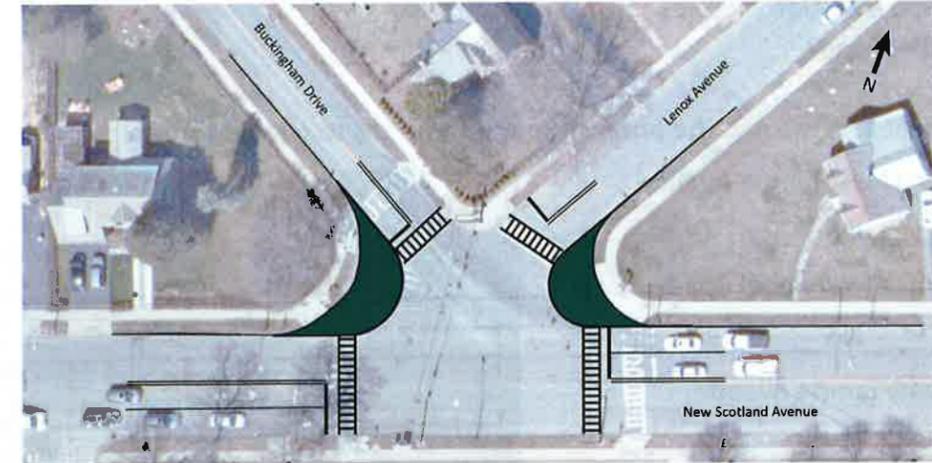
**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

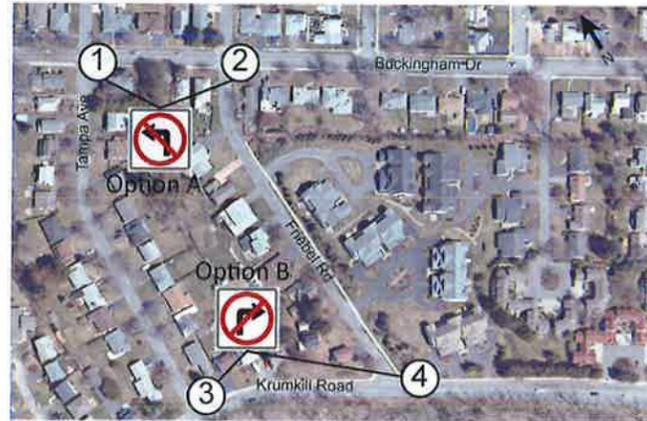
As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes \_\_\_\_\_ No   
 Friebel Road? Yes \_\_\_\_\_ No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No \_\_\_\_\_
2. Buckingham Drive/Friebel Road  
Yes  No \_\_\_\_\_
3. Krumkill Road/Tampa Avenue  
Yes  No \_\_\_\_\_
4. Krumkill Road/Friebel Road  
Yes  No \_\_\_\_\_



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes \_\_\_\_\_ No
2. Buckingham Drive/Friebel Road  
Yes \_\_\_\_\_ No



**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*MORE TRAFFIC ENFORCEMENT IS NEEDED  
 SIGNS WDN'T WORK UNLESS THERE IS  
 CONSTANT ENFORCEMENT*

*AT BUCKINGHAM  
 ROUNDABOUTS WOULD INCREASE TRAFFIC FLOW  
 BUT REDUCE ABILITY OF RESIDENTS OF  
 RESIDENTS TO EGRESS FROM HOLMESDALE, COLONIAL  
 MILNER.*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** *At very least, between S. Main + S. Manning*  
Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)

Do Nothing  
(Keep as Is)



4

3-Lanes with Bike Lanes



1

3-Lanes with Alternate Side Parking



3

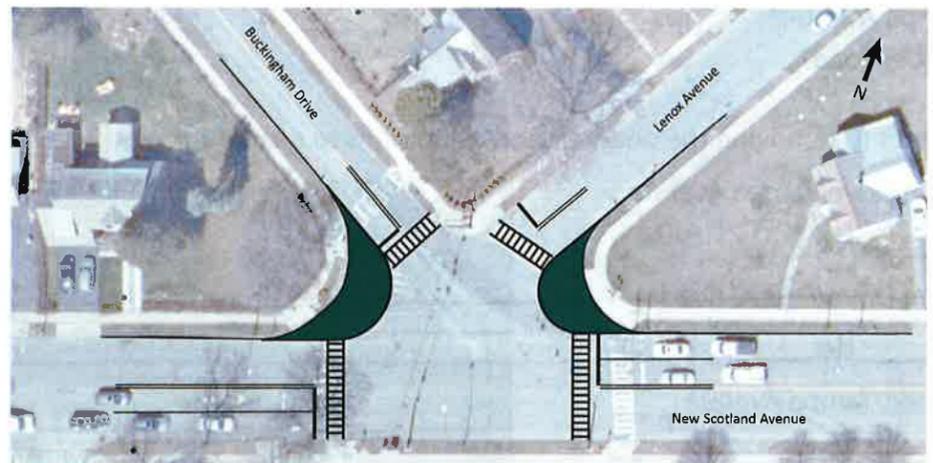
2-Lanes with Bike Lanes & Alternate Side Parking



2

NO SHARROWS

**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



Yes  No

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? *There seems to be no protection for cyclists.*  
(Please check one for each location)

New Scotland Avenue/  
Krumkill Road



Yes  No

New Scotland Avenue/  
Buckingham Drive/Lenox Avenue



Yes  No

New Scotland Avenue/  
Manning Boulevard



Yes  No

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



Yes  No



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on  
 Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No
3. Krumkill Road/Tampa Avenue  
Yes  No
4. Krumkill Road/Friebel Road  
Yes  No



Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No



What if some are on Tampa ~~at~~ Friebel wants to cross Buckingham?

**E** Does your group have any additional comments?  
 (Please use the space below for group comments. Comment forms are available for individual comments.)

A1. - No parking - problem may occur in design of 563 New Scotland which depends on on street parking for disabled access to the post office.

CHALLENGE ON

New Scotland ~~at~~ across from Maria College needs a dedicated traffic light - pedestrian operated - like there is on Madison for St. Rose Students (also on Western! for St. Rose)



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**A** Please rank the New Scotland Avenue roadway striping options presented below from 1 to 4 (1 being the most favorable and 4 being the least favorable)



*ALT doesn't work.*

*prefer w/ no parking*

*↑ 3 people out of 5 like this*

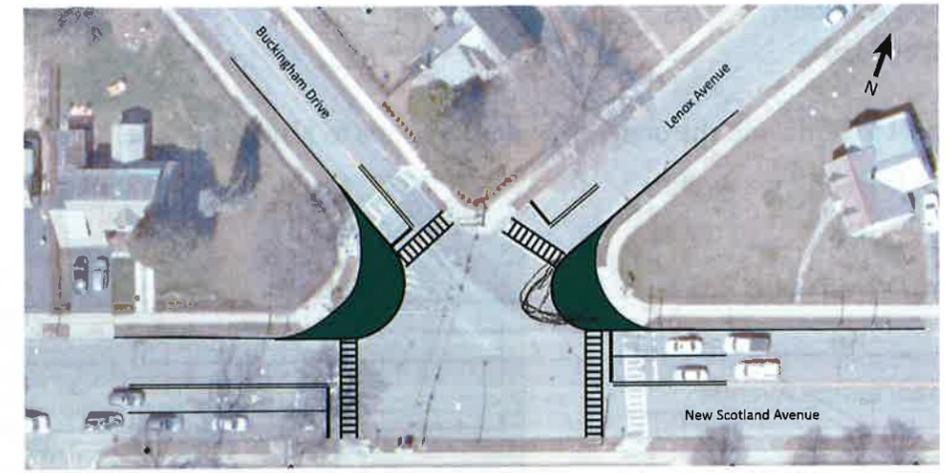
*All agree better striping esp for crosswalks needed*

**B** Do you see a benefit to pursuing roundabouts on New Scotland Avenue in the long term at the following locations? (Please check one for each location)



Yes \_\_\_ No  Yes \_\_\_ No  Yes \_\_\_ No

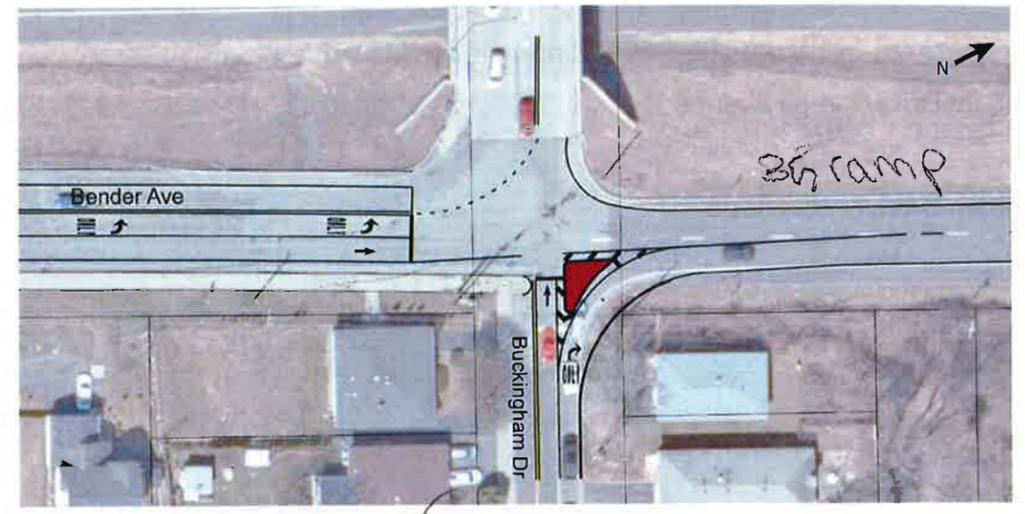
**C** Do you see a benefit to reducing the curb radius at the New Scotland Avenue/Buckingham Drive/Lenox Avenue intersection?



*\*This should be repeated at Evclid*

Yes  *Manrose* No \_\_\_ *yes future*

Do you see a benefit to channelizing westbound right turns at the Buckingham Drive/Bender Avenue/Krumkill Road intersection?



*35 ramp*

Yes  No \_\_\_

*if you improved striping on the ramp to Rte 85 to make it clear it is 2 lanes. Also better striping + signage at Krumkill + entrance.*



# Albany New Scotland/Whitehall/Buckingham Hospital Area Traffic Study

## Group Exercise (Approximately 20 minutes)

As a group, review the following considerations proposed to the study area and provide comments. It is important that your group complete the worksheet so that the project team has something tangible to refer back to after the Public Workshop:

**D** Do you like the existing one way pattern on

Tampa Avenue? Yes  No   
 Friebel Road? Yes  No

*most of us don't know but frustrated people say*

Do you see a benefit to removing the one-way and using signs to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No
3. Krumkill Road/Tampa Avenue  
Yes  No
4. Krumkill Road/Friebel Road  
Yes  No



*Return Friebel to a 2 way & 4 Way stop at Friebel & Buckingham*

Do you see a benefit to removing the one-way and using islands to restrict turns at:

1. Buckingham Drive/Tampa Avenue  
Yes  No
2. Buckingham Drive/Friebel Road  
Yes  No

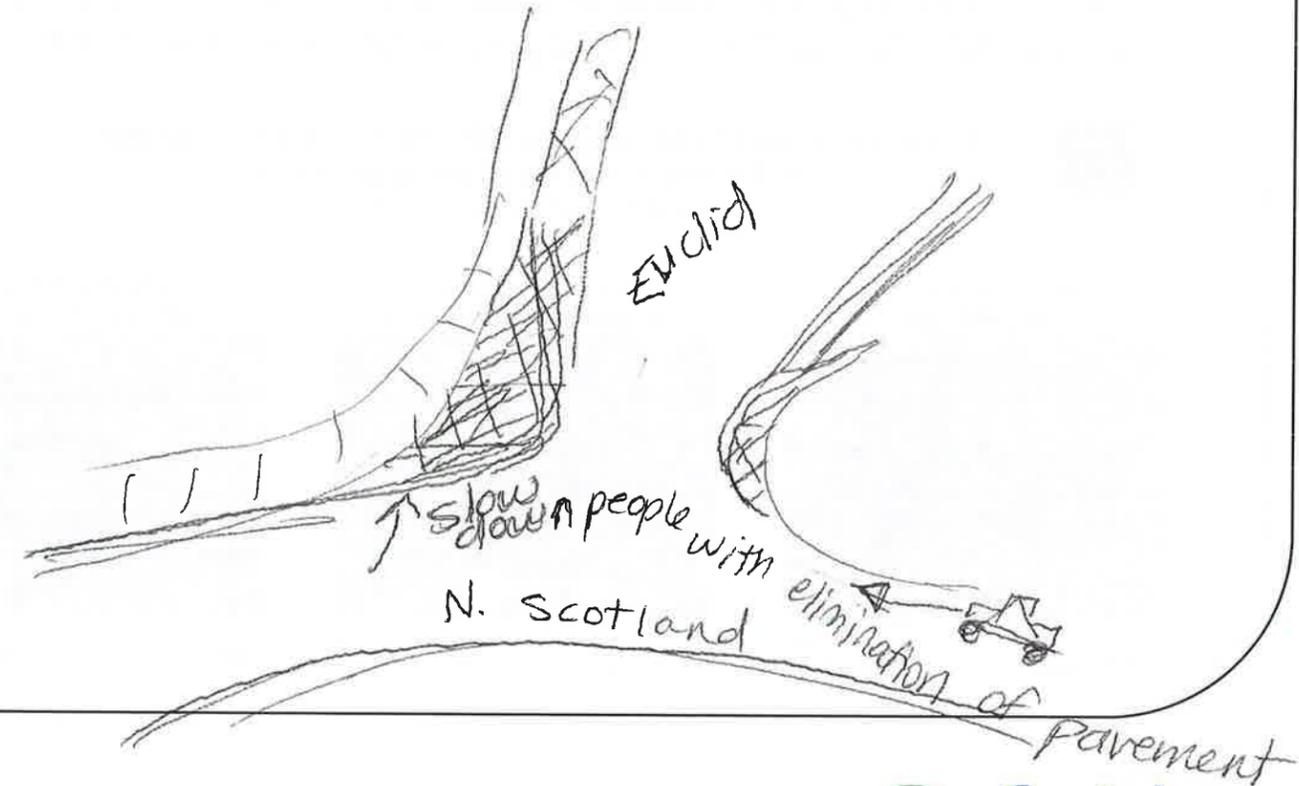


**E** Does your group have any additional comments?

(Please use the space below for group comments. Comment forms are available for individual comments.)

*Stricter Enforcement! Regular Enforcement.*

*Possibly a light at Euclid*



## Executive Summary – Responses to Comments

Albany Hospital Area Traffic Study  
Public Meeting #2, March 25, 2019

This Executive Summary provides a brief summary of the attached document, which is a catalog of the comments received after the second Public Meeting for the Albany Hospital Area Traffic Study and their corresponding responses. In all, 81 written comments were received and most of them covered numerous topics, so there is a good range of concerns and opinions. The approach used to prepare the responses is based on the following three categories of comments:

1. Comments that expressed support or opposition to particular alternatives, or ideas for improvements are generally recorded as “Comment Noted”. All comments under this category are being considered as part of the development of recommendations.
2. Where comments appear to have misinterpreted the information presented, or are in conflict with known information, responses are provided to clarify and provide accurate information.
3. If a comment is similar to a previous comment, then the response refers back to the original response to comment.

It is important to note that this is a traffic planning study and that the alternatives presented are conceptual in nature and will require funding, further engineering and design should they be progressed. From an Executive Summary standpoint, the comments and responses generally fit into the following subject areas.

- Concerns for all users
  - Some commenters believe the study is overly focused on moving cars as compared to making the area more comfortable for non-motorized users and protecting the neighborhoods. The study, in fact, is taking a complete streets approach considering users of all ages and abilities, and all modes (pedestrian, bicycle, transit, and automobile). The City is committed to complete streets and any recommendations from the plan will support and promote this policy.
- Public input and questions about a third public meeting:
  - Some commenters believe that not enough public input has been sought or that notice wasn't sufficient. The City has sought input through various forms and Public meetings were announced through the City's press release process. Opportunities for input included stakeholder group meetings (2), public meetings with open house times (2) (which included Question and Answer sessions, comment forms, and group exercises), a project email address, and the project website. A comprehensive list of comments, concerns, and suggestions has been developed which provides a very good cross section of public opinion. A third public meeting is scheduled for October 7, 2019 to present the recommendations in the draft report.
- Requests to reduce the speed limit below 30 MPH.
  - The City is committed to complete streets. A reduction in a speed limit below 30 MPH and is not recommended for the City of Albany as part of this study. A review of speed data on New Scotland Avenue and Buckingham Drive shows that average speeds are below 30 MPH, and 85<sup>th</sup> percentile speeds are 33 MPH (New Scotland), and 31 MPH (Buckingham Drive) indicating that the existing 30 MPH speed limit is appropriate.

- Requests for speed enforcement
  - Enforcement can help address some of the unsafe driving behaviors mentioned, which has been referred to the City. The striping alternatives presented for New Scotland Avenue will also reduce speeds.
- Tampa Avenue and Friebel Road one-way pattern
  - Circulation in the Buckingham Neighborhood remains a concern. There is a general desire to restore two-way traffic on Tampa Avenue and Friebel Road, and limit the amount of through traffic.
- Reopen Buckingham to two-way traffic, or remove all through traffic from Buckingham
  - The current restriction at Bender/Route 85 has been in place for decades. The concern is that removing the bullnose and making Buckingham Drive a true 2-way between Route 85 and New Scotland Avenue would negatively affect the neighborhood. This alternative is not supported as part of this study.
  - Four alternatives were presented at public meeting #2, which would reduce traffic along Buckingham by providing more direct access to Route 85 on an alternate route. These alternatives shift traffic off of Buckingham but simply add it to other areas, and are not considered practical at this time. The study focuses on what can be done along existing facilities to improve safety and mobility for all users (pedestrians, cyclists, and motorists).
- Roundabouts
  - The majority of commenters oppose roundabouts, however there is also some misinformation regarding the benefits of roundabouts. There are numerous documented safety and operational benefits of roundabouts, and the FHWA has documented roundabouts as a proven safety counter measure with a 78% reduction in all types of injury accidents as compared to signalized intersections. The FHWA Desktop Reference for Crash Reduction Factors cites an 89% reduction in pedestrian crashes. While the benefits of two-lane roundabouts have been less clear, a recent IIHS study found that crash rates at two-lane roundabouts fall over time as drivers gain familiarity with them. The NYSDOT requires a roundabout at least be considered as part of any major intersection capacity improvement project. Additional education and engineering will be needed if roundabouts are ever progressed in the area.
- A desire for Transportation Demand Management
  - Some Transportation Demand Management (TDM) strategies will be discussed in the report, such as incentives to use transit.
- Location Specific Comments
  - There are many comments and suggestions for specific improvements, which were considered as part of the development of recommendations.

Responses to Comments - Public Meeting #2

<b>Project:</b> Albany Hospital Area Traffic Study	
<b>Meeting Date:</b> Monday March 25, 2019	<b>Reviewer:</b> Various

Comment #	Comment	Response
<b>A. Aron Cepler</b>		
1	<p>I have not seen the documents from the meeting, as I was out of town, and they are still not posted, however, WAMC did have a story on this (although the figures they posted were quite poor in quality).</p> <p>Traffic circles:</p> <ul style="list-style-type: none"> <li>-Are all three needed? Perhaps just Manning and Buckingham.</li> <li>-If circle is needed at Krumkill, the city will need to cut down many trees.</li> </ul> <p>Will the city commit to placing new trees at the new sidewalk?</p> <p>Without traffic circles:</p> <ul style="list-style-type: none"> <li>-New striping is welcome. Nobody knows how many lanes of traffic there are on New Scotland, and where it is permissible to park at the curb.</li> <li>-At Buckingham Drive, going towards NS, there is no clear indication of where the driver should stop to set off the sensor. Before the crosswalk? After the crosswalk?</li> </ul>	<p>The meeting summary from Public Meeting #2 can be found on the project website at <a href="https://hospitalareastudy.weebly.com/documents">https://hospitalareastudy.weebly.com/documents</a>. This is a traffic planning study that is evaluating various alternatives to address concerns raised in the area.</p> <p>Roundabouts were examined for this study as a means to address vehicle capacity concerns while providing traffic calming. Roundabouts would improve vehicle operations at all three intersections, with the biggest benefits at the New Scotland Avenue/S. Manning Boulevard and New Scotland Avenue/Krumkill Road intersections. There are no commitments to build any of them at this time.</p> <p>-Impacts to existing landscaping will be quantified if/when specific proposals move forward. The intent will be to avoid, minimize or mitigate any adverse impacts.</p> <p>Comment noted regarding striping.</p> <p>Drivers should always stop at the striped stop line or in advance of a crosswalk.</p>
2	<p>I was out of town during the most recent public meeting. Are the documents that were discussed at this week's meeting available online?</p> <p>Thanks, -Aron</p>	<p>Yes. See response to comment A1</p>

Comment #	Comment	Response
3	<p>Buckingham, driving east to New Scotland –it is unclear where to stop to set off the traffic light. If you pull too far forward, light will not change. My wife pushing my 13 month old daughter was nearly hit by a car at the crosswalk. If there was a solid white line, it would make it much safer. Congestion pricing to encourage people to use alternate routes?</p>	<p>See response to Comment A1. Striping alternatives considered as part of this study include stop lines.</p> <p>Congestion pricing is beyond the scope of this study. Some Transportation Demand Management (TDM) strategies will be discussed in the report, such as incentives to use transit.</p>
<b>B. Deborah Trupin</b>		
1	<p>I am writing to express my thoughts AGAINST the proposed circles on New Scotland. These are an inappropriate idea for the older, small scale, mostly residential, and pedestrian-friendly neighborhood. I hope you will not implement the proposed circles.</p>	<p>Comment noted.</p>
<b>C. Jim Geddis</b>		
1	<p>I commute through this stretch of New Scotland everyday on my way from the Helderberg neighborhood to Schenectady. My concern is that this stretch begins to resemble the area by Albany Med with tons of unsynchronized lights which leads to drivers gunning their engines and speeding to try to make the next light. I think it is very important to synchronize the lights on New Scotland in front of St. Peters (Manning and Allen). I also think that street parking should be prohibited in this stretch of New Scotland. This is often a choke point for traffic especially when someone is trying to turn into CVS after going through the Manning intersection. If there were no parked cars other cars would be able to safely maneuver around the car trying to turn. In addition to these parked cars causing a hindrance for the flow of traffic through this particular choke point they also create a very real hazard for pedestrians. Nearly every day I drive through this area I see pedestrians trying to cross the street in the middle of the road (not at a crosswalk) and often times come out of nowhere when they run into the road from in between the parked cars. This is very dangerous for pedestrians and drivers alike and I think limiting street parking in this area could mitigate this danger. Another issue with the Manning/New Scotland intersection is that when you are coming from the direction of 85 through the intersection toward Albany Med there are three lanes, one left hand turn, one straight, and one left turn only. Nearly once a week and just this morning I had someone fly down the right hand only lane and then go straight. This is extremely dangerous and I think any changes to this intersection should include an island that separates the straight only from the right hand only lanes to prevent this kind of dangerous driving.</p>	<p>Signal progression is already implemented on New Scotland Avenue. It is not possible to guarantee green signals for every driver in both directions along the length of the corridor.</p> <p>Enforcement can help address some of the unsafe driving behaviors mentioned, which has been referred to the City.</p> <p>Opportunities for new pavement markings, striping, and limits of parking are being considered for sections of New Scotland Avenue as part of this study. We do not anticipate significant changes to the parking in the section between Manning and Allen.</p>
<b>D. Debra Hartman</b>		

Comment #	Comment	Response
1	<p>I am unable to find the Traffic Study anywhere online. Can you please send me a link to the complete study? Thank you.</p> <p>I strongly object to the proposed roundabouts along the New Scotland Ave corridor.</p>	<p>Available materials are on the project website. See response to comment A1.</p> <p>The draft study is not completed yet and will be posted when complete.</p> <p>Comment noted regarding roundabouts.</p>

2

Roundabouts are extremely dangerous for pedestrians, and they do not afford a break in traffic flow allowing for side street traffic to enter New Scotland Avenue. Upgrading/installing traffic signal detection and coordination at the existing signals would be a safer alternative to costly and unneeded roundabouts.

Single-lane roundabouts are safer for pedestrians through a combination of factors:

- Reducing the crossing distances where the pedestrian is exposed to live traffic
- Reducing the associated time to cross live traffic
- Reducing vehicle travel speeds
- Reducing the number of conflict points between pedestrians and vehicles and limiting the direction of the conflicts to one.

Vehicles are required by law to yield to pedestrians within a crosswalk, regardless of the intersection type. At a traffic signal with pedestrian activated buttons, a pedestrian crossing on a walk signal is not completely shielded from traffic. At a traffic signal, a vehicle could conflict with a pedestrian in a crosswalk in the following ways:

- Running a red light
- By turning left at the signal or turning right-on-red into the pedestrian (both turn movements require a vehicle yield to a pedestrian in a crosswalk).

FHWA has documented roundabouts as a proven safety counter measure with a 78% reduction in all types of injury accidents as compared to signalized intersections. The FHWA Desktop Reference for Crash Reduction Factors cites an 89% reduction in pedestrian crashes. The Insurance institute of highway safety (IIHS): (<http://www.iihs.org/iihs/topics/t/roundabouts/qanda#roundabouts>) notes “Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent. Single-lane roundabouts, in particular, have been reported to involve lower pedestrian crash rates than comparable intersections with traffic signals.

Crossing at multi-lane roundabouts can be more difficult and the benefits of two-lane roundabouts have been less clear. Walking Info.org - <http://www.walkinginfo.org/faqs/answer.cfm?id=3454> notes “Multi-lane roundabouts present some challenges to pedestrians, thus reducing the safety effects that roundabouts provide”. One study found that motorists failed to yield to pedestrians 2-3 times more at multi-lane roundabouts than at single-lane roundabouts. A recent IIHS study (2019) found that crash rates at two-lane roundabouts fall over time as drivers gain familiarity with them. The NYS DOT requires a roundabout at least be considered as part of any major intersection capacity improvement project.

The roundabouts considered on New Scotland Avenue are single-lane or a hybrid-configuration, not multi-lane like those found on Route 85. Pedestrian activated flashing beacons or raised crosswalks may be considered as a means to improve the pedestrian crossings should roundabouts be progressed. Additional education and engineering will be needed if roundabouts are progressed in the area.

The traffic signals on New Scotland Avenue currently have vehicle detection and pedestrian push buttons.

E. Fred Perkins

Comment #	Comment	Response
1	I've not attended any of the meetings pertaining to development of the St. Peter's corridor but do have concerns about the traffic: pedestrian, automobile, bus and bicycle. I live on Hackett. Recently moved from Woodlawn and the volume of traffic is high when workers are heading to St. Peter's and other employers both in the morning and in the evening. I am of course more concerned with traffic on New Scotland Ave with the proposal to build new apartments.	Comments noted. Traffic from the proposed apartments was accounted for in the alternatives analysis.
<b>F. Crystal Heshmat</b>		
1	I heard through the neighbors that a completely invalid "survey" is being used to force changes to the neighborhood. Even my remedial math students know better. So: when will you conduct a valid survey?	Public input was sought and considered in various forms. Opportunities have been and are being provided for public input including public meetings (2) with open house times and Question and Answer sessions, comment forms, group exercises, and the project website. An actual survey was not distributed. A "What is most Important to you" activity was conducted at the first public meeting to help guide the development of alternatives, and a group feedback activity was conducted at the second public meeting. The meeting summaries can be found on the project website. <a href="https://hospitalareastudy.weebly.com/documents">https://hospitalareastudy.weebly.com/documents</a> . A third public meeting is also scheduled for October 7, 2019.  All input is being considered as part of this traffic planning study.
2	Here's a simple comment: NO ROUNDABOUTS. If you must have roundabouts to handle increased traffic from apartments and other expansion, then NO APARTMENTS AND OTHER EXPANSION. It's that simple. Just say no.	Comment noted.
<b>G. Christine Kleinegger</b>		
1	There absolutely must be more public meetings and other methods to inform the New Scotland Ave. corridor residents about potential plans to alter traffic patterns. Very few people know that roundabouts have been considered for this dense residential neighborhood. The needs of Albany residents, pedestrians, and bikers need to be considered in any plan, certainly more than the suburban commuters who don't pay taxes, but use our roads.	The needs of Albany residents, pedestrians, and bikers are being considered in this planning study. As part of this study, there have been two public meetings where residents have had an opportunity to provide input. Further, this study documents all of the input received and considered through the project website and emails.
<b>H. Julie O'Connor</b>		

Comment #	Comment	Response
1	Put the materials from most recent meeting up on the web and make deadline for comments no less than 2 weeks from the date they go up on web.	Materials are on the website. See response to comment A1. A four week comment period was provided.
<b>I. Eileen Cusick</b>		
1	Please hold another traffic study meeting, and be sure that its time, place and whereabouts are known to everyone in the neighborhood. Please use all means of communication possible. (Phone, email, flyer, or an ad in the newspaper, or all of the above.) Thank you.	The public meetings were advertised through a City of Albany press release. A third public meeting is scheduled for October 7, 2019 to present the results of the draft report.
<b>J. Catina Mavodones</b>		
1	Unfortunately, for whatever reasons, your meetings have not been well publicized. You definitely need to hold additional meetings since this project affects many in the community. Also, you need to delineate the funding for this project since CHIPs funding is not available.	See response to comment I1.  This is a planning study intended to identify transportation problems and potential solutions in the study area. Funding sources will be identified as part of this study.
2	My belief was Albany was invested in walkability and smart growth. This project shows, once again, that this is not a priority for the traffic engineers. For a speaker to suggest that pedestrians judge the spacing of traffic gaps to cross a street is beyond ludicrous and points out the major problems of this plan.	The City of Albany is dedicated to Complete Streets which includes balancing the needs of users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists.  Motorists must yield to pedestrians at marked crosswalks. Pedestrians should still watch traffic and use good judgement when crossing the street. Roundabouts have been proven to improve pedestrian and vehicular safety when implemented in other cities across the United States and in other countries. See response to comment D2 for additional resources and information. However, the City understands that what works for one place may not work for others. Engaging in dialog and soliciting opinions on improvements through public workshops and project websites is essential towards developing a workable solution.
<b>K. Maura McNulty</b>		
1	It's becoming clear that many, many people in the neighborhood were not aware that the meeting on New Scotland traffic was taking place. Lots of excellent questions have arisen since. Please hold another community meeting so that more neighborhood stakeholders can be involved.	See response to comment I1.
2	Please advise as to when the next community meeting is and what the next steps are in this process, so that we in the neighborhoods can continue to be involved on the process. Thanks!	See response to comment G1 and I1
3	We are wondering what the next stage in this process is. The community meeting this week was very informative, and it has seeded many other excellent questions among neighborhood stakeholders. Could you let me know where we go from here? Thanks.	See response to comment G1 and I1

Comment #	Comment	Response
4	<p>I believe I speak for many who live in the impacted neighborhoods and are very much opposed to the traffic circles you are proposing. These are our neighborhoods! We live, walk, and attend school and religious services here. We don't want the area turned into what amounts to a small highway that will be impossible to navigate on foot. We who live here have a tremendous financial and emotional investment in our neighborhoods, and after listening carefully to your proposal at yesterday's meeting, it seems very clear to me that traffic circles would drastically damage our quality of life. If, as a result, we chose to move to more commodious neighborhoods, I suspect we'd find our houses would sell for considerably less than they're worth right now, because who wants to live next to a traffic circle? Not me, and I'm guessing not you, either. Please put me firmly in the opposition column.</p>	<p>Comment noted.</p>
5	<p>It seems pretty clear that the traffic circles would wreck the surrounding neighborhoods. Instead of walkable residential neighborhoods in which people could walk to school and houses of worship, we'd basically have a highway. The initial survey you took asked people to choose their top concern, but cities and the traffic in them are products of interlocking factors. Those who selected "traffic calming," for example, likely had pedestrian safety in mind. I think it would be worth doing a more careful survey, and perhaps a referendum, before spending millions of dollars on a project that will despoil neighborhoods whose residents are deeply committed to making Albany a livable city.</p>	<p>See response to comments D2, F1, and J1</p>
<b>L. Carla Hogan</b>		
1	<p>Where are the comments to the study that are referenced in your email of 3-29-19?</p>	<p>This document is the record of public comments received through 4/22/19.</p>
2	<p>Revert one-ways to two ways by Friebel. No roundabouts – a drastic action to address heavy traffic twice a day will impede pedestrian crossing on New Scotland from S. Manning to Buckingham. I have never seen a [pedestrian crossing at rotary. Maybe St. Peter's should stagger work hours? What about having St. Peter's using a parking and shuttle, that is the best option. Why further destroy our walkability to cater to people driving in and out of our neighborhoods.</p>	<p>Comments noted. See response to comments A3 and D2</p>
<b>M. Elana Stein</b>		

Comment #	Comment	Response
1	I'm concerned about the vast number of Albany residents, particularly residents within the area of the study, did not know about the survey and do not know anything about traffic and building changes being proposed. Can we please have another meeting in which residents and discuss the issues, their priorities, and their suggested solutions? Is there a way to announce these meetings more broadly? Maybe include social media?	See response to comment G1 and I1.
2	I strongly oppose the idea of adding traffic circles as a solution to traffic issues along this section of the city. The city has made significant poor choices in the past altering the character and potential character of the city forever. Empire state plaza which destroyed neighborhoods and caused urban sprawl. Loss of potential Hudson river waterfront to highways. Turning a BEAUTIFUL, WALKABLE, NEIGHBORHOOD into an extension of a highway is another horrible decision that will change the face of Albany forever. It would be detracting from charm and character that Albany residents pay high taxes to enjoy. The circles would cause the fastest mass exodus from Albany this city has seen in a long time. Thank you for your time.	Comment noted.
<b>N. Sue Swartz</b>		
1	As soon as possible can you please forward a copy of the methodology, including question text, sampling methodology, and findings from the survey conducted of neighborhood residents in conjunction with your traffic consultancy? I am a neighborhood homeowner. Thank you.	See response to Comment F1.
2	I walk on New Scotland Ave, Buckingham, and South Manning almost every day. I live in Albany ONLY because it offers sidewalks, unlike the suburbs. I pay very high taxes every year. We have the ability to live any place we want. We will leave Albany the minute my ability to walk in the neighborhood is diminished. This is not a threat, this is reality. It will be criminal if this neighborhood is turned into Route 85. It will be criminal if this neighborhood becomes simply a commuter route; it will gut the neighborhood.	Comment noted.
<b>O. Joel Nudi</b>		
1	At present, and especially at high-volume times, it can be difficult and unsafe to cross New Scotland Avenue at or near the entrance to Maria College. We would like to request a state-of-the-art crosswalk be included as part of the study recommendations to assist pedestrians to cross. Thank you.	The study will support improved pedestrian connections. The details of a new crosswalk at Maria College or other locations will require a specific application and engineering study/review.
<b>P. Mia Morosoff</b>		

Comment #	Comment	Response
1	I strongly object to the construction of roundabouts in the residential New Scotland neighborhood. They would worsen two of the factors mentioned- mobility and accessibility. Roundabouts can be useful on busy highways but I don't want New Scotland Avenue to lose its neighborhood character and become a busy unmanueverable and unwalkable highway.	Comment noted.  See response to comment D2 for some documentation on roundabouts.
2	Putting roundabouts on New Scotland Avenue in the hospital corridor would completely transform the nature of the area. First, I don't see where roundabouts could be constructed without doing away with buildings on the proposed corridors. I do not want New Scotland Avenue to become a highway. I like the walkability of my neighborhood and roundabouts would threaten that feature as well. I do think that some roundabouts in/near Albany work very well, while others are confusing. I do not think they belong in residential neighborhoods, even if book-ended by hospitals.	Although the roundabouts identified in the study would likely have impacts to private property, the preliminary concepts show no impacts to buildings.  See response to comment D2.
<b>Q. Melanie Greenspan</b>		
1	Hi. Restore everything back to the way it was prior to when the BLNA was formed. Four Way Stop at Ormond and Buckingham is fine. Thanks.	Comment noted.
<b>R. Robert Savo</b>		

Comment #	Comment	Response
1	<p>Dear Sir/Madam: I attended the meeting last night @ Mercy Auditorium and listened to the presentation for traffic pattern flow concepts. I am firmly against any type of roundabout and/or traffic circle remedy, despite the proclaimed +25% traffic volume improvement. I am highly skeptical such benefits can be realized, studies such as yours are often presented in a “reality vacuum” which never fully manifests itself until the installed project is opened. A clear insight into the lack of neighborhood understanding was evident when a question was raised as to how a pedestrian navigates a circle – “one must time the gaps” was the response. One must assume All pedestrians are 6’1”, in fine physical condition and have 20/20 vision. What about those who are handicapped and require scooters/wheelchairs and other devices? This is a Hospital Zone (Manning &amp; N. Scotland intersection). The entire study area is also populated with: retirees who go for walks; young families who are pushing the strollers; law, medical and nursing students; visitors to the hospitals. Not just for employees of St. Peter’s Hospital who want to access the parking lots and I-85 as quickly as possible @ 8:00 AM &amp; 3:30 PM each day. I have lived in this neighborhood for 30+ years and know the traffic perils first hand from a driver’s and pedestrian’s perspective. The #1 Rule for both is there are NO Rules of logical driver or pedestrian behavior. The current traffic light system with crosswalk signals are the best protection for the pedestrian. Leaving the entry and merging decisions to the driving public without mechanical control devices (as would be a traffic circle) returns us to displaying our worst driving behaviors. I’d like to see more compelling evidence and examples of successful, “Urban Installation Models”, where they were used, how they were envisioned, what were the upsides and downsides. A simple disclaimer – “studies show severe traffic accident events decline” is probably true, but is really short on specifics and overall outcomes. Other Serious Concerns – Loss of the Neighborhood Integrity; Impact on adjacent homeowners near the proposed circles; how various sized vehicles navigate the circles (tractor trailers, emergency apparatus, CDTA buses); snow removal challenges; responsibility for upkeep and maintenance; downstream traffic implications outside the “study boundaries”.</p>	<p>Comments noted. The City of Albany is dedicated to Complete Streets which includes balancing the needs of all users including pedestrians, bicyclists, transit riders, and motorists.</p> <p>See response to comments D2 for additional documentation and information about roundabouts in various urban environments.</p> <p>This study strives to develop a context- and neighborhood-sensitive solution. Feedback from the community is important to obtaining that goal.</p>
<b>S. Carol Reid</b>		
1	<p>As a resident of the Buckingham Lake neighborhood, I am opposed to roundabouts in densely populated residential areas with lots of pedestrians.</p>	<p>Comment noted.</p>
<b>T. Margaret McDonald</b>		

Comment #	Comment	Response
1	My name is Margaret McDonald I live at 188 Lenox Ave and I'd like to give my comment, seeing that I didn't know about the meeting tonight, regarding road plans but saw someone's comments on social media. I really do not like the idea of a traffic circle, they may work for some areas but I don't feel they are right for residential areas. It would make me leave this area for good.	Comment noted.
<b>U. Richard Magidson</b>		
1	I'd like to raise a neighborhood traffic-pedestrian issue that did not come up in the public comments but I believe is quite well known to those who drive or walk on Berkshire Blvd, between Daytona and Buckingham Pond. Between Daytona and Davis there are no sidewalks on Berkshire Blvd. but very heavy pedestrian traffic on this narrow two lane street. I drive and walk there myself and have serious concerns about everyone's safety, especially the children of all ages including those in strollers who must come face to face with all the vehicular traffic. We really need sidewalks there!	Comment noted.
<b>V. Bill Ottaway</b>		
1	As a regular bike commuter on New Scotland Ave., I want to make sure that bike safety is taken into consideration. A friend who just purchased a house on Euclid indicated that she was not planning to bike the 4 miles to work because she didn't feel safe.	All three striping alternatives presented for New Scotland Avenue would improve conditions for bicyclists.
<b>W. Lois Gordon</b>		
1	Lighting in front of this building [St. Peter's] needs improvement – if a pedestrian doesn't hit the lights at the crosswalks it can be difficult to see them.	Comment noted.
<b>X. Anonymous</b>		
1	One more idea: SPH provide incentive to employees to carpool or City – Park & Ride, Bicycles, Walk, Public Transportation	Comment noted. See response to comment A3.
<b>Y. Jordan Solano-Reed</b>		
1	Make Rt. 85 full access. Connect to grid. Add real buffered and protected bike lanes-New Scotland. Manning – no one parks on Manning! Improved CDTA access. BRT? Bump outs. Lower speed limits: 20 mph for residential. RRFB crosswalks with streetlights!	Comment noted.

<p>2</p>	<p>Please find attached (Attachment A) a modified version of the road diet recommendation for New Scotland Avenue. As we all heard at the last public meeting, our neighbors in the streets around New Scotland are concerned about the amount of traffic and safety in the area, and want to see facilities for bicycling and safer walking.</p> <p>With this in mind, I'd like to reinforce that AASHTO does not consider sharrows (shared-lanes) to be a form of safe bicycle facility, but simply a reminder to drivers to share the road. Additionally, AASHTO, NACTO, and even the NYS HDM do not recommend 15' travel lanes, which are wider than interstate highway lanes. I would like to recommend that no lane be wider than 12', and ideally most should be 11' along the corridor. Additionally, parking lanes that are not facilitating truck loading or unloading on a daily basis could be reduced to 7' from 8'.</p> <p>In the attachment, I have highlighted two alternatives that could supplement the existing recommendations. The NYS HDM allows for curbside bike lanes to be 4'9" in width and bike lanes away from a curb to be 4' in width. As such, I recommend pursuing a buffered bike lane with 4' 9" bike lanes and 1' 9" striped buffers. I have rendered this on page 2 of the document. This would provide a safer, more delineated bike lane than the recommended 6' lane, and it would help discourage illegal (or accidental) parking.</p> <p>On pages 1 and 3 of the attachment, I provide a different alternative: a cycle track of 4'+5', with a 3' buffer. This buffer could be supplemented with removable flexi-posts to further improve safety (as shown in the NYS Empire State Trail Design Guide). I recommend locating the bicycle track on the southwest side of New Scotland, which has fewer intersections and driveways than the northeast side. Creating a cycle track would fulfill the vision desired by this community: to have a safe dedicated space for bicycling. While buffered bike lanes would help achieve this vision, this opportunity to build a cycle track is a unique and special one. A cycle track would help indicate that Albany is interested in becoming a leader in progressive multi-modal transportation, and is a community that is safe for children and families. A cycle track also facilitates easier plowing in the winter months (wider than a standard plow blade of 7' 6"). Additionally, a cycle track could enable more people to consider alternatives to motor vehicle trips, which would help ease congestion and reduce traffic in our neighborhoods.</p> <p>Please note, while I have opted to render the bicycle lanes and cycle tracks with green paint in the attachment, this green paint is not essential, and is</p>	<p>These options will be documented in the Appendix of the Report. The final dimensions of a striping plan for New Scotland Avenue will be confirmed during design, and with further study.</p>
----------	---	---

Comment #	Comment	Response
	<p>only most highly recommended at intersections and driveways. However, bicycle traffic has a smaller impact on green paint than motor vehicle traffic generally has on striping, and accordingly green bike lane paint generally requires less maintenance. Green hash mark striping at intersections can also be placed to minimize wear-and-tear by placing markings out of the wheel paths of motor vehicles, thus reducing maintenance and increasing markings' lifespan.</p> <p>One final recommendation: I love the idea of the bump-outs (curb extensions) at the intersection with Lenox and Buckingham, and I'd like to recommend adding a bump-out (curb extension) at the intersection of Euclid and New Scotland. T-ing up this intersection could help improve vehicles' line-of-sight, reduce vehicle turning speeds, reduce the blind-spot for southwest-traveling Euclid traffic, and improve pedestrian safety.</p> <p>I hope these recommendations and comments are helpful. Thank you all for your hard work on this study, and please reach out if you have any questions.</p>	
<b>Z. Roxanne Lawrence</b>		
1	My husband and I are for all of the new apartment buildings on New Scotland. The old buildings should be torn down and our area should look more like the new buildings near Albany Medical Center.	Comment noted.
<b>AA. Aaron Corman</b>		
1	Hospital literally turns its back on neighborhood. I live one block from St. Peter's and must walk four to get there. Better timing at Krumkill-too long to wait turning onto New Scotland. More room for bicycles/road diet. Wider sidewalks, especially with all new commercial development (New Scotland Village) Traffic calming on side streets/used as cut through (Winnie St). Need a flashing crosswalk for all the foot traffic from hospital to Subway/Donuts. Even with the flashing lights from hospital to here, somebody still practically ran me over.	Comments noted.
2	Comprehensive look at S. Main – S. Manning traffic lights, cross streets. Need to look at new development proposal numbers, especially at Onderdonk.	The New Scotland Village Apartments are considered in the traffic forecasts for this study. Further review of the New Scotland Village Apartments will occur through the Planning Board and site plan review process.
3	Limit number of driveways exiting Maria College. Currently 3-4 driveways oppose each other and cause conflict	Development at Maria College will undergo a site plan review through the Planning Board.
4	Reduce/properly stripe New Scotland Ave. From Buckingham to S. Manning. Bike lane-East Lane-Turn Lane-West Lane-Bike Lane for calming purposes would be ideal.	Comment noted.
5	Calming, realignment, and no parking at bend/intersection with Euclid Avenue. Width of Euclid crosswalk is long.	Comment noted.

Comment #	Comment	Response
6	New Scotland, Lenox, Buckingham intersection is LONG in the New Scotland direction and the light/pedestrian signal is not properly timed. The pedestrian signal turns to walk when cars are still flying through the intersection. (Rework intersection)	The study recommends curb extensions at this intersection, which will include a signal timing evaluation.
7	Cars parked at Euclid on New Scotland cause sudden lane changes and accidents.	Comment noted.
8	Parking on New Scotland between Krumkill and Buckingham also causes lane changes and accidents.	Comment noted.
9	Divert some traffic to Whitehall? Come into St. Peters on Whitehall – S. Manning – to parking.	This happens already.
10	I like the stop sign at Freibel and think it has been somewhat effective. Should there be better enforcement, probably? Camera?	Comment noted.
11	One way crossing from Bender to Buckingham are odd. Maybe only a short term solution.	Comment noted.
12	Congestion from Halsey to Krumkill in AM.	Comment noted.
13	Commitment to complete streets, reduce city speed limit to 25 mph (unless otherwise noted). Traffic calming on side streets – painted flowers on street at intersection, speed humps, painted illusionary speed humps (like in Iceland). More traffic enforcement (I have been asking for this on Winnie St.) Bigger bump outs at Manning/New Scotland for safer pedestrian connectivity. Maybe permit parking right near hospital (within 3 blocks). Roundabouts – we have blind (her name is Ronnie) and old people around here. NO, not in the city.	The City is committed to complete streets. A reduction in speed limit below 30 mph is not recommended for the City of Albany as part of this study. Enforcement of existing speed limits is supported. Pavement markings must comply with the Manual on Uniform Traffic Control Devices (MUTCD).
<b>BB. Jan McEneny</b>		
1	Traffic calming on New Scotland – 3 lanes with bike lanes. No street parking. No roundabout at Manning/New Scotland. Too confusing, not enough room. Backups at CVS. Yes roundabout at Buckingham/Euclid/New Scotland but cars exiting colonial, Holmesdale, Milner will never get out.	Comment noted.
2	Replace one way sign on Friebel to 1 way the other way. Keep one way on Tampa as it is. No raised islands on Friebel or Tampa.	Comment noted.
3	Increased need for police to monitor speeding and stop signs and driveways. Suggest that St. Peter’s develop shuttle parking at the old Picotte Building out New Scotland – incentives to staff to use shuttle.	Comment noted. See response to comment A3.
<b>CC. Judy Doesschate</b>		
1	Prefer turning lane and bike lanes. No parking on New Scotland. Yes-make onramp to Rte 85 clear its 2 lanes. Cement islands are dangerous. You need on ramp to 85 near cemetery. You could prevent cross traffic by allowing people to go over Buckingham. Fewer people would go down Buckingham to get to on ramp if you moved on ramp to near cemetery.	Comments noted.

Comment #	Comment	Response
<b>DD. Gail Pawlowski</b>		
1	I am absolutely against any roundabouts being added to my neighborhood! They cause more accidents, are difficult for pedestrians and cyclists to navigate. And it will ruin the look and feel of the neighborhood. And 3 in a row will only make it more difficult for residents to get in and out of the driveways.	See response to comment D2.  Increased accident rates do not typically occur with single lane roundabouts. While two lane roundabouts do have a history of increased accident numbers after construction, a recent IIHS study (2019) found that crashes at two-lane roundabouts fall over time as drivers gain familiarity with them. Roundabouts also result in less severe accidents by nearly eliminating the high angle, high speed (T-Bone) collisions that can occur at traditional intersections.
<b>EE. Elana Stein</b>		
1	Please do not add roundabouts!! You will change the neighborhood character of the city and make the city feel like a highway. A roundabout on Krumkill would be right in my backyard and would not help at all with the traffic coming off Krumkill onto New Scotland Ave. Albany is a city of neighborhoods, please keep that feeling to our city!	Comment noted.
<b>FF. Barbara Aronson</b>		
1	Friebel Drive 2 way again. No roundabout. Krumkill one way and Buckingham one way	Comments noted.
<b>GG. Maureen Boll</b>		
1	If you don't open Friebel to 2 way at least open Tampa in opposite direction with no left. This will help with the land lock situation for the two streets. Make a circle.	Comment noted.
2	Put a stop sign on Millner to cause breaks on Buckingham so people living on that street can actually get out.	A stop sign was previously installed on Millner and resulted in vehicles queues extending on Buckingham Drive to New Scotland Avenue.
3	Hospital parking with shuttle to keep traffic out of area = the old Blue Cross Building works.	See response to comment A3.
4	Roundabout move traffic faster – why would we want that.	Roundabouts increase vehicle capacity while reducing vehicle speeds. While vehicles traveling through a signalized intersection may travel at speeds of 30 mph or higher, design of roundabouts forces vehicles to slow down to 10-15 mph.
5	Did you make sure all residents got survey my mailing to all effected homes?	See response to comment F1.
6	Make Krumkill one way and Buckingham one-way opposite direction with all side streets 2-way.	Comment noted.
<b>HH. Steve Dominick</b>		

Comment #	Comment	Response
1	It is very difficult to exit Holmesdale because the traffic from New Scotland is non-stop. So in a roundabout the traffic would not pause at a red light to give us an opportunity to exit or enter from another direction.	There can be some gaps created on the downstream side of roundabouts depending on the flows at the roundabout.
<b>II. Terry Waltz</b>		
1	Why-specifically based on what monitoring and data- is the option to restore two-way travel on Friebel not included in this presentation? Much time was spent rejecting other options with data-but this option was simple ignored. The results of Meeting #1 should mean something.	Comments received at the first public meeting indicated a desire to examine traffic circulation in the Buckingham Neighborhood. Restoring Friebel to two-way travel is an alternative under consideration.
<b>JJ. Bob Martin</b>		
1	The roundabout proposal would negatively impact the ability of enter and exit to the properties near the rotaries.	There can be some gaps created on the downstream side of roundabouts depending on the flows at the roundabout.
2	Westbound traffic (Albany Med – St. Peter’s) floor it immediately past the New Scotland/S. Manning intersection.	Comment noted. Alternatives considered would calm traffic in this area.
3	Can’t we have even side or alternate side parking on New Scotland between S. Manning and Buckingham?	Parking alternatives are considered in this area.
<b>KK. Mark Harris</b>		
1	I like roundabouts but if there was one on Buckingham and New Scotland, when the traffic backs up on Buckingham it would block the flow of the roundabout.	Should a roundabout be pursued, further analysis would be conducted during design to ensure adequate operations.
<b>LL. Melanie Greenspan</b>		
1	Make Friebel 2-way-no restriction on turning on or off the street. No flashing lights and no neon green pedestrian signs. The neighborhood is nice and natural. Not interested in pedestrian safety changes. Never see people strolling around Buckingham. Roundabout does not allow breaks in the traffic for people to get in and out of side streets.	Comments noted.
<b>MM. Ira Lobel</b>		
1	Go back to the 2-way on Friebel and Tampa. It makes everyone a little disturbed by traffic. It spreads the traffic throughout the area. Now you have made it worse for Ormond, Friebel and Tampa. Not much you can do about traffic unless you close both hospitals and the colleges. Bike lanes and /or parking on New Scotland may slow traffic down, but not much. It is a long term problem that will not go away. Simply go back the way it was and use cops to slow traffic. Add couple speed bumps where necessary.	Comment noted.
<b>NN. Craig R. Waltz Jr.</b>		

Comment #	Comment	Response
1	The option to simply re-open traffic on Friebel Ave. to two-way traffic with the four-way stop at Buckingham should absolutely be an option for voting. It is the most cost efficient, achieves traffic calming and improves traffic control It eliminates the high-risk congestion which negatively impacts the ability of emergency vehicles to flow through that area. The options you did present are both inefficient, costly, and would not achieve any positive impact on the congestion problems caused by making Friebel one-way.	Comment noted. This option is being considered.
<b>OO. Matt Barendse</b>		
1	Roundabouts – YES! For peds and drivers. Definitely at Lenox, maybe at S. Manning, won't fit at Krumkill.	The preliminary concept shown indicates that a roundabout at the New Scotland Avenue/Krumkill Road intersection will fit with property impacts, but not building impacts.
2	Remove the bullnose on the end of Buckingham and allow true 2-way traffic. If speed is a concern consider speed tables.	This condition has been in place for decades. The concern is the removing the bullnose and making Buckingham Drive a true 2-way between Route 85 and New Scotland Avenue would negatively impact the neighborhood.
3	Stripe New Scotland as 3 lane abut use a grass median where side streets end.	Comment noted.
4	If no roundabout at S. Manning, make CVS parking entry/exit on Manning only. (Allow u-turns on Manning).	Comment noted.
<b>PP. Rosemary Johnson</b>		
1	A crosswalk is needed on New Scotland – halfway between Lenox/Buckingham and Manning. 25 mph speed limit unless otherwise noted. Pay more attention to pedestrians.	See response to comments O1 and AA13.
<b>QQ. Bernadette McSparron</b>		
1	I agree that we need a 4-way stop at the intersection of Friebel & Buckingham. This was not the intersection that backed up Buckingham- it was the short-lived 4 way stop more in the center of Buckingham. (Cannot remember which intersection.)	Comment noted.
2	I am skeptical of roundabouts at S. Manning & New Scotland. We all walk in our neighborhood – the safety of this intersection is of utmost importance.	See response to Comment D2.
3	Employees should shuttle employees into City. Employees should be encourage to use public transportation, walking, biking, and at very least carpooling.	See response to Comment A3.
<b>RR. Greg</b>		

Comment #	Comment	Response
1	The root of the issue is that too many people are driving cars. The city employers and developer need to work together to better manage demand and parking. A few ideas: Bonuses for employees carpooling, charging for parking by the day (see downtown Seattle employers), encouraging CDTA universal access arrangements for employers and developers.	See response to Comment A3.
<b>SS. Dianne Hornas</b>		
1	I don't feel this rotary 2 way is a good idea, causing a lot of problems. Traffic has to be solved and studied a lot more even putting in these new apartments is even going to put traffic in more jeopardy and hazardous for neighbors crossing. The 180 plus 90 units is way too much for New Scotland Ave to handle. Need to size it down, this is too horrific for a great neighborhood to endure. The shuttle buses for both hospitals would help at least a little. We need to reduce speed all over.	Comments noted. See response to comments A3 and AA1.
<b>TT. B. Brown</b>		
1	I do not feel the roundabouts are a solution for the city. Roundabouts do not support pedestrian or bikers. They work best for the most aggressive drivers. How will roundabouts support ambulances that need to come through those area safely and quickly? I think Friebel should go back to being a four way stop. To get to the park at Buckingham Pond I am forced to Buckingham Drive to get there. I used to go across Friebel. Off-site parking for hospitals with a shuttle bus.	See response to Comment D2.  Under the vehicle and traffic law, motorists must yield to emergency vehicles at a roundabout, just as they would at a traffic signal.  See response to Comment A3.
<b>UU. Holly Montgomery</b>		
1	More traffic speed enforcement on many streets, actual police presence, not just speed blink lights, improve striping, improve turning lanes at critical points like the CVS left turn going into town, hospital staggered times of shift changes or offsite parking with hospital shuttles in.	Comments noted.
<b>VV. Jeanne Rocke</b>		
1	Putting Friebel back to two way with 4-way stop sign. Also putting Tampa Ave. back to two-way traffic with a 3-way stop sign. The way it is now people do not come to a full stop at Friebel and stop on the gas so we cannot get out of Tampa to make the left turn toward New Scotland Ave. or alternate the one ways on Friebel and Tampa. St. Peter's, Albany Med, Pharmacy College and Maria College run shuttles from the Blue Cross Blue Shield parking lots.	Comment noted.  See response to comment A3.
<b>WW. Gregory Coons</b>		

Comment #	Comment	Response
1	<p>Roundabouts are far safer to me. I run and bike the neighborhood regularly, crossing at S. Manning and New Scotland is extremely dangerous due to traffic potentially coming in several directions. Prior to the roundabouts on Fuller Rd, I never used to ride my bike out to Colonie using Fuller due to the intersections of Fuller/Washington. Now with roundabout, I only have worry about one lane in one direction, at a time. It is a simple action every time. Please install roundabouts, the traffic moves much more efficiently and does not back up. Thank you.</p>	Comment noted.
2	<p>I am in support of the traffic circles. I find they are more efficient , and far safer than the current intersections. Whether I am walking , running, riding or driving, I am much more confident in traffic coming from one direction.</p> <p>I would also recommend a fourth circle at Whitehall. Residents on Crescent can utilize it, instead of making a dangerous left turn out of their street. I would also like to see the circle at S Manning be moved over towards the empty field. This would create space for parking for the residents along New Scotland.</p> <p>I would also like to see quality landscaping at the circles, along with LED pedestrian crossing signs. These items will make the circles usable, and blend into the neighborhood.</p> <p>I am also in support of dedicated cycling lanes, not sharrows. This will support alternative commuting solutions.</p>	Comment noted. Should the City pursue roundabouts in the future, further analysis, design and public involvement will be included.
<b>XX. Felton McLoughlin</b>		
1	<p>I vote for 2 lanes on New Scotland and ideally with bike lanes if the bike lanes do not prevent alternate side of the street parking. If they do, make the bike lanes to allow the homeowners on New Scotland to have parking on street in front of their houses.</p>	Comment noted.
<b>YY. Karina Ricker</b>		
1	<p>I think rotaries will take away our neighborhood. Don't like the options for lanes changes on N.S. Just need to fix the lack of lane lines from Manning to Buckingham. Shocked that pedestrian safety was not top of the list at this meeting (did not attend 1<sup>st</sup> meeting). We cannot curtail traffic on Buckingham or Krumkill. We need to slow it down. (Rotaries will do the opposite). Learned at my last driver safety class that pedestrians have the legal right of way at each intersection. We need bright cross walks at each intersection. Speed bumps (or fake ones- didn't know they existed!) 25 mph traffic enforcement, thank you.</p>	<p>Comment noted.</p> <p>See response to comments J2 and AA13.</p>
<b>ZZ. Steven Cooper</b>		

Comment #	Comment	Response
1	I like the idea for three lanes for New Scotland. I believe it should be extended all the way to Buckingham. I love what you did on Madison. One additional thought-Cars going into Albany sometimes try to turn left into the CVS parking lot. This brings the intersection to a standstill. This should be prevented.	Comment noted.
<b>AAA. Barbara Brenner</b>		
1	Agree that Friebel returning to a 2 way street, with all-way stop at Buckingham Drive, must be considered as part of the overall solution.	Comment noted.
2	Reduce the speed limit on Buckingham and Krumkill.	See response to Comment AA13.
3	Traffic must be calmed with pedestrian considerations in mind.	Comment noted.
<b>BBB. Tim O' Sullivan</b>		
1	Roundabout do not belong in our residential area. Roundabouts keep constant flow of traffic. Such a flow will be a Danger to pedestrians and will make it impossible for cars to get out of the side streets onto Buckingham. Pedestrians cannot cross at roundabouts. Buckingham is "down flow" from the proposed roundabout. This will only hurt us more. We are taxpayers and should not be used as entrance ramp for commuters. NO ROUNDABOUTS!	See response to Comment D2.
<b>CCC. Louis-Jack Pozner</b>		
1	Why not have St. Peter's and AMCH stagger hours to reduce traffic flow?	See response to Comment A3.
<b>DDD. Suzanne Waltz</b>		
1	4-way stops at Friebel and Buckingham. This was no problem when this was a 4-way stop. This was "a favor" to certain political people (well-connected). Put this back! It's worse on Buckingham. PS Spend a lot of time on Western because of the WCA. Trust me "traffic calming "does not work.	Comment noted.
<b>EEE. Anonymous</b>		
1	Cannot cross street from traffic coming off Hackett around curve by Adams Apts. Need a stop sign on corner of Hackett and Whitehall on Hackett. Terrible from 3:45 pm to 6 pm. Get killed trying to cross traffic.	Comment noted.
<b>FFF. Lori Lasch</b>		
1	Yes make Friebel 2 way again. The City of Albany needs to decide if they want to identify as a walkable city or a city that caters to commutes and traffic. Our neighborhood votes walkable! Speed bumps on Buckingham will slow traffic.	The City is committed to Complete Streets, which includes balancing the needs of all users including commuters and walkable neighborhoods.
<b>GGG. Janet Dwyer Stitzman</b>		

Comment #	Comment	Response
1	<p>Roundabouts are inappropriate for this mostly residential stretch of New Scotland. Their very nature and presence will depress home values and discourage pedestrians. The estimate of \$20 million expenses would be better spent establishing park and ride lots outside of the city proper with buses or shuttles providing transportation. Either could be controlled by uber-lyft apps.</p> <p>I believe the intersections of Buckingham and 85 would be improved with a dedicated right turn ramp/lane.</p> <p>Restriping of New Scotland Avenue must include a left turn lane and should accommodate some parking and bicycle traffic Parking could be by permit for residents and repair vehicles (home repair). Also side streets should have alternate or limited time parking.</p> <p>Tampa and Friebel should be two-way with turn restriction signs at either end.</p> <p>The intersection of Lenox and Buckingham and New Scotland would be safer if curbing is extended into the turns as indicated to change the driving space and lane angles.</p>	<p>Comments noted. See response to Comments A3, D2,and AA13.</p>
<b>HHH. Sam Shipherd</b>		
1	<p>Thanks for soliciting feedback from users. As a pedestrian, cyclist, and motorist, I would like consideration for a dedicated bike lane. I do not want traffic circles as these are appropriate where you have pedestrians and cyclists. Great care and consideration should be given to the fact that there are many children in the neighborhood who could walk or bike to school but don't because of the cars. If traffic were calmed and there were bike lanes, more people would use their cars less. Thank you. -Sam</p>	<p>Comment noted.</p>
<b>III. Barbara Nazarewicz</b>		
1	<p>Thank you so much for working on this area of the City. My husband bikes to AMC daily and I bike in the area occasionally, so we are particularly excited to see possible changes in the transportation modes accommodation along New Scotland.</p> <p>Our comments:</p> <ol style="list-style-type: none"> <li>1. We would greatly appreciate dedicated bicycle lanes (not shared lanes) and traffic calming.</li> <li>2. We are not in favor of 2-lane or hybrid traffic circles.</li> <li>3. We like the "bump out" idea for the intersection of Lenox/Buckingham/New Scotland to reduce the speed of cars as they leave New Scotland and access Buckingham on route to Rt 85.</li> </ol>	<p>Comments noted.</p>
<b>JJJ. Ellen Jabbur</b>		

Comment #	Comment	Response
1	I DO NOT SEE THE NEED FOR THE KRUMKILL ROUND-ABOUT .BUCKINGHAM COULD WORK .ALSO THERE IS NO STREET SIGN AT THE NEW SCOTLAND -BUCKINGHAM INTERSECTION	Currently the New Scotland Avenue/Krumkill Road intersection operates near or at capacity with motorists experiencing long delays during the peak hours. A roundabout at this intersection would increase capacity, reduce delays and address some of the concerns expressed during this study.
<b>KKK. William Myers</b>		
1	<p>Comment. The roundabouts I am most familiar with are those along Route 85 in Slingerlands and the one at the intersection of Krumkill and Schoolhouse roads. I am also familiar with roundabouts in other states. Universally, those with which I am familiar are in exclusively commercial areas or in open space areas.</p> <p>The proposed roundabout at New Scotland Avenue and Krumkill Road appears to be an unwelcome departure from those I cite. As a resident/owner of one of the four units in the Buckingham Mews segment known as Krumkill Court East, I question the wisdom of placing a roundabout in the middle of residential properties on both New Scotland and Krumkill Court East. Exiting our properties with the existing traffic light system can be challenging, but is do able. I am not at all sure that the proposed roundabout would permit reasonable egress without a light to stop traffic entering and leaving Krumkill.</p>	Comment noted.
<b>LLL. Laurie Gottheim</b>		
1	<p>The first thing that needs to happen in the Buckingham neighborhood is returning Friebel and Tampa to two-way streets. This will alleviate the problem of there being only one way into and one way out of the neighborhood. I have found that most of the city's concerns involve making things easier for commuters, completely ignoring the people who actually live in the neighborhood and are trying to leave their homes or return to them. Reassigning these street as two way will give residents options.</p>	<p>The City is committed to Complete Streets, which includes balancing the needs of all users. The Study's project objectives are:</p> <ul style="list-style-type: none"> <li>• Determine best overall roadway system for all users to, from and through the area, while minimizing the negative effects of traffic in neighborhoods.</li> <li>• Involve the public and stakeholders in the study so that all project stakeholders understand the trade-offs and support development of the plan.</li> </ul>
<b>MMM. Ann McCullen Hess</b>		

Comment #	Comment	Response
1	<p>The Hospital Area Traffic Study did not take Ambulances, Polices Cars and Fire Trucks into consideration. I find it hard to believe safety was not there first priority.</p> <p>The safest way to get to the hospital from Rt85 would be to go straight down Buckingham Drive. The one way sign needs to be taken down. It makes as much sense as having a one way sign at Krumkill &amp; New Scotland. ( That would never go up)</p> <p>The speed needs to change to 25 the cars coming off Rt. 85 are still going 40 if we are lucky.</p> <p>On Washington Ave by the campus the city speed limit went from 40 to 30 and when you go 30 there the cars are passing you, it is the same on Bender/ Krumkill they want to go over the 30 and 15 speed limits. The curve by the cemetery does get them to slow down a little but not much. The traffic going down Buckingham would also help the Streets of Crescent Drive, Home Ave. and Berncliff. The traffic on New Scotland would be spaced out more so they could get out of there streets. They would only have the traffic from the 2 gas stations to contend with.</p> <p>It is difficult to cross Bender to Buckingham because of right on red the traffic does not slow down for pedestrians. Also on Krumkill &amp; New Scotland is hard for pedestrians to cross there as well due to right on red. If a traffic light is put on Buckingham and Friebel that would slow the cars down. The cars on the side streets could then get out.</p> <p>The stretch of New Scotland by Albany Med has 3 or 4 lights in that short strip. So one could go on Buckingham.</p> <p>If speed bumps are hard for the snow plows I think the roundabouts would be worse for them to plow. I can not see roundabouts in on a city street.</p> <p>New Scotland should go on a road diet just like Madison Ave did.</p> <p>The people who work at the hospitals St. Peter's, Albany Med. and the VA should be bused to work or take public transportation.</p> <p>NYS Employees who work at the Empire State Plaza are told to take the city bus or use a shuttle. I see the shuttle bus for Albany med going around the various buildings they have on Hackett BLVD.</p> <p>To get parking at ESP you have to be on a list for years. The old Blue Cross/Blue Shield building could be used for this since it is right off Rt. 85 it should not disrupt pedestrians living in the development by there.</p> <p>The 3 hospitals could split the expense and use the building for back office departments such as payroll billing etc.</p> <p>The City of Cohoes has some of the same problems with traffic by 787 going thru the city they have just now started making it a blvd to help the pedestrians and have the traffic slowed down.</p>	<p>Mobility for all users is being considered including ambulances, polices cars and fire trucks.</p> <p>See response to Comments A3, AA13, OO2, TT1.</p> <p>The concern is that making Buckingham and Krumkill one-way pairs between Route 85 and New Scotland Avenue would negatively impact the neighborhood.</p>

Comment #	Comment	Response
	<p>It shows people back in the 60's when these roads were put in did not think that this much traffic would happen but it has...</p> <p>The other thought I had is to have Buckingham one way from Rt 85 and Krumkill Rd one way from New Scotland to Rt 85, that way the 2 sides streets would not get the traffic trying to take a left since it would not be allowed. the 2 streets could have bike lanes and also enough room if an emergency vehicle did need to go on ether road there would be room for vehicles to pull over to let them by. It would also be easier for the pedestrians.</p> <p>I am sorry I was not able to get this to the traffic study group it said they are not taking any more comments. I did not hear the deadline to get back to them.</p>	
2	<p>Thank you again for doing this ! I think we have some good ideas from our neighbors.</p> <p>The bottom line for is to see the one way on Buckingham come down permanently .</p>	<p>Comment noted.</p> <p>See response to Comments OO2</p>
<b>NNN. Christine Zoltan</b>		
1	<p>I live on Marion Ave. This street is obviously used as a route to the hospital during rush hours. My number one concern is the outrageous speeding that occurs on Marion Ave. during the rush hour time periods. I am an early riser and observe each morning cars travelling close to 50 mph down Marion Ave to cut over to New Scotland. There are children in this neighborhood and school buses transporting children through here. I will be reporting this to law enforcement as well, but I thought it might be relevant to your traffic study. Thank you.</p>	<p>Comment noted.</p>
<b>OOO. Anonymous</b>		
1	<p>I live on Brookline Ave near Cortland. The city speed limit of 30 mph is too high for residential streets with parking on both sides and driveways every 20-30 feet. Please look at Boulder Colorado as an example of safer and better practices in residential areas such as speed limits of 20 mph, use of stop signs, not traffic lights, at intersections and creation of dead ends to deter commuters from cutting through neighborhoods.</p>	<p>See response to Comment AA13.</p>
<b>PPP. Linda Hunt</b>		

Comment #	Comment	Response
1	<p>I request that any consideration of roundabouts give high priority to the needs of numerous blind persons who utilize services and businesses in the hospital corridor. Various technical considerations impact the successful and safe use of roundabouts by blind persons and other pedestrians, including youth and elderly persons. Please reach out to persons who are blind, through appropriate and reasonable accommodations for our input. Most importantly, please do not begin construction on any roundabouts until there is a clear understanding of the problems they pose to blind persons and a specific plan presented with input considered from the blind and visually impaired community that complies with the ADA and other applicable laws, and which does not diminish our rights and opportunities to safe, effective and independent travel.</p>	<p>See response to Comment J2. Users of all abilities including sight impaired, will be considered in any design.</p>
<p>QQQ. Dan Sleasman</p>		

Comment #	Comment	Response
1	<p>Pedestrian safety and traffic calming are NOT the same thing please incorporate pedestrian safety engineering design and improvements along Buckingham Drive and New Scotland Ave. There have been vehicles on sidewalks and front lawns and near misses with pedestrians in this area many times. This is a busy pedestrian area residents are walking to and from bus stops, churches and parks every day all day long in this area. Buckingham Drive is classified as an arterial roadway because of its usage even though it is a narrow residential street not designed for this usage. The stop sign at Buckingham / Friebel / Ormond needs to stay. Additional crosswalks at each intersection on Buckingham with ample permanent easy to see signage need to be installed with maybe the most visible signs right at the first intersection on Buckingham at Holmes Dale. The crosswalk currently at Milner is dangerous as crossing from the pond side is directly behind a large old tree it should be moved to the far side of the intersection closer to 85 to avoid this. Simply put there are too many cars going too fast it is a recipe for a vehicle/pedestrian collision.</p> <p>As we noted during the last 3 meetings Buckingham Drive is not designed to be an arterial roadway and with the connection to the Route 85 interchange at the end of Buckingham this is the MAIN cause to the multitude of safety and quality of life problems here. I did not see or hear about anything at the last meeting that truly attempts to address this and you will be hearing about that at the next public meeting.</p> <p>Can you please as part of this study provide the residents here with a what if "Buckingham Drive is made local traffic only". Can Krumkill handle all the in and out at the 85 interchange? If not what can be done to expand Krumkill including the City purchasing residential property and vacant property on either side to widen and handle all the in and out? This might be a pie in the sky idea but certainly much less than a new interchange someplace else that you correctly state is impractical for a variety of reasons. Buckingham being the connection to 85 is a huge problem. The critical problem. It created the cut through issues and the need for the one ways. It creates the backups and the traffic and pedestrian safety issues. It has also ruined the neighborhood by creating a highway on ramp directly through it. This problem will only continue to worsen in the future with additional growth planned for the area.</p>	<p>Pedestrian safety recommendations are being incorporated into the study including treatments at existing crossings that are consistent with the NYSDOT Pedestrian Safety Action Plan. This includes pedestrian enhancements along Buckingham Drive.</p> <p>Restricting Buckingham Drive to local traffic only was one of four major alternatives presented at the second public meeting. The concept would impact property along Krumkill, and negatively affect access for residents along Bender, and is not considered practical at this time. The study is focusing on what can be done along existing facilities to improve safety and mobility for pedestrians, cyclists, and motorists.</p>
<b>RRR. George Jenkins</b>		

Comment #	Comment	Response
1	Albany New Scotland Ave. proposal draws complaints reads the headline; if Ryan Janko Puts in 188 extra apartments there, he will totally destroy your expensive traffic study and room for growth. The entire neighborhood is in an uproar.	See response to Comment AA1.
<b>SSS. Rosemary Sheridan</b>		
1	<p>I am a resident on a street off Buckingham Drive and am responding to the proposals presented at the March 25 meeting, which I attended. I support the New Scotland Ave proposal for 3 lanes (1 a turning lane) with alternate-side of the street parking. I'm not totally clear about the proposal for putting "bumpers" at the New Scotland/Buckingham intersection but, as described at the meeting, it sounds like a possible way of slowing traffic there - as long as it does not inhibit right turns from Buckingham onto New Scotland Ave.</p> <p>However, I think it's a mistake to focus primarily on New Scotland Ave and only secondarily on Buckingham Drive. Quite a bit of the New Scotland Ave problem is because Buckingham Drive is the access to Route 85 - therefore, while New Scotland Ave gets a lot of traffic speeding along it, Buckingham Drive and its side streets bear the brunt of that traffic (both speeding and backed up) on its way to Route 85.</p> <p>I suggest more attention be placed on ways to alleviate the problems along Buckingham Drive. All but 2 of the streets off Buckingham are dead-ends; Buckingham Drive is our only access to the "rest of the world"! I think the proposal to make Tampa and Friebel each one-way in opposite directions is a positive one. However, that is a limited way of addressing the problems along Buckingham Drive.</p> <p>There are other ways to address those problems that would not cost vast investments of money or personnel. One would be "Do Not Block Side Road" signs at every side street along Buckingham - then have police enforcement every day for a couple of weeks after the signs' postings. A couple of speed bumps along Buckingham - with police enforcement for a couple of weeks - might also help. Either or both of these could be done almost immediately without waiting for completion of studies or outside grant money. Either or both of these suggestions would help those of us who cannot get out of our streets or find it difficult to walk and cross safely in our own neighborhood.</p> <p>I also support putting in a crosswalk in front of Maria College.</p>	Comments noted. The study is focused on New Scotland Ave and access to/from NY Route 85, which is where most of the traffic concerns have been expressed.
<b>TTT. Phil Hansen</b>		

Comment #	Comment	Response
1	<p>What's happening with Washington Avenue-Patroon Creek Corridor Study? I went to a meeting last spring and submitted comments twice via weebly. There was a meeting on November 8 that I couldn't attend, but nothing appears to have been posted following the meeting, and I've heard nothing since. Googling is to no avail. No public information appears to be readily accessible.</p>	<p>The Washington Avenue-Patroon Creek Corridor Study is complete. Information can be found at <a href="https://washingtonpatrooncorridor.weebly.com/">https://washingtonpatrooncorridor.weebly.com/</a> and <a href="http://www.cdtcmpo.org">www.cdtcmpo.org</a></p>
<b>UUU. Albany Bicycle Coalition</b>		
1	See Attachment B	Comments noted
<b>VVV. Andrew Neidhardt</b>		
1	<p>Attached please find testimony from Walkable Albany (Attachment C) that we hope will be useful in your study of the St. Peter's Hospital Area.</p>	<p>The complete streets approach of this study is consistent with many of the views of the Walkable Albany Testimony. The striping alternatives evaluated for New Scotland Avenue will slow traffic and make the area more pedestrian and bicycle friendly. The circulation options in the Buckingham area are intended to reduce the negative affects of traffic in neighborhoods.</p>
<b>WWW. Matthew Shore</b>		
1	See Attachment D	<p>Comments noted and suggestions are being considered. The final recommendations in this Traffic Planning study may be different, but the intent is to address traffic mobility concerns and neighborhood quality of life concerns, to the extent possible.</p>
<b>XXX. Pam Lavin</b>		

Comment #	Comment	Response
1	<p>Ann Hess and I were concerned that Bender St. and Krumkill Rd., two of the most heavily trafficked streets in the study area, were under represented at Public Information Meetings #1 and #2. To address this, we reached out to our neighbors and asked them to complete a short questionnaire that focuses on the main proposals that came out of the meetings and are most relevant to our area. I did not mention the Interchange options that were discussed in Meeting #2 in the questionnaire because I believe that they were rejected in Meeting #2 because of cost and space limitations. Copies of the cover letter and questionnaire/Summary of Responses that we sent to our neighbors are attached for your information.</p> <p>We contacted a total of 16 households which includes all of the occupied properties on both streets and excludes a vacant lot on Bender St. and a vacant house on Krumkill Rd. As of 4/20/2019, we received 5 responses from the 16 households. These responses are tabulated on the attached Summary of Responses. A summary of the hand-written comments that we received with them is also included on the attached Summary of Responses. All 5 of the respondents authorized us to share their responses and contact information with you. Therefore, I am copying them on this email and attaching copies of their responses for your reference in case you have questions.</p> <p>Thanks again for the opportunity to comment, and thanks to my neighbors for the time and thought that they put into completing their questionnaires.</p> <p>See Attachment E</p>	<p>Comments noted. The survey results are consistent with input by others regarding concerns about traffic speeds, volume and delays, and the need to protect neighborhoods from the negative effects of traffic.</p>
<b>YYY. Mary Beilby</b>		

Comment #	Comment	Response
1	<p>I attended traffic study meeting 2 and generally agree with the group decisions from the breakout activity. I particularly favor a shuttle bus or “park and ride” for commuters to the hospitals as well as a city-wide 25 mph speed limit. Do the hospitals charge employees a parking fee high enough to prompt them to seek other transportation?</p> <p>However, I find that the responses to questions regarding traffic flow on Friebel (where I live) and Tampa Av. are ambiguous and most participants are not familiar with the area. These questions should be directed to people living in the area alone.</p> <p>We experienced heavy traffic flows on Friebel and were told by a person conducting a traffic count that there were several thousand vehicles traveling on Friebel each work day. When Friebel was two-way, the majority of the north-bound traffic was headed for Rte. 85. We are now inconvenienced by the necessity of using Krumkill to access New Scotland Av and Buckingham to return home.</p> <p>We strenuously oppose returning Friebel Rd. to a two-way unless it includes some measure to prevent commuters from using Friebel as a short-cut to Rte 85. Signs have been pointed out as ineffective. Neither a “right turn only” sign nor an island forcing a right turn would benefit local residents who want to drive up Ormond. An island would narrow the street especially in winter. Enforcement is needed as I regularly experience violations such as the car that tore past my car and another stopped at Ormond and Freeway and ran the stop sign.</p> <p>Friebel is narrow with no curbs or storm sewers; there is a partial sidewalk on one side; and the road is not constructed for heavy traffic. Friebel’s pavement is breaking up and portions are under water after storms or snow-melts. It is badly in need of re-construction.</p> <p>I have not studied the Tampa Av. Situation but consider it very similar to Friebel its suitability to serve as a major traffic carrier.</p> <p>I notice that some neighborhoods have signs that say THIS IS OUR NEIGHBORHOOD, NOT YOUR SHORTCUT. These may or may not be effective.</p> <p>Thank you for your consideration.</p>	<p>Comments noted. See response to Comment AA13 regarding a speed limit reduction. Traffic Demand Management strategies (such as transit incentives) will be discussed in the study.</p>
<b>ZZZ. Phil Rowlands</b>		

Comment #	Comment	Response
1	I agree making Buckingham completely 2 way is the best answer, and you know we'll receive negative feedback from all those that live on that street. In regards to my solution, just last week the 4 acre parcel by the Jewish Community Center on Whitehall was listed for sale. It runs straight from I 87 to Whitehall. Great spot to flow traffic to/from the Hospitals. Just sayin.	Comments noted.
<b>AAAA. Margie Sheehan</b>		
1	When is the next Buckingham/New Scotland Avenue Area Traffic Study public meeting planned for?	The next public meeting is scheduled for October 7, 2019. See response to Comment I1.

N:\Projects\2018\118-084 Albany Hospital Area Traffic Study\documents\118084\_Comment Response\_20190723.docx

**Meeting Summary**  
**Public Information Meeting #3**  
**New Scotland/Whitehall/Buckingham Hospital Area Traffic Study**  
**October 7, 2019**



The third public information meeting for the New Scotland/Whitehall/Buckingham Hospital Area Traffic Study was held from 5:30 p.m. to 7:00 p.m. on Monday, October 7, 2019, at the St. Peter's Hospital Mercy Auditorium (310 S. Manning Boulevard). The meeting was advertised and well attended with over 70 residents, stakeholders, and study representatives present. The meeting began with an open house where attendees could view posters depicting the draft recommendations. Following the open house, Mayor Sheehan welcomed the attendees and provided a brief introduction, at which point Mark Sargent from Creighton Manning provided a presentation of the draft recommendations developed for this planning study. Chad Heid, Manager of Service Planning for CDTA, provided a brief overview of proposed transit service changes in the study area. See Attachment A for the PowerPoint presentation.

The purpose of the meeting was to review the draft recommendations for the study area with the public, and to receive feedback on the draft report.



**Photograph #1 – Open House**

Meeting attendees had several opportunities to provide input, ask questions, and offer comments. This included (1) the open house, (2) the question/comment session; (3) written comment forms and a comment drop-box, and (4) access to the project website and project email. Attendees were informed that materials from the meeting would be made available online at <https://albanyhospitalareastudy.weebly.com/> and encouraged to provide comments via the project email [albanyhospitalareatrafficstudy@cmellp.com](mailto:albanyhospitalareatrafficstudy@cmellp.com). The comment period will remain open for 30 days and all comments should be submitted by Friday November 8, 2019.



**Photograph #2 – Presentation**

**1. Open Forum Question/Comment Session**

The following was discussed during the open forum question/comment session:

*Question: Will the four-way stop sign at the Friebel Road/Tampa Avenue intersection remain under the proposed plan?*

**Response: Yes, the plan does not propose to remove the stop sign.**

*Question: Can parking on New Scotland Avenue east of Manning Boulevard be restricted to improve the flow of through traffic?*

**Response: It may be possible to restrict parking near the intersection to improve operations. The proposed three-lane section will also improve conditions as vehicles can use the center turn lane to maneuver around vehicles entering and exiting parking spaces.**

*Question: Does St. Peters plan to participate in the CDTA Universal Access Program.*

**Response: The study recommends that St. Peters consider participating in the program. St. Peters has indicated that it will be evaluated.**

*Question: The study should account for ambulance travel to and from the hospital and the safety impacts associated with their routes. The existing one-way portion of Buckingham Drive should be removed.*

**Response: Comment noted.**

*Question: What does it mean to “consider future capacity improvements”?*

**Response: The study recommends that future traffic conditions be evaluated as development occurs and that location specific treatments be identified on an as needed basis.**

*Question: Friebel Road and Tampa Avenue are narrow roadways which may cause issues with two-way traffic. Can they operate as a one-way pair providing travel in opposite directions?*

**Response:** This alternative was discussed internally and determined not to be practical. Traffic volumes on Friebel Road and Tampa Avenue are low enough to accommodate two-way traffic. In narrow sections, vehicles will alternate, which will provide further traffic calming.

*Question: Was the New Scotland Village development considered in the traffic analysis?*

**Response:** Yes. This study coordinated with the traffic engineers for the New Scotland Village development and included trips associated with the development in the traffic forecasts.

*Question: S. Manning Boulevard between Western Avenue and New Scotland Avenue has a lot of traffic making it difficult for pedestrians to cross the street. Crosswalks should be considered near Lyndon and Plymouth.*

**Response:** Comment noted. The study recommends general pedestrian enhancements and location specific treatment will be further evaluated.

*Question: How will bicycles and pedestrians be accommodated at the NY Route 85/Buckingham Drive/Krumkill Road intersection with the proposed channelization?*

**Response:** Pedestrians will be accommodated with the existing crosswalk and pedestrian signals. Bicycles traveling across the bridge from Buckingham Drive will share the through lane with vehicles or may be able to utilize a hatched area near the channelization island. Further details will be explored during the design process with NYSDOT.

*Question: Is there a shoulder on Krumkill Road approaching New Scotland Avenue, and if not, can it be added as part of the proposal to extend the right turn bay?*

**Response:** There is currently a shoulder on one side of the roadway. The recommendation to extend the right turn bay will require further design, including ROW impacts.

*Question: Do flashing beacons at crosswalks work?*

**Response:** Yes. Research has shown that along with education and enforcement, RRFBs are an effective pedestrian safety improvement. The Governor's Pedestrian Safety Action Plan (PSAP) includes recommendations for RRFBs as well.

*Question: Was traffic considered from the proposed apartment building on Krumkill Road?*

**Response:** Traffic forecasts were prepared for a 10-year planning horizon using a one-percent per year growth rate. While traffic associated with this specific development was not considered, the one-percent per year growth rate conservatively estimates traffic growth. The proposed development will likely need to complete a traffic impact study to determine the specific impacts.

*Question: Bicycle access was not considered enough.*

**Response:** Comment noted.

*Question: As traffic backs up in the morning at the Krumkill Road/New Scotland Avenue intersection, will vehicles use Tampa Avenue and Friebel Road to cut through to Buckingham if two-way traffic is restored?*

**Response:** Adjustments to the traffic signal timing at the New Scotland Avenue/Krumkill Road intersection as well as other proposed improvements should make it less convenient to cut through the neighborhood.

## **2. Written comments**

As of this writing (October 8, 2019), 9 written comments have been received. A review of the comments show general acceptance of the proposed recommendations with a desire for more pedestrian and bicycle improvements. The comment period will remain open until November 8 as indicated on the comment form, at which point a comment response document will be issued.

The public meeting concluded with an invitation for meeting attendees to provide input on the draft final report through the study website, email address, and public comment form.

N:\Projects\2018\118-084 Albany Hospital Area Traffic Study\documents\public involvement\2019107 PM3\118084\_Draft-PM 3 Summary\_20191008.docx

## Summary of Comments following the Public Meeting held on October 7, 2019

Albany Hospital Area Traffic Study

Draft Final Report and Public Meeting #3

The Draft Report and study recommendations for the Hospital Area Traffic Study were presented at a public meeting on October 7, 2019. The draft report was also available on the City's website. During the 30-day comment period following the public meeting, 35 comments were received, including two letters to the Mayor's office. This document includes the comments received and serves as an Addendum to the Public Meeting summary. General responses to comments are provided below:

- Request for improved bike accommodation
  - Approximately  $\frac{3}{4}$  of the commenters want a higher level of bicycle accommodation rather than the shared lanes recommended in the Draft Final Report, and some commenters believe the needs of bicyclists were disregarded. In actuality, the study considered all users and complete streets. Several commenters noted that the City's Bicycle Master Plan designated New Scotland Avenue as a "Major Bikeway" and believed that parking is being added where bike lanes should be provided. In fact, the parking is allowed in those areas today, and the study recommendation to provide alternate side on-street parking reduces parking in the corridor. Limited on-street parking is needed for residents and businesses such as the day care near Buckingham.

Several commenters believed that the lane widths shown on the concept plans were too wide and noted that wide lanes encourage higher speeds and would be less comfortable for bicycles. One commenter believed a one-direction bike lane could fit with the alternate side parking, rather than the wide lanes. One commenter asked for a two-way separated bike lane, which is not being considered.

Lane widths and bike accommodations will be evaluated during design.

- Speeds
  - Commenter believes the lane widths proposed for three-lane alternative will increase speeds. Striping the corridor as a three-lane section will slow traffic as compared to existing conditions. The lane widths shown on the concept plans will be evaluated during design.
- Enforcement of turn restrictions:
  - Some commenters expressed concern that restoring Tampa Avenue and Friebel Road to two-way traffic and restricting left turns at Buckingham through signage will not be effective, as motorists will not obey the turn restriction. This alternative was supported by a majority at the second public meeting and will minimize through traffic on these neighborhood streets.



List of Comments - Public Meeting #3

<b>Project:</b> Albany Hospital Area Traffic Study	
<b>Meeting Date:</b> October 7, 2019	<b>Reviewer:</b> Various

Comment #	Comment
<b>A. Emily Lyons</b>	
1	I live on Euclid a few houses down from New Scotland, and I am not clear of the purpose for the curb extenders at Euclid/New Scotland. Is the concern that cars are going to fast around the corner? I have personally not witnessed this and think this change could be a waste of resources. Seems efforts/money could be put to better use elsewhere.
<b>B. Steve Weinstock</b>	
1	FYI, earlier today I thought of a middle ground between the current bright yellow-green crossing markers (which tend to get get moved by the wind and/or motorists on a regular basis) and the flashing pedestrian-activated-by-buttons lights: Static/passive, in-ground, bright yellow-green (reflective) "Yield to Pedestrians" signs* placed before the cross-walks. I will read the full study to see if those were considered and might make that as a formal suggestion. That's probably better than signs that say, "You really don't want blood on your car, or your conscience--yield to pedestrians" though perhaps someone might find that concept useful as part of the "Education" component (PSA). Any idea who those kinds of ideas could be sent to?
<b>C. Dan Sleasman</b>	
1	I think the two biggest concerns we have are the one ways returning to two-ways and how the no left on Buckingham will be setup and enforced to limit cut through driving? The second is pedestrian crossing and safety signing on the Holmesdale, Colonial, Milner, Davis intersections with Buckingham.

<b>D. Shannon Reed-LaVigne</b>	
1	<p>I am a little confused about the no left turn signage . Originally when the city was trying to problem solve the safety issues on Friebel and Tampa we were told that the no left turn was not an option due the fact the police would not able to enforce it . When the neighbors called for a emergency BLNA meeting with the city we were told again no to the no left turn , local traffic only signs or local traffic only during certain hours signs . Again the city stated the police force would not have the ability to provide enforcement for those kinds of changes . That was even before the current shortage that the police force faces now .</p> <p>I am just curious how the city can now make these changes and be able to enforce them. This intersection is already dangerous with the amount of people that run the stop at that intersection of Buckingham, Ormond and Friebel.</p> <p>Prior to the one way being put into place there was multiple car accidents a month at this intersection. How is the city going to ensure the safety of the residents, pedestrians and commuters .</p>
<b>E. Sue Swartz</b>	
1	<p>I attended the meeting on 10/7 and after thinking about the proposed changes, and speaking with neighbors, I have 2 comments.</p> <p>1) I think it a big mistake to change the lane configuration on New Scotland to have a permanent pArkjng lane along with a permanent turning lane. I have driven that stretch at all hours in all seasons and the number of cars ever parked between Whitehall and Manning is generally none. Also, there are few cars needing to wait to turn off New Scotland and therefore this turning lane will not be utilized. Allocating this much space for 2 lanes rarely used will cause great frustration for cars in narrowed lanes. I did not see any evidence that the acceptability if this configuration to drivers, in and through the neighborhood, was tested.</p> <p>2) Having Freibel revert to a 2-way street will have a negative affect on the biggest problem: the backup on Buckingham. It was 2-way for all but the past few years, so we have had years of experience with this intersection. It will add to the wait by a lot as the drivers assess who is going next at what would become a 4-way stop. I don't know which "problem" this reversion to 2-way is supposed to address, but I am certain that a 4-way stop there is a terrible idea.</p>
<b>F. Aaron Corman</b>	
1	<p>So...no bike lanes between Whitehall and Manning supposedly because they wouldn't link to other bike lanes. Are you guys serious? There are sharrows the whole way down New Scotland and there is certainly room for bike lanes, but you folks won't build them.</p> <p>As a cyclist, I am forced to use an entire lane of traffic if you won't provide us with a safe space alongside the flow of cars.</p> <p>You really missed an easy opportunity to do the right thing here.</p>
<b>G. Hugh Johnson</b>	
1	<p>My name is Hugh Johnson and I am a member of the Albany Coalition.</p> <p>In addition I am an avid cyclist generally logging 4000 or 5000 miles per year.</p> <p>I ride on New Scotland Avenue on many of my rides. It is a very important route for me to get to Delmar, parts of downtown and even to Madison Avenue.</p> <p>I was shocked when I heard the city was not going to consider putting in bike lanes on during its redevelopment. I really believe that would be a huge mistake. It is great that biking lanes were added in Madison. Why not add lanes to New Scotland even Whitehall?</p> <p>With the bike program in place there is no better time to improve New Scotland and Whitehall roads. We all know climate change is real and we are heading for a train wreck. Now is the time to continue to make Albany a "greener" place to live on bike.</p> <p>PLEASE add the bike lanes to New Scotland now!</p>

<b>H. Ed Brennan</b>	
1	<p>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 the 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 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 few people park.</p> <p>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, consisting of tens of millions of cycling activities a year, is increasingly being used by municipalities for planning purposes. Looking at the Strava Global Heatmap the Manning to Whitehall section of New Scotland Avenue 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.</p> <p>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 so few bike accommodations to begin with. 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 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.</p> <p>To view the Strava heatmap (chrome or firefox recommended): <a href="https://www.strava.com/heatmap">https://www.strava.com/heatmap</a></p>
<b>I. David Pisaneschi</b>	
1	As a bike rider and member of the Albany Bicycle Coalition , I am concerned about access to safe biking. Any final determination must accommodate the concerns and needs of those of us who ride bikes
<b>J. Rachelle McKnight</b>	
1	Please provide bike lanes. I recently purchased a house in the Delaware Ave neighborhood and would love to be able to get around the core of downtown but it is very unsafe at the moment. Let's break out of the box and make Albany progressive.
2	Please do not forget about bike lanes! We desperately need good bike infrastructure to make Albany a livable, sustainable city. Traffic and sprawl are rampant in the capital region. Let’s do better down town.

<b>K. JP Shipherd</b>	
1	Very disappointed that bike lanes aren't included for New Scotland Ave. This is one of only two routes into the city from Delmar and points south.
<b>L. Lorenz M. Worden</b>	
1	<p>Herewith, my comments on the New Scotland Ave. Traffic Study:</p> <ol style="list-style-type: none"> <li>1. Overall, the proposed plan offers some constructive “tweaks” to the road design.</li> <li>2. It is a serious error to permit on-street parking in lieu of bicycle lanes for these reasons: <ol style="list-style-type: none"> <li>a. Citizens/residents put forth on-street parking as a priority. Most area buildings have off-street parking.</li> <li>b. With the exception of two or three people, no one parks on New Scotland Ave.</li> <li>c. Painting parking areas will not have the traffic calming benefit afforded by bicycle lanes with people on bicycles in them; that is, designated parking areas with no cars parked in them will merely encourage continuance of the current “race track” atmosphere. “Traffic Calming” was highly desired by citizens/residents.</li> <li>d. The City of Albany in its Albany Bicycle Master Plan – 2009 designates New Scotland Ave. as a “Major Bikeway” (see Map #4 and elsewhere). It is reasonable that this designation will continue in the revised Albany Bicycle/Pedestrian Master Plan currently under development.</li> <li>e. The alternate side parking will make the street structurally unsafe for people on bicycles who will have to weave in to the curb area (to be legal) and then back out into the motor vehicle travel lane as they ride from one parking/no-parking area to the next.</li> <li>f. Bicycle data (Strava) suggest that New Scotland Ave. is and will continue to be an important route for people on bicycles.</li> <li>g. There is simply no other reasonable exit/entry from/to the City of Albany bicyclists.</li> </ol> </li> <li>3. For a truly safe intersection, the New Scotland Ave.-Manning Blvd. intersection should be raised to curb height with green and white pavement markings. The pedestrian crossing lights should have all-way-stop on demand design.</li> <li>4. The Lenox-Buckingham-New Scotland Ave. and the Krumkill-New Scotland Ave. intersections both need a more aggressive speed reduction designs.</li> </ol>
<b>M. Lynne Jackson</b>	
1	<p>The new bike lanes on Madison Avenue are great. Even though there are fewer lanes for cars, when I drive on Madison Avenue, I feel like it takes much less time than it used to.</p> <p>Please, please, do the same for New Scotland! I do not fee safe bicycling on New Scotland. Dedicated bike lanes on New Scotland would be better for the cars, the bicyclists and even pedestrian.</p>
<b>N. Daniel Kirk-Davidoff</b>	
1	It wasn't clear from a quick perusal of the documents if bicycle lanes on New Scotland Avenue are currently in the plan or not. I would like to strongly encourage their inclusion!
<b>O. Barbara Nazarewicz</b>	
1	I’m glad the City is looking into the bike infrastructure. My husband bikes to AMC almost every day - year round. I wish I could bike to work as well, but since there are no bike lanes, I’m to scared. Hope the road improvement will incorporate at least some bike facilities. Thank you
<b>P. John Mitchell</b>	
1	I don't see any evidence of bike lanes, in this study. Am I missing something? How can you not have protected bike lanes, in this area?

<b>Q. Dylan Carey</b>	
1	<p>The real question that this study should address is - mobility for who? Is it mobility for Albany residents, who would use this central corridor for walking and biking purposes? Or is it mobility for residents of suburban towns, who aren't paying our property taxes and aren't contributing to the upkeep of our roads but expect a fast commute to jobs downtown. I strongly urge this redesign to include bicycle lanes and as many other amenities as is possible to encourage non-motorized and public transportation. It is hard to see how your current proposal is in accordance with the city's officially adopted complete streets policy.</p> <p>Facilitating travel by private motor vehicle is what caused Albany's long decline over the last 50 years, this is an opportunity to rectify those mistakes.</p>
<b>R. Matthew McGowen</b>	
1	<p>Albany has so much potential to become a better city for all of its residents, and for me that starts with better bike infrastructure. New Scotland can be 1) safer for the children in nearby schools, 2) safer and more walkable and bikeable for residents, and 3) a lower traffic connecting corridor for the many commuters who use it.</p> <p>I bike almost all of New Scotland Ave on my work commute, and the hospital area is not bike friendly. The center two way turn lane proposed in the plan would no doubt ease traffic significantly, which is most often caused by backups waiting behind turning vehicles. Of course, the best way to ease traffic is to have fewer cars on the road and more bikes!</p>
<b>S. Steve Bratspis</b>	
1	<p>Please, we need some dedicated bike lanes. There is an opportunity here to take a stand on complete streets. The CDPHP Cycle! program is growing and adding users daily, hitting significant rides this season 40k!!!! In order to for the program to truly make an impact to trans there needs to be more infrastructure in place, this is an opportunity!!! No need for parking on NS ave between Manning and Whitehall MAKE A BIKE LANE instead!!! Sharrows are ok but very few drivers respect cyclists on their "turf" most potential riders list fear and safety on city streets as the major hurdle to riding regularly. Take this opportunity to create safe lanes, increase bike ridership, and offer a true alternative to driving. We can reduce congestion.</p>
<b>T. Rebecca Clark</b>	
1	<p>I am a resident who lives near New Scotland and Quail. I do not own a car and rely on walking, bicycling, and public transit. New Scotland Ave is one of the small number of I-87 crossing points in this region of Albany, so any time I wish to reach destinations south of I-87 I either ride my bike on New Scotland or Delaware Ave. My largest concern with recommendation 4 is that it creates high-risk conditions for people riding bicycles on New Scotland: ride too close to parked cars and there's a risk of hitting vehicle doors opened by inattentive people getting out of parked cars. Ride in the center of the lane and there are risks and impacts on perceived bicycling comfort due to vehicles approaching and passing from behind. This project is a huge opportunity to make infrastructure changes to get more people out of cars and using other modes of transportation in and through this bottleneck area (noting that cars are main source of traffic congestion and previously identified issues). I urge planners to reconsider the benefits of the three lane option with bike lanes.</p>

<b>U. Elaine Amabile</b>	
1	<p>We live on the corner of Friebel and Buckingham Drive. As you are aware, the traffic is non stop and extremely annoying. The plan to make Friebel two way again is fraught with problems, the first being the accidents the corner of Buckingham, Friebel and Ormond that will recur with this decision. Cars will most certainly take a left on Buckingham even though it will be prohibited causing the uptick in accidents. Secondly, we currently cannot back out of our drive heading toward 85 because of the non stop traffic. We will now have to contend with two way traffic from the cars turning right onto Buckingham. We are seriously considering moving because of this decisionb. Thirdly, cars coming down Buckingham towards 85 do not stop at stop sign.</p> <p>They just roll through, some don't even do that. Has there been any consideration of putting a red light signal on that corner with red flashing all four ways? Maybe a camera to catch cars that do not stop. The city would recoup the cost very quickly by the number of tickets they would be able to send.</p>
<b>V. Mark Maniak</b>	
1	<p>Although I was unable to attend any of the public meetings, I understand that the proposed New Scotland plan does not reflect what a majority of stakeholders expressed. The results of the study, to say the least, are disappointing and discouraging. To argue that bike lanes are not needed because they don't connect to anything is emblematic of the region's small mindedness when it comes to re-thinking its transportation infrastructure. It emphasizes the "al" in Albany as in "all cars, all the time."</p> <p>Since 2010, there has been a yearly increase in the number of pedestrian deaths in the country. Part of this can be attributed to the environment in which pedestrians (and bicyclists) interact with motor vehicles; an environment that favors motor vehicles, and in many cases encourages speeding and other forms of reckless driving. Studies have shown that implementing bike lanes causes a calming of traffic (witness the change to Madison Ave.).</p> <p>Additionally, one of the ways way to make bike lanes a viable form of commuting in Albany, and the region, is to create a system that connects riders to work, recreation, errands, etc. The current paltry hodgepodge of bike lanes we currently have in Albany is a joke, especially when compared to other major cities of the State: Buffalo, and NYC, for example. Albany has taken a step forward with the SEBC (finally!) be constructed, but to implement this New Scotland plan as currently proposed would be two steps backward.</p> <p>I would encourage Albany to reject this plan, and Creighton Manning to go back to the drawing board and come with a viable plan that incorporates bike lanes and one that truly looks to the future, not the back to the car-centric 1950s-1970s. Thank you.</p>
<b>W. Glenn Sandberg</b>	
1	<p>New Scotland Ave is a prime location for bike lanes. Claiming they wouldn't "connect" with any other lanes makes no sense - by that logic, America would have no bike lanes anywhere. Also: no one ever parks on New Scotland west of Manning Blvd, based on 15 years of observation. It's ridiculous to allocate an entire parking lane that would never be used, and would actually be used as a travel lane by motorists in a hurry.</p>
<b>X. Anne Hess</b>	
1	<p>Funny 50 years ago and we still have the same problem! We know that the city went on and put up a one way sign for the one block of Buckingham to Tampa. As you can see I was not making this up! This unfairness has been going on for far to long. The one way sign at Buckingham NEEDS TO COME DOWN! Put up signs that if you are going to the hospitals to go straight and and take a left at New Scotland . If you want to go to Whitehall or out New Scotland take a right on Bender/Krumkill Rd. This would help divide the traffic and help the Ambulances get to the hospital faster and safer. For a Hospital I would think that would be there number one goal! The traffic going out of the city to 85 is the same way. Traffic coming from the Hospitals go down Buckingham to 85. The traffic coming from the Whitehall or out New Scotland go down Krumkill over Bender to 85. Let the traffic come and go the same way.</p>

**Y. Sandy Misiewicz**

1

Thank you for all the work the City and the consultant team put in on this report. I know it's challenging to develop a plan that meets the needs of all users of the transportation system but I do feel that the preferred concept for New Scotland Avenue, particularly the section between Manning and Whitehall Road, falls short of what it could be. This section would be well suited for a three lane cross section with bike lanes. It is a designated major bike route already, on-street parking is already limited, the lane striping would allow for an improved flow of traffic (less weaving and less speeding) and the bike lanes would offer comfort and some protection for bicyclists.

In the area from Manning toward Main Street, it may be appropriate to incorporate shared use lane markings due to the narrow cross section of the street. While this does create a situation where the same street has two different bike treatments, as pointed out by the consultant at the public meeting, I think that is okay in this situation. Constrained areas are the right use for the shared lane markings, not wide expanses where you end up with appears to be a 15 foot travel lane in the preferred alternative. I hope that as this concept moves into design that additional consideration will be given to the three lane with bike lanes option between Whitehall and Manning.

**Z. Jordan Solano-Reed**

1

Thank you for all of your hard work on the New Scotland – Hospital Area Study. It is clear that a lot of time and effort was put into the study. As a resident, the results of the study are disappointing. The results are inconsistent with various roadway design best-practices, the city's own existing recommendations for New Scotland, and the desires of the neighborhoods along the corridor.

1. 15-foot travel lanes are never acceptable in modern roadway design. AASHTO, NACTO, TRB, and even the City of Albany's Complete Streets Policy and Design Manual do not recommend 15' lanes, which are more than double the width of a motor vehicle. Recommending a three lane configuration with an 11' travel lane, a 12' turn lane, and a 15' travel lane on New Scotland will not calm or slow traffic. TRB research shows that 12' travel lanes are correlated with an 85th-percentile speed of 45mph, and 15' travel lanes are correlated with an 85th-percentile speed of 55mph. The speed limit on New Scotland is 30mph, which should be the target for motor vehicle speeds. With this knowledge, and adhering to the City of Albany's own Complete Streets Policy and Design Manual, 11' travel and turn lanes are appropriate. Even striping the travel and turn lanes evenly would result in lane widths of 12.5'-13', encouraging speeds in excess of 35-40mph.

However, even if all three lanes were striped at 11' alongside an 8' parking lane, there would still be an excess 5' of space that would be unutilized. Striping a shoulder would also be inappropriate on a curbed roadway in an urbanized area, potentially confusing drivers about parking or travel lane availability.

Striping alone does not calm traffic or inherently improve safety.

2. Parking availability was repetitiously shown to not be a concern for residents along New Scotland, in and out of public meetings. Most residents are explicitly against additional parking, due to concerns of misuse of the parking by St Peter's Hospital staff or patrons, and Maria College students. I'm aware that residents fought for decades to remove parking along this corridor, precisely to reduce the use of the parking by students. It is concerning that parking is prioritized over the safety of other road users and modes, particularly when there is no latent demand for additional parking, no parking study to justify adding parking, and excess residential parking on every adjacent street. Parking alone does not provide traffic calming.
3. The City of Albany has a Bicycle Master Plan that is ten years old. The Plan identifies New Scotland as a "Major Bikeway," that connects to Slingerlands, Delmar, the Town of Bethlehem, and the Albany County Rail Trail. While an update to the Bicycle Master Plan is currently being developed, this does not invalidate the existing Plan. The existing Plan provides ample justification for providing legitimate bicycle facilities on New Scotland.

	<p>4. There is concern that bicycle lanes on New Scotland would not join to other facilities or have logical termini. However, this has not prevented the striping of bike lanes elsewhere in the City, with emphasis on the bike lanes on Northern Blvd and Shaker Rd. Furthermore, bike lanes between Whitehall Rd and S Manning Blvd would connect to two neighborhood bicycle routes and Buckingham Lake Park, and provide direct access to two churches, a temple, four convenience stores, two dentist offices, St Peter’s Hospital, Maria College, three additional schools, six restaurants, a pharmacy, a bank, a post office, and many other retail establishments. This alone is justification for a dedicated bicycle facility, but even more justification comes from the 11,500 residents and 1,800 children, who live, work, and play in the adjacent neighborhoods.</p> <p>Parking does not provide access to New Scotland for the 322 households in this neighborhood who do not have access to a vehicle. Providing parking instead of bike lanes is an equity issue, but also an income issue, environmental issue, and a safety issue.</p> <p>5. FHWA does not recommend sharrows on multi-lane roadways, on roads with an AADT over 3,500 vehicles, or on roads with target speeds over 25mph. This is reinforced in the City of Albany’s Complete Streets Policy and Design Manual. New Scotland does not match these design guidelines, with traffic volumes over 11,000 AADT and 85th-percentile speeds of 33mph. Sharrows are not bicycle infrastructure, do not provide a crash reduction factor, do not improve safety, and do not provide a comfortable space for a majority of bicyclists. It is disappointing to see the City fallback on sharrows for a Major Bikeway, when there is sufficient space on the corridor for a high quality bicycle facility treatment.</p> <p>A tight fit, but potential solution could resemble Madison Avenue: three 10.5' travel lanes, one 7' parking lane, a 1.5' striped buffer zone, and an 8' cycle track (bidirectional bike lane). This would facilitate motor vehicle traffic, bicycles, and parking. Similar configurations have been used extensively in constrained corridors around the country, including Troy, NY; Syracuse, NY; Saratoga Springs, NY; Columbus, OH; NYC; Cambridge, MA; Washington, DC; Ann Arbor, MI; Indianapolis, IN; Boulder, CO; and Madison, WI. All of these locations get snow, and an 8' cycle track would facilitate plowing (wider than a standard plow blade of 7'6").Alternatively, please consider striping at least a one-way bike lane, constructing a median, or reducing the curb-to-curb width along New Scotland. It would be disappointing to see the 46’ of pavement be allocated in a way that may not improve safety for pedestrians, bicyclists, and vulnerable road users.</p> <p>With all of this in mind, I encourage the City of Albany to consider the safety of vulnerable road-users as a primary focus. Whether improvements come in the form of road-narrowing, protected bike lanes, a shared-use path, a median, or other treatments, I hope that Albany will remain forward-thinking and innovative in their quest to create a community that is safe, equitable, and enjoyable for all. The proposed intersection narrowings and bump-outs are a great first step. I hope you will reconsider the conclusions and recommendations from the study in light of the information I have provided here, and I hope the City of Albany will utilize the resources that have been developed for the City to guide transportation infrastructure planning and construction, including the Complete Streets Policy and Design Manual, and the existing Albany Bicycle Master Plan. I am including the planning images I previously sent, of what is possible on New Scotland Avenue. Please note that these do not include the constrained alternative I mention above, which would facilitate parking and bicyclists alongside three motor vehicle lanes. <i>“Do not be afraid to try something new. The cost of playing it comfortably could far exceed the cost of daring to change.”</i></p>
2	<p>15 foot lanes are correlated with comfortable vehicle speeds of 55 plus mph. 12 foot lanes are used by NYSDOT for I-90. NYSDOT, NACTO, AASHTO, ITE all support 10-12 foot lanes. Do better.</p>
	<p><b>AA. Anonymous</b></p>
1	<p>I urge the planning and construction process to take into account and implement strong and wide bicycle travel lanes for this area of Albany and all areas of Albany. Its important to reduce fossil fuel and climate changing greenhouse gases. Thank you for considering and acting on and implementing this suggestion.</p>

	<b>BB. Anonymous</b>
1	These proposals are only a modest improvement for pedestrian safety in the neighborhood. They focus too much on improving service for cars and focus too little on pedestrian, bike, and people who live in the neighborhood.
	<b>CC. Dan Bernstein</b>
1	Short term: implement a shuttle service from St. Peter's Hospital out New Scotland Ave to the defunct Blue Cross Blue Shield building on the corner of Maher Rd and New Scotland Ave in Slingerlands. At that site it would be possible to provide parking to St. Peter's employees. Long Term: An entrance to Rt 90 near the Stewarts located near to Rt 90. There is room to build entrance and exit ramps at this location.
	<b>DD. Barbara Brenner and Carolyn Anderson</b>
1	We support all improvements presented at the meeting. Thank you for all your efforts.
	<b>EE. Melanie Greenspan</b>
1	Friebel and Tampa – 2 ways No other signs on Buckingham – too many already No speed bumps No more crosswalks on every corner (ex. Rafts way) No flashing lights at crossings on Buckingham No fluorescent signs – they are hideous
	<b>FF. Mark A Harris</b>
1	Keeping Tampa and Friebel 2 ways! No speed bumps or extra signs on Buckingham No flashing lights on Buckingham
	<b>GG. Richard Magidson</b>
1	It looks like you have developed some good solutions restoring 2 way traffic on Friebel and Tampa while prohibiting left turns onto Buckingham, channeling right turns from Buckingham onto 85, calming New Scotland Ave
	<b>HH. Aaron Cepler</b>
1	Pedestrian Safety on Manning; Fencing all along the street next to St Peters to channel pedestrian traffic to crosswalks No left turns into CVS
	<b>II. Robert G and Karen Gail Dollar</b>
1	My wife and I have attended all of the traffic study meetings. We have resided at 679 New Scotland Avenue (directly across from Maria College) since 1982 and are well aware of the traffic issues in the area from South Manning Blvd to Krumkill Rd. We strongly oppose the concept of alternate parking on New Scotland Avenue in this area. Several years ago we petitioned the surrounding neighborhood to have parking restricted and altered. I do support to have parking as currently posted. If alternate parking is restricted it will be primarily used by students and hospital employees seeking free parking as it occurred in the past. Bicycle lanes and turning lanes should cut down on congestion and speeding.