

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.

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.

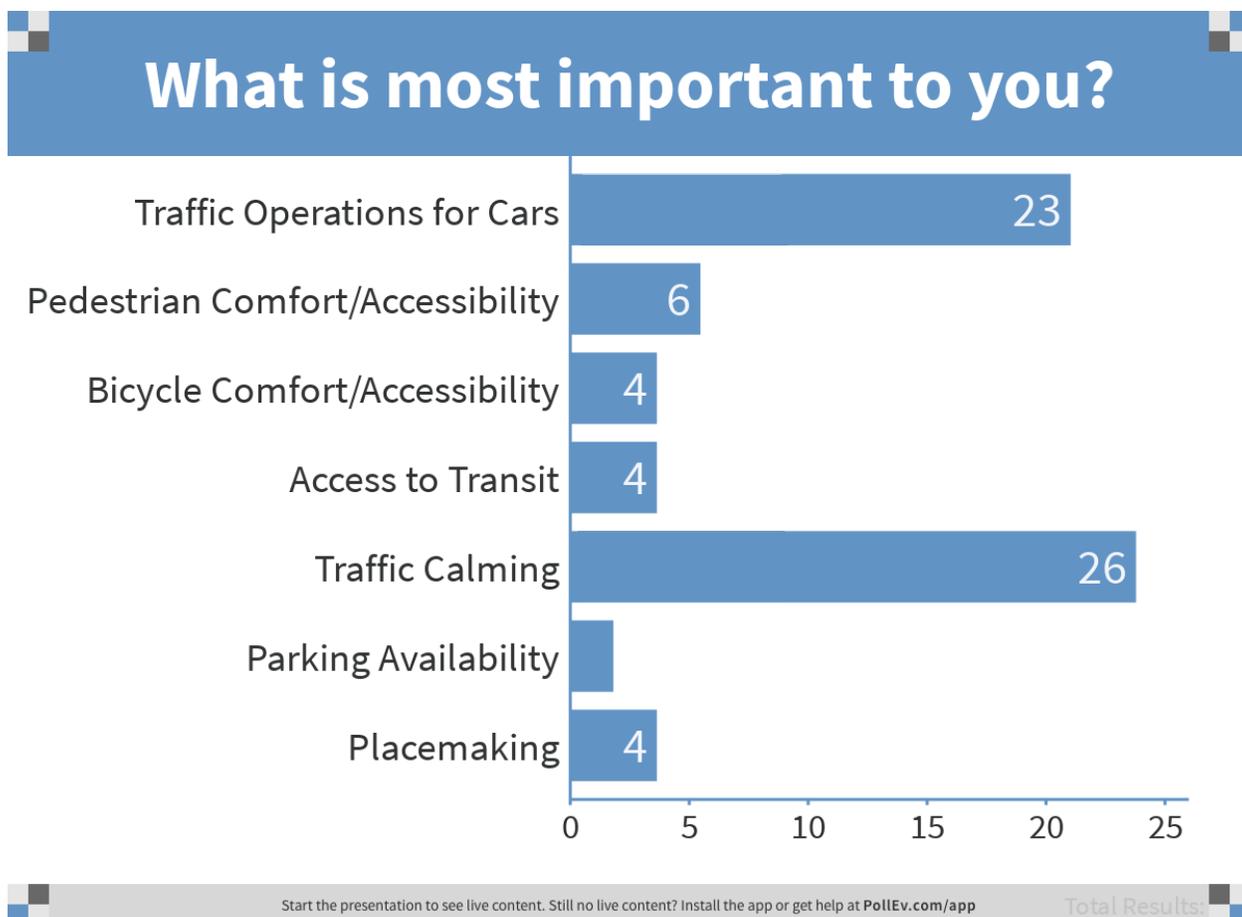


Figure #1 – “Poll Everywhere” Responses

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 A
PowerPoint Presentation

 **Public Information Meeting #1**
New Scotland / Whitehall / Buckingham
Hospital Area Traffic Study



 November 13, 2018

Agenda

- Welcome
- Brief Presentation
 - Study Area Overview
 - Draft Project Objective
- Q&A
- Group Workshop
- Group Feedback



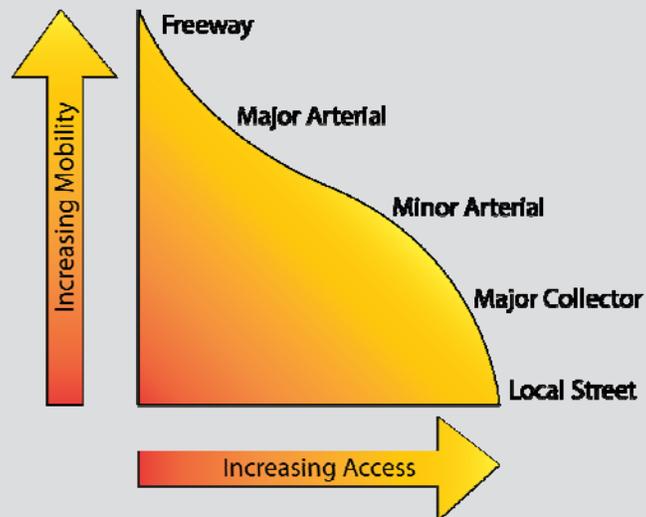


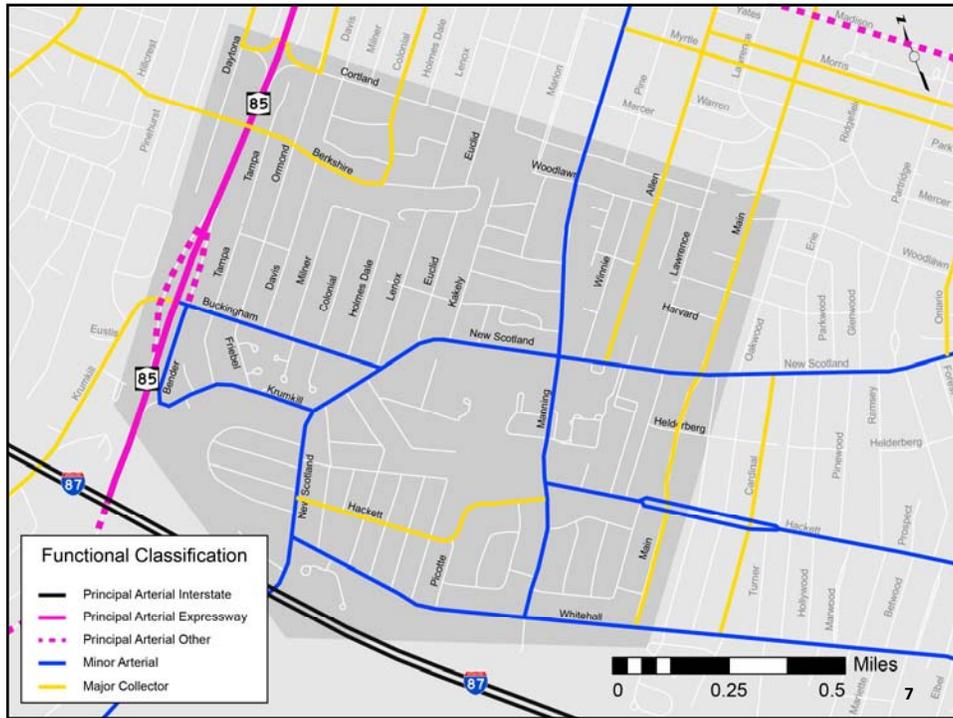
Study Area Traffic Improvements

- Signal Upgrades and Coordination
 - New Scotland, Hackett, Whitehall
- All Way Stop Control
 - Milner, then Friebel
- Circulation Changes
 - One-way
- Sign Changes
 - Children at Play
 - Speed Limit Signs
 - No Trucks



Federal Functional Class



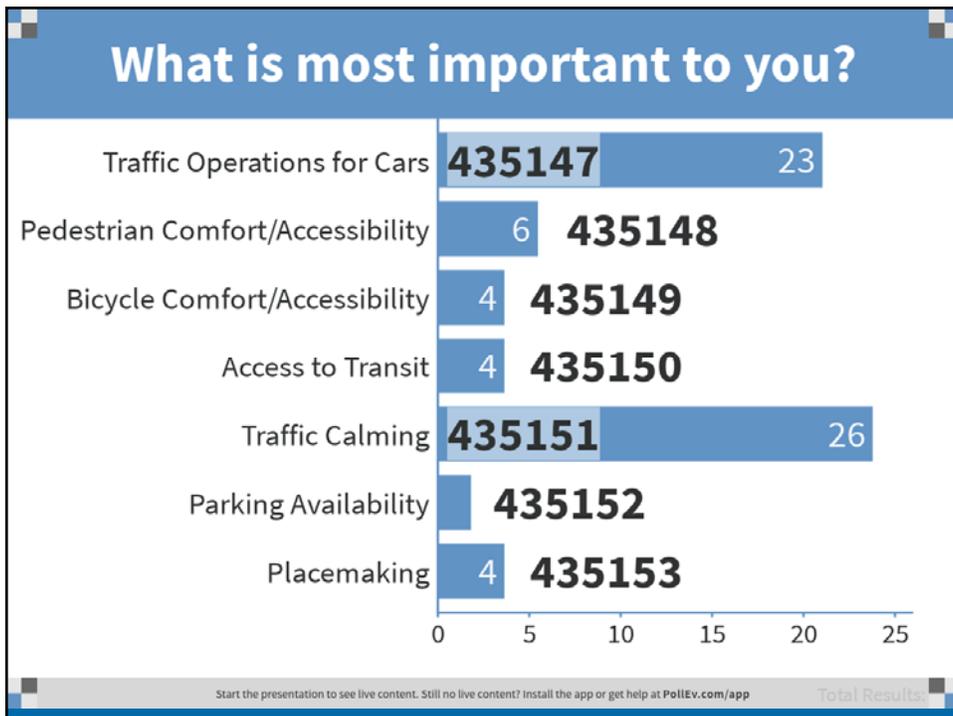


Project Objectives

- Determine best overall roadway system to, from and through the area, while minimizing the negative effects of traffic in neighborhoods.
- Involve the public and stakeholders in the study so that all project stakeholders understand the trade-offs and support development of the plan.

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 (on the next slide)
5. Press send



Break-out Instructions

- Assign a note taker
 - list problems and solutions
 - Summarize input
 - Hand in the comment form

- Group
 - Brainstorm traffic and transportation related concerns and ideas for improvements.
 - Annotate comments on maps



Problems / Solutions Discussion



Next Steps

- ✓ Initiation
- ✓ Public Meeting #1
 - Alternatives / Analysis
- Public Meeting #2
- Refinement / Report
- Public Meeting #3



Questions ?



Thank You



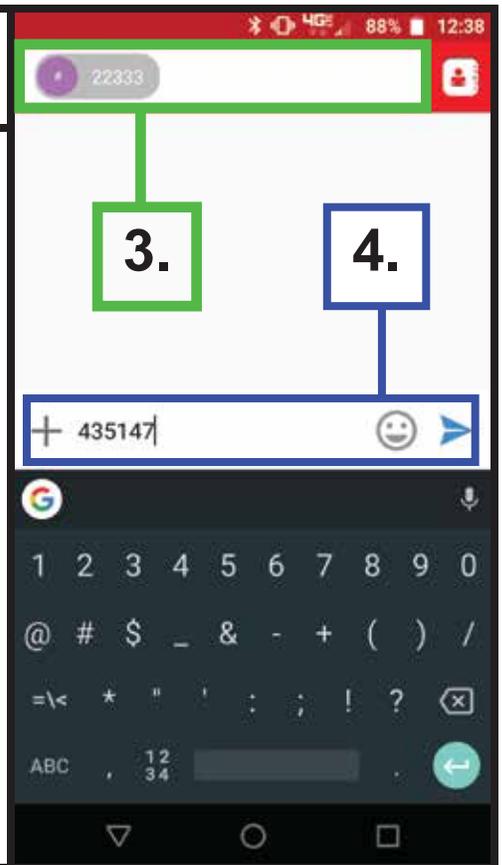
Albanyhospitalareatrafficstudy@cmellp.com



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	435147
Pedestrian Comfort/Accessibility	435148
Bicycle Comfort/Accessibility	435149
Access to Transit	435150
Traffic Calming	435151
Parking Availability	435152
Placemaking	435153



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

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

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.