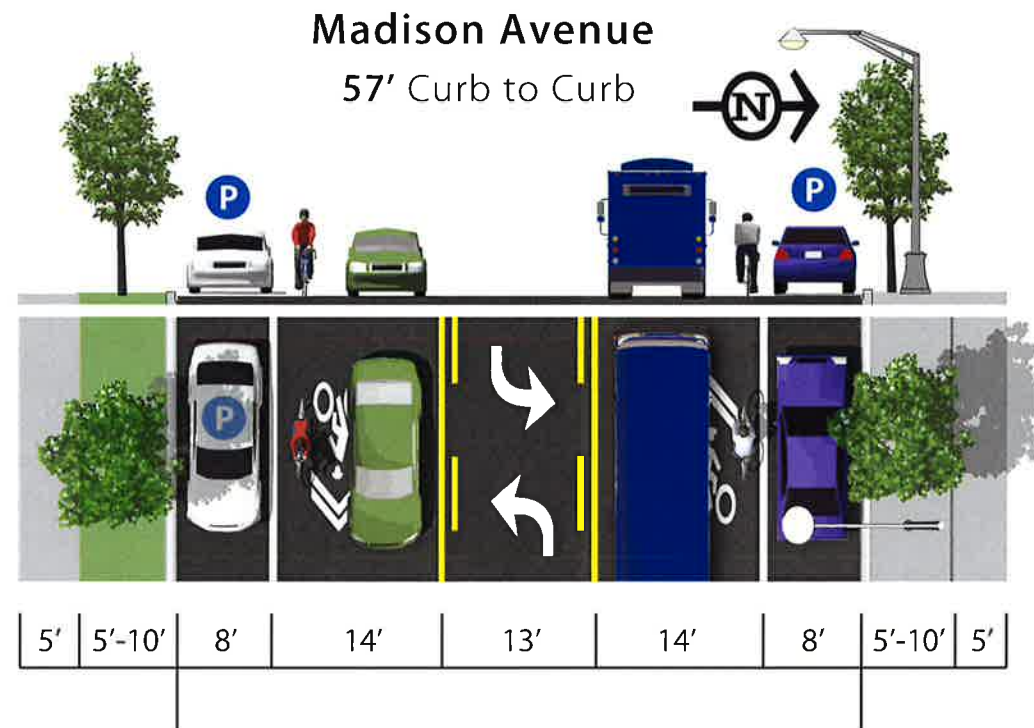


# Madison Avenue Road Diet

## Marked Shared Lanes Alternative A

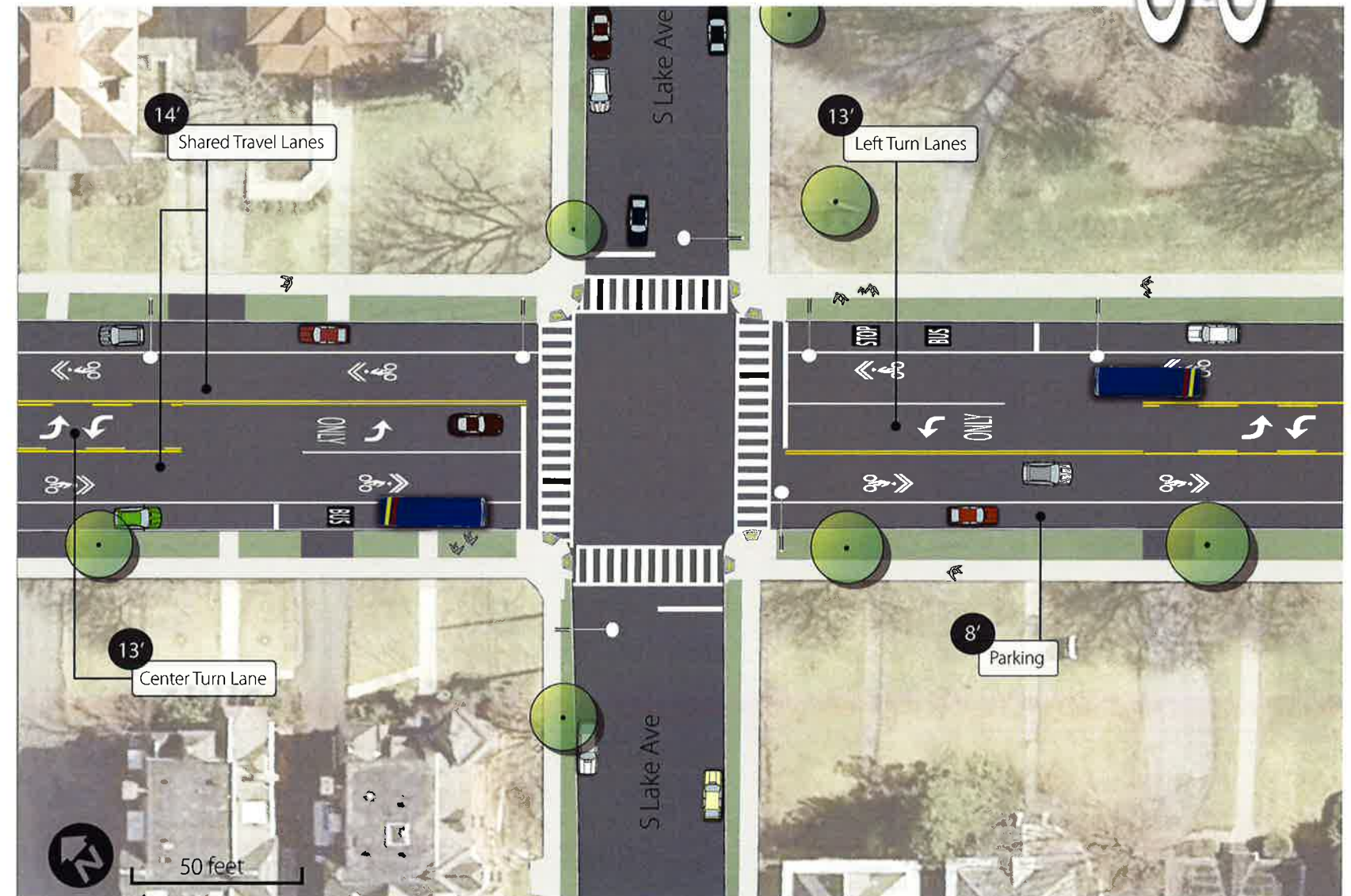


### Pros:

- Bicyclists are able to ride closer to the center of the street (ability to “take the lane”).
- In general, more room for bicyclists to maneuver.
- Helps avoid bicyclist conflicts with parked vehicles.
- May promote greater local awareness of shared vehicle/bicyclist road space.
- No special winter maintenance required.
- Lowest long-term maintenance costs.
- Lowest initial costs.

### Cons:

- No buffer or physical barrier between bicyclists and vehicle traffic.
- Higher potential for conflicts between bicyclists and vehicles.
- Lower comfort level for safety-concerned bicyclists.
- Potential conflicts with CDTA buses in travel lane.
- Exceeds AASHTO and NACTO recommended widths. Wider travel lanes may result in higher vehicle speeds and behavior that is contrary to the goals of a road diet.



Rank Preferences  
Here!

Like

Neutral

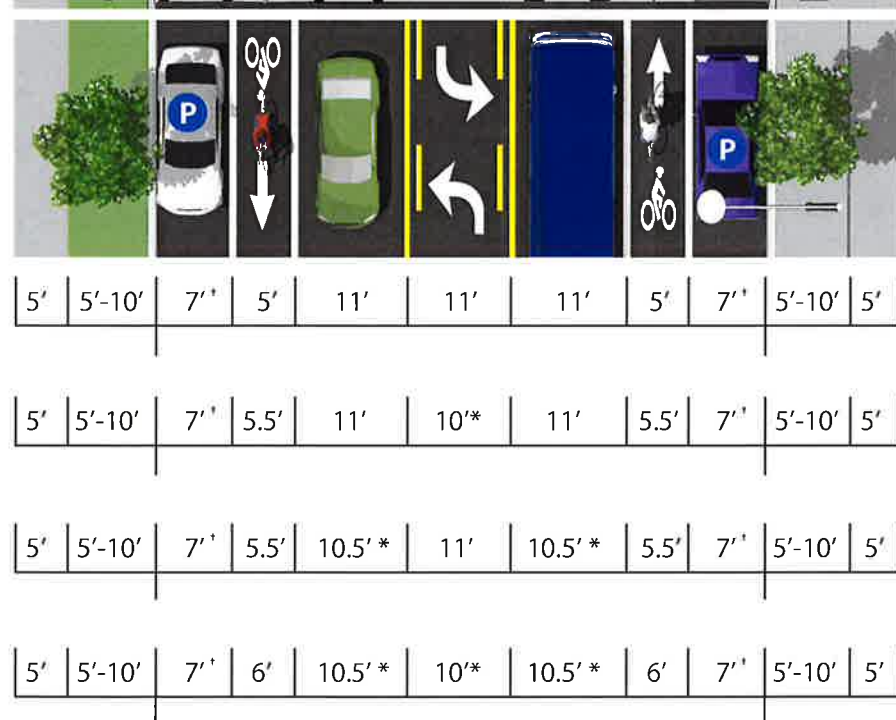
Dislike

**Madison Avenue**  
57' Curb-to-Curb

# Madison Avenue Road Diet

## Conventional Bicycle Lanes

- 1
- 2
- 3
- 4

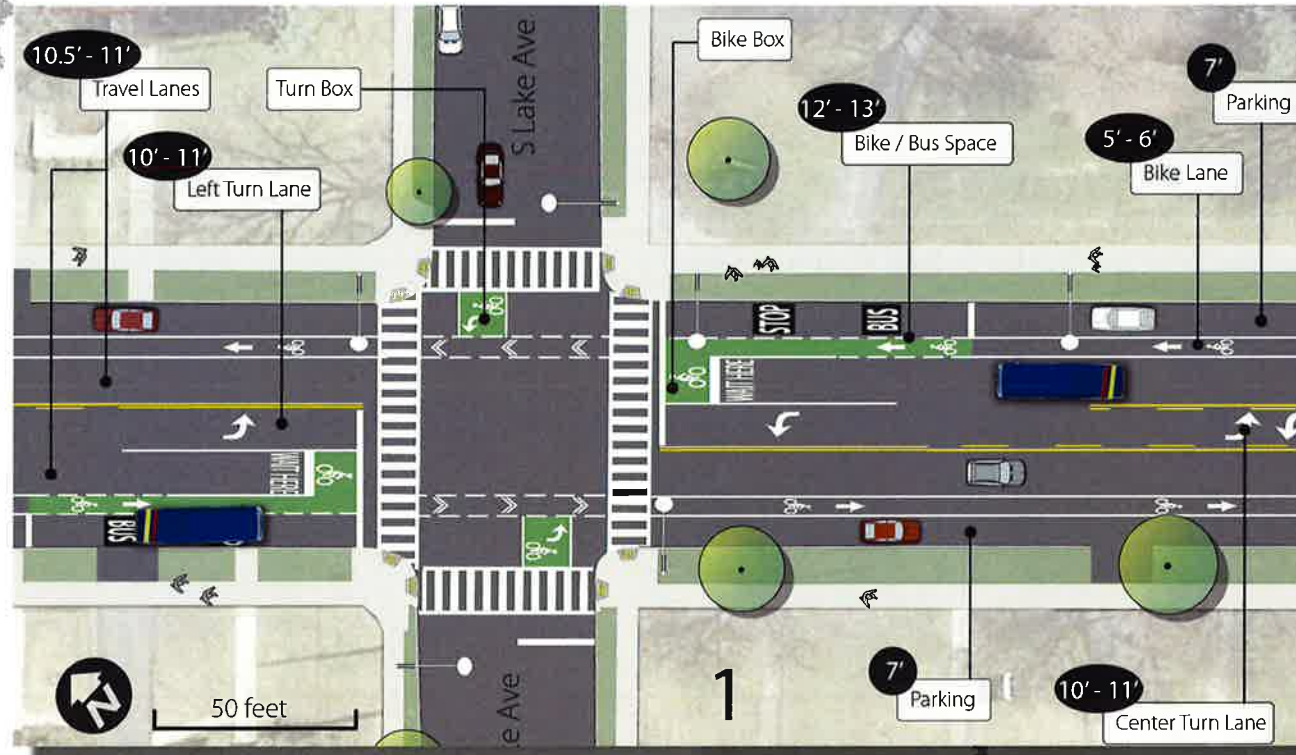


**Pros:**

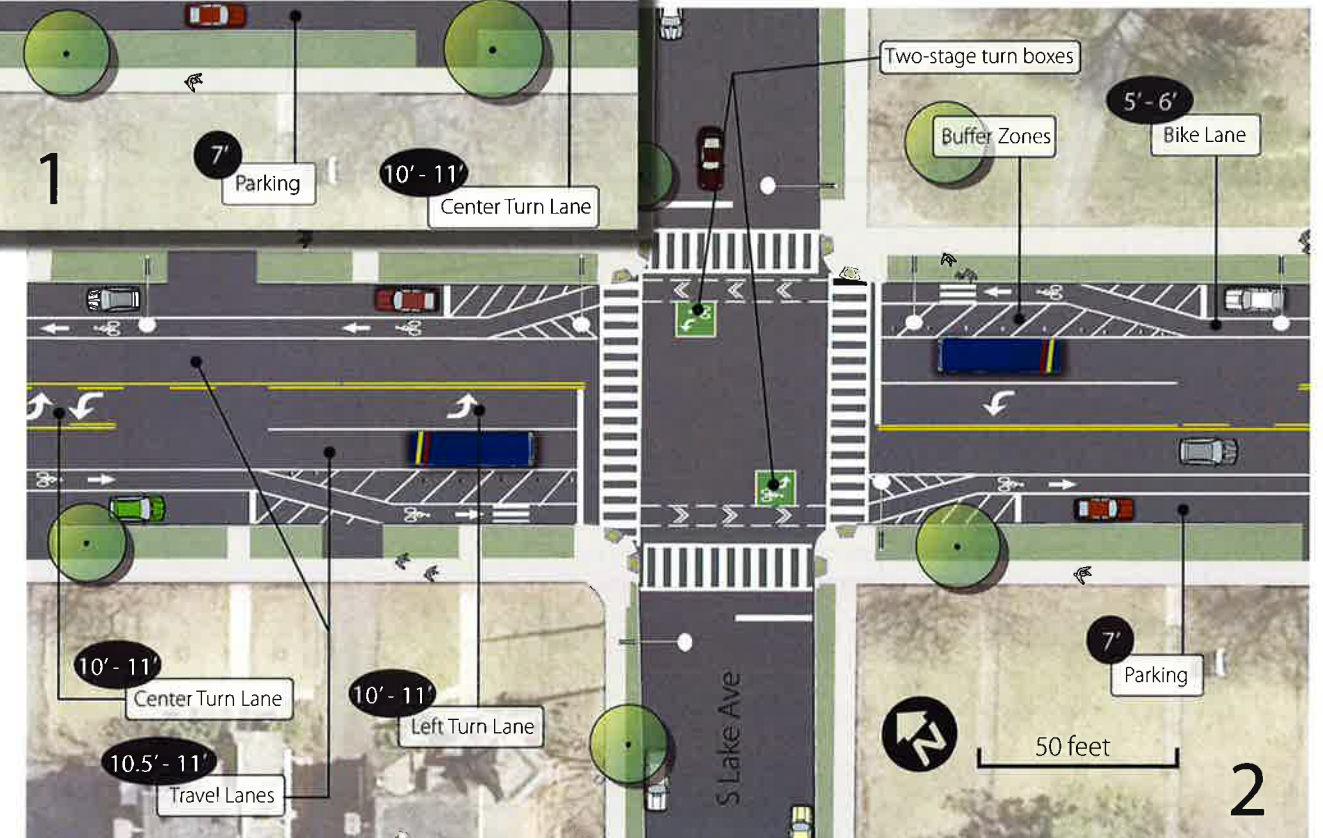
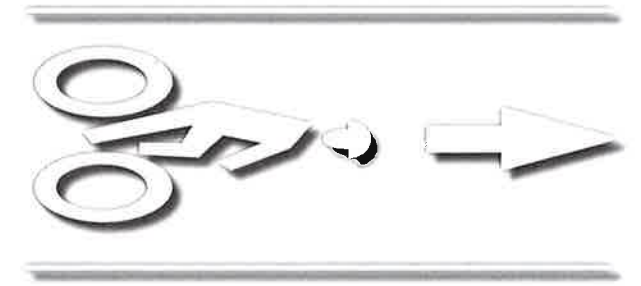
- Bicyclists are allocated dedicated lane space.
- Provides a higher level of comfort for less experienced bicyclists.
- Allows bicyclists to travel more quickly along the corridor by reducing conflicts with other modes.
- Bicyclists can access the facility from both the northern and southern sides of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

**Cons:**

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



## Alternative B



**Rank Preferences Here!**

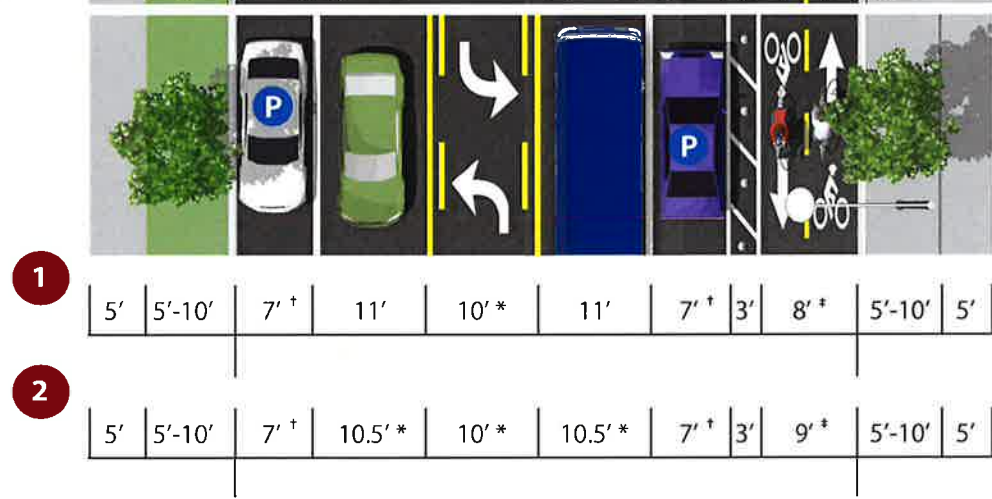
Like

Neutral

Dislike

**Madison Avenue**  
57' Curb-to-Curb

\* = "nonstandard" width  
† = NYS DOT "nonstandard" width  
AASHTO minimum  
‡ = less than desired minimum width



**Pros:**

- Bicyclists travel along a physically separated right-of-way.
- Provides a high level of comfort for most bicyclists, regardless of skill.
- Highly visible facility that could reinforce bicycling as a viable mode of transportation in the City of Albany.
- Successful implementation could spur the development of additional innovative bicycling facilities in the City of Albany.
- Allows bicyclists to travel more quickly along the corridor by removing conflicts with other modes.
- Mitigated risk of injury for bicyclists in "door zone" and eliminates conflicts when vehicles are pulling out of on-street parking spots.
- Separates bicyclists from transit.

**Cons:**

- Maintenance during winter weather would require additional and specialized maintenance.
- The bicycle facility is only directly accessible from the north side of the street.
- Westbound transit riders will need to cross two-way bicycle traffic to board bus.
- Sight line issues at driveways could require removal of parking.
- Driveway traffic will need to cross two lanes of bicycle traffic.
- Requires moving curbside signage on north side of Madison Ave.
- Difficult to construct in phases.
- Requires signal modifications to provide bicycle signals at each intersection.
- Requires non-standard features justification
- Requires realignment of the parking lane curb bump-out near St. Rose College or raised separated bicycle lanes.
- A high number of pavement markings to maintain (separated lane and buffer).
- Less space between vehicle travel lane and parked car than other alternatives.
- Transitions to/from two-way protected lanes at either end of corridor could be more difficult to manage than transitions in other alternatives.



**Rank Preferences Here!**

Like

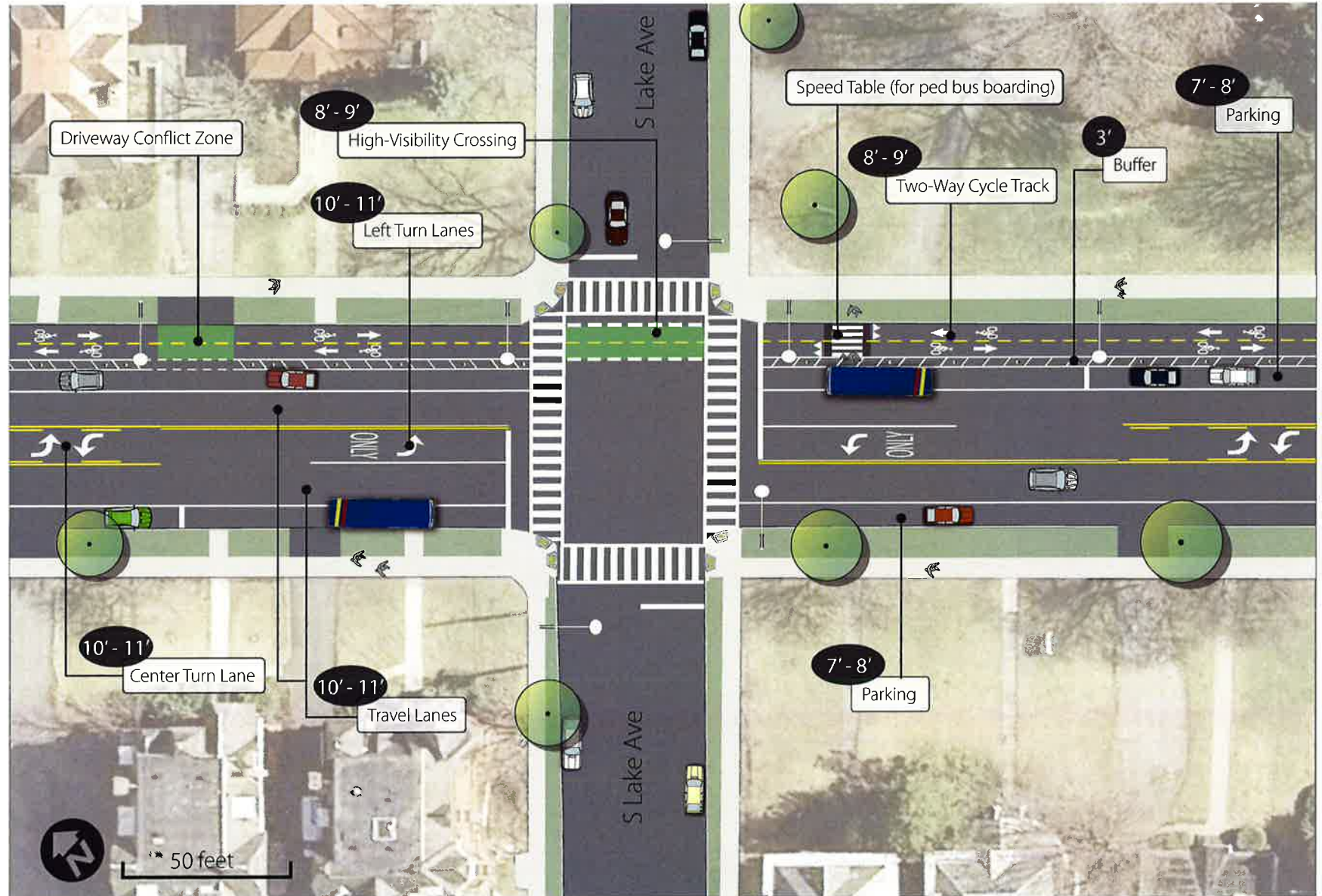
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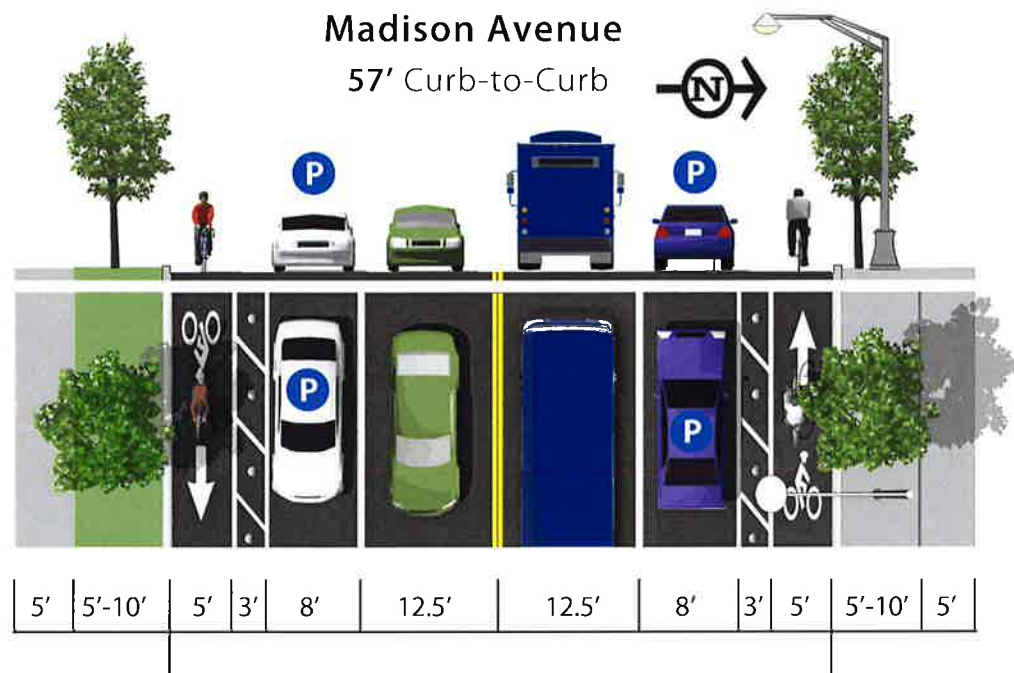
Dislike

# Madison Avenue Road Diet

## Two-Way Separated Bicycle Lanes

### Alternative C





# Madison Avenue Road Diet

## One-Way Separated Bicycle Lanes Alternative D

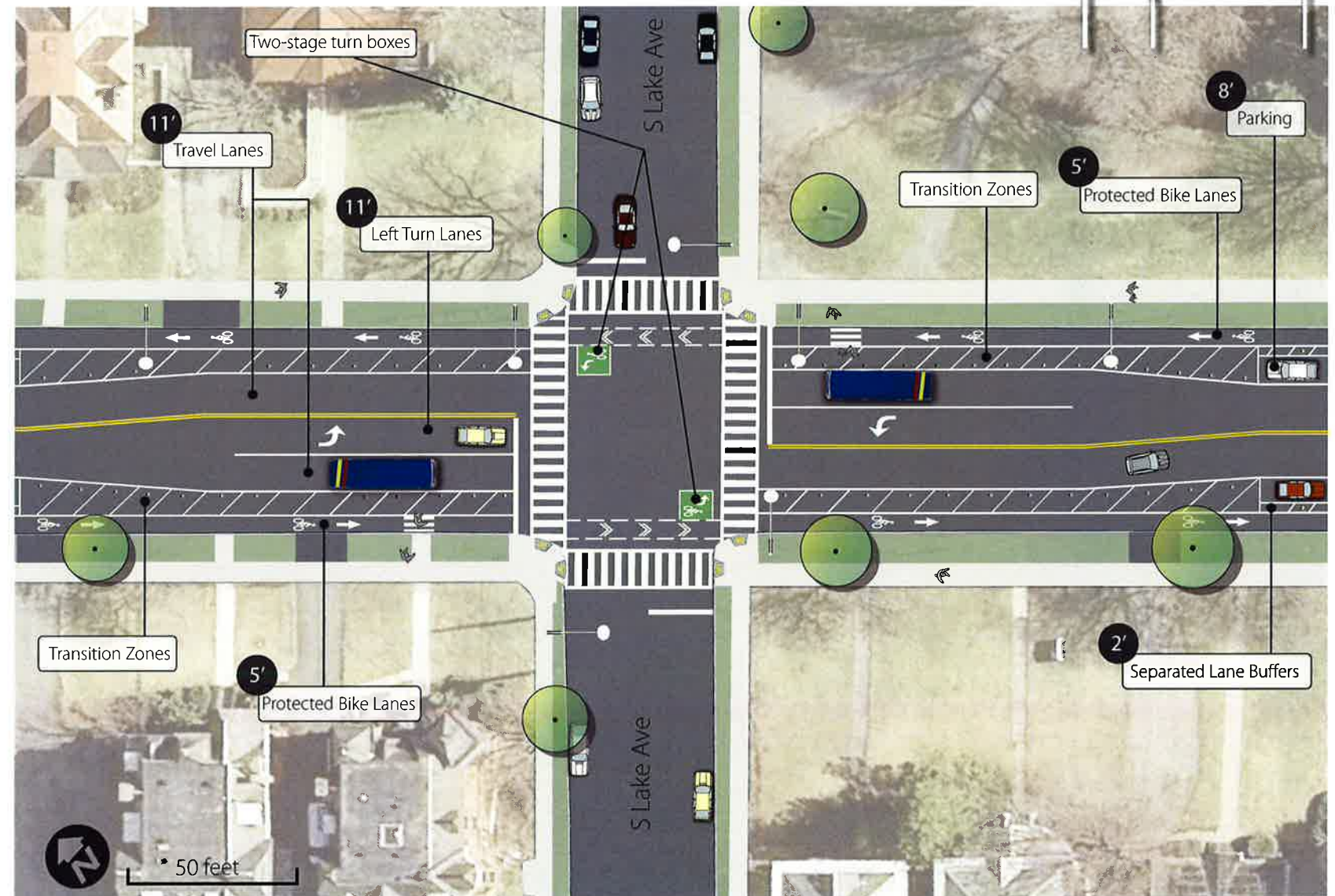


### Pros:

- Bicyclists travel along a physically separated right-of-way.
- Provides a high level of comfort for most bicyclists, regardless of skill.
- Highly visible facility that could reinforce bicycling as a viable mode of transportation in the City of Albany.
- Successful implementation could spur the development of additional innovative bicycling facilities in the City of Albany.
- Allows bicyclists to travel more quickly along the corridor by removing conflicts with other modes.
- Mitigated risk of injury for bicyclists in “door zone” and eliminates conflicts when vehicles are pulling out of on-street parking spots.
- Separates bicyclists from transit.
- Bicyclists can access the facility from both the northern and southern sides of the street.
- Can be designed to meet minimum AASHTO and NACTO recommended widths.
- Fewer traffic signal modifications than the two-way separated bike lane alternative.
- Potential added delays could have a traffic calming effect.
- A transit waiting area can be created between the separated bicycle lane and the vehicle lane.

### Cons:

- Greater parking impact when compared to 3-lane alternatives due to transition zones at some intersections.
- Maintenance during winter weather would require additional and specialized maintenance equipment.
- Transit riders will need to cross a lane of bicycle traffic to board bus.
- Sight line issues at curb cuts could potentially require removal of parking.
- Requires realignment of the parking lane curb bump-out near St. Rose College or raised separated bike lane.
- A high number of pavement markings to maintain (separated lane and buffer).
- Transit riders will need to cross a lane of bicycle traffic to board bus.
- Lack of a center turn lane could result in vehicle delays outside of intersections.
- May require moving curbside signage on both sides of Madison Ave.
- Signal modifications may be required.

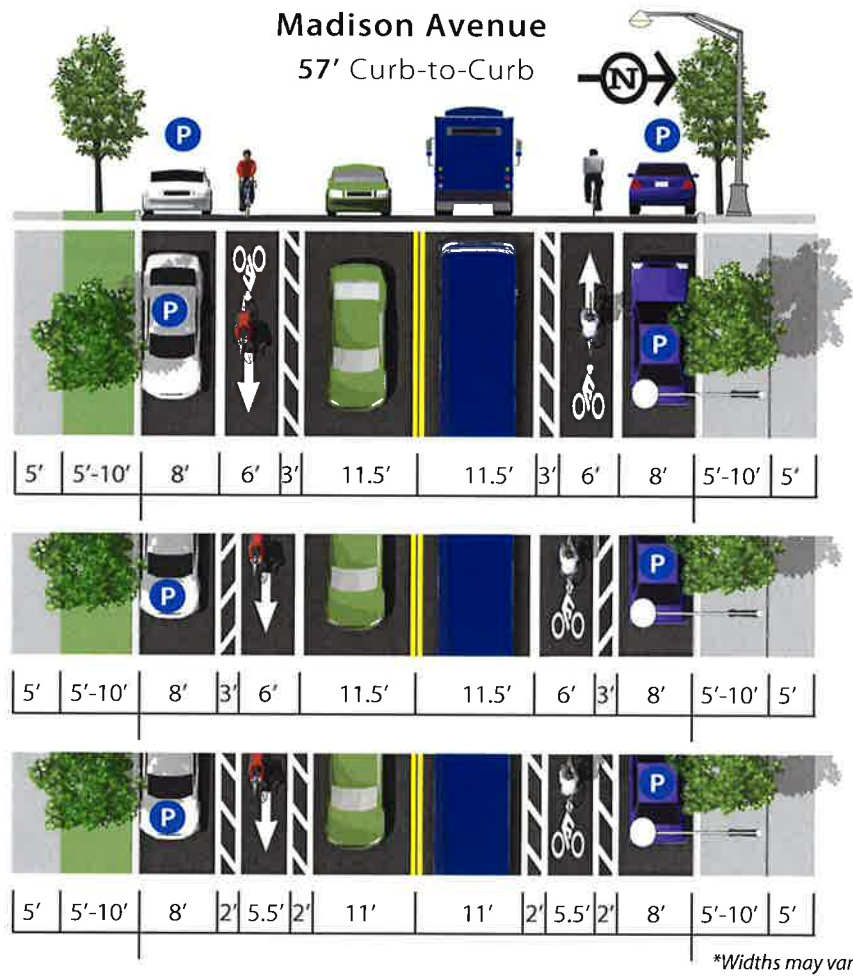


Rank Preferences Here!

Like

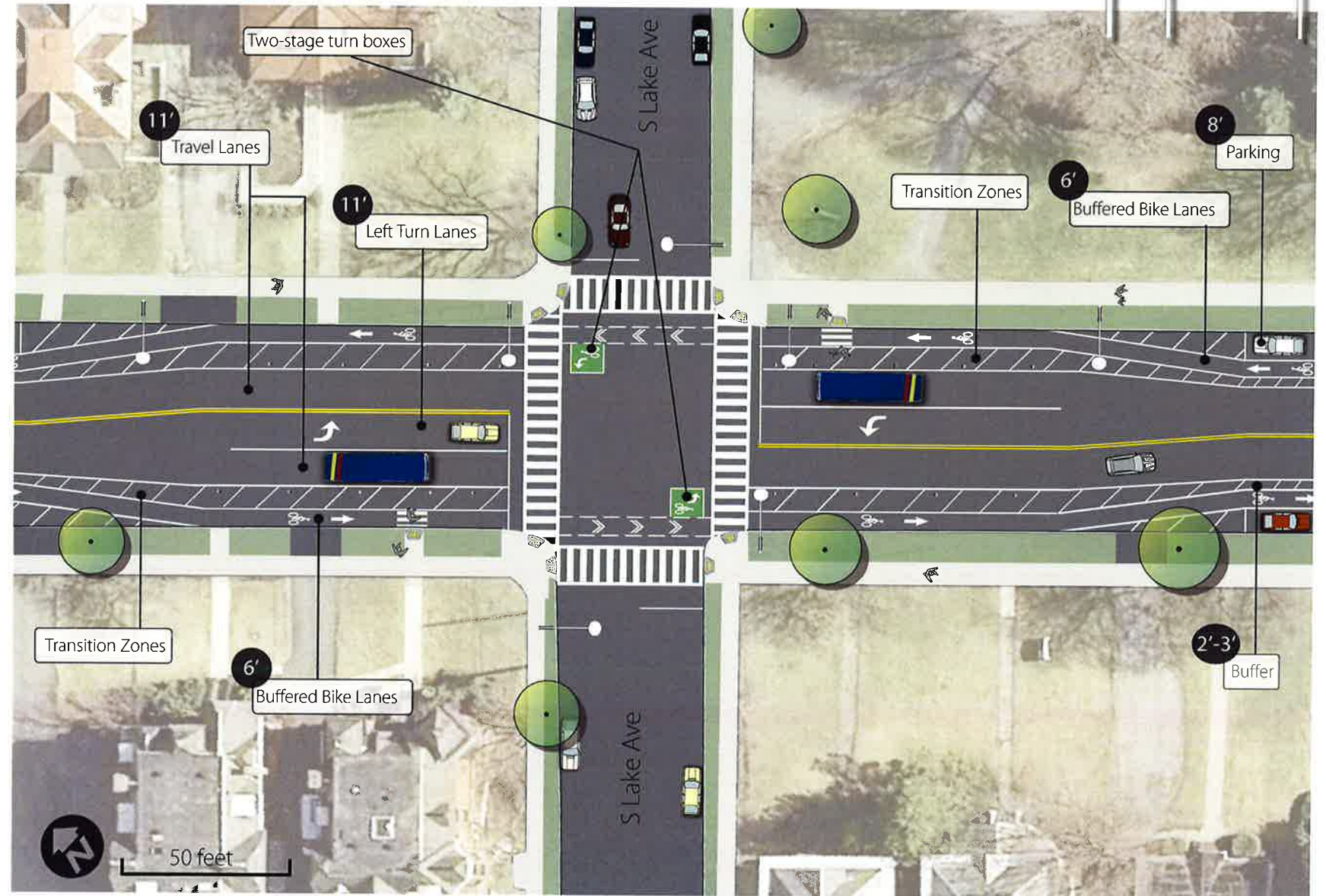
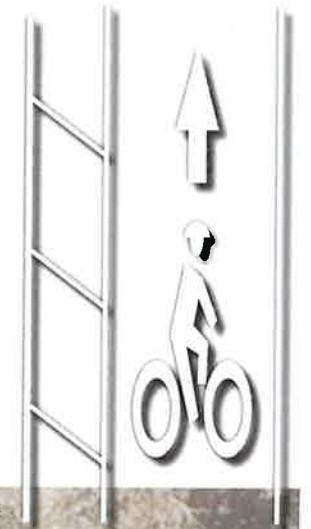
Neutral

Dislike



# Madison Avenue Road Diet

## Buffered Bicycle Lanes Alternative E



### Pros:

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

### Cons:

- Greater parking impact when compared to 3-lane alternatives.
- Buffered bicycle lanes are not a physically separated facility.
- Transit riders will need to cross a lane of bicycle traffic to board bus.
- There is an increased cost to installation and maintenance of additional pavement markings

Rank Preferences  
Here!

Like

Neutral

Dislike