

Summary of Comments/Responses

Manning Boulevard Public Meeting

Held on August 14, 2023

The following is a response to the public comments received at the Manning Boulevard Street Improvement Project public meeting held on August 14, 2023. The comments have been numbered and listed with a response below. Please note, similar comments have been combined.

1. A number of people commented on their distaste for the proposed one way bridal paths. There was a desire for the paths to remain two way.
 - *The current width of the bridal paths is 22 feet. In order to maintain this width, there are two options. First, per the existing concept plans, the bridal paths will be converted to one way and the existing off street parking will remain. The second option would include two way traffic, however, as per City and State Roadway Design Standards, all off street parking would be eliminated as the 22 foot width will not safely accommodate both two way traffic and off street parking.*
 - Due to budget constraints, the widening of the bridal paths to accommodate bi-directional traffic and a parking lane was excluded. Any widening of the bridal paths will result in eliminating green space and drainage improvements.*
 - Please refer to the survey on the project website to indicate your preference for on this issue.*
2. How much was winter weather and snow plowing considered on the bridal paths? Isn't narrowing the bridal path going to make snow plowing harder?
 - *Winter weather and plowing were considered; making the bridal paths one-way allows for a dedicated parking area which in turn creates space for alternate side parking to make snow plowing easier. The bridal paths are proposed to remain approximately the same width.*
3. Does the project address sidewalks and curbing?
 - *Sidewalks and curb improvements are included in this project. Curb is currently proposed along the travel lanes of Manning Boulevard. The bridal paths are proposed to remain uncurbed. This will maximize storm water runoff being directed to the green infrastructure practices. While the project budget does not support replacing all the sidewalk along the project corridor, areas where it is uneven, prone to flooding or broken will be replaced.*
4. The turning lanes at Western and Washington intersections should be looked at to avoid back-up of cars onto Manning Boulevard.
 - *The length of the turning lanes as shown on the concepts are approximate at best. Our consultant will complete an analysis to determine the appropriate lengths for the turning lanes to minimize back-ups.*
5. It is important that trees are replaced if removed and the proper tree is planted.
 - *The City Arborist will be reviewing all tree removals and make the recommendation for replacements.*

6. Project should consider potential of geothermal fields to serve houses on Manning.
 - *The inclusion of geothermal wells is beyond the scope of this project.*
7. The proposed road widths are narrower which is good, but they should be narrowed further – perhaps to 11' maximum lane width. At 16', the lanes are essentially creating a better racing corridor.
 - *It is necessary to ensure emergency vehicles have lane width to pass vehicles in the event of an emergency. An 11 foot lane width is not adequate space for a vehicle to yield the right of way to fire or police vehicles.*
8. There should be curbs on the bridle paths – there are too many parking problems with people parking on the grass medians, etc., curbing would help reduce this problem.
 - *The current project budget does not support installing granite curbing along the bridle paths*
9. Will the project include burying the existing overhead utilities?
 - *Burying the existing overhead utilities is not included in the scope of this project. Including this would add millions of dollars to the project and will delay the project 3 to 5 years as it would require extensive coordination with National Grid, Verizon, Spectrum and other utility owners.*
10. Is there a commitment to this project being done in the Summer of 2024?
 - *The current completion target date is late summer/early fall 2024*
11. Houses on Manning are 100 years old and have multiple drainage problems related to the sewers coming from the road to the houses. Will this be addressed as part of this project?
 - *Improvement to the residential sewer service lines is not part of this project. It is suggested that homeowners contact the City of Albany Department of Water and Water Supply to determine if there are grants and/or funding available for homeowners to improve their service lines.*
12. Will protected bike lanes be included in the project?
 - *The project budget will not support including protected bike lanes. The current plan calls for shared bike lanes along the bridle paths. The final configuration of the proposed tie ins with Washington and Western Avenues will be determined during the final design phase.*
13. Green areas are good. Access points to the bridle paths should be maintained. Please consider putting additional stop signs or other traffic control devices on Manning.
 - *These issues will be discussed with the City of Albany Traffic Engineering Division who has authority.*
14. Crosswalks on Manning are currently non-existent since the paint has faded. Safer crossing conditions should be included in this project.
 - *The project will include new painted crosswalks along Manning Boulevard and also at the intersections of Washington and Western Avenue.*
15. Will speed humps or raised crosswalks be included in the project?
 - *Manning Boulevard is classified as a minor arterial by the New York State Department of Transportation. Speed humps or raised crosswalks are not recommended to be installed on roadways with this classification.*

16. It took a long time to reduce Manning from four lanes down to three and people still speed. Neither plan considers safety or convenience.
- *Unfortunately this is an enforcement issue, not a roadway issue. Concerns of excessive speeding will be forwarded to the Albany Police Department.*
17. Are green spaces necessary for drainage? Can they be made smaller? How wide are the green spaces on South Manning?
- *South Manning median is approximately 17 feet wide. Reduction in size of green spaces can be done but it limits the amount of space available for green infrastructure and drainage*
18. Are the signals sensor based? People seem to creep forward into crosswalks to try and trigger the sensors. Curb extensions (“bump-outs”) at intersections would help slow and control traffic in these areas.
- *Traffic signal control sensors will be upgraded as part of this project. There is no plan to include “bump-outs” at the Washington and Western Avenue intersections.*
19. Special consideration should be given to fix the intersections at Western & Washington.
- *The current scope of work includes restriping the intersections at Western and Washington Avenues and rehabbing the ADA curb ramps. The project budget will not support extensive improvements at these intersections.*
20. People still speed down South Manning where they have large green medians. Additional signage, control lights, etc. would help.
- *South Manning travel lanes are approximately 19 feet wide which may be encouraging speeding.*
21. Improvement to planters at end of Manning are included in this project to be converted into a memorial space for Diane (resident who recently passed away).

If you have additional questions or comments regarding this project, please visit the Manning Boulevard Improvement Project page on the City of Albany website at:

<https://www.albanyny.gov/2201/Manning-Boulevard-Improvement-Project>

Here you will find additional information on the project, including a link to the online survey, comment submission box, and more.