



April 11, 2024

Dear Mayor Sheehan,

Capital Streets commends the City of Albany for prioritizing the redesign of Frisbie Avenue. This roadway has significant vehicular, pedestrian, and bicycle traffic, and yet it currently has minimal and dangerously inadequate accommodations for anyone outside a motor vehicle.

Families who live in the Delaware Ave, Second Ave, and South End neighborhoods need ways to safely access the fields, recreational facilities, and community garden off of Frisbie Avenue. As you know, prioritizing safe non-vehicular access to these greenspaces is especially important since all areas of this project are within a Potential Environmental Justice Area (PEJA) as designated by the NYS Department of Environmental Conservation.

After analyzing the community's comments at the Frisbie Ave Public Meeting, Capital Streets has compiled the key points discussed by residents relating to transportation and safety along the corridor. The community was very outspoken about the following transportation-related needs:

- Safe access for people walking and bicycling.
  - Currently there are no sidewalks along many stretches of Frisbie, despite heavy pedestrian traffic that includes many families who are walking with strollers and small children to the fields, playground, and community center.
  - People bicycling are currently forced to use the same lane as cars, despite the road's wide widths and fast moving traffic.
- Safer and more frequent connections between the fields
  - Today the sole crosswalk between the fields is faded and hard to see.
- Safe access to the community garden.
  - There are currently no sidewalks on the stretch of Frisbie near the community garden, and the slope in this area decreases sight lines.
- Improved drainage along roadways and sidewalks.
  - Flooding on roadways creates hazardous conditions to walk on.
- Keeping existing trees and planting more trees.
  - Trees contribute to traffic calming and provide shade for pedestrians walking in this corridor.
- Improvements to the intersection at Frisbie and Second Ave.
  - The existing intersection is recognized as hazardous for all users.
- Mitigating frequent speeding throughout the corridor.
  - Frisbie is used as a cut-through to get from 9W to the Empire State Plaza. Many commuters travel well over the speed limit.
  - Frisbie's wide lanes and lack of speed controls encourages drivers to speed.
- Connections to the South End Connector Trail

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- It is very difficult to access the South End Connector Trail from this area now, despite being a short distance away. The South End Connector Trail should be safely accessible for those who live in the South End.

Capital Streets used GIS software and tax maps to create the following analysis:

“South Frisbie” (between McCarty Ave and Second Ave) is excessively wide, with 13’ lanes and, for the majority of this section, a roadway exceeding 40’ in width. This section also has a ROW of significant width and is flanked by City-owned parcels most of the way.

“North Frisbie” (between Second Ave and Garden St) is a much more reasonable width while maintaining a significant ROW on both sides of the roadway.

The excess width of this corridor and ROW provides the City with a perfect opportunity to create comfortable and attractive active transportation facilities separate from motor vehicle traffic. This corridor can easily accommodate sidewalks, bike lanes, or a sidepath.

Capital Streets recommends a sidepath along Frisbie Ave, connecting McCarty Ave and Garden St, and continuing along Garden Street east to Slingerland St to create a cohesive connection between Green Tech High School and the City’s fields. While it appears that enough ROW exists on both sides of the corridor, the east side of Frisbie is more feasible due to grade changes and vegetation on the west side of Frisbie north of Second Ave.

Sidepaths are shared use paths that run parallel to an adjacent roadway. They provide safe, comfortable facilities for people walking, pushing strollers, using wheelchairs, riding bicycles, and more, separated from motor vehicle traffic. They should be separated from the roadway with a vegetative or physical buffer as much as ROW width and site constraints allow. Sidepaths are becoming increasingly popular in areas where there are few conflict points with motor vehicles thanks to their utility, ease of maintenance, relatively affordable construction, and reception (as people are increasingly drawn to trails).

In addition to side path, Capital Streets recommends:

- Narrow travel lanes- not to exceed 11’, to reduce speeding, traffic noise, and increase safety.
- More frequent pedestrian crossings on Frisbie Ave. This can include at Avenue B, at the location of the existing mid-block crossing at the sports complex entrance, and at the southern entrance to the sports complex parking lot (connecting the baseball field). These crossings should be paired with additional traffic calming measures with grade changes to physically slow vehicles.
- LPIs at the intersection of Frisbie and Second Avenue.
- Additional tree plantings along both sides of Frisbie.
- While outside of the scope, we think it is important for the City to acknowledge the need for additional formal access to the sports fields (Bogart, Clare, Regent, and/or



Putnam), which will increase access and utilization of the park while providing better bicycle and pedestrian connections.

Please see the attached drawings to further illustrate these recommendations.

In conclusion, we support a separate multi-use path on Frisbie Avenue, retention of existing trees, and the planting of many trees along the road. We look forward to seeing the city's design for Frisbie, to being engaged in the remainder of the process, and to eventually enjoying a better Frisbie Ave that works for all users of this street.

Sincerely,

Capital Streets

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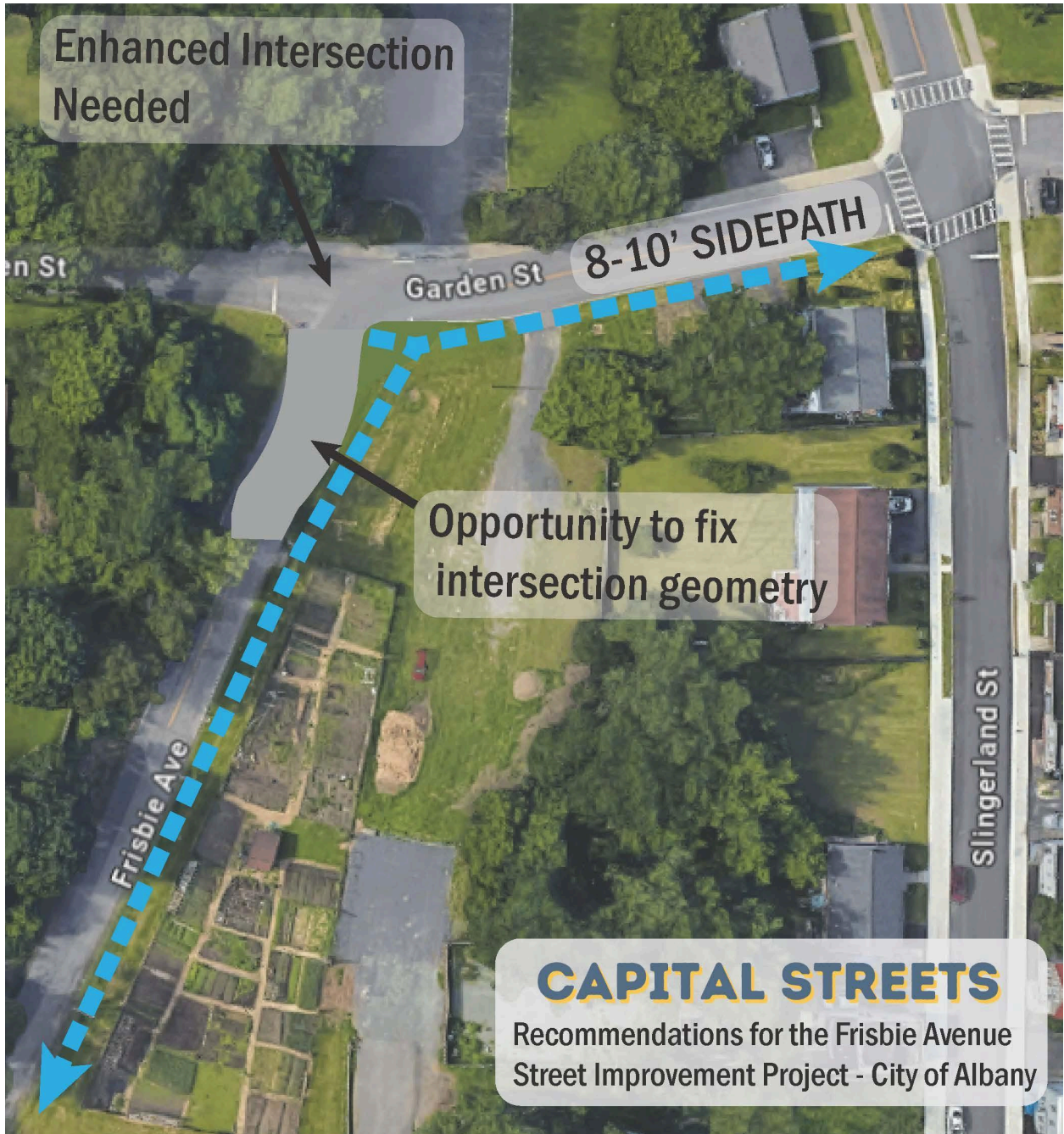
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Councilmember Sonia Frederick, Ward 1

Councilmember Sergio Adams, Ward 7

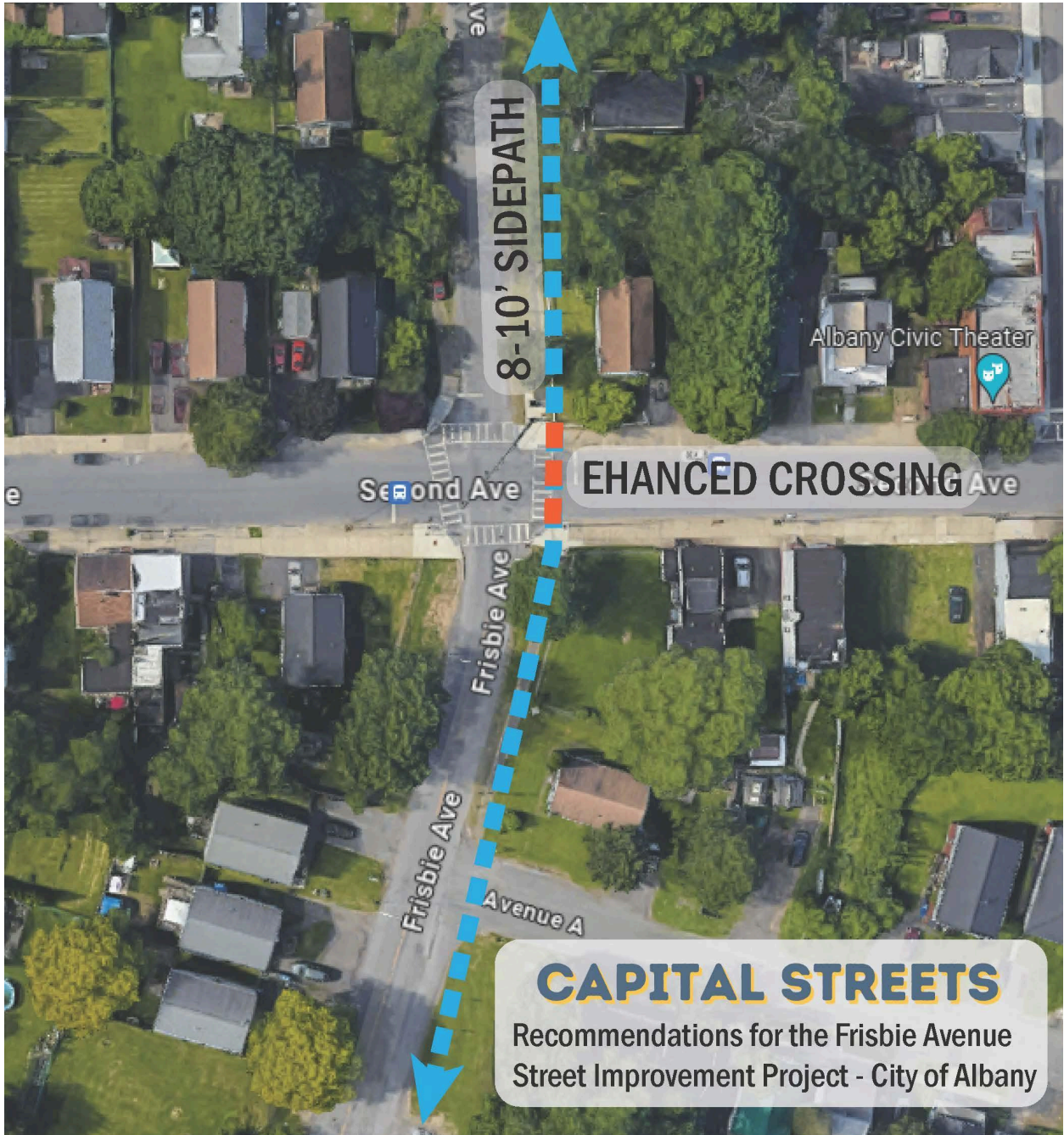
Delaware Avenue Neighborhood Association

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