

Draft Federal Street Linkage Study

Background and Purpose (from the study)

The purpose of the Federal Street Corridor Study is to reconceptualize Federal Street to calm traffic and improve pedestrian and bicycle connections in the City's core. Sponsored by the City of Troy and CDTC, the consultant team is led by Creighton Manning Engineering. The study's goals include:

- providing multimodal infrastructure for all users;
- reducing transportation barriers among disadvantaged populations; and
- improving pedestrian and bicycle connections between downtown Troy and across and along Federal Street

Capital Streets' Analysis (12/17/22)

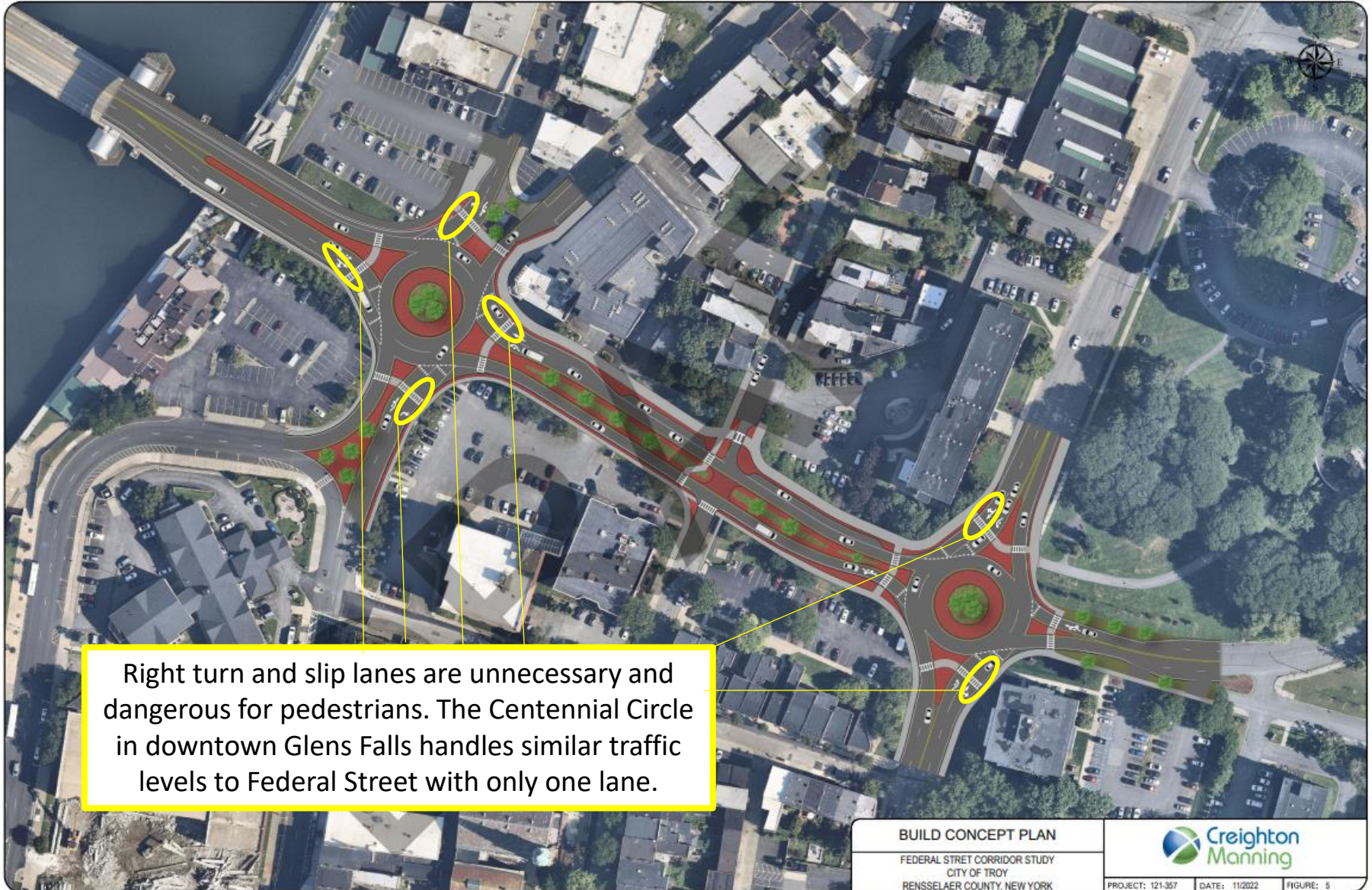
While some aspects of the roadway have been improved, the roundabout concepts shown are concerning and **inappropriate for Downtown Troy, especially for the danger they could pose for pedestrian safety** and access. In particular, we are concerned with:

1. **Number of lanes:** with two lanes and right turn slip lanes, the concept is oversized for Downtown Troy and will accommodate higher vehicle speeds at the expense of pedestrian safety and comfort.
 - a. Right turn slip lanes allow vehicles making right turns to do so without stopping, reducing likelihood of drivers yielding to pedestrians
 - b. Two lanes entering and one lane exiting creates long distances for pedestrians to cross
 - i. This design pushes pedestrians to take indirect detours or risk crossing unsafely
2. **Excessive lane width:** 13 ft lanes shown (Figure 4) encourage dangerous vehicle speeds
 - a. Lane widths of 11.5 ft or less will calm traffic and reduce pedestrian crossing distances
3. **Prioritization of vehicle speed:** The study incorporates a Level of Service (LOS) analysis to evaluate the efficacy of the proposed design (Table 4, page 11). LOS measures the operating conditions of a roadway for motor vehicle throughput. It is widely considered counterproductive for urban areas as it prioritizes vehicle flow above all else.
 - i. Despite a public survey that showed residents prioritize bicycle and pedestrian accessibility improvements over auto-oriented goals, no alternative LOS analysis is provided for a smaller, more pedestrian friendly concept.
 - ii. The current LOS grade of a C is widely considered acceptable in urban environments. Prioritizing LOS improvements for automobiles is unnecessary and directly undermines the project's goals of improving access and safety for vulnerable road users.

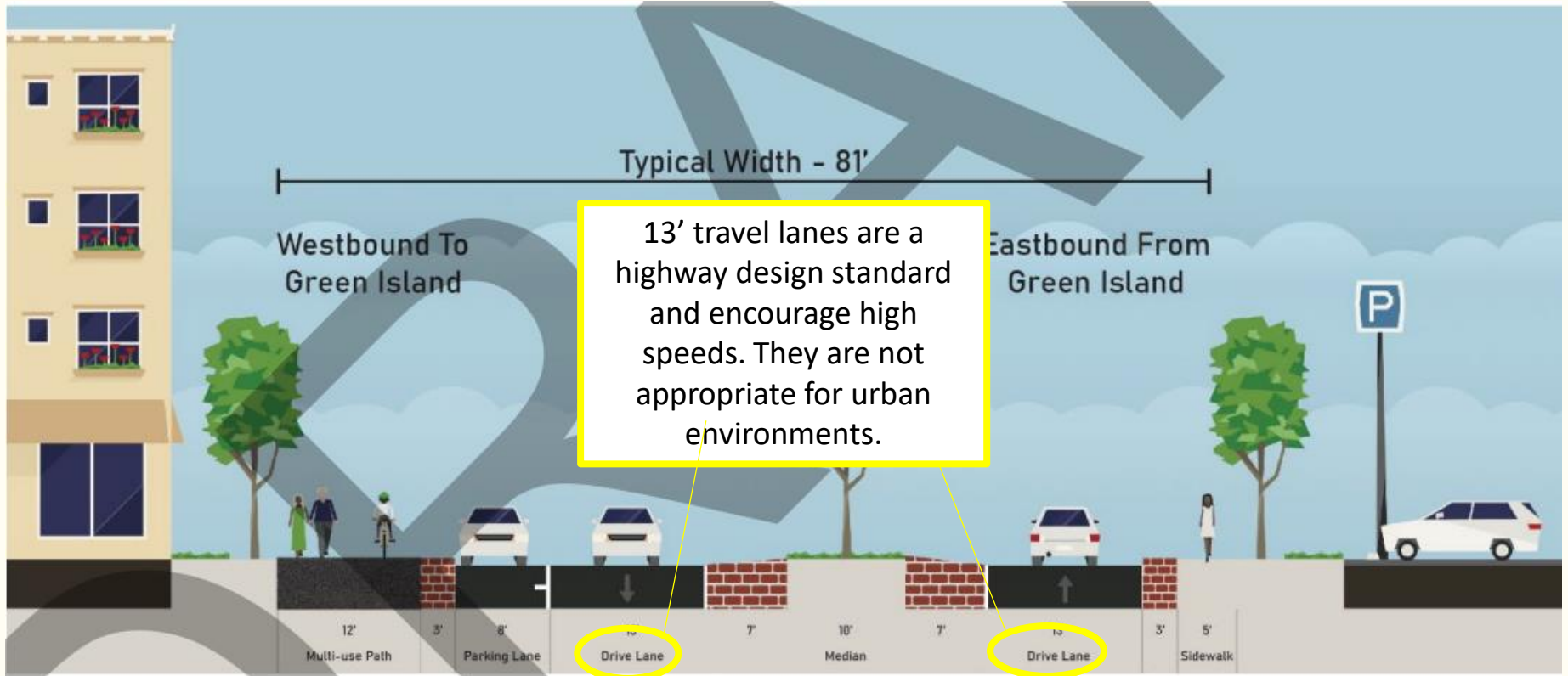
Conclusion

Roundabouts can be successful in urban environments. However, the concept shown continues to prioritize motor vehicles over pedestrians, businesses, and quality of life. A more appropriately sized intersection concept, similar to Centennial Circle in Downtown Glens Falls (~14000 AADT), should be studied and those results should be made public before this study is adopted.





Right turn and slip lanes are unnecessary and dangerous for pedestrians. The Centennial Circle in downtown Glens Falls handles similar traffic levels to Federal Street with only one lane.



Federal Street - Alternative

